

SAFE STREETS ACT OF 2013  
H.R. \_\_\_\_\_  
SECTION BY SECTION

SECTION 1. SHORT TITLE

- Names the legislation the “Safe Streets Act of 2013.”

SEC. 2. DEFINITIONS

- Defines “complete street” as a roadway that safely accommodates all travelers, particularly public transit users, bicyclists, pedestrians of all abilities, motorists and freight vehicles.
  
- Defines “complete streets policy” and “complete streets principles” to be transportation laws, policies, or principles which ensure that the needs of all users of the transportation system (including pedestrians, transit users and vehicles, children, older adults, bicyclists, people with disabilities, freight and motorists) are accommodated in all phases of transportation project planning and development.

SEC. 3. COMPLETE STREETS POLICY

- Requires that States and Metropolitan Planning Organizations (MPOs) adopt and implement complete streets policies.
- Directs States within two years of passage, to have in effect a law or explicit State DOT policy that accommodates the safety and convenience of all users of the transportation system in accordance with complete streets principles. Directs MPO’s to also have in place a policy doing the same.
- With some exceptions, applies complete streets policies or laws to new federally funded projects sponsored by State Departments of Transportation or MPOs for road construction and road modification projects, including design, planning, construction, reconstruction, rehabilitation, maintenance, and operations. Requires that complete streets-acceptable projects fit within the context of the local community be it urban, suburban or rural.
- Clarifies that the complete streets policy requirements apply only to new projects that receive Federal funding and exempts projects that are substantially underway (at or beyond 30 percent design) at time of bill passage.
- Sets out a clear procedure for exempting a project from compliance with complete streets principles and requires approval by a senior manager for project exemptions. Identifies causes for individual projects to be exempted, including in cases where:
  - o Affected roadways prohibit specified users, such as on freeways;
  - o The *cost* of applying complete streets principles would be excessively disproportionate to the need or probable use of a given complete street;
  - o The number of people who live and work (or who will likely live and work) in a particular area is so low that expected users of the roadway do not include pedestrians, public transportation, freight vehicles or bicyclists.

- Directs State DOTs and MPO's to integrate complete streets policies into their planning processes.

#### SEC. 4. CERTIFICATION

- Calls upon the Secretary to determine a method of evaluating state Departments of Transportation and MPOs consideration of complete streets principles.
- Requires State DOT's and MPO's to submit to the Secretary a report describing their complete streets policy or law and the means of implementation development by the State DOT or MPO.
- Requires USDOT to report to Congress on the status of compliance for DOTs and MPOs and the resources USDOT is supplying to assist with policy adoption and implementation.

#### SEC. 5. ACCESSIBILITY STANDARDS

- Requires the Architectural and Transportation Barriers Compliance Board to issue accessibility standards for pedestrian facilities within the public right-of-way.
- Until the Architectural and Transportation Barriers Compliance Board issues the above standards, instructs States and MPOs to apply existing Department of Transportation Standards for Accessible Transportation Facilities (available at 49 CFR 37.9).

#### SEC. 6. RESEARCH, TECHNICAL GUIDANCE, AND IMPLEMENTATION ASSISTANCE

- Requires the Secretary of Transportation to provide a report to transportation agencies across the country on best practices for implementing complete streets principles.
- Requires USDOT to collect data on non-motorized transportation and transit use and develop a survey tool for State DOTs to identify multi-modal capacity of state and local road networks.