

## MAJOR REVISIONS TO THE BDE MANUAL FOR IMPLEMENTATION OF THE COMPLETE STREETS LAW

### Chapter 5 – Local Agency Agreements

- State/Local new sidewalk construction cost share is changed from 50/50 to 80/20, while still requiring local maintenance of any sidewalks constructed on a state project.
- Similar changes made to cost shares for reimbursable utility adjustments, right-of-way and other related costs on new sidewalk construction.
- Affirmatively states that even warranted sidewalks will not be constructed unless the local agency agrees to accept maintenance.
- Specifically outlines cost shares for bicycle accommodations for the first time. For new on-road bike lanes, state/local cost share is 80/20 for construction, right-of-way and reimbursable utility adjustments, with 100% state maintenance. Also, locals responsible for 100% of right-of-way, utilities, etc not required for the bike lanes themselves.
- State will pay 100% for construction and maintenance of wide outside lanes and widened shoulders on the state route.
- State/local cost share for new off-road paths will be 80/20 for construction, right-of-way and reimbursable utility adjustments with the locals taking maintenance.
- Affirmatively states that even warranted off-road bicycle facilities will not be constructed unless the local agency agrees to accept maintenance.
- The state will pay 100% for the cost of improvements and maintenance for pedestrian and bicycle facilities on structures and approaches on state routes.

### Chapter 17 – Bicycle and Pedestrian Accommodations

- Cites the law (PA095-0665) verbatim. Emphasizes the need for an exception to the law for project which meet the statutory criteria.
- Requires coordination of accommodations with BDE Bicycle and Pedestrian Coordinator.
- Adds a Facility Selection Table to identify appropriate accommodations for given area type, design speed and design traffic. If the appropriate accommodation cannot be built due to excessive cost, safety issues or ROW concerns, then an iterative approach will be completed for the next highest and best accommodation.
- Adds guidance for when addition of accommodations conflicts with the consensus of stakeholder input on a project. The Regional Engineer will decide extent and nature of accommodation in consultation with the BDE Bicycle and Pedestrian Coordinator.
- Adds language requiring a resolution if a local agency does not wish to participate in a given accommodation to document that fact.
- Adds language stating that after need has been established and the appropriate accommodation has been identified using the Facility Selection Table, it is the responsibility of the district to convey this information to the appropriate local agency.