

## RESOLUTION NO. XXXX

### ADOPTING A COMPLETE STREETS POLICY TO PROMOTE SAFE AND CONVENIENT TRAVEL OPTIONS ON ALL STREETS FOR ALL USERS OF ALL ABILITIES AND AGES

WHEREAS the term “Complete Streets” describes a comprehensive, integrated transportation network that is safe, accessible, comfortable, accommodating, and welcoming to all users, including people of all ages, races, ethnicities, incomes, and physical abilities, and all modes of transportation, particularly those walking, rolling, biking, and using transit; and

WHEREAS the **CITY/COUNTY** recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, environmental sustainability, and economic opportunities; and

WHEREAS the **CITY/COUNTY** currently supports and pursues Complete Streets through the General Plan, the Humboldt County Regional Bicycle Plan, the Climate Action Plan, and other plans, projects, and policies; and

WHEREAS the adoption of a formal Complete Streets Policy will allow the **CITY/COUNTY** to better coordinate existing multimodal transportation planning, design, and operation activities under a single Complete Streets framework; and

WHEREAS balanced transportation systems that offer an array of safe and convenient choices, particularly for walking, biking, rolling and transit, make communities more livable; and

WHEREAS the State of California has adopted numerous laws and regulations requiring statewide reductions in greenhouse gas (GHG) emissions, including the California Global Warming Solutions Act of 2006 (AB-32), Senate Bill 32 (2016), and Executive Order B-55-18 (Brown), and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

WHEREAS the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”; and

WHEREAS the State of California passed Transportation Impacts (also known as SB 743) in 2013, which mandates that jurisdictions can no longer only use vehicle delay –

commonly measured by Level of Service (LOS) – in transportation analysis under California Environmental Quality Act (CEQA). Instead, the State has called for jurisdictions to update transportation impact analysis from LOS to Vehicle Miles Traveled (VMT), which measures the amount of driving a project or development would generate. The intent of the legislation is to reduce greenhouse gas emissions, further the development of multimodal transportation networks, and promote diversity of land uses; and

WHEREAS pedestrian fatalities have increased by approximately 50% and bicyclist fatalities have increased by approximately 30% both nationwide and statewide over the last decade, even while overall traffic fatalities have decreased slightly, and **CITY/COUNTY** is ranked among the most dangerous **CITIES/COUNTIES** in the state for pedestrians and bicyclists by the state Office of Traffic Safety; and

WHEREAS numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

WHEREAS the **CITY/COUNTY**, considering the foregoing benefits and facts, wishes to emphasize its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices;

NOW THEREFORE BE IT RESOLVED that the **CITY/COUNTY** adopts the Complete Streets Policy contained in Exhibit A.

#### Exhibit A Complete Streets Policy of the **CITY/COUNTY**

##### A. Purpose and Intent

The **CITY/COUNTY** expresses its commitment to the creation of Complete Streets that provide a complete, connected multimodal transportation network that contributes directly to the safety, health, economic vitality, and quality of life of all residents, especially the most vulnerable, those walking, biking and rolling. Under this Complete Streets Policy, the **CITY/COUNTY** shall direct the design, construction, reconstruction, repair and maintenance efforts on the **CITY/COUNTY**'s roadways, bridges, pathways, and sidewalks, creating a comprehensive, integrated transportation network that is safe, accessible, comfortable, accommodating, and welcoming to all users. This shall include people of all ages, races, ethnicities, incomes, and physical abilities, and all modes of transportation, particularly those walking, rolling, biking, and using transit.

The desired outcome of the Complete Streets Policy is to create an equitable, balanced, and effective transportation system where every person can travel safely and comfortably to meet daily needs, and where sustainable transportation options such as walking, biking, rolling and using transit are accessible, safe, comfortable and convenient to everyone.

The **CITY/COUNTY** recognizes that not all modes can receive the same degree of accommodation on every street, but the **CITY/COUNTY**'s goal is to apply Complete Streets principles to projects, so that people of all ages and abilities can safely, comfortably, and conveniently travel across and through the network. A Complete Streets approach provides a unique opportunity to thoughtfully integrate and advance multiple short and long-term goals identified in the General Plan, the Humboldt County Regional Bicycle Plan, and the Climate Action Plan while delivering maximum benefits from both public and private investments.

#### B. Diverse Users

In creating this Complete Streets Policy, the **CITY/COUNTY** recognizes equity as a motivation and shall prioritize vulnerable roadway users and those residing in Disadvantaged Communities. Vulnerable users are those walking, biking or rolling. Disadvantaged Communities are census tracts where the median household income is 80% or less of the statewide median household income, census tracts which fall in the top quartile (75-100%) of statewide census tracts for the percentage of students enrolled in the free or reduced price school meal program, census tracts which fall in the top quartile (75-100%) of statewide census tracts for the percentage of residents who identify as non-White or Hispanic, and Tribal Lands.

#### C. All Projects and Phases

Complete Streets describes a comprehensive, integrated transportation network with infrastructure and design to enable safe, attractive, comfortable and convenient access and travel for all users of all abilities. In practice, Complete Streets focuses on rebalancing a transportation system which since the early twentieth century has been designed almost exclusively for automobiles and motorists by re-prioritizing pedestrians (includes persons who use personal mobility or assistive devices), bicyclists, and public transportation users and operators, including persons with disabilities, seniors, and children. The **CITY/COUNTY** shall require every transportation improvement and project phase to apply a Complete Streets framework to allow the safe, comfortable, convenient and accessible use of streets for all roadway users.

The **CITY/COUNTY** shall follow recognized best practices when applying these principles including, but not limited to, those produced by the California State Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), the National Association of City Transportation Officials (NACTO), and the American Association of State Highway and Transportation Officials (AASHTO).

Transportation improvements and project phases include, but are not limited to: planning, prioritization, funding, design, approval, and implementation processes for any private development project, construction, reconstruction, retrofit, resurfacing, repaving, restriping, rehabilitation, or alteration of streets (including streets, roads, bridges, and other portions of the transportation system), including impacts to mobility due to construction or work zone efforts.

This policy does not apply to:

1. Emergency repairs such as a water main leak that requires immediate, rapid response; and
2. Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.

Exceptions for a given category of users may be approved via the process set forth in “D. Exceptions to Policy.”

#### D. Exceptions to Policy

Exceptions shall be made if any of the following criteria render Complete Streets improvements unworkable:

1. Cost of accommodation is excessively disproportionate to the need, probable use, or other public benefit.
2. There is a documented absence of current and future need or demand, after accounting for any demand which may be induced by contemplated Complete Streets improvements.
3. There is a reasonable and equivalent project along the same corridor that is already programmed to provide the facilities exempted from the project at hand.

An exception shall be granted only if:

- a) A request for an exception is submitted in writing, with supporting documentation, made publicly available, and an opportunity provided for public and stakeholder input;
- b) The exception applies only to specifically identified Complete Streets improvements to which one or more of the criteria identified in this section applies, and does not grant a blanket exemption from all potential Complete Streets improvements without specific consideration of each improvement; and
- c) The exception is approved in writing by the Public Works Director or his/her delegate.

Exceptions granted shall be included in the annual data report – “G. Performance Measures.”

#### E. Jurisdiction

All facilities within the public right-of-way, publicly or privately funded, shall adhere to this Complete Streets Policy. Privately funded projects shall also include in their plans appropriate elements of Complete Streets.

The **CITY/COUNTY** shall continue its collaboration and interagency coordination to foster Complete Streets implementation beyond the **CITY/COUNTY**'s borders. These agencies include, but are not limited to the Humboldt County Association of Governments (HCAOG), the Humboldt Transit Authority (HTA), the California Department of Transportation (Caltrans), the California Department of Housing and Community Development (HCD), school districts, public health departments, higher education institutions, other local cities, agencies and jurisdictions, and other entities to further the **CITY/COUNTY**'s vision of an interconnected and integrated multimodal transportation network.

#### F. Context Sensitive Design and Street Design Standards

The **CITY/COUNTY** will align land use and transportation planning to create Complete Streets solutions that are appropriate to individual contexts; that best serve the needs of all people using streets and the right-of-way; and that support the land-use, climate, safety, and environmental quality targets and policies of the **CITY/COUNTY** and the State of California.

Context sensitive design allows roadway design decisions to be more flexible and sensitive to community values, and to better balance economic, social and environmental objectives. In planning and implementing street projects, the **CITY/COUNTY** shall take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice design guidelines. This includes a shift toward designing at a human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy of streets, mode balance, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, planning, and urban design principles. Unintended consequences such as involuntary displacement shall be avoided when possible or addressed with equity and fairness to the affected party.

Because Complete Street design is an evolving field, the best and latest design guidance, standards, and recommendations to maximize design flexibility and innovation while balancing user and modal needs shall be referenced for design guidance including those published from:

1. Caltrans
2. National Association of City Transportation Officials (NACTO)
3. Federal Highway Administration (FHWA)
4. American Association of State Highway and Transportation Officials (AASHTO)

#### G. Implementation and Reporting

Within one year following adoption of this Complete Streets Policy, the **CITY/COUNTY** will take the following next steps to implement this Policy:

1. The **CITY/COUNTY** shall create a committee consisting of both internal and external stakeholders, including representatives of disadvantaged communities and transportation education and advocacy groups, to oversee implementation and community outreach related to this Policy;
2. The Department of Public Works shall incorporate Complete Streets principles into appropriate plans, manuals, checklists, decision trees, rules, regulations, and programs as each document is updated;
3. The Department of Public Works shall review current design standards and specifications and update to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, including for people with disabilities;
4. The Department of Public Works shall ensure that its work zone detour policy fully accommodates walking, bicycling, and transit;
5. The Department of Public Works shall incorporate this Policy and its goals and vision into all project prioritization processes, including but not limited to any pavement management plans and policies and any processes leading to the **CITY/COUNTY**'s submission of projects for including in the Regional Transportation Plan;
6. The **CITY/COUNTY** shall require staff to participate in relevant professional development and training on non-motorized transportation and transit issues through attending conferences, classes, seminars, and workshops;

On an ongoing basis, the **CITY/COUNTY** shall implement the following steps:

1. The **CITY/COUNTY** shall require all new or revised General Plans, zoning ordinances, or other land use policies to specify how they support the goals and vision of this Complete Streets Policy;
2. The **CITY/COUNTY** shall promote inter-departmental project coordination among departments with an interest in the activities that occur within the public right-of-way to better use fiscal resources.

#### H. Performance Measures

The Department of Public Works shall be responsible for annually collecting and updating performance measures to comprise the annual data report. The annual data report shall be shared with the **CITY COUNCIL/COUNTY BOARD OF SUPERVISORS** showing progress made in implementing this policy. The annual data report shall include the following measures:

1. Number of approved exceptions to this Policy under Section D of this Policy.
  - a. Share of exceptions in Disadvantaged Communities
2. Linear feet of new or reconstructed sidewalk or pedestrian pathway
  - a. Share within Disadvantaged Communities
3. Lane miles of resurfaced, repaved, restriped or reconstructed roadway
  - a. Share within Disadvantaged Communities

- b. Share with Complete Streets facilities
- 4. Lane miles of new bicycle facilities
  - a. Share of separated bikeways, buffered, bike lanes, and routes
  - b. Share within Disadvantaged Communities
- 5. Number of new or reconstructed curb ramps installed on streets
  - a. Share within Disadvantaged Communities
- 6. Number of new or repainted crosswalks
  - a. Share within Disadvantaged Communities
- 7. Number of new crosswalk enhancements (rectangular rapid flashing beacon, pedestrian hybrid beacon, pedestrian signal improvement, raised crosswalk, reduced crossing distance, etc.)
  - a. Share within Disadvantaged Communities
- 8. Upgraded street lighting, including intersection lighting, pedestrian scaled lighting
  - a. Share within Disadvantaged Communities
- 9. Number of transit stops that have improved pedestrian and bicycle access and/or accommodation
  - a. Share within Disadvantaged Communities
- 10. Number of projects to improve bicycle and pedestrian safety at controlled and uncontrolled intersections
  - a. Share within Disadvantaged Communities
- 11. Number of crashes, injuries, and fatalities by mode, gender, age
  - b. Share of crashes in Disadvantaged Communities
- 12. Mode share – as measured by means of transportation data reported in the American Community Survey “Commuting (Journey to Work)”

The annual data report shall be made available to the public by posting it on the **CITY/COUNTY** website. The first annual report shall be due two years after the passage of this Complete Streets Policy.