

## **Exhibit A**

### **Complete and Green Streets Policy of the City Of Eureka**

#### **A. Guiding Principle**

Make the streets of Eureka safe for all modes of transportation including pedestrians.

#### **B. Purpose and Intent**

The City expresses its commitment to the creation of Complete Streets and Green Streets that provide a comprehensive, 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 and Green Streets Policy, the City shall direct the design, construction, reconstruction, repair and maintenance efforts on the City'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, but is not limited to: 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 and Green 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 recognizes that not all modes can receive the same degree of accommodation on every street, but the City'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 City Council Strategic Goals & Initiatives, the 2040 General Plan, the Humboldt County Regional Bicycle Plan, and the Climate Action Plan while delivering maximum benefits from both public and private investments.

#### **C. Diverse Users**

In creating this Complete and Green Streets Policy, the City recognizes equity as a motivation and shall focus on vulnerable roadway users and those residing in Disadvantaged Communities. Vulnerable users are those walking, biking or rolling.

#### **D. 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 shall apply a Complete

Streets framework in all applicable and feasible transportation projects to allow the safe, comfortable, convenient and accessible use of streets for all roadway users.

The City 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 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.

City staff of Engineering, Public Works, and Planning shall identify all funding sources for street improvements and evaluate every upcoming project as an opportunity for Complete and Green Streets Policy alignment. The City's Capital Improvement Program shall be responsible for adherence to the Complete and Green Streets Policy.

This policy does not apply to:

1. Emergency repairs such as a water (or sewer) main leak that requires immediate, rapid response; and
2. Routine maintenance of the transportation network that does not change the roadway configuration 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."

#### E. 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) An analysis is complete with supporting documentation, made publicly available, and an opportunity provided for public and stakeholder input; A analysis encompasses a checklist that will include reasons for not including complete street elements in the project.
- 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 City Engineer or his/her delegate.

Exceptions granted shall be included in the data report - "I. Performance Measures."

#### F. Jurisdiction

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

The City shall continue its collaboration and interagency coordination to foster Complete Streets implementation beyond the City'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's vision of an interconnected and integrated multimodal transportation network.

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

The City 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 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 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.

#### H. Implementation and Reporting

Within one year following adoption of this Complete and Green Streets Policy, the City will take the following next steps to implement this Policy:

1. The City will work closely with the Traffic Safety Commission (TSC) to oversee implementation and community outreach related to this Policy;
2. The City shall incorporate Complete Streets principles into appropriate plans, manuals, checklists, decision trees, rules, regulations, and programs as each document is updated;
3. The City 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 City shall ensure that its work zone detour policy fully accommodates walking, bicycling, and

transit;

5. The City 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's submission of projects for including in the Regional Transportation Plan;
6. The City shall fund and require staff to participate in relevant professional development and training on non-motorized transportation and transit issues through attending conferences, classes, seminars, and workshops; Staff working on such projects shall attend continuing education and/or documented research on best practices. City staff shall provide educational opportunities for City boards, committees, commissions, business districts, schools, and other institutions with intent of assuring principles and concepts of the Complete and Green Streets Policy Vision are understood.

On an ongoing basis, the City shall implement the following steps:

1. The City 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 and Green Streets Policy;
2. The City 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.

#### I. Performance Measures

The City shall be responsible for collecting and updating performance measures annually to comprise the data pertaining to this policy. The data shall be shared with the Transportation Safety Commission and City Council showing progress made in implementing this policy. The data may include the following measures:

1. Number of approved exceptions to this Policy under Section D of this Policy.
2. Linear feet of new or reconstructed sidewalk or pedestrian pathway
3. Lane miles of resurfaced, repaved, restriped or reconstructed roadway
  - a. Share with Complete Streets facilities
4. Lane miles of new bicycle facilities
  - a. Share of separated bikeways, buffered, bike lanes, and routes
5. Number of new or reconstructed curb ramps installed on streets
6. Number of new or repainted crosswalks
7. Number of new crosswalk enhancements (rectangular rapid flashing beacon, pedestrian hybrid beacon, pedestrian signal improvement, raised crosswalk, reduced crossing distance, etc.)
8. Upgraded street lighting, including intersection lighting, pedestrian scaled lighting
9. Number of transit stops that have improved pedestrian and bicycle access and/or accommodation
10. Number of projects to improve bicycle and pedestrian safety at controlled and uncontrolled intersections
11. Number of crashes, injuries, and fatalities by mode. Mode share - as measured by means of transportation data reported in the American Community Survey "Commuting (Journey to Work)"

The data shall be made available to the public by posting it on the City website. The first report shall be due one year after the passage of this Complete and Green Streets Policy.