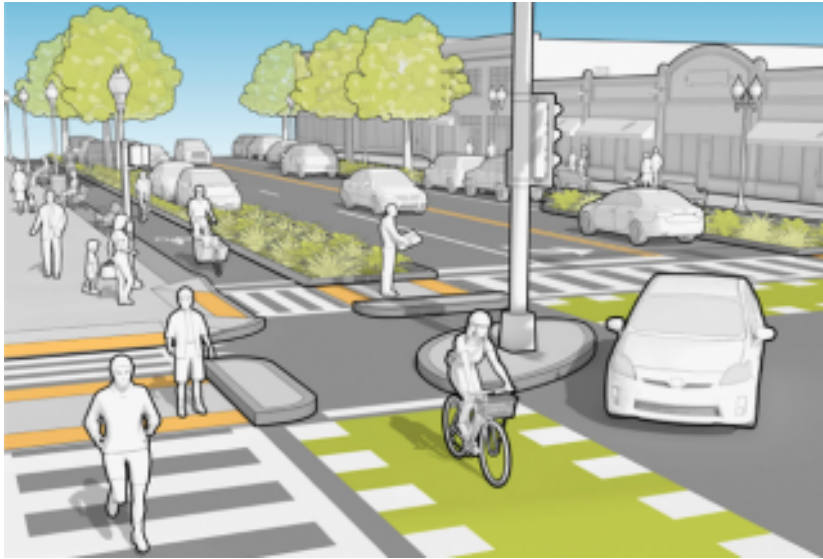# Complete Streets Policy
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City of Duarte

Resolution No.19-08
Adopted June 11, 2019

PURPOSE

The goals of Duarte's Complete Streets Policy is to provide a street network that is safe, convenient, and comfortable for all users. Duarte's Policy encourages increased use of multi-modal transportation while continuing to maintain an effective transportation system for the community. This may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

DEFINITIONS

The following words and phrases, whenever used in this Policy, shall have the meanings defined in this section unless stated otherwise:

A. "Complete Streets" means design features that contribute to a safe, convenient and comfortable travel for all users, including but not limited to features such as: sidewalks; shared use paths; bicycle facilities; automobile lanes; paved shoulders; street trees, landscaping, and planting strips; curbs; accessible curb ramps; crosswalks; street lighting; pedestrian and traffic signals (including countdown and accessible signals), signage, including pedestrian-oriented signs; public transportation stops and facilities; and traffic calming devices.

B. "Street" means any right of way, public or private, including arterials, connectors, alleys, lanes, and roadways by any other designation, as well as any other portions of the transportation network.

C. "Street Project" means the construction, reconstruction, retrofit, and/or maintenance of any street, and includes planning, design, approval, and construction.

D. "Users" means individuals that use streets, including bicyclists (commuter, recreational, utility), pedestrians (children, younger adults, seniors, families, and persons with disabilities), motorists including public safety vehicles, movers of commercial goods, and users of public transportation.

E. "Amenities" are components for populating and enhancing complete streets, such as furnishing elements including benches, trash receptacles, transit shelters, and bicycle parking.
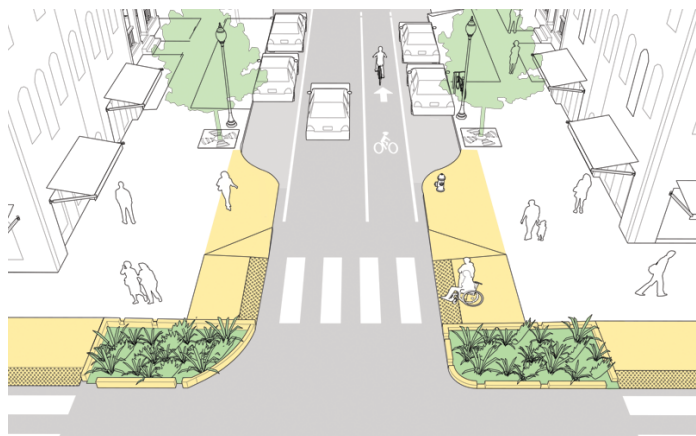
DESIGN

Whenever modifications are made to streets, Complete Streets features will be considered. Street improvements shall include:

A. Street improvements (Repaving and/or Street maintenance)
B. Street and sidewalk lighting
C. Sidewalk and pedestrian improvements such as;
    a. Wider sidewalks
    b. Parkways, median islands, curb extensions, roundabouts
    c. Crosswalk improvements
    d. ADA compliant accessibility improvements
    e. Accessible pedestrian signals
    f. Signage
    g. Transit accommodations and access at train stations
    h. Shared use lanes and bike lanes
    i. Landscaping
    j. Street Furniture Amenities
    k. Drainage facilities

Accessible Pedestrian Signal

Shared use Lanes and Bike Lanes

Curb Extensions

STREET NETWORK/CONNECTIVITY

It shall be the City of Duarte's policy that the following are considered for implementation during a project review:

A. Design, operate, and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel.

B. Actively look for opportunities to repurpose right-of-ways to enhance connectivity for pedestrians, bicyclists, and transit.

C. Focus on non-motorized connectivity improvements for access to services, schools, parks, civic uses, amenities, transit facilities, regional connections, and commercial uses (retail and office).

D. Require new developments and renovation projects to implement, maintain, and/or enhance Complete Streets, as described in this policy, including but not limited to interconnected street networks with small blocks and/or non-motorized connections, shared use paths, bicycle facilities, sidewalks, ADA ramps, etc.

JURISDICTION

This Complete Streets Policy is intended to cover all development and renovations in the public domain and all street improvement assessment districts within Duarte, but will also focus on regional connectivity.

A. Every City Department including Administration, Community Development, Finance, Parks & Recreation, Public Safety, and Public Works will follow the policy.

B. The City requires all developers and builders to comply with the City's standards.

C. The City requires agencies that Duarte has permitting authority over, including, but not limited to, the water company, electrical utilities, gas company, communication utilities, and service contractor to comply with this policy.

D. The City will work closely with Los Angeles County, Caltrans, and the Los Angeles County Metropolitan Transportation Authority, to promote compliance.

E. The City encourages agencies not under Duarte jurisdiction, including, but not limited to, the Duarte Unified School District, to comply with this policy.

EXCEPTIONS

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

A. A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair or pothole filling.

B. The Director of Community Development exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project.

C. The Director of Community Development and project team will jointly determine if the construction is not practically feasible or cost effective because of significant or adverse environmental impacts, on neighboring land uses.

CONTEXT SENSITIVITY

It shall be the City of Duarte's policy to implement the following, unless exceptions apply:

A. Plan its streets in harmony with the adjacent land uses and neighborhoods.
B. Plan for regional and local connectivity.
C. Solicit input from local interested parties during the planning process.
D. Design streets with a strong sense of place using architecture, landscaping, public art, and signage, etc. to reflect the community and individual neighborhood identities.
E. Coordinate Street Projects, along retail, commercial, and mixed-use corridors, with local small business to develop vibrant and livable districts.
F. Practice sustainable storm water management strategies and incorporate best management practices into street design.

PERFORMANCE MEASURES

City staff will evaluate the effectiveness of the Policy using the following performance measures when feasible:

A. Total new miles of on-street bicycle infrastructure defined by streets with clearly marked or signed bicycle accommodations.
B. Total miles of streets with pedestrian accommodation.
C. Number of missing non-compliant curb ramps along City streets.
D. Number of new street trees planted.
E. Percentage of new street projects that serve all users.

F. Number and severity of pedestrian-vehicle and bicycle-vehicle traffic accidents or accidents.
G. Number of pedestrian-vehicle and bicycle-vehicle fatalities.
H. Percentage of storm water capture, infiltration, and treatment following National Pollutant Discharge Elimination System (NPDES) and MS4 Permit standards.

IMPLEMENTATION

1. Project Team: The Community Development Director, City Engineer, and Public Works Manager will jointly oversee the implementation of this policy.
2. Inventory: City Staff will maintain a comprehensive inventory of the performance measures.
3. Capital Improvement Project Prioritization: As a part of the budget process the City Manager and staff, in concurrence with the City Council, will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.
4. Revisions to Existing Plans and Policies: The Community Development Department will incorporate Complete Streets principles into: City's General Plan, Bike and Pedestrian Master Plan, and any other applicable plans, manuals, and programs.
5. Staff Training: City Staff will receive training on the content of the Complete Streets principles and best practices for implementing the policy.