

City of New Richmond Complete Streets Policy

1. VISION

Complete Streets are a vital component of New Richmond's transportation network and contribute directly to the health, safety, economic vitality, and quality of life in the New Richmond community. Through implementation of Complete Streets principles, the transportation network in New Richmond will be safe, accessible, and convenient for all transportation users of all ages and abilities regardless of their mode of transportation.

2. GOALS

The Complete Streets Policy will ensure that the City's streets complement and enhance the surrounding land use and neighborhood character and accommodate all users, including drivers, bicyclists, pedestrians, senior citizens, children, and people with mobility impairments. Specifically, the goals are:

- a) To make streets safer and more inviting by reducing the frequency and severity of vehicular, bicycle, and pedestrian-related accidents.
- b) To ensure safe routes for students to get to school.
- c) To improve and enhance the health and wellbeing of the City's residents by providing safe and convenient opportunities for walking and bicycling
- d) To improve the City's quality of life and local economy by providing high-quality multi-modal transportation facilities

3. GUIDING PRINCIPLES

Each street in the City of New Richmond is unique, and there is no "one size fits all" approach. The following principles shall guide the development of transportation projects:

- a) Shall be appropriate to the function and context of the transportation facility;
- b) Shall be sensitive to the neighborhood context and cognizant of neighborhood needs;
- c) Shall be flexible in project design to ensure that all users have basic safe access and use;
- d) Shall be considered a component of a comprehensive, integrated, and interconnected transportation network that allows all users to choose between modes of travel; and
- e) Shall be consistent and compatible with the City's Comprehensive Plan and the City's Bicycle and Pedestrian Master Plan

4. APPLICABILITY AND SCOPE

All transportation improvements are included under this Complete Streets Policy, and the guiding principles will be applied to all city, town, county, or state-sponsored improvements and all privately-funded projects and developments that impact the right-of-way. The City shall approach every planned transportation improvement as an opportunity to create safer and more accessible streets for all users. Because a full transportation network expands beyond the City limits, the need for collaboration among other governing bodies and stakeholders is also reinforced.

5. IMPLEMENTATION

The City of New Richmond will plan, design, construct, operate, and maintain appropriate facilities for pedestrians, bicyclists, transit riders, motorists, children, senior citizens, and people of all abilities in all new construction, reconstruction, and repaving improvements subject to the following exceptions:

- a) Cost of a new facility for a particular mode of transportation is excessively disproportionate to need or probable future use.
- b) Documented absence of current or future need
- c) Constraints related to physical space, emergency vehicle clearance, or right-of-way acquisition
- d) Mode is prohibited by law from using the street

6. BEST PRACTICES - DESIGN GUIDANCE

The design of public right-of-way will follow recognized design standards, best practices, and guidelines to achieve the vision of this Complete Streets Policy, including from the following:

- a) American Associate of State Highway and Transportation Officials (AASHTO)
- b) American Planning Association (APA)
- c) Federal Highway Administration (FHWA)
- d) Institute of Transportation Engineers (ITE)
- e) National Association of City Transportation Officials (NACTO)
- f) U.S. Architectural and Transportation Barriers Compliance Board
- g) Wisconsin Department of Transportation

7. EVALUATION

On at least an annual basis, the Director of Public Works shall share quantifiable performance measures with the Public Works Committee and City Council related to the Complete Streets Policy, including but not limited to the following:

- a) Vehicle, bicycle, and/or pedestrian accident data
- b) Number of crosswalks improved or installed
- c) Number of ADA accommodations built or installed
- d) Number of traffic calming facilities installed
- e) Linear feet of sidewalks or trails built or repaired
- f) Number of boulevard trees planted
- g) Maintenance activities of existing Complete Streets facilities
- h) Total dollar amount spent on Complete Streets improvements