

CITY OF RICHFIELD COMPLETE STREETS POLICY

VISION

Consistent with the direction of the Transportation Commission and City Council, this Complete Streets Policy incorporates the philosophy that the streets and roadway sections throughout the City of Richfield should be:

- Designed and operated in a safe, accessible, maintainable, and financially reasonable way with an acceptable level of service, and
- Determined with consideration of the community values identified on a project-by-project basis using a thorough public involvement process that invites all residents and impacted parties to participate as stakeholders.

POLICY

1. The City of Richfield seeks to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the community's values, recognizing that all streets are different and the needs of various users will need to be balanced in a flexible manner.
2. Transportation improvements will include facilities and amenities that are recognized as contributing to meet the needs and values of the community, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to the destinations; bicycle accommodations, shared-use lanes, wide travel lanes or bike lanes as appropriate; and streetscape elements such as street trees, boulevard landscaping, street furniture and adequate drainage facilities.
3. Early and frequent public engagement/involvement will be important to the success of this Policy. Those planning and designing street projects must give due consideration to the community values, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).
4. Where community values are established, bicyclist and pedestrian transportation users shall be included in street construction and re-construction projects, except in circumstances where:

- a. the existing right-of-way limits the ability to safely accommodate all desired modes
 - b. it is technically determined that all desired modes cannot be accommodated safely
 - c. excessive and disproportionate costs limit the feasibility of establishing a bikeway, walkway or transit enhancement as part of a project
5. The project development process must include early consideration of the land use and transportation context, identify gaps or deficiencies in the network for various user groups that could be addressed by the project, including an assessment of the tradeoffs to balance the needs of all users. Specific factors that should be considered and given priority include; whether the corridor:
 - a. Provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping / commercial area, or an employment center;
 - b. Provides access across a natural or man-made barrier such as a freeway;
 - c. Is in an area where a relatively high number of non-motorized transportation users can be anticipated;
 - d. Currently provides important continuity or connectivity links for existing trails or path networks; or
 - e. Has nearby routes that provide a similar level of convenience and connectivity already exist.
6. The design of new or reconstructed facilities should anticipate likely future demand for bicycling and walking and should not preclude the provision of future improvements. [For example, under most circumstances bridges (which last for 50 years or more) should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities].
7. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the Capital Improvements Plan and will carry out projects to eliminate gaps in the sidewalk and trail networks that are identified in the City's Comprehensive Plan and/or Bicycle Master Plan.
8. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets Policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.
9. The City will develop implementation strategies that may include developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.