

City of Newport Complete Streets Policy

The City of Newport is committed to developing and maintaining a safe, efficient, balanced and environmentally sound transportation system for all users. Additionally, the City supports integrating physical activity into daily routines through actions such as biking, walking, or taking transit.

The City understands that not all people get from place to place in the same manner. The Complete Streets Policy will work to enhance safety, mobility, accessibility and convenience for all users including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities.

In order to work to accommodate all modes, purposes, and users, a Complete Streets network must be created in the City. Through this policy, the City will work to create an interconnected transportation system in which users can easily and safely reach many destinations.

This policy only applies to transportation systems under the jurisdiction of the City of Newport; however the City will work with other transportation agencies to incorporate a complete streets philosophy and encourages the State of Minnesota, neighboring cities, Washington County, and regional organizations to adopt similar policies.

Given the limited number of new streets constructed in Newport, constructing a Complete Streets Network will not be easily accomplished. The existing transportation and land use framework from which the City exists, will, in some instances, limit the extent to which Complete Streets can be implemented. However, this policy requires that the City consider incorporating complete street elements into projects such as new construction, reconstruction and rehabilitation. These elements include, but are not limited to:

- Sidewalks and trails
- Medians and crossings
- Speed limits
- Stormwater drainage
- Trees, boulevards and other landscaping options
- Lane widths
- Bicycle facilities
- Lighting
- Public transit
- On-street parking

While Complete Streets intends to make accommodations for all modes and users of the transportation network, the City understands that it is not always possible to make sure accommodations in every instance. As such, the following exceptions are allowed:

- The corridor has severe topographic, environmental, historic or natural resource constraints
- There are safety risks that cannot be overcome
- There is a well documented absence of current and future need
- The cost of establishing Complete Street elements is excessive in relation to the total project cost
- Other exceptions are allowed when recommended by the Public Works, City Engineer, Police and Fire Departments, advisory boards, and the City Council.

When designing Complete Streets projects in Newport, it is important for the City to utilize the wide variety of design resources available. This includes but is not limited to:

- National Complete Streets Coalition
- Safe Routes to Schools

- American Association of State Highway Officials (AASHTO)
- Minnesota Department of Transportation
- Institute of Transportation Engineers
- Americans with Disabilities Act
- Public Right-of-Way Accessibility Guidelines

There are a number of design options and tools available to the city to implement Complete Streets, each with a unique set of benefits and disadvantages. A Complete Street may include:

- Sidewalks
- Bike lanes (or wide paved shoulders)
- Special bus lanes
- Comfortable and accessible public transportation stops
- Frequent and safe crossing opportunities
- Median islands
- Accessible pedestrian signals
- Curb extensions/bump outs
- Narrower travel lanes/road diets
- Roundabouts
- Traffic calming improvements
- Improvements to create safer and more comfortable pedestrian spaces including buffer space, pedestrian-scaled lighting, street furniture, refuge islands, landscaping and public art
- Wayfinding signage
- And, when possible, the City should consider including environmental improvements (storm water, pervious space, green space) into Complete Streets projects.

The City will generally follow accepted or adopted design standards from the resources listed above when implementing improvements to fulfill this policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present. Considering innovative or new ideas is especially important when working within the context of a fully developed city.

The Minnesota Complete Streets legislation states Complete Streets should be designed “in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings.” This policy agrees with that statement. Complete Streets may be designed differently in residential, commercial, industrial and mixed use neighborhoods. It is important to note that context sensitivity is to be considered alongside network connectivity, flexibility, innovation and the unique needs of various users.

For the purposes of this policy, “Complete Streets” are defined as:

“A complete street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. Complete streets are designed and operated to enable safe continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets. Transportation improvements, facilities and amenities that may contribute to complete streets and that are considered as elements of a "complete street" include: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities.”

As of May 2012, the City has completed the following efforts in regards to implementing Complete Streets:

- Development of an existing trail and sidewalk system and trail maps
- Development of a comprehensive city-wide trail system, included in its Comprehensive Plan
- Development of pedestrian crossings over Highway 61 to link the east and west areas of the City
- Identification of the proposed Red Rock Transit station area, and development of land use policies, ordinances and design guidelines to support transit and mixed-use development.

The City will use this Complete Streets policy to build on its efforts to include all transit modes and serve all users in the City.