



DRAFT TRANSPORTATION CHAPTER

GOALS and POLICIES

- Goal 1. Implement the transportation plan, through decision making and strategic funding, that supports an efficient network, the community's economic vitality and the land use vision.
- Policy A. Realize necessary transportation system improvements in a cost-effective and timely fashion.
 - Policy B. Identify new funding sources to improve transportation infrastructure.
 - Policy C. Require adequate right-of-way dedication for new and/or expanded multimodal roadways (vehicular, pedestrian, bicycle and transit) based on the planned function under future conditions.
 - Policy D. Provide adequate roadway and intersection capacity for all users to accommodate anticipated growth of the community and resulting forecasted vehicular traffic volumes.
 - Policy E. Design and construct streets that allow for the efficient removal of snow and other maintenance activities.
 - Policy F. Partner with agencies (MnDOT, Brown County, and other adjacent communities) on transportation system improvements throughout the region, including multimodal routes and facilities (when appropriate).
 - Policy G. Apply street designs that support the Land Use Plan while providing adequate traffic flow and safety across and around the community.
- Goal 2. Plan, develop and maintain a safe, efficient and accessible multimodal transportation system.
- Policy A. Establish a roadway maintenance and improvement program to ensure roadways, trails, and sidewalks are properly maintained. Use program to identify locations where transportation improvements are needed.
 - Policy B. Establish a safe and convenient pedestrian and trail network connecting residential, educational, commercial/retail, employment, civic, medical and recreational destinations throughout the city.
 - Policy C. Establish trails and on-street routes for the use of bicycles and pedestrians as a year-round mode of transportation.



- Policy D. As the community grows, encourage the expansion of public transit services and facilities in a fiscally responsible manner to ensure mobility for all residents and visitors.
 - Policy E. Provide safe and convenient pedestrian, bicycle, and vehicular crossings across the rail lines throughout New Ulm.
 - Policy F. Build an interconnected system of sidewalks and trails to provide safe and efficient travel for pedestrians.
- Goal 3. Apply a Complete Streets approach that is appropriate and feasible to individual contexts to best serve the transportation needs of all users.
- Policy A. Where appropriate, apply the City of New Ulm [Complete Streets Policy](#) to transportation-related projects.
 - Policy B. When considering new development, continue to use the historic New Ulm grid network to encourage interconnected streets and patterns of development. Use the historic New Ulm grid network to create more convenient multimodal travel options and foster a sense of place.
 - Policy C. Maintain and improve multimodal access (where possible) to existing and planned land uses, such as commercial, residential, educational, employment and recreational destinations.
 - Policy D. Include sidewalks on all new streets and if feasible on improvement projects on existing roadways.
 - Policy E. Where feasible, include boulevards with trees on existing and future roadways with sufficient width to accommodate healthy tree growth.
 - Policy F. Implement traffic calming measures (where appropriate) to reduce motor-vehicle speeds in residential areas.
 - Policy G. Limit the use of cul-de-sacs and dead-end streets for accommodating future street connections.
- Goal 4. Promote a healthy, equitable, and economically vibrant community where all residents have greater mobility choices.
- Policy A. Develop an Active Transportation Plan to guide and encourage expansion of the pedestrian and bicycle network, including both the trail system and an on-street network.
 - Policy B. Continue to seek funding and encourage initiatives to support the City of New Ulm [Safe Routes to School Plan](#) and mobility for youth.
 - Policy C. Provide convenient pedestrian, bicycle and vehicular access to parks and natural features, as well as opportunities to support active living and healthy lifestyle activities.



- Policy D. Target investments in active transportation (interconnected sidewalks and trails) and transit services in neighborhoods with transportation challenges and near employment centers.
- Policy E. Promote walkability through enhanced connectivity including transit access, a diverse mix of land uses and streetscaping features (including green infrastructure treatments and climate-resilient design).
- Policy F. Balance land use and related parking needs to minimize impervious surfaces, storm water runoff and heat island effect.
- Policy G. Support land uses in existing and emerging town centers and primary thoroughfares with an adequate supply of parking options.
- Policy H. As development occurs, require a review of shared parking resources to support a “park once” approach.
- Policy I. Continue to accommodate alternative fuel vehicles (e.g. electric vehicle charging stations) in public parking infrastructure and encourage in private sector parking.
- Policy J. Where not present, add beautification elements (such as flowers and landscaping, trees, community art) on major thoroughfares throughout New Ulm to maintain an attractive, clean, and inviting community image.