

A RESOLUTION TO ADOPT A "COMPLETE STREETS" POLICY IN THE CITY OF STARKVILLE

WHEREAS, the City of Starkville policy as stated in the Comprehensive Plan is to reduce the number of car trips, increase energy efficiency, and encourage walking and bicycling as safe, convenient and widely available modes of transportation for all people; and

WHEREAS, increasing walking and bicycling offers the potential for improved health, reduced traffic congestion, a more livable community, and more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle paths, multi-use paths, vehicle lanes, and transit stops; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, the state of Tennessee, and communities in Alabama, Arkansas and Mississippi; and

WHEREAS, the City of Starkville will implement Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, cars, transit and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, the City of Starkville recognizes the number of cost-effective improvements to existing roads that can increase access and safety, including crosswalks, bicycle lanes, signage, bulb outs, on-street parking, adding landscaping including trees, and improving the signalization of traffic lights; and

WHEREAS, the City of Starkville will implement policies and procedures with the construction, reconstruction or other changes of transportation facilities to support the creation of Complete Streets including capital improvements, re-channelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF STARKVILLE AS FOLLOWS:

Section 1. The City of Starkville will support the city staff as they plan for, design and construct all new City transportation improvement projects to provide wherever possible appropriate accommodation for pedestrians, bicyclists, motorists, and persons of all abilities, while promoting safe operation for all users, as provided for below.

Section 2. The City of Starkville recognizes the importance of sidewalks and bicycle paths and will incorporate the Complete Streets principles as follows:

1) Wherever reasonably possible, a 4' wide paved shoulder shall be included with construction of all new roadways constructed or with the resurfacing or reconstruction of a roadway when roadway traffic is greater than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians.

2) Sidewalks, shared use paths, street crossings (including over and under passes), pedestrian signals, signs, street furniture, transit stops, and other facilities, shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently as much as feasibly possible.

3) Bicycle and pedestrian ways shall be established in new construction and reconstruction projects undertaken by the City of Starkville in keeping with the proposals of the Comprehensive Plan unless one or more of these conditions exist: a) Bicyclists or pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor. b) The cost of establishing bikeways or walkways would be excessively disproportionate to the total cost of the transportation project. "Excessively disproportionate" is defined as exceeding twenty percent of the total cost. In such case, the entity developing or redeveloping the road may choose to include bicycle and/or pedestrian ways although they would not be required. c) Severe topographic or natural resource constraints exist that preclude expanding roadway paving without incurring excessive costs. d) There is very low population density and scarcity of residents or other factors indicate an absence of present and future need.

Section 3. Complete Streets principles will not apply where extraordinary circumstances exist, such as:

- 1) During ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes);
- 2) Where the Board of Aldermen issues a documented exception concluding that application of Complete Street principles is inappropriate because it would be contrary to public benefits or safety;
- 3) Where other parallel accommodation exists; or
- 4) Where there is a demonstrated absence of present and future need.

Section 4. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Mayor's and Board of Aldermen intent that all potential sources of transportation funding be considered to implement Complete Streets. The City of Starkville believes that maximum financial flexibility is important to implement Complete Streets principles.

Section 5. The City of Starkville will use a flexible and context sensitive design approach for Complete Streets informed by guidance from the American Association of State Highway Officials (AASHTO), Mississippi and other State Departments of Transportation, the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Americans with Disabilities Act (ADA), the Public Right-of-Way Accessibility Guidelines (PROWAG), and other design standards.

Section 6. The City of Starkville is dedicated to working together with the Mississippi Department of Transportation, The Oktibbeha County Board of Supervisors, and Mississippi State University to incorporate the Complete Streets policies in areas where City, County, and/or University roads and pathways overlap.