

COMPLETE STREETS POLICY

City Of Jackson, Mississippi

The City of Jackson commits to a Complete Streets Policy which has the following elements and will apply to the scoping, design, and construction of projects:

A. Vision:

Every public right-of-way shall be planned, designed, constructed, and maintained such that each resident will have transportation options to safely and conveniently travel to their destinations.

B. Principles:

- 1) All relevant departments and agencies of the City of Jackson shall work towards making Complete Streets practices a routine part of everyday operations, and shall approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, signalization operations or modifications, and maintenance of sidewalks and landscaping/related features.
- 2) The City of Jackson will focus non-motorized connectivity improvements to services, schools, parks, civic uses, regional connection and commercial uses.
- 3) It shall be a goal of the City to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
- 4) The implementation of this policy shall reflect the context and character of the surrounding built and natural environments, and enhance the appearance of such.
- 5) The City of Jackson recognizes that complete streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time.

6) Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, bike lanes, separate shared use trails; and street trees, street furniture and adequate drainage facilities.

7) Performance measurement will be by, but not limited to, the miles of bicycle routes created; new linear feet of pedestrian accommodation; increase in use of public transportation, bicycling and walking; the miles of connection added between trails; improvement of ADA compliance of existing facilities; the increased efficiency of traffic flow through the use of sophisticated traffic control devices, turn lanes, roundabouts, and the leveling or decrease of transportation-related accidents.

C. Implementation

1) Any roadway in the City of Jackson which is to be newly constructed or completely reconstructed should be designed and constructed to accommodate all users of all ages and of all abilities to the greatest extent practical.

2) Any project in which an existing roadway surface is to be restored or rehabilitated, and any remediation of deficient or non-existent sidewalks, shall be reviewed for the potential of making the roadway a complete street. Consideration shall particularly include proportionality. Disproportionate is defined as exceeding 20% of the cost of the project.

3) Any new development or re-development of existing commercial, industrial, or multi-family residential property should consider employing complete streets principles in this policy.

4) The Departments of Public Works and Planning and Development shall be designated as the lead departments in implementing this policy.

5) Any exception to applying this Complete Streets Policy to a specific roadway project must be documented stating the reason for the exception.

6) The Departments of Public Works and Planning and Development shall review and develop codes, procedures, regulations, guidelines, and design standards to integrate, accommodate, and balance the needs of all users to safely and conveniently travel to their destinations.

7) The City will attempt to draw upon all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make complete streets elements more economically feasible.

D. Exemptions

Complete Streets Policy shall be applied in street construction, re-construction, re-paving, and re-habilitation projects, except under one or more of the following conditions:

1) A project involves only ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, spot repair, pothole filling, chip seal, or interim measures on detour or haul routes).

2) Public Works Department determines there is insufficient space to safely accommodate new facilities and there are relatively high safety risks.

3) Departments of Planning and Development and Public Works jointly determine that the project is not practically feasible or cost effective because of significant or adverse environmental impacts, or other critical issues such as public safety.

4) Where other available means or factors indicate an absence of need, including future need in the 20 or more year horizon.

5) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.

6) An exemption other than those listed above must be documented with supporting data and must be approved by Departments of Planning and Development and Public Works.

E. Effective Date

November 5, 2015