

**A RESOLUTION TO ADOPT A “COMPLETE STREET” POLICY IN THE CITY OF
RIDGELAND**

WHEREAS, one of the City of Ridgeland’s Guiding Principles as established in the Transportation Plan is to establish a densely connected network of streets and roads to guide future growth that equally serves automobiles, pedestrians, and bicycles; 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 persons with disabilities, persons who do not or cannot drive, such access to include sidewalks, bicycle paths, multi-use paths, and designated bicycle lanes; and

WHEREAS, the City of Ridgeland recognizes the importance of considering the development of multi-use trails and/or wide-paved shoulders during the planning and design phase of all new roadways and the re-construction of existing roadways in or near areas of high demand for recreational facilities and;

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

WHEREAS, the City of Ridgeland will implement policies and procedures with construction, reconstruction or other changes of transportation facilities to support the creation of Complete Streets including capital improvements, street resurfacing 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 MAYOR AND BOARD OF
ALDERMEN OF THE CITY OF RIDGELAND, MISSISSIPPI, AS FOLLOWS:**

Section 1. The City of Ridgeland will plan, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, persons with disabilities, bicyclists, and motorists, while promoting safe operation for all users, as provided for below.

Section 2. The City of Ridgeland recognizes that the importance of sidewalks and multi-use paths and will incorporate the Complete Streets principles as follows:

- 1) A ten (10) foot wide paved multi-use path, adjacent to and physically separated from the roadway by an open space or barrier shall be considered with construction of all new roadways or existing roadway reconstruction. Multi-Use Paths provide a separate route for bicyclists and pedestrians and should connect to existing bicycle and pedestrian facilities to extend and compliment the City of Ridgeland multi-use path network.
- 2) A four (4) foot wide paved shoulder with appropriate pavement markings shall be considered with construction of all new roadways or existing roadway reconstruction when roadway traffic is greater than 1,000 vehicles per day and a multi-use path is not proposed. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians.
- 3) All existing trees and shrubs within a proposed multi-use path or paved shoulder corridor shall be retained where possible and if unable to be retained, the number of trees and shrubs removed shall be replaced within the corridor or on other suitable public property.
- 4) Sidewalks, multi-use paths, street crossings, pedestrian signals, signs, street furniture (*benches, bike racks and trash receptacles*) and other facilities, shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

- 5) Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in keeping with the guiding principles of the City of Ridgeland Transportation Plan and the Ridgeland Area Master Plan unless one or more of these conditions exist:
- a) Bicyclists or pedestrians are prohibited by law from using the roadway. In this instance, 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.
 - c) Severe topographic or natural 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 or 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*);
- 2) Where the City of Ridgeland issues a documented exception concluding that application of Complete Street principles is inappropriate because it would be contrary to the public interest 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 and Board of Aldermen’s intent that all potential sources of transportation funding be considered to implement Complete Streets. The City of Ridgeland believes that maximum financial flexibility is important to implement Complete Streets principles.

The above Resolution having been first reduced to writing and considered at a public meeting of the governing authorities of the City of Ridgeland, Mississippi, on motion of Alderman: _____ and seconded by Alderman: _____ and the roll being called, the same was adopted by the following vote:

Alderman _____	voted _____
Alderman _____	voted _____
Alderman _____	voted _____
Alderman _____	voted _____
Alderman _____	voted _____
Alderman _____	voted _____

APPROVED, this day the **15th** of **August, 2017**

_____, MAYOR

_____, CITY CLERK