

**A RESOLUTION TO AMEND THE “COMPLETE STREETS” POLICY IN THE
CITY OF OXFORD**

WHEREAS, one of the City of Oxford’s Guiding Principles as established in the Comprehensive Plan is to establish a densely connected network of streets and roads to guide future growth that equally serves automobiles, pedestrians, bicycles and transit; 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, vehicle lanes and freight lines; 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 Mississippi, Alabama, and Tennessee and;

WHEREAS, the Mississippi Department of Transportation has adopted a bicycle/pedestrian resolution determining that MDOT will implement and execute a policy of considering the development of multipurpose trails and/or wide-paved shoulders during the environmental and planning phase of all new highways and the re-construction of existing highways in or near communities with areas of high demand for recreational facilities and;

WHEREAS, The City of Oxford has established a Pathways Commission to be responsible for updating and maintaining Oxford’s Comprehensive Bicycle and Pedestrian Plan and for presenting such plan to the Mayor and Board of Aldermen at a regularly scheduled meeting each June. Additionally, the Pathways Commission shall, when requested by the Mayor or Board of Aldermen, consider, investigate, make findings, report and recommend upon any matter within the scope of its jurisdiction and:

WHEREAS, the Board of Alderman adopted the first “Complete Streets” Policy in the City of Oxford by unanimous vote at its May 17, 2011 meeting and has been amended by a _____ vote at its _____ meeting to strengthen the policy and create a clearer vision of “Complete Streets” for the City of Oxford.

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND BOARD OF ALDERMEN OF THE CITY OF OXFORD, MISSISSIPPI, AS FOLLOWS:

Section 1 - Vision and Intent for Network Connectivity to Benefit All Users and Modes. The City of Oxford will implement a Complete Streets Policy by designing, operating and maintaining the transportation network to improve travel conditions and network connectivity for bicyclists, pedestrians, cars, public transit, emergency vehicles

and freight in a manner consistent with, and supportive of, the surrounding community. In addition, the City will coordinate with the Public Works department to plan for, design and construct all City transportation improvement projects, including but not limited to, new road construction, reconstruction, retrofits, upgrades, resurfacing and rehabilitation, to provide appropriate and safe accommodation for all users, including, but not limited to, pedestrians, bicyclists, public and personal motorized transportation, emergency vehicles, persons with disabilities, and people of all ages. The City will also work with privately developed improvement projects intended to be for the benefit of public use.

Section 2 - Opportunities for Projects and Phases.

The City of Oxford recognizes the importance of public and personal motorized transportation and emergency vehicle access to public roadways. The City will work with the Public Works department to incorporate the Complete Streets principles where public access for motorized vehicles is present.

The City of Oxford also recognizes the importance of sidewalks and bicycle paths and will incorporate the Complete Streets principles as follows:

1) A bike lane or paved shoulder shall be included with construction of all new public roadways or reconstruction of a public roadway when roadway traffic is greater than 1000 vehicles per day, whether the roadway is part of the existing network or proposed for future City acceptance. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians.

2) Public 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.

3) Bicycle and pedestrian ways shall be established in new construction and reconstruction projects, including those projects which are privately developed with the intent of right-of-way being dedicated to the City for public use, in keeping with the Guiding Principles of the Comprehensive Plan unless one or more of these conditions exist or are determined to be in existence by the City Planning Commission or Board of Alderman:

- a) Bicyclists or pedestrians are prohibited by law from using the roadway.
- b) The cost of establishing bikeways or walkways would be excessively disproportionate to the total cost of the transportation project including, but not limited to, the existence of severe topographic or natural resources constraints that preclude expanding roadway paving.

In either instance, greater effort will be made to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.

Section 3 - Design. The City of Oxford 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 4 - Context Sensitivity and Allowable Exceptions. Complete Streets policies shall be implemented in a manner that is sensitive to the local context and character including, but not limited to, retaining or replacing trees and shrubs where possible. Where there is approved construction affecting pedestrian, bicycle, public or emergency vehicle access, the City Building Code requires that long-term temporary access be made available. The policies will align transportation and land use goals, and recognize that the needs of users may vary by case, community, or corridor. Complete Streets principles will not apply where extraordinary circumstances exist, in undevelopable areas that are bound by an adjacent United States or State of Mississippi highway, or in the event that a temporary condition prevents the application of these principles, such as:

- 1) During ordinary maintenance activities designed to keep roads, sidewalks, water, sewer infrastructure, and other necessary City 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 Planning Commission, Board of Alderman, or Oxford City Police Department issues a documented exception concluding that application of Complete Streets principles would be contrary to the public interest or safety either permanently, or in temporary instances such as force majeure, power outages, oversize/unusual vehicle access to construction sites, and parades and other public functions;

Section 5 - Jurisdiction. The City of Oxford is dedicated to working together with the Mississippi Department of Transportation, The Lafayette County Board of Supervisors, and the University of Mississippi to incorporate the Complete Streets policies in areas where City, County, and/or University roads and pathways overlap.

Section 6 - Implementation, Next Steps and Performance Measures. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. The City of Oxford will implement Complete Streets policies and procedures through site plan review of public and private construction, reconstruction, or other changes to public transportation facilities and incorporating the principles when possible during capital improvements, re-channelization projects, and major maintenance.

- 1) The City of Oxford will work to develop new design policies and guides or revise those existing to reflect the current state of best practices in transportation design. The City of Oxford may also elect to adopt national or state-level recognized design guidance.

2) The Pathways Commission will work with the City of Oxford to offer workshops and other training opportunities to educate transportation staff, community leaders, and the general public about the importance of the Complete Streets vision.

3) The City of Oxford is dedicated to measuring the implementation of these policies through the Pathways Commission annual report to the Board of Alderman. Measurements may include: miles of new bicycle facilities or sidewalks, percentage of streets with tree canopy and low design speeds, public participation, street lighting, signage, or others. 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 Oxford believes that maximum financial flexibility is important to implement Complete Streets principles.

The above Resolution having been first reduced to writing and approved by the Pathways Commission at its meeting on 01/26/2015 and considered at a public meeting of the governing authorities of the City of Oxford, Mississippi, on motion of Alderman Hughes seconded by Alderman Antonow and the roll being called, the same was adopted by the following vote:

Alderman Hughes	voted	AYE
Alderman Tannehill	voted	AYE
Alderman Antonow	voted	AYE
Alderman Howell	voted	AYE
Alderman Taylor	voted	AYE
Alderman Bailey	voted	AYE
Alderman Morgan	voted	AYE

APPROVED, this day the 3rd of Feb, 2015.

s/George G. Patterson
GEORGE G. PATTERSON, MAYOR

s/Lisa Carwyle
LISA D. CARWYLE, CITY CLERK