



## Complete Streets Policy

### I. Purpose

The Complete Streets concept is an initiative aimed at designing and building roads that meet the needs of all road users, including pedestrians, bicyclists, users of mass transit, people with disabilities, older adults and young children, motorists, freight providers, emergency responders, and adjacent land users.

To address the travel needs of all members of the Mississippi Gulf Coast community, this Complete Streets policy requires that all roads/bridges be made suitable for bicycle and pedestrians.

### II. Policy

#### A) Applicability:

The Complete Streets Policy applies to all of the following projects:

1. New construction and reconstruction (excluding resurfacing activities that do not alter the current/existing geometric designs of a roadway) of roadways/bridges within the U.S. Census Bureau defined urbanized areas within the Mississippi Gulf Coast Metropolitan Planning Organization's planning area including Gulfport, MS UZA and Pascagoula, MS UZA that will use federal funds **through the MPO** for any phase of project implementation, including planning, design, right-of-way acquisition, construction, or construction engineering;
2. Roadway/bridge projects included in the TIP after the adoption of the Complete Streets policy AND are not past the **Preliminary Design Phase** or more than 30% complete with design at the time this policy is adopted;

#### B) Requirements:

1. Roadway projects shall make use of the bicycle facility guidance matrix attached below to make a determination of which of the following cross-sections to select based on the context of the roadway:
  - An existing or new ADA compliant, continuous sidewalk on one side of the roadway/bridge and a multiuse path of sufficient width on the other side of the roadway/bridge to accommodate bicycle and pedestrian users simultaneously, or
  - An existing or new ADA compliant, continuous sidewalk on both sides of the roadway/bridge and minimum 3-foot paved shoulders where curbs are present or minimum 4-foot paved shoulders where curbs are absent, or

- An existing or new ADA compliant, continuous sidewalk on both sides of the roadway/bridge and minimum 5-foot bike lanes, or

If roadway's traffic volume and speed fall within the threshold of "shared lanes",

- An existing or new ADA compliant, continuous sidewalk on both sides of the roadway/bridge and shared lane signage and/or pavement markings.

2. If the project area has planned or currently includes fixed transit routes, applicant must request comments from Coast Transit Authority (CTA).

### III: Process

#### A) Call for Projects

At the beginning of each Transportation Improvement Program (TIP) update and amendment process, the Mississippi Gulf Coast MPO shall issue a call for projects for any roadway project that seeks to use federal funding and to be programmed in the TIP. In addition to the existing requirements for project applications, the LPA shall indicate the intent for the project to be Complete Streets Compliant or to seek a Complete Streets Exemption (see Section IV: Exemption).

#### B) Project Review and Approval

Project descriptions will be reviewed by Gulf Regional Planning Commission (GRPC) prior to being submitted to the Technical Coordinating Committee and Transportation Policy Committee for their consideration to adopt into the TIP. Gulf Regional Planning Commission (GRPC) shall certify by that relevant projects are Complete Streets compliant unless a project receives an exemption under certain circumstances as described in Section IV below.

### IV: Exemptions

#### A) Complete Streets Exemptions

The GRPC may certify that a roadway project is exempt from the requirements listed in II.B above if any of the following conditions are met:

1. The project consists of ordinary maintenance activities designed to keep assets in serviceable condition (e.g. moving, cleaning, sweeping, spot repair, and regular or seasonal maintenance);
2. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using;
3. There are extreme topographic or natural feature constraints;
5. A reasonable and equivalent alternative already exists for certain users or is programmed in the TIP as a separate project;
6. The costs of including accommodations for bicyclists and pedestrians can be demonstrated by the applicant agency to be greatly disproportional to the projected benefits from their inclusion or to result in disproportional harm from foregone infrastructure projects;
7. The project is not a roadway improvement project

- 10. Where the LPA's governing board issues a documented exception concluding that application of complete streets requirements presented here are inappropriate because it would be contrary to public benefits or safety;
- 11. The project is on a roadway outside of the Gulfport, MS Urbanized Area or Pascagoula, MS Urbanized Area
- 12. The project area is determined by the GRPC not to have or except to have bicycle and pedestrian traffic due to its proximity to existing or future land use generators for non-motorized traffic.

**Bicycle Facility Guidance Matrix**

<b>AADT</b>	18000								
	16000								
	14000								
	12000								
	10000								
	8000								
	6000								
	4000								
	3000								
	2000								
	1000								
			15	20	25	30	35	40	45
	<b>Posted speed (MPH)</b>								

  

	<b>Shared lane</b>
	<b>Paved shoulder</b>
	<b>Bike lane</b>
	<b>Separated path</b>

NACTO Urban Bikeway Design Guide (2011)  
 web: <http://nacto.org/cities-for-cycling/design-guide/>  
 Guide for the Development of Bicycle Facilities 2012 Fourth Edition. AASHTO  
 Guide for the Development of Bicycle Facilities 1999. AASHTO

*MS Gulf Coast Complete Street Policy was adopted on September 24, 2015 during a regular MPO meeting by unanimous vote of the Transportation Policy Committee.*