

RESOLUTION 2008-02

RESOLUTION ON USE OF COMPLETE THE STREETS POLICY IN PLANNING ROAD IMPROVEMENTS IN THE GREATER MORGANTOWN AREA

Whereas, the Greater Morgantown Metropolitan Planning Organization (MPO) encourages the development of a transportation system that enhances, and does not discourage, transit, bicycling and walking to reduce traffic congestion, and

Whereas, the 2006 Greater Morgantown MPO Regional Transportation Plan recommends 41 improvements for non-motorized transportation including installations and upgrades in sidewalks, street lighting and biking capacities on roadways in addition to a significant increase in transit services to address VMT and congestion, and

Whereas, the US Census Bureau identified Morgantown in the year 2000 as already having 16% of its population using modes of travel other than automobiles to travel to work, and

Whereas, the National Complete the Streets Coalition has presented studies which suggest that as many as 1/3 of all Americans do not drive motorized vehicles and thereby advocates for state and local governments and planners to create streets which are safe, comfortable, convenient for travel via foot, bicycle, transit as well as automobiles by multi-modal users of all ages and abilities, and

Whereas, Complete Streets are cited to 1) improve safety for people walking and bicycling, 2) encourage healthy travel alternatives which help reduce obesity and promote public health, 3) increase the capacity of a transportation network, 4) help children get physical activity and gain independence, 5) support the well-being of increasing numbers of older adults, 6) address air quality concerns, and 7) make fiscal sense by preventing the need for retrofitting streets after initial project construction is complete and by reducing the per capita demand for investment in auto infrastructure such as expensive parking garages, and

Whereas, there is no one specific prescription for establishing Complete Streets but some common features which need to be present such as sidewalks, marked bike lanes (road space), wide shoulders, plenty of crosswalks, refuge medians, bus pullouts or special bus lanes, raised crosswalks, audible pedestrian signals, and sidewalk bulb-outs, and

Whereas, fourteen states, six counties, 10 regional governments, and 52 cities have Complete Streets policies and states such as Illinois, California and Massachusetts with 11 more cities including Seattle, Honolulu, Chicago, Salt



Lake City, Madison, WI, Jackson, MI, Martinsville, VA, and Binghamton, NY have approved Complete Streets policies since last year, and

Whereas, the American Planning Association has selected 10 streets for “Great Places” recognition and each street includes all features proposed by Complete the Streets Coalition, and

Whereas, Federal policy on roadway improvement calls for the inclusion of non-motorized improvements within transportation corridors in a manner which creates a comprehensive, continuous, and connected infrastructure for non-motorized travelers, and

Whereas, the availability of infrastructure for non-motorized travelers serves as an incentive for people to use transit, walking, and their bicycles as transportation to help reduce congestion, to allow more residents to complete day-to-day errands without a car, and to increase street safety and promote public health, and

Whereas, a Complete the Streets policy for Morgantown would call for street capacity to include transit, bicycle and pedestrian infrastructures which will incrementally improve the City’s and the surrounding area’s transportation infrastructure,

Now, Therefore, Be It Resolved the Greater Morgantown MPO agrees to support the indispensability of Complete Streets solutions for its total population in the planning, design, development, construction and maintenance of all corridor and connector street projects located in the MPO study area and generated by the State or the County resources, and

Let it be further resolved, that these solutions include provision for use by transit services, bicyclists, pedestrians as well as automobiles in a manner that fits in the context of the community, its Comprehensive Plan, and federal transportation safety standards.

ADOPTED, this 17th day of April, 2008, at the regular monthly meeting of the Greater Morgantown Metropolitan Planning Organization.

ATTEST:

The image shows two handwritten signatures in black ink. The signature on the left is for Chester Parsons, and the signature on the right is for Ron Justice. Both signatures are written over a horizontal line.

Chester Parsons
Executive Director

Ron Justice
GMMPO Chairman
Mayor of Morgantown

