

R07-31

RESOLUTION

A RESOLUTION ON USE OF COMPLETE THE STREET POLICY IN PLANNING ROAD IMPROVEMENTS IN THE CITY OF MORGANTOWN AND ADJACENT AREAS.

WHEREAS, The Morgantown Traffic Commission and its Bicycle and Pedestrian Safety Boards encourage the development of a transportation system that enhances, and not discourage, transit, bicycling and walking to reduce traffic congestion, and

WHEREAS, the 2007 Greater Morgantown MPO Regional Transportation Plan recommends 41 improvements for non-motorized transportation including installations and upgrades in sidewalks, street lighting and bicycling capacities on roadways in addition to a significant increase in transit services to address vehicle miles traveled (VMT) and congestion issues, and

WHEREAS, the West Virginia Department of Transportation 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 needs 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, 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, 14 states, six counties, 10 regional governments, and 52 cities have Complete Streets policies and since last year states such as Illinois, California and Massachusetts with 11 more cities including Seattle, WA, Honolulu, HI, Chicago, IL, Salt Lake City, UT, 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 on non-motorized improvements within transportation corridors in a manner which creates a comprehensive, continuous, and connected infrastructure for non-motorized travelers; and

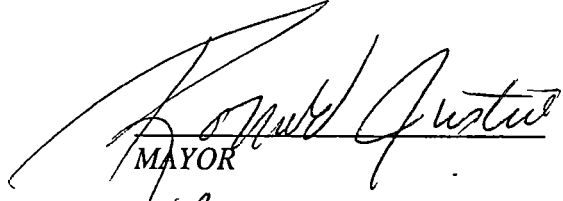
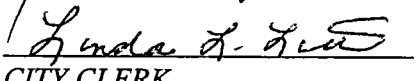
WHEREAS, the availability of infrastructure for non-motorized travelers serves as an incentive for people to use transit, walking (study: + 74%), and their bicycles (study: + 23%) as transportation to help reduce congestion, to allow more residents to complete day-to-day errands without a car, and to 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 improve the City's and the surrounding area's transportation infrastructure,

NOW, THEREFORE, BE IT RESOLVED, the City of Morgantown 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 within or adjacent to the City and generated by the State or the County resources; and

LET IT BE FURTHER RESOLVED that Complete Street solutions include provision for use by transit services, bicyclists and pedestrians as well as automobiles in a manner that fits the context of the community, its Comprehensive Plan, and federal transportation safety standards.

Adopted this 5th day of December, 2007.


MAYOR

CITY CLERK

REFERENCES

National Complete the Streets Coalition Steering Committee includes: AARP; America Walks; American Planning Association; American Society of Landscape Architects; Institute of Transportation Engineers; League of American Bicyclists; McCann Consulting; National Center for Bicycling and Walking; Natural Resources Defense Council; National Parks Conservation Association; Smart Growth America; Surface Transportation Policy Project; Thunderhead Alliance.

According to the National Complete the Streets Coalition, the one-third of all Americans who do not drive licensed motorized vehicles includes: 21 % of all persons over the age of 65; all young people under the age of 16; many persons who are disabled; and persons who do not have incomes sufficient to purchase and operate a motorized vehicle.

A 1999 study by Macbeth on bicycle lanes in Toronto found a 23% increase in bicycle traffic after the installation of a bicycle lane. Another study by Giles-Corti and Donovan in 2002 includes outcomes which suggest that residents were 65% more likely to walk in a neighborhood with sidewalks.

The implementation of a Complete Streets approach in Portland, OR, in the 1990's is reported to have resulted in a 74% increase in bicycle commuting. Since 1971 Oregon state laws has required that "Footpaths and bicycle trails...shall be provided whenever a highway, road or street is being constructed or relocated."

The National Conference of State Legislators found in a study by Robbins and Morandi in December 2002 that the most effective policy avenue for encouraging bicycling and walking is complete streets. In another one of its cited studies, it was found that 16% more people will improve their activity to recommended levels with safe places to walk.

The Institute of Medicine, based on a study conducted in 2004, recommends fighting childhood obesity by designing streets with pedestrians in mind – sidewalks, raised medians, better bus stop placements, traffic calming measures, and treatments for disabled travelers. Another one of its cited studies conducted in 2003 found that installing these measures reduced pedestrian risk by 28%.

In a National Household Transportation Survey by Clarke it was found that half of all trips in urbanized areas are three miles or less, manageable distances for walking and bicycling. Two polls by Belden, Russonello and Stewart in 2003 found that the majority of Americans would like to bike and walk more.

Local references are based on data and recommendations presented in the Greater Morgantown MPO Regional Transportation Plan published by the Greater Morgantown MPO, May 2007.

The sources for other references, information and statements have been on the Complete the Streets Coalition, America Bikes, and wikipedia websites.