Morgantown is a thriving urban area in north central West Virginia. It is a vibrant, inclusive community with residents of all ages and abilities. These residents deserve transportation choices, including safe, accessible and aesthetically pleasing walkways and crosswalks built in compliance with Americans with Disabilities Act (ADA) standards.

The Morgantown Traffic Commission exists to address the movement and regulation of traffic in Morgantown (including bicycles and pedestrians) and to make recommendations to City Council of ways, means and methods of improving traffic conditions within the City. As such, in the last 10 years it has established a Municipal Bicycle Board and Pedestrian Safety Board. These entities and the Traffic Commission concur that roadways in Morgantown must be Complete Streets – built to serve all users, whether they be on bicycles, on foot, in public transit, or in a private vehicle. Complete Streets foster economic growth, improve safety for all users (including children and older adults), encourage walking and bicycling, reduce traffic speed, improve health and air quality, and save residents money on transportation cost.

The City has already passed Complete Streets legislation and is abiding by it on City-owned streets to great resident satisfaction. However, 26.4 miles of roadways in the City of Morgantown, including the majority of its primary roads, are State-maintained. Projects on these streets do not always reflect resident’s values. A significant project recently completed by the West Virginia Division of Highways on South University Avenue was planned and designed to serve a limited number of residents – those who have the means to afford a personal automobile – with little consideration for those traveling by other means and little to no input from local residents.

Thus, the Morgantown Traffic Commission strongly urges the State of West Virginia to enact Complete Streets legislation in House Bill 2316 introduced by Delegate Nancy Guthrie January 11, 2012. Specific to Morgantown, we ask that *all projects on state-maintained (county, state, and federal) roads, including resurfacing projects,* in- or within five miles of Morgantown City limits: 1) be inclusive of all users following Complete Streets principles as supported by the US Department of Transportation; 2) be fully funded for bicycle, pedestrian, and transit ways (including construction of new and reconstruction of existing ways); and 3) include a community approval component at the *design phase.* Further, we ask that a local full-time bicycle, pedestrian, transit coordinator position be created using federal and state funding to act as a liaison between the City and West Virginia Department of Transportation.

Thank you for considering our request.

Roy Nutter
Chairperson, Morgantown Traffic Commission