CITY OF OAK HILL

A G E N D A

Rail Trail Committee Meeting August 2019
August 27, 2019 - 6:00 PM

Call to Order

Roll Call
Beth Gardner
Sadie Brash
Erin Ellis-Reid
Bill Hannabass, City Manager
Missy Wilshire, Council

Unfinished Business

New Business

1. Review of Complete Streets Guiding Principles

2. Purchase of Approximately One Mile of the Railroad Bed on the Northern End of the White Oak Rail Trail

Adjournment

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Item Attachment Documents:

1. Review of Complete Streets Guiding Principles

ONE: 304-877-2211 FAX: 304-877-2880

City of Mount Hope
MOUNT HOPE, WEST VIRGINIA 25880

A RESOLUTION ADOPTING COMPLETE STREETS GUIDING PRINCIPLES SO THAT TRANSPORTATION IMPROVEMENTS ARE PLANNED, FUNDED, DESIGNED, CONSTRUCTED, OPERATED, AND MAINTAINED TO INTEGRATE WALKING, BICYCLING, TRANSIT, AND MOTOR VEHICLE USE WHILE PROMOTING SAFE AND EFFICIENT OPERATIONS FOR ALL USERS.

WHEREAS, streets constitute a large and valuable portion of public space; and

WHEREAS, streets need to be safe, convenient, and connected corridors for all transportation modes and users, with particular emphasis on the most vulnerable users; and

WHEREAS, Complete Streets Guiding Principles encourage planning, designing, constructing, operating and maintaining transportation systems that promote safe and convenient travel for people of all ages and abilities – pedestrians, bicyclists, transit riders, and motor vehicle drivers; and

WHEREAS, streets should be designed to complement and support the adjoining land uses, buildings, and community character, such that the resulting street environment is attractive and of appropriate scale; and

WHEREAS, streets that integrate and invite multiple transportation choices including pedestrians, bicycles, public transit, and motor vehicles – contribute to the public life of a community, sustainable economic development, and efficient movement of people and goods; and

WHEREAS, encouraging non-motorized transportation improves public health, advances environmental stewardship, reduces fuel consumption, and maximizes the use of roadway infrastructure; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Street policies or legislation, including the United States Department of Transportation, the West Virginia Department of Transportation and a growing number of municipalities; and

WHEREAS, Complete Streets principles are compatible with the existing transportation guidelines of the City of Mount Hope Comprehensive Plan (2013); and

WHEREAS, the Mount Hope City Council has determined that it is in the best interest of the City for this resolution to be APPROVED.

NOW, **THEREFORE**, be it resolved by the City Council:

(I)

THAT the City of Mount Hope adopts the Complete Streets Guiding Principles, as shown in Exhibit "A," attached hereto and made part of this Resolution, and that said exhibit is hereby approved and adopted.

(II)

THAT City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

DONE and **APPROVED** this _____ day of _____, 20____.

APPROVED:

_____

Mayor Kessinger

ATTEST:

_____

City Recorder

Moved by: _____

Seconded by: _____

VOTE:

Councillor Barrett _____

Councillor Brown _____

Councillor Conelly _____

Councillor Kidd _____

Councillor Powell _____

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists—making your town a better place to live.

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Across the country and on Capitol Hill, Complete Streets policies have been gaining traction as more places realize the benefits of having safe, accessible, and healthy streets in their communities. In total, over 1400 Complete Streets policies have been passed in the United States, including those adopted by 33 state governments (WV included, 2013), the Commonwealth of Puerto Rico, and the District of Columbia.

Morgantown passed the first Complete streets policy in 2007, with the metro area to follow in 2008. Since then WV communities have passed more Complete Streets Policies. The State of WV passed legislation in2013, prior to that 5 small communities passed ordinances or resolutions, and in 2017 the City of Mt Hope was the first in our region to implement a Complete Streets Policy.

With the passing of this resolution the City of Beckley will continue to be a front runner in progressive policies that will not only improve our community as a whole but help to increase the safety and health of its population.

Exhibit “A”

Complete Streets Guiding Principals

VISION:

Every public right-of-way shall be planned, designed, constructed, and maintained such that each citizen of and visitor to Mount Hope will have transportation options to safely and conveniently travel to their destinations.

PRINCIPLES:

- Each phase in the life of roadway, including planning, funding designing, constructing, operating, and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes in the roadway.
- Sound engineering and planning judgement will produce context sensitive designs that will account for the unique circumstances of different users, streets, neighborhoods, and activity centers.
- The transportation network should be planned and constructed as a well-connected system that encourages multiple connections and destinations.
- Complete Streets may be achieved through single projects, incrementally through a series of smaller improvements, or through maintenance activities.
- Complete Streets Principles may not apply to maintenance activities designed to keep assets in serviceable condition (e.g., moving, sweeping, and spot repair, or interim measures on detour or haul routes).

STRATEGIES:

- Complete Streets Elements will be considered when developing modifying and updating City plans, manuals, rules, regulations, and programs, as appropriate.
- Design Standards should include performance measures for tracking the progress of implementing the Complete Street Guiding Principles and detail the procedures for granting exceptions.
- American Association of State Highway and Transportation Officials (AASHTO)-compliant transportation facilities for all modes, including pedestrian, bicycle, public transit, and motor vehicle, should be provided on all roadways.
- Context sensitive streetscape plans that incorporate appropriate native plants and landscaping materials should be developed whenever a street is newly constructed, or relocated.
- Identify all current and future funding sources available for achieving Complete Streets Guiding Principles.
- Utilize inter-department project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right-of-way.
- Train pertinent City staff on the content of the Compete Streets Guiding Principles and best practices for implementing the policy.