



Resolution

BY CITY COUNCIL OF THE CITY OF OAK HILL, WEST VIRGINIA

IN SUPPORT OF

“COMPLETE STREETS GUIDING PRINCIPLES”

SO THAT TRANSPORTATION IMPROVEMENTS ARE PLANNED, FUNDED, DESIGNED, CONSTRUCTED, OPERATED, AND MAINTAINED TO INTEGRATE WALKING, BYCYCLING, 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 environment stewardship, reduces fuel consumption, and maximizes the use of roadway infrastructure; and

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


Whereas, Complete Street principles are compatible with the existing transportation guidelines of the City of Oak Hill Comprehensive plan; and

Whereas, the Council of the City of Oak Hill has determined that it is in the best interest of the city for this resolution to be approved and adopted.

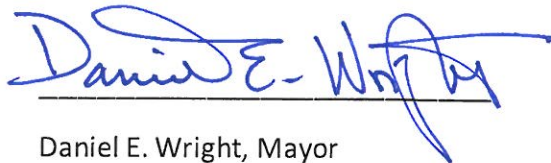
Now, Therefore, Be It Resolved the Council of City of Oak Hill adopts the Complete Street Guiding Principles, as shown in Exhibit "A" attached hereto and made part of this Resolution, and that said exhibit "A" is hereby approved and adopted.

Resolved, the City Manager and Public Works Director are responsible and is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

This Resolution is duly adopted by City Council of the City of Oak Hill on this 9th day of September, 2019.



Damita Johnson, Clerk of Council



Daniel E. Wright, Mayor

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 the City of Oak Hill 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 Complete Streets Guiding Principles and best practices for implementing the policy.