

A Resolution of *Town of Grantsville* Providing for Complete Streets

Sec. 1. PURPOSE. The purpose of this article is to enable the streets of *Grantsville* to provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities.

Sec. 2. DEFINITIONS. The following words and phrases, whenever used in this article shall have the meanings defined in this section unless the context clearly requires otherwise:

- (a) "Complete Streets Infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for Users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; pedestrian and traffic signals; signage; street furniture; and bicycle parking facilities.
- (b) "Street" means any right of way, public or private, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.
- (c) "Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any Street, and includes the planning, design, approval, and implementation processes, except that "Street Project" does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.
- (d) "Users" mean individuals that use Streets, including pedestrians, bicyclists, motor vehicle drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

Sec. 3. REQUIREMENT OF INFRASTRUCTURE ENSURING SAFE TRAVEL.

- (a) The *Town of Grantsville* shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve public and private Streets and the transportation

network for all Users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

- (b) Every Street Project on public or private Streets shall incorporate Complete Streets Infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of Users; provided, however, that such infrastructure may be excluded, upon written approval by the *Town of Grantsville*, where documentation and data indicate that:
- (1) Use by non-motorized Users is prohibited by law;
 - (2) The cost would be excessively disproportionate to the need or probable future use over the long term;
 - (3) There is an absence of current or future need; or
 - (4) Inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project.
- (c) As feasible, *Town of Grantsville* shall incorporate Complete Streets Infrastructure into existing public and private Streets to improve the safety and convenience of Users, construct and enhance the transportation network for each category of Users, and create employment.
- (d) If the safety and convenience of Users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on public or private Streets, such projects shall implement Complete Streets Infrastructure to increase safety for Users.

Sec. 4. DATA COLLECTION, STANDARDS, AND PUBLIC INPUT.

- (a) The *Town of Grantsville* shall collect data measuring how well the Streets of *Grantsville* are serving each category of Users.
- (b) All initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for projects requiring funding or approval by *Town of Grantsville* shall: (1) evaluate the effect of the proposed project on safe travel by all Users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.


- (c) *Town of Grantsville* shall establish procedures to allow full public participation in policy decisions and transparency in individual determinations concerning the design and use of Streets.

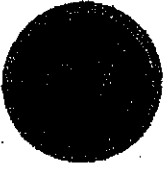
Sec. 5. FURTHER STEPS.

- (a) A committee is hereby created, to be composed of interested community participants and appointed by the *Town of Grantsville*, to forward implementation of Complete Streets practices by: (i) addressing short-term and long-term steps and planning necessary to create a comprehensive and integrated transportation network serving the needs of all Users; (ii) assessing potential obstacles to implementing Complete Streets practices in *Grantsville*; (iii) if useful, recommending adoption of an ordinance containing additional steps; and (iv) proposing revisions to policies and applicable law to integrate, accommodate, and balance the needs of all Users in all Street Projects. The committee shall report on the matters within its purview to the *Town of Grantsville* within one year following the date of passage of this Resolution.

Sec. 6. STATUTORY CONSTRUCTION & SEVERABILITY.

- (a) This Resolution shall be construed so as not to conflict with applicable federal or state laws, rules, or regulations. Nothing in this Resolution authorizes any County agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.
- (b) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Resolution or the application thereof to any person or circumstances, it is the intent of the Resolution that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Resolution remains in effect.
- (c) In undertaking the enforcement of this Resolution, *Town of Grantsville* is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.


Mayor



COUNTY COMMISSION
PLEASANTS COUNTY

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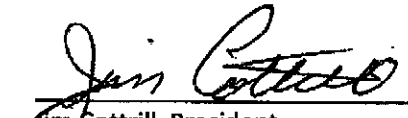
PLEASANTS COUNTY'S ACTION STRATEGIES FOR HEALTHY COMMUNITIES

Healthy Food Alternative- The commission requires the availability of fresh fruit, snacks and healthy drinks at public service venues. (for example, concession stands)


Improve Outdoor Recreation – Every subdivision containing at least fifteen (15) lots or dwelling units shall contain one or more active recreation facilities suitable to the type of subdivision. Land reserved for recreation purposes shall be of a character and location suitable for use as a playground, playfield, or other recreation purposes, and shall be relatively level and dry; shall not include land on which roads, utility easements or storm water facilities are located.

This policy may be amended by the County Commission.

Dated this 29th day of September 2011.


Jim Cottrill, President
County Commissioner


Larry Barnhart
County Commissioner


Jay Powell
County Commissioner

An Ordinance of
Ritchie County, TOWN of CAIRO
Providing for Complete Streets

Sec. 1. PURPOSE. The purpose of this article is to enable the streets of *CAIRO, WV* to provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities.

Sec. 2. DEFINITIONS. The following words and phrases, whenever used in this article shall have the meanings defined in this section unless the context clearly requires otherwise:

- (a) "Complete Streets Infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for Users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; pedestrian and traffic signals; signage; street furniture; and bicycle parking facilities.
- (b) "Street" means any right of way, public or private, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.
- (c) "Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any Street, and includes the planning, design, approval, and implementation processes, except that "Street Project" does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.
- (d) "Users" mean individuals that use Streets, including pedestrians, bicyclists, motor vehicle drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

Sec. 3. REQUIREMENT OF INFRASTRUCTURE ENSURING SAFE TRAVEL.

- (a) The *Town of CAIRO Planning Department* shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve public and private Streets and the transportation network for all Users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.
- (b) Every Street Project on public or private Streets shall incorporate Complete Streets Infrastructure sufficient to enable reasonably safe travel along and across

the right of way for each category of Users; provided, however, that such infrastructure may be excluded, upon written approval by the *Town of CAIRO City Council*, where documentation and data indicate that:

- (1) Use by non-motorized Users is prohibited by law;
 - (2) The cost would be excessively disproportionate to the need or probable future use over the long term;
 - (3) There is an absence of current or future need; or
 - (4) Inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project.
- (c) As feasible, the *Town of CAIRO* shall incorporate Complete Streets Infrastructure into existing public and private Streets to improve the safety and convenience of Users, construct and enhance the transportation network for each category of Users, and create employment.
- (d) If the safety and convenience of Users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on public or private Streets, such projects shall implement Complete Streets Infrastructure to increase safety for Users.

Sec. 4. DATA COLLECTION, STANDARDS, AND PUBLIC INPUT.

- (a) The *Town of CAIRO Planning Department* shall collect data measuring how well the Streets of *CAIRO* are serving each category of Users.
- (b) All initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for projects requiring funding or approval by the *Town of CAIRO* shall: (1) evaluate the effect of the proposed project on safe travel by all Users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.
- (c) *Town of CAIRO* shall establish procedures to allow full public participation in policy decisions and transparency in individual determinations concerning the design and use of Streets.

Sec. 5. FURTHER STEPS.

- (a) A committee is hereby created, to be composed of interested community participants and appointed by the *Town of CAIRO City Council*, to forward *Cairo's* implementation of Complete Streets practices by: (i) addressing short-term and long-term steps and planning necessary to create a comprehensive and integrated transportation network serving the needs of all Users; (ii) assessing potential obstacles to implementing Complete Streets practices in *Town of CAIRO*; (iii) if useful, recommending adoption of an ordinance containing additional steps; and (iv) proposing revisions to policies and applicable law to integrate, accommodate, and balance the needs of all Users in all Street Projects.

The committee shall report on the matters within its purview to the *Town of CAIRO* within one year following the date of passage of this Ordinance.

Sec. 6. STATUTORY CONSTRUCTION & SEVERABILITY.

- (a) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules, or regulations. Nothing in this Ordinance authorizes any County agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.
- (b) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.
- (c) In undertaking the enforcement of this Ordinance, *Town of CAIRO* is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.

GARY HAUGH



MAYOR of Cairo, WV

9-27-11

Date

MICHELLE TOMAN



Change the Future WV Representative

09/27/2011

Date

An Ordinance of
Ritchie County, TOWN of ELLENBORO
Providing for Complete Streets

Sec. 1. PURPOSE. The purpose of this article is to enable the streets of *Ellenboro, WV* to provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities.

Sec. 2. DEFINITIONS. The following words and phrases, whenever used in this article shall have the meanings defined in this section unless the context clearly requires otherwise:

- (a) "Complete Streets Infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for Users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; pedestrian and traffic signals; signage; street furniture; and bicycle parking facilities.
- (b) "Street" means any right of way, public or private, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.
- (c) "Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any Street, and includes the planning, design, approval, and implementation processes, except that "Street Project" does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.
- (d) "Users" mean individuals that use Streets, including pedestrians, bicyclists, motor vehicle drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

Sec. 3. REQUIREMENT OF INFRASTRUCTURE ENSURING SAFE TRAVEL.

- (a) The *Town of ELLENBORO Planning Department* shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve public and private Streets and the transportation network for all Users, and shall work in

coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

(b) Every Street Project on public or private Streets shall incorporate Complete Streets Infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of Users; provided, however, that such infrastructure may be excluded, upon written approval by the *Town of ELLENBORO City Council*, where documentation and data indicate that:

- (1) Use by non-motorized Users is prohibited by law;
- (2) The cost would be excessively disproportionate to the need or probable future use over the long term;
- (3) There is an absence of current or future need; or
- (4) Inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project.

(c) As feasible, the *Town of ELLENBORO* shall incorporate Complete Streets Infrastructure into existing public and private Streets to improve the safety and convenience of Users, construct and enhance the transportation network for each category of Users, and create employment.

(d) If the safety and convenience of Users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on public or private Streets, such projects shall implement Complete Streets Infrastructure to increase safety for Users.

Sec. 4. DATA COLLECTION, STANDARDS, AND PUBLIC INPUT.

(a) The *Town of ELLENBORO Planning Department* shall collect data measuring how well the Streets of *Ellenboro* are serving each category of Users.

(b) All initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for projects requiring funding or approval by the *Town of Ellenboro* shall: (1) evaluate the effect of the proposed project on safe travel by all Users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.

(c) *Town of ELLENBORO* shall establish procedures to allow full public participation in policy decisions and transparency in individual determinations concerning the design and use of Streets.

Sec. 5. FURTHER STEPS.

- (a) A committee is hereby created, to be composed of interested community participants and appointed by the *Town of ELLENBORO City Council/ County Commission*, to forward *Ellenboro's* implementation of Complete Streets practices by: (i) addressing short-term and long-term steps and planning necessary to create a comprehensive and integrated transportation network serving the needs of all Users; (ii) assessing potential obstacles to implementing Complete Streets practices in *Town of ELLENBORO*; (iii) if useful, recommending adoption of an ordinance containing additional steps; and (iv) proposing revisions to policies and applicable law to integrate, accommodate, and balance the needs of all Users in all Street Projects. The committee shall report on the matters within its purview to the *Town of ELLENBORO* within one year following the date of passage of this Ordinance.

Sec. 6. STATUTORY CONSTRUCTION & SEVERABILITY.

- (a) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules, or regulations. Nothing in this Ordinance authorizes any County agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.
- (b) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.
- (c) In undertaking the enforcement of this Ordinance, *Town of ELLENBORO* is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.

An Ordinance of the Town of Elizabeth Providing for Complete Streets

Sec. 1. PURPOSE. The purpose of this article is to enable the streets of Elizabeth to provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities.

Sec. 2 DEFINITIONS. The following words and phrases, whenever used in this article shall have the meanings defined in this section unless the context clearly requires otherwise:

- (a) "Complete Streets Infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for Users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes, automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; pedestrian and traffic signals; signage; street furniture; and bicycle parking facilities.
- (b) "Street" means any right of way, public or private, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portion of the transportation network.
- (c) "Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any Street, and includes the planning, design, approval, and implementation processes, except that "Street project" does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.
- (d) "Users" mean individuals that use Streets, including pedestrians, bicyclists, motor vehicle drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

Sec. 3. REQUIREMENT OF INFRASTRUCTURE ENSURING SAFE TRAVEL.

- (a) The Town of Elizabeth shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve public and private Streets and the transportation network for all Users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.
- (b) Every Street Project on public or private Streets shall incorporate Complete Streets Infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of Users; provided, however, that such infrastructure may be excluded, upon written approval by the Town of Elizabeth where documentation and data indicate that:

- (1) Use by non-motorized Users is prohibited by law;
- (2) The cost would be excessively disproportionate to the need or probable future
- (3) There is an absence of current or future need; or

- (4) Inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project.
- (c) As feasible, The Town of Elizabeth shall incorporate Complete Streets Infrastructure into existing public and private Streets to improve the safety and convenience of Users, construct and enhance the transportation network for each category of Users, and create employment.
- (d) If the safety and convenience of Users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on public or private Streets, such projects shall implement Complete Streets Infrastructure to increase safety for Users.

Sec. 4 DATE COLLECTION, STANDARDS, AND PUBLIC INPUT.

- (a) The Town of Elizabeth shall collect data measuring how well the Streets of Elizabeth are serving each category of Users.
- (b) All initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for projects requiring funding or approval by Elizabeth shall: (a) evaluate the effect of the proposed project on safe travel by all Users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.
- (c) The town of Elizabeth shall establish procedures to allow full public participation in policy decisions and transparency in individual determinations concerning the design and use of Streets.

Sec. 5 FURTHER STEPS.

- (a) A committee is hereby created, to be composed of interested community participants and appointed by the Town of Elizabeth, to forward Elizabeth's implementation of complete Streets practices by: (i) addressing short-term and long-term steps and planning necessary to create a comprehensive and integrated transportation network serving the needs of all Users; (ii) assessing potential obstacles to implementing Complete Streets practices in Elizabeth; (iii) if useful, recommending adoption of an ordinance containing additional steps; and (iv) proposing revisions to policies and applicable law to integrate, accommodate, and balance the needs of all Users in all Street Projects. The committee shall report on the matters within its purview to the Elizabeth Town Council within one year following the date of passage of this Ordinance.

Sec. 6 STATUTORY CONSTRUCTION & SEVERABILITY.

- (a) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules, or regulations. Nothing in this Ordinance authorizes any County agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.
- (b) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of

this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.

- (c) In undertaking the enforcement of this Ordinance, Elizabeth is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in momentary damages to any person who claims that a breach proximately caused injury



Garland Martin, Mayor