

RESOLUTION 17-10
BOROUGH OF SHARPSBURG
COUNTY OF ALLEGHENY
COMMONWEALTH OF PENNSYLVAINA

A RESOLUTION OF THE BOROUGH OF SHARPSBURG, ALLEGHENY COUNTY, PENNSYLVANIA, ADOPTING A COMPLETE STREETS POLICY TO BETTER INTEGRATE PHYSICAL ACTIVITY INTO THE DAILY LIVES OF THOSE WHO LIVE IN AND VISIT THE BOROUGH OF SHARPSBURG THROUGH AN INCREASED EMPHASIS ON VARIOUS ACTIVE TRANSPORTATION MODES WHICH WILL ULTIMATELY CONTRIBUTE TO IMPROVED HEALTH, REDUCED TRAFFIC CONGESTION, IMPROVED AIR QUALITY, A REDUCTION OF HARMFUL ENVIRONMENTAL IMPACTS, AND THE CREATION OF AN ECONOMICALLY VIBRANT AND SUSTAINABLE TWENTY-FIRST CENTURY COMMUNITY.

WHEREAS, "Complete Streets" are streets within the Borough of Sharpsburg that are safe and convenient for all users, including pedestrians, bicyclists, public transportation riders, and motor vehicle drivers of all ages and abilities; and

WHEREAS, the Borough of Sharpsburg recognizes that streets are a key factor in the way people experience the public realm and play a vital role in promoting economic development, public safety, health, recreation, community connectivity, and quality of life; and

WHEREAS, the design and function of streets has often favored the motorist over the needs and safety of other users of the transportation network, particularly pedestrians, bicyclists, transit users, and persons with disabilities, even in the Borough of Sharpsburg, a community in which many residents rely on public transit, walking, and cycling to get to work, shopping, health care, and family; and

WHEREAS, the Borough of Sharpsburg is committed to providing increased mobility choices and improved safety for all its residents, as embodied in the goals and policies of the Borough of Sharpsburg's Multi-Municipal Joint Comprehensive Plan, formally adopted with the Boroughs of Etna and Millvale in 2014, and further supported by the goals of the Live Well Allegheny Program.

WHEREAS, investments in pedestrian, bicycling, and transit infrastructure will help promote "active transportation" and expand the accessibility of regular physical activity for the citizens of the Borough of Sharpsburg, which will improve their health, reduce the incidence of conditions related to inactivity

such as obesity and heart disease, improve air quality, and limit or reduce negative impacts on the environment from traffic congestion; and

WHEREAS, the Borough of Sharpsburg seeks to create an interconnected network of transportation facilities that accommodate all modes of travel in a manner consistent with the community context and goals and that incorporate green infrastructure measures where appropriate.

NOW THEREFORE BE IT RESOLVED, that the Borough Council of the Borough of Sharpsburg, Allegheny County, Pennsylvania, commits to a Complete Streets Policy that will incorporate Complete Streets into the planning, design, and operation of all future municipal streets, sidewalks, trails, pedestrian and bicycle pathways, and other transportation projects, whether new construction, reconstruction, rehabilitation, or pavement maintenance; and

BE IT FURTHER RESOLVED, that the Borough Council of the Borough of Sharpsburg, Allegheny County, Pennsylvania, hereby directs municipal staff to review and update, as needed, language in the Sharpsburg Borough Code of Ordinances. Staff shall incorporate the intent of the Complete Streets Policy in all recommended revisions to any code as set forth in the attached Sharpsburg Complete Streets Policy, known as "Attachment A," which shall be effective immediately upon enactment by the Borough Council of the Borough of Sharpsburg, Allegheny County, Pennsylvania, assembled in open session this 20th day of July 2017.

ATTEST:

THE BOROUGH OF SHARPSBURG



William Rossey, Borough Manager



Karen Pastor, Council President

WITNESS:



Richard C. Panza, Mayor

ATTACHMENT A

BOROUGH OF SHARPSBURG COMPLETE STREETS POLICY

COMPLETE STREETS POLICY STATEMENT

It is the policy of the Borough of Sharpsburg to establish an interconnected network of streets that is planned, designed, and maintained in a manner that provides safe and convenient access for users of all modes of travel, including pedestrians, bicyclists, and transit riders of all ages and abilities. This policy has been created by adapting portions of the Complete Streets policies of the Borough of Elizabethtown (Lancaster County, Pennsylvania) and the City of Pittsburgh (Allegheny County, Pennsylvania).

PURPOSE

The Borough of Sharpsburg seeks through this Complete Streets Policy to create an interconnected network of streets, sidewalks, trails, and pathways that accommodate users of all ages and abilities within all modes of travel, including pedestrians, bicyclists, and transit users, in a manner consistent with community context, the Multi-Municipal Joint Comprehensive Plan, community goals, and the Live Well Allegheny Program.

Furthermore, the intent of this policy is to better integrate physical activity into the lives of those who live in and visit the Borough of Sharpsburg through increased emphasis on active transportation modes which will contribute to improved health, reduced traffic congestion, improved air quality, and reduced negative impacts on the environment and create a more economically vibrant and sustainable twenty-first century community.

A Complete Streets approach in Sharpsburg shall look holistically at the needs of people using the space. It shall also consider how streets can address the region's environmental needs through the inclusion of green infrastructure and the air quality improvements that come from encouraging active transportation. In addition, this policy shall encourage innovation in mobility, including infrastructure elements which encourage the efficient use of our streets, such as smart infrastructure (i.e. sensors that allow for

connected vehicle communication, transit signal priority, and pedestrian and bicycle detection).

BACKGROUND

"Complete Streets" is a term coined by Smart Growth America in the early 2000s to describe a road network designed for everyone - including pedestrians, bicyclists, transit riders, motorists and freight carriers. Since Smart Growth America's creation of the National Complete Streets Coalition in 2004, over 900 municipalities across the United States have adopted Complete Streets policies to reflect a change of thinking in the planning of their transportation systems.

A Complete Streets network in Sharpsburg furthers the Borough's land use, transportation, livability, economic, sustainability, equity and innovation goals by increasing workforce mobility options, encouraging compact development patterns, spurring improved health and safety for residents, encouraging local economic activity, enhancing neighborhood character and improving the environment, while also incorporating emerging technology. As the most utilized portions of the public realm, Sharpsburg's streets should be designed to a high standard that serves multiple purposes and becomes a model for the region.

The Borough must consider all transportation improvement projects within the Borough's public realm as opportunities for multi-modal infrastructure that will enhance mobility, equity, and livability for all people, integrating strategies from a palette of multi-modal street improvements such as, but not limited to, crosswalks, bike infrastructure, green infrastructure, sidewalks, signage, sensors, pedestrian countdowns, street trees, enhanced transit stops, stations and wayfinding, Americans with Disabilities (ADA)-compliant curb cuts, and/or other streetscape and traffic calming elements, into ongoing transportation improvements as a matter of routine.

GOALS

- A. Create an efficient and interconnected multi-modal transportation system that ensures that the safety and convenience of all users of the transportation are accommodated
- B. Support the Borough of Sharpsburg's Multi-Municipal Joint Comprehensive Plan-in particular, its transportation

elements—and community efforts to create a more walkable, safe, healthy, and livable community

- C. Incorporate the principles in this policy into all aspects of the transportation project development process, including project identification, scoping procedures, design, and all phases of construction
- D. Ensure the use of the latest and best design standards, policies, and guidelines
- E. Provide flexibility for different types of streets, areas, and users
- F. Ensure that the Complete Streets are designed to be context-sensitive and meet the values and design of the areas in which they are located

DIRECTIVES

1. This Complete Streets Policy applies to all street, sidewalk, trail, and pathway projects, including new construction, reconstruction, and rehabilitation projects to accommodate users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, emergency responders, and other road users. It applies to all street projects whether public or private and all improvements regardless of funding sources.
2. Accommodations for all users of the surface transportation network shall be in accordance with the latest and best "Complete Streets" standards, principles, policies, and guidelines and shall be consistent with the context and character of the surrounding built and natural environment and enhance the appearance of such.
3. Roadways, sidewalks, shared-use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connected pathways shall be designed, constructed, operated, and maintained so that all users of the surface transportation network can travel safely, reliably, and independently.
4. Complete Streets will be designed, built, and maintained in accordance with accepted federal, state, and local standards and guidelines that represent state-of-the-art design standards and best practices. Innovative and/or non-traditional design options will also be considered, as appropriate.
5. Reasonable efforts shall be made to identify adjacent alternative routes and or methods of travel to provide a

safe, reliable, and interconnected surface transportation network where accommodations for all users cannot be made.

IMPLEMENTATION

The Borough of Sharpsburg will establish a Complete Streets Program that includes the following elements:

1. Borough staff, working with the Planning Commission and Borough Council, will review and update, as needed, language in the Borough of Sharpsburg zoning ordinances and other codes to incorporate the intent of this Complete Streets Policy.
2. Design guidelines on how to build Complete Streets will be recommended by an advisory group consisting of Borough staff, Borough Council, Planning Commission members, residents, and regional Complete Streets experts, then adopted and implemented by Borough officials.
3. Additional education on the design and implementation of Complete Streets will be provided to Borough staff, Planning Commission members, and Borough Council through materials, workshops, and conferences.
4. The Borough of Sharpsburg Planning Commission, in coordination with Borough staff, shall prepare and provide to the Borough Council of the Borough of Sharpsburg an annual report on the Borough's consistency with this Complete Streets Policy with respect to all street construction, reconstruction, rehabilitation, and pavement maintenance projects.

EXEMPTIONS

Exemptions from the directives and design guidelines within the Complete Streets Policy are reviewed and approved by Borough officials. Borough officials shall include Borough Council and staff. Exemptions shall not include modifications or waivers from the zoning and other applicable ordinances. Exemptions shall be considered by Borough officials under the following conditions:

- Written justification, to be reviewed and approved by Borough officials, that inclusion of such new facilities would create a public safety risk for users of the public right-of-way;
- Written justification, to be reviewed and approved by Borough officials, that there is insufficient space within the right-of-way to safely accommodate such new facilities;

- Borough officials determine that pedestrians and bicyclists are prohibited by law from using the facility;
- Borough officials determine that the integration of Complete Streets into a project would cause significant hardship or add undue cost burdens to the Borough
- The policy need not be applicable to the construction of small, single-unit, non-commercial private driveways (commercial and/or private parking lots are not exempt from this Complete Streets policy) or small-scale routine maintenance projects needed to keep roadways and sidewalks in serviceable condition, including pothole repair, cleaning and sweeping, snow-removal, utility covers, street tree replacement, and seal and spot repair. Large-scale repair and maintenance projects shall not count towards exemption unless met with exemplary hardship or undue cost burdens.

The Borough of Sharpsburg Complete Streets Policy shall be in effect immediately upon adoption by the Borough Council of the Borough of Sharpsburg. Surface transportation projects in the final stages of design or under construction at the time of adoption are exempt from this policy.

Adopted by the Borough Council of the Borough of Sharpsburg, duly assembled in lawful session via resolution dated July 20, 2017.

COUNTY OF



ALLEGHENY

June 23, 2017

RICH FITZGERALD
COUNTY EXECUTIVE

The Honorable Brittany Reno and Members of Council
Borough of Sharpsburg
1611 Main Street
Sharpsburg, PA 15215

Dear Councilwoman & Members of Council:

At the Allegheny County Health Department (ACHD), we value and support transportation development that recognizes its impact on the health of the residents of Allegheny County. As the Borough of Sharpsburg considers passing a Complete Streets Resolution, we support your effort to develop a policy that will connect the transportation needs to the health of Sharpsburg's residents.

In Allegheny County 65% of adults who are considered overweight or obese, which contributes to a very high percentage of preventable chronic disease in the county. We know that if we can all increase our rates of physical activity, eat better and reduce our smoking and tobacco use that we will be able to impact these health outcomes and improve the overall health of Allegheny County residents.

Complete Streets Policies are an important tool in increasing physical activity in local communities by providing safe places for people to walk and bike. This is one of the main goals of *Live Well Allegheny*, our countywide health and wellness campaign (www.livewellallegheny.com). We are so pleased that Sharpsburg is one of the 46 municipalities in Allegheny County that have committed to *Live Well Allegheny*.

I applaud Sharpsburg's commitment creating a healthy community to benefit your residents. You have already shown leadership in contributing to the health of your residents. Passage of this Complete Streets Policy is another way to make the *healthy choice the easy choice* for the residents of Sharpsburg and we support your efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Karen Hacker', with a long horizontal flourish extending to the right.

Karen Hacker, MD, MPH
Director



KAREN HACKER, MD, MPH, DIRECTOR
ALLEGHENY COUNTY HEALTH DEPARTMENT
542 FOURTH AVENUE • PITTSBURGH, PA 15219
PHONE (412) 687-ACHD (2243) • FAX (412) 578-8325 • WWW.ACHD.NET

May 11, 2017

To Whom it may concern,

I am writing on behalf of Bike Pittsburgh to express support for a Complete Streets Policy for Sharpsburg. Bike Pittsburgh is a 3,000 member non-profit advocacy organization working to make the Greater Pittsburgh area a better and safer place to bike and walk.

We work with neighborhood groups and organizations around the city, and a good portion of our work is centered around representing people who want to live car-lite, or are dependent on biking and walking. When new projects and developments come on board, our job has been to make sure that all users are accommodated and thought about in the design - to varying degrees of success. No matter where I go, one thing is clear - residents want safe and convenient places to walk, bike, use a wheelchair, and use transit.

The goal of a Complete Streets Policy is to make sure that decision-makers are considering all users from the start of a project. It flips the script a bit, putting the onus on these decision makers to explain why they can't accommodate all modes, instead of how it is today with communities needing to demand why these accommodations are necessary.

We have seen that without a Complete Streets Policy, bicycle, pedestrian, and public transportation accommodations are often debated too late in the design process and are considered a disruption, rather than a necessary project feature. This has led to time delays at best, and erosion of public support at worst. Furthermore, the failure to accommodate all user groups has even triggered expensive retrofits at later date, instead of getting it right the first time. A fix it first approach can save taxpayers in the long run and will ultimately create a better project.

The adoption of a Complete Streets Ordinance in the City of Pittsburgh has positively changed the dialogue surrounding road building and development. Adopting a Complete Streets Policy will demonstrate Sharpsburg's intention to improve the quality of life for all citizens, regardless of neighborhood.

Over 1,100 municipalities nationwide have Complete Streets Policies, and it would be great to see Sharpsburg added to that list.

Sincerely,



Scott Bricker
Executive Director
Bike Pittsburgh



188 43rd Street
Pittsburgh, PA 15201
bikepgh.org



The Honorable Brittany Reno
Borough of Sharpsburg
1611 Main Street
Pittsburgh PA, 15215

Dear Councilwoman:

It is with great pleasure that I learned of the pending adoption of a Complete Streets policy by the Council of the Borough of Sharpsburg. In my role as Director of WalkWorks, a program that aims to increase opportunities for physical activity through the development of walking routes and walking groups, I am often heard saying, "It's all about policy!" Our routes (67 in total), located in 14 counties throughout Pennsylvania, are all within the built environment. Unless there are changes to the infrastructure of many of our communities, residents will continue to find it difficult to walk and bicycle – and, much less, feel safe! Note that my interest is in improving population health! We can do this by expanding the possibilities for active transportation, if we have the policies in place.

I am a strong advocate of Complete Streets and, further, Vision Zero policies. I have conducted a Complete Streets workshop for planners and engineers and recently attended a national conference pertaining to Vision Zero policies. I am a "graduate fellow" of the Walking College of America Walks, which had a large policy focus – much of which was on Complete Streets.

It is my sincere hope that the people of Sharpsburg support the concept of Complete Streets and that the Council deems fit to adopt a Complete Streets policy. Further, while the majority of my efforts are outside of Allegheny County (as mine is a collaborative effort with the Pennsylvania Department of Health), I am committed to assisting all communities. Thus, if I may be of assistance in any way, I hope you will feel free to reach out.

Kudos to the Council, in advance, for being forward thinking.

Best Regards,

Carol L. Reichbaum, MSL, MSPA
University of Pittsburgh
Graduate School of Public Health
Center for Public Health Practice
130 DeSoto Street, A726 Crabtree Hall
Pittsburgh, PA 15261
carolr@pitt.edu
www.pawalkworks.com