



722 Cambridge Street
Cambridge, MA 02141
617-945-2251
www.altaplanning.com

Morgantown Monongalia MPO Bike & Pedestrian Transportation Plan

Steering Committee Meeting #4 | Morgantown Public Library Meeting Room A

Tuesday, May 21th, 2019 | 2:00 PM – 4:00 PM

Meeting Notes

Steering Committee / Attendees:

1. Christiaan Abildso, WVU Health Research Center
2. Bill Austin, Executive Director, Morgantown Monongalia MPO
3. Ella Belling, Mon River Trails Conservancy
4. Heather Britton, Disability Community
5. Matthew Cross, Chairman of the Pedestrian Safety Board
6. Damien Davis, Morgantown City Traffic Engineer
7. Andrew Gast-Bray, Dir of Planning, Monongalia County Planning Commission
8. Drew Gatlin, Staff Engineer City of Morgantown
9. Marc Glass, City of Westover
10. Ron Justice, WVU Government Relations, MPO Policy Board Member
11. Emily Muzzarelli, Morgantown Assistant City Manager
12. Mike Pumphrey, DOH Design Engineer Dist. 4
13. Jenny Selin, Morgantown City Council and MPO Policy Board
14. Maria Smith, Mountain Line Transit
15. Mary Jo Thompson, Project Manager – Strategic Initiatives, WVU
16. Consultant Team: Phil Goff & Laura Byer (Alta), and Erica Ortman (Stantec, via Conference Call)

Welcome & Introductions

Welcome by Bill Austin

Approval of Steering Committee Meeting 3 Meeting Notes

Approved by unanimous vote

Discussion of Draft Pedestrian and Bicycle Network Recommendations

- Phil Goff (PG): We are here to discuss draft bike and ped recommendations as well as discuss the demonstration project (ideas, location, facilities, etc.)

Steering Committee Meeting #4 Meeting Notes

- PG: discussion of public events the team has hosted this week – public workshop on 5/20, Bike to Work Day station at the Spruce Street Farmers Market on 5/21, and Kid’s Bike Safety and Fitness Expo at WVU on 5/21
- Matt Cross (MC): Bike to School Day had a great turnout on 5/5
- PG: Alta has updated Tech Memo #1 analyses based on review and comments from the Steering Committee
- GROUP: discussion about Van Voorhis Road and WV Route 705 intersection – the traffic signal displays a green right arrow at the same time as pedestrian crossing signal indicating to both pedestrians and vehicles turning right that each has the right-of-way, creating a conflict
 - Additional discussion about DOH repaving Van Voorhis Road in this area without reconfiguring lanes or markings
- SLIDE DISCUSSION: RRFB photo-sim at Falling Run Road and Yoke Street
 - MC: there have been discussions with WVU about installing an RRFB at the intersection of Falling Run Road and University Avenue as well...would those be too close?
 - PG: it may be possible to implement RRFBs at both locations given RRFBs are relatively inexpensive and those two locations are a few hundred feet apart
- Drew Gatlin (DG): Can you talk about density of these new types of pedestrian infrastructure? Does the effectiveness of certain infrastructure get diluted with frequent implementation?
 - PG: there are general guidelines and standards for crosswalk placement so as to not restrict traffic flow – as long as placement of crosswalks with other enhanced treatments (such as RRFBs) meet that standard there would be no decline in effectiveness or restriction of traffic flow (*note: per AASHTO, a mid-block crossing can be within 330’/100m of an intersection and the intersection of Yoke Street is approximately 500’ from University Ave*)
 - Andrew Gast-Bray (AGB): it is important to consider the priority and hierarchy of connections during crosswalk placement to ensure proper communication between travel modes
- SILDE DISCUSSION: Median island crossing on Powell Avenue/Earl Core Road
 - Bill Austin (BA): a few people from the Jerome Park neighborhood attended the public workshop on 5/20 and are very interested in a connection to Deckers Creek Trail
 - Jenny Selin (JS): it may be a good idea to include RRFB at this location too
 - Ella Belling (EB): cars lining up to turn left from Earl Core Road onto Deckers Creek Boulevard block sight lines for cars on Deckers Creek Boulevard waiting to turn left onto Powell Avenue – this location and situation could have the same effect on pedestrians crossing at the proposed crosswalk location that don’t see cars traveling straight (from Earl Core Road to Powell Avenue)
 - PG: This is where the median refuge island will help – pedestrians can stop in the refuge island and check for oncoming cars in the through lane before continuing through the intersection
 - JS: would be good to square up the trail crossing to be perpendicular to Deckers Creek Boulevard (PG: yes, we will look into that)
 - Ella: it would be good to have more connections to Deckers Creek Trail farther west along Powell Avenue where there is currently a guardrail and drop off
- SILDE DISCUSSION: Sidewalk widening on Westover Bridge

Steering Committee Meeting #4 Meeting Notes

- Emily Muzzarelli (EM): shouldn't bikes be on the road and not the sidewalks? Traffic volumes and speeds are very high so it would be better if pedestrians and bikes are fully separated from traffic
- Marc Glass (MG): current railing on the bridge is very short – could use this as a way to get a recommendation for a better facility implemented quickly as a priority if the current railing height is a safety hazard
- SLIDE DISCUSSION: Paper street path and footbridge from Callen Ave to riverfront rail trail
 - Damien Davis (DD): White Park trail access and crossing improvement (not this location) will be submitted for TAP grant
 - Group: General agreement that a pedestrian bridge at this location (paper street at Callen Ave) would be a positive improvement to the trail system and that it should be prioritized over the connection to White Park, especially since the City will once again submit a TAP application
- SLIDE DISCUSSION: Chestnut Ridge Road bike lanes
 - PG: installation of bike lanes would help pedestrians feel safer and more comfortable on the sidewalks due to the increased separation from vehicle traffic
 - DG: if there is enough room for bike lanes and sidewalk then there is also enough room for a shared use path as a combo
 - PG: a possible idea (likely long-term) could involve installing a shared use path built over the drainage ditch
 - AGB: is there a benefit to lowering the posted speed limit when cars are often going slower than the posted 40 mph during high-traffic times?
 - Mike Pumphrey (MP): DOH will be grinding and restriping this road in the very near future
 - Bill agreed to draft a memo from the MPO to DOH requesting this restriping once paving/patching is complete
- SLIDE DISCUSSION: Contra-flow climbing lane
 - Group: cars still park on this road even though parking has been removed
 - DD: the City plans to put in a climbing lane but we will first widen the east side of the road (along the drainage channel) for additional width
- SLIDE DISCUSSION: Advisory shoulders (Fairlawn Avenue)
 - AGB: advisory shoulders could be pervious pavement
 - MC: there will be drivers that don't understand how to properly use the facility, requiring an education campaign
 - JS: people (school-age kids) currently walk and bike in the middle Fairlawn Avenue – are they safer 'as is'? Perhaps limiting them to the edges in an advisory lane wouldn't be the best choice?
- SLIDE DISCUSSION: Shared lanes
 - AGB: if we put sharrows or some marked facility on the road, will people take that to mean they cannot bike on roads without markings/facilities?
 - DG: no, but current sharrows are not located consistently
- SLIDE DISCUSSION: Shoulder/signage
 - Heather Britton (HB): how far south would the proposed shoulder on Don Knotts Boulevard/Grafton Road extend?

Steering Committee Meeting #4 Meeting Notes

- PG: unknown at this time but the Walmart shopping plaza would be a logical endpoint at minimum
- PG: request committee members provide additional comments on draft recommendations network maps by end of next week (5/31). Comments can come via marked up map, email, etc.
- PG: Online survey and interactive map will remain open until 5/31
- PG: Next public meeting in the fall will cover final recommendations with the public

Discussion of Fall Demonstration Project

- PG: One idea is to use Spruce Street adjacent to Farmers Market for a one-block long separated bike lane
- JS: mid-block crossing to crossing garage on Spruce Street
 - EM: current Spruce Street crossing are so close together that people feel comfortable crossing anywhere along the street, including outside of crosswalks. A demonstration project in this area may want to include temporary barriers to keep people from crossing at non-crosswalk locations
- DG: Elmer Prince drive, Westover Bridge, reprogram traffic lights for LPI, WVU farmers market could all be good opportunities
- MC: maybe mid-block crossings with RRFBs (if possible) as temporary facility
- PG: I'd like to request that the Steering Committee send over ideas as they think of them
- DG: can we get a list of the network recommendations shown in the maps?
 - PG: we do not currently have a full list of the draft recommendations in GIS format, but that is coming relatively soon.