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Morgantown Monongalia MPO Bike & Pedestrian Transportation Plan

Steering Committee Meeting #3 | Morgantown Municipal Airport Meeting Room

Wednesday March 20th, 2019 | 2:00 PM – 4:00 PM

Meeting Notes

Steering Committee / Attendees:

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

Welcome & Introductions

Welcome by Bill Austin

Approval of Steering Committee Meeting 2 Notes

Matt C: Conference name should be “Designing Across Divides”, not Designing The Divide (Phil: yes, we will fix the notes, for the record)

Discussion of Technical Memorandum #1: Existing Conditions Assessment

- VISION OPTIONS, Phil began by asking for people’s thoughts about the revised Vision options

- Matt C: support for Vision Option B
- Matt S: agree with the principle of Option B but don't want it to look like they are prioritizing pedestrians over other modes of transportation
- Mike: Tagline of Option A doesn't box us in as much as tagline of Option B
- Mary Jo: word "highest" in tagline B may put DOH and State into a difficult situation – a change of wording to "**high**" or "top" or "primary" or "critical" or a similar, but less significant word may help
- Drew: we are trying to "up our game" for pedestrians since pedestrians are having difficulties now – let's give them a little more priority for now to try and shift the mode from vehicles to pedestrian travel.
- Jenny: Throughout the region, there is always someone trying to walk somewhere. My husband used to drive to WVU every day for years and now walks, but crossing Patteson is a challenge.
- Christiaan: a good approach for roadway design that we would like to show in our Vision is that roads should be designed from the outside-in, with a focus on context and demand for walking/biking. As done now, its inside-out with focus on wide travel lanes and perhaps if something is left, then it goes for peds
- Phil: how about if we just say: "safety and efficiently will be a **high** priority in the Morgantown **area**"?
- Jenny: how can we elevate the bicycle and pedestrian aspects while adhering to DOH's charge and level of responsibilities?
- Brian: there is a problem with "will be fully integrated"...phrase "will be" is too definitive and will tie DOH's hands. We are concerned about local policies that hamstring DOH's work and make things more \$\$ re: moving utilities, widening ROW, etc.
- Bill: Complete Streets should not be about building sidewalks and bike lanes everywhere but matching the right facility for the demand. For the options, we should combine the main text from A and B together – option A is too soft, but the very end of B is good
- Phil: added last sentence from B onto A and added "where appropriate" – also added the edited tagline to create Option C, which now reads:

Safety and efficiency of pedestrian and bicycle travel will be a high priority in the Morgantown area.

The greater Morgantown area will be a national leader in safe travel options by creating a well-connected network of pedestrian and bicycle facilities including sidewalks, safe roadway crossings, on-street bicycle accommodation and trails. Designed for people of all ages and abilities, the network will improve safety, promote mode shift, encourage new business and enhance the quality of life for residents, students and visitors. New streets and roadway projects will be

designed, where appropriate, to encourage people of all ages and abilities to choose walking and bicycling for both transportation and recreation.

- After a bit more misc. discussion, committee members decided to vote:
 - Vision Option A = 0 votes
 - **Vision Option B = 9 votes** (as amended with revised tagline that includes “high” priority instead of “highest” and adding “area” after Morgantown)
 - Vision Option C = 5 votes
 - Doesn’t Care/OK with Any Option = 1 vote
- GOALS/OBJECTIVES
 - Ella: Reference to Objective 4.3 – rather not have winter maintenance on trails...better to say “all season”
 - It was decided that we don’t have to solve whether to or not to plow at this time
 - Christiaan: do we have a way to track how many children are walking to and from school? If so, perhaps consider having that as a performance measure in Goal 4, in conjunction with the metric related to the # of residents walking/biking to work
 - Jenny: something that would be helpful to have as a goal/objective is figuring out a funding mechanism for sidewalks
 - Phil - We will be developing a memo outlining a peer review of how other communities fund sidewalks construction and maintenance
 - Ella: tracking the number/location of sidewalk gaps eliminated would be a good performance measure...improved SW’s, not just new ones
 - Matt C: unhappy with lack of enforcement to facilitate safety for bikes and pedestrians – would like to promote education programs on driver and pedestrian/bike safety that doesn’t necessarily need police involvement
 - Jenny: for objectives 8.4 – let’s focus on increasing active transportation rather than decreasing obesity, please change wording
- POTENTIAL ACTIVE TRANSPORTATION FACILITIES
 - Phil – we will include leading pedestrian intervals (LPI) in this section, that was an oversight on our part
 - Don: median refuge island photo is not a median refuge island since the striped crosswalk runs right through it
 - Phil – we will replace with a photo of one that is a little more formalized and technically correct

- Matt S: wording of “should be considered” – no design criteria exist indicating crosswalks have to be at all approaches – we don’t want to feel like they DOH is violating a requirement if we don’t/can’t provide a crosswalk somewhere
 - Drew: But there should be some consideration – considering doesn’t mean required
 - Bill: let’s leave that wording, as ped facilities should indeed be provided unless there are extenuating circumstances
- DEMOGRAPHIC ANALYSIS
 - Drew: question about commute mode access – where did data come from?
 - Phil – ACS data
 - Drew: are we using data from MSA? Morgantown region (MSA) is much bigger than the 39,000-population number referenced in the report – need to clarify what we are defining and how the number used impacts our current mode share
 - Phil – we will clarify whether this dataset includes the entire MSA or the Morgantown, Star City, Westover, and Granville boundaries
- EXISTING CONDITIONS ANALYSIS
 - EQUITY
 - Drew: north of Krepps Park is one of the most affluent portions of town, why does it have the highest equity need? – Evansdale also has high-income areas and shows up as high equity needs – something wrong with data? Or methodology? (Phil: we will check on that)
 - DEMAND
 - Bill: the next public involvement should have an input on this demand. There is a service center out near the Ramada being planned that could have an impact.
 - Drew: need to check the
 - Marc: thinks the map should be extended further west
 - Phil – the maps will remain the same but recommendations will include areas outside the main map extents
 - Jenny: is there an element of this project/analysis that includes looking at new development areas?
 - Phil – no
 - SAFETY ANALYSIS
 - Matt S: the number of fatalities in text does not match the number in the appendix table, which indicates 6 not 3

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- Don: if possible, describe, visualize, and statistically analyze between ABC injuries so we understand the level of injury
- Phil: OK, we will check on that (**Note: that subsequent to the meeting, we recognized that we do not have the data to make this distinction**)
- Matt S: is bullet point list of typical crash factors on p.51 specifically related to Morgantown crashes? Or high level?
 - Phil – high level overview of why crashes happen
- CONNECTIVITY ANALYSIS
 - Drew: Riddle Ave is a major corridor into an underserved area and is being repaved – would be a good time to put a climbing lane on Riddle Ave which it is being redone – maybe want to show Riddle as a gap
 - Brian: DOH is doing a simple repaving project and there is no funding to widen the shoulder
 - Phil: perhaps striping with 10.5' lanes would make the space for climbing lane?
 - Drew: missing a mountain biking trail network at Baker's Ridge and a potential trail around the WVU stadium – maybe talk more offline

Planning for Public Open House #2 in May

- Jenny: for the next public meeting/open house, avoid Tuesday nights so City Council can come
- Phil: Next round of engagement meetings will include a workshop in addition to an open house – opportunity to do them at two different locations – want to diversify locations if the group agrees
 - Ella: could have the meetings at a school or a park - Marilla Park has a space – possibly during a baseball games to solicit input
- Drew: WVU graduation is 11th/12th of May, so we won't get students
- Christiaan: there is a kids' bike safety expo held at the end of May that has hundreds of participants – Kids Safety and Fitness Expo on May 21st from 5-7pm
- Phil: OK, let's pencil in next meeting/public workshop days are May 20th-21st (Mon-Tue), with public mtg/workshop Mon night at Marilla Park (or back-up) with WVU event on Tues night; the next Steering Committee mtg will likely be in between (i.e. Tues afternoon, 5/21, at 2 pm)

Next Steps

- May will be timeframe for next public workshop and steering committee meeting – try to schedule public workshop with another existing event
- After May, next get together will be mid-September for final open house and demonstration project event, which we will plan at the May committee meeting
- Survey will remain “live” for a week or two past the May public events

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- Phil: We will revise some portions of the tech memo based on comments received today and the information gathered from the public input map. Any additional comments to the team can be emailed to me and Bill before end of next week (March 29)
- Per comments, Alta will look into doing a refresh on the online input map so people can start with a clean slate. Stay tuned...