

*The City of Morgantown*

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March 8, 2010

Mr. William C. Robinson  
Bike/Ped Program Coordinator  
West Virginia Dept. of Transportation  
1900 Kanawha Blvd East, Building 5  
Charleston, WV 25305

RE: Proposed Bicycle Facility for Monongahela Blvd.

Dear Mr. Robinson:

Thank you for your time and attention to the above referenced project. The City of Morgantown appreciates the comments received from both Mr. Hudson and Mr. Lewis. The City agrees with the majority of their comments and has incorporated them into the revised plans. However, there are some concerns with a few of the comments received.

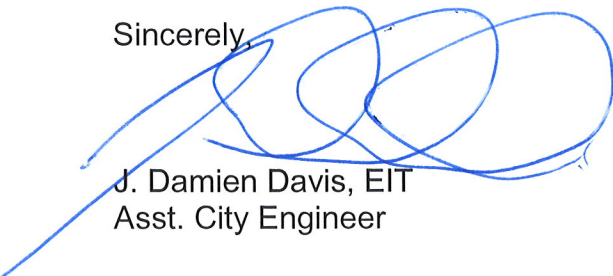
The following are comments regarding the various concerns as stated by Mr. Hudson and Mr. Lewis:

1. In Mr. Hudson's email dated January 4, 2010, he suggested the installation of additional signage to discourage cyclists from descending Mon. Blvd in the proposed climbing lane. "Bicycle Specific Wrong Way" signs (R5-1b) and "Ride with Traffic" (R9-3c) placards on the reverse side of every "Bicycle Lane" (R3-17) sign proposed have been added.
2. In the same email Mr. Hudson recommended additional signage be placed to discourage motorists from parking along the proposed climbing lane during basketball games, concerts and other events at the CAC and WVU Coliseum. "No Parking 7 am to 5 pm" (R7-2) with "Tow-Away Zone" (R7-201) placards in certain locations have already been placed per DOH District IV requirements. These were placed to prohibit parking during class time at WVU as this was becoming a serious problem. Unfortunately, with respect to parking during events at the Coliseum, no promises can be made at this point that this practice can be stopped.

3. In Mr. Lewis' email dated January 6, 2010, Mr. Lewis stated his concerns with our proposed termination of the climbing lane. The plans have been revised to show the termination of the bicycle lane in the rightmost through-lane at the intersection with Evansdale Dr. as illustrated in Figure 11.a of the AASHTO Guide for the Development of Bicycle Facilities, 3rd Edition.
4. Our main concern with DOH's comments is the requirement to install a bicycle lane on the descending side of Monongahela Blvd. Both Mr. Hudson and Mr. Lewis were opposed to establishing a one-way bicycle lane on only one side of the boulevard; both stating the dangers of inviting cyclists to ride against traffic. It is felt that with the above mentioned signage, pavement markings, police enforcement and help from the Morgantown Bicycle Board to educate area cyclists, this danger can be mitigated. Furthermore, the danger posed by forcing cyclists to descend Monongahela Blvd. in a 5-foot bicycle lane is greater than the threat of wrong-way cycling. Cyclists currently have the choice to descend the hill using the shoulder or the travel lane depending on their ability and comfort level. Once a bicycle lane is installed on the descending side cyclists will be discouraged from using the roadway. On the shoulder, cyclists would be forced to contend with storm grates, a 5-foot high concrete wall, debris from the roadway and at their greatest speed the abrupt ending of the bicycle lane at a curb forcing the cyclists to veer into the traffic lane.

The main purpose for this proposed project is to increase the safety and the visibility of cyclists using Monongahela Blvd. The revisions that have been made to the plan from the comments received by Mr. Hudson and Mr. Lewis hopefully accomplished this goal. Thank you again for your time and consideration.

Sincerely,



J. Damien Davis, EIT  
Asst. City Engineer

Cc: Bill Austin, MMMPO  
Richard Warner, WV DOT  
Perry Keller, WV DOT  
Jim Hudson, WV DOT  
Ray Lewis, WV DOT  
Frank Gmeindl, Morgantown Bicycle Board  
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