

Application: Morgantown | 00344

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Round: Fall 2016

Page: BFC: Application Intro

Question	Answer
Community Name:	Morgantown
Has the community applied to the Bicycle Friendly Community program before?	Yes
<i>If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map.</i>	
Community Website: (if applicable)	http://www.morgantownwv.gov/
Community's Twitter URL: (if applicable)	https://twitter.com/Morgantown_WV
Community's Facebook URL: (if applicable)	

Page: BFC: Contact Information

Question	Answer
Applicant First Name	
Applicant Last Name	
Job Title	
Department	

Employer	
Street Address (No PO Box, please)	389 Spruce St.
City	Morgantown
State	West Virginia
Zip	26505
Phone #	
Email Address	bikemorgantown@gmail.com
List the names, email address and affiliation of all other individuals that are working with you on this application.	<p>Jeff Mikorski, jmikorski@morgantownwv.gov, Morgantown City Manager</p> <p>Jenny Selin, jselin@morgantownwv.gov, Morgantown City Council Member</p> <p>Jing Zhang, jingzhangaicp@gmail.com, Morgantown Monongalia MPO Transportation Planner</p> <p>Damien Davis, ddavis@morgantownwv.gov., Morgantown Public Works Director/City Engineer</p> <p>Traci Knabenshue, Traci.Knabenshue@mail.wvu.edu, West Virginia University's Sustainability Director</p> <p>Christiaan Abildso, cgabildso@hsc.wvu.edu, West Virginia University Health Research Center Interim Co-Director</p> <p>Chip Wamsley, chip@wamsleycycles.com, Vice Chair of MMBB, Owner of Wamsely Cycles</p> <p>Derek Springston, dspringston@gmail.com, Member of Morgantown Municipal Bicycle Board</p> <p>Marliyn Newcome, mjicycling@msn.com, Member of Morgantown Municipal Bicycle Board</p> <p>Frank Gmeindl, fgmeindl@gmail.com, Member of Morgantown Municipal Bicycle Board, Previous Chair 2006-2014</p> <p>Lt. Matthew McCabe, mmccabe@morgantownwv.gov, Morgantown Police Department</p>
<p>List all bicycle, active transportation, and transportation equity advocacy groups in your community, if any. Provide the name and email of the primary contact for each group.</p> <p>NOTE: If the primary contact of a group is already listed above, please list an alternative contact.</p>	<p>Pedestrian Safety Board, Matthew Cross, crossnyc@hotmail.com</p> <p>Morgantown Municipal Bicycle Board, Christina Hunt, christina.j.hunt@gmail.com</p> <p>Positive Spin, Jonathan Rosenbaum, jr@wvcompletestreets.org</p> <p>Mountain Line Transit Authority, David Bruffy, bruffy@buside.org</p> <p>Morgantown Monongalia Metropolitan Planning Organization, Bill Austin, baustin@labyrinth.net</p>

Page: BFC: Community Profile

Question	Answer
<p>Please note: The application will refer to your type of jurisdiction as 'community' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.</p>	
A1. Name of Community: (Please omit "City of", "Town of", etc.)	Morgantown
A2. County/ Borough/Parish:	Monongalia
A3. State:	West Virginia
A4. Link to map of community boundaries: (e.g. Google Maps)	http://www.morgantownwv.gov/quick-links/resources/ward-map/
A5. Please list all Census-defined geographies (e.g. a Census Designated Place or County) that you would like us to use for commuting, demographic , and other data collection. Please pick the fewest geographies that accurately capture your community boundaries. If you are not sure of the best geographies, please refer to the Reference Maps available through the Census Bureau's American Factfinder website.	Morgantown
A6. Type of Jurisdiction	Town/City/Municipality

A7. Size of community (in sq. mi. of land area)	10.17
A8. Total Population:	31073
A9. Population Density: (Person per sq. mi. of land area)	2916.4
A10. Which of the following best describe your community? Check all that apply.	Urbanized area , Urban core surrounded by low density suburban areas
A11. What is the street network density? (centerline miles of road per sq. mi. of land area)	10.1-15.0
<i>(For internal use only.)</i>	
Name	Marti Shamberger
Title	Mayor
Street Address	812 Ridgeway Avenue
City	Morgantown
State	West Virginia
Zip	26505
Phone	3042962090
Email	mshamberger@morgantownwv.gov

Page: BFC: Engineering

Question	Answer
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B1. Does your community currently have any of the following policies in place?	Local Complete Streets policy
B1a. What year was the policy adopted?	2007
B1b. Please provide a link to the policy.	http://www.morgantownwv.gov/wp-content/uploads/complete-streets-resolution.pdf
B1c. Since the adoption of the policy, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?	Unknown
B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume?	Yes
B2a. Please describe.	<p>Our bicycle advisory board and engineering departments work together to implement speed-specific facilities that are appropriate for a given corridor. For example, we typically recommend shared lane markings and MUTCD R4-11 signs for roads with speeds less than or equal to 25 mph. For roads between 25-35 mph we recommend striped bicycle lanes when WOLs are present. For roads with faster speeds we recommend protected or separated bicycle lanes OR multi-use paths completely separate from the roadway.</p> <p>Our MPO has a bicycle master plan that specifies facilities depending on speed, volume, roadway width, sight-lines, and frequency / type of origins and destinations. In general, bike lanes are recommended on roads with few driveways and intersections where speed differentials exceed 25mph. Otherwise, the plan recommends shared lane markings and R4-11 signs.</p>
B3. Does your community currently	Mixed-use zoning or incentives, Planned Unit Development zoning, Connectivity policy or standards

<p>have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.</p>	
<p>B4. Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment? Check all that apply.</p>	<p>None of the above</p>
<p>B5. Does your community currently have any of the following additional policies in place? Check all that apply.</p>	<p>Policy to preserve abandoned rail corridors for multi-use trails, Paid public parking</p>
<p>B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.</p>	<p>FHWA/National Highway Institute Training Course, Staff participate in bicycle-specific conferences/trainings/educational tours, Internal peer training</p>
<p>B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.</p>	<p>Bike parking ordinance for all new developments specifying amount and location , Public uncovered bike racks, Public covered bike racks, Bike valet parking available at community events , Ordinance that allows on-street bike parking/bicycle corrals</p>
<p>B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.</p>	<p>Bicycle Station or Hub that provides lockers and/or showers for commuters</p>

B9. Do your standards for bicycle parking: Check all that apply.	Conform with APBP guidelines?
B10. What percentage of public and private bike racks conform with APBP guidelines? Review APBP's Bike Parking Guidelines here.	More than 75%
B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.	None of the above
B12. Does your community have a rail transit or bus system?	Yes
B12a. Are bikes allowed inside transit vehicles, including buses? Check all that apply.	Only if the external bike rack is full, At driver's discretion/If space permits, Folding bikes are allowed in folded position
B12b. What percentage of buses are equipped with bike racks?	100%
B12c. What percentage of transit stops are equipped with secure and convenient bike parking?	26-50%
B12d. Has your	Yes

community made specific bicycle infrastructure investments around major transit stops to improve accessibility?	
Please describe any bicycle infrastructure investments around major transit stops that have improved accessibility.	We are currently building covered bicycle parking at 12-20 bus stops both inside and outside our municipality aimed specifically at increasing multi-modal ridership among commuters. We have four bicycle lockers located at our transit hub and two at a high volume parking facility in a business district.
B12e. How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.	Cyclists can practice mounting their bike on a bus bike rack at community events, Information on bike racks/storage provided on transit schedules
B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?	Yes
Answer all that apply. (in miles)	
Paved shared use paths (≥10 feet)	16
Paved shared use paths (≥ 8 and <10 feet)	
Unpaved shared use paths (≥10 feet)	
Unpaved shared use paths (≥ 8 and <10 feet)	
Singletrack	50

B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.	N/A – no crossings of roads with posted speed limits above 25 mph
B13c. What measures have been taken to improve the safety and convenience of bicyclists on off-street paths? Check all that apply.	Education/awareness campaign about shared-use path etiquette
Sweeping	As needed
Vegetation maintenance	As needed
Snow and ice clearance	Never
Surface repair	Within one week of complaint
B14. What is the centerline mileage of your total road network (including federal, state, county and private roads)?	120
(in centerline miles)	
≤25mph	90
>25mph and ≤35mph	5
>35mph	5
B16. Does your community have on-street bicycle facilities?	Yes

B16a. Are there any on-street bicycle facilities on roads with posted speeds of \leq 25mph?	No
B16b. Are there any on-street bicycle facilities on roads with posted speeds of >25 mph and ≤ 35 mph?	
B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35 mph?	Yes
Answer in centerline miles. Write "0" if facility is not present in community.	
Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)	3
Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)	0
Buffered bike lanes	0
Protected bike lanes (one-way or two-way)	0
Raised cycle tracks (one-way or two-way)	0
Sweeping	Same time as other travel lanes
Snow and ice clearance	Never
Pothole maintenance/ surface repair	Within one week of complaint

<p>B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?</p>	<p>No</p>
<p>B18. How has your community calmed traffic? Check all that apply.</p>	<p>Physically altered the road layout or appearance , Speed feedback signs/cameras</p>
<p>B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.</p>	<p>On-street way-finding signage with distance and/or time information, Bicycle-friendly storm sewer grates</p>
<p>B20. Are there any signalized intersections in your community?</p>	<p>Yes</p>
<p>B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?</p>	<p>Video or microwave detection for demand-activated signals, Demand activated signals with loop detector (and marking), Timed signals, Refuge islands, Right corner islands ("pork chops")</p>
<p><i>Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.</i></p>	
<p>B21. Does your community currently have a community-wide bike sharing program that is open to the general public?</p>	<p>No</p>
<p>Bike share programs are becoming popular and can contribute to making it possible for more people to choose to bike</p>	

more often. In many communities bike share programs are large investments and it is important that they are sustainable in order to provide a dependable system for people in the community. While bike share programs are important and encouraged, having one is not essential to receiving a Bicycle Friendly Community award, particularly for smaller communities or non-urban communities.

B22. Which of the following bicycling amenities are available within your community boundaries? Check all that apply

Cyclocross course, Mountain bike park, Pump tracks, Bicycle-accessible skate park, Snow/Fat tire bike trails

B23. Which of the following safety amenities are available in your community? Check all that apply

Street lighting on most arterials, Street lighting on most non-arterials

B24. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.

High density, public bicycle parking exists in more than 30 locations around our small community. Currently, about 10% of this parking is covered. We will add significantly to both the covered and uncovered parking through a recently procured grant. This grant provides funding for at least 12 covered parking areas located at transit stops. Through cooperation with an advertising agency, we believe we will be able to extend the grant monies to more than 20 locations both within and adjacent to our community.

Numerous trails connect and serve our community's green spaces. The only trails explicitly prohibited to bicycle use are 3.5 miles of steep and ecologically sensitive trails in the university's arboretum, although a service road open to cyclists exists that provides an important connector to our main rail-trail through the arboretum. These prohibited trails represent less than 3% of our readily accessible trail system. All abandoned rail corridors within our community's limits have already been converted into multi-use paths. Our local rail-trail conservancy aggressively pursues redevelopment of any newly abandoned rail lines, and they possess short and long term plans to connect our system to larger, nearby systems. The 16 miles of corridors in our boundaries extend north, south, east, and west into a system nearly 50 miles long that connects to other communities in three adjacent counties.

Use this space to expand on answers checked above, or to describe additional facilities or physical amenities provided that have not yet been covered.

We use MUTCD and AASHTO Guides for the Development of Bicycle Facilities as design aides, as well as all fed and state requirements/guidelines. While there are no specific community level guidelines regarding streetscape development, we use ADA and state manuals for drainage and similar streetscape ideologies.

Finally, our current bicycle parking ordinance requires multifamily dwellings in the central business district to provide 1.5 bicycle parking spaces per dwelling. Our city engineer provides APBP guidelines to developers bound by these requirements during the review process. However, in July 2016, our community's planning commission approved an aggressive update to this ordinance, the final step before recommendation to city council. With their near unanimous vote on the ordinance, we expect it to be passed by city council easily. Full text of the draft ordinance, accompanied by

recommended parking guidelines and comparisons with similar and nearby cities, is available in the supplementary materials attached to this application.

Page: BFC: Education

Question	Answer
C1. Do any public or private elementary schools offer regular bicycle education to students?	Yes
C1a. What percentage of your public and private elementary schools offer bicycle education? Private schools with fewer than 25 students do not need to be counted for this percentage.	26-50%
C1b. What type of bicycle education is offered?	Optional on-bike education
C1c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?	No, bicycles are not provided
C2. Do any public or private middle schools offer regular bicycle education to students?	Yes
C2a. What percentage of your public and	26-50%

<p>private middle schools offer bicycle education?</p> <p>Private schools with fewer than 25 students do not need to be counted for this percentage.</p>	
<p>C2b. What type of bicycle education is offered?</p>	<p>Optional on-bike education</p>
<p>C2c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?</p>	<p>No, bicycles are not provided</p>
<p>C3. Do any public or private high schools offer regular bicycle education to students?</p>	<p>No</p>
<p>Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.</p>	
<p>C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.</p>	<p>Bike clinics or rodeos, Youth bike clubs, Youth development road or cross racing teams, Youth development mountain bike racing teams, Helmet fit seminars</p>
<p>C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?</p>	<p>Yes</p>

C5a. What type of classes are available for adults? Check all that apply.	Classes that include on-bike instruction, Classroom-based classes , Information sessions/workshops
C5b. What topics are covered in these classes? Check all that apply.	Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics
C5c. Who teaches these classes? Check all that apply.	League Cycling Instructor, Local bike shop employee, Local bicycle advocate, Local law enforcement officer
C5d. On average, how often are these classes offered?	Semi-annually
C5e. Are bicycles provided to adults by the community, police, non-profit or other entity to allow every resident to participate in on-bike instruction?	No
C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.	Community-wide public education campaign, Educational group rides, Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Community maps (print or digital), Handouts or brochures, Table or booth at community events
C7. Which of the following information is shared using the methods checked above? Check all that apply.	Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Theft prevention, Riding in inclement weather, Family biking
C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following	Non-English speakers, Low-income populations , University students , Homeless community

<p>traditionally-underrepresented groups? Check all that apply.</p>	
<p>C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.</p>	<p>Public service announcements, Community-wide public education campaign, Share the Road educational videos on community website/TV channel/social media, Utility bill insert, Flyer/handout , Billboards, Share the Road, Bicycles May Use Full Lane, or other bicycle-related traffic signs, Responsibilities towards bicyclists while sharing the road included in driver's education and testing</p>
<p>C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.</p>	<p>Transit operators</p>
<p>C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community?</p> <p>Learn more about the League Cycling Instructor (LCI) program, or search for LCIs in your community.</p>	<p>2</p>
<p>C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?</p> <p>Learn more about the</p>	<p>None of the above</p>

League's [Smart Cycling materials](#) and [videos](#).

C13. Describe any other education efforts in your community that promote safe cycling.

Our local bicycle advisory board is relatively large for the size of our community and is composed of people in various jobs with far reach into the corners of Morgantown. All of the members take personal responsibility to both promote and teach safe and effective cycling whenever they can. For example, at one of our bike retailers, the Street Smarts manual accompanies every new bike sold.

Use this space to expand on answers checked above, or to describe additional educational programs or services that have not yet been covered.

A program at our local university, The Science Behind Cycling, combines hands-on science-based education in a youth and family oriented manner. (<http://sciencebehindthesport.wvu.edu/>)

Local group rides are often attended / led by a league certified instructor (Gunnar Shogren), who informally educates new and returning attendees on proper and safe cycling techniques during their rides.

For the last five years, a local law firm has partnered to help provide free helmets to youth at the Michael Todd May Memorial First Responders Fair. A league certified instructor helps fit these helmets and teaches recipients the ABC quick check.

Page: BFC: Encouragement

Question	Answer
<p>D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.</p>	<p>Trip reduction ordinance or incentive program, Guaranteed Ride Home program, Local recognition program for businesses that are bicycle-friendly for their employees and/or customers</p>
<p>D1a. Please provide links for any programs checked above:</p>	<p>http://www.busride.org/Fares-Programs/Vanpool, http://transportation.wvu.edu/alternative-transportation/vanpool, http://transportation.wvu.edu/alternative-transportation/zimride</p>
<p>D2. What other groups actively promote bicycling in the community? Check all that apply.</p>	<p>Chamber of Commerce, Tourism Board</p>
<p>D3. Does your</p>	<p>Yes</p>

<p>community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?</p>	
<p>D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.</p>	<p>Web-based route finding service, Printed/digital bicycle network map , Printed/digital mountain bike trails map, Printed/digital greenways and trails map</p>
<p>D5. How is National Bike Month/your own dedicated Bike Month promoted in your community? Check all that apply.</p> <p>Learn about National Bike Month and see the League's National Bike Month Guide for ideas to improve your community's Bike Month efforts.</p>	<p>Official Proclamation, Community-wide Bike to Work Day/Week, Bike to School Day/Week , Mayor-led/Council-led Ride, Public Service Announcements, Videos promoting bicycling on community website/TV channel, Publish a guide or calendar of Bike Month Events, Bike Month Website, Commuter Challenge, National Bike Challenge/Global Bike Challenge, Bike Commuter energizer stations/breakfasts, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Trail construction or maintenance day</p>
<p>D6. How is bicycling promoted in your community outside of Bike Month? Check all that apply.</p>	<p>Community and charity rides, Mayor-led/Council-led rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, National Bike Challenge/Global Bike Challenge, Triathlons and bicycle races, Publish a guide or calendar of community bicycle events, Mentoring program for new riders, Public education campaign related to cycling (e.g. with a focus on public health or environmental benefits), Community celebration/ride each time a bicycle project is completed</p>
<p>D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.</p>	<p>Families with toddlers and young children , ADA community</p>

<p>D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.</p>	<p>Organize event(s), Fund event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)</p>
<p>D9. Are any of the following cycling clubs/groups active in your community? Check all that apply.</p>	<p>Recreational bike clubs, Mountain bike clubs, Cyclocross clubs, Friends of the Trail groups, Racing clubs or teams, Slow ride group</p>
<p>D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.</p>	<p>Earn a Bike program</p>
<p>D11. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?</p>	<p>1 shop for every 1 -15,000 residents</p>
<p>D12. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?</p>	<p>Yes</p>
<p>D12a. Do(es) the co-op/non-profit community bike shop(s) receive any of the following support from the local government? Check all that apply.</p>	<p>Free or subsidized property/space for a duration of at least 5 years, Contracts for services, e.g. bicycle skills or maintenance education, event support, etc., Provision of abandoned or impounded bicycles for resale</p>

<p>D13. Describe any other events, programs or policies your community has to encourage bicycling.</p> <p>Use this space to expand on answers checked above, or to describe additional encouragement efforts that have not yet been covered.</p>	<p>The bicycle advisory board, a municipal entity, has a vested interest in the existence and operation of Positive Spin. This close relationship with the city allows the board to regularly send resources their way, including members with specific goals to support and ensure the continuation of the coop. The value of subsidized space provided for Positive Spin is in the tens of thousands of dollars over their 10 year existence. Positive Spin's charter includes a mandate for bike safety/maintenance education, municipal lobbying / government action, and advocacy based education surrounding sustainable transportation. The coop also diverts used bicycles from the landfill and incorporates these donations into numerous channels. These include earn-a-bike programs, toy drive / holiday bicycle give-aways, and international development projects through a partnership with Bikes for the World in Washington, DC.</p> <p>Our community works extensively to iterate our cycling infrastructure based on direct usage feedback. For example, we move parking spaces if they aren't being used and base the movements on community-wide surveys. We also attempt to increase ridership by connecting transportation modes through infrastructure grants, such as our aforementioned covered rack at transit stops program.</p>
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Page: BFC: Enforcement & Safety

Question	Answer
<p>E1. How does your police department interact with the local cycling community? Check all that apply.</p>	<p>A police officer is an active member of or regularly attends meetings of the bicycle advisory committee, Identified law-enforcement point person to interact with bicyclists, Police department assists with bicycle events/rides, Officers provide bike safety education, Police officers report potential hazards to traffic engineers and planners to identify sites in need of safety improvements for bicyclists</p>
<p>E2. What percentage of patrol officers are regularly on bikes?</p>	<p>1- 20%</p>
<p>E3. What other public or private bicycle safety programs are in place? Check all that apply.</p>	<p>Helmet giveaways, Light giveaways</p>
<p>E4. What kind of bicycle-related training is offered to police officers? Check all that apply.</p>	<p>Basic academy training, International Police Mountain Bike Association training , Presentation/Training by League Cycling Instructor or local bicycle advocate, Training on bicycle crash types, numbers and locations</p>

<p>E5. Are there any local ordinances or state laws that protect bicyclists in your community? Check all that apply.</p>	<p>Penalties for motor vehicle users that 'door' bicyclists, Ban on cell phone use while driving , Ban on texting while driving, Safe passing distance law, It is illegal to harass a cyclist</p>
<p>E6. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.</p>	<p>Mandatory helmet use for all ages, Restrictions on sidewalk riding outside of the Central Business District, Restrictions on sidewalk riding inside the Central Business District</p>
<p>E7. Which of the following bicycle-related enforcement practices exist in the community? Check all that apply.</p>	<p>Data-driven enforcement of traffic violations most likely to lead to crashes, injuries, and fatalities</p>
<p>E8. How does your community use traffic citation data? Check all that apply.</p>	<p>Data is only available to the public by FOIA request, Analysis and reports are developed but not shared/ are only used internally, Data/reports are shared with transportation agencies to improve infrastructure</p>
<p>E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?</p>	<p>None of the above</p>
<p>E10. Do police officers report bicyclist crash data?</p>	<p>Yes</p>
<p>E10a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?</p>	<p>3.6</p>

<p>E11. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?</p>	<p>0</p>
<p>E12. Describe any other enforcement or safety programs/policies relating to bicycling.</p> <p>Use this space to expand on answers checked above, or to describe additional enforcement or safety programs or policies that have not yet been covered.</p>	<p>Our local code protects cyclists in numerous indirect ways. For example, penalties for vehicle users that door cyclists - if done intentionally - constitutes a battery (WVC 62-2-9), which is a misdemeanor punishable by incarceration and fines. Further, texting while driving for operators of commercial motor vehicles (WVC 17E-1-14a) is specifically prohibited. Hands-free devices, however, are still permitted to be used while driving.</p> <p>The code also governs and protects cyclists explicitly. For example, City Code 373.08 establishes general restrictions prohibiting the use of bicycles on sidewalks in the downtown business districts. However, children under the age of 15 are exempted from this law. The State of West Virginia (WVC 17C-11a-4) mandates that anyone under the age of 15 is required wear a helmet when operating a bicycle. Additionally, Morgantown City Code 373.07d requires all operators and passengers of bicycles to wear an ANSI Z90.4 approved helmet. City Code 373.07 also mandates the use of lights, reflectors, brakes and similar safety equipment. Overall, Morgantown City Code 373 is a comprehensive code regulating the use of bicycles giving cyclists the same rights and duties as motorists.</p> <p>The West Virginia University police department employs 7 bicycle police officers that are extraordinarily active at both promoting bicycling and at enforcing safe cycling. Some WVU bicycle police officers, including the Captain, race bicycles when off duty. The WVU police actively train using the International Police Mountain Bike Association program. They patrol campus on bikes and distribute information cards that describe motorist and bicyclist rights and duties pertaining to bicycling and driving around bicycles.</p> <p>EMS has first responders on bikes for the county fair, numerous festivals, sporting events including the WVU football games. Response times are significantly quicker for the cyclists through big crowds than motor vehicles. The municipalities of Morgantown, Granville, Star City, WVU and the Mon County Sheriff Dept have bicycle detachments.</p> <p>Two Morgantown Bicycle Police officers appeared in and narrated seven 15-second video spots that address the most frequent causes of crashes between bicyclists and motor vehicles. The common theme of all the videos is Same Roads, Same Rights, Same Rules. The Morgantown Police, as well as the WVU Police distribute Share the Road information cards to motorists and bicyclists. The card folds up to a business card size but unfolds to the approximate size of a traffic citation. On one side it contains motorist duties and on the other, bicyclist duties (http://bikemorgantown.com/articles.php?str=2012/01/ticketing-cyclists.html).</p>

Question	Answer
<p>F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?</p>	<p>Helping the community become bicycle-friendly and encouraging ridership is a responsibility shared among multiple staff.</p>
<p>F2. Is there a Safe Routes to School Coordinator?</p>	<p>Currently, no one is focused on Safe Routes to School educational programs and infrastructure improvements.</p>
<p>F3. How many government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?</p> <p>NOTE: A person that spends 1/10 of their time on bicycle issues would be counted as 0.1 FTE.</p>	<p>0.3</p>
<p>F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.</p>	<p>League Cycling Instructor (LCI) certification, Attend bicycle-related webinars/trainings , Attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences</p>
<p>F5. Does your community have an officially-recognized Bicycle Advisory Committee?</p>	<p>Yes</p>

F5a. How often does the committee meet?	Monthly or more frequently
F5b. Provide contact information for the Bicycle Advisory Committee Chair.	Drew Gatlin, bikemorgantown@gmail.com, 304-554-9450
F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?	No
<p>The League of American Bicyclists' mission is to create a Bicycle Friendly America for everyone. EDI is an important part of ensuring that community investments and practices related to bicycling work for everyone and are not distributed disproportionately to a particular demographic of your community. Everyone deserves safer streets, better mobility, and improved access to community resources and opportunities. We believe that an EDI initiative, committee, or position is important to building a Bicycle Friendly Community so that improvements to bicycling reflect community engagement and areas of need.</p>	
F7. Does your community have a comprehensive bicycle master plan or similar section in another document?	Yes
F7a. What year was the plan adopted?	2012
F7b. Provide a link to the plan.	Our city's plan can be found here: http://www.morgantownwv.gov/wp-content/uploads/2012-Greater-Morgantown-Bicycle-Plan.pdf and our MPO's plan, adopted in 2013, can be found here: http://plantogether.org/MMMPO%20Bicycle%20Plan%20Adopted.pdf
F7c. Is there a dedicated budget for implementation of the plan?	No
F7d. Does your plan include goals (including project lists) that are evaluated	No

annually?	
<p>F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?</p>	<p>Historically, our community has not made a concerted effort to include these parts of our population in the decision making process. This tendency is no different when it comes to planning for bicycles. We take a relatively passive approach, focused on creating opportunities for interested individuals to provide input, and even take leadership, in our projects and organizations. In terms of socioeconomic diversity, both our bicycle advisory board and our local coop represent the spread of earnings in our community. Leaders and members in both organizations are young, old, students, professors, working, retired, unemployed, poor, and wealthy. Both organizations informally concern themselves with reflecting these spreads and making sure to balance input. In terms of gender equity, these organizations are balanced heavily away from women and other genders. The advisory board meetings are typically 30-35% women voting members, although just under 30% of our total voting members are women. While we desire at least 50% representation by women and other genders, we note that the current ~30% representation mirrors the realities of gender spread in cycling at large.</p> <p>Morgantown's permanent population demographic spread is relatively homogeneous along racial lines (91% nonhispanic white), and our board reflects that spread with one racial minority from the largest minority group serving.</p> <p>We specifically target the university international population. Roughly 30% of the participants in the TS 101/Confident City Cycling course offered through the university (WVU PE 212) have been international students. Our MPO is also in the process of developing policies addressing environmental justice issues and Title VI to ensure the inclusion of individuals regardless of age, ability, gender, income, or race/ethnicity.</p>
<p>F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.</p>	<p>Transit agency , Higher education institution(s), Metropolitan Planning Organization</p>
<p>F9. Is community-wide bicycle planning integrated with planning for any of the following: Check all that apply.</p>	<p>Transit stops, Higher education institutions, Parks & recreation centers, Subsidized or public housing</p>
<p>F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?</p>	<p>1%</p>

F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)	Yes
F11a. Please describe.	Morgantown has 37.5% of the population living below the Federal Poverty Level and is roughly 90% White. All projects affect the entire city population, however no funding is allocated specifically for low-income or minority residents. The MPO has mapped low-income areas and is using this map to guide the allocation of funding for Transportation Improvement Program and transit service for the next 5 years. Positive Spin is directly focused on working with low-income populations.
F12. How does your community collect information on bicycle usage? Check all that apply.	Automated/electronic bicycle counters
F12a. Based on your own data collection, what percentage of all utilitarian trips are made by bicycle?	2.5%
F12b. Based on your own data collection, what percentage of residents use a bicycle recreationally?	50%
F12c. Based on your own data collection, what percentage of all bicycle trips are made by women?	30%
F12d. Based on your own data collection, what percentage of children (K-12) regularly bike to school (outside of Bike to School days)?	<1%

<p>F12e. Based on your own data collection, what percentage of children regularly commute to preschool/daycare by bike? (e.g. in a bicycle child seat or bike trailer)</p>	<p><1%</p>
<p>F13. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)</p>	<p>Yes</p>
<p>F13a. Please list or describe your goals.</p>	<p>Greater Morgantown Bicycle Plan states a goal of 5% of all trips by 2020. MPO Plan/Transportation Improvement Plan also states a goal of 5% of all trips by bicycle, but has that goal set for 2025.</p>
<p>F14. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?</p>	<p>Yes</p>
<p>F15. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police? Check all that apply.</p>	<p>Online reporting system (e.g. SeeClickFix), Regular meetings, Contact staff directly via call/voicemail/fax/email/text/social media</p>
<p>F16. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling? Check all</p>	<p>None of the above</p>

that apply.	
F17. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling? Check all that apply.	None of the above
F18. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks. Use this space to expand on answers checked above, or to describe any additional evaluation & planning efforts that have not yet been covered.	<p>Although we have not used the formal Level of Service / Stress tools developed by NACTO, nor the BCI analysis developed by FHWA, we have used formal, citizen-driven processes to plan our route mapping for ridership as well as to identify problematic corridors. With the imminent installation of shared lane markings and R4-11 signs, we plan to update our bicycle route network based on surveys of utilization levels and observations of lane marking wear. We also plan to update our entire route map that was originally based on an informal level of stress analysis.</p> <p>We continue to stress inter-city cooperation between greater Morgantown and often plan our municipal projects to link other community corridors. We plan to propose a formal structure within our municipal bicycle board for additional ex-officio seats reserved for nearby communities.</p> <p>Our bicycle route system has been uploaded into the state road improvement system, PROVIS, to ensure that whenever the state DOH improves a corridor they will be alerted if it is designated a bike route. The state road intersection improvement plan now also includes provisions for bicyclists. This will guide redevelopment of our only multi-use path crossing along Decker's Creek in Sabraton.</p>

Page: BFC: Final Overview

Question	Answer
G1. What are the top three reasons your community has made bicycling a priority? Click up to three.	Improved quality of life, Public demand, Traffic and bicycle/pedestrian safety
G2. Briefly describe the most positive outcome of your community's support for bicycling.	Morgantown's support for bicycling has led to a dramatic growth in the number of bicyclists becoming a visible and significant part of Morgantown's traffic mix. Cyclists are encouraged by each other's presence, and motorists' increased contact time with cyclists has led to recognition and respect. Many of new cyclists ride in everyday clothing, decreasing mental barriers for others on the fence. We see more diversity in gender among cyclists, as well as more cargo- and otherwise commuter-styled bikes. Many investments in parking infrastructure are immediately

utilized to capacity, giving a sense of purpose to our public works and engineering employees. The surge in interest has led to more senior adults on bicycles including tricycles, electric assist bikes, recumbents and even a quadricycle.

With high rates of poverty, extreme geographic restrictions on our development, and historically rampant obesity rates, we believe the surge in cycling is so positive because we see it as a perfect, low cost and highly active solution to our struggles.

G3. Describe any improvements that have occurred for cycling in your community since your last application.

(Write N/A if this is your first time applying.)

Since our last application, our municipal bicycle advisory board has been refreshed with new leadership and swelling numbers of young, intelligent, and energetic members. Further, the bicycle advisory board gained voting status in 2015 on the Traffic Commission.

We previously had significant difficulty coordinating with the municipal engineer's office. We have since hired a supportive engineer with direct ties to and previous history with bicycle advocacy. We also gained an active bicycling representative as an employee of our local MPO. This representative is a League Certified Instructor and also serves as an ex-officio on our local bicycle advisory board. Other bicycle representatives sit on the citizens advisory committee to the MPO, assisting in development of the first Joint Land Use and Long-Range Transportation plans. This council reviews, comments on, and approves all state proposed transportation projects in our greater community.

As a follow up to our 2012 Bicycle Master plan, we have since worked to influence the creation and maintenance of other strategic documents in favor of cycling infrastructure. For example, in collaboration with our MPO, we included the bicycle plan nearly verbatim as part of our Morgantown-Monongalia 2040 Long Range Transportation Plan. We supported development of the plan outline and maps for an open house. We updated existing condition maps including roadway classification, traffic volume, growth projections, speed limits, slope, lane width, driveway access types, non-motorist crash rate, existing bicycle signage, bicyclist destinations, bicycle flow and bicycle rack locations. These mapping and planning efforts have assisted our long-term goal making and grant application processes.

We drafted legislative agenda for West Virginia Connecting Communities (WVCC) that resulted in WV State legislature enacting a 3-foot passing rule, adding exceptions to far to right rule, repealing mandatory sidepath rule and repealing requirement for bicycles to be equipped with a bell. After this success on the state level, we updated our local municipal code to reflect the changes.

We worked with the MPO and DOH to define bicycle accommodations, including a bicycle climbing lane and Bicycles May Use Full Lane signs, on the major boulevard in Morgantown where DOH proposed a Two Way Center Left Turn Lane between the existing 4 lanes.

We developed "Crossroads", Morgantown's first integrated comprehensive land use plan and long-range transportation plan that includes heavy emphasis by the community participants on multi-modal transportation. Representative of our bicycle board participated in a statewide Bicycle Connectivity workshop and provided the state DOH recommended bike routes for a statewide bike route system.

We received a \$9,200 grant from Allstate Insurance specifically devoted to cycling education in our community. We have so far used this money to develop additional LCIs, deliver more Smart

	<p>Cycling classes, and to produce and distribute an educational insert regarding the updated cycling laws in our communities' water utility bills. Since our last application, we have delivered nine Confident City Cycling (based on TS101) courses to a total of 98 students, and three similar but abbreviated lectures to sustainable living classes through the university.</p> <p>Representatives of Morgantown's Bicycle Board continued to perform on a statewide advocacy level by delivering a presentation on the Economic Impact of Bicycling to WV Connecting Communities (WVCC) Board of Directors in late 2013. The bond between our community and WVCC continues to strengthen and is mutually beneficial for Morgantown, particularly due to WVCC's strong presence in the state capital (more than 2.5 hours driving distance from Morgantown). This has led to our participation in valuable workshops including "Navigating MAP-21" in late 2013, helping our community to identify funding sources and grant application methods for bicycle plan implementation.</p> <p>In cooperation with Farmer, Cline & Campbell law firm and local area cyclists, Morgantown distributed free helmets and fit them on children at Todd May First Responder's Fair for five years in a row. We fitted helmets and inflated tires for approximately 100 children at July 20, 2013 Morgantown Kids Day. Recurring events like these, the bicycle giveaways conducted by our local coop, and the increasing number of bicycle rodeos held by local schools provides momentum that only builds upon itself.</p>
<p>G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?</p>	<p>Our most consistent complaints regarding cycling in Morgantown are the narrow roads and the hilly terrain. Given our built environment, acquiring the right-of-ways to stripe bike lanes on busy corridors is, at best, prohibitively expensive. We have therefore focused on alternative compromises such as sharrows and multi-use paths along nearby routes. While we have procured the grant and line-item budgets for these projects, we regularly run into a misalignment of government agencies. It's easy for us to blame another, higher up agency, but the truth is that the blame shifts around the circle of those responsible in a rhythm. We have begun to address this inaction through increased participation of bicycle advocates in government entities such as Traffic Commission and MPO, the hiring of a more bicycle-friendly City Engineer, MPO Director, MPO staff, and closer and improved relationships with most stakeholders including state officials.</p> <p>Our strategy since the last application has been to identify as many low-to-no cost projects as possible given our budgetary problems. Our main advocacy organization is a municipal advisory board and they are prevented from holding moneys, so they must apply for funding strictly on behalf of the city through grants. Although many ex-officios on that board are present in their professional capacities, the majority of the board is composed of volunteer citizens. We aim in the future to consider creating a separate non-profit advocacy group that is not bound by these constraints and which will allow a better division of labor given specific structures. The board itself desires the hiring of a dedicated bicycle and pedestrian staff person within city hall.</p>
<p>G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?</p>	<p>The quickest anticipated improvement is passage of an updated bicycle parking ordinance in September 2016, details of which can be found attached to this application.</p> <p>Our bicycle board secured numerous grants since 2011, including a major TAP grant that provides funding for covered shelters at bus stops, shared lane markings, R4-11 signs, and associated education. All of these grant monies are expected to be spent within the next 12 months. Also, as soon as a rock slide is stabilized, we plan to install a climbing lane on both sides of a major,</p>

	<p>steep arterial connecting our university's two main campuses and our major business districts. Further, we were granted the initial acceptance to apply for over a quarter million dollars to connect an underserved and car-bound community immediately outside our boundaries with a 3.5 mile multi-use path. We expect to secure this grant and begin construction within the next 12 months. This path will connect directly into our municipality's bike route system. Our rail-trail conservancy has raised more than a quarter million dollars to improve the current system and add connectors. One of the projects slated for the next 12 months involves a connector from two of our largest employers, Mylan Pharmaceuticals and the National Energy Technology Laboratory, to our rail-trail system along Collins Ferry Rd. Finally, our municipality has budgeted for a 50% share of a bicycle climbing lane along our busiest corridor (Mon River Blvd). We expect the state to fund the other half of the cost based on an agreement to do so in a 2010 meeting between the City, MPO, the university and state DOH.</p> <p>We plan to deploy detailed counters and usage surveys both before and after development of the above infrastructure to assist in our arguments towards further investment. If possible we aim to procure eco counter technology and supplement the counters with cheaper, area built solutions. We plan to continue our LAB education program with newly received grant money from Allstate.</p> <p>Finally, we have been selected as the host of the 2017 West Virginia Bicycle Summit and plan to host it in September 2017. This conference will bring much-needed spotlight to our community, ensuring the continued momentum on all the above projects. We expect more than 200 mostly state and other municipality's employees to attend and will use the opportunity to showcase our recently installed infrastructure not only to the attendees, but also to our own citizens through regular planned community rides and celebrations.</p>
<p>G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?</p>	<p>Yes</p>
<p>G7. How did you hear about the Bicycle Friendly Community program?</p>	<p>Morgantown first heard about the BFC program through participation in LAB cycling education courses, and through a few dedicated community member's long-term participation in the League. We first applied for BFC status in 2007 and achieved Bronze level recognition in 2012.</p>

Page: Supplementary Materials

Question	Answer
<p>Optional: If you would like to share any supplemental materials to support your application, please upload your files here.</p> <p>By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.</p>	
<p>File 1</p>	

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File 2	No File Uploaded
File 3	No File Uploaded
File 4	No File Uploaded
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