

Enhancing Bicycle Signage and Facilities

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TRANSPORTATION ALTERNATIVES PROGRAM ELECTRONIC INTENT-TO-APPLY FORM

PROJECT IDENTITY

Fiscal Year: 2014

Is your proposed project for the Recreational Trails Program (RTP): Yes No

Select the project type applicable to your proposed project: Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

Congressional District(s): 1st District

County(ies): Monongalia

Project Name: Enhancing Bicycle Signage and Facilities

Date of Application: 12/13/2013 3:46:58 PM

Project Short Description: City-wide providing warning signs, road markings, & bicycle facilities at bus stops. The installation of shared lane markings to be installed on roads in conjunction with "Bicycles May Use Full Lane" signs to warn drivers and empower cyclists on their rights to ride on the roadways. Covered bicycle racks at bus stops will encourage bicycle riders to use other public transportation to get to places beyond using their bicycle.

FUNDING INFORMATION

Approximate amount of Federal funds you will be requesting: 1,200,000

Federal funds may be reimbursed up to 80% of the total project cost.

Construction costs should be computed using Davis-Bacon and/or West Virginia Prevailing Wages, as applicable, and if the project will be let for contract (i.e., the sponsor will advertise for bids to perform the actual construction of the project). Should Force Account (upon WVDOH Commissioner approval) or In-kind (for the RTP only) labor, materials and equipment be proposed for construction of the proposed project, then please adjust the amount accordingly.

NOTE: Should Force Account be requested, please provide a cost estimate using Davis-Bacon and/or West Virginia Prevailing Wages, as applicable, as well as Force Account, as there is no guarantee that Force Account will be permissible for the project. Force Account must first be justified and approved by the Commissioner of the WVDOH based on a WVDOH approved cost analysis illustrating that Force Account work is both permissible and more cost effective than hiring a contractor.

Is the required 20% match available? Yes No

The 20% minimum Sponsor's match must be available at the time of application unless choosing the 'pay as you go' option or using In-kind services (for RTP only) to meet the required match.

If "No," please explain:

How will the minimum 20% match be met?

Cash

If cash, do you intend to pay the match up front and submit a check to the WVDOH upon return of the project agreement?

Yes No

Pay-as-you-go (i.e., Sponsor pays all invoices at 100%, and then submits invoices to the WVDOH for reimbursement of 80% of the total invoiced).

In-kind. In-kind is defined as donated time, materials or equipment used for design and/or construction of an RTP funded project that can be used as the minimum 20% match.

Independent Project Estimate:

Should your project be awarded/selected, the project Sponsor must have an independent project estimate for guidance in the negotiation of fee with the consultant chosen by a WVDOH certified consultant selection process. The estimate must be performed and verified by a WV licensed Professional Engineer (PE). The estimate must include the complete scope of work as detailed in the project agreement. The development of an independent project estimate to assist with the consultant selection process, if included in the scope of work in the project agreement, is a work element eligible for reimbursement. (Do not do this until you are notified of the grant being selected).

What if the Sponsor has an engineer/consultant/firm on retainer?

If the project Sponsor is planning on using an engineer/consultant/firm on retainer or under existing contract, the Sponsor must be capable of producing evidence that the engineer/consultant was selected using a certified consultant selection process. Furthermore, the contract/agreement between the Sponsor and engineer/consultant/firm must include the elements of work outlined in the project agreement (i.e., if applying for sidewalk construction, the contract must include specific language regarding the design of sidewalks as part of the existing contract/agreement). The contract/agreement must be submitted to the WVDOH for approval prior to any reimbursable work elements being performed.

SPONSOR INFORMATION

Project Sponsor: [City of Morgantown](#)
DUNS#: [070453519](#)
CCR Registration: [No](#)
CCR Expiration Date:

NOTE: For Local Public Agency (LPA) administered projects, regulations require that the person(s) serving as Project Manager/Responsible Charge is a full time employee of the Sponsor and meet the following criteria:

Does the project Sponsor have a full time public employee(s) who can perform the following duties and functions?

- Administers inherently governmental project activities, including those dealing with cost, time adherence to contract requirements, construction quality and scope of Federal-aid projects;
- Maintains familiarity of day to day project operations, including project safety issues;
- Makes or participates in decisions about changed conditions or scope changes that require change orders or supplemental agreements;
- Visits and reviews the project on a frequency that is commensurate with the magnitude and complexity of the project;
- Reviews financial processes, transactions and documentation to ensure that the safeguards are in place to minimize fraud, waste, abuse;
- Directs project staff, agency or consultant, to carry out project administration and contract oversight, including proper documentation,
- Is aware of the qualifications, assignments and on-the-job performance of the agency and consultant staff at all stages of the project.

Yes No

(If no, the applying Sponsor may be ineligible as a project Sponsor upon review by WVDOH staff).

Who will be the primary Project Manager (Responsible Charge) on behalf of the Sponsor should this project be awarded/selected?

NOTE: The Project Manager/Responsible Charge may differ from the primary and secondary point of contact, requested below, on behalf of the Sponsor so long as the below referenced duties and functions can and will be performed by the person designated as Project Manager/Responsible Charge. The duties/requirements of Project Manager/Responsible Charge may be distributed between multiple full time employees of the Sponsor so long as the above referenced duties and functions are kept on a day to day basis including maintaining a daily diary/log of activities and proof that the duties/requirements are being met. Although the duties and functions can be performed by more than one full time employee, please list the primary Project Manager/Responsible Charge designated by the Sponsor below:

Name: [Damien Davis](#)

Title: [Assistant City Engineer](#)

Street Address: [389 Spruce Street](#)

City: [Morgantown](#)

State: [WV](#)

Zip Code: [26505](#)

Phone Number: 304-288-6717

Email Address: ddavis@cityofmorgantown.org

CONTACT INFORMATION:

Name of Sponsor's Organization: [City of Morgantown](#)

Primary Point of Contact Information

Contact Person: [Jeff Mikorski](#)

Contact Person Title: [City Manager](#)

Street Address Line 1: [389 Spruce Street](#)

Street Address Line 2:

City: [Morgantown](#) State: [WV](#) Zip: [26505](#)

Primary Phone Number: [304-284-7404](#) Alternate Phone Number: [304-284-7405](#)

Fax Number: [304-284-7430](#) E-mail Address: jmikorski@cityofmorgantown.org

Secondary Point of Contact Information

Contact Person: [Damien Davis](#)

Contact Person Title: [Assistant City Engineer](#)

Street Address Line 1: [389 Spruce Street](#)

Street Address Line 2:

City: [Morgantown](#) State: [WV](#) Zip: [26505](#)

Primary Phone Number: [304-284-7398](#) Alternate Phone Number: [304-284-7405](#)

Fax Number: [304-284-7430](#) E-mail Address: ddavis@cityofmorgantown.org

PROJECT INFORMATION

Is this a continuation of a project previously approved for funding? Yes No

RTP Only:

Please check the one (1) description that **best** fits your proposed project:

Motorized Non-motorized Combination of both motorized and non-motorized Equipment purchase

Does your proposal include land acquisition? Yes No

If 'Yes,' is it from a willing seller/lessor? Yes No

Please identify all seller(s)/lessor(s) if the proposed project will require land or property acquisition:

Has an appraisal been prepared? Yes No

If 'Yes,' what is the appraisal amount:

When was the appraisal performed?

Does your proposed project impact a historic and/or archaeological site? Yes No

Please summarize the proposed project (see Application Process Step #1): [Bicycle riding in Morgantown continues to grow and we hope to encourage more cyclists and protect them from drivers by providing warning signs, road markings, and bicycle facilities at bus stops. The installation of shared lane markings to be installed on roads in conjunction with "Bicycles May Use Full Lane" signs to warn drivers and empower cyclists on their rights to ride on the roadways. Covered bicycle racks](#)

at bus stops will encourage bicycle riders to use other public transportation to get to places beyond using their bicycle. We expect that as more people feel more comfortable riding their bicycles, traffic congestion could be reduced and bicycle rider safety will increase.

Please identify the public benefit and the relationship to transportation of this project including economic and tourism development. Indicate if this project contributes to existing or proposed transportation/community development plans:

The Shared Lane Markings will be installed on roadways in conjunction with Bicycles May Use Full Lane signs along roadways to empower cyclists on their rights to ride on the roadways and ultimately reduce traffic congestion, improve health, boost economic growth, and improve air quality in Morgantown, WV. Adding the bike racks to each bus shelter will create more options for cyclists and commuters in order to reduce traffic congestion, improve health, boost economic growth, and improve air quality. This project will also fit nicely into existing cycling infrastructure that complements WVU bike racks and downtown bike racks on High Street for a more comprehensive city-wide approach.

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TRANSPORTATION ALTERNATIVES PROGRAM

ELECTRONIC APPLICATION FOR FUNDING
FEDERAL FISCAL YEAR 2014

PLEASE NOTE:

- Transportation Alternative/Recreational Trails Projects are 80/20 reimbursement programs. Sponsors must either pay all invoices associated with an approved project and then seek reimbursement OR provide the required 20% cash match to the West Virginia Division of Highways prior to final approval of their project. Please review the program guidelines and understand the Sponsor responsibilities BEFORE submitting an application.
- The WVDOH reserves the right of first option to administer the projects from design through construction. (WVDOH may design or hire a consultant to design, then have the option to perform complete administration of construction contracts [i.e., advertise for bids, award contract, oversee construction] with input from Sponsor.)

It is the Sponsor's responsibility to ensure that their completed Application form(s) have been received by the deadline.

Enhancing Bicycle Signage and Facilities

TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FUNDING

Fiscal Year 2014

1. **PROJECT APPLICANT**

Local government

2. **SPONSOR INFORMATION**

Name of Sponsor's Organization:

City of Morgantown

Sponsor DUNS Number: 070453519

Is Central Contractor Registry Registration available? No

If "Yes", enter the Central Contractor Registry Expiration Date:

Primary Point of Contact Information

Title: City Manager
Name: Jeff Mikorski
Street Address: 389 Spruce Street
City: Morgantown
State: WV
Zip: 26505
Primary Phone Number: 304-284-7404
Alternate Phone Number: 304-284-7405

Secondary Point of Contact Information

Title: Assistant City Engineer
Name: Damien Davis
Street Address: 389 Spruce Street
City: Morgantown
State: WV
Zip: 26505
Primary Phone Number: 304-284-7398
Alternate Phone Number: 304-284-7405

Other Point of Contact Information

Title: Bike Board Representative
Name: Charles D Springston
Street Address: 1412 Buckhannon Ave
City: Morgantown
State: WV
Zip: 26508
Primary Phone Number: 304-290-7727
Alternate Phone Number:
Responsible Charge Primary

Project Type [Transportation Alternatives](#)

3. **PROJECT LOCATION**

Maps and photographs ARE REQUIRED to fully show the project location. Project location MUST be shown on a US Geological Survey (USGS) Map and included with the application. Failure to do so may result in your application being classified as incomplete and returned. In addition to the required USGS Map and photographs, please attach any other materials which may assist in the review/rating of your application. (Attach additional sheets, as necessary.)

County(ies) [Monongalia](#)
City/Town/Area [Morgantown, WV](#)

4. **PROJECT INFORMATION (General):**

- A. Is this a continuation of a TE/RT project previously approved for funding? Yes No
- B. Will this requested funding result in a completed project? Yes No
- C. Will this project involve trail construction? Yes No

 If yes, what is the length of the new trail(s) in miles to be built?

- D. Latitude [39.630371](#)
 Longitude [-79.957848](#)

 How determined? Check one:

- GPS
- Taken from Topographical Map
- Survey
- Other (specify):

 Location [Various Locations within Greater Morgantown](#)

For trails or improvements along a trail the latitude and longitude should be identified for one end of the trail and a description of the location entered on the "Location" line. Latitude and longitude for all other types of facilities should be identified as close as possible to the actual point of construction.

- E. Does the proposed project involve property acquisition? Yes No

 Who currently owns the property proposed to be acquired?

 Is the property acquisition for a "rail trail"? Yes No

 Has the railroad company been notified? Yes No

 Is there a willing seller? Yes No

 Is the property being donated to the project? Yes No

 Has an appraisal been performed by a certified general appraiser? Yes No

 If "Yes," what is the appraised value? \$

 When was the appraisal performed?

- F. Does the proposed project involve a historic building or archaeological site? Yes No

 If Yes, describe the impact (positive and negative) this project will have on historic property. If Yes and the project will have no impact, describe why this project will not have an impact.

5. **PROJECT INFORMATION (Specific - Transportation Alternatives):**

A. Describe fully the required relation to surface transportation.

Shared Lane Markings (SLMs) are street markings that are installed on a roadway to indicate that bicyclists may use the roadway for transportation. Similarly, Bicycles May Use Full Lane (BMUFL) (R4-11) signs are installed along a roadway to indicate that bicyclists may use the roadway for transportation.

SLMs will be installed on roadways in conjunction with Bicycles May Use Full Lane (BMUFL) (R4-11) signs along roadways to empower cyclists on their rights to ride on the roadways and ultimately reduce traffic congestion, improve health, boost economic growth, and improve air quality in the City of Morgantown. The project was already unanimously approved by the City of Morgantown as part of the 2012 Morgantown Bicycle Plan drafted by the Morgantown Municipal Bicycle Board, which is a subcommittee of the Traffic Commission. Locations for the new SLMs and BMUFL (R4-11) signs have already been researched, selected, and reviewed by the Morgantown Bicycle Board.

The covered bicycle parking shelters will be linked to the already existing or already funded, and/or planned new Mountain Line Transit Authority (Mountain Line) bus stops. Mountain Line already has bicycle racks located on the front of all buses, which provide transportation to WVU students, Morgantown citizens, and city professionals. In 2012, Mountain Line recorded 1,775 individual bicycle trips using the racks on the front of their bus. Adding the bicycle parking shelters to the selected 12 bus stops will create more options for cyclists and commuters in order to reduce traffic congestion, improve health, boost economic growth, and improve air quality. This project will also fit nicely into existing cycling infrastructure that complements WVU bicycle racks and downtown bike racks on High Street for a more comprehensive city-wide approach.

B. Of the qualifying activities, which ONE (1) best describes your proposed project?

Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

6. **PROPOSED PROJECT DESCRIPTION:**

Fully explain the scope-of-work envisioned by this request:

- What do you intend to complete with the requested funds?
- How is the project eligible under the program's guidelines?
- Why should this project be selected?
- What is the expected benefit/use and by whom?

-- What do you intend to complete with the requested funds? --

This grant application includes two parts. The first is a request for funds to purchase and install 77 Shared Lane Markings and 32 'Bicycles May Use Full Lane' signs on bicycle routes in the City of Morgantown using the 2009 Manual on Uniform Traffic Control Devices (MUTCD)(See Footnote 1) and the American Association of State Highway and Transportation's (AASHTO's) Guidelines for the Development of Bicycle Facilities (See Footnote 2) as guidance. The second part of the grant application is a request for funds to purchase and install sheltered bicycle parking at twelve Mountain Line Transit Authority (Mountain Line) bus stops. In 2008, the West Virginia Division of Highways approved the City of Morgantown's plan for SLMs and recommended adding BMUFL (R4-11) signs (See Attachment 7). The SLM / BMUFL (R4-11) roadway list we propose below is an updated version of that work. Also below is a list of bicycle shelters we propose in priority order. Bicycle shelter priorities were determined based on the following criteria:

- number of Mountain Line bus routes that utilize the stop,
- the likelihood of each bicycle shelter to overcome significant topographic barriers for cyclists by providing a secure location for cyclists to connect to established bus routes
- the stop's potential for connectivity of more established/easier-to-ride bicycle routes and destinations,
- the existence of current bicycle traffic passing a particular stop.
- recommendations from the Director of Mountain Line

--Top Priority SLM and BMUFL (R4-11) Sign Roadways--

Patteson Drive
University Avenue
Van Voorhis Road
Elmer Prince Drive
Collins Ferry Road
Killarney Drive
Junior Avenue
Stewart Street
Willowdale Road

College Avenue
Beechurst Avenue
Campus Drive
South University Avenue
Pleasant Street
Westover Bridge (Route 19)
Dorsey Avenue
South High Street
Prairie Avenue
High Street
Willey Street
Mileground Road
Charles Avenue
Richwood Avenue
Route 7 (in Sabraton)
Route 7 (Downtown Morgantown)
Deckers Creek Boulevard
Pleasant Street Bridge (Route 119)
Spruce Street
Dorsey Avenue

--12 Top Priority Bicycle Shelter Locations--

Garrett Street Depot
Spruce Street Public Safety Building
New Hill Bus Stop
The District Bus Shelter
White Park Ice Rink
Morgantown High School
1st Street, 3rd Street, and/or 8th Street
Pursglove (Liberty Area)
West Run
Granville Bus Shelter
Dorsey Avenue Dairy Mart
Marilla Park/Old Route 7

The following list includes thirteen lower priority additional bus stop locations selected for sheltered bicycle parking, and will only be purchased and installed should extra funding become available in the budget.

--13 Secondary Priority Bicycle Shelter Locations--

University Town Center
Falling Run/Hoffman Street Bus Shelter
University Avenue/Collins Ferry Bus Shelter
Canyon Road (Crestpoint)
Cheat Lake Park and Ride
Star City
Aldi Stop Light
Rt. 73 Uffington Location
Mileground
Star City Sheetz
Summer School Road
Scott Avenue
US 19 and River Road

For more information on SLMs and BMUFL (R4-11) signs, please review the attached documents for locations, examples, figures, and photos.

See Attachment 1- Map of Sheltered Bicycle Parking and SLM/BMUFL (R4-11) Locations
See Attachment 2- Example of Sheltered Bicycle Parking
See Attachment 3- Figure of SLM Dimensions
See Attachment 4- BMUFL (R4-11) Sign Image

-- How is the project eligible under the program's guidelines? --

This project falls under the 'construction of on and off-road trail facilities for non-motorized transportation' category of the Transportation Alternatives Program (TAP). Of the many enhancements that can be made to roads, trails and paths, this project specifically satisfies the TAP requirements of bicycle lanes on roadways, signed bicycle routes, bicycle

parking facilities, and traffic calming.

>>>Why should this project be selected for funding?<<<<

In May of 2012, Morgantown became the first and only city in the state of West Virginia to be recognized by the League of American Bicyclists (LAB) as a 'Bicycle Friendly Community' (See Footnotes 3 and 4). The City's Bronze level award will be held through 2016 unless renewed through future efforts. By definition, bicycle-friendly communities utilize education, encouragement, enforcement, evaluation & planning, and engineering to increase bicycle use and safety. A Transportation Enhancement grant to the City by the West Virginia Division of Highways in 2009 enabled the City, via its advisory Bicycle Board, to place a large emphasis on educating cyclists and motorists alike about utilizing bicycles as transportation. The City also budgeted funds in 2009 with which it purchased and installed 32 unsheltered bicycle racks in its downtown area and piloted two bicycle lockers for citizen rental. To build upon these initial educational and engineering foundations, and complement West Virginia University's (WVUs) cycling infrastructure, the City of Morgantown is requesting funds to focus more heavily on the engineering component of the alternative transportation philosophy.

The LAB ranks bicycle friendly states (See Footnote 4) in addition to communities (See Footnote 3) based on five scoring criteria, and West Virginia has risen from 50th place to 44th between 2011 and 2013. Funding the proposed projects could raise West Virginia's rating even further.

SLMs, BMUFL (R4-11) signs, and the bicycle parking shelters are priority actions included in the Greater Morgantown Bicycle Plan (See Footnote 5) that was unanimously approved by the Morgantown City Council in May 2012 as well as the Morgantown/Monongalia Metropolitan Planning Organization's (MMMPO) draft 2040 Long Range Transportation Plan (See Footnote 6). The SLMs, BMUFL (R4-11) signs, and the bicycle parking shelters also support initiatives listed in the Monongalia County Planning Commission's 2004 Comprehensive Plan (See Footnote 7).

--Alternative Transportation as a Solution to Traffic and Parking Congestion--

Morgantown pursued its Bicycle Friendly Community designation for a myriad of reasons, a major one being traffic congestion. Morgantown is the economic center for the North Central West Virginia region. It serves as a base for major employers such as Mylan Pharmaceuticals, National Energy Technology Laboratory, National Institutes of Occupational Safety and Health, WVU and the booming natural gas industry. Many members of the workforce are employed within Morgantown city limits, but travel to work from outlying areas that are geographically close to the City, but may be outside corporate limits. The City of Morgantown, along with the MMMPO, has been working on the 2040 Long Range Transportation Plan that includes an emphasis on alternative transportation as an innovative solution to traffic and parking congestion within city limits (See Footnote 6). The plan documents that along many cross town corridors it is not unusual for a short trip that normally takes 10 minutes during off peak periods to take 30 to 40 minutes during peak hours. This level of congestion is comparable to the congestion experienced in much larger areas, such as Washington D.C. or New York. As has been demonstrated in those areas, heavy congestion makes travel by bicycle or foot a viable option because cyclists and pedestrians movements are not constrained by other traffic making their travel time much shorter than those stuck in their cars.

Morgantown is the setting of the state's land-grant university, which saw almost a 15% gain in student population in just the last decade (See Footnote 8). Demand for parking on campus exceeds supply by 350% (See Footnote 9). While the university has been working to relieve some of the additional congestion by subsidizing the Mountain Line bus systems and receiving grants to upgrade its Personal Rapid Transit (PRT) system, these endeavors are multi-year projects that cannot keep up with the growth in congestion. The Transportation and Parking unit has emphasized promotion of and support for alternative transportation in its 2012 update to its 2007 comprehensive transportation and parking plan. Support includes encouragement of bicycling as a means of transportation to destinations on and off-campus.

Morgantown's economic prowess and location of the state's flagship university only means more growth in the amount of traffic on already over-burdened City and State controlled roadways. A study by the West Virginia University Bureau of Business and Economic Research (See Footnote 10) projects a 26.5% population growth in Monongalia County between 2010 and 2030. Installing bicycle infrastructure will create a culture of encouragement for bicycles as transportation that can be convenient, cost effective, and fun.

--Cycling Builds Economically-Strong and Healthy Communities--

Research has shown that bicycle friendly communities can impact business districts, tourism, property values, and jobs in a positive way (See Footnote 17). The City of Morgantown recognized these benefits and chose to pursue the Bicycle Friendly Community designation because of them. Adding the shared lane markings, bicycle signage, and sheltered bicycle parking as described in this grant builds upon the educational foundation that has already been built in the greater Morgantown area. Cities with established bicycling infrastructure have been proven to increase the number of cyclists and in turn increase the amount of money those cyclists spend (See Footnote 18). Furthermore, bicycle sales at Wamsley Cycles in Morgantown and the price tag of those bicycles have both doubled in the last twenty years, indicating that there is an increasing pent up demand for safer bicycling infrastructure (See Footnote 19). The

engineering projects included in this grant can reinforce that growth with infrastructure focused on bicycles as transportation.

West Virginia ranks the highest in many quality of life indicators, and that usually isn't a good thing. West Virginia has had the highest obesity rate of any state in from 2010-2012, at 33.5% in the latest ranking (See Footnote 9). The state also ranks at the low end of the spectrum, with the lowest rate of overall well-being, which takes into account physical and emotional health, work environment, financial security, and social and community factors among other parameters. The good news is that bicycling has been proven to improve public health in communities. Researchers at the University of Wisconsin showed from a study that decreasing automobile trips would result in increased public health and avoided deaths from exercise and air pollution reduction (See Footnote 10). Another study of bicycle commuters in Portland, Oregon shows that the health benefits derived from their cycling came almost exclusively from the need for transportation—not exercise or pleasure (See Footnote 11). These transportation miles were also traveled heavily on streets and paths with installed bicycled infrastructure, showing the important role that shared lane markings, signage, and sheltered parking can play in a healthier Morgantown.

Investment in transit and transit facilities also encourages economic growth and creates positive change for the future we are building in our community. The American Public Transportation Association (APTA) data shows that in our region, the average cost to operate and maintain a personal auto is more than \$9k a year. We also know that for every \$1 dollar invested in transit, we generate \$4 dollars in economic benefit to the local economy. So, by investing in and encouraging public transit, allowing our community a viable alternative to the personal auto, we are statistically generating \$36,000 dollars in local economic activity for every household that reduces their vehicle ownership numbers from 3 to 2, or 2 to 1 or eliminates car ownership completely. For our younger populations (ages 19-31) we know they are driving 25% less and traveling 40% further using public transit when compared to the generations before them. As a generation, they are 7% larger than the Baby Boomer generation (See Footnote 22). To offer this generation an attractive community where they want to live and work, we must develop alternative modes of transportation. In the Millennial Report, the Mena Preference Rank for transportation mode showed bike and bus being equal among this group of users.

Installing SLMs, BMUFL (R4-11) signs, and bike parking shelters only makes sense to offer multimodal transportation alternatives and choices for resident commuters in the Greater Morgantown area.

--Shared Lane Markings and Bicycle Signage Can Make Cyclists Safer--

SLMs and BMUFL (R4-11) signs can mitigate barriers to bicycling connectivity in the Greater Morgantown area. The City's bicycle board completed work classifying many roads in the area by how easy they are to travel based on factors such as traveling speeds of motorists (See Footnote 12). Many logical connections between easier routes are on roads classified as 'scary' or 'dangerous' on the commuter map. This project proposes SLMs and BMUFL (R4-11) signs for those roads to connect to easier routes and to encourage more cycling by showing route connections.

AASHTO guidelines state that SLMs "alert road users to the lateral position bicyclists are likely to occupy within the traveled way, therefore encouraging safer passing practices (including changing lanes, where needed) (See Footnote 2). In addition, a study conducted post-installation of SLMs in the City of San Francisco (See Footnote 13) showed lower incidences of 'dooring' (a bicyclist being hit by a motorist opening his/her car door because they were riding far to the right of the roadway), wrong-way riding, sidewalk riding, and bicyclist being squeezed to the curb.

>>>>What is the expected benefit/use and by whom?<<<<<

--Motorists--

Motorists will benefit from SLMs and BMUFL (R4-11) signs in a number of ways. Markings and signs alert motorists to the presence of bicyclists so that they may alter their behavior to 'share the road' and obey applicable state laws regarding safe passage of cyclists.

The sheltered bicycle parking should encourage increased use of public transportation, thus decreasing traffic congestion and parking demand for motorists already on the road.

--Current and Future Cyclists--

SLMs and BMUFL (R4-11) signs assist cyclists in knowing where they should be riding in the lane and increase their comfort that motorists are aware of their presence. When cyclists are guided to safe lane positions, they can avoid the peril that cyclists experience, including:

- Motorists passing bicyclists too closely
- Oncoming left-turning vehicles crashing into cyclists
- Right-turning vehicles overtaking and turning right into the path of cyclists causing a collision
- Overtaking vehicles crashing into left-turning cyclists
- Cyclists crashing into open doors of parked motor vehicles
- Cyclists crashing because of drain grates, objects, debris, pedestrians, animals, and surface hazards

See Attachment 5 - Cyclist-Motorist and Hazard Crash Avoidance Examples

Making on-the-road situations safer for more timid groups of cyclists also encourages them to utilize bicycle routes for transportation when they may not have previously because of a lack of physical guidance.

Sheltered bicycle parking will provide residents of many high-density housing developments that lie outside of city limits a practical way to connect public transportation with bicycling. Geographic barriers can be bridged by combining public transportation and bicycling, and the presence of sheltered bicycle parking can trigger citizens to make connections they may not have previously thought were possible. These connections are evident in 2012 data from Mountain Line in which it recorded 1,775 individual bicycle trips using the racks on the front of their buses (See Footnote 14). This project should increase the bicycle trips that use the buses and shelters.

--Pedestrians--

SLMs and BMUFL (R4-11) signs benefit pedestrian safety by increasing awareness of the presence of cyclists and of the cyclists' location on the roadway. The SLMs and BMUFL (R4-11) signs encourage cyclists to ride on roadways and in the same lanes of traffic as vehicles. This can, in turn, encourage cyclists to stay off of sidewalks, which is illegal in Morgantown, reducing the number of cyclist-pedestrian collisions. SLMs and BMUFL (R4-11) signs can also reduce cyclist-pedestrian collisions because they encourage cyclists ride further away from curbs and in the same direction as vehicle traffic, making them more predictable to pedestrians.

Sheltered bicycle parking enables residents to drive to 'park and ride' areas where they can utilize a combination of bicycles and buses to continue on to their destination. These shelters give those same residents more options for multimodal transportation, such as combining bus trips, cycling, and walking when necessary. Sheltered bike parking enables pedestrians to use alternative transportation through the connection of transition points for a larger percentage of their commute, therefore decreasing overburden on Morgantown area roadways. Pedestrians can then become bicyclists, public transit patrons, or car commuters when appropriate.

--Young People and Healthy WV Workforce--

The InfrastructureUSA infographic in Attachment 6 shows that young people, ages 18 to 34, drive less and use public transportation more, partially resulting from the increased expense in driving and changes in technology (See Footnote 15). Offering alternative transportation infrastructure can encourage more young people to stay in WV or move here and better serve the City's large student population. A healthy and young workforce will benefit West Virginia. However, the state's young workforce (ages 25-44) and potential workforce through it's youngest population (ages less than 25) is projected to decrease from 75% in 1950 to 52% in 2030 (See Footnote 16). By building infrastructure that supports cycling, we will not only benefit cyclists, but we will also retain more young people, which will benefit WV's aging population and boost our local and regional economy (See Footnotes 17, 18, and 19)

>>Footnotes:<<

1. 2009 Manual on Uniform Traffic Control Devices. Federal Highway Administration. http://mutcd.fhwa.dot.gov/kno_2009r1r2.htm
2. American Association of State Highway and Transportation Officials (AASHTO), Guide for the Development of Bicycle Facilities, 2012 Fourth Edition
3. League of American Bicyclists. Bicycle Friendly Community website. (<http://www.bikeleague.org/content/communities>)
4. League of American Bicyclists. Bicycle Friendly State website. (<http://www.bikeleague.org/content/states>)
5. Morgantown Municipal Bike Board. Greater Morgantown Bicycle Plan (2012) (http://www.bikemorgantown.com/Plan/morgantown_bicycle_plan_v15-1.pdf)
6. Morgantown Monongalia Metropolitan Planning Organization. 2013-2040 Long Range Transportation Plan draft. (2012-current)
7. Monongalia County Planning Commission. 2004 Comprehensive Plan. (<http://www.monpc.org/ComprehensivePlan/document.shtml>)
8. WVU Institutional Research. Decade Reports. <http://www.wvu.edu/~planning/Reports/PDFs/WVUDecadeReports.pdf>
9. WVU Admissions Website. admissions.wvu.edu/parents/faq
10. Christiadi. WVU College of Business and Economics. 2011 West Virginia Population Projection http://www.be.wvu.edu/demographics/documents/WVPopProjectionbyCounty2011_001.pdf
11. Dill, Jennifer. Bicycling for Transportation and Health. Journal of Public Health Policy (2009) 30, S95-S110. doi:10.1057/jphp.2008.56
12. Morgantown Municipal Bicycle Board. Commuter Map. http://bikemorgantown.com/route_map.php
13. San Francisco Department of Parking and Traffic. Prepared by ALTA Planning + Design. February 2004 http://www.altaplanning.com/App_Content/files/fp_docs/SF-SharedLaneMarkingReport-Feb04.pdf
14. Mountain Line Transit Authority. 2012 Bicycle Ridership Chart.
15. InfrastructureUSA. Infographic: Transportation for the New Generation. (<http://www.infrastructureusa.org/infographic-transportation-for-the-new-generation/>)
16. WVU College of Business and Economics & Bureau of Economic Research. West Virginia Demographics: Challenges Ahead (November 2010). (http://www.be.wvu.edu/demographics/documents/WVDemography_ChallengesAhead2011.pdf)

17. American Bicyclist. The Economic Benefits of Bicycling. (http://www.advocacyadvance.org/site_images/content/eco-impact-map.pdf)

18. Marin County Bicycle Coalition. Economic Benefits of Bicycling in Urban Environments. (<http://www.marinbike.org/Resources/EconomicBenefitsOfBicycling.pdf>)

19. Gmeindl and Wamsley; Bicycling: Economic Benefits. Power Point Presentation given to the Region VI Planning and Development Council. September 18, 2013. <http://bikemorgantown.com/articlefeed.php>

20. Gallup-Healthways Well Being Index. 2013 <http://www.gallup.com/poll/160892/coloradans-least-obese-west-virginians-third-year.aspx>

21. Maggie L. Grabow, Scott N. Spak, Tracey Holloway, Brian Stone, Jr., Adam C. Mednick, Jonathan A. Patz. Air Quality and Exercise-Related Health Benefits from Reduced Car Travel in the Midwestern United States. *Environ Health Perspect.* 2012 January; 120(1): 68–76. Published online 2011 November 2. doi: 10.1289/ehp.1103440

22. American Public Transportation Association. <http://www.apta.com/RESOURCES/STATISTICS/Pages/default.aspx>

7. **OWNERSHIP/MAINTENANCE:**

Describe the ownership and maintenance of the project once completed. If owner is not the project Sponsor, a copy of the easement and/or Agreement of use MUST be attached. Attach additional sheets as necessary.

The City of Morgantown will take ownership and maintain the Shared Lane Markings, Bikes May Use Full Lane (R4-11) signs, and bus shelters.

The Shared Lane Markings have an expected lifespan of 2-5 years. The City of Morgantown will inspect the SLMs to determine if replacement or repair is necessary due to normal or excessive wear, vandalism, natural disasters, or any other unforeseen occurrences.

The Bicycles May Use Full Lane (R4-11) signs will have little physical deterioration in the near future. The City of Morgantown will inspect the signs and replace or repair damaged or missing signs due to vehicle accidents, vandalism, natural disasters, or any other unforeseen occurrences.

The bicycle shelters will have little physical deterioration in the near future. The City of Morgantown will replace or repair any shelters damaged due to vehicle accidents, vandalism, natural disasters, or any other unforeseen occurrences. The city will also maintain satisfactory appearance of shelters through routine inspection and maintenance.

8. **ESTIMATED COSTS FOR PROJECT:**

On an attached sheet, detail elements and costs (e.g., excavation, roofing, electrical, plumbing HVAC, etc.) The cost estimate should be detailed enough to allow the project to be phased (if budgetary constraints dictate). In addition, a detailed cost estimate will allow ineligible work elements to be eliminated without causing the entire project to be deemed ineligible.

Planning, Engineering, Design:	\$
Acquisition of Property:	\$
Construction:	\$ 11,000
Other: Material	\$ 103,400
Other: Labor	\$ 16,000
Other:	\$
Other:	\$

9. **SPONSOR'S MATCH INFORMATION:**

Total Project Cost	\$ 120,000
TA Funds Requested (80% of Total)	\$ 96,000
Sponsor's Match (20% of Total)	\$ 24,000

Sponsor Additional Amount \$
How will the 20% match be met? Pay-As-You-Go
Is the required minimum 20% match to be paid up front? \$ Yes No
Is the required minimum 20% match available at the time of application? \$ Yes No
If "No", fully describe when and how match will be available. The City of Morgantown's Sponsor Match would become available during the 2015 budget year beginning July 1, 2014.

10. **PROJECT SCHEDULE:**

If the project is approved for funding, will you be able to begin the project within nine (9) months of the NOTICE TO PROCEED? Yes No
Will you be able to complete the project within two (2) years from the NOTICE TO PROCEED? Yes No

11. **ENVIRONMENTAL ASSESSMENT REVIEW QUESTIONNAIRE**

Completion of the Environmental Assessment Review Questionnaire is required for each project. The questionnaire must be completed, signed, and the signature attested to process the application. Failure to do so may result in your application being classified as incomplete and returned.

PROJECT NAME: [Enhancing Bicycle Signage and Facilities](#)

PROJECT DESCRIPTION: [Enhancing Bicycle Signage and Facilities](#)

COUNTY(IES): [Monongalia](#)

COMPLETED BY (include name, title and organization):
[Damien Davis , Assistant City Engineer, City of Morgantown](#)

PROJECT DESCRIPTION:
[Enhancing Bicycle Signage and Facilities](#)

A. SOCIOECONOMIC IMPACT(S)

- (1) Will this project involve the acquisition of right-of-way? Yes No

If “Yes,” describe the current ownership, acres, and impact on properties (e.g., businesses, residences, vacant property, etc.)

- (2) Is any public land to be used (e.g., United States Forest Service, other United States Managed Property, City Park, County Park, State or National Forest, etc.)? Yes No

If “Yes,” describe impact of project on the land and attach a letter from public authority (if Project Sponsor is not owner) granting permission to use property (see Cultural Impact Question #1).

If “Yes,” has the property received monies from the Land and Water Conservation Fund? Yes No

- (3) Will any building, business, residence, or structure (in whole or in part) be acquired, relocated or demolished by this project? Yes No

If “Yes,” describe work to be completed.

Are persons/residents to be relocated due to the project? Yes No

- (4) Is any farmland being taken by the project? Yes No

If “Yes,” how many acres?

- (5) Is this project either different from or in conflict with planned growth, land use, or current zoning for the area? Yes No

If “Yes,” please describe.

Will this project compliment the current planned growth or land use for the area? Yes No

If “Yes,” please describe.

[The project will compliment:](#)

- [the Morgantown Monongalia Metropolitan Planning Organization's 2040 Long Range Transportation Plan draft](#)
- [the 2012 Greater Morgantown Bicycle Plan, which was unanimously approved and adopted by City Council \(\[http://www.bikemorgantown.com/Plan/morgantown_bicycle_plan_v15-1.pdf\]\(http://www.bikemorgantown.com/Plan/morgantown_bicycle_plan_v15-1.pdf\)\)](#)
- [Monongalia County Planning Commission's Comprehensive Plan \(<http://www.moncpc.org/ComprehensivePlan/document.shtml>\)](#)

B. CULTURAL IMPACT(S)

- (1) Are any parks or recreational facilities to be affected directly or indirectly by the project? Yes No

If “Yes,” describe the positive impact.

If “Yes,” describe the negative impact.

If “Yes,” what percentage or number of acres of the park/recreational facility will be taken by this project?

- (2) Will this project directly impact churches or schools? Yes No

If “Yes,” describe the positive impact.

If “Yes,” describe the negative impact.

- (3) Are there any historical markers, structures (buildings over 50 years old), historical events, famous people associated with the project or project area? Yes No

If “Yes,” please describe.

If “Yes,” describe the impact (positive and negative) this project will have on the historic property.

If “Yes,” and the project will have no impact, please describe why this project will not impact the historic property.

- (4) Are there any archaeological features, old building foundations, or other cultural/historical/scenic features known within the project area which may be disturbed during the project work elements? Yes No

If “Yes,” please identify features.

- (5) Is the project either located within or directly adjacent to a historic district? Yes No

C. NATURAL ENVIRONMENT IMPACT(S)

- (1) Are there any wetlands directly or indirectly affected by the project? Yes No

If “Yes,” have you acquired the necessary wetland permits? Yes No

- (2) Is the project in a flood plain (100 year or less)? Yes No

- (3) Are there any known or purported endangered or threatened species within the project corridor or area? Yes No

- (4) Will any unique natural features and/or areas be negatively impacted? Yes No

If “Yes,” please describe fully.

- (5) Are any designated or proposed Wild and Scenic Rivers within the project area? Yes No

If “Yes,” how will this project impact the river and its corridor?

D. PERMITS

- (1) Will this project cross, lie within, or directly affect any section of roadway currently on or under the jurisdiction of the West Virginia Division of Highways (WVDOH)? Yes No

Will this project, at any time, during or after construction, stop, or alter traffic patterns of a roadway on the State Highway System? Yes No

If you answered “Yes,” to either question in (1) above, then please contact the West Virginia Division of Highways’ District Office, for your area, concerning this project prior to submitting your project application. Please indicate the person contacted and the date of contact. See Appendix 3 for a list of WVDOH District Offices.

WVDOH Contact

Fouad Shoukry

Contact Date

3/7/2014

Have you acquired the needed permits from the WVDOH?

Yes No

- (2) Will the project either disturb (through clearing, grubbing and/or construction) one or more acres or create erosion, sedimentation or other types of “pollution”? Yes No

Are any erosion/sediment permits required? Yes No

If “Yes,” have you acquired the needed permits? Yes No

- (3) Are you familiar with procedure for obtaining construction permits? Yes No

- (4) Will this project involve the relocation of any utilities? Yes No

If “Yes,” please describe the utilities to be relocated.

Has the utility company(ies) been notified? Yes No

*If “Yes,” please provide documentation.

**If “No,” please notify immediately and provide documentation.

E. WATER QUALITY / STREAM IMPACT

- (1) Identify all bodies of water (streams, creeks, rivers, lakes, wetlands, reservoirs, ponds, marshes, bogs, etc.) in the project area and describe the affects the project will have on them.

N/A

- (2) Will there be any disturbance of the water of any stream, creek, pond, lake, river, or banks thereof below the average high water mark at anytime during the construction of this project? Yes No

If “Yes,” have you acquired the necessary permits for the project? Yes No

- (3) Will this project involve a change in the vertical or horizontal clearance of a navigable stream? Yes No

If “Yes,” have you acquired the needed permits for this project? Yes No

If you answered “Yes,” to questions (2) or (3), please contact the West Virginia Division of Natural Resources, Public Land Corporation, Building 3, Room 643, 1900 Kanawha Boulevard, East, Charleston, West Virginia 25305-0661, Telephone (304) 558-3225; the West Virginia Department of Environmental Protection, Division of Water and Waste Management, 601 57th Street, SE, Charleston, West Virginia 25304, Telephone (304) 926-0499; and the appropriate U.S. Army Corp of Engineers, Division Office (see Appendix 3 in the TA manual).

F. AIR QUALITY IMPACT

- (1) Will this project have any adverse impact to air quality? Yes No

If “Yes,” please describe.

G. NOISE IMPACT

- (1) What permanent negative impacts will occur if this project is completed?

The Shared Lane Markings and BMUFL (R4-11) signs used together will have no permanent negative noise impacts. They will increase the usage of bicycles for recreation and transportation, which will decrease the amount of vehicle traffic. This reduction in vehicle traffic will decrease the noise levels.

The installation of Bicycle Parking Shelters, both in conjunction with pre-existing Mountain Line Transit Authority bus shelters and as new standalone shelters, will encourage more cyclists to increase their use of bicycles for transportation, which will decrease the number of vehicles on Morgantown's roadways, thereby decreasing the noise level.

H. HAZARD WASTE / UNDERGROUND TANKS

- (1) Are there any waste/contaminated sites along or in the project area (e.g., sanitary landfills, dumps, gas stations, old storage tanks [buried or above Yes No

ground], contaminated soils, pipelines, or industrial/household drainage)?

(2) Will the proposed project require the disturbance of any suspected or confirmed asbestos? Yes No

(3) Does lead paint contamination exist? Yes No

I. DRAINAGE IMPACT

(1) Will this project alter or change the current flow of storm water (e.g., construction of new sidewalks where none currently exist)? Yes No

If “Yes,” is drainage in place to handle the runoff? Yes No

If “No,” please explain when and how this will be addressed.

(2) Have you acquired the necessary permits for storm water management? Yes No

Attachments:

Estimated Costs Bicycle Grant.pdf

Proposed Project Description Section References These Files.docx

Attachment 2 - Example-of-Sheltered-Bicycle-Parking.jpg

Attachment 3 - Figure-of-SLM-Dimensions.gif

Attachment 4 - BMUFL-(R4-11)-Sign-Image.gif

Attachment 5 - Cyclist-Motorist-and-Hazard-Crash-Avoidance-Examples.docx

Attachment 6 - Transportation-For-The-New-Generation.jpg

Attachment 7 - 2008-WVDOH-SLM-Approval-Letter.pdf

NA.docx

Attachment 1-TAP-Grant-Map(2014-03-14).pdf

Application: 2014 Transportation Alternatives Program
Current Project: Enhancing Bicycle Signage and Facilities
Current Sponsor: City of Morgantown

Estimated Costs	Shared Lane Markings and BMUFL (R4-11) signs	Bike Shelters
Planning, Engineering, Design	\$0	\$0
Acquisition of Property	\$0	\$0
Construction	\$5,000	\$6,000
Materials	\$35,000	\$68,400
Labor	\$10,000	\$6,000
Other		
	\$50,000	\$80,400
Grand Total		

Total

\$0

\$0

\$11,000

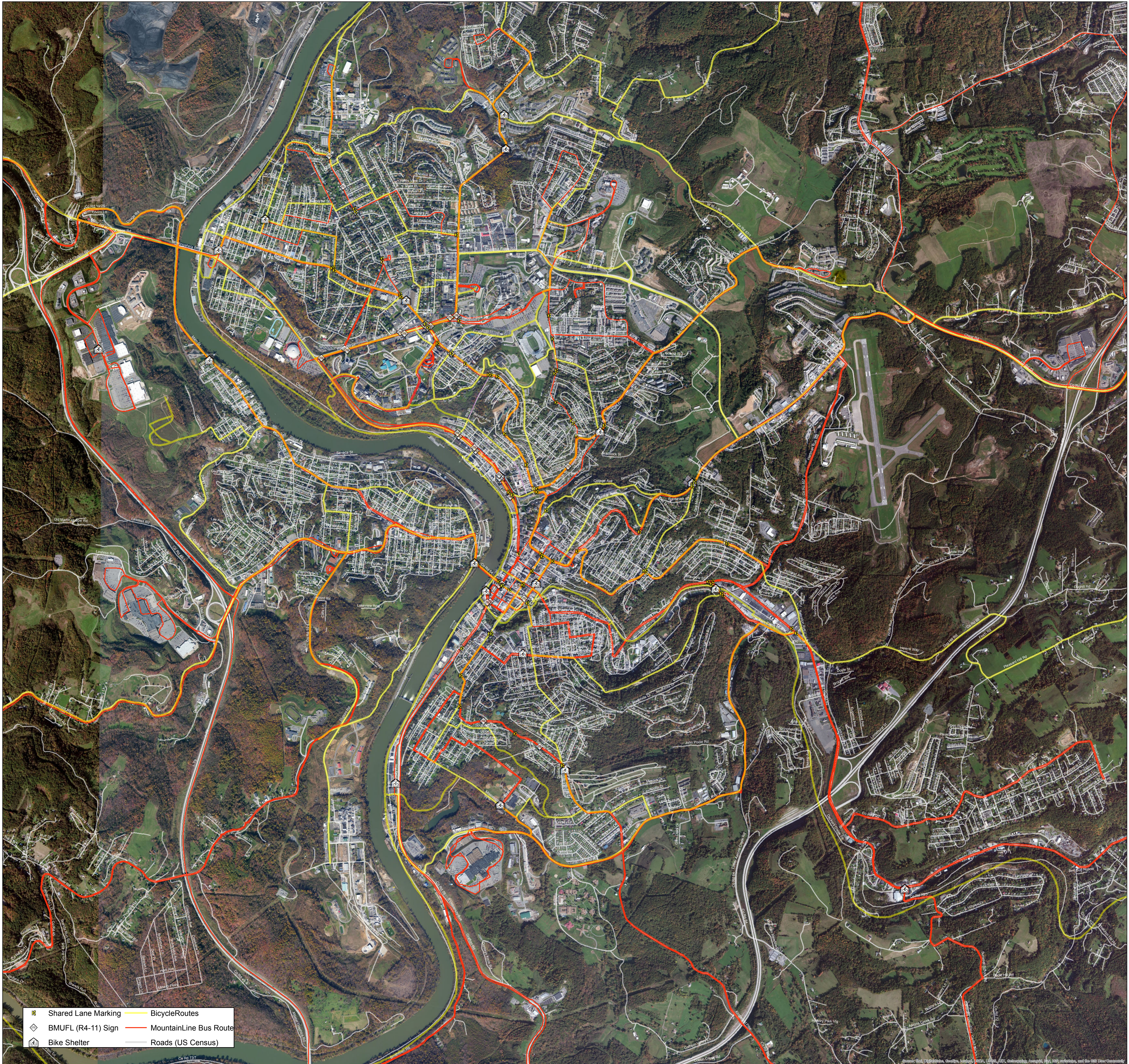
\$103,400

\$16,000

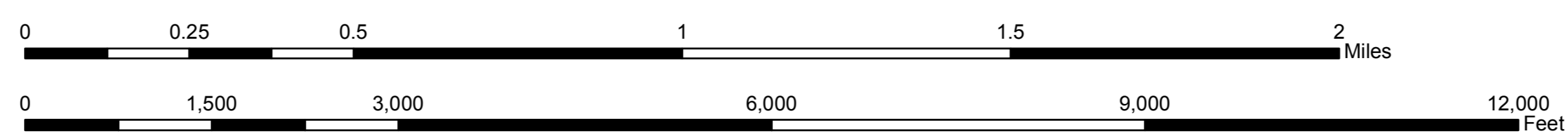
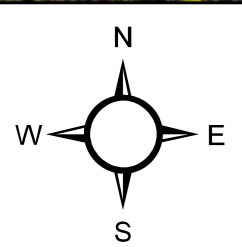
\$130,400

These files are referenced in the Proposed Project Description Section as Attachments 1-6. Only Attachment 1 - Map of Sheltered Bicycle Parking and SLM/BMUFL (R4-11) Locations applies to the Project Location Attachments.

TAP Grant Map - SLM, BMUFL, and Bicycle Parking Shelter Locations



	Shared Lane Marking		Bicycle Routes
	BMUFL (R4-11) Sign		MountainLine Bus Route
	Bike Shelter		Roads (US Census)



1:12,000

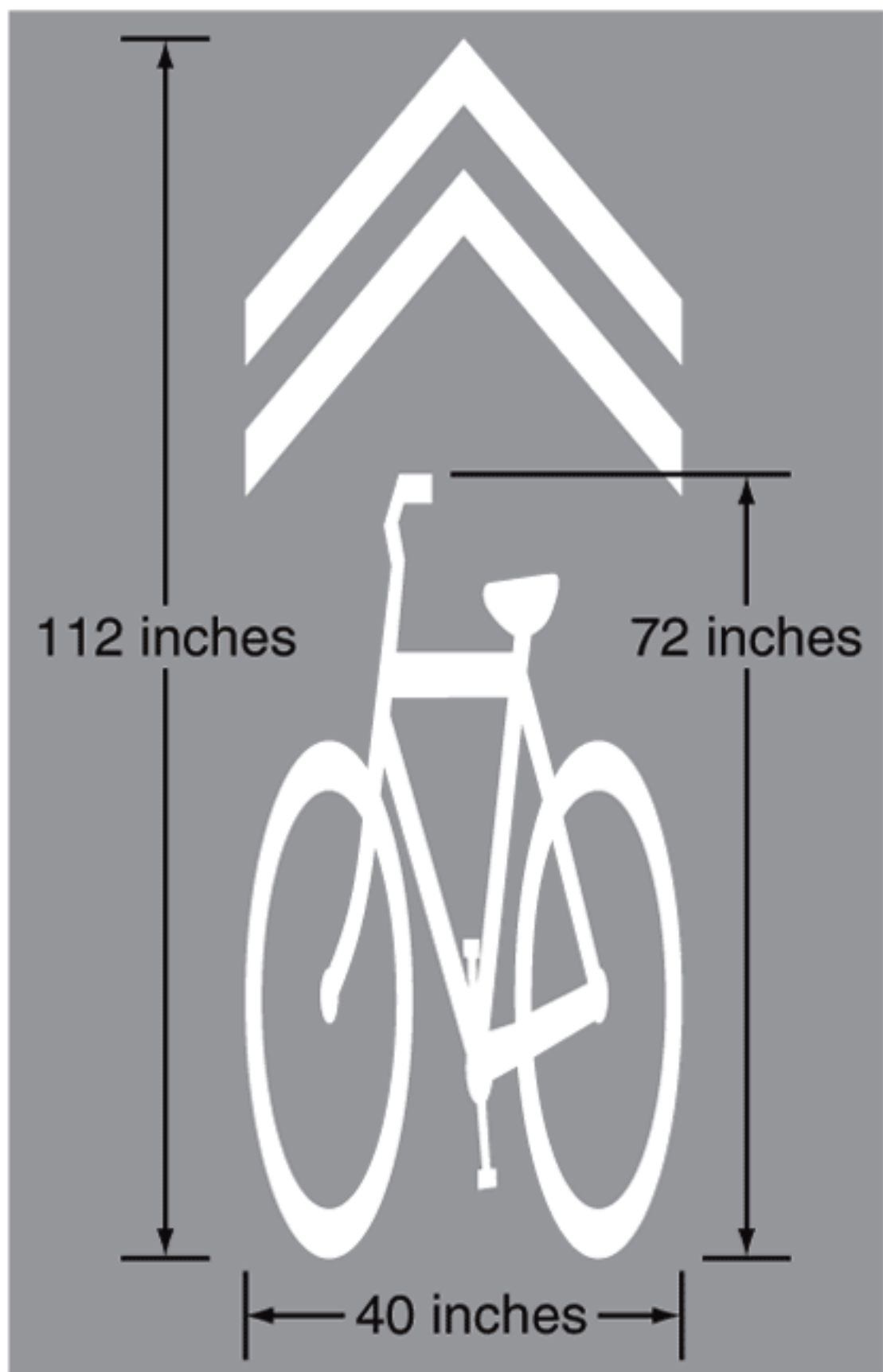
Created by: Morgantown Municipal Bike Board
 Produced by: Derek Springston
 Date: 3/13/2014



Slant

Standing Seam Aluminum

Figure 9C-9. Shared Lane Marking



30"



17" (apx.)

3"

10"

2.5"

MAY USE

4D

2.5"

FULL LANE

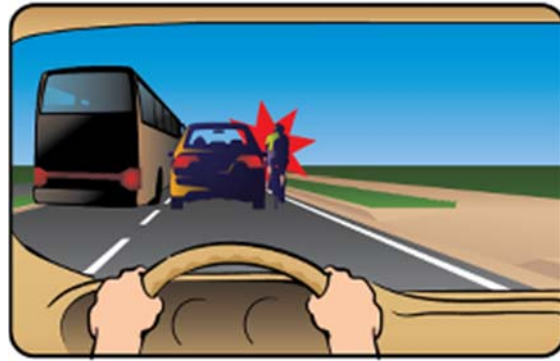
4D

4"

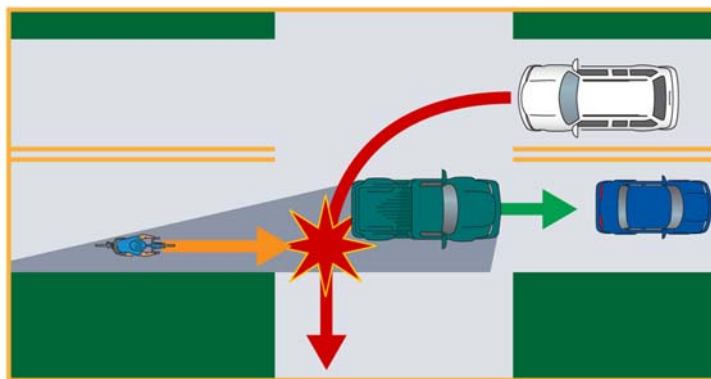
2.25" radius, 0.75" border, 0.5" inset

R4-11

Motorist passing bicyclists too closely



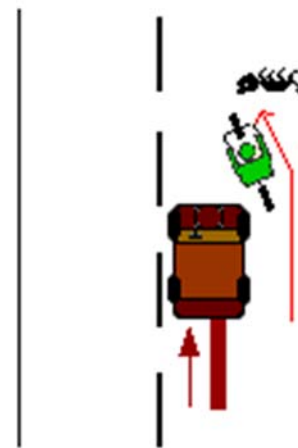
On-coming left-turning vehicle crashing into cyclists; (left cross)



Right-turning vehicle crashing into cyclists riding "Far to Right" (right hook)

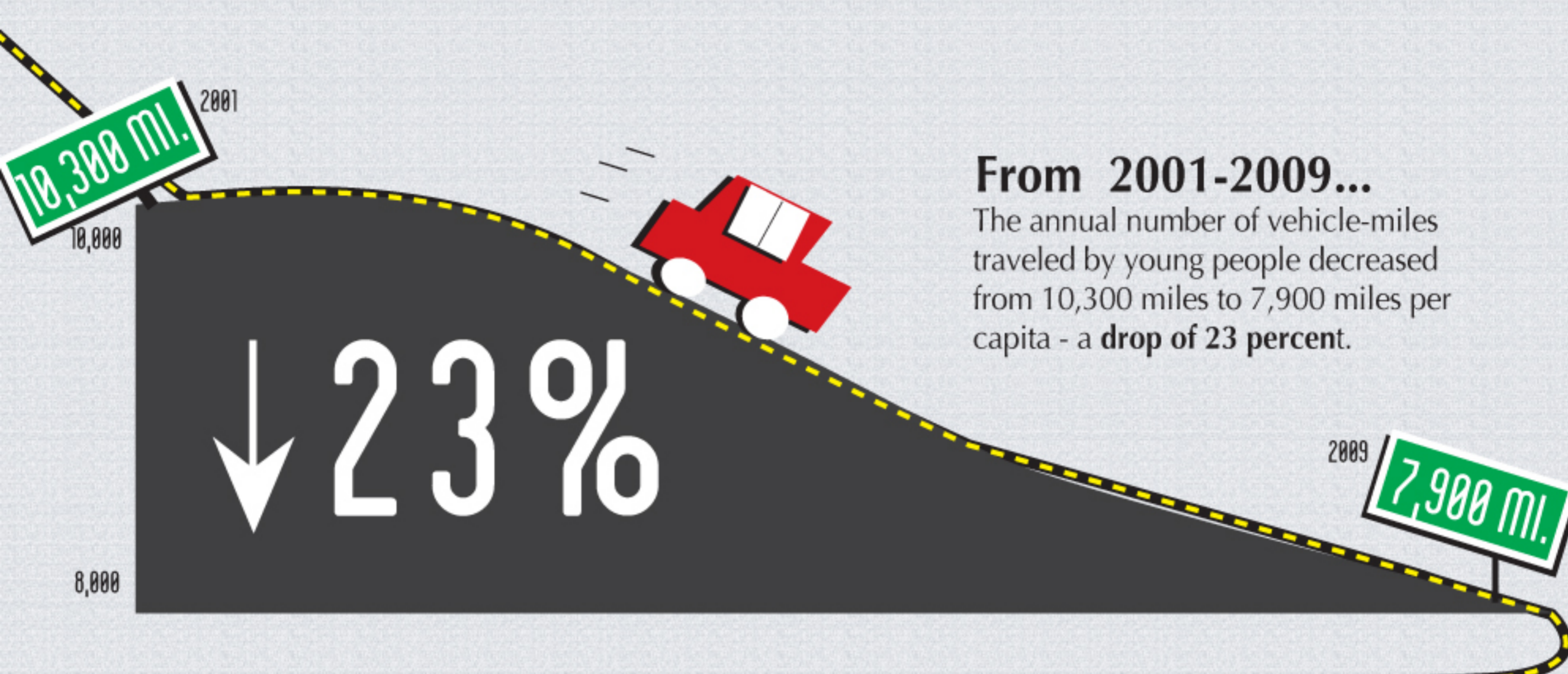


Overtaking vehicles crashing into Left-turning cyclists AND due to various surface hazards

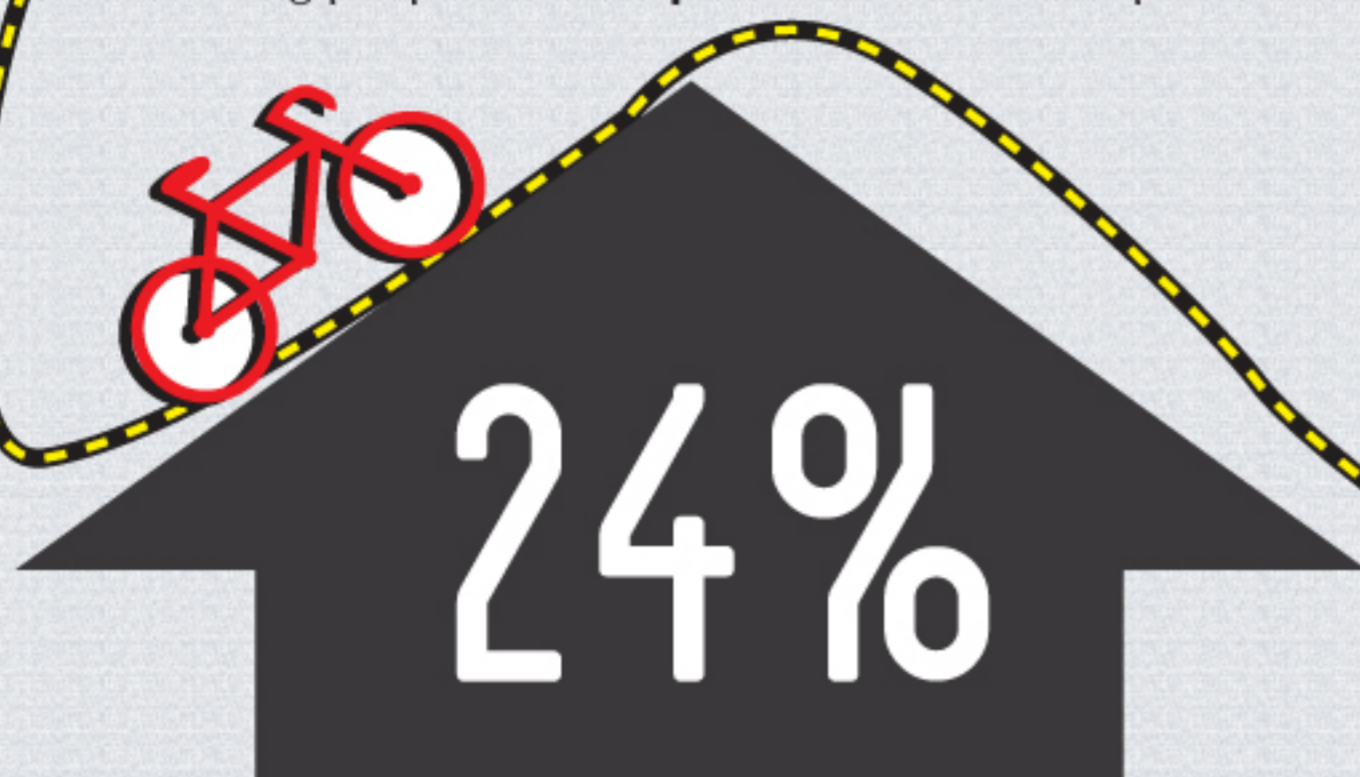


TRANSPORTATION FOR THE NEW GENERATION

YOUNG PEOPLE IN THE UNITED STATES ARE DECREASING THE AMOUNT THEY DRIVE AND INCREASING THEIR USE OF TRANSPORTATION ALTERNATIVES.

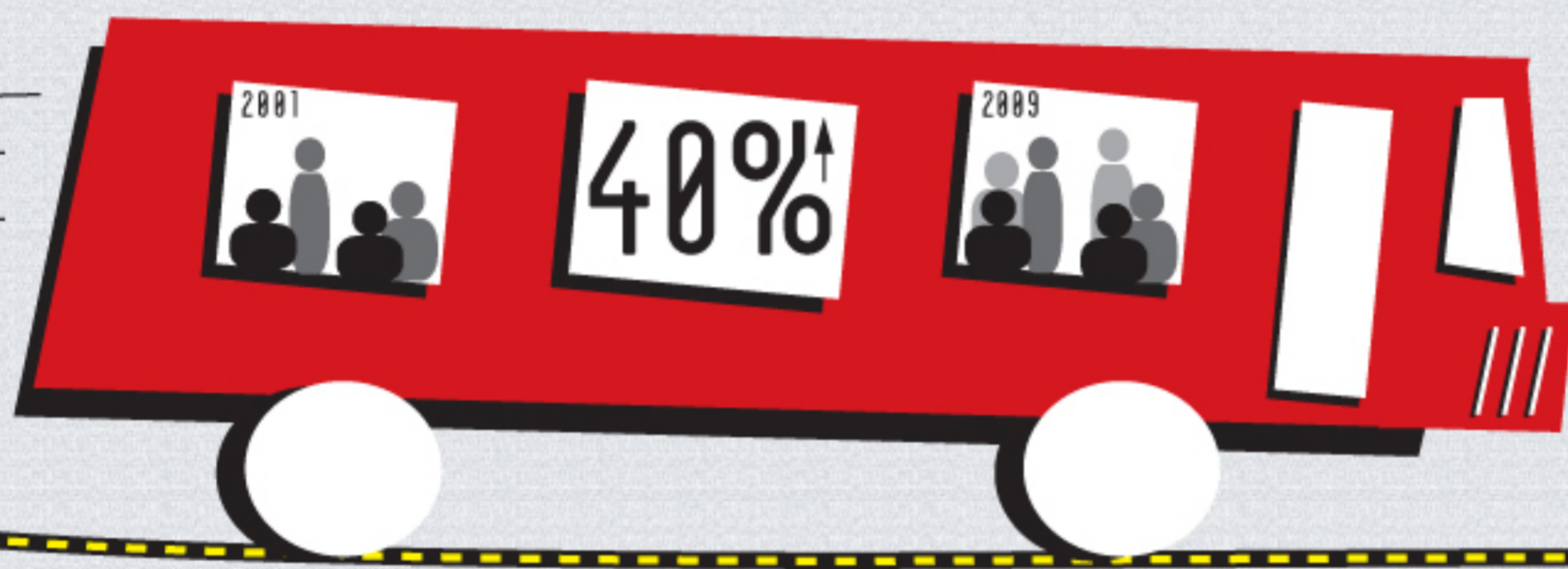


Young people took 24 percent more bike trips.



Young people walked to destinations 16 percent more frequently.

The number of passenger-miles traveled by young people on public transit increased by 40 percent.



From 2000 to 2010, the share of young people without a driver's license increased from 21 to 26 percent.



14-34 year-olds without driver's licenses

Year	Percentage
2000	21%
2010	26%

Source: The Federal Highway Administration

Many young people choose to replace driving with alternative transportation. 45 percent of 18- to 34 year-olds said they have made an effort to replace driving with alternatives, compared with 32 percent of all older populations.

Source: KRC Research and Zipcar survey

older population
32%

younger population
45%

Some young people purposely reduce their driving in an effort to curb environmental impact, with 16 percent of 18- to 34 year-olds agreeing with the statement: "I want to protect the environment, so I drive less." Only 9 percent of older generations said the same.

Source: KRC Research and Zipcar survey

older population
9%

younger population
16%

THE TREND TOWARD REDUCED DRIVING AMONG YOUNG PEOPLE IS LIKELY TO CONTINUE BECAUSE OF CHANGES IN TECHNOLOGY, HIGHER COSTS AND MORE LEGAL BARRIERS TO DRIVING

TECHNOLOGY



- Communications technology, which provides young people with new social networking and recreational possibilities, has become a substitute for some car trips.
- Improvements in websites and smartphone apps that provide real-time transit data make using public transit easier.
- Technology has opened the door to new alternatives, such as car- and bike-sharing services.
- It is easier and safer to talk, text or browse the web on the move while not driving.

COSTS



- Increased fuel prices have made driving more expensive.
- The yearly average cost of fuel (in 2011 dollars):



- Costs are expected to increase in the future
- | Year | Expected Increase |
|------|-------------------|
| 2010 | 26% ↑ |
| 2020 | 26% ↑ |
- The Energy Information Administration projects a 26 percent increase from 2010 to 2020.

POLITICAL FIBER
Graphic by Ben Pirotte

LAWS



- Currently 35 states have outlawed texting while driving and 9 have outlawed handheld cell phone use while driving.

From 1996 to 2006, every state enacted Graduated Drivers' Licensing (GDL) laws.

- Designed to keep young people safe, they make obtaining a driver's license more challenging. Students now must:
 - Have more behind-the-wheel training
 - Fulfill additional requirements for permits
 - Be restricted to driving during the daytime and without passengers

SOURCE: Caljurg Education Fund & Frontier Group



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1600 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-8430 • 304/558-3505

Joe Manchin III
Governor

May 22, 2008

Mr. Dan Beroff
City Manager
City of Morgantown
389 Spruce Street
Morgantown, West Virginia 26505

Dear Mr. Beroff:

Thank you for your letter, dated April 24, 2008, regarding the Share the Road Bicycle initiatives being proposed by the City of Morgantown (City), Monongalia County.

Based on the contents of your correspondence and the numerous contacts and discussions our respective staffs have had regarding this matter, the Division of Highways (DOH) has thoroughly reviewed the various proposals contained in your letter. As a result, we offer the following comments:

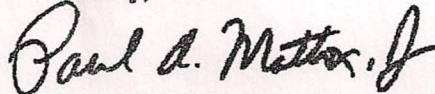
- 1) The City's proposal contains a combination usage of "Shared Lane Markings," 9C.07, and "Bicycles May Use Full Lane signs," R4-11, which is dependent on certain road configurations and speed limits. The DOH has no objection to your proceeding on State maintained roadways in the manner described in your April 24, 2008 letter.
- 2) The City has requested that the DOH install SHARE THE ROAD signs (W11-1 and W16-7P) on a maximum of four DOH owned roadways that have posted speed limits of 40 MPH or greater. The intent of this cooperative effort is to establish and identify, on a priority basis, the more prominent higher speed roadways that are used by bicyclists in or in close proximity to Morgantown. Once the DOH receives correspondence from the City identifying these roadways, an appropriate schedule will be established to have our District Four Traffic Services' work forces procure and install the needed signs.

We look forward to working with the City in addressing the bicycling community needs in your area. In order to assist us in this endeavor, it would be appreciated if you could forward us a copy of the soon to be finalized draft plan regarding the use of bicycle signs and markings being prepared by your Traffic Commission and Engineering Department.

Mr. Dan Boroff
May 22, 2008
Page Two

Again, thank you for writing and sharing your concerns. Should you have any additional questions, please do not hesitate to contact Mr. Bill Robinson, our Bicycle/Pedestrian Coordinator, at (304) 558-9615.

Sincerely,



Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

PAM:Wr

Thank you for your letter dated April 24, 2008, regarding the State the Road
Program administered by the City of Morgantown West Virginia County.
I will be the author of your letter regarding the proposed changes and
implementation of the program.

1) The City's proposed changes - installation of "Shared Lane
Markings" and "Shared Lane Sign" on SR 10, which
is a designated bicycle route and road. The Road
has a speed limit of 35 mph and is a designated bicycle route.

2) The City has received that the State will install the SHARED sign
(WV114) and SHARED Lane Sign (WV115) on all roads that
have posted speed limits of 35 mph or greater. The intent of the
regulatory effort is to establish and identify, as a primary focus, the more
potential higher speed roadway facilities and by legislation is to be done
primarily in West Virginia, given the State's resources and jurisdiction over
the State's roadways. The program is an important initiative and will be
administered by the State's Department of Transportation and State
Highway Department.

3) The City's proposed changes - installation of "Shared Lane
Markings" and "Shared Lane Sign" on SR 10, which
is a designated bicycle route and road. The Road
has a speed limit of 35 mph and is a designated bicycle route.