
PARKING

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explained that the loops continue to reinforce the notion that transportation infrastructure is about more than motorized travel, particularly in a town in which so many walk or pedal each day.

"It shows Morgantown citizens, whether they're cyclists, pedestrians or drivers, that we do accept and support the 'complete streets' model," Gatlin said. "Because when you design with everyone in mind, for all uses, everyone is safer. It benefits everybody."

As Gatlin explained, "complete streets" is a design philosophy that incorporates infrastructure for users of all types, regardless of the mode of transport. He said Morgantown has committed to the "complete streets" philosophy, and he's excited to see the state starting to follow suit.

As an example, DOH District 4 Engineer Don Williams said that improvements to Monongahela Boulevard between the Coliseum and the

Star City bridge will include a bicycle climbing lane and sidewalk.

Gatlin said the city's bike board is an active group with a number of initiatives under way at any given time.

For example, he explained that the board is putting \$120,000 in grant funds from 2014 to use and will soon resume holding social rides every third Friday.

"We do real work. We write grants for the city. We assist the engineering department on relevant projects, and we're committed to staying involved with social causes," Gatlin said, explaining that the board is currently several members shy.

The board needs volunteer members from the city's 1st, 2nd, 3rd, 4th and 5th wards, as well as a youth representative and WVU student representative.

The bike board meets at 6:30 p.m. on the first Thursday of each month, in the Public Safety Building Conference Room.

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