



MORGANTOWN, WV

TOTAL POPULATION

31073

TOTAL AREA (sq. miles)

10.2

POPULATION DENSITY

3055.4

OF LOCAL BICYCLE FRIENDLY BUSINESSES

2

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

| | Average Silver | Morgantown |
|---|------------------------|------------------------|
| High Speed Roads with Bike Facilities | 47% | 60% |
| Total Bicycle Network Mileage to Total Road Network Mileage | 51% | 58% |
| Bicycle Education in Schools | GOOD | AVERAGE |
| Share of Transportation Budget Spent on Bicycling | 14% | 1% |
| Bike Month and Bike to Work Events | VERY GOOD | VERY GOOD |
| Active Bicycle Advocacy Group | YES | YES |
| Active Bicycle Advisory Committee | MEETS EVERY TWO MONTHS | MEETS AT LEAST MONTHLY |
| Bicycle-Friendly Laws & Ordinances | AVERAGE | ACCEPTABLE |
| Bike Plan is Current and is Being Implemented | YES | YES |
| Bike Program Staff to Population | 1 PER 89K | 1 PER 62 K |

CATEGORY SCORES

| | |
|---|--------|
| ENGINEERING <i>Bicycle network and connectivity</i> | 4 / 10 |
| EDUCATION <i>Motorist awareness and bicycling skills</i> | 4 / 10 |
| ENCOURAGEMENT <i>Mainstreaming bicycling culture</i> | 6 / 10 |
| ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i> | 2 / 10 |
| EVALUATION & PLANNING <i>Setting targets and having a plan</i> | 4 / 10 |

KEY OUTCOMES

| | Average Silver | Morgantown |
|--|----------------|------------|
| RIDERSHIP <i>Percentage of Commuters who bike</i> | 2.8% | 0.4% |
| SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i> | 498 | 655 |
| SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i> | 8 | 0 |



KEY STEPS TO SILVER

- » The current on-street bicycle network includes more wide outside lanes than striped bicycle lanes on high speed roads. Consider lane diets, road diets, or other ways to upgrade those wide outside lanes to bicycle facilities more suitable to use by people of all ages and abilities.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk. Your application indicated that inter-agency cooperation is an issue in Morgantown. It may be appropriate to create an inter-agency structure for pursuing coordinated improvements for people who bike and walk.
- » Community-wide sidewalk riding restrictions and mandatory helmet use laws can be barriers to some people choosing to use



a bicycle. You should review your local ordinances and any data on citations and crashes that is available to understand whether your current ordinances are necessary. The effect of these local rules on students, low-income residents, and people who do not regularly use a bicycle should be particularly examined.

- » Adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Morgantown has an ambitious goal to get more people riding bicycles. This is great and the community should take steps to monitor progress towards this goal.