

PlacesForBikes City Snapshot 2020

Thank you for providing data for the PlacesForBikes City Rating program! The information you provide will be used to understand the progress your city/town is making on improving bicycling infrastructure and encouraging people to ride. These data are a core component in calculating the PlacesForBikes rating for your community.

This form is best completed by a city/town staffer with a detailed knowledge of the city/town's projects and timelines.

For a PDF containing the questions we ask, click [here](#).

If you have any questions or comments, you can reach us at placesforbikes@peopleforbikes.org.

Click on the "Next page" button to begin the survey.

For the first set of questions, please enter the number of centerline miles for each type of bike facility in your city/town during the specified time frames.

For definitions of each type of bike facility, hover your mouse over the ? or click [here](#) for a full list of definitions.

Note that these categories should sum to the total number of centerline miles for all bike facilities in the network reported in this form (categories are mutually exclusive). Please include all projects by all agencies including universities, state agencies, business districts, and private developers.

Enter a number between 0 and 100000 in each cell.

	Total completed by the end of 2018	Number of new miles completed in 2019	Number of new miles planned for completion in 2020
Protected bike lanes  	0	0	0
Buffered bike lanes  	0	0	1



Conventional bike lanes [?](#)



1

0

1

Marked bike boulevards [?](#)



0

1

3

Streets with traffic calming features and speed limits of 20 MPH or less (not including anything listed above) [?](#)



3

0

0

Off-street paved trails or paths within city/town limits [?](#)



19

0

1

			
Off-street natural surface trails or paths within city/town limits ? 	16	0	1
Shared lane markings (not including anything listed above) ? 	6	3	0

For the next set of questions, please enter the number of each during the following time frames. If your city/town doesn't have any of the following, enter 0.

Enter a number between 0 and 500000 in each cell.

	Total at the end of 2018	Number new completed in 2019	Number new planned for completion in 2020	Number new planned for completion in 2021-2022 (officially adopted)
Number of bikes in your bike share fleet (enter 0 if you don't have a bike share)	0	0	0	0
Number of bike parking spaces publicly available for use	775	0	0	0
Bike parks (have mountain bike trails, dirt jumps, a pump track, dual slalom, flow/gravity mountain bike trails, and/or slopestyle/freeride trails)	2	0	0	0
Pump tracks	0	0	0	0
Grade separated crossings of multi-use paths (e.g. overpasses/underpasses)	0	0	0	0

How many bike share rides were taken on your bike share system in the following years?

Enter a number between 0 and 999999999 in each cell.

2018 : 0
2019 : 0

How many people participated in each type of bike event/program in your city/town during the specified time frames? Please provide your best estimate. We are looking for person-bike days so 50 people riding 3 times each is 150.

Enter a number between 0 and 1000000 in each cell.

	# of people in 2018	# of people in 2019
Bike-to-work day (or similar program)	31	53
Open streets events	0	0
Kids education programs in schools	500	500
Kids biking clubs or organizations (outside school)	668	668
Charity rides	0	0
Social rides	160	85
Other types of rides	2161	1934

Please enter the number of injuries in your city/town. In many cases, these numbers can be obtained from your state. If these numbers aren't available to you, leave the spaces blank.

Enter a number between 0 and 999999999 in each cell.

	2017	2018
All mode injuries – type A (incapacitating)	4	6
Bicycle Injuries – type A (incapacitating)	0	0
All mode injuries – all types	222	242
Bicycle Injuries – all types	1	0
All mode fatalities	1	2
Bicycle fatalities	0	1

Please enter the number of fatalities and injuries in the Big Jump project area for 2018.

Enter a number between 0 and 999999999 in each cell.

To compute your city's Bike Network Analysis (BNA) score, we typically use state level speed limit defaults when speed limits are missing in OpenStreetMap.

If you would like us to use your city's default speed limits instead, please provide it below.

Enter a number between 1 and 100.

Anything else you would like to share with us about bicycling in your city/town?

The numbers submitted in this snapshot are the best attempt at gathering the data in less than one month without existing methods. The crash data in particular is lacking due to many different agencies in town with siloed databases and an unresponsive state bureaucracy. The bicyclist fatality in 2018 was Morgantown's first in more than a decade. The City of Morgantown recognizes the need to keep better data and is committed to developing standards that will facilitate consistent and representative numbers in 2020 and beyond.

Until recently, the city's physical bicycle facilities have been limited to sidepaths and shared-use-lanes on neighborhood roads. Although the former remains a top priority for development, the latter is quickly being phased out as a legitimate treatment in favor of more formal bike boulevards and bike lanes. This change in philosophy was largely brought by the city's recent hire of the chair of their bicycle board into the staff engineer position. The administration is enthusiastic about adopting best bicycle practices and is giving no pushback.

2019 witnessed a number of major developments in Morgantown's cycling culture, infrastructure, and plans. Chief among these was a yearlong effort to update the regional bike and pedestrian plan. The City of Morgantown was by far the largest local financial contributor to the plan. Coordinated by nationally respected firms Alta Planning & Design and Stantec, the plan should be finalized and prioritized in early 2020. Final drafts of that plan have identified more than \$30M worth of bike-specific projects for our city. Although this number equals more than 15 years of our annual paving and maintenance budget, we intend to fully embrace reconfiguring our roads as we embark on an aggressive 10-year complete-streets paving plan. This paving plan will be formally re-evaluated in 2020 and will then incorporate the bike/ped projects as official projects. We expect to install at least a few miles of bicycle facilities every year from this point forward.

Another major development was a coordinated effort to embrace mountain-biking development to diversify the economy and attract more people (particularly younger people) to bikes. West Virginia University (WVU) is leading an effort to secure an IMBA trail accelerator grant and has just last week received notice that they have made the short list. WVU hired a well-known local trail advocate and landscape architecture professor in summer 2019 to inventory underutilized and strategic greenspace assets specifically with MTB trails in mind. A local IMBA chapter is rapidly forming and should be incorporated by February 2020 to help support the effort. The city's parks and recreation department continues to embrace and empower local trail development groups. The future is bright for MTB development in Morgantown. An extremely popular NICA Morgantown composite chapter formed in late 2017 and has grown large enough to be separated into distinct schools in 2020.

Cycling-related activities in Morgantown are hosted by increasingly diverse groups and are growing in attendance and reach. Our K-12 and higher education centers have established programs both serving their own students and conducting broader outreach. Although some programs have waned over time and are not currently active – such as the confident city cycling courses hosted by both the municipality and the university – others grew in their absence and provide more accessible ways for the community to partake in cycling-related events. West Virginia University's Science Behind Cycling program estimates that they interact with at least 750 unique participants every year in their Morgantown events that include middle school bike clubs, build-a-bike workshops, merit badge universities, STEM festivals, kids health and safety expos, and university welcome-weeks. The city's bicycle advisory board has hosted social rides since 2017 and, while reorganizing in 2019, plans to expand these to occur regularly every month beginning in Spring 2020.

Please upload a zip file containing the shape files that define your city boundaries. Include the name of your city in the title of the zip file.

If you would like us to use a picture of your city on the PlacesForBikes City Ratings website, please upload a photo with the following specifications: 2880 pixels wide x 840 pixels tall at a resolution of 72 pixels per inch.

Include the name of your city in the photo title.

If you would like us to include anyone else at your city/town on updates, please provide names and email addresses in the spaces below.

First Name

Damien

Last Name

Davis

Title

Company Name

Street Address

Apt/Suite/Office

City

State

Zip

Country

Email Address

ddavis@morgantownwv.gov

Phone Number

Fax Number

Mobile Phone

URL

First Name

John

Last Name

Whitmore

Title

Company Name

Street Address

Apt/Suite/Office

City

State

Zip

Country

Email Address

jwhitmore@morgantownwv.gov

Phone Number

Fax Number

Mobile Phone

URL

PeopleForBikes is hosting a series of PlacesForBikes Workshops - a series of helpful, inspirational single-day training events for city leaders working to improve bicycling in their communities. Each workshop will feature inspiring speakers, panel discussions, group conversations, and peer-to-peer networking. Our goal is to help develop local action plans that accelerate progress for biking. You can read more about the PlacesForBikes workshops on our [website](#).

Are you interested in hosting a PlacesForBikes workshop?

Select one.

Yes

Thank you once again for providing data for the PlacesForBikes City Rating program!

Once you submit your data, you will not be able to access the form again. If you have any questions or comments, you can reach us at placesforbikes@peopleforbikes.org.

Click on the "Next page" button to submit your data.

Thank you once again for taking the time to provide your feedback. The information you provided will help us to improve the bike riding experience for everyone!

If you have questions or comments, please contact us at placesforbikes@peopleforbikes.org.