Morgantown West Virginia is home to a diverse population focused on West Virginia University two major hospitals and several large commercial and governmental employers. According to the American Community Survey the urban area has the highest percentage of pedestrian commuters in the State with 6% of commuting trips being made by pedestrians with another 10% of commute trips being made by something other than the single occupant automobile.

The area is has had an area wide pedestrian plan since 2010, however implementation of the plan has been spotty because of a lack of resources dedicated to its implementation. The Morgantown Monongalia Metropolitan Planning Organization (MPO) was beginning the process of updating the plan when recent incidents caused the community to focus on pedestrian needs. This community emphasis has convinced the areas agencies that greater resources are needed to create and implementable plan that will maintain the momentum for creating a safe pedestrian network to serve the entire community.

The following scope of work provides highlights of the pedestrian master plan scope of services.

Proposals should include extensive public involvement designed to build a community consensus on pedestrian needs. Public involvement should use social media, public forum(s), and non-traditional strategies as appropriate.

Proposals should provide for a plan that has defined goals, polices, and objectives and a vision for walking.

The proposal should provide for a area wide Pedestrian Master Plan Report that provides for connectivity and assessment of network needs.

Proposals shall provide for a Capital Improvement Plan for 1-10 years which includes cost estimations, as well as phase options, and how to improve non-motorized vehicle access throughout the area.

Proposals shall provide for the evaluation of current policies and recommendations for education and safety awareness programs and outreach.

Proposals shall provide a performance measure system with expected results, time tables and completion strategies.

Proposals shall provide for a GIS based pedestrian demand suitability model based upon existing and future land use and master plans

Proposals shall look into a variety of options such as countdown timers, lagging left turns, etc.

Proposals shall provide for analysis of accessibility of pedestrians to Transit Systems.

Proposals shall provide for an implementation process that identifies funding resources and strategies, design guidelines, city-wide crosswalk and other safety marking policy, pedestrian space programming regarding shade, resting places, and lighting levels of service.

Proposals shall include analysis of existing transit stops and accessibility for pedestrians and cyclists.

 Proposals shall include generalized plans for upgrading facilities throughout the area to better accommodate pedestrians and cyclists at transit stop locations. It is anticipated that a number of existing conditions will be determined and generalized solutions for accessibility will be provided for future site specific modifications.

Proposals shall consider pedestrian access and connectivity at street level, at the greenway level, at the City/County Park level, at the River and creek Level, and the transit level