Re: Morgantown, WV BNA Analysis

(John)Drew Gatlin <jgatlin@morgantownwv.gov>
Wed 3/25/2020 1:50 PM

To: Rebecca Davies <rebecca@peopleforbikes.org>

Awesome, thanks! I'm scheduling some time to explore JOSM soon. I already used the in-browser editor to make a few dozen changes based on my own local knowledge.

Will do RE: feedback on the instruction/information

Be well,
Drew

From: Rebecca Davies <rebecca@peopleforbikes.org>
Sent: Wednesday, March 25, 2020 1:32 PM
To: (John)Drew Gatlin <jgatlin@morgantownwv.gov>
Subject: Re: Morgantown, WV BNA Analysis

I agree that OSM mapping can be a great project during this time, especially if people still have the ability to go out by bike or on foot to verify any firsthand knowledge of items to map. You may have already found the tagging guidelines and editing guidance here:
https://peopleforbikes.org/placesforbikes/bicycle-network-analysis/

I'll note that the ArcGIS guidance is quite laborious, even for those with extensive ArcGIS experience, so I recommend most people use the in-browser ID editor that is the default in OpenStreetMap or download JOSM if they really want something with a few more tools and tricks.

Thanks for all of your work on this! I'll be revising the website and adding some more references and resources later on this year, so if you see any gaps in instruction or information feel free to let me know.

Rebecca

On Sat, Mar 21, 2020 at 4:16 PM (John)Drew Gatlin <jgatlin@morgantownwv.gov> wrote:
> Found this: https://peopleforbikes.org/placesforbikes/bicycle-network-analysis/
>
> You all have excellent documentation. Thank you for the work you do! I'll put together an email to the board and see what we can make happen.
>
> Best,
> Drew
>
> ---
>
> **From:** (John)Drew Gatlin <jgatlin@morgantownwv.gov>
> **Sent:** Friday, March 20, 2020 10:16 PM
> **To:** Rebecca Davies <rebecca@peopleforbikes.org>
> **Subject:** Re: Morgantown, WV BNA Analysis
>
> Thanks for the quick reply! I'm sure the answer to my last question about the controlled access highways is in your documentation, so thanks also for your patience.

We used to have an active volunteer group that would update OSM based out of our university but it appears that died out a few years back.

I'm exploring the BNA maps and the various layers you have and comparing it to what I see on OSM to help me target my edits in OSM. Lots of random schools, for one!

Yes, let's chat about effective means to get volunteers up to speed with OSM edits - we have a dormant bicycle advisory board that I'm sure could use this social distancing time to contribute. What's the best resource to point them to for BNA-compatible edits?

Thanks!
Drew

From: Rebecca Davies <rebecca@peopleforbikes.org>
Sent: Friday, March 20, 2020 6:25 PM
To: (John)Drew Gatlin <jgatlin@morgantownwv.gov>
Subject: Re: Morgantown, WV BNA Analysis

Hi Drew,

It turns out there were two polygons in the shapefile we used, one that constituted most of the city and another that represented a tiny sliver on the edge. The BNA saw that sliver as the boundary instead of seeing the larger polygon. The BNA has been updated with that extra small polygon removed and gives much more comprehensive results now! Here they are:
https://bna.peopleforbikes.org/#/places/4c07a176-0174-402a-89ca-5da5182f9499/

If you see any other issues with the results let me know and we can take a look. Otherwise, let's work together to recruit some help getting the OSM data updated for the future

Rebecca

On Fri, Mar 20, 2020 at 3:42 PM Rebecca Davies <rebecca@peopleforbikes.org> wrote:
Hi Drew,

There is definitely an error in the Morgantown analysis, so I'm glad you brought this to my attention! When you click on the "Area boundary" map it looks like the correct boundary that you sent to us, but the analysis clearly did not run on that boundary. I will look into this error and let you know when the analysis has been corrected.

Regarding the map, do you mean the map on the **BNA landing page**, or on the **results page**? On the landing page I can click on the marker for Morgantown. On the results page, you will not see Morgantown on the map unless you filter results for West Virginia cities or scroll to the part of the alphabetical list that contains Morgantown.

Highways are included in the analysis even if they do not permit bicycles because part of the BNA calculation compares the distance required to reach a destination on low vs. high stress routes. If a trip requires the bicyclist to travel greater than 25% out of their way on the low stress route relative to the high stress route, then the destination is considered inaccessible. Although some roads do not permit bicycles, they allow very efficient travel via car and so are used to make that comparison between high and low stress routes. In other words, if someone could easily reach a destination via car on the highway, the BNA assumes they will not travel significantly out of their way to reach the same destination via a low-stress bike route.

We understand the challenge of keeping OSM up to date, since city staff have plenty on their plates. I'd love to brainstorm ideas for recruiting volunteers to help update Morgantown's map. We often partner with local tech or mapping groups to recruit volunteers to update the map, either individually or as part of a mapathon. Do you know of any groups like this in greater Morgantown area? Also, do you have a data set that a volunteer mapper could work from to update the map, in case they are not local to the area? The first thing they should map would be any bike infrastructure, but if you have data that contains other details about the streets like the number of lanes, speed limits, and the presence of parking that could be helpful too.

Thanks for your participation and feedback! We'll get this error sorted out soon.

Rebecca

On Fri, Mar 20, 2020 at 3:09 PM (John)Drew Gatlin <jgatlin@morgantownwv.gov> wrote:

> Hello Rebecca,
>
> Saw your post on the PFB BNA Insiders FB group and figured I would reach out to you. There appears to be some strange data in our analysis, likely indicating that we should have tried to scramble more on the OSM data (unfortunately we have no dedicated or trained staff to perform that task at the moment). I'm wondering if this is why we don't pop up as a "place" until you search our name - when I panned and zoomed the map, no cursor was present over our community.
>
> Some of the odder issues:
>
> We were told only to provide data for our municipal boundaries, and to only claim and activity / infrastructure data for our city. The BNA shows "Morgantown" as a partial combination of nearby communities and - oddly - only a small part of our municipality. We did send a shapefile of our current boundary with our PFB application in January.
>
> Also, likely because of the strange boundary used in the BNA - we have an extremely small population count.
>
> Interested to learn more about how we can better submit data for 2021. A final question: are controlled access highways counted as "high stress" for a particular reason? Seems to me like those should just be edited entirely out of a bike network, rather than labeled high stress.
>
> Thanks for your time!
> Drew
>
> ## J. Drew Gatlin
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