**Comments from Bicycle Board Mapping Exercise on November 3, 2016**

**GENERAL**

Is there a reason why some roads are marked "pleasant" but not others? For example, in Star City some of the unmarked roads are pleasant to ride on

Should rail trails get their own category/color to distinguish them from roads, so people will know there are no cars at all there?

Suncrest has very limited lighting for night riders

**EVANSDALE**

Make Blue:

* Morill Way between Patteson and Rec Center Dr.
* Rec Center Dr. between Morill and Evansdale Dr.
* Birch St. between Rec Center Dr. and Rawley Ln.

Make Blue:

* Rawley Ave. between Evandale Dr. and Riverview Dr.

Make Blue:

* Alumni Dr. between University Av. and Elmer Prince Dr. (It goes through now but through a parking lot. I think the connection between Oakland St./Country Club Dr. and Alumni Dr. has also been re-established.)

Show/mark connectors through parking lots @ rec center drive to towers

Show/mark connectors from Ruby Hospital by Ronald MacDonald House to towers

**HEALTH SCIENCE**

Medical Center Drive is pleasant; stop signs and speed bumps keep traffic pretty slow / keep blue to Health Science Building through roundabout

Inglewood still ok to ride on, mark as good or pleasant

There is a paved trail from underneath the Medical PRT station to the parking lots of Mountaineer Station

**SUNCREST**

Change from Blue to Green (to be consistent with other comparable nearby streets that are green):

* Dogwood between Killarney and Aspen
* Aspen between Dogwood and Eastern
* Eastern between Aspen and Meridan
* Meridan between Eastern and Western
* Western between Meridan and Harvard
* Harvard between Western and Fairfield
* Fairfield between Harvard and Congress

Make Green:

* Somerset between Western and Kensington
* Kensington between Somerset and University.

Change Stafford from Green to Blue: it’s very steep between Crawford and the Rail Trail and gravel at the bottom between Boyers and Industrial so not really Pleasant.

Change Leeway from Green to Blue because it’s very steep and extend it from Boyers to Broadway because extending it to Broadway brings it to the top of the very steep hill. Then, might as well make Broadway Blue between Leeway and University and across to Stafford.

Change from Red to Brown: Uphill shoulder of Monongahela Blvd. from Outback Steak House to WVU Coliseum (bicycle climbing lane). (It’s no more scary or dangerous than the other side of the hill which is marked brown.)

Connector through Arboretum – is this marked?

Windsor is good all the way across

From Krepps park, mark the connector to womens soccer field

From Kilarney across Van Voorhis onto Hickory Lane, behind Mylan and connect to light at Chestnut Ridge Rd

Aspen just got paved – mark as “Pleasant”

Highlight a route from Suncrest to the river?

Christy St (by Starbucks) just got paved, now more pleasant

From Kiwanis to Krepps Park is comfortable, only bad part is crossing University Avenue

**STEWART STREET/SUNCREST TOWN CENTER**

I think Stewart Street fits the “Scary” definition more than “Dangerous.” Cars do go pretty fast on it but the speed limit is technically 25mph, and traffic isn’t usually that heavy (although it depends on the time of day). I feel safe riding on it for the short distance between where I live (Cedarstone Apartments) and Kingston Drive where you can cut into a more pleasant neighborhood.

Kingston Drive/Amherst is a convenient way to cut over from Stewart Street to Hoffman and then go on to either Health Sciences or Downtown.

You can cut behind the apartments between Shorty Anderson’s and Cedarstone Apartments, and then cut over to School Street if you want to cut off that section of Stewart Street. (School Street is a giant hill though)

There is a staircase on Meadow Ridge Drive that goes up to the Suncrest Town Center if you’re trying to bike there and don’t want to go up to Stewart Street.

**WEST RUN**

Make Blue:

* Windwood Dr. between Van Voorhis and the top of the hill.
* Cut through (grass) between Windwood Dr. and Wedgewood Dr. near Morgantown Internal Medicine
* Wedgewood Dr. between Morgantown Internal Medicine and Van Voorhis

**WILES HILL**

Change from Green to Blue:

* Jones between Stewart and Highland. (It’s too steep to be Pleasant.)
* Hoffman (perhaps. It’s not exactly pleasant.)

Make Blue:

* Virginia between Jones and Eureka
* Eureka between Virginia and Highland
* Highland between Stewart and Jones
* Wellen between Stewart and Highland (have you ever seen the goat?)
* Lorentz between Stewart and Highland.

6th Street is extremely steep but low traffic, could be shown as cut through from Rail Trail to Wiles Hill

Mark Wamsley Cycles

Show that Terrace Heights connects to University Avenue (doesn’t look continuous on Google maps but it does go through, comes out right next to Law School Drive and across from 8th Ave)

Oakland Street between University Ave and the hospital could be green

Neighborhood streets in Wiles Hill are good or pleasant

**DOWNTOWN**

Make Blue:

* College Av. between University Av. and Willey
* Monongalia between Richwood and Willey
* Chestnut between Foundry and Fayette

College Ave is a good way to get from Mileground to Campus if going downhill

**GREENMONT**

Make Green:

* Green St. (Seriously. It’s more pleasant than Kingwood St. which is marked green.)
* Path that connects the Deckers Creek Trail to the SW corner of Kroger.

Change from Green to Blue:

* Hirshman (It’s very steep.)

**STAR CITY**

Collins Ferry by NETL can vary from pleasant to ok/mildly scary depending on the time of day because of people commuting to NETL/Mylan/etc. It's definitely pleasant on the weekends, and I can usually ride on it ok if I leave work around 6:00. I'm not sure about the middle of the day, but there is too much traffic for me to feel comfortable in the road around rush hours.

The connection of Collins Ferry to the rail trail is “Pleasant” in terms of traffic but pretty scary/dangerous in terms of rocks/mud/steepness.

Mark Eastern as “Pleasant”

Anderson/Lashley/Colonial is a pleasant way to get over to Van Voorhis, and I think it has less traffic than Killarney

Stafford – continue marking up to Mansfield

Industrial Ave – mark to Terra Café

Connect from Western Ave to Rail Trail?

**FIRST WARD**

Add Madigan from Barrickman to Mississippi to the pleasant category.

Over by South Middle, there is now a gate blocking Schoolbus Drive at Smith Drive.

Can you make the White Park trails all green? The connections off of those trails are pleasant too; East Parkway, Hite St from East Parkway to Standard, Hayes St, Standard Ave, Twigg Ave, and Madison from the trail to Mississippi.

I'd list Madison Ave from Mississippi to Leonard St as OK (blue), and Leonard St from Madison Ave to Madigan Ave.

Mark Madigan Ave. blue or green, note connection to Jack Roberts Park

**WOODBURN / RICHWOOD**

Johnson to Louise to Monongalia Ave to Richwood Ave.

Desmoines to Willey St

Trail from behind Mario’s fishbowl through Whitmore Park to Forest Ave (1) right to Spruce Street downtown or (2) left onto Greg; good connector to rail trail

Snider St now paved, could be a cut through from Mon. Ave and is all downhill

James St is steep

Mark trail from Mario’s (in Woodburn) to Rail Trail – has steps

Louise Ave is an option

**SOUTH FALLING RUN AREA / WVU DOWNTOWN CAMPUS**

Roosevelt (across Willey St) to Mountaineer Middle School to Cornell to College Ave to either (1) straight past Oglebay to campus or (2) left onto Maiden Lane right onto N High St to downtown

Mark WVU service road that runs from from near the Life Science Building/Brooks Hall downhill 🡪 Stansbury Hall parking lot 🡪 rail trail

Mark Grant as blue, possibly green

**SABRATON**

From Greenbag road onto Diamond Rd into Sabraton behind KFC

Possible to mark more rail trail to neighborhood connections?

Montrose Ave. – mark as “Pleasant”; Montrose to Darst to Sabraton is a good way to get safely from Mountaineer Middle to Sabraton

**WESTOVER**

Martin Hollow Road by Mall and Chucks Furniture to new interchange by the new ball park and Town Center

**CHEAT LAKE / PIERPONT**

Mark rail trail sections around Cheat Lake