

# Sign IN



## Greenbag Rd Corridor Planning Study

### Marilla Park Recreation Center

NAME

October 15, 2014

E MAIL

Kathryn Madison

london26501@yahoo.com

Roger Cusi

\_\_\_\_\_

Kat Garvey

katgarvey@gmail.com

Todd Baker

Sub Shop@yahoo

Bill Hawechi

\_\_\_\_\_

Matthew Cross

\_\_\_\_\_

Laura Capage

lcapage@comcast.net

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\_\_\_\_\_



Greenbag Rd Corridor Planning Study

Marilla Park Recreation Center

October 15, 2014

Bob & Carol HASTINGS

Kelly Williams

TOM LAURITA

Barton Loefer

Daniel Davis

Tim Burk

Ella Belling

Matthew Held

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www.bassoon@hotmail.com



Greenbag Rd Corridor Planning Study

Marilla Park Recreation Center

October 15, 2014

Jay McMillen  
S.W. Mc

Don Spencer

Wes Nugent

Anthony Giambrone

Jay Lohs  
Nancy Gar

**Vision**

Greenbag Rd will function as an attractive and effective travel corridor for all users. It will provide a safe, convenient, and inviting travel way that supports economic development.

**Goals**

# 1 Improving safety, capacity, and efficiency for all users of Greenbag Rd.

# 2 Support economic growth and enhance neighborhood livability in the Greenbag Rd Corridor.

Objectives/Improvement Criteria	Not Important	Somewhat important	Important	Very Important
Improve safety for <b>vehicle drivers</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Improve safety for <b>pedestrians</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Improve safety for <b>cyclists</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Improve safety for <b>transit users</b> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce traffic congestion on Greenbag Rd.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Improve the capacity for all users, especially commercial drivers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conserve natural assets in the Greenbag Rd Corridor.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enhance the livability of neighborhoods in the Greenbag Rd area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve access to businesses, institutions and schools on Greenbag Rd.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unlock the potential economic growth along the corridor.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide your opinions/recommendations on the vision, goals, and objectives of this study.

- Drainage at lower Arons Creek bridge
- Kingwood Pike intersection
- Improve traffic light timing RT 119

If you are interested in receiving further information, please provide us with your name and email address

Name \_\_\_\_\_

Email \_\_\_\_\_

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turn lane @ dorsey / delany.  
 pavement  
 U turn @

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Name Roma Whitmore  
 Email \_\_\_\_\_

Tel: 304-296-2766

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If the over all road is improved it can allow improvements for other aspects such as safety, conservation to natural assets, and accessibility to businesses, schools and institutions, which

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Name \_\_\_\_\_  
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There is already significant truck traffic on Greenbag Rd., more than the original Green Bag Cement Co. more trucks than it was originally built to accommodate. Starting Dec. 2, 2014, the trucks will no longer be able to use the downtown streets. Will they all be routed onto Greenbag Rd? Please take into consideration particulate matter (PM) pollution, that is specific to diesel trucks. These particulates will drift onto the Mountainview Elementary schoolyard, as well as onto the residential, and small business, communities, on Greenbag Rd. The trucks also generate excessive noise, beginning about 3am every night (I live nearby). Please - no more trucks, and do not encourage more pedestrian or

If you are interested in receiving further information, please provide us with your name and email address

Name Kathryn Madison  
Email London2650@yahoo.com

cycle usage of the road, unless the trucks are gone from the road. The safety issues are too great for the pedestrians and cyclists. Thank you.

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Name Colin Dieman  
 Email Colin@wamsleycycles.com

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Name

*Reya W. Cain*

Email

CAINRW@LIVE.COM

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Improve safety for pedestrians.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve safety for cyclists.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve safety for transit users.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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*All Needed*

*All*

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- truck route, reasonable speed Not too fast
- pedestrian crossings access for Neighborhoods' Business
- school Bus safety
- look at "neighborhood route" or separate route bike-ped

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Name Jenny Selin  
 Email Jselin@hotmail.com

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Name \_\_\_\_\_


Email \_\_\_\_\_




*Let's Make a Plan to Improve Greenbag Rd!*

## **Tell us about Greenbag Rd...**

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place  on the map for your concerns  
*weaknesses, bad things, issues, liabilities...*

place  on the map for opportunities  
*strengths, good things, assets...*

## **Tell us your vision...**

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Evaluate objectives  
and leave your comments

or

Scan the code with the  
camera of your phone,  
and take the survey.



**THANK YOU!**

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I have attached a document with 5 suggestions to improve overall traffic through Greenbag rd to Rt 7 to I-68.

If you are interested in receiving further information, please provide us with your name and email address

Name

Daniel McMullen

Email

megaclip@hotmail.com

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Improve access to businesses, institutions and schools on Greenbag Rd.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unlock the potential economic growth along the corridor.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide your opinions/recommendations on the vision, goals, and objectives of this study.

*I believe Greenbag Road is the appropriate road to use. That was its intended use.*

*The Road should be widened as much as possible for traffic and safety concerns.*

If you are interested in receiving further information, please provide us with your name and email address

Name \_\_\_\_\_  
Email \_\_\_\_\_

*Dy M' Mullin*  
*Ivylmt@hotmail.com*



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**Vision**


---

Greenbag Rd will function as an attractive and effective travel corridor for all users. It will provide a safe, convenient, and inviting travel way that supports economic development.

---

**Goals**


---

# 1 Improving safety, capacity, and efficiency for all users of Greenbag Rd.

---

# 2 Support economic growth and enhance neighborhood livability in the Greenbag Rd Corridor.

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Objectives/Improvement Criteria	Not Important	Somewhat important	Important	Very Important
Improve safety for <b>vehicle drivers</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve safety for <b>pedestrians</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve safety for <b>cyclists</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve safety for <b>transit users</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Reduce traffic congestion on Greenbag Rd.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Improve the capacity for all users, especially commercial drivers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conserve natural assets in the Greenbag Rd Corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Enhance the livability of neighborhoods in the Greenbag Rd area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Improve access to businesses, institutions and schools on Greenbag Rd.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Unlock the potential economic growth along the corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please provide your opinions/recommendations on the vision, goals, and objectives of this study.

I recommend implementation of AN appropriate capacity roundabout at the Rte. 7 / Greenbag Road Intersection - with splitter islands for pedestrian and cyclists crossing on all four entrances to the roundabout.

I also recommend installation of paved shoulder to accommodate pedestrian and cyclist travel on Greenbag Road.

I also recommend turning areas being installed at all major intersections along Greenbag Road

If you are interested in receiving further information, please provide us with your name and email address

Name \_\_\_\_\_

Email \_\_\_\_\_

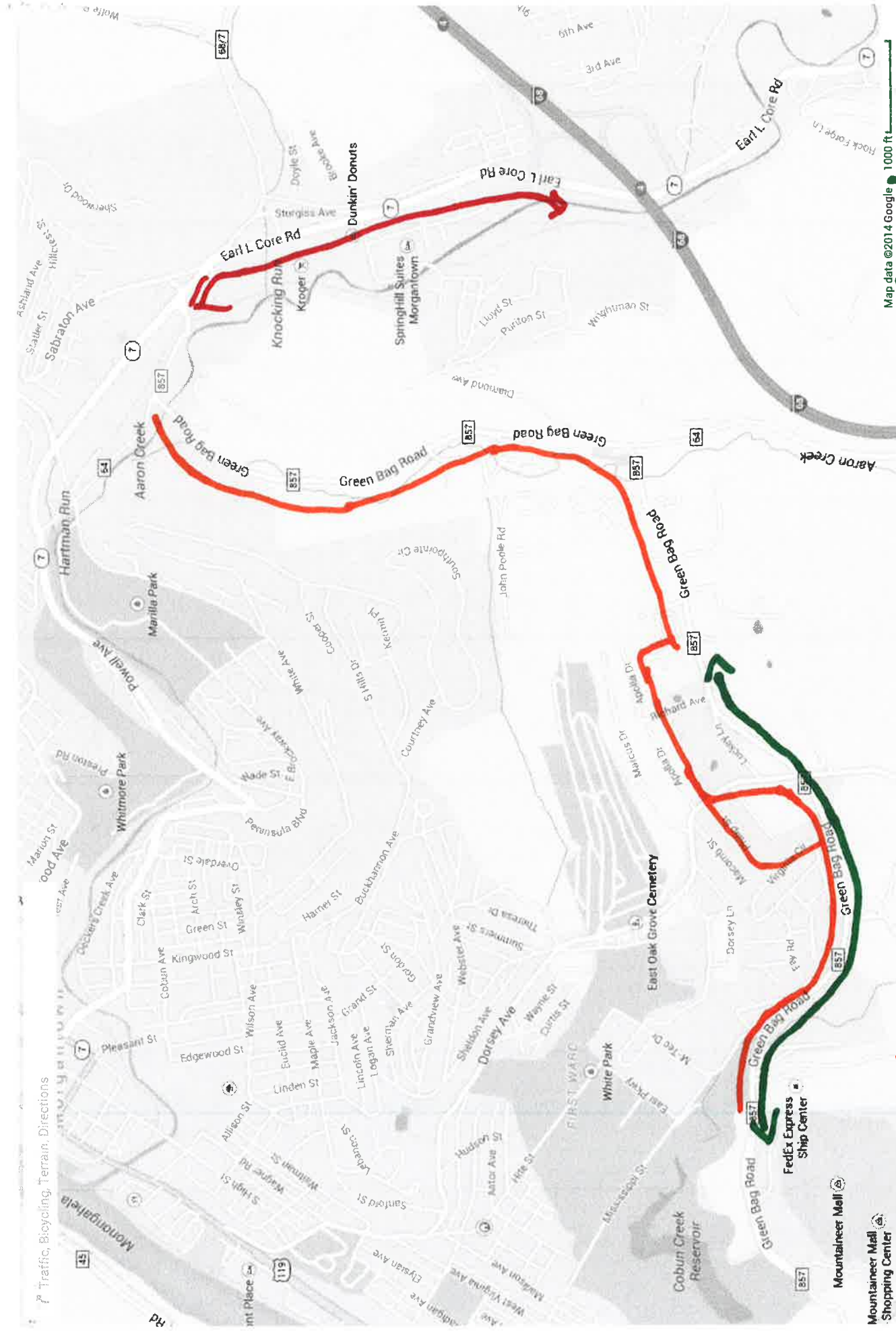
dspencer36@comcast.net

## Greenbag Rd. Proposal

Submitted by Daniel McMullen  
486 Hite St  
Morgantown WV  
10.15.14

I am going to list changes to Greenbag I feel would greatly improve Greenbag Road and the intersection it has with Rt 7 in Sabraton. I will start with what I think are the most important, feasible and pressing matters. It will obviously take the city, county and state collaborating to make this project work.

1. Rt 7 should be made into a 4 lane rd with a center turning lane from the intersection of Greenbag Rd to Interstate 68. There is just barely enough room to make 4 lanes fit, but it would greatly improve traffic flow, and this is by far the worst choke point in the area. It may require closing off part of Sabraton Av to do so. It is badly congested every afternoon from Greenbag Rd to I-68.
2. Greenbag Rd intersection should be realigned. Remove and relocate the Hardees. Realign Sabraton Av so it meets Greenbag Rd, making the intersection a 4 way stop light instead of a 5 way stoplight. Make sure Greenbag Rd and Sabraton have each a left turn, straight, and right turn lane. If the 4 lane were to be built to I-68, then Greenbag road could have it's own permanent right turn arrow onto Rt7. If Hardees wishes to stay in the area, offer to relocate them into the empty space created by the realignment and come to terms with them on the cost of relocating their business.
3. Greenbag rd. should be made into a 3 lane center turn rd, all the way from Rt. 7 to the Mall, if possible. I know space is limited and this may not be feasible, so maybe the turning lane can only be put in from Mountain View Elementary parking lot to the Mall on Greenbag Rd. There should also be a turning lane added to Dorsey Av/Kingwood Pike if possible.
4. Bike Trail – a bike trail that loosely follows Greenbag road would be a great connector to the rail trail, especially if the rec center being proposed ends up being built in the White Park area. In order to build such a trail we would need to work with the private land owners in the area. It could conceivably run from the Mall to Rt 7, but travel through or behind Bluegrass village, and on the Apollo Drive side of Mountainview Elementary, on to the rail trail. Another bike connector could follow Richwood av up towards Woodburn Elementary.
5. Dorsey Av should at least have a sidewalk put in from Hite St to Mountainview with a crosswalk for the School and for the proposed bike trail.



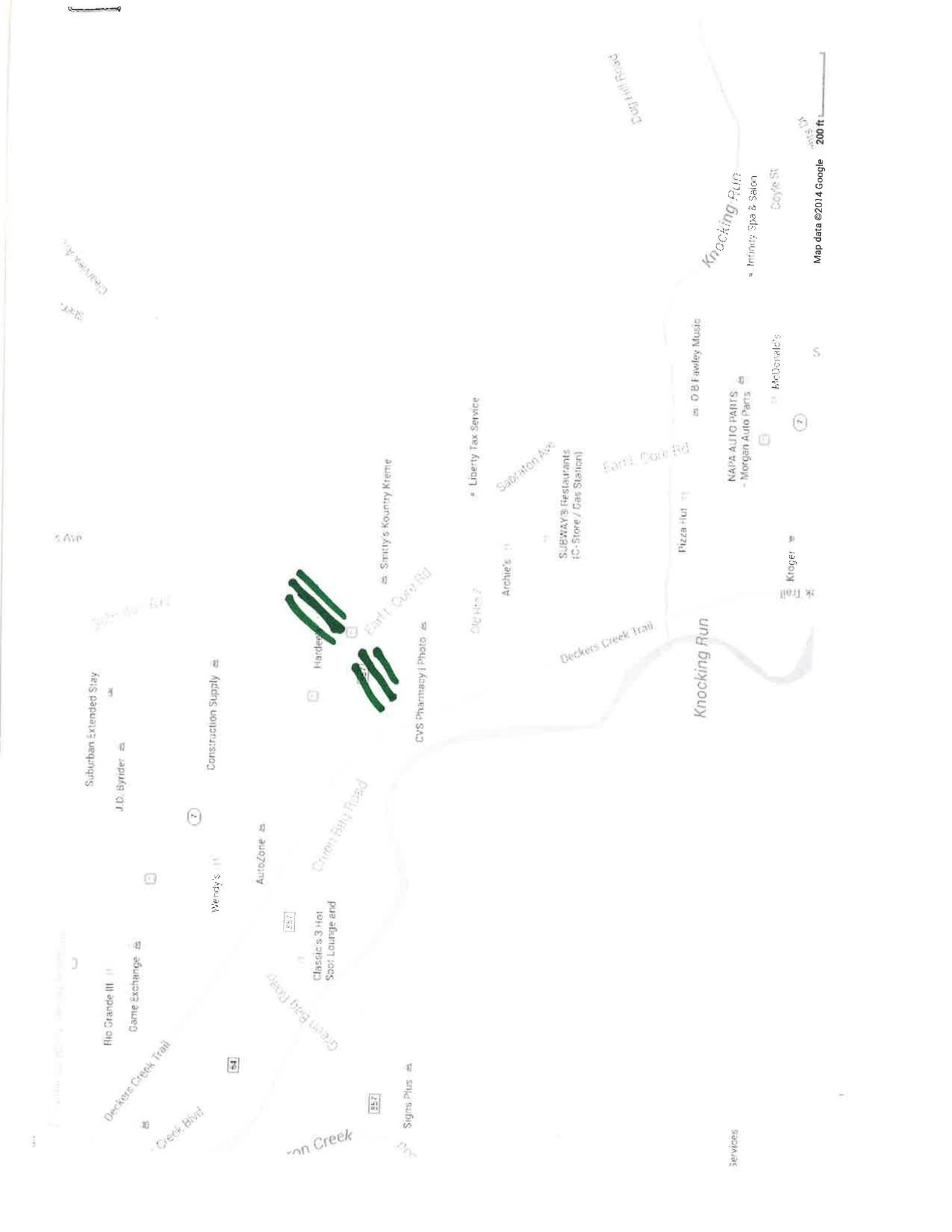
Map data ©2014 Google 1000 ft

— 3 lane with turn

— Bike trail

— 4 lane with turn

~~— 2 lane~~



Green Bay Road

5 Ave

Suburban Extended Stay

J.D. Byrider

Rio Grande III

Game Exchange

Deckers Creek Trail

Creek Blvd

Wendy's

Construction Supply

AutoZone

Classic's 3 Hot  
Socci Lounge and

on Creek

Signs Plus



Green Bay Road

Hardes

CVS Pharmacy | Photo

Smity's Kountry Kreme

Old Hwy 7

Liberty Tax Service

Archie's

Salvation Army

SUBWAY Restaurants  
(C-Store / Gas Station)

East Cove Rd

Pizza Hut

Knocking Run

O B Fawley Music

NAPA AUTO PARTS  
Morgan Auto Parts

McDonald's

Kroger

Knocking Run

Infinity Spa & Salon

Coyne St

Map data ©2014 Google

200 ft

**Vision**

Greenbag Rd will function as an attractive and effective travel corridor for all users. It will provide a safe, convenient, and inviting travel way that supports economic development.

**Goals**

# 1 Improving safety, capacity, and efficiency for all users of Greenbag Rd.

# 2 Support economic growth and enhance neighborhood livability in the Greenbag Rd Corridor.

Objectives/Improvement Criteria	Not Important	Somewhat important	Important	Very Important
Improve safety for <b>vehicle drivers</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve safety for <b>pedestrians</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve safety for <b>cyclists</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve safety for <b>transit users</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Reduce traffic congestion on Greenbag Rd.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve the capacity for all users, especially commercial drivers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conserve natural assets in the Greenbag Rd Corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Enhance the livability of neighborhoods in the Greenbag Rd area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Improve access to businesses, institutions and schools on Greenbag Rd.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Unlock the potential economic growth along the corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please provide your opinions/recommendations on the vision, goals, and objectives of this study.

Biggest concerns: Intersection w/ sabrator  
 Safe travel from Mountaineer to just  
 Ward community -  
 Walkway near the CACenter (no place to walk)  
 Safe bike way

If you are interested in receiving further information, please provide us with your name and email address

Name Nancy Ganz  
 Email Nancyganz7@gmail.com



# Greenbag Rd Corridor Planning Study Sign-in Sheet

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

Name

Affiliation / Contact Information

Traei Rodosta

Gary Rodosta

Butch Graber

dwshanks@hotmail.com

Ella Belling

Rick Landewenger

Kate McCawley

Mary McCawley

Peggy Pings

Chip Wamsley

MARTIN Dombrowski

\_\_\_\_\_

304 376 6058

wuheaven@gmail.com

business owner

ella@montrails.org

RLANDENSKI@SMAIL.COM

macawley@hsc.wvu.edu

Mmcawley@aol.com

peggy-pings@hps.gov

chip@wamsleycycles.com

TRAFFIC COMMISSION

\_\_\_\_\_

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# Greenbag Rd Corridor Planning Study Sign-in Sheet

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

Name

Affiliation / Contact Information

E Hawkins

County Commission

Conor Griffith

Dominion Post

Garrett Richards

Glennmark Holding / Resident Greenbag

Matthew Cross

Mttn Pedestrian Safety Board

Damien Davis

City of Morgantown

Kelly Williams

kellyrwilliams@msw.com

Don Spencer

Mttn. Human Rights Commission

Rich Wood

MCPC

Daniel McMullen

First Ward Neighborhood Assoc. Pres.

Jay McMullen

First Ward

Matthew Held

Safe Streets Morgantown and  
Greenmount Neighborhood Association

E Wood

WVDA

Jan Abildso

Pedestrian Safety Board

ny Selin

Mayor of Morgantown



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

- Center turning lanes on Greenbag at Darsey intersection would be best alternative for improving peak traffic flow
- Resurfacing and lane widening should also be a priority
- Concerned about disturbing soil and retaining wall across from Atomic

What did you like most about the Open House and what could we have done to improve your visit?

## Your contact information:

Garrett Richards

304-290-3141

Resident  
Greenbag Rd / Kingwood Pike





# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

General Comments: Like the idea to improve either short or long term options. I would like to see the intersection at Sabraton and the other end at US 119 done at the same time because it does not make sense to not get the thru put at each end so the flow can occur + be smooth which is what the objective appears. I think bus pull off areas are important as well and if the short term option is selected turn lanes at the intersections would be important.

What did you like most about the Open House and what could we have done to improve your visit?

NO ISSUES

Your contact information:

Andy Walls Morgantown Planning  
304-292-3326 awalls@mp-b.com



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

I think widening is the highest priority.

A sidewalk from Mississippi to the mall is very important as well. I see a lot of people walking there. Last, I love the ideas for a walking path set back from the road as much as possible.

## What did you like most about the Open House and what could we have done to improve your visit?

I thought it was well planned + informative

## Your contact information:

304 319 1053

Daniel McMullen

megaclip@hotmail.com



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

Quickest, easiest, most impactful changes are  
to add sidewalks & the multi-use trail (Option A in  
long-term) through the neighborhoods. That could  
connect 3 schools, White Park, & Deckers Creek trail.  
How great would that be!

What did you like most about the Open House and what could we have done to improve your visit?

Your contact information:

Christina Abildso cabiltdso@yahoo.com



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

I support the installation of a roundabout at the Rte 7 / Greenbag Rd Intersection — with splitter islands on each of the four entries to the roundabout.

Splitter islands facilitate greater safety and protection for ped/bike crossing.

There also needs to be an island structure installed at the Rail Trail Crossing

## What did you like most about the Open House and what could we have done to improve your visit?

Thank you for the information and the opportunity to have input on the planning.

## Your contact information:

Dan Spencer dspencer36@comcast.net  
301-290-4876



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

I would love to see each & every one of these improvements made. I bike along GDR Daily & am often closely missed by traffic at all kinds. Widen road. Bike/pedestrian friendly lane is key. Lots of residents in the area would walk or bike kids to school if there were an appropriate path. Please have a sign put up near the corner @ lower across creek rd that says **NO ENGINE BREAKING!**

## What did you like most about the Open House and what could we have done to improve your visit?

Thank you for allowing residents to have some input into the process.

## Your contact information:

Jeffrey Carver  
531 Santa Fe Ct  
Morgantown WV 26506

jeffrey.carver@gmail.com  
815.878.8700



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

- 4' wide shoulders for cyclists would be great.
- Where 'Alternate Trail' <sup>multi-use trail</sup> crosses Dotsey Avenue near State Farm Office and Mountainview School, there needs to be safety features, such as speed bumps for cars, flashing lights, etc.
- Fix drainage and pavement where Greenbag Rd. crosses over Aaron's Creek, especially eastbound.
- I ride a bike on area roads (since the 1980's) but NOT on Greenbag Rd. Maybe this will change one day.
- I like the Multi-Use Pathway Concept (Option A)

What did you like most about the Open House and what could we have done to improve your visit?

I'm very impressed with the maps and options. Well-presented.

Your contact information:





# Greenbag Rd Corridor Planning Study Sign-in Sheet

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

Name	Affiliation / Contact Information
<u>Andy Walls</u>	<u>MPB 915 Greenbag Road</u>
<u>Jeffrey Carver</u>	<u>Jeffrey.carver@gmail.com</u>
<u>Adam Polinski</u>	<u>Cooper's Rock Foundation</u> <small>adamzapple88@gmail.com</small>
<u>David Frost</u>	<u>Covenant EMC / Covenant Christian School</u>
<u>JAY REDMOND</u>	<u>THE REDMONDS@COMCAST.NET</u>
<u>Paul Steel</u>	<u>S.RAN/Traffic.com</u> <u>psteel@K12.WV.US</u>
<u>Eldon A. Bellon</u>	<u>MoA, City Council</u>
<u>Ronald Banc</u>	<u>City Council</u>
<u>Frank Gmeindl</u>	<u>Bicycle Board</u>
<u>Bill Rice</u>	<u>MPO &amp; MUB</u>
<u>LISA RIESER</u>	<u>COUNTRY ROADS CYCLE / 1st WARD</u>
<u>BILL KAWELKI</u>	<u>CITY COUNCIL</u>
<u>Wesley Nugent</u>	<u>Morgantown City Council</u>
<u>BILL REGER - NASH</u>	<u>PEDESTRIAN SAFETY BOARD</u>



# Greenbag Rd Corridor Planning Study Sign-in Sheet

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

Name

Affiliation / Contact Information

Ernie & Donna Colsmann colsmannarms@comcast.net

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# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

If widening lanes makes this attractive truck route then am for it. Otherwise I believe wider lanes only encourage faster speeds. Faster speeds are a detriment to safety of drivers, pedestrians, and cyclists. Shoulders are better than nothing but fast speeds are negative!

In drainage improvements - please protect the fish species in Armons Creek and not use typical gabion basket design that will slow water speeds to detriment of fish.

Like the multi-use pathway concept - thank you - but would like to see a longer sidewalk option to Dorsey Ave that has some traffic softening with trees/landscaping. This is a social justice area as many without cars are trying to get to grocery stores. Bus stops also would be valuable. Keep in mind we have neighborhoods, White Park, Marilla Park, rail-trail and 3-4 schools / day care center on this corridor.

What did you like most about the Open House and what could we have done to improve your visit?

Fine, Good maps and amount of time  
Not enough dots to be meaningful

→ Intersection of rail-trail and Greenbag near Rt 7 is in need of crosswalk markings (blinking light or crosswalk light) for pedestrians and cyclist trail users ... hundreds of users cross daily.

Your contact information:

Ella Belling

429 Grand St, Morgantown WV 26501

ellabelling@gmail.com



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

General Comments:

GREENBAG RD. IS CLEARLY IN NEED OF IMPROVEMENT. IT IS VERY DANGEROUS TO THE POINT OF BEING UNUSABLE FOR PEDESTRIANS and CYCLISTS. THE 1<sup>ST</sup> PRIORITY SHOULD GO FOR NON-MOTORIZED IMPROVEMENTS, EMPHASIZING LINKING THE COMMUNITIES TO EACH OTHER AND TO THE SHOPPING PLAZA & MALL. THESE IMPROVEMENTS WOULD BY NECESSITY BE 'COMPLEX' - THEY WOULD EFFECTIVELY LINK SABRATON TO THE 119 CORRIDOR IN A CONTINUOUS, SAFE, SCENIC NON-MOTORIZED ROUTE APPROPRIATE FOR BICYCLES and PEDESTRIANS. THIS WOULD NOT ONLY LINK THE AFOREMENTIONED COMMUNITIES BUT ALSO ACT AS AN ARTERY FROM WHICH SPUR ROUTES WOULD BE DEVELOPED, LEADING TO THE COMMUNITY & SEVERAL SCHOOLS (SOUTH, MTEC, & MOUNTAINVIEW). IN ADDITION, THE ROUTE COULD BE USED TO LINK WHITE PARK WITH DORSEY'S KNIFE, AND THE TWO RAIL-TRAILS.

What did you like most about the Open House and what could we have done to improve your visit?

IT WAS FINE. BUT, AS WITH ALL THINGS, IT IS THE END RESULTS THAT MATTER :)

OH, JUST OUT OF CURIOSITY, WHERE DID THE \$2 MILLION COST FOR IMPROVEMENTS TO THE DORSEY/SB INTERSECTION COME FROM? THAT SEEMS VERY VERY EXPENSIVE.

Your contact information:

BLANDWISCI@GMAIL.COM



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

Plan looks like it will overly impact the intersection at Greenbag and Dorsey to favor trucking that could more easily be routed completely around the area by shunting it onto the interstate from Route 7 travelling west, looks like besides influence from the Raese's.

Also the truck traffic will cause large-scale undue health effects on the children in Mountainview.

What did you like most about the Open House and what could we have done to improve your visit?

Your contact information:

Mike McCawley



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

- 1) WOULD LIKE TO SEE SIDEWALK EXTENDED TO SERVICE ALL OF GREENBAG ROAD. SIDEWALK SHOULD BE SEPARATED FROM ROADWAY BY A GUARD RAIL. SAME FOR BROOKSTONE DECKER CREEK BLVD SIDEWALK CONNECTION.
- 2) ~~HOW~~ I STRONGLY SUPPORT THE ESTABLISHMENT OF THE BIKE WALK WAY <sup>(MULTI USE PATHWAYS)</sup> THROUGH THE NEIGHBORHOODS. THESE SHOULD BE CONTINUOUS & EASILY NAVIGATED BY PEDS & BICYCLES.
- 3) NICE TO SEE BUS SHELTERS.
- 4) INTERSECTIONS NEED TO BE WELL ENGINEERED TO ACCOMMODATE MOTORIZED TRANSPORTATION, PEDS & BICYCLES.
- 5) THE DESIGN & IMPLEMENTATION OF THE GREENBAG ROAD MUST CONSIDER THE RESPIRATORY/CARDIO VASCULAR HEALTH OF THE SCHOOL.

What did you like most about the Open House and what could we have done to improve your visit?

- 1) NICE TO HAVE OPPORTUNITY FOR INPUT.
- 2)

Your contact information:





# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

- ① I believe that sidewalks provide a much lower cost/benefit than multi-use trails. If a corridor is to be developed or improved, it should always include addition and siting of a multi-use trail.
- ② Greenbag should be enhanced as a primary truck corridor to relieve Route 7 truck traffic through densely populated residential and commercial areas of Morgantown. Greenbag is already developed as a multi-use corridor and business and residences are already segregated from traffic.

What did you like most about the Open House and what could we have done to improve your visit?

- floor - easy to quickly understand proposed improvements
- appreciate dot writing approach

Your contact information: glass.annvd@gmail.com



# Greenbag Rd Corridor Planning Study Public Comment Form

Marilla Park Recreation Center | February 4th, 2015 | 4:00 PM -- 7:00 PM

## General Comments:

- The MPO should definitely keep on the DOT to ensure improvements are made to the intersection of Greenbag + Rt. 7
- Room should definitely be left for sidewalks along Greenbag Rd. so that if not able to be built now it would be easy in the future.
- Anous Creek should be studied so as to improve its health as a water way.

What did you like most about the Open House and what could we have done to improve your visit?

Your contact information:

Matthew V. Held

wvbassoon@hotmail.com

Hello Jing,

Regrading stream banks within problem areas is the best option. This decreases velocity as water can disperse over a larger area and reduce the likelihood that water will breach the channels of the waterway (flooding). Preventing both of these will reduce sedimentation within the creek. Fine sediments (sand, silt, clay) originating from eroded banks or exposed dirt in the vicinity reduces the availability of habitat for insects (food for fish) and spawning area for most fish species (reproduction). This excessive sedimentation from upstream areas in the watershed can be seen at the mouth (downstream most extent) of Aarons Creek. Of course one issue is that Greenbag Road abuts Aarons Creek in some areas. I'm sure there are some cheaper alternatives such as revegetating areas to improve bank stability, while also potentially reducing velocity (does not necessarily address flooding though). This would be an example of a less effective but cheaper alternative to re-grading.

Brian

On Wed, Feb 4, 2015 at 12:52 PM, Jing Zhang <[jingzhangaicp@gmail.com](mailto:jingzhangaicp@gmail.com)> wrote:

Hi, Brian,

Thanks for your thoughts. The advise from an environmental specialist is of great value in the transportation planning process. Your suggestion will be noted in the plan. Any suggestions as to reduce the damage of flooding and/or improve the living condition for the fish in that area?

Thanks again,

Jing

**Jing Zhang, AICP**

email: [jingzhangaicp@gmail.com](mailto:jingzhangaicp@gmail.com)

phone: (864) 207-0749

" Not all of us can do great things, but we can do small things with great love." -- Mother Teresa

On Wed, Feb 4, 2015 at 12:28 PM, Brian Carlson <[brian.carlson85@gmail.com](mailto:brian.carlson85@gmail.com)> wrote:

Hello Green Space advocates,

I will unfortunately be unable to attend but do have a few potential concerns I'd like to throw out there if anyone wants to pick them up as discussion points at today's meeting. These concerns are specifically related to the proposed improvement in drainage issues on Lower Greenbag Road near Sabraton. There is a note to "improve creek bank in flooding areas". In the past this has meant the installation of gabion baskets throughout problem areas. I'd propose regrading banks as gabion baskets only lead to long term erosion problems by increasing scour on the stream bottom and increasing velocity as water travels downstream. I have been involved with Friends of Deckers Creek for some time, both as a staff member and a member of the Board of Directors. I have conducted aquatic insect and fish surveys throughout Aarons Creek and I stress that Aarons Creek supports unique fish (smallmouth bass, multiple darter species, and rare lampreys) and aquatic insect communities vital for ecological function in our community. These species are sensitive to changes in flow regimes and sediment loading from poorly managed construction activities. Sediment is of major concern in this waterway (one can see the failing banks of Aarons Creek throughout Greenbag Road. In short, I'd like to not see gabion baskets or any vertical "bank stabilization" techniques used due to the aforementioned concerns. When water chemistry within the mainstem of Deckers Creek is rehabilitated, Aarons Creek will be a significant pool for species migration into Deckers Creek as it potentially serves as a refuge for sensitive species.

Thank you,

Brian Carlson

[http://www.deckercreek.org/images/stories/Aarons\\_Creek\\_Sediment\\_Report\\_2.3.11\\_FINAL2.pdf](http://www.deckercreek.org/images/stories/Aarons_Creek_Sediment_Report_2.3.11_FINAL2.pdf)

On Wed, Feb 4, 2015 at 12:05 PM, Jing Zhang <[jingzhangaicp@gmail.com](mailto:jingzhangaicp@gmail.com)> wrote:

Green Space advocates

An **open house** for the Greenbag Rd Corridor Planning Study will be held at **Marilla Park** Recreation Center **today** from **4:00 PM to 7:00 PM**. The purpose of this event is to review identified issues and concerns, comment on proposed improvements, and prioritize recommended projects. You are welcomed to come.

Attached are maps showing proposed short term and long term improvements and a diagram showing identified problems and criteria.

Thanks,

**Jing Zhang, AICP**

email: [jingzhangaicp@gmail.com](mailto:jingzhangaicp@gmail.com)

phone: [\(864\) 207-0749](tel:(864)207-0749)

" Not all of us can do great things, but we can do small things with great love." -- Mother Teresa

--

Brian Carlson



Greenbag Rd. Corridor Planning Study  
Public Electronic Comment Form

Before and after bicycle counts and crash data are required to determine if the proposed changes are actually improvements for bicyclists. The proposed changes appear to be primarily intended to increase motor vehicle speed and "get bicyclists out of the way" while pretending to accommodate them.

Widening the travel lanes to 11 and 12 feet will encourage increased motor vehicle speeds and increase the speed differential between motor vehicles and bicycles. Lack of speed enforcement will likely result in motorists driving as fast as they can. Narrowing the travel lanes to 10 or 11 feet and making the shoulders 6 foot marked bike lanes would make Greenbag Rd. safer for bicyclists by reducing motor vehicle speed and providing sufficient lane width to safely separate bicycles from motor vehicles if the motor vehicle speed is kept below 35 mph.

The proposed 4 foot paved shoulders will probably entice untrained and inexperienced cyclists who would not ride the current Greenbag Rd. to ride the paved shoulder on the "improved" highway. Official organizations such as AASHTO recognize that a bike lane must be more than 4 feet wide even on highways with lower speeds than likely on the widened Greenbag Rd.. Enticing untrained and inexperienced bicyclists to ride an insufficiently wide shoulder while increasing the speed differential between motor vehicles and bicyclists seems criminal.

The proposed R4-11 signs (Bicycles May Use Full Lane) are probably the only proposed change that might add some safety to bicycling the Greenbag Rd..

The proposal includes no plan to keep the shoulder clean. Given that one intended purpose for "improving" the Greenbag Rd. is to attract more limestone trucks, the shoulder can be expected to be littered with rocks and rendered unrideable.

Bicycle climbing lanes on Greenbag Rd. between Mississippi St. and South University Avenue are essential to improving bicyclist safety in the corridor and should be added to the proposal.

The long range proposed side path through the neighborhoods adjacent to Greenbag Rd. presents a high level of risk to bicyclists and pedestrians, especially children unless effective traffic controls are included at crossings with motor traffic, especially at junctions between the path and Dorsey Avenue and between the path and Greenbag Rd.. High intensity Activated crossWalk (HAWK) systems installed at these crossings as well as the crossing of the Deckers Creek Trail with Greenbag Rd. and with Deckers Creek Blvd. are recommended. On the multiple crossings of the path through the neighborhoods, at least stop signs should be located at each crossing to stop motorists from crossing the path without first stopping and looking both ways for bicycles on the path.

An enforcement plan should be added to the proposal.

Besides fear of motor traffic, the difficulty of climbing hills most discourages bicycle use, particularly in hilly Morgantown. The proposed side path, especially the western end is hillier and more difficult than Greenbag Rd..

If the community and state are serious about providing a safe and efficient bicycle route in the Greenbag Rd. corridor while increasing motor vehicle speed, weight and throughput, the proposal could forego the 4 foot paved shoulders and instead provide a 10 foot wide two way side path from one end of the corridor to the other separated from the highway with no greater gradients and grade separated crossings with intersecting relatively high speed high traffic volume roadways or at least the aforementioned HAWK systems and the aforementioned motor vehicle stop signs and enforcement at the low speed low traffic volume crossings with roadways.

February 6, 2015

Frank D. Gmeindl, 491 Wilson Av., Morgantown, WV 26501 (304) 376-0446

**857**

**Greenbag Rd Corridor**



**PLANNING STUDY**

# Open House

**Marilla Park Recreation Center**

**799 East Brockway Ave, Morgantown**

**Wednesday | Feb. 4, 2015**

**4:00 pm - 7:00 pm**

- Review identified issues and concerns
- Comment on proposed improvements
- Prioritize recommended projects



# Greenbag Rd Corridor Planning Study

## Confirming the Problem & Developing Evaluation Criteria




### Identified Problems

 = Community Perspective     = Field Observation     = Data Analysis

**Narrow roadway**    
Lane width varies from 9 feet -- 10 feet at most locations  
Narrow shoulder width


**Unsafe street alignment**     
Sharp turning curves. Inadequate sight distance at  
Lower Aarons Creek Rd intersection | Diamond Rd intersection  
Deckers Creek Blvd intersection | US 119 intersection

**Poor pavement**    
Particularly at the Aaron Creek Bridge area  
and the Dorsey Ave intersection

**Intersections delay during peak hours**     
Dorsey Ave intersection | US 119 intersection  
Mountaineer Mall intersection

**Unsafe travel environment for pedestrians**    
No sidewalk connecting adjacent neighborhood to  
business and school areas

**Unsafe travel environment for cyclists**    
No segregated bicycle right-of-way .

**Drainage issue along Aaron Creek**   
At the Deckers Creek Blvd intersection area  
and the Aaron Creek Bridge area.

**Unpleasant visual appearance**    
Lack of appropriate streetside design (trees, utilities, landscaping)

### Evaluation Criteria

**Transportation Safety**  
Improve safety for all users, including motor vehicle  
drivers, pedestrians, bicyclists, and transit users

**Mobility**  
Reduce congestion and travel time, especially at key intersections

**Residential Impacts**  
Enhance the livability of neighborhood in the Greenbag Rd area

**Business Impacts**  
Support existing business and unlock the potential  
economic growth along the corridor

**Environment and Open Space**  
Conserve natural assets in the Greenbag Rd Corridor

# MPO hosts meeting on road improvements

CONOR GRIFFITH  
ThePost.com

**MORGANTOWN** — Public comment was given to the Morgantown Monongalia Metropolitan Planning Organization (MPO) regarding its plans to improve Green Bag Road.

On Wednesday, Feb. 4, the MPO hosted an open house meeting at BOPARC's Manila Park facility, where proposals to upgrade the road were made available for feedback.

"What we're trying to do is get the public's opinion," MPO Executive Director Bill Austin said, adding that the open house was hosted to find out which improvements would be the most pressing. "The way funding works, you have to prioritize," he said.

Some of the short-term proposals include putting in a crosswalk to the Mountaineer Mall with a pedestrian signal, along with a sidewalk on the road's north side, connecting the mall and Mississippi Street. Others include adding two bus shelters and the addition of crosswalks and left-turn lanes and signals at the intersection with Dorsey Avenue.

Long-term plans include widening and resurfacing of the entire road between U.S. 119 and W. Va. 7, the addition of multi-use pathways between housing developments and putting in a two-way left turn lane through the corridor.

Andy Walls, the owner of Morgantown Printing and Binding, suggested the addition of bus cutaways, which would allow buses to stop without slowing traffic. "Anything will be an improvement from what it is now," Walls said. "I'd like to see better flow of traffic if there's going to be an increase in traffic."

Two  
**WRONGS**  
Don't make a right.

















Matt Sundy, The Dominion Post  
Daniel and Ivy McMillen (left) talk with Bill Austin, executive  
director of Morgantown Monongalia Metropolitan Planning  
Organization.

« »



# GREENBAG RD CORRIDOR PLANNING STUDY PROJECT PREFERENCE BOARD

Short Term Improvements	
US 119 Intersection Improvements	
Sidewalk between mall and Mississippi St	
Crosswalk to mall	
Dorsey Ave intersection improvements	
Bus shelter at two locations	
Drainage Improvements on Aarons Creek	
Bicycle signage at appropriate locations	
Roadway resurfacing and widening	
Lower Aarons Creek Rd intersection improvements	
Diamond Ave Intersection improvements	

Long Term Improvements	
Roadway resurfacing and widening	
Mississippi St intersection improvements	
Mississippi St--Dorsey Ave connection multiuse pathway (Option A)	
Mississippi St--Dorsey Ave connection sidewalk (Option B)	
Dorsey Ave--Longbranch connection multiuse pathway (Option A)	
Dorsey Ave--Longbranch connection sidewalk (Option B)	
Longbranch-Brookstone multiuse pathway connection	
Brookstone-Decker Creek Blvd sidewalk connection	



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**NO MATTER THE SEASON**

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## id for residents to see Greenbag Road proposals



proposals for improvements to Greenbag Road in Monongalia County Wednesday, Feb. 4.

Metropolitan Planning [Organization](#) (MPO), will be from

MPO's priority list of infrastructure upgrades.

particularly during the afternoon drive time.

comprehensive improvements as opposed to piecemeal work.

with the DOH in the first, [vital step](#) to [secure](#) funding for recommendations.

an immediate [future](#).

expected to be at the open-house type meeting.

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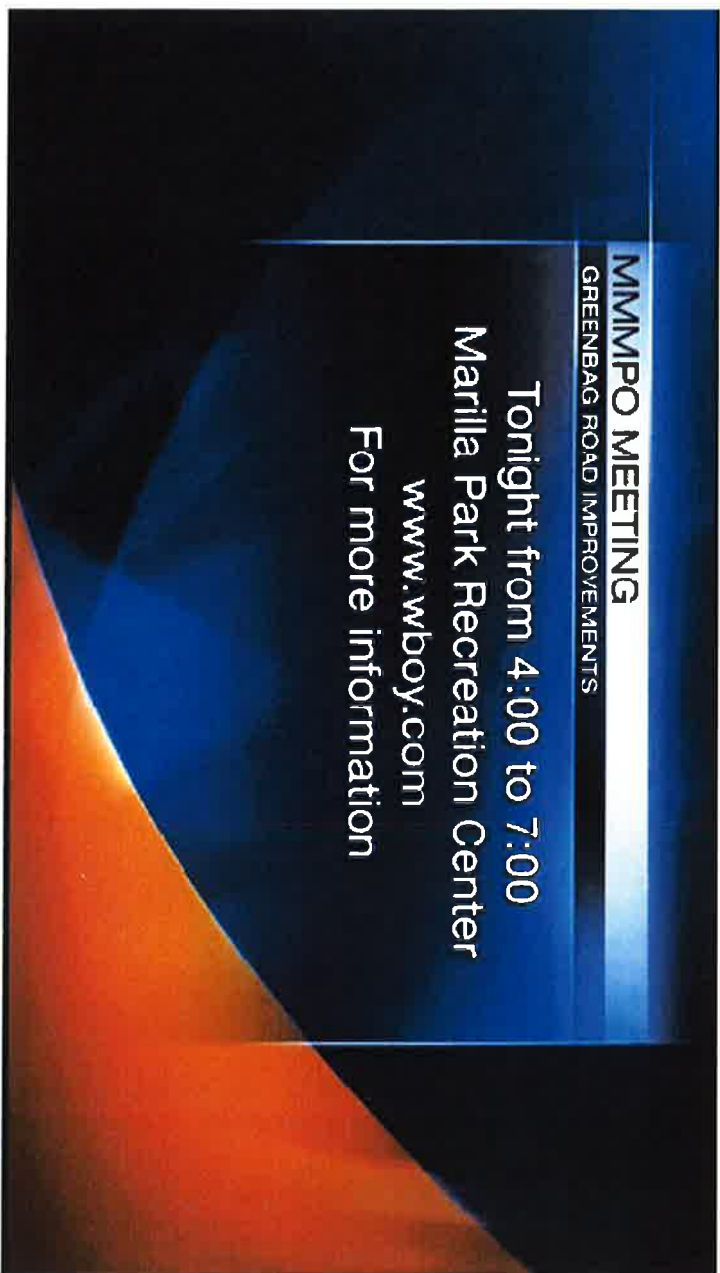
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## Planning Organization Holds Open House Regarding Greenbag Road

Posted: Feb 04, 2015 3:25 PM EST  
Updated: Feb 04, 2015 3:53 PM EST

By Krista Baker, Monongalia and Preston County Reporter/Weekend Anchor **CONNECT**



**MIMMPO MEETING**  
GREENBAG ROAD IMPROVEMENTS

Tonight from 4:00 to 7:00  
Marilla Park Recreation Center  
www.wboy.com  
For more information

00:13 00:22

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The Morgantown Monongalia Metropolitan Planning Organization is holding an open house for those citizens who use Greenbag Road.

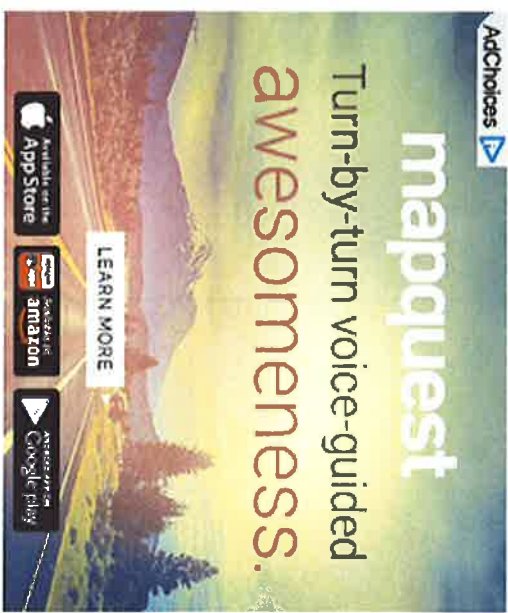
The open house is at Marilla Park Recreation Center Wednesday night from 4-7 p.m.

Attendees will review existing concerns and issues surrounding the road, provide feedback on proposed improvements and help prioritize recommended projects.

### Local News

**Bridgeport Council  
Addresses Concerns  
With Waste  
Management**

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