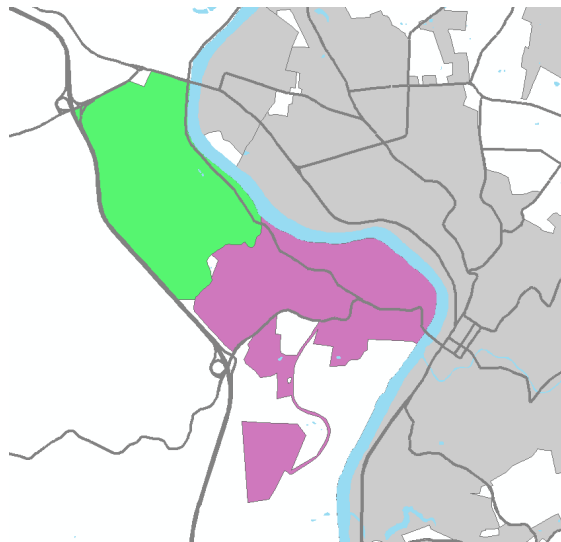


Final Report

# Westover-Granville Pedestrian Study

Adoped by  
Morgantown Monongalia MPO Policy Board  
May 19, 2016



Morgantown Monongalia  
Metropolitan Planning Organization

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# ACKNOWLEDGEMENTS

## Steering Committee

**Patricia Lewis**  
Granville City Council

**Janice Goodwin**  
Westover City Council

**Ron Snyder**  
Granville Administration

**Patricia Stewart**  
Westover business community

**Maria Smith**  
Mountain Line Transit Authority

**Fouad Shoukry, PE**  
WV Division of Highways

**Brian Carr**  
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## Special Thanks to

Town of Granville

City of Westover

Mountain Line Transit Authority

WV Division of Highways

## Project Team

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*The Morgantown Monongalia MPO is grateful for the support received in the development of the study. The study would not have been possible without the participation of stakeholders and members of the community*

# EXECUTIVE SUMMARY

The MPO developed the Westover-Granville Pedestrian Study as an in-house project of the MPO's Unified Planning Working Program (FY2015-2016). The purpose of this study is to make a plan to create a safe and efficient pedestrian network in the Westover-Granville area. The report of this study can serve as a reference for implementing agencies to justify transportation investment on pedestrian infrastructures in the study area.

## PLANNING PROCESS

The study was conducted from July 2015 to April 2016. During the process, the MPO hosted four steering committee meetings and three public hearings, and conducted three community surveys and one sidewalk assessment in the study area. The final report was submitted to the MPO's Policy Board for adoption in May 2016.

This study was developed under the guidance of a steering committee, which consisted of seven members representing the cities, the business community, the transit authority, the WV Division of Highways. Four criteria were used to develop, evaluate, and prioritize projects: 1) documented needs, 2) pedestrian mobility, 3) overall quality of life, and 4) equity and environmental justice.

## PROJECT RECOMMENDATIONS

Recommended projects were grouped in three categories. They were:

- Tier 1: projects that are of the highest priority and should be advanced as soon as practicable.
- Tier 2: projects that are of high value but have lower priority than Tier 1 projects
- Alternative Funding Dependent: projects are of high value but cannot realistically be funded from traditional state and federal funding resources.

The established project priority shows the preference based on above resources. It does not necessarily determine the actual implementation order of projects proposed in this plan. The ultimate sequence of project implementation is at the discretion of implementing agencies.

	Priority	ID	Project Name	Est. Coast
Tier 1	1	3	Granville Main Street Enhancement	\$260,000 – \$321,000
	2	14	Westover Triangle Improvements	\$600,000 -- \$720,000
	3	4	Dents Run Triangle Improvements	\$140,000 – \$1,140,000
	4	10	Fairmont Rd Sidewalk and Spot Improvements	\$840,000 -- \$1,008,000
	5	5	Granville-Westover Sidewalk Connection	\$138,000 – \$166,000
	6	13	Holland Ave Sidewalk Spot Improvements	\$900,000-\$1,000,000
Tier 2		2	Neighborhood Walkway Network Spot Improvements	\$170,000 -- \$204,000
		6	University Town Center Sidewalk Connection	\$1, 944,000 -- \$2,333,000
		9	Dents Run Walkway	\$728,000 -- \$874,000
		11	Rousch Dr Sidewalk-Westover Park	\$153,000 -- \$184,000
		12	DuPont Rd Sidewalk-Westover Park	\$408,000 -- \$489,000
Alternative Funding Dependent		1	Granville Trail Bridge	15-20 Million
		7	University Town Center Spot Improvements	\$150,000 -- \$170,000
		8	University Town Center Connector	1 million – 1.1 million

Table 1: Project Recommendations and Priority

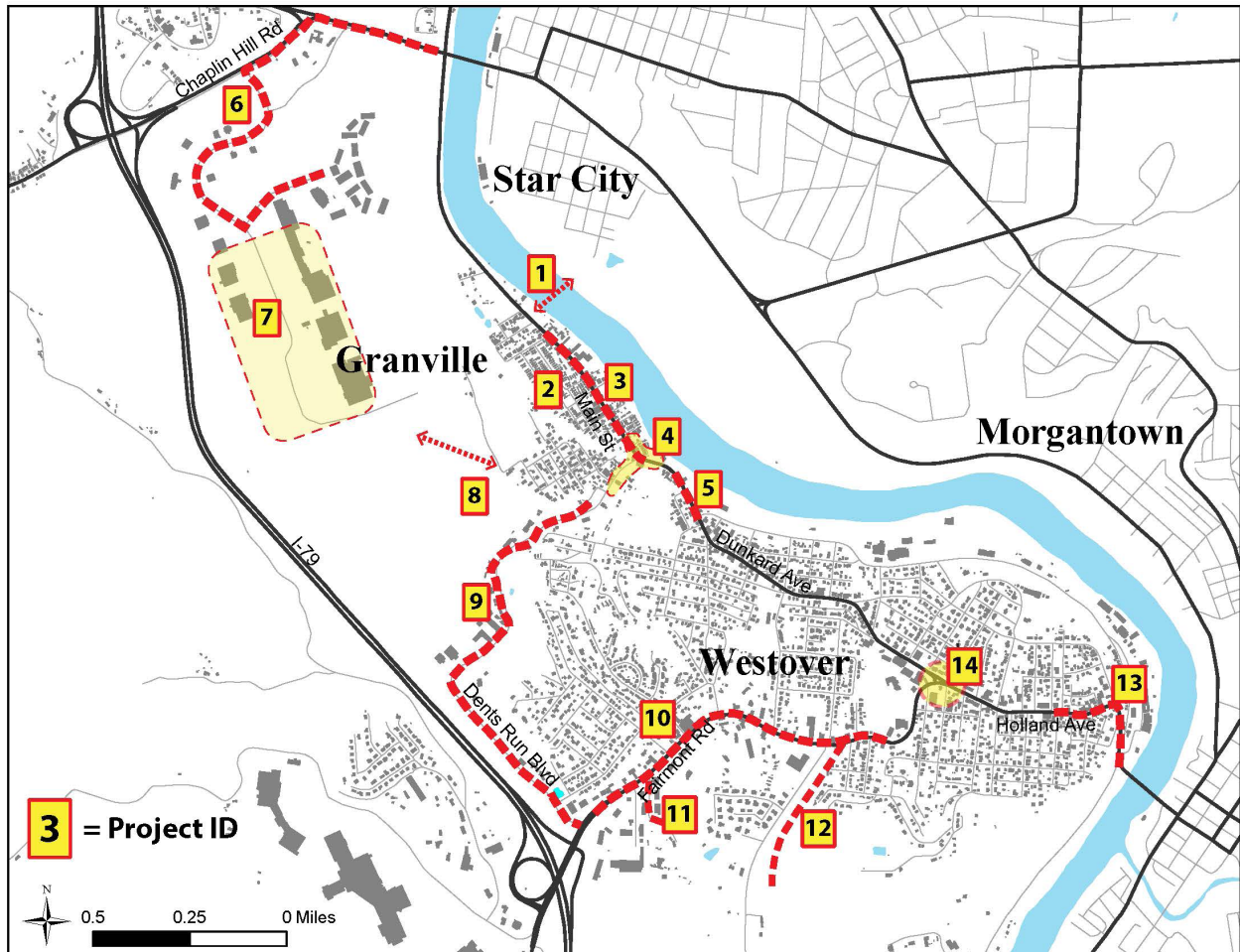


Figure 1: Proposed Projects

# INTRODUCTION

## STUDY PURPOSE

The Morgantown Monongalia MPO developed the Westover-Granville Pedestrian Plan with the intent of utilizing it as a tool for implementing infrastructure improvements to establish a safe and efficient pedestrian network serving the Westover-Granville area. This network is to create a better physical environment that encourages walking, which will enhance transportation efficiency, public health, local economic vitality, and the overall quality of life in the study area.

The study was developed as an in-house project of the Morgantown Monongalia MPO Unified Planning Working Program (FY2015-2016). The completion of this study was recommended in the MPO's 2013-2040 Long Range Transportation Plan as an effort to improve regional pedestrian safety and the connectivity of pedestrian facilities.

This report summarizes the planning process, presents major findings of existing condition, and documents the purpose and need of the proposed projects. The report can serve as a reference for implementing agencies to justify transportation investment on pedestrian infrastructure in the study area.

## STUDY AREA

The study area consisted of the Town of Granville and the City of Westover, totaling 2.81 square miles. The population in the study area is about 6,500 (in 2014) with the density of 2,313 / sq. The Morgantown Mall was not included in the study area, but its impacts on pedestrian travel in its adjacent areas were considered.

The study area is shown in Figure 2.



Issues



Needs



Solutions



Improve

Percentage of households without vehicles

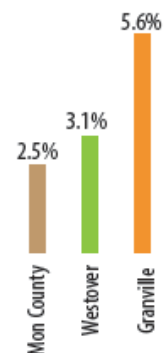




Figure 2: Study Area

## PLANNING PROCESS

The study process included collecting and analyzing data, involving the community, identifying problems and needs, defining objectives, and developing alternatives. It was organized in a way to ensure a logical flow of activities moving from study initiation to the recommendation of a preferred investment strategy. The planning process is illustrated in Table 2

<i>Timeline</i>	<i>Major Events</i>
May	Plan Adoption
April	Draft Study Report Community Survey Project Prioritization
March	Public Open House (March 15)
February	Steering Committee Meetings (Feb 11)
January	Develop and Refine Project Recommendations Project Recommendation Review
December	Steering Committee Meetings (Dec 8)
November	Public Open Houses (Nov 4th and Nov 18th) Community Survey (online and postcards)
October	Existing Condition Report Conceptual Connectivity Plan
September	Steering Committee Meeting (Sep 13)
August	Data Collection and Analysis Initial Stakeholder Interview
July	Establish the Steering Committee

Table 2: Planning Process



# PUBLIC INVOLVEMENT

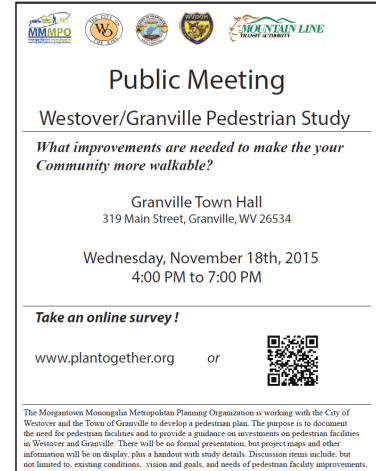
## PUBLIC OUTREACH STRATEGY

The public involvement process was a means of exchanging information and viewpoints with a broad cross-section of the community. It sought to define the overall best interest of the community. Public input coupled with fieldwork and steering committee meetings shaped the Plan’s network recommendations to reflect community desires and balance desirability with feasibility.

Specifically, the public involvement of this study encompassed outreach to four groups in the study area:

- The Community: residents and businesses in Westover and Granville
- Elected officials: City Council
- Stakeholders: City Staff, Transit Authority, WV Division of Highways,
- The general public: Residents not living in the study area

Techniques used in the outreach process and their association with targeted groups are shown in the following table. The information collected through the community involvement process was presented to the steering committee members, who balance the needs and concerns of the community to represent the total community’s interest.



	Community	Elected officials	Stakeholders	General Public
Steering Committee Meeting		X	X	
MPO Technical Advisory Committee Meeting			X	
MPO Citizens Advisory Committee Meeting			X	
MPO Website	X	X	X	X
Partner Agencies			X	X
Social Media (Newspaper, Radio, Facebook)	X			X
Flyer Distribution	X			X
Online Survey	X			X

Table 3: Public Outreach Strategy

## PROJECT COMMITTEES

A steering committee was formed to guide the study through completion. The committee consisted of representatives from the City of Westover, the Town of Granville, the WV DOH, the Mountain Line Transit Authority, and representatives from the business community. Four steering committee meetings were held. A summary of each meeting is included in Appendix A. In addition to the steering committee, the MPO’s Transportation Technical Advisory Committee and Citizens Advisory Committee were consulted during the development of this study.

Table 4: Steering Committee Members

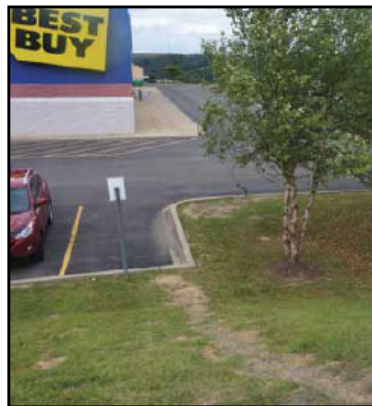
Name	Affiliation
Patricia Lewis	Granville City Council
Janice Goodwin	Westover City Council
Ron Snyder	Granville Administration
Patricia Stewart	Westover business community
Maria Smith	Mountain Line Transit Authority
Fouad Shoukry	WV Division of Highways
Brian Carr	WV Division of Highways

## PUBLIC OPEN HOUSE

The MPO has hosted three public open houses to gather inputs from the community. Two were held at the Mountain Transit Terminal Administrative Building at Westover for easy access from the community. One was held at the Granville City Hall on Main Street, Granville. These open houses were informal public meetings where planning products (such as recommendations, maps, and proposals) were exhibited for public comment. During the event, community members talked to agency staff on a one-on-one basis regarding their concerns and recommendations. The detail of each open house is provided in Appendix A.



University Town Center: Between Target and Sam’s Club



University Town Center: Between BestBuy and Gaint Eagle



University Town Center Dr: near Cheddar’s

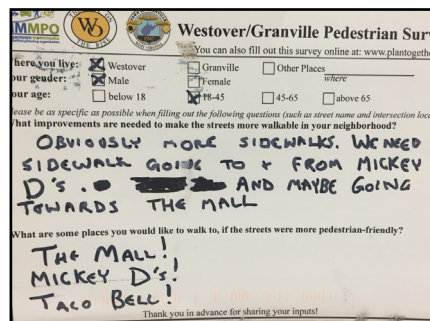
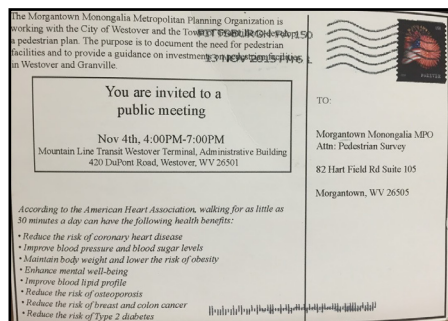
What people were saying?

- *Additional or complete sidewalks, lighting and designated Mountain Line stops.*
- *Pedestrian yield zone from Westover stairs to Westover Bridge! Very dangerous - have had cars speed up as I cross.*
- *New, wider sidewalks, crosswalks/ signals.*
- *We need walkway!!!*
- *Dent Run from Main St. Granville to Fairmont Rd and a side walk from Dents Run to UTC*
- *Sidewalks need to be completed. Sidewalks need to be cleared of snow. Crosswalks need to be maintained (repainted as often as needed). Law enforcement needs to do a much better job of enforcing traffic laws.*
- *A sidewalk is needed along Route 19, from the walking path at the tennis courts, to Dents Run. A crosswalk is needed between BFS and Mc Donald's.*

ONLINE SURVEY/POSTCARD SURVEY

Two online surveys were conducted. The first survey focused on identifying problems and opportunities for pedestrian infrastructure improvements in the study area. The second survey aimed to review and prioritize proposed projects. 17 completed surveys were submitted.

One postcard survey was conducted in the early stage of the planning process to identify community's concerns on the pedestrian issues in the study area. The MPO staff distributed nearly 400 postcards in the study area and received 19 completed postcard surveys. The detail of each survey is provided in Appendix A.



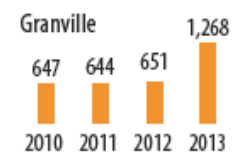
# EXISTING CONDITIONS

A sound understanding of existing conditions provides the foundation for the development of alternatives. This part of the report provides an overview of the major components of the community’s existing environment for pedestrian travels. This includes an overview of general community features in terms of demography, topography, and economic development, an assessment of the existing sidewalk conditions, and an identification of concerns and opportunities.



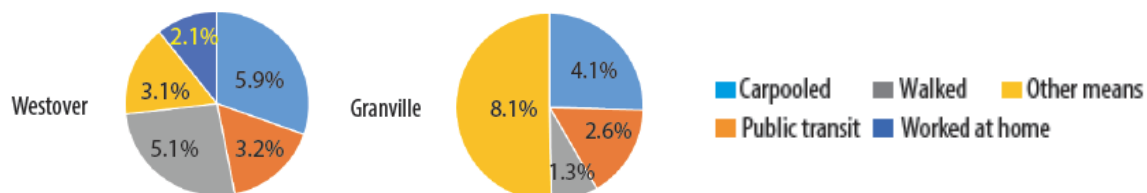
## CENSUS-BASED FINDINGS

This study used the 2009-2013 American Community Survey from U. S. Census of Bureau to identify demographic, economic, and transportation-related characteristics in the community. Major findings included:



1. Westover and Granville have an older population, compared to Monongalia County. The median age of the population in the community is about 10-14 years older than in Monongalia County.
2. Granville has experienced significant population growth, increasing from 647 in 2010 to 2,529 in 2014, largely due to the new residential development in the University Town Center area.
3. Compared to Monongalia County, Westover and Granville have lower household incomes (Westover: -\$5,000, Granville: -\$14,000)
4. Compared to Mon County, a higher percentage of households do not own vehicles in Westover (+0.6%) and Granville (+3.1%)
5. A high percentage (5.1%) of Westover population walk to work.

## Commuting Mode (other than drive alone)



## SPATIAL-BASED FINDINGS

MPO staff conducted a sidewalk assessment in the study area and used geospatial data from Mountain Line Transit and Monongalia County to assess existing pedestrian travel. The following characteristics were identified:

1. Granville has 0.9 mile of existing sidewalks. 97% of the sidewalks are in good condition.
2. Westover has 4 miles of existing sidewalks. 51% of them are in fair condition and 32% of them are in poor condition.
3. Most existing sidewalks are located on Holland Ave from the Westover Bridge to Fairmont Rd, Dunkard Blvd in Westover, and Main Street in Granville.
4. Hotspots for MLTA bus boarding and disembarking are the Westover Triangle, University Town Center, Granville Main Street, Westover Bus Terminal, and West Mon Plaza.



Sidewalk on Holland Ave near McKinley St

**Good**



Sidewalk on Holland Ave near the Westover Triangle

**Fair**



Sidewalk connecting Westover and Granville

**Poor**

Good condition-no obstacle, very few cracks, and at minimum 5 feet wide. Fair condition-Some obstacles, lack of curb ramps, less than 5 feet wide, and no significant impact on the safety of pedestrians. Poor condition-a lot of obstacles, large cracks, and may be unsafe for pedestrians

Figure 3: Existing Sidewalk Condition in Granville

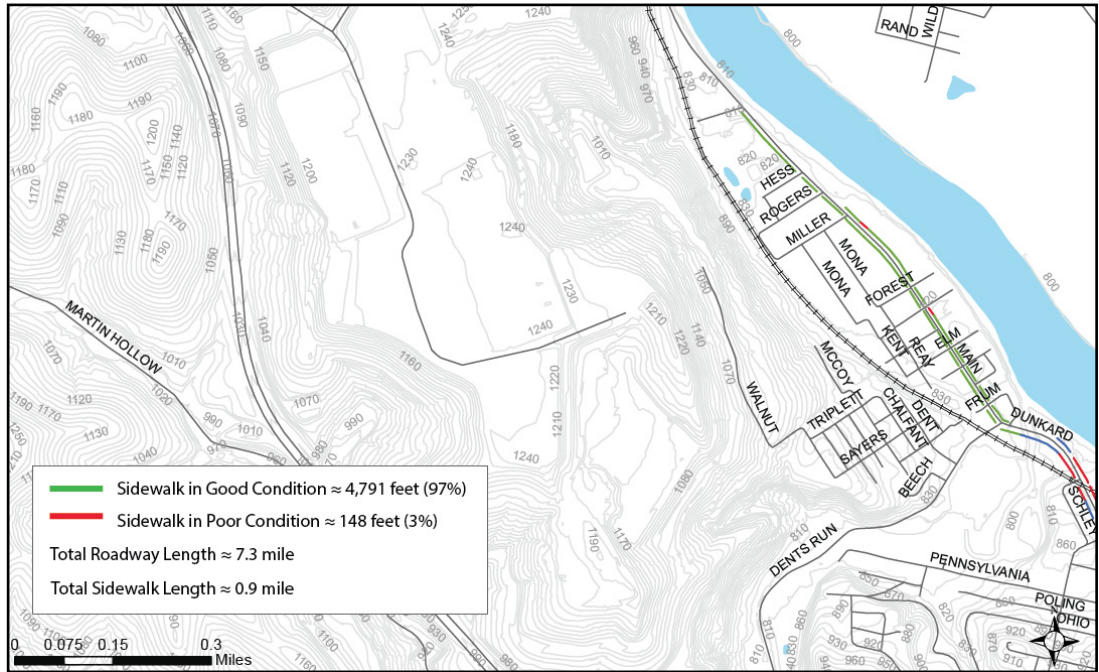


Figure 4: Existing Sidewalk Condition in Westover

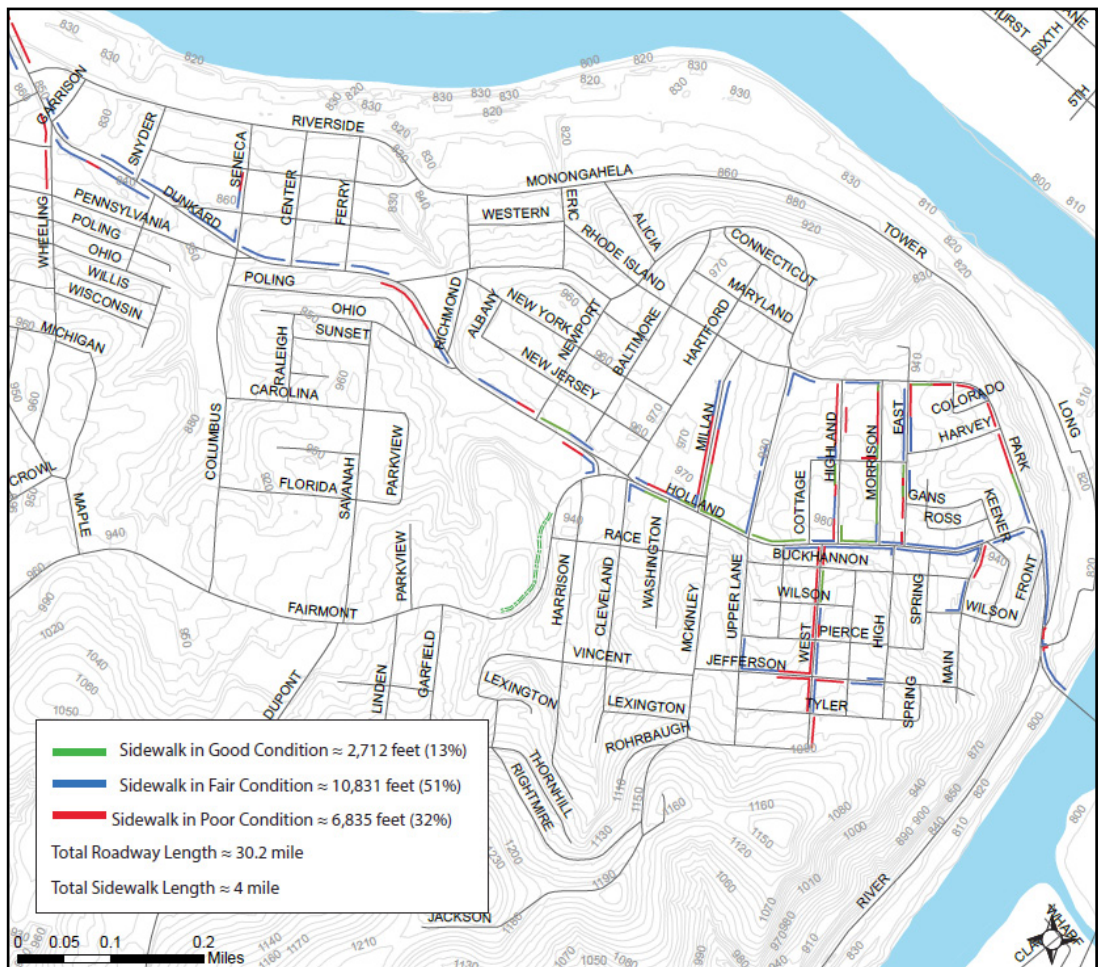
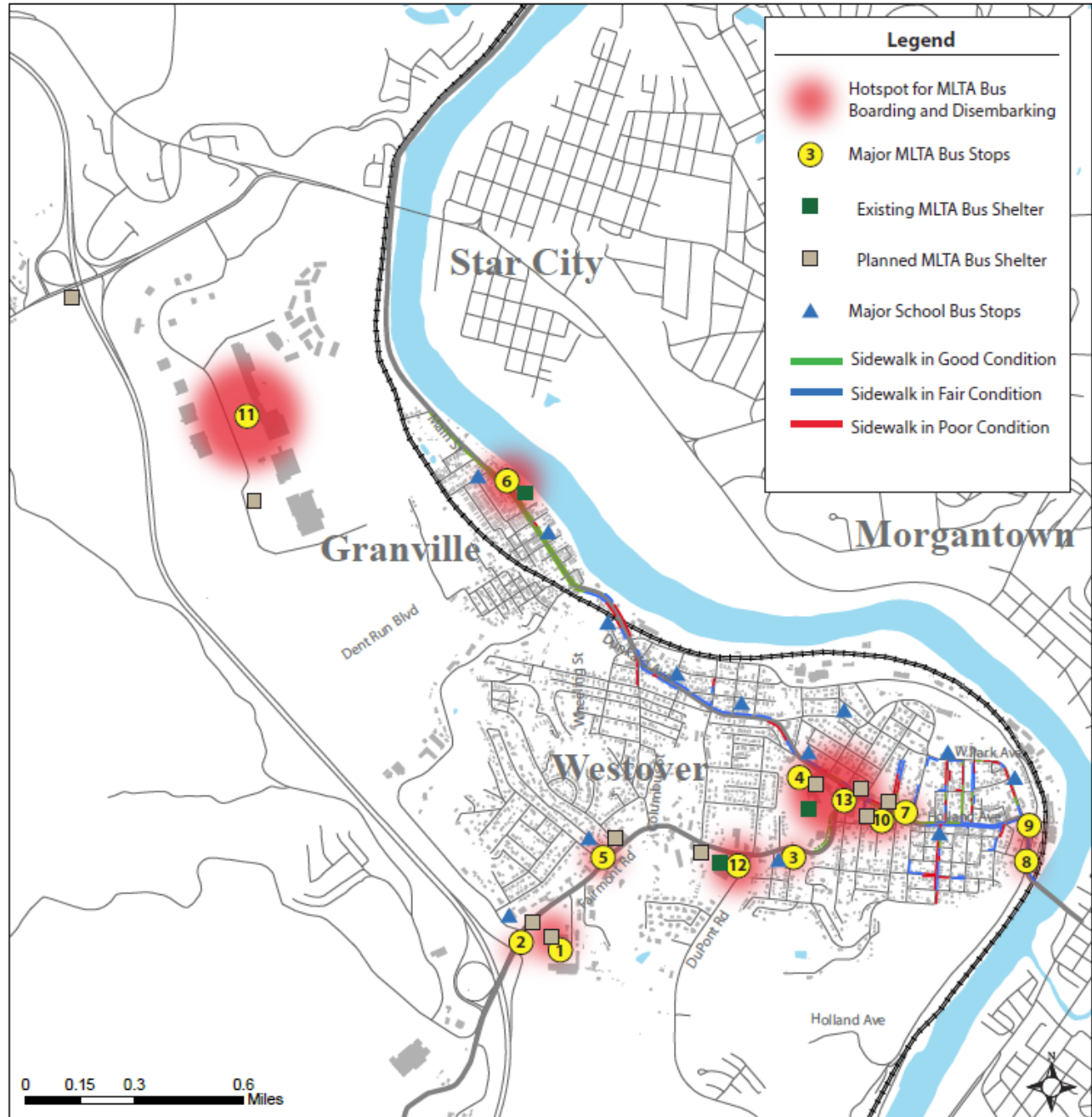


Figure 5: Existing Transit Ridership



Map ID	Location	MLTA Bus Ridership Summary (Average Weekly Ridership)				
		Route 2 Downtown Mall	Route 3 Green	Route 4 Orange	Route 13 Crown Line	Route 11 Cassville
1	Fairmont Rd & Commerce Dr	1-5	11-50	11-50	--	--
2	Fairmont Rd & Dents Run Blvd	1-5	--	--	--	--
3	Fairmont Rd & Garfield Ave	1-5	1-5	--	--	11-50
4	Frank's Place	--	--	--	1-5	--
5	Fairmont Rd & Riverview Ave	1-5	1-5	--	1-5	--
6	Granville VFD	--	--	--	--	101-500
7	Holland Ave & East St	1-5	1-5	--	--	--
8	Holland Ave & Town Ln	--	--	1-5	--	--
9	Holland Ave & W Park Ave	1-5	1-5	--	--	--
10	Holland Ave & West St	1-5	11-50	1-5	--	--
11	University Town Center-all stops	--	--	101-500	--	101-500
12	Westover Terminal	1-5	11-50	1-5	1-5	11-50
13	Westover Triangle	--	--	11-50	1-5	501+

## NEED ASSESSMENT

Based on community surveys, field observations, and analysis of existing and future land use patterns in the study area, the study provided a conceptual pedestrian network map showing major pedestrian activity nodes and desired pedestrian links. (Figure 6)

By comparing the conceptual pedestrian network and existing pedestrian infrastructures, MPO staff identified the following locations where pedestrian facilities are needed or need to be improved.

Locations where new pedestrian facilities are needed:

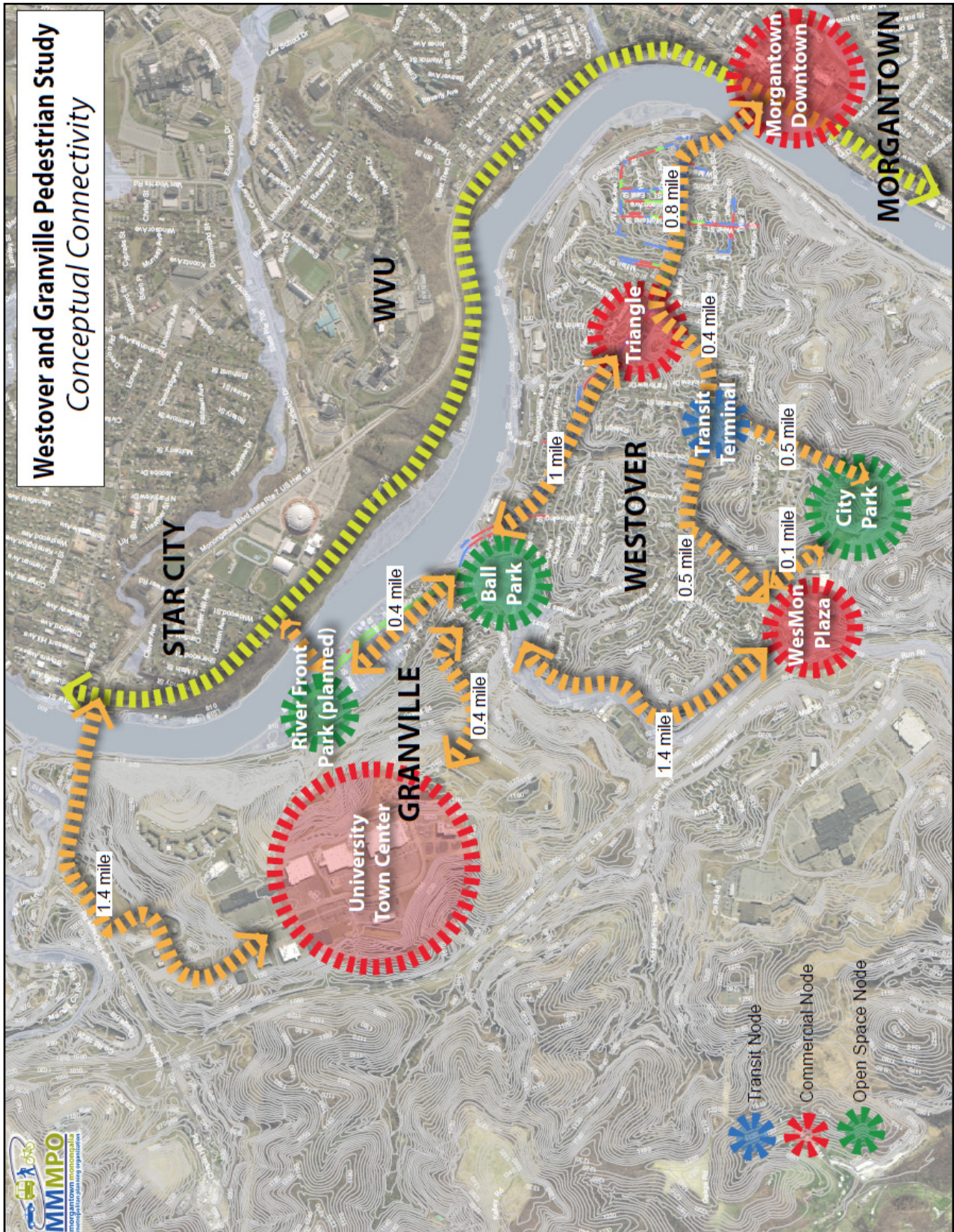
- Fairmont Rd between DuPont Rd and Dents Run Blvd
- Dents Run Blvd between Main St and Fairmont Rd
- Pedestrian connectors from Granville resident areas to the University Town Center
- Safe pedestrian crossings on Holland Ave and Fairmont Rd
- A safety walking environment near the Granville softball field
- Transit waiting areas on WV 100 and Fairmont Rd

Locations where pedestrian facilities need to be improved:

- Holland Ave from Westover Bridge to East St
- Dunkard Ave near the Westover/Granville boundary
- Main Street in Granville (drainage)



Figure 6: Conceptual Connectivity



# PROJECT EVALUATION CRITERIA

The study used five criteria to develop and evaluate projects. The purpose of these criteria is to ensure that proposed projects are effective and feasible in servicing a wide range of goals, including transportation, equity, and sustainability.

Under each criterion, questions were asked to decide if a proposed project qualified under that criterion.

## **Documented Needs**

- What is the need for this project, based on community input?
- What is the need for this project, based on technical analysis?
- What is the need for this project, based on steering committee's opinions?

## **Pedestrian Mobility**

- How will the project improve the accessibility of desired destinations?
- How will the project increase the safety for existing and potential pedestrians?
- How will the project encourage walking in the community?
- Does the project preserves existing pedestrian facilities?

## **Feasibility and Cost-Efficiency**

- How complex is the engineering required to accomplish the project?
- What is the overall estimated cost of the project, including ROW purchase?
- How will the project be maintained after construction?
- How does the project align to the objectives or projects outlined the MPO's LRTP?

### **Overall Quality of Life**

- How will the project enhance public spaces?
- How will the project improve community attractiveness for business and support local economy?
- How will the project impact neighboring residents during construction?  
What can actions be taken to minimize that impact?

### **Equity and Environmental Justice**

- Will the project serve all users?
- Will the project disproportionately impact low income or minority population?
- Will the project improve the quality of life for low income and/or minority population?

# RECOMMENDATIONS

This section of the report presents the pedestrian infrastructure network recommendations for the City of Westover and the Town of Granville. The intent of these recommendations is to establish a safe and efficient pedestrian network serving the Westover-Granville area.

## PROJECT RECOMMENDATIONS

There are 14 recommended projects. The key information of each project is summarized below in tables and illustrated in Figure 8. Project details are provided in Appendix D.

Table 5: Key Information of Proposed Projects

Project #	Project Name	Proposed Improvement	Estimated Cost
001	Granville Trail Bridge	Construct a new pedestrian/bicycle bridge over Monongahela River, connecting the planned Granville Riverfront Park to the Caperton Trail.	15-20 million
002	Neighborhood Walkway Network Spot Improvements	-- Provide safe pedestrian connection between Town Hall St and Price St, Reay St and Sayers St, Kun Way and Frum Ln. -- Provide sidewalk on Roger St	\$170,000 -- \$204,000
003	Granville Main Street Enhancement	-- Improve drainage -- Optimize lane width -- Provide high-visibility crosswalks near the Riverfront Park and the Granville City Hall -- Provide lighting and pedestrian amenities, such as seating, planting, and signage.	\$260,000 -- \$321,000
004	Dents Run Triangle Improvements	-- Provide sidewalk, crosswalk, signage, and other pedestrian friendly amenities in the softball field area. -- Improve rail crossing for pedestrians	\$140,000 – \$1,140,000 (Depending on ROW Purchase)

<b>Project #</b>	<b>Project Name</b>	<b>Proposed Improvement</b>	<b>Estimated Cost</b>
005	Granville-Westover Sidewalk Connection	-- Improve sidewalks -- Provide lightings and other amenities	\$138,000 – \$166,000
006	University Town Center Sidewalk Connection	-- Construct sidewalks on at least one side of the street. -- Provide marked crosswalk and pedestrian crossing signs at following intersections: 1, University Town Center Dr and Emmett Dr 2, Mountaineer Dr and Town center Driveway	\$1, 944,000 -- \$2,333,000
007	University Town Center Spot Improvements	-- Construct appropriate pedestrian facilities at the following locations: 1) Between BestBuy and Giant Eagles (stair/ramp); 2) Between Target and Sam’s Club (stair/ramp) ; 3) Between Sam’s Club and Walmart (marked walking path); 4) At the intersection of Shopper Way and University Town Center Dr (marked crosswalk and pedestrian signal); 5) Various locations on University Town Center Dr near the Ball Field/Medical Complex (marked crosswalk and pedestrian crossing signs)	\$150,000 -- \$170,000
008	University Town Center Connector	-- Install stairs, ramps, connecting Maple Ln to the walking path proposed by the University Town-center Pedestrian Connectivity Plan.	\$1 million – \$1.1 million
009	Dents Run Walkway Improvement	-- Install sidewalks on at least one side of the street. Use multi-use paths when condition allows. (Concrete paved shoulder and pedestrian rail)	\$728,000 -- \$874,000
010	Fairmont Rd Sidewalk and Spot Improvements	-- Install sidewalks on the northern side of the street. -- Improve pedestrian crossing at the following locations: 1) The intersection of Fairmont Rd and Du Pont Rd (marked crosswalk and pedestrian signal); 2) Near the new Goodwill Store (pedestrian crossing sign); 3) The intersection of Fairmont Rd and Rousch Dr (marked crosswalk and pedestrian signal); 4) Install bus shelter near the intersection of Fairmont Rd and Commerce Dr.	\$840,000 -- \$1,008,000

Project #	Project Name	Proposed Improvement	Estimated Cost
011	Rousch Dr Sidewalk-Westover Park	-- Install sidewalks at least on one side of Rousch Dr.	\$153,000 -- \$184,000
012	DuPont Rd Sidewalk	-- Install sidewalks at least on one side of DuPont Rd from Fairmont Rd to the Westover City Park	\$408,000 -- \$489,000
013	Holland Ave Sidewalk Spot Improvements	-- Repair sidewalk to accommodate all users -- Provide bus shelter near the intersection Holland Ave and Lane St.	\$900,000- \$1,000,000
014	Westover Triangle Improvements	-- Provide crosswalk and pedestrian signal. -- Provide pedestrian amenities, including bus shelter, seating, lighting, and street planting. -- Improve the alignment of the intersection to provide more open spaces for public use.	\$600,000 -- \$720,000

This study identified several locations where transit shelters are needed. This improvement can be implemented as a part of a project listed in Table above or as an individual project. The recommended locations for transit shelters are shown in Figure 7.

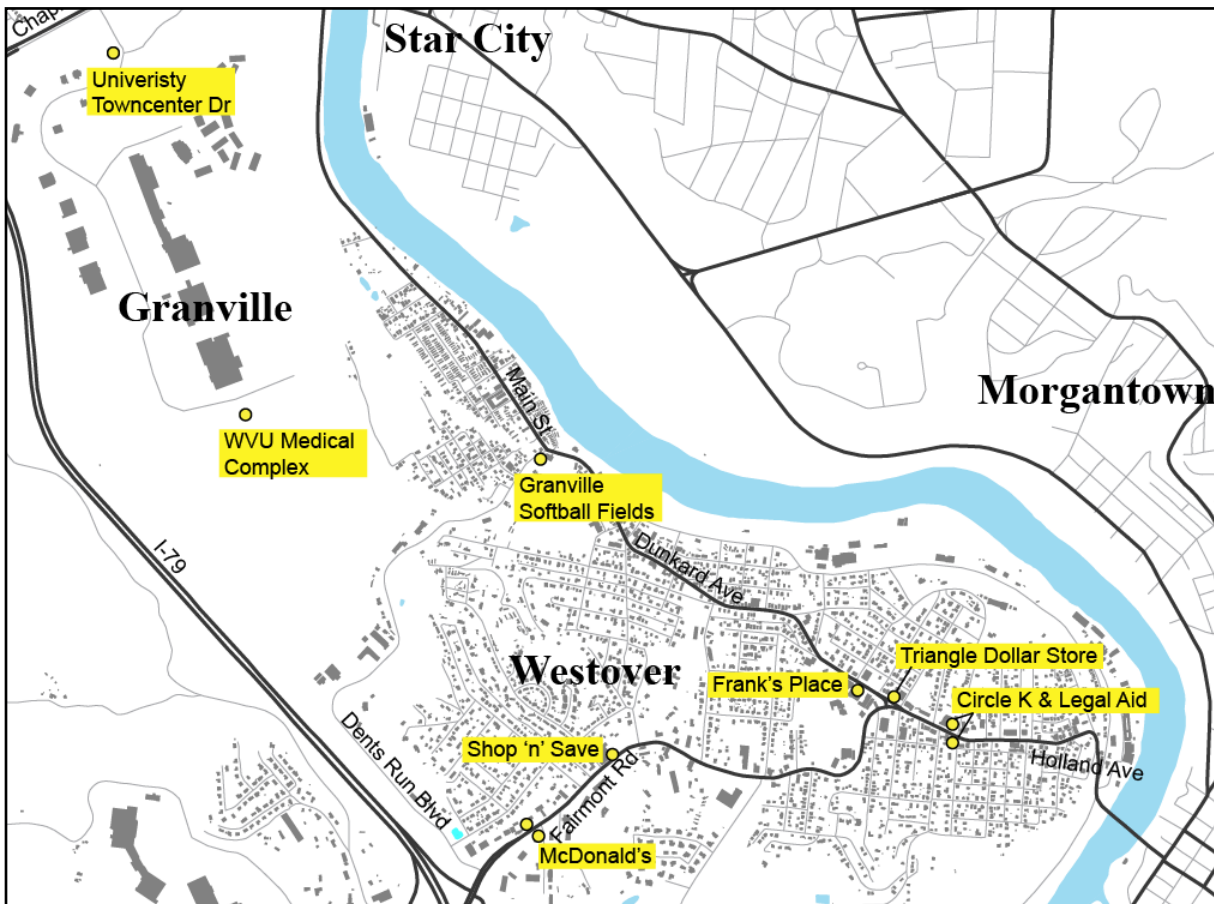
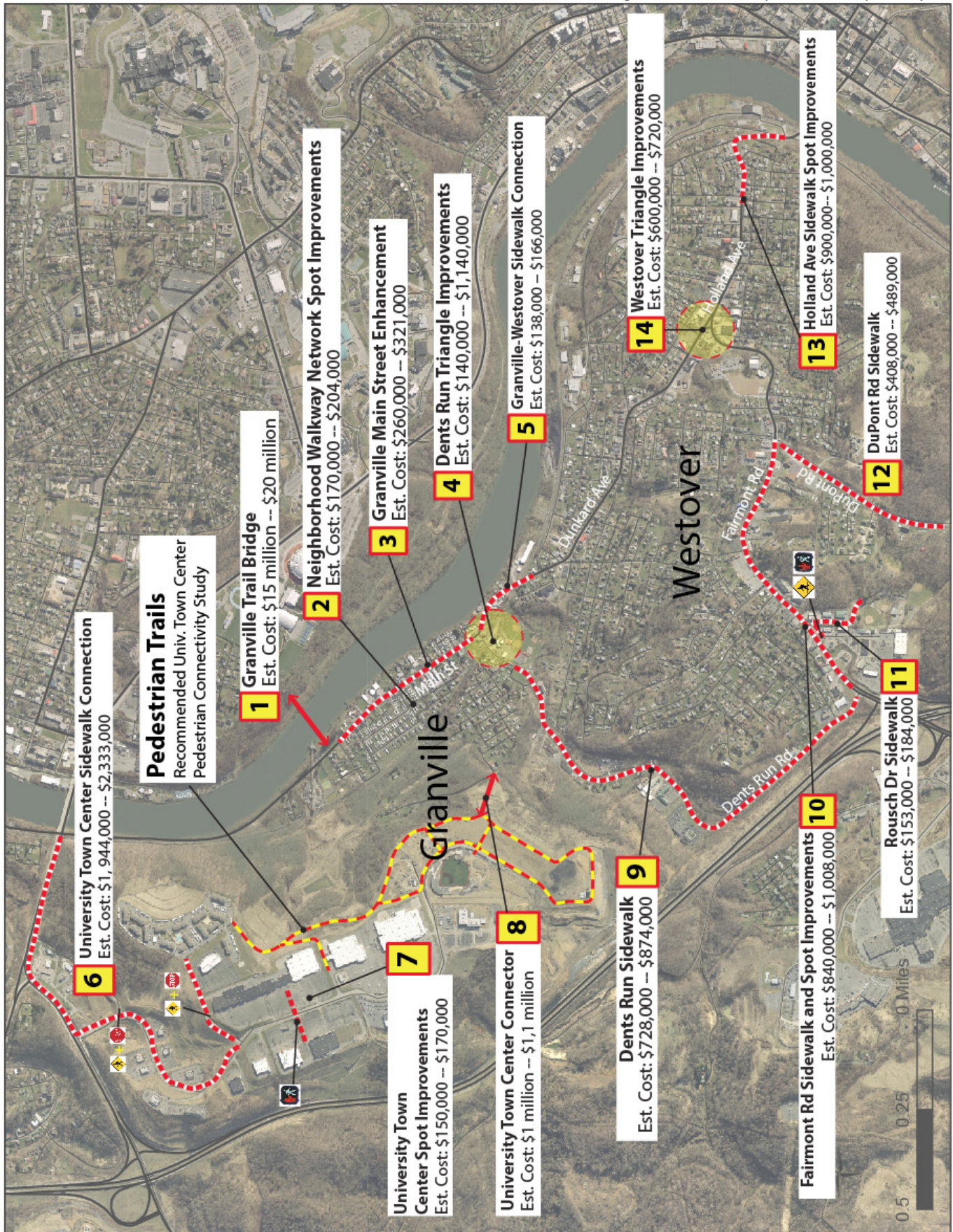


Figure 7: Proposed Bus Shelter Locations

Figure 8: Locations and Key Information Proposed Projects



## PROJECT PRIORITIZATION

Recommended projects are grouped in three categories. They are:

- Tier 1: projects that are of the highest priority and should be advanced as soon as practicable.
- Tier 2: projects that are of high value but have lower priority than Tier 1 projects
- Alternative Funding Dependent: projects that are of high value but cannot realistically be funded from traditional state and federal funding resources.

Project prioritization was recommended based on the following resources:

- Project Steering Committee Comments
- Online Survey I: Need Identification
- Online Survey II: Project Priority
- Postcard Survey: Need Identification
- Field Observation and Technical Analysis

The established project priority shows the preference based on above resources. It does not necessarily determine the actual implementation order of projects proposed in this plan. The ultimate sequence of project implementation is at the discretion of implementing agencies.

Project prioritization recommendations are summarized in the the following table:

	Priority	ID	Project Name	Est. Coast
<b>Tier 1</b>	1	3	Granville Main Street Enhancement	\$260,000 – \$321,000
	2	14	Westover Triangle Improvements	\$600,000 -- \$720,000
	3	4	Dents Run Triangle Improvements	\$140,000 – \$1,140,000
	4	10	Fairmont Rd Sidewalk and Spot Improvements	\$840,000 -- \$1,008,000
	5	5	Granville-Westover Sidewalk Connection	\$138,000 – \$166,000
	6	13	Holland Ave Sidewalk Spot Improvements	\$900,000-\$1,000,000
<b>Tier 2</b>		2	Neighborhood Walkway Network Spot Improvements	\$170,000 -- \$204,000
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		12	DuPont Rd Sidewalk-Westover Park	\$408,000 -- \$489,000
<b>Alternative Funding Dependent</b>		1	Granville Trail Bridge	15-20 Million
		7	University Town Center Spot Improvements	\$150,000 -- \$170,000
		8	University Town Center Connector	1 million – 1.1 million



Besides prioritized projects, the study recognized some locations where pedestrians are frequently crossing a road in an unsafe manner. Those locations, listed in the following table, have high pedestrian safety concerns and require immediate attention from pertinent agencies.

<b>Location</b>	<b>Issue</b>	<b>Notes</b>
US 19 at the west end of the Westover bridge (near the Westover stairs)	Unsafe middle block pedestrian crossing.	Observed and reported unsafe pedestrian crossings. Short-sign distance.
US 19 at Columbus St (near the new Goodwill store)	Unsafe middle block pedestrian crossing.	Observed and reported unsafe pedestrian crossings. High speed traffic (35-40 MPH)
Intersection of US 19 and WV 100 (Westover Triangle)	Unsafe intersection pedestrian crossing	Observed and reported unsafe pedestrian crossings. Signalized intersection.
Intersection of US 19 and Commerce Dr (Wes Mon Plaza)	Unsafe intersection pedestrian crossing	Observed and reported unsafe pedestrian crossings. Signalized intersection.

# Westover-Granville Pedestrian Plan



Morgantown Monongalia  
Metropolitan Planning Organization