243 High Street Room 026
Morgantown, WV 26505
(304) 291-9571
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Agenda

Transportation Technical Advisory Committee
243 High Street Room 026 and by ZOOM
Morgantown WV
May 11th, 2026
1:00 PM

1. Call to Order
2. Approval of Minutes
3. 2026 May - TIP Amendments and Administrative Adjustments
4. On Call Consultant RFQ
5. Prioritization of Downtown Microsimulation Study Projects
6. Other Business
7. Meeting Adjournment

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

March 10th, 2026

This meeting was held virtually on ZOOM and in-person at 243 High St (Court House), Room 026 in downtown Morgantown.

Members Present: Bill Austin (Chair), Andrew-Gast Bray, Michael Dougherty, Kimberly Fragola, Kara Greathouse, Jeremy Evans, Latina Mayle, Drew Gatlin, Brian Carr, Rickie Yeager, Damien Davis

Others Present: Jacqueline Peate, Jing Zhang

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1. Call to Order

The TTAC meeting was held virtually and in person. The phone number and web address to access the teleconference were publicized. With a quorum present, Mr. Austin called the meeting of the TTAC to order at 1:01 PM.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda package. Mr. Gast-Bray moved to approve the meeting minutes; seconded by Mr. Dougherty. The motion to approve the minutes passed unanimously.

3. 2026 March – TIP Amendments and Administrative Adjustments

Mr. Austin stated that the WVDOH is adding new projects to the TIP, as the following:

<u>TIP Amendment</u>

New Project:

WEST RUN RD WIDENING. Federal ID: TBD. FFY: 2028. Type of Work: WIDEN ROAD. Phase: Engineering. Funding Source: STBGFLEX. Federal Funding: $1,600,000. Total Funding: $2,000,000. Location Description: West Run Rd from Van Voorhis Rd intersection to Stewartstown Rd intersection. (This is not a groupable project)

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (CONVERT AC). Federal ID: STBG2024025D. FFY: 2026. Type of Work: CONST NEW ROAD & BRIDGE. Phase: Construction. Requested Change: STBG-FLEX Funding decreased from $5,200,000 to $1,000,000. (This project is a non-groupable project)

CHAPLIN HILL GATEWAY (PHASE 1) (AUTH AC). Federal ID: NHPP0079156D. FFY: 2026. Type of Work: RECONSTRUCT I/C. Phase: Construction. Funding Source: MEGA GRANT. Federal Funding: $31,000,000. Total Funding: $135,000,000. (This is not a groupable project. The project name was STAR CITY I/C IMPROVEMENT project under the same Federal ID)

CHAPLIN HILL GATEWAY (PHASE 2) (CONVERT AC). Federal ID: NHPP0079156D. FFY: 2027. Type of Work: RECONSTRUCT I/C. Phase: Construction. Funding Source: MEGA GRANT. Federal

Funding: $23,320,000. Total Funding: $23,320,000. (This is not a groupable project. The project name was STAR CITY I/C IMPROVEMENT project under the same Federal ID)

Mr. Austin reviewed the Administrative Adjustments. These do not need action.

Administrative Adjustments

Add New:

WEST RUN RD DESIGN STUDY. Federal ID: TBD. FFY: 2026. Phase: ENG. Type of Work: DESIGN STUDY. Funding Source: STBGFLEX. Federal funding: $560,000. Total funding: $700,000. Location Description: West Run Rd from Van Voorhis Rd intersection to Stewartstown Rd intersection.

Project Removal:

UNIVERSITY AVE +2. Federal ID: STP0055052D. FFY: 2025. Type of Work: DESIGN/BUILD ADA RAMPS. Phase: Construction. Federal funding: $1,274,400. Total funding: $1,593,000.

WEST RUN RD. Federal ID: HSIP0671006D. FFY: 2025. Type of Work: WIDEN ROAD. Phase: Construction. Federal funding: $2,400,000. Total funding: $2,400,000.

SABRATON TO CHEAT LAKE. Federal ID: NHPP0068223D. FFY: 2026. Type of Work: RESURFACING. Phase: Construction. Federal funding: $8,000,000. Total funding: $10,000,000.

SPRUCE ST +4. Federal ID: STBG0119589D. FFY: 2026. Type of Work: RESURFACING. Phase: Engineering. Federal funding: $28,000. Total funding: $35,000.

Project Rename:

SPRUCE ST +5. Federal ID: STBG0119590D. FFY: 2027. Type of Work: RESURFACING. Phase: Construction. Federal funding: $1,200,000. Total funding: $1,500,000. Change: rename SPRUCE ST +4 to SPRUCE ST +5

I-79 CHAPLIN HILL GATEWAY (PHASE 1) (AUTH AC). Federal ID: NHPP0079156D. FFY: 2026. Type of Work: RECONSTRUCT I/C. Phase: CON. Funding Type: EARMARK WV108. Federal funding: $2,000,000. Total funding: $2,000,000. Change: rename STAR CITY I/C IMPROVEMENT to I-79 CHAPLIN HILL GATEWAY.

Funding Change:

HARMONY GROVE I/C. Federal ID: NHPP0079109D. FYY: 2026. Type of Work: CONST NEW I/C. Phase: ENG. Change: Earmark WV 117 funding increases from $1,500,000 to $1,666,667. NHPP funding increases from $1,760,000 to $1,830,000.

DELLSLOW ARCH. Federal ID: HWI0007341D. FYY: 2027. Type of Work: DESIGN STUDY - REPLACEMENT. Phase: ENG. Funding Source: HWI-BR. Change: Federal funding decreases from $440,000 to $240,000. Total funding decreases from $550,000 to $300,000.

US MARINE SERGEANT DAVID PAUL MCCORD MEM BR. Federal ID: HWI0007325D. FYY: 2027. Type of Work: DESIGN STUDY - REPLACEMENT. Phase: ENG. Funding Source: HWI-BR.

Federal funding decreases from $400,000 to $160,000. Total funding decreases from $450,000 to $200,000.

FFY Changes:

I-79 Lighting. Federal ID: STBG0079084D. Type of Work Lighting. Phase: Construction. Change: The project moves from FY 2026 to FY 2027.

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK). Federal ID: STBG2024025D. Type of Work: CONST NEW ROAD & BRIDGE. Phase: Construction. Change: The project moves from FY 2029 to FY 2028.

WESTOVER FAIRMONT SIDEWALKS. Federal ID: TAP2023313D. Type of Work: SIDEWALKS. Phase: Engineering. Change: The project moves from FY 2026 to FY 2027.

HOLLAND AVE. Federal ID: NHPP0019610D. Type of Work: RESURFACE. Phase: Construction. Change: The project moves from FY 2026 to FY 2027.

UNIVERSITY AVE TRAFFIC SIGNALS. Federal ID: NHPP0019596D. Type of Work: SIGNALS. Phase: Construction. The project moves from FY 2026 to FY 2027.

Mr. Yeager asked about the I-79 Lighting Project. Mr. Austin stated it is an ongoing project that is continuing to be funded.

Mr. Gast-Bray moved to approve the TIP Amendments; seconded by Mr. Yeager. The motion passed unanimously.

4. On Call Consultant RFQ

Mr. Austin stated the MPO is advertising for General Transportation Planning Services. The RFQ will be released on March 20th, 2026 with the due date being April 17th, 2026. The purpose of this procurement is to make available to MMMPO qualified Consultant resources that will support the MPO planning process and ongoing responsibilities as well as a wide range of analyses that may be required to advance the MPO work program and to maintain the MPO's role as a regional transportation leader. The TTAC will review recommendations from the Selection Committee during the May meeting.

Mr. Dougherty asked if the previously selected consultants worked well. The previously selected consultants were AECOM and Kimley Horn. Mr. Austin stated they both worked very well and both consultants selected were used for various projects. Mr. Gatlin asked if this will overlap with Mr. Austin's replacement. Mr. Austin stated that this selection is occurring prior to his retirement and that the intent of the Selection Committee is to have someone chosen before Mr. Ausitn leaves.

Mr. Dougherty moved to approve the On Call Consultant RFQ; seconded by Mr. Gatlin. The motion passed unanimously.

5. 2026-2027 UPWP

Mr. Austin referred to the 2026-2027 UPWP included in the agenda packet. In accordance with Federal Regulations, this document outlines the budget for the Morgantown Monongalia MPO for Fiscal Year 2026-2027, which begins July 1, 2026. Due to him retiring June 30th, there are no finalized projects for the second half of the year as he would like the new Executive Director to program their own projects.

Mr. Gatlin stated the numbers on the second to last page don't add up for the travel model update. Staff will review and fix this. Mr. Carr asked about the 50K for transit. Mr. Austin stated it falls under the D3 special studies and that money for other studies is available. As an update of the RTDM is due, the MPO will encourage the new successor to update it as part of the next Long Range Transportation Plan. Mr. Carr stated to be careful because that can become very expensive. Mr. Carr suggested to amend the UPWP to add specifically in the 50K for transit.

Mr. Gast-Bray moved to approve the 2026-2027 UPWP as amended; seconded by Mr. Dougherty. The motion passed unanimously.

6. Prioritization of Downtown Microsimulation Study Projects

This memorandum documents two analyses: 1) A microsimulation evaluation of the Grumbein's Island closure and related downtown intersection improvements. It uses the Trans Modeler model developed for the Downtown Microsimulation Study to determine which projects included in the Morgantown Downtown Area Intersection and Corridor Improvements - a tier 3 project in the MPO's Metropolitan Transportation Plan (MTP), should be implemented prior to the closure of University Ave at Grumbien's Island to mitigate operational impacts. 2) A regional travel demand model assessment of the Willey Street Connector in combination with the Grumbein's island closure to evaluate how the Willey Street Connector interacts with the Grumbein's Island closure in terms of broader travel patterns.

The major findings from the two analyses are:

- The Beechurst Ave/8th St roundabout project and the Beechurst Ave Corridor Improvement for Reduced Conflict Intersection project are recommended to be implemented prior to the closure of University Ave near Grumbein's Island. Without implementation of the two projects, the road closure would result in significant adverse impacts along the Beechurst Ave and University Avenue.
- Under the condition of no Willey Street Connector, the Stewart Street/Protzman Street roundabout project is not required prior to the Grumbein's Island closure, as no significant operational issues were identified if they are deferred.
- The Willey Street Connector significantly redistributes traffic within the downtown core, reducing volumes on segments of University Avenue and near Grumbein's Island.
- Overall impacts of Willey Street Connector are largely concentrated within the downtown/core network, with limited effects on the broader regional system.

Mr. Carr asked if Beechurst and the roundabout were two different projects. Mr. Austin stated that they are, but they must work together in the downtown system. Mr. Austin stated that members of the public agreed that all recommendations would work, but they must all be incorporated. Mr. Austin also stated it was evaluated what would happen with the Wiley St. connector through the University Farm. This would add a new connector and modeling found it to be successful. It would help strengthen Wiley and address the rerouting of traffic from the closure of Grumbien's Island. He suggested maybe looking at moving it up the Tier list in the future.

Mr. Dougherty asked if there was a scale for the average delay. Staff stated average delay is in seconds. Mr. Dougherty does not think Scenario 1 is feasible.

Mr. Yeager asked for clarification on Snider St. mapping. It is green and this project will move forward. This project is Tier 1 and will help with Willey St. Mr. Yeager stated he thinks the Willey St. connection is a great opportunity.

Mr. Gatlin asked about the roundabout at Eight St./Beechurst and Willey. He was wondering if these will be included in the scenarios. Mr. Zhang modeled these two, seeing what happens when the roundabout is in/out. Closure of Grumbien's Island includes connection to Wiley. Staff can reclarify the recommendation in this report. Mr. Gatlin was concerned about the modeling. Mr. Zhang made all needed changes for it to run properly. Mr. Gatlin suggested showing this more clearly in the memo, which staff will adjust.

7. Other Business

Mr. Austin stated that Kimley Horn has began work on the Greenbelt Complete Streets Study.

8. Meeting Adjournment

The meeting adjourned at 1:50 pm.

Memorandum

Date: May 5, 2025

To: TTAC, CAC

From: MMMPO Staff

Subject: TIP Amendments- May, 2026

This memorandum documents the amendment and administrative adjustments requested for the MPO's Transportation Improvement Program (TIP) for May 2026.

The West Virginia Department of Transportation, Division of Highways, has requested the following amendments and administrative adjustments to the MPO's TIP:

TIP Amendment:

I-79 CHAPLIN HILL GATEWAY (PHASE 2) (CONVERT AC). Federal ID: NHPP0079156D. FFY: 2027. Type of Work: RECONSTRUCT I/C. Phase: Construction. Funding Source: MEGA GRANT. Federal Funding: $31,000,000. Total Funding: $135,000,000. Location Description: I-79 Exist 155.

POINT MARION ROAD INTERSECTION. Federal ID: CARB0119605D. FFY: 2026. Type of Work: DESIGN STUDY. Phase: Engineering. Funding Source: CRP 50-200K POP. Federal Funding: $960,000. Total Funding: $1,200,000. Location Description: Intersection of Point Marion Rd and Stewartstown Rd/Canyon Rd.

It is respectfully requested that the TTAC and CAC recommend approval of these TIP Amendments.

Memorandum

Date: May 5th, 2026
To: Advisory Members
From: MPO Staff
Subject: MMMPO On Call Consultant

This Memorandum is to inform the MPO's Advisory Committees of the recommendations of the Selection Committee for the MMMPO On Call Consultants.

Background

The purpose of this RFQ is to make qualified Consultant resources available to the MMMPO. These resources will support the MPO's planning staff with additional skills and techniques to achieve the MPO's goals. These skills include a wide range of analytical software tools and expertise that may be required to maintain the MPO's role in improving the area's transportation network.

Areas in which the MPO may require contractor support from this procurement include:

- Travel Demand Modeling
- Traffic Study
- Traffic Counts
- Traffic Impact Study for Proposed Development
- Special Studies, including Bicycle/pedestrian planning and facility design, land use modeling/scenario planning, freight movement planning, and economic impact studies.

Process and Selection Committee

The Selection Committee was made up of five members- Damien Davis, Michael Dougherty, Andrew Gast-Bray, Kimberly Fragola, and Bill Austin.

Four firms applied- AECOM, Burgess and Niple, HDR and Kimley Horn. Each firm has a WVDOT approved overhead rate and their documentation shows that they are financially solvent. Applications from these four firms were uploaded to a secure Dropbox and sent to Selection Committee members on April 23, 2026. Staff requested completed score sheets by April 30, 2026. On May 1, 2026 the Committee met virtually to discuss scoring and finalized their decision.

Results

Kimley Horn had 2 first place votes, AECOM had 2 first place votes, and HDR had 1 first place vote. Burgess and Niple was eliminated due to no first-place votes, and having scored 40-60 points below second place HDR and third place (AECOM). Burgess and Niple also exhibited less experience and fewer tools for regional travel demand modeling.

The RFQ for our on-call consultants states that the MPO can accept up to three firms. The Consultant Selection Committee determined that selecting three firms will provide the MMMPO with flexibility in selecting a qualified firm for its work in specific projects. Also, if the three firms are contractually on the on-call contract, then the MMMPO can ask them to provide a scope of work including price for a project.

The recommendation of the Consultant Selection Committee is that HDR, AECOM and Kimley Horn should all be offered the MPO on-call consulting contract.

Report on Microsimulation and Travel Demand Model Analysis of Grumbein's Island Closure, Intersection Improvements, and Willey St Connector

May 6, 2026

Morgantown Monongalia MPO
243 High Street Room 026, Morgantown, WV 26505

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Table of Content

Introduction

This report was developed as a supplement to the Downtown Morgantown Microsimulation Study conducted for the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) by Kimley Horn and Associates. The Microsimulation Study evaluated various alternative configurations of the street network. The Study analysis used turning movement counts and real time traffic origin and destination data and a simulation of downtown Morgantown's signal system using signal timings provided by WVDOH. For the analysis of future year operations the Study used traffic volumes from the MMMPO's regional travel demand model.

One focus of the Microsimulation Study was the closure of University Avenue in front of the Mountainlair, the WVU Student Union at the crosswalk, known as Grumbein's Island, through the West Virginia University campus. The primary purpose of this report was to identify the projects that need to be implemented prior to the proposed closure. While the Study identified the improvements ultimately needed to mitigate the proposed closure, the report did not prioritize the implementation of each improvement. It only identified the ultimate need for the improvement. A secondary focus of this report was to examine the impact on traffic downtown of a secondary project, the Willey Street Connector outside of downtown.

The starting points for the analysis in this report were the assumptions that the Morgantown area signal system will be optimized prior to the closure of Grumbein's Island, and that a portion of the alignment of Willey Street (US 119) will be relocated to Snider Street.

The optimization of the signal system was identified as a key effort to mitigate congestion regardless of any other changes to the downtown street network. In fact, WVDOH has worked to optimize these signals in the past. However, WVDOH's inability to perform ongoing monitoring of the traffic utilizing the signals has meant that any improvement was only temporary and the area quickly becomes congested again. This deficiency is exacerbated during special events and the summer months when there is lighter traffic forced to wait on signals timed for traffic when WVU is in session.

The segment of Willey Street (US 119) between Richwood Avenue and Monongalia Avenue has geometric deficiencies that create congestion and pose a safety hazard. The current geometry forces standard 18 wheel tractor trailers to, at best, crawl through the existing hairpin turn while in most instances crossing the roadway's double yellow lines. This condition does not meet AASHTO standards and is clearly unacceptable on a US route.

The relocation of Willey Street to the Snider Street corridor is also a part of an ongoing redevelopment project. This redevelopment project could assist with the relocation since a significant portion of the right of way needed for the project is under its control.

In addition to the analysis of the projects identified in the Downtown Microsimulation Study, this report also examines the need for the implementation of a project known as the Willey Street Connector which has been included in the MMMPO's Metropolitan Transportation Plan since 2013. This project was included in the network Kimley Horn used to evaluate the future

operation of the downtown network in the Microsimulation Study. However, it was not evaluated as part of that study since it was outside of the influence of the downtown signal system. The proposed project provides an alternative route for traffic currently using the downtown network to access major attractors including Suncrest Town Center, and major employers including WVU Medicine, Mon General Hospital along WV 705. MMMPO Staff used the MPO's regional travel demand model to evaluate whether traffic currently using the downtown network to access these attractors would use the Willey Street Connector instead.

Executive Summary

1. Analysis Questions

The study aimed to answer two primary questions:

- Which sub-projects in the Morgantown Downtown Area Intersection and Corridor Improvements, a Tier 3 project in the Metropolitan Transportation Plan (MTP), must be completed *prior* to the closure of University Avenue at Grumbein's Island to prevent operational failure?
- Network Interaction: How does the proposed Willey Street Connector influence regional travel patterns and local traffic redistribution when implemented alongside the Grumbein's Island closure?

2. Methodology & Assumptions

This evaluation utilized two distinct modeling approaches:

- **Microsimulation (Analysis 1):** Using the TransModeler,model of downtown Morgantown developed by Kimley Horn and Associates staff evaluated intersection-level performance (delay and Level of Service) under various scenarios to identify specific "bottleneck" risks.
- **Regional Travel Demand Model (Analysis 2):** Staff assessed current (2025) and future (2055) horizons to measure daily traffic flow shifts across the broader downtown and regional network using the MMMPO's regional travel demand model.

Both analyses assumes the prior completion of two Tier 1 projects identified in the Downtown Simulation Study that are directly related to the Grumbein's Island project:

- **Signal Timing Optimization in the Morgantown Downtown Area (Project #M2501)**
- **Snider Street Realignment (Project #M2503)**

The Downtown Microsimulation Study identifies these two projects as prerequisites for implementing the Grumbein's Island closure in order to minimize potential negative impacts.

3. Outcomes/Recommendations

The analyses resulted in the following critical findings:

- The Beechurst Ave/8th St roundabout and Beechurst Ave Corridor Improvements must be implemented before or concurrent with the Grumbein's Island closure. Without these improvements, key intersections will degrade to LOS F with extreme delays.

- The Willey Street Connector significantly improves the viability of the Grumbein's Island closure by redistributing traffic away from the core. It reduces volumes on University Avenue and serves as a vital alternative route.
- The Stewart St/Protzman St roundabout is not a prerequisite for the closure; its implementation can be deferred without significant short term operational issues caused by the closure. In the long term the improvement will be needed for operational and safety issues.

Analysis

This memorandum documents two analyses: 1) a microsimulation evaluation of the Grumbein's Island closure and related downtown intersection improvements. It uses the TransModeler model developed for the Downtown Microsimulation Study to determine which projects included in the Morgantown Downtown Area Intersection and Corridor Improvements - a tier 3 project in the MPO's Metropolitan Transportation Plan (MTP), should be implemented prior to the closure of University Ave at Grumbien's Island to mitigate operational impacts. 2) a regional travel demand model assessment of the Willey Street Connector in combination with the Grumbein's island closure to evaluate how the Willey Street Connector interacts with the Grumbein's Island closure in terms of broader travel patterns.

The major findings from the two analyses are:

- The Beechurst Ave/8th St roundabout project and the Beechurst Ave Corridor Improvement for Reduced Conflict Intersection project are recommended to be implemented prior to the closure of University Ave near Grumbein's Island. Without implementation of the two projects, the road closure would result in significant adverse impacts along the Beechurst Ave and University Avenue

- Under the condition of no Willey Street Connector, the Stewart Street/Protzman Street roundabout project is not required prior to the Grumbein's Island closure, as no significant operational issues were identified if they are deferred.

- The Willey Street Connector significantly redistributes traffic within the downtown core, reducing volumes on segments of University Avenue and near Grumbein's Island.

- Overall impacts of Willey Street Connector are largely concentrated within the downtown/core network, with limited effects on the broader regional system.

Analysis 1: Microsimulation Evaluation of Grumbien's Island Closure and Intersection and Corridor Improvements

The MPO's 2055 Metropolitan Transportation Plan (MTP) includes Grumbein's Island Closure (Project ID: M2502) as a Tier 1 project. As complementary projects to the Grumbein's Island Closure, and consistent with recommendations from the Downtown Microsimulation Study, Signal Timing Optimization in the Morgantown Downtown Area (Project ID: M2501) and Willey Street Realignment to Snider Street (Project ID: M2503) are also identified as Tier 1 projects.

The Morgantown Downtown Area Intersection and Corridor Improvements (Project ID: M2504) were also recommended in the simulation study. However, due to fiscal constraints within the MTP, this project was initially prioritized as a Tier 3 project with an estimated cost of

approximately $31.9 million. The project consists of sub-projects located throughout the greater downtown area.

The purpose of this analysis was to determine whether any of the sub-projects included in the Morgantown Downtown Area Intersection and Corridor Improvements should be implemented prior to the Grumbein's Island Closure in order to avoid significant adverse impacts associated with the closure. Each sub-project was evaluated independently under the Grumbein's Island Closure scenario, with performance measured in terms of average control delay and level of service at key intersections.

Model Assumptions:

The microsimulation assumes that the following projects are implemented before the closure of the Grumbein's Island:

- Signal Timing Optimization in the Morgantown Downtown Area (Project ID: M2501)
- Snider Street Realignment (Project ID: M2503)

The definition of different scenarios are:
- Scenario #0: Implement all projects included in the base simulation model.
- Scenario #1: **No** Conversion of the Beechurst Ave/8th St intersection to a roundabout and **no** access management on Beechurst Ave.
- Scenario #2: **No** Conversion of the Stewart St/Protzman St intersection to a roundabout.

The scenarios do not include the Willley Street Connector project.

The following table summarizes the analysis outcome based on the future (2055) model.

Intersection (#ID)	Scenario #0		Scenario #1		Scenario #2	
	Avg Delay (seconds /vehicle)	LOS	Avg Delay (seconds /vehicle)	LOS	Avg Delay (seconds /vehicle)	LOS
Beechurst Ave & 3rd St (#100081)	0.8	A	0.9	A	0.9	A
Beechurst Ave & Campus Dr (#10007)	27.0	C	27.0	C	25.3	C
High St & Fayette St (#10022)	17.1	B	7.4	A	7.7	A
Snider St & Richwood Ave (#10040)	0	A	0	A	0	A

Intersection (#ID)	Scenario #0		Scenario #1		Scenario #2	
	Avg Delay (seconds /vehicle)	LOS	Avg Delay (seconds /vehicle)	LOS	Avg Delay (seconds /vehicle)	LOS
Willey St & Richwood Ave (#10031)	0.2	A	0.4	A	0.2	A
Walnut St & Spruce St (#10027)	15.7	B	15.7	B	15.8	B
University Ave & North St (#10018)	0.2	A	65.4	F	2.6	A
University Ave & 3rd St (#10017)	16.2	B	16.0	B	14.4	B
Don Knotts Blvd & Foundry St (#10002)	13.4	B	83.3	F	12.9	B
University Ave & Falling Run Rd (#10015)	0	A	0	A	0.6	A
Beechurst Ave & Fayette St (#10038) – (Realigned as part of Grumbein's closure)	4.2	A	4.8	A	3.7	A
High St & Pleasant St (#10024)	15.3	B	16.7	B	16.6	B
University Ave, 8th St (#10019)	4.0	A	161.5	F	4.1	A

Key Findings

The analysis indicates that closure of Grumbein's Island would result in significant adverse impacts along the University Avenue corridor and 8th Street under Scenario #2 if 1) the Beechurst Avenue/8th Street intersection is not converted to a roundabout and 2) the Beechurst Ave corridor has no Reduced Conflict Intersection (RCI) improvements.

Without the two projects, the dominant traffic flow on Beechurst Avenue from Mon Boulevard would substantially delay traffic on 8th Street, particularly vehicles seeking to access Beechurst Avenue for southbound travel. The resulting queue on 8th Street would extend toward the 8th

Street/North Street segment of University Avenue, leading to notable operational degradation and increased delay at both the 8th Street and North Street intersections.

Based on the evaluation results, the conversion of the Beechurst Avenue/8th Street intersection to a roundabout should be implemented prior to or concurrent with the Grumbein's Island closure to mitigate these impacts.

In contrast, the conversion of the Stewart St/Protzman St intersection to a roundabout is not required prior to implementation of the Grumbein's Island closure, assuming no construction of Willey Street Connector. The analysis did not identify significant operational concerns associated with deferring the improvement on the Stewarts/Protzman intersection.

Analysis 2: Travel Demand Model Evaluation of the Willey Street Connector and Grumbein's Island Closure

The New Roadway Connection – Stewart Street to North Willey Street project (Project ID: C7) was identified in the MPO's 2020–2050 Metropolitan Transportation Plan (MTP) and has been carried forward into the recently adopted 2025–2055 MTP. The project is currently designated as a Tier 3 project with an estimated cost of approximately $29.3 million.

The purpose of this project is to provide an additional north–south connection within the Morgantown urban area, particularly serving as a neighborhood-level linkage between the WVU medical campus area, Willey Street, and areas further south. The connection is intended to enhance network connectivity and improve travel options within the core urban including acting as a parallel route to WV 705 reducing stress on the Mileground/705 roundabout.

The consultant for the Morgantown Downtown Microsimulation Study used the future year Travel Demand Model to evaluate the traffic impacts of the proposed Grumbein's Island closure with the connector in it. The Willey Street Connector was not included in the Downtown study, as it falls outside the scope of the study. For this analysis, the MPO is interested in understanding how different scenarios—both with and without the Willey Street Connector—might interact with the proposed closure, particularly regarding regional travel patterns.

MPO staff conducted an evaluation for both the current year (2025 baseline) and the future year (2055 horizon year) using the MPO's Regional Travel Demand Model. The future year model includes the Willey Street Connector.

Two build scenarios were analyzed and compared against a No-Build condition. It should be noted that the No-Build condition includes the committed bridge project across the Monongahela River connecting to the Morgantown Industrial Park.

The following scenarios were evaluated:

- Scenario 1: Willey Street Connector only.
- Scenario 2: Willey Street Connector + closure of Grumbein's Island.

The following table summarizes the analysis outcome for base year and future year conditions.

	Base Year (2025)				
	No Build	Scenario 1: Willey Connector Only		Scenario 2: Willey Connector + Grumbein's Island Closure	
	Daily Flow	Daily Flow	vs. No Build	Daily Flow	vs. Sce 1
Beechurst Ave @ Fayette St	28,000	**26,200**	-1,800	**23,500**	-2,700
Mon Blvd @ 8th St	16,200	**16,300**	100	**16,400**	100
University Ave @ Pleasant St/Bridge	22,700	**23,000**	300	**22,400**	-600
University Ave @ 8th St	11,700	**12,200**	500	**11,700**	-500
University Ave @ North St	12,900	**10,200**	-2,700	**9,400**	-800
University Ave @ Grumbein's Island	15,200	**12,000**	-3,200	**0**	-12,000
Stewarts St @ University Ave	10,100	**9,700**	-400	**8,100**	-1,600
College Ave @ Cornell Ave	100	**100**	0	**3,600**	3,500
Cornell Ave @ College Ave	800	200	-600	500	300
Willey St @ Spruce St	8,300	**9,800**	1,500	**13,300**	3,500
Snider St @ Richwood Ave	300	**8,700**	8,400	**11,800**	3,100
Willey St @ Cornell Ave	5,200	**100**	-5,100	100	0
N. Willey St / Mileground @ WV 705	15,900	**15,200**	-700	**15,900**	700
Richwood Ave @ Snider St	4,900	**1,700**	-3,200	**2,300**	600
Hampton Ave	9,000	**9,400**	400	**9,500**	100
Charles Ave	200	**600**	400	**700**	100
WV 705 @ N. Willey St / Mileground	26,300	**23,500**	-2,800	**24,900**	1,400
Willowdale Rd @ Morgan St	10,300	**11,500**	1,200	**11,500**	0
Stewarts St @ Chestnut Ridge Rd	11,300	**9,100**	-2,200	7,600	-1,500
Willey St Connector	0	**8,300**	8,300	**11,900**	3,600

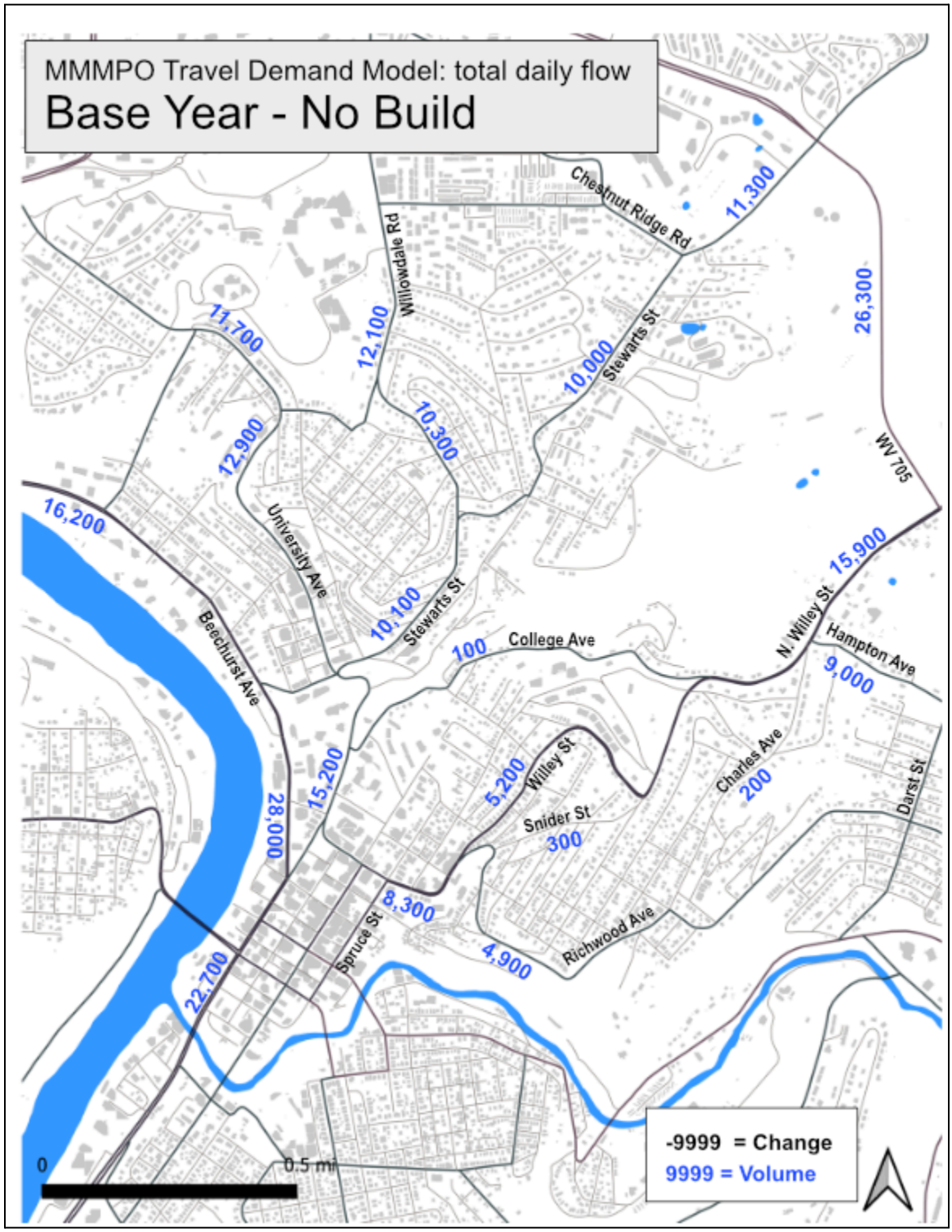
	Future Year (2055)				
	No Build	Scenario 1: Willey Connector Only		Scenario 2: Willey Connector + Grumbein's Island Closure	
	Daily Flow	Daily Flow	vs. No Build	Daily Flow	vs. Sce 1
Beechurst Ave @ Feyette St	35,100	**31,000**	-4,100	26,900	-4,100
Mon Blvd @ 8th St	20,400	21,200	800	20,100	-1,100
University Ave @ Pleasant St/Bridge	26,600	26,400	-200	26,400	0
University Ave @ 8th St	13,900	**14,500**	600	**13,800**	-700
University Ave @ North St	11,800	**11,200**	-600	10,100	-1,100
University Ave @ Grumbein's Island	19,200	16,200	-3,000	0	-16,200
Stewarts St @ University Ave	10,700	9,800	-900	8,100	-1,700
College Ave @ Cornell Ave	454	1,000	500	4,700	3,700
Cornell Ave @ College Ave	1,800	400	-1,400	600	200
Willey St @ Spruce St	9,800	11,300	1,500	**15,600**	4,300
Snider St @ Richwood Ave	500	11,000	10,500	13,900	2,900
Willey St @ Cornell Ave	5,600	**200**	-5,400	100	-100
N. Willey St / Mileground @ WV 705	18,500	18,800	300	19,000	200
Richwood Ave @ Snider St	9,400	4,000	-5,400	4,100	100
Hampton Ave	10,000	10,000	0	10,200	200
Charles Ave	1,300	5,800	4,500	6,400	600
WV 705 @ N. Willey St / Mileground	34,400	31,000	-3,400	32,600	1,600
Willowdale Rd @ Morgan St	10,600	12,500	1,900	12,200	-300
Stewarts St @ Chestnut Ridge Rd	13,400	12,700	-700	12,000	-700
Willey St Connector	0	14,900	14,900	18,400	3,500

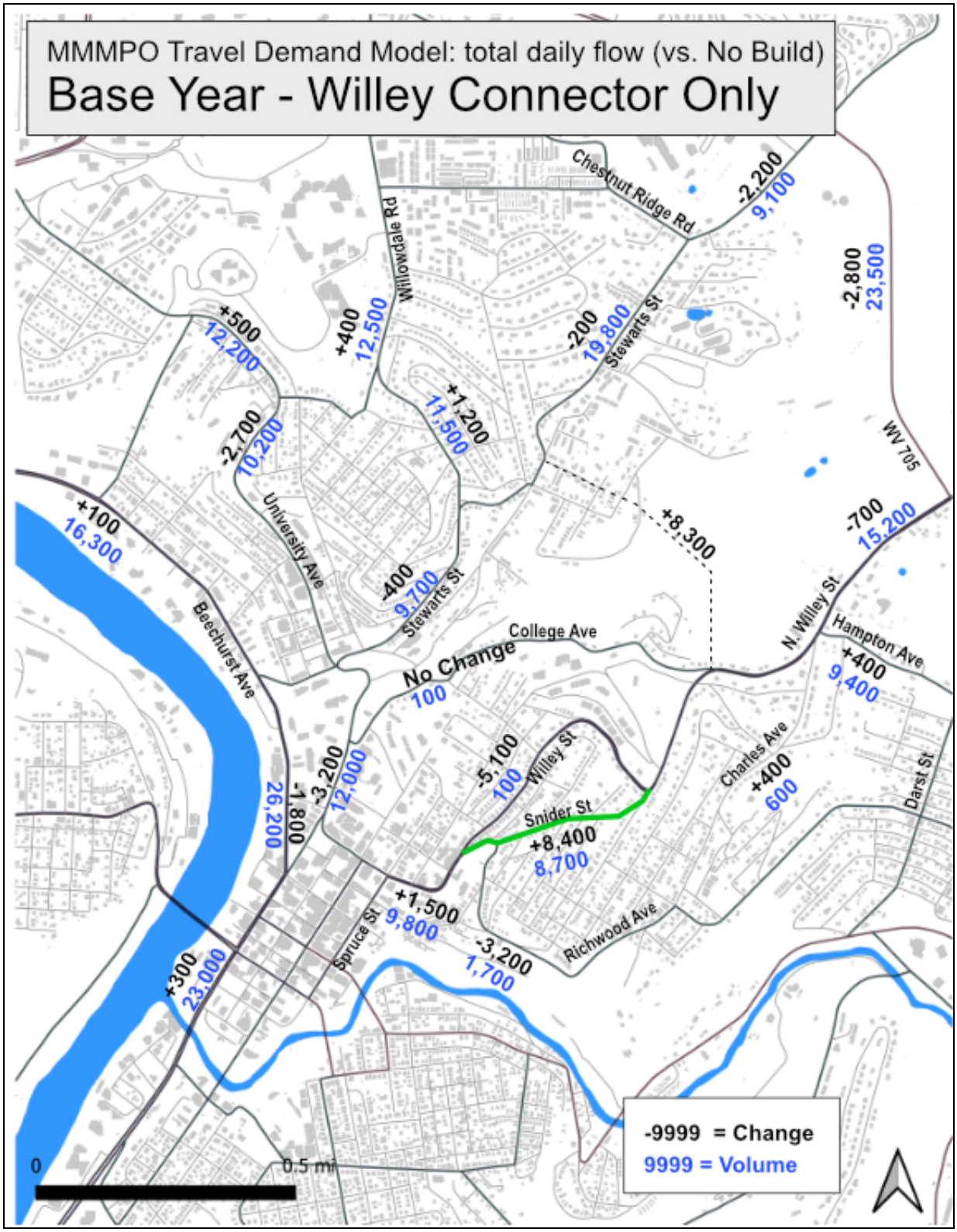
Key Findings

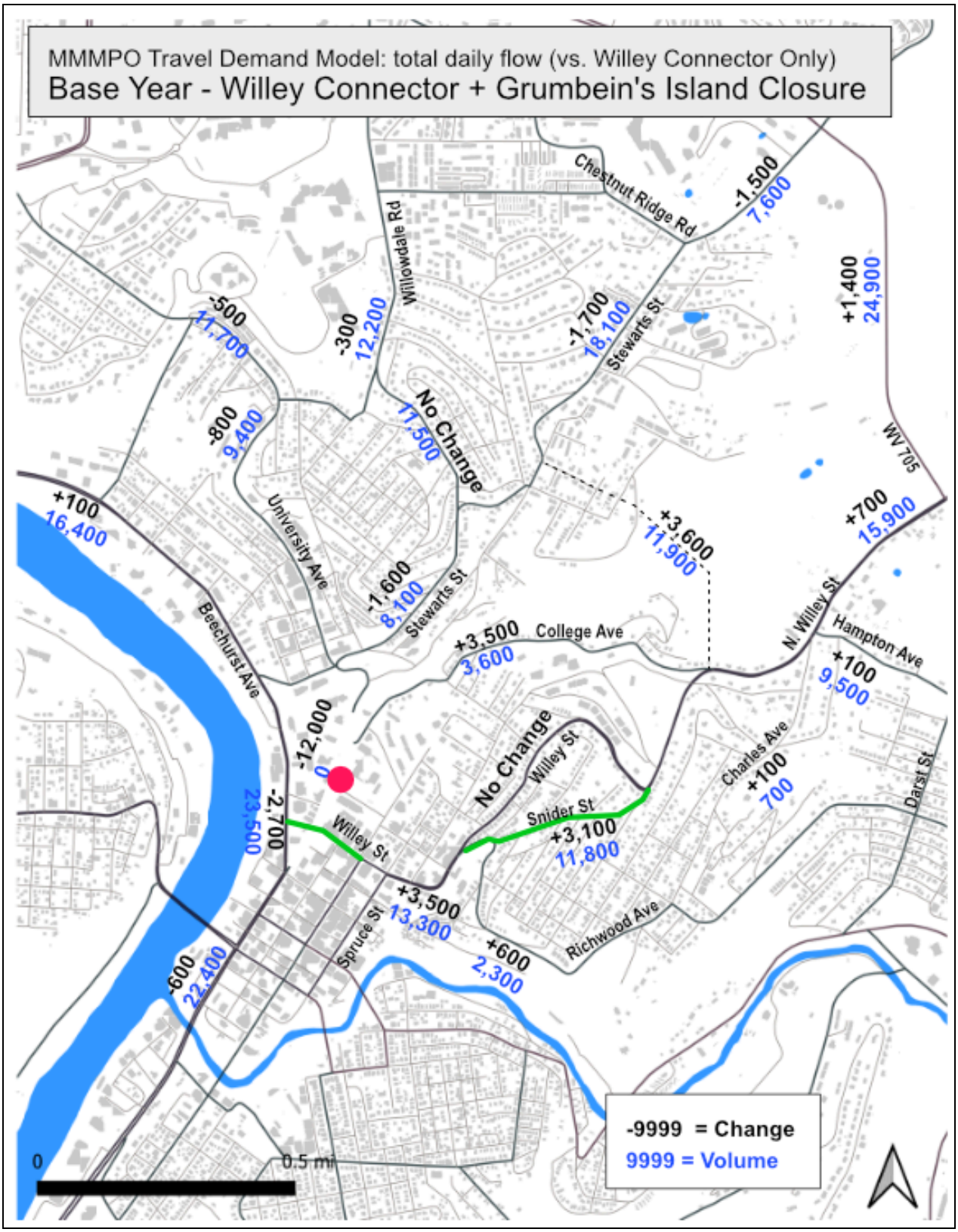
- The Willey Street Connector (Scenario 1) significantly redistributes traffic in the downtown core and traffic shifts to the connector, Snider St and Willey St.
    - University Ave @ Grumbein’s Island decreases by 3,200 vpd, indicating reduced reliance on the island crossing.

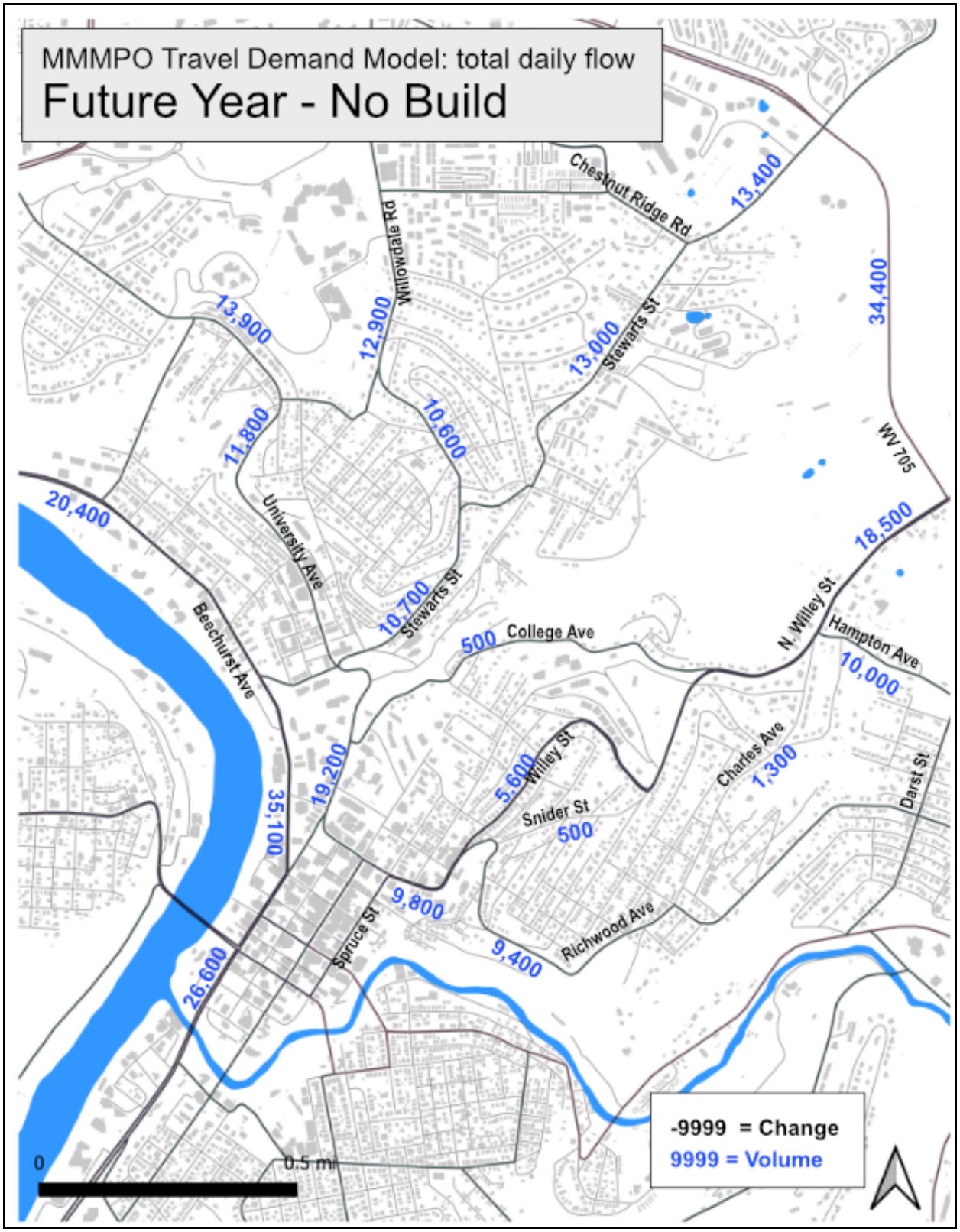
    - University Ave @ North St decreases by 2,700 vpd.
    - Beechurst Ave @ Fayette St decreases by 1,800 vpd.
- Closure of Grumbein's Island (Scenario 2) further shifts traffic to the new network on Willey St connector. Comparing with Scenario 1, Additional reductions occur at:
    - University Ave @ North St
    - Stewart St @ University Ave
    - Beechurst Ave @ Fayette St
- Meanwhile, traffic increases on the following alternative routes:
    - Willey Street Connector
    - Willey St @ Spruce St
    - College Ave @ Cornell Ave
    - WV 705 @ N. Willey/Mileground increases
- The impacts of both projects are concentrated primarily within the downtown/core network rather than significantly affecting the broader regional system.
- If Grumbein's Island is closed, the Connector plays a critical role in accommodating redistributed traffic.

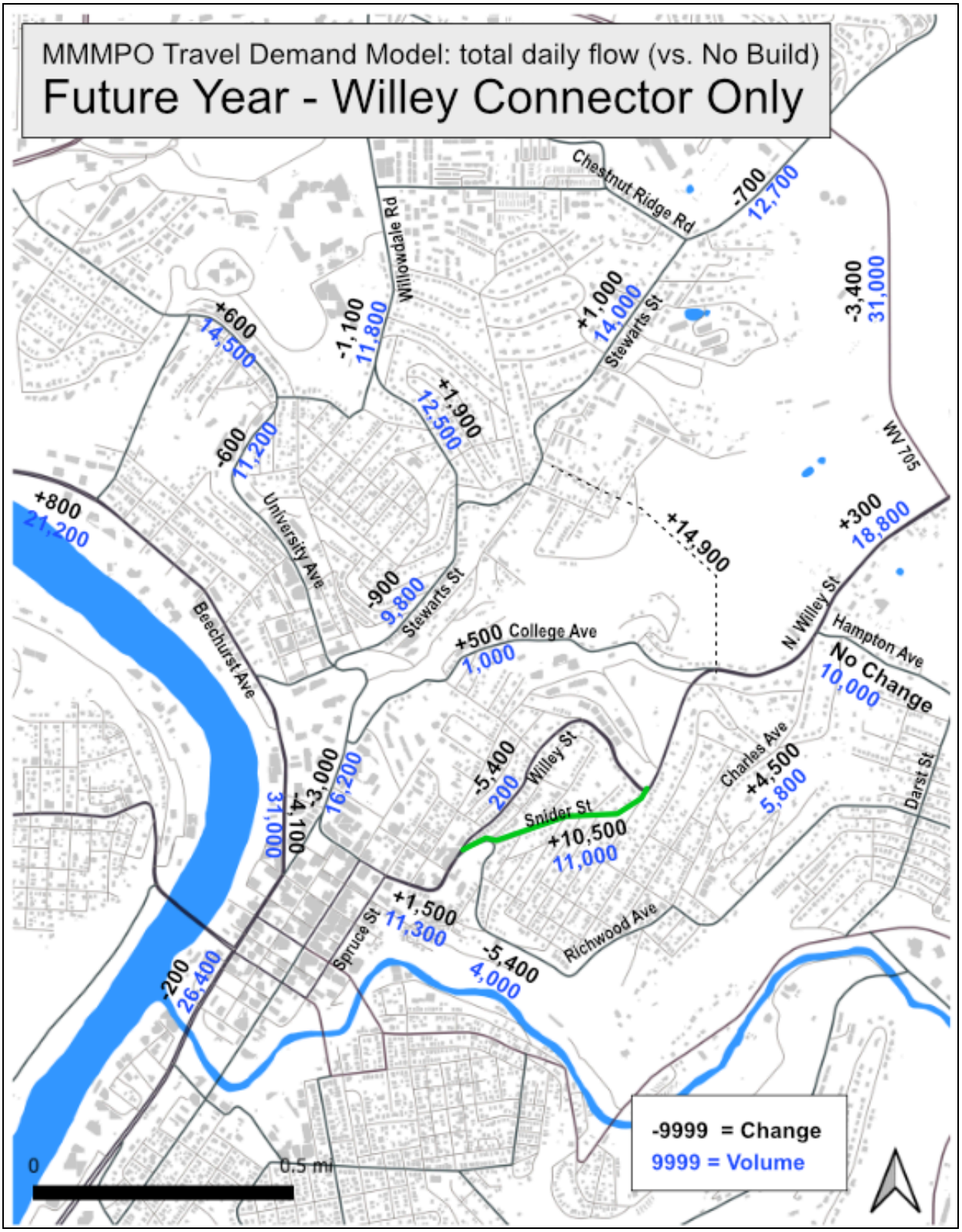
Map Appendix

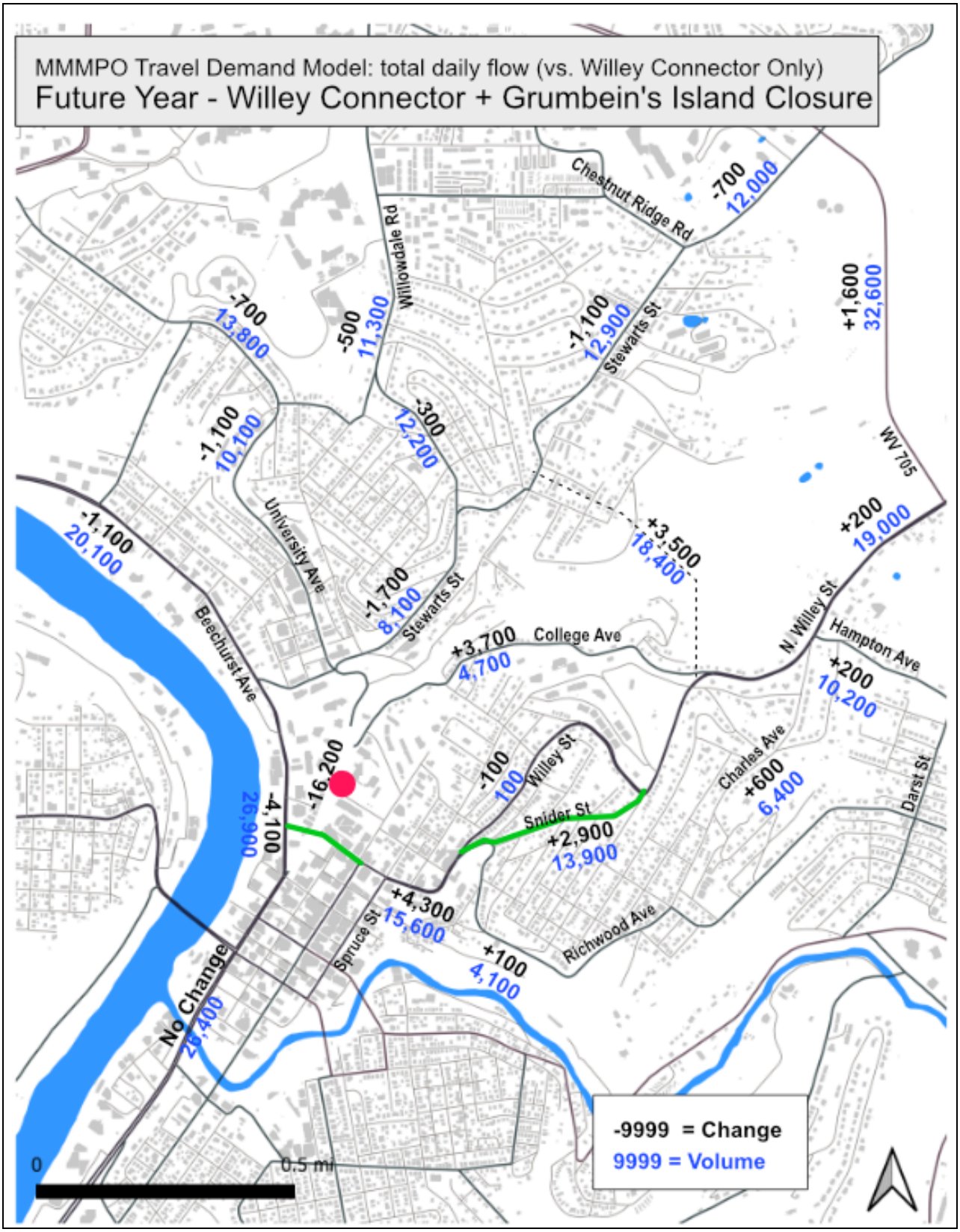



MMMPO Travel Demand Model: total daily flow (vs. No Build)
Base Year - Willey Connector Only
Chestnut Ridge Rd
-2,200
9,100
Willowdale Rd
+400
12,500
+500
12,200
-2,700
10,200
+1,200
11,500
-200
19,800
Stewarts St
-2,800
23,500
WV 705
+8,300
-700
15,200
+100
16,300
University Ave
-400
9,700
Stewarts St
Beechurst Ave
College Ave
No Change
100
N. Willey St
Hampton Ave
+400
9,400
-1,800
26,200
-3,200
12,000
-5,100
100
Willey St
Snider St
+8,400
8,700
Charles Ave
+400
600
Darst St
+1,500
9,800
Spruce St
-3,200
1,700
Richwood Ave
+300
23,000
0
0.5 mi
-9999 = Change
9999 = Volume


MMMPO Travel Demand Model: total daily flow (vs. Willey Connector Only)
Base Year - Willey Connector + Grumbein's Island Closure
Chestnut Ridge Rd
-1,500
7,600
Willowdale Rd
-300
12,200
-500
11,700
-1,700
18,100
Stewarts St
+1,400
24,900
WV 705
-800
9,400
No Change
11,500
+100
16,400
University Ave
+3,600
11,900
+700
15,900
-1,600
8,100
Stewarts St
Beechhurst Ave
+3,500
3,600
College Ave
N. Willey St
Hampton Ave
+100
9,500
-12,000
0
No Change
Willey St
Charles Ave
+100
700
Darst St
-2,700
23,500
Willey St
Snider St
+3,100
11,800
+3,500
13,300
Spruce St
Richwood Ave
+600
2,300
-600
22,400
-9999 = Change
9999 = Volume
0
0.5 mi


MMMPO Travel Demand Model: total daily flow
Future Year - No Build
Chestnut Ridge Rd
13,400
Willowdale Rd
12,900
13,900
34,400
Stewarts St
13,000
10,600
11,800
WV 705
University Ave
20,400
18,500
10,700
Stewarts St
500
College Ave
N. Willey St
Hampton Ave
10,000
Beechurst Ave
19,200
5,600
Willey St
Charles Ave
1,300
Darst St
35,100
Snider St
500
9,800
Spruce St
Richwood Ave
9,400
26,600
-9999 = Change
9999 = Volume
0
0.5 mi


MMMPO Travel Demand Model: total daily flow (vs. No Build)
Future Year - Willey Connector Only
Chestnut Ridge Rd
-700
12,700
Willowdale Rd
-1,100
11,800
+600
14,500
+1,000
14,000
Stewarts St
-3,400
31,000
+1,900
12,500
-600
11,200
WV 705
+800
21,200
University Ave
+14,900
+300
18,800
-900
9,800
Stewarts St
N Willey St
Beechurst Ave
+500 College Ave
1,000
Hampton Ave
No Change
10,000
-5,400
200
Willey St
Charles Ave
+4,500
5,800
Darst St
-3,000
16,200
-4,100
31,000
Snider St
+10,500
11,000
+1,500
11,300
Spruce St
Richwood Ave
-5,400
4,000
-200
26,400
-9999 = Change
9999 = Volume
0
0.5 mi


MMMPO Travel Demand Model: total daily flow (vs. Willey Connector Only)
Future Year - Willey Connector + Grumbein's Island Closure
Chestnut Ridge Rd
-700
12,000
Willowdale Rd
-700
13,800
-500
11,300
-1,100
12,900
Stewarts St
+1,600
32,600
-1,100
10,100
-300
12,200
WV 705
University Ave
+3,500
18,400
+200
19,000
-1,100
20,100
Beechurst Ave
-1,700
8,100
Stewarts St
+3,700
4,700
College Ave
N Willey St
Hampton Ave
+200
10,200
-16,200
-100
100
Willey St
Charles Ave
+600
6,400
Darst St
-4,100
26,900
Snider St
+2,900
13,900
+4,300
15,600
Spruce St
Richwood Ave
+100
4,100
No Change
26,400
-9999 = Change
9999 = Volume
0
0.5 mi