



243 High Street Room 026
Morgantown, WV 26505
(304) 291-9571
www.plantgether.org

Agenda

Transportation Technical Advisory Committee
243 High Street Room 026 and by WEBEX
Morgantown WV
March 11, 2025
1:00 PM

1. Call to Order
2. Approval of Minutes
3. UPWP 2025-2026
4. Crash Report 2019-2023
5. Metropolitan Transportation Plan Update Work Program
6. University Ave Ped Study Update
7. Community Garden Update
8. Other Business
9. Meeting Adjournment



Memorandum

Date: March 6, 2025

To: TTAC and CAC Members

From: Bill Austin, AICP

Subject: Committee Meeting Agenda

MPO Committee Members this memorandum is to discuss the action items being considered at the March meetings.

-Draft Unified Planning Work Program (UPWP)- The initial draft of the UPWP was presented to the MPO's committees at their January meeting. The work proposed in the draft UPWP is essentially the same as previously discussed the two primary work items for the upcoming fiscal year are the completion of the ongoing Metropolitan Transportation Plan (MTP) update and a study identifying the feasibility of the Mon Valley Greenspace Coalition's conceptual Greenbelt Plan. There have been minor changes to the amount of funding for various items since the committee's initial review in January but no significant change in the total amount of funding proposed for the MPO's operations. It is proposed that Staff get a 3% cost of living allowance increase as discussed in January.

-Crash Report- Please find enclosed with the Agenda packet a draft of the MPO's latest crash report. The data included in this report will be used as part of the update of the MTP. We appreciate any comments you may have on the report that may help improve it. Staff requests that the Committee's recommend adoption of the crash report to the MPO Policy Board.

-Metropolitan Transportation Plan Work Program-We would appreciate the Committees review of the outline of work to be performed as part of the MTP update. It should be noted that a good portion of this work has already begun.



TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

January 8, 2025

This meeting was held virtually at <https://morgantownmonongaliampo.my.webex.com/meet/baustin> and in-person at 243 High St (Court House), Room 026 in downtown Morgantown.

Members Present:

Bill Austin (Chair), Maria Smith, Andrew-Gast Bray, Brian Carr, Chase Lindsey (FHWA), Drew Gatlin, Grant Morris (WVDOH), Kara Greathouse, Jeremy Evans, Michael Dougherty

Others Present: Jacqueline Peate, Jing Zhang

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 1:05 PM. Members and those attending introduced themselves.

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 with corrections; seconded by Ms. Smith. The motion to approve the minutes passed unanimously.

3. 2025 TIP Adoption and Amendments

Mr. Austin stated the MPO's updated TIP for the period FY 2025-30 is included in the agenda. This document was advertised to the public in October in accordance with the MPO's Public Involvement Policy (PIP). Since that advertisement the MPO has amended and adjusted the current TIP in accordance with the PIP. at the request of various agencies. A memorandum identifying the changes to the advertised updated TIP is also included in the agenda packet. It is respectfully requested that the TTAC recommend the adoption of the updated TIP and the associated amendments and adjustments identified in the attached memorandum to the Policy Board.

2024 November Amendment

Add New Project

I-79 EXIT 155 RAMPS TEMPORARY TRAFFIC SIGNAL. FFY: 2025. Federal ID: CARB1924001D. Phase: Construction. Type of Work: traffic signal. Funding Source: CRP 50-200K POP. Federal Funding: \$750,000. Total Funding: \$750,000. Location: The intersections of the I-79 Exit 155 ramps and Chaplin Hill Road.

Split Funding Source

CAPERTON TRAIL LIGHTING. FFY: 2026. Federal ID: NRT2018218D. Phase: Construction. Type of Work: install lighting. Location: N/A. Funding Source: NRT. Federal funding: \$239,280. Total funding: \$299,100. Funding Source: CRP 50-200k POP. Federal funding: \$320,000. Total funding: \$400,000.

Mr. Dougherty asked if this motion included both items, and Mr. Austin clarified that these were to be voted on as one item.

Mr. Gast-Bray moved to approve the 2025 TIP Adoption and Amendments; seconded by Mr. Dougherty. The motion passed unanimously.

4. Safety Performance Measures

Mr. Austin stated that the Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures (Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries). According to 23 CFR § 490.209, MPOs must establish safety performance targets within 180 days of the State DOT establishing and reporting targets in the State HSIP annual report. Part of the MPOs federal funds are utilized for these targets. The Safety Performance Measures include Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries for both annual and five-year target goals. They are shown below in individual tables in the agenda. The last adopted values were from 2019-2023. The current adopted values for 2020-2024 are shown in the tables below, and are adjusted to reflect the actual performance.

Mr. Carr asked if the numbers were the ones presented to WVAMPO. Staff confirmed they were, and they will verify this before the Policy Borad meeting.

Mr. Dougherty asked why the goal for Motorized Fatalities went down. Mr. Austin stated that the actual numbers are higher, so there is a reduction, but the performance measures are sensitive to data. Mr. Gatlin added that there could be an increase of pedestrians, making the number higher. Mr. Gast-Bray agreed that the area could do better in encouraging better numbers. Mr. Austin stated he will address this, and suggested the TTAC pass with a motive to be more aggressive in goals.

Mr. Evans moved to approve the Safety Performance Measures with the motive to be more aggressive in future goals; seconded by Ms. Smith. The motion passed unanimously.

5. Draft 2025 Budget Review

Mr. Austin stated the draft of the FY 2025-26 UPWP was included in the agenda. The draft UPWP proposes a 3% COLA for MPO staff. The primary large projects included in the draft UPWP are the completion of a minor update of the Metropolitan Transportation Plan (MTP) and a planning study looking at the feasibility of the Mon Valley Greenspace Coalition's conceptual Greenbelt. The MTP update will be built on the regional travel demand model modifications made for the ongoing Downtown Microsimulation Study and public involvement and corridor evaluations to be made by MPO Staff. Corridors to evaluated include a portion of Brookhaven Road in the vicinity of WV 7. The Greenbelt Feasibility Study will examine the corridors identified in the Greenbelt Conceptual map and as adopted in the MTP. The Study will focus on evaluating the complete street improvements for the on-road portions of the Conceptual Map. The Study will develop planning level cost estimates and prioritization of preferred on road corridors for implementation. It will also identify the preferred locations for proposed off-road facilities to intersect with on-road segments. Additional studies will be needed to determine the feasibility and alignments for off-road facilities. This Study's Complete Street emphasis should make it eligible for 100% Federal funding.

Mr. Austin asked the board to please review the enclosed documentation and let staff know of any changes to the proposed UPWP they would like to see.

Mr. Gast-Bray discussed how he has been having talks with District 4 about future developments. He asked Mr. Carr/the TTAC for help in coordinating these developments with other upcoming plans and projects.

Ms. Greathouse asked when the update to the MTP will be completed, and Mr. Austin stated it should be completed around the end of the 2025 calendar year.

7. Other Business

Mr. Austin stated the final design for the Smithtown Rd project is being developed. He attended a meeting discussing these details. He also stated the University Collins Ferry roundabout should begin construction around March, and that the projects for Van Voorhis and West Run are moving along.

Mr. Gatlin stated the City of Morgantown got notice in success of the RAISE grant for a multi-modal corridor for Dorsey Ave. They were awarded \$8 million for planning and design, and have a 5-year performance window. The city would like to look into having more travel lanes and side paths that lead into the downtown area. The City of Morgantown has kicked off the rapid response pedestrian safety projects. Mr. Gatlin also noted he was happy to see the Greenbelt was included in the UPWP.

Mr. Carr asked Mr. Gatlin to send the RAISE grant information to him, as WVDOH want to keep track of RAISE grants.

Ms. Smith asked who wrote this grant, and Mr. Gatlin stated he wrote it with Kimley Horn.

8. Meeting Adjournment

The meeting adjourned at 1:40pm.

DRAFT

UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR 2025 – 2026



Adopted:

Amended:

Monongalia County Courthouse
243 High Street Room 026
Morgantown, WV 26505
(304) 291-9571 phone
(304) 291-9573 fax

DRAFT

INTRODUCTION

In accordance with Federal Regulations, this document outlines the budget for the Morgantown Monongalia MPO for Fiscal Year 2025-2026, which begins July 1, 2025. This document is named the “Unified Planning Work Program” because it combines transportation planning efforts for both transit projects funded by the Federal Transit Administration and planning efforts highway projects funded by the Federal Highway Administration. This budget is supported by funds from the Federal Highway Administration, the Federal Transit Administration (both agencies combine to provide 80% of the funding for this UPWP.) The West Virginia Department of Transportation provides 10% of the funding for this UPWP. Monongalia County and the City of Morgantown each provide 5% of the funding for the UPWP. In addition to identifying the funding sources for work to be performed in the upcoming year, it also fulfills the requirement that the MPO provide a summary of the work the MPO has performed in the previous fiscal year.

DEVELOPMENT OF THE UPWP

The MMMPO’s Unified Planning Work Program is developed in consultation with the MMMPO’s member agencies. The process begins in November of the previous year when MPO staff requests that all member agencies including Mountain Line Transit provide us with any items they would like to see included in the upcoming year’s work program. A draft of the upcoming fiscal year work program is provided to the MPO’s committee members including the Policy Board at their January meeting. The final document is submitted to the committees for adoption at the March meetings.

STUDY AREA

The Morgantown Monongalia MPO covers Monongalia County including the municipalities of Blacksville, Granville, Morgantown, Star City, and Westover.

The MPO’s Policy Board includes representatives from:

1. Monongalia County (pays one half of any local match requirements) - three county commissioners
2. City of Morgantown (pays one half of any local match requirements) - three council members
3. City of Westover — one elected representative
4. Town of Star City — one elected representative
5. Town of Granville — one elected representative
6. Town of Blacksville — one elected representative
7. Mountain Line Transit Authority — one representative
8. Monongalia County Board of Education — one elected representative
9. West Virginia University — one representative
10. West Virginia Department of Transportation — MPO liaison
11. Morgantown Area Partnership-one representative (Non-voting)

Accomplishments

During Fiscal Year 2024-2025 the MMMPO staff worked with the West Virginia Department of Transportation and the area's local governments to improve transportation in the region. The MPO's efforts were focused on the implementation of the area's 2050 Long Range Transportation Plan. Please find below a short description of these activities.

The focus of the MPO during the fiscal year was working to implement the recommendations of the recently adopted transportation plan. The primary effort was working with consultants to perform the Downtown Microsimulation Study a Tier One project for the area. This Study will identify strategies and solutions for other Tier One Projects such as the Willey Street improvement project and the Fairmont Road Improvement Project.

In addition to the Downtown Microsimulation Study the MMMPO hired a consultant to examine the feasibility of constructing a pedestrian bridge connecting the City of Morgantown's First Ward to the Waterfront area. This is also a Tier One in the Metropolitan Transportation Plan. It is anticipated that this project will be completed during FY 2024-25.

MPO Staff also began the development of a pedestrian safety plan along the University Avenue corridor from Patteson Drive to Boyers Avenue. It is anticipated that this Study will be complete by the end of the FY24-25.

The MPO also hired a consultant to evaluate the feasibility of constructing a pedestrian overpass over Don Knott's Boulevard. This study should be completed by the end of FY 2024-2025.

The MPO continued to implement the suballocated funding process. The MPO Policy Board recommended \$400,000 in additional funding for the installation of lighting along the Caperton and Deckers Creek rail trails as well as allocating \$750,000 for the installation of a temporary signal at I-79 Exit 155. MPO Staff also worked with WVDOH and their consultants to develop a RAISE Grant application for the Tier One Fairmont Road project.

Other work performed by MPO Staff during FY 2024-2025, included:

MPO Staff worked to keep the following projects moving toward construction, the University Avenue/Collins Ferry Road intersection improvement project the Greenbag Road widening project, Beechurst Avenue spot improvement project and the upgrades of the West Run, Van Voorhis Road corridor projects. MPO Staff also worked to keep the Harmony Grove interchange project and the Exit 155 grant project on schedule.

In addition to project work MPO staff, performed several duties to maintain and update traffic related databases these databases include an enhanced crash database developed from data newly available from WVDOH. In addition to working on the inventory of traffic data the MPO proposes to participate in the updating of aerial mapping and topographic data undertaken by a consortium of Monongalia County, the City of Morgantown and the Morgantown Utility Board. The MPO provided \$5000 to assist

DRAFT

in funding this effort. As a partner in this effort all data collected is available to the MPO's jurisdictions and WVDOH at no charge.

MPO Staff continued to investigate potential pedestrian count technologies. The technology for pedestrian counting is evolving quickly and it is difficult to evaluate the various options available. MPO Staff In cooperation with the Mon Valley Greenspace Coalition Staff prepared a map of a potential greenway network connecting non-motorized facilities throughout the area.

The MPO has been working to implement the Regional Transportation Demand Management program. During FY 2014-2015 MPO staff, working with Mountain Lines Mobility Coordinator instituted a coordinated advertising campaign and a redefined incentive package for new van pools. The momentum from this effort continued in FY 2019-2020 when there were two ongoing vanpools. Since that time the initial funding for the program has been expended. MPO Staff successfully sought funding for the continuation of this initiative in FY 2020-21. To date 21 vanpools have been started by this program with 12 of them still operating after the expiration of the MPO's subsidy.

MPO Staff worked with Mountain Line Staff as well as WVU class to identify potential bus shelter locations for Mountain Line. This work is being coordinated with the City of Morgantown.

MPO Staff continues work begun in 2013-2014 with the other MPO's across the State to implement the WV Association of MPO's. The purpose of the organization is to share best practices in transportation planning and to enhance coordination with WVDOT, the Federal Highway Administration and the Federal Transit Administration.

With the addition of a part-time staff person shared with Monongalia County the MPO has continued its expanded online presence to include several new platforms including Twitter, LinkedIn, a larger presence on Facebook and other social media. The new employee also worked to standardize the format of the MPO's letter head and other documents as well as beginning a quarterly MMMPO newsletter. Normal operations included MPO consideration of numerous TIP Amendments by the MPO's committees. MPO Staff also performed other normal administrative functions including financial management, staff technical support to the Pedestrian and Bicycle Board's, and other similar tasks.

It is anticipated that all of the work items proposed in the FY 2024-2025 UPWP will have been addressed during that fiscal year. It should be noted that several items are intended to be ongoing parts of the MPO's Work Program which will never be "completed." These tasks include all forms of data collection, monitoring of performance measures, and administration. There is no provision to carry over funding from previous fiscal years in the MMMPO's arrangement with WVDOT.

FOCUS FOR FISCAL YEAR 2025-2026

Local initiatives:

Major initiatives to be under taken this year include:

The MMMPO will conduct a minor update of the Metropolitan Transportation Plan adopted in 2022. With the completion of the Downtown Study the regional travel demand model will be updated to reflect the findings of the Study. MPO Staff will build on that effort with public involvement and the evaluation of corridors identified as potentially problematic by the public to develop the updated MTP. It is anticipated that this work will be complete by the end of 2025.

The MMMPO will also conduct a feasibility study of the proposed greenbelt being developed by a volunteer agency providing non-motorized access to the urban area. Preliminary work identifying potential corridors has been underway. This Study will look at both complete streets concepts as well as off road concepts developed by the area's green space coalition. In addition to verifying the feasibility of the proposed greenbelt the plan will develop an outline of implementation strategies for the proposed project. These strategies will include the identification of proposed partners and funding sources for the implementation of the project and a timeline of steps to be taken to implement the project. This project will also include public outreach and the prioritization of segments to be implemented.

In addition to the work identified above, MPO Staff will continue to work with WVDOH on the Greenbag Road Design Study funded by the MPO's RAISE grant. MPO Staff will team with WVDOH to put together a Study Steering Committee and work with WVDOH to jointly administer the Study. It is anticipated that this project will take place over more than one fiscal year.

MPO Staff will work to implement the process for monitoring and reporting on the impact of transportation decision-making in the TIP and the Metropolitan Transportation Plan on the safety and operational performance of the transportation system in accordance with the performance planning requirements of the IJJA, FAST Act and MAP 21. MPO Staff will continue to provide ongoing administrative functions including scheduling and staff meetings, preparation of minutes and other arrangements for the MPO's standing committee meetings. Staff will continue preparation of Transportation Improvement Program amendments, preparation of the budget, performance of human resource functions and intergovernmental relations and public involvement activities. Staff will also continue to provide technical assistance to area municipalities as well as the Bike Board and the Pedestrian Board. Staff will also review the MPO's Public Involvement Policy and the MPO's Bylaws to determine the need for an update to the provisions of those documents. Staff will also continue to work with the statewide MPO Association on issues common to all of the state's MPOs.

BUDGET ITEMS BY MAJOR CATEGORY

The Project codes used in this document refer to the work codes identified in the MPO's Prospectus.

II-A Continuing Transportation Planning Activities-Surveillance of Inventory Data

II-A-1 Traffic Counts- The MPO will consider continuing the annual traffic count program under a new initiative under discussion with WVDOH.

II-A-4 Traffic Crashes-MPO Staff will continue to collect, quantify and locate traffic accident data as it becomes available.

II-A-10 Mapping- The MPO is using ArcGIS to work with Monongalia County to share data. This work will also include supplementing the County's recently acquired aerial photography with additional data.

II-B Long Range Transportation Plan Development

II-B-3 Model Update-The MPO regional travel demand model will be updated using data from the downtown micro-simulation study and ongoing work for the development of a new interchange.

II-B-6-Community Goals and Objectives-The MPO will have a robust public involvement process to identify any new community goals and objectives since the last major update in 2022. These activities will be part of a minor update of the MTP.

II-B-8 Deficiency Analysis-Ongoing efforts to identify deficient elements of the transportation network. These efforts will be focused on corridors identified by staff and the public including Brookhaven Road as part of the minor MTP Update.

II-B-9 Highway Element-the highway element of the MTP will be updated as needed to reflect changes proposed in the area's comprehensive plans, the Downtown Microsimulation Study and other ongoing studies.

II-B-10 Transit Element-The MPO will work with Mountain Line to incorporate recent changes in their operations into the overall Metropolitan Transportation Plan.

II-B-11 Bicycle and Pedestrian Planning- The MPO will incorporate new data into the Bicycle and Pedestrian Plan as it becomes available.

II-B-13 Collector Street Planning- MPO Staff will provide support to area municipalities in reviewing proposed development to ensure that the proposed collector streets are adequate. Staff will also review proposals to ensure that the proposed connection between major arterials and collector streets are consistent with the capacity anticipated in the Metropolitan Transportation Plan.

II-B-16 Financial Planning- MPO Staff will continue to work for the development of funding streams for transportation in general and especially for implementing the Metropolitan Transportation Plan.

II-B-17 Congestion Management Strategies- MPO staff will review and coordinate with WVDOT/DOH on potential congestion mitigation strategies. MPO staff will also work with Mountain Line staff on the vanpool program. MPO Staff will continue to provide information on operational improvements that may assist in the mitigation of congestion identified in the Downtown Microsimulation study.

III Administration

III-A Planning Work Program

MPO staff will monitor the revised Planning Work Program process to ensure it is being adequately implemented. Staff will also develop the 2024 Planning Work Program.

III-B Transportation Improvement Program

MPO staff will update the Transportation Improvement Program (TIP) as needed. The MPO will work with WVDOH on updating the State Transportation Improvement Program operating procedures and updating the TIP to meet the revised procedures.

III-C-6 Public Involvement

The MPO will continue to televise Policy Board Meetings. Staff also anticipates increased public involvement activities associated with the downtown microsimulation study and the MTP Update. The MPO will continue to distribute a newsletter and upgrade its online presence. Staff will also reach out to neighborhoods to inform residents about its activities.

III-C-7 Private Sector Participation-The MPO will seek to encourage private sector participation wherever possible with projects as they move forward. This effort will immediately focus on working with the Morgantown Area Partnerships Transportation Committee as the MPO Policy Advisory Committee.

III-C-8 Performance Measures-MAP 21 and the FAST Act require the States and MPOs to establish and report performance measures to ensure that transportation investments are addressing national, state, and local priorities for safety, air quality, system reliability and transit and highway asset management. These performance measures will be reflected in the MPO's Metropolitan Transportation Plan and Transportation Improvement Program. This will be an ongoing task.

III-D-1 Transportation Enhancement Planning-MPO Staff will prepare enhancement project applications and provide assistance with enhancement planning activities as requested by area agencies.

III-D-2 Environmental Coordination-MPO Staff will work with WVDOH to provide environmental resource agencies with information on projects proposed in the updated Metropolitan Transportation Plan to help ensure that environmental concerns are recognized as potential projects.

III-D-3 Special Studies- MPO Staff will work with partner agencies to identify needed special studies and to initiate studies as requested. This line item also includes the management of ongoing projects such as the Downtown Microsimulation Study.

III-E Management and Operations This line item includes normal administrative functions such as the cost of the MPO audit, supplies, insurance and other administrative costs.

Morgantown Monongalia MPO Operating Budget FY 2025-2026 DRAFT

Cost Allocation Rate Table

All work performed outside program areas shall be charged at an hourly rate to cover actual expenses.
Reimbursement/allocation rates are as follows:

Position	Hourly Rate	
Executive Director	\$ 76.93	Incl. benefits + Overhead
Planner II	\$ 45.15	Incl. benefits + Overhead
Shared Planner (50% MPO)	\$ 40.41	Includes benefits + Overhead
Additional Travel	US Gov Rate as adjusted	

Note: All MPO Staff positions are salaried positions. Therefore, all holidays, vacation and sick leave benefits are included in the base wage rate. Hourly rate is calculated using a 2080 hour work year as the base line for full time employees. For the shared employee a 1,040 hour work year is used.

Proposed Line Item Fixed Operating Expenses

Category	Consolidated Federal Planning Funds	WVDOT	City/County MPO/Other	Total Cost Allocation
Salaries*				
Director	\$ 90,096	\$ 11,262	\$ 11,262	\$ 112,621
Planner 2	\$ 51,517	\$ 6,439	\$ 6,439	\$ 64,397
Shared Planner	\$ 22,927	\$ 2,865	\$ 2,865	\$ 8,660
Benefits (see below)	\$ 68,166	\$ 8,520	\$ 8,520	\$ 85,209
Contracted/Capital Expenses				
Contracted Services	\$ 20,000	\$ 2,500	\$ 2,500	\$ 25,000
Consulting Services*	\$ 40,000	\$ 5,000	\$ 5,000	\$ 50,000
Study @ 100% Federal	\$ 150,000	\$ -	\$ -	\$ 150,000
Computer Equipment	\$ 2,400	\$ 300	\$ 300	\$ 3,000
Software	\$ 4,000	\$ 600	\$ 600	\$ 6,000
Public Notices/Publishing	\$ 2,800	\$ 350	\$ 350	\$ 3,500
Overhead				
Travel & Training	\$ 12,800	\$ 1,600	\$ 1,600	\$ 16,000
Utilities (phone, internet, web site)	\$ 2,400	\$ 300.00	\$ 300	\$ 3,000
Copier lease, supplies, postage	\$ 1,200	\$ 150.00	\$ 150	\$ 1,500
Total	\$ 468,308	\$ 39,888	\$ 39,888	\$ 548,886

Proposes 3% COLA for MPO Staff

Employee Benefit Expenditure Detail
 (Calculated on Total Wages = \$205,678)

Description	Consolidated Federal Planning Funds	WVDOT	City/County/Ot her	Total Cost Allocation
FICA (6.2%)	\$ 10,201	\$ 1,275	\$ 1,275	\$ 12,752
Worker's Compensation (2.3%)	\$ 3,784	\$ 473	\$ 473	\$ 4,730
Medicare (1.45%)	\$ 2,385	\$ 298	\$ 298	\$ 2,982
Retirement (9.0%)	\$ 12,745	\$ 1,593	\$ 1,593	\$ 15,931
Health Insurance 2025 + 18%	\$ 36,249	\$ 4,531	\$ 4,531	\$ 45,312
Dental & Vision Insurance	\$ 2,800	\$ 350	\$ 350	\$ 3,500
Total Employee Benefit Package				\$ 85,208.51

2019-2023 CRASH REPORT DRAFT

MARCH 2025



MPMPO

Morgantown Monongalia MPO

2025 Metropolitan Transportation Plan Update

Adopted:

Monongalia County Courthouse
243 High Street Room 026
Morgantown, WV 26505
(304) 291-9571 phone
(304) 291-9573 fax

Table of Contents

Section 1. Introduction & Overview.....	3
Purpose.....	3
Source and Methodology.....	3
Crash Data Summary by Years.....	3
Section 2. Vehicle Crash Location Analysis.....	6
Corridors.....	6
Overview.....	6
Areas of Special Concern.....	7
Intersections.....	8
Overview.....	8
High-Crash Intersections.....	8
Fatal and Injury Crash Locations.....	11
Crashes Related to Suspected Alcohol or Drug Impairment.....	12
Crashes on Snowy, Slushy, or Icy Roads.....	14
Crashes in Dark, Unlit Conditions.....	15
Crashes By Collision Types.....	16
Single Vehicle Crashes.....	16
Sideswipe (Same Direction) Crashes.....	17
Sideswipe (Opposite Direction) Crashes.....	18
Rear-end Crashes.....	19
Head-on Crashes.....	20
Angled (All Directions) Crashes.....	21
Section 4. Vulnerable Road Users.....	22
Overview.....	22
Ped/Bicycle Crashes in Dark Conditions.....	23
Section 5. Preliminary Recommendations.....	24

Section 1. Introduction & Overview

Purpose

The purpose of this crash report is to comprehensively document regional crash trends, crash locations, and crash types in the Morgantown-Monongalia County metropolitan area. This analysis will support the development of the MPO’s 2025 Metropolitan Transportation Plan (MTP) update, providing insight into areas that need improve transportation safety. The report will be shared with the public throughout the update process, and the findings will be incorporated into the recommendations for the MTP update. MPO Staff will utilize these findings and the supporting data in future projects when needed. These findings will be made available to other agencies in the area.

Source and Methodology

This report uses crash data provided by the West Virginia Department of Transportation, covering the period from 2019 to 2023 for Monongalia County. The data source aligns with data used in previous reports, ensuring consistency and reliability.

The data was obtained in Microsoft Excel format, including coordinate information. It was then imported into QGIS, an open-source GIS (Geographic Information System) software, for processing and mapping. Heat maps and intersection clusters were generated using the built-in analysis functions available in QGIS.

Crash Data Summary by Years

From 2019 to 2023, there were 9,409 reported crashes in the MMMPO area. The table below summarizes crash data during the study period. Note that in 2020, there were mass shutdowns due to the COVID-19 virus. This is represented in the large decrease in crashes and injuries in 2020. Aside from the unique year of 2020, in 2021 the numbers generally continued the downward trend from 2019. This is best visualized in the graph on page 5.

Number of Crashes by Year

2019	2020	2021	2022	2023
2293	1499	2079	1836	1698

Number of Injury Crashes by Year

2019	2020	2021	2022	2023
500	362	465	428	395

Number of Fatal Crashes by Year

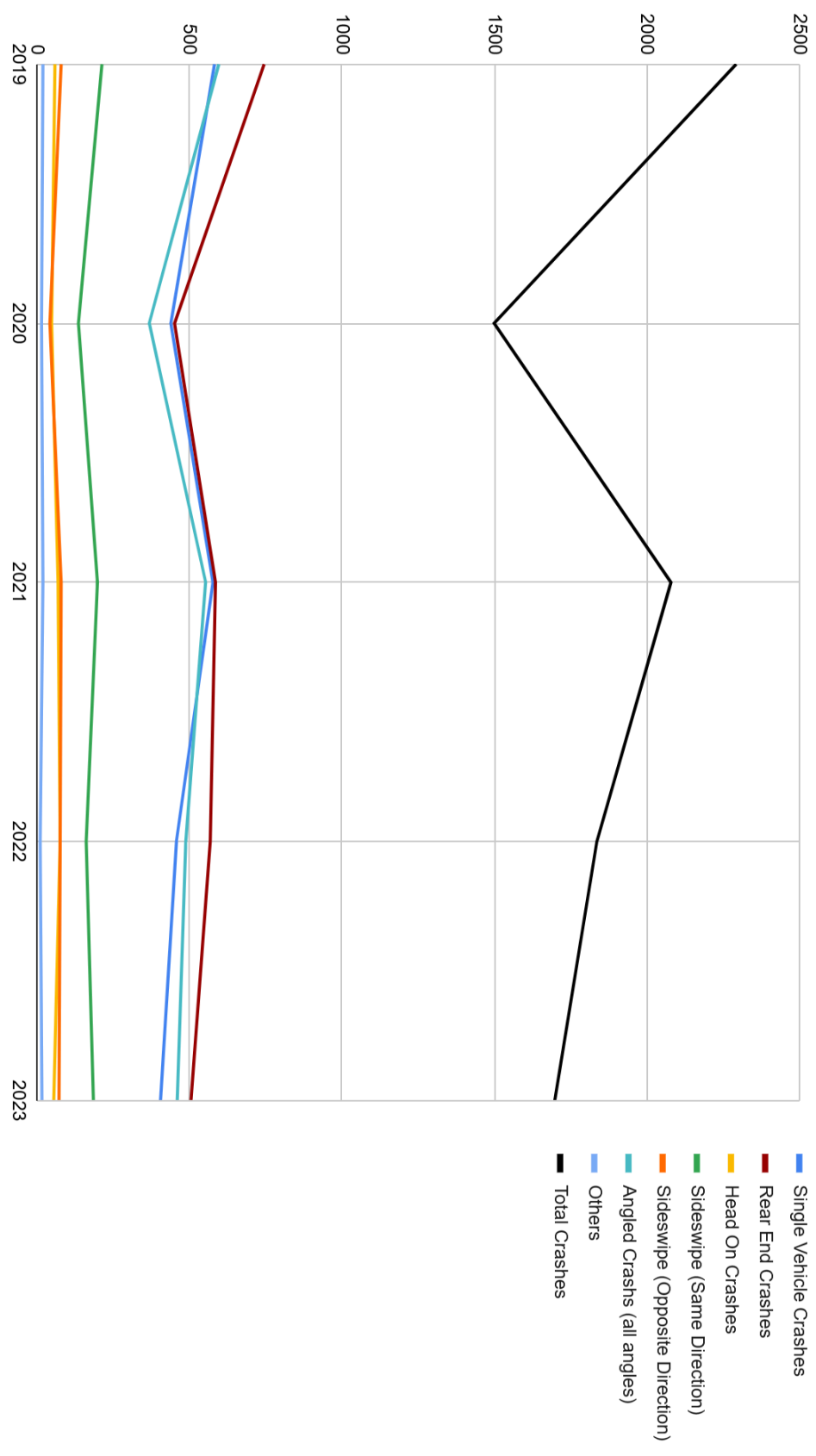
2019	2020	2021	2022	2023
8	6	7	8	6

Number of Pedestrian and Bicyclist Crashes by Year

2019	2020	2021	2022	2023
25	8	20	18	10

Number of Crash Types by Years

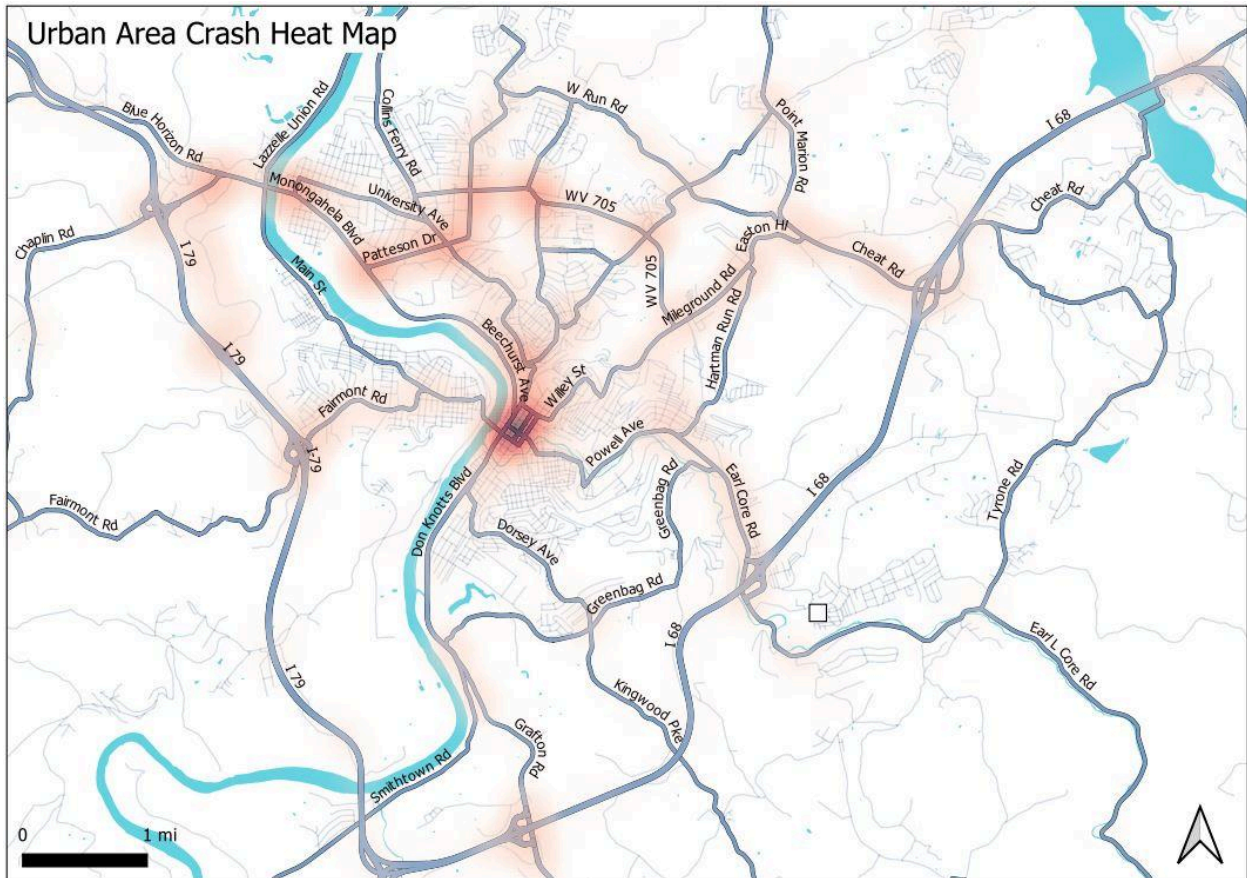
	2019	2020	2021	2022	2023
<i>Single Vehicle Crashes</i>	582	439	577	457	405
<i>Rear End Crashes</i>	745	451	585	568	505
<i>Head On Crashes</i>	59	48	69	76	55
<i>Sideswipe (Same Direction)</i>	213	136	198	161	185
<i>Sideswipe (Opposite Direction)</i>	79	42	79	76	72
<i>Angled Crashes (all angles)</i>	596	368	553	488	460
<i>Others</i>	19	15	19	10	16
<i>Total Crashes</i>	2293	1499	2079	1836	1698



Section 2. Vehicle Crash Location Analysis

Corridors

Overview



Overall, crash hotspots align closely with areas of high density and traffic volume. The following table lists the major corridors in the urban area with a high number of crashes. Intersection-related crashes, including those at both ends of each corridor segment, are included. In addition to these corridors, the most significant concentration of crashes is in the downtown area of Morgantown.

Corridor Name	From	To	Crash #	Percentage of Total Crashes
WV 705	Mon Blvd	Mileground Rd	962	10.2%
Chaplin Hill Rd - Mon Blvd	I-79 Exit 155	Patteson Dr	147	1.6%
Mileground Rd - Cheat Rd	WV 705	I-68 Exit 7	427	4.5%
WV 7 / Earl Core Rd	Mineral Ave	Brookhaven Rd	313	3.3%
Fairmont Rd	Westover Bridge	Mall Rd	301	3.2%
University Towncenter Dr	Chaplin Rd	I-79 Exit 153	266	2.8%
University Ave	Patteson Dr	Willey St	312	3.3%
Don Knotts Blvd	Greenbag Rd	I-68 Exit 1	160	1.7%

Areas of Special Concern

This section highlights minor streets with a high frequency of crashes, for their typically low traffic volumes. Notably, many of these crashes are single-vehicle crashes or types associated with a higher risk of severe injuries, such as head-on collisions, opposite-direction sideswipes, and right-angle crashes.

Location Description (# Crash)	Primary Crash Types	2025 MTP Update Map Book
Hampton Ave - Darst St - Richwood Ave Corridor (72)	Single Vehicles Crashes, Angled Crashes	Page S1 - 4
Canyon Rd between Canyon School Rd and Canyon Village (32)	Single Vehicles Crashes	Page S1 - 5
West Run Rd between St Clair Hill Rd and Stewartstown Rd (60)	Single Vehicles Crashes, Head-on Crashes	Page S1 - 6
Van Voorhis Rd between W Run Rd to Burroughs St (102)	Single Vehicles Crashes	Page S1 - 7
University Town Centre Dr between Emmett Dr to I-79 Exit 153 (194)	Angled Crashes	Page S1 - 8

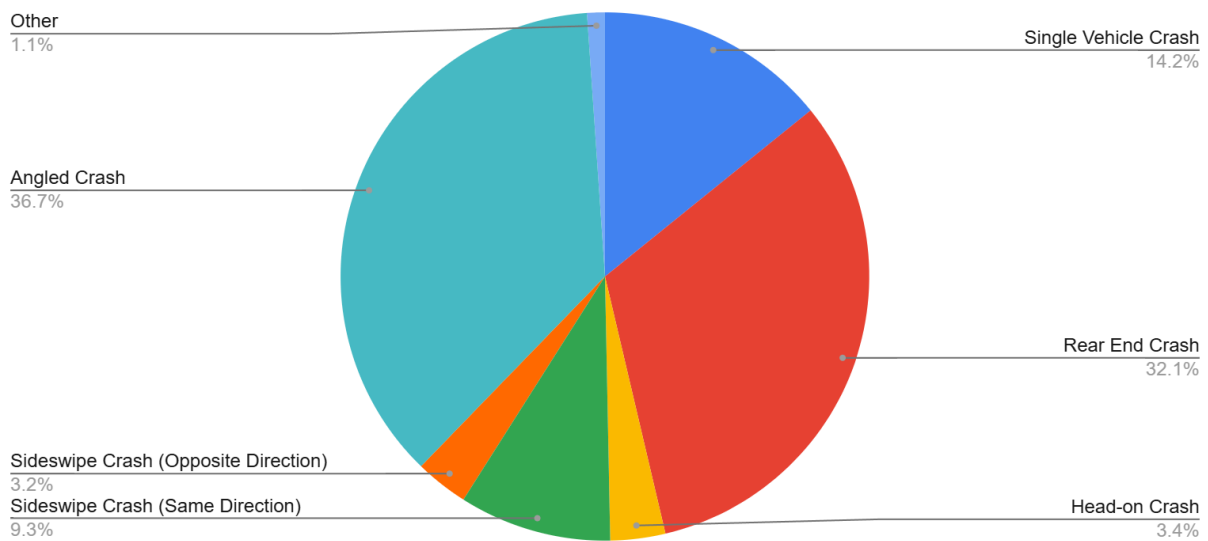
Intersections

Overview

During this reporting period, **5,416** out of 9,409 crashes were intersection-related. Among those intersection-related crashes:

- Single Vehicle Crash: **768 (14%)**
- Rear End Crash: **1,741 (32%)**
- Head-on Crash: **182 (3%)**
- Sideswipe Crash (Same Direction): **504 (9%)**
- Sideswipe Crash (Opposite Direction): **176 (3%)**
- Angled Crash: **1,986 (36%)**
- Others: **(1%)**

Chart: Types of crashes of intersection crashes



High-Crash Intersections

The top five intersections with the highest crash numbers are as follows:

1. Mon Blvd and Patteson Dr/WV 705 — **141** crashes
2. Mon Blvd and Boyers Ave — **110** crashes
3. WV 705 and Stewartstown Rd — **99** crashes
4. Patteson Dr/WV 705 and University Ave — **80** crashes
5. Chestnut Ridge Rd/WV 705 and Willowdale Rd — **80** crashes

Four out of these five locations are associated with WV 705, which is unsurprising given that the WV 705 corridor is a major arterial route. Its high traffic volume, numerous intersecting streets, and frequent weaving movements increase the likelihood of crashes in the area.

The list of intersections with more than 40 crashes. The threshold of 40 crashes was chosen because it strikes a balance between inclusivity and focus, capturing the most problematic intersections while keeping the list manageable at 24 locations.

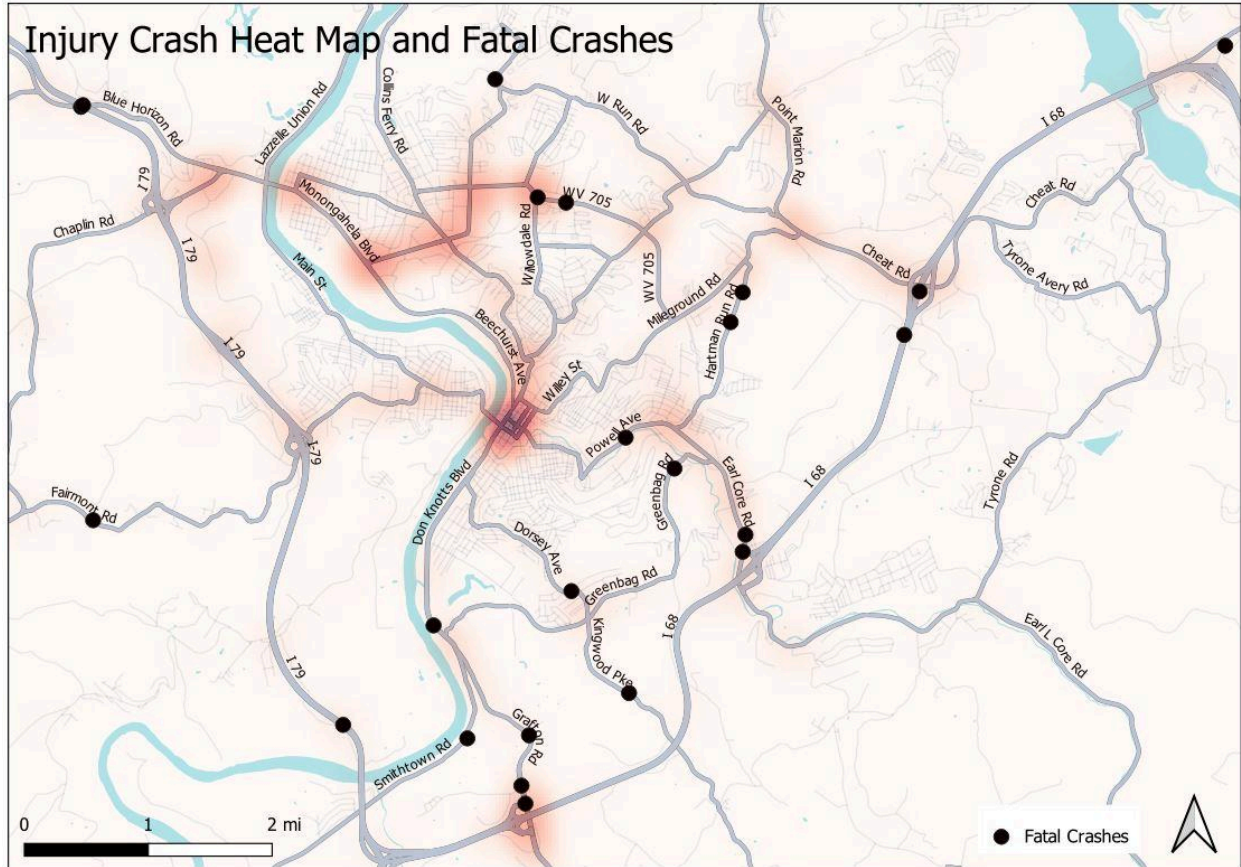
Street Name	Intersecting Street	Crash #
Mon Blvd	Patteson Dr	141
Mon Blvd	Boyers Ave	110
WV 705	Stewartstown Rd	99
Patteson Dr / WV 705	University Ave	80
Chestnut Ridge Rd / WV 705	Willowdale Rd	80
Cheat Rd	Venture Dr	76
Beechurst Ave	University Ave / Fayette St	73
Chaplin Hill Rd	Blue Horizon Rd	71
High St	Willey St	66
Van Voorhis Rd / WV 705	Burroughs St	63
Chestnut Ridge Rd / WV 705	Pineview Dr	63
Pleasant St	Spruce St	62
Beechurst Ave	Pleasant St	58
Chaplin Hill Rd	University Towncentra Dr	56
Don Knotts Blvd	Foundry St	56
Mileground Rd	Cheat Rd	54
WV 705	Mileground Rd (Roundabout)	50

Street Name	Intersecting Street	Crash #
Patteson Dr / WV 705	Morrill Way	45
Fairmont Rd	Commerce Dr	45
Mileground Rd	Hartman Run Rd	44
Van Voorhis Rd / WV 705	Christy St	43
University Ave	Campus Dr	43
Fairmont Rd	I-79 ramp (east)	42
Beechurst Ave	Walnut St	41

Intersection with More Than 20 Crashes (Urban Area View) is available in the 2019-2023 Crash Report Update Map Book, page: S1 - 1.

Fatal and Injury Crash Locations

2,160 (23%) out of 9,409 were injury crashes. There were 39 fatal crashes. Below is a heat map showing injury crash locations. The black dots show fatal crash locations.

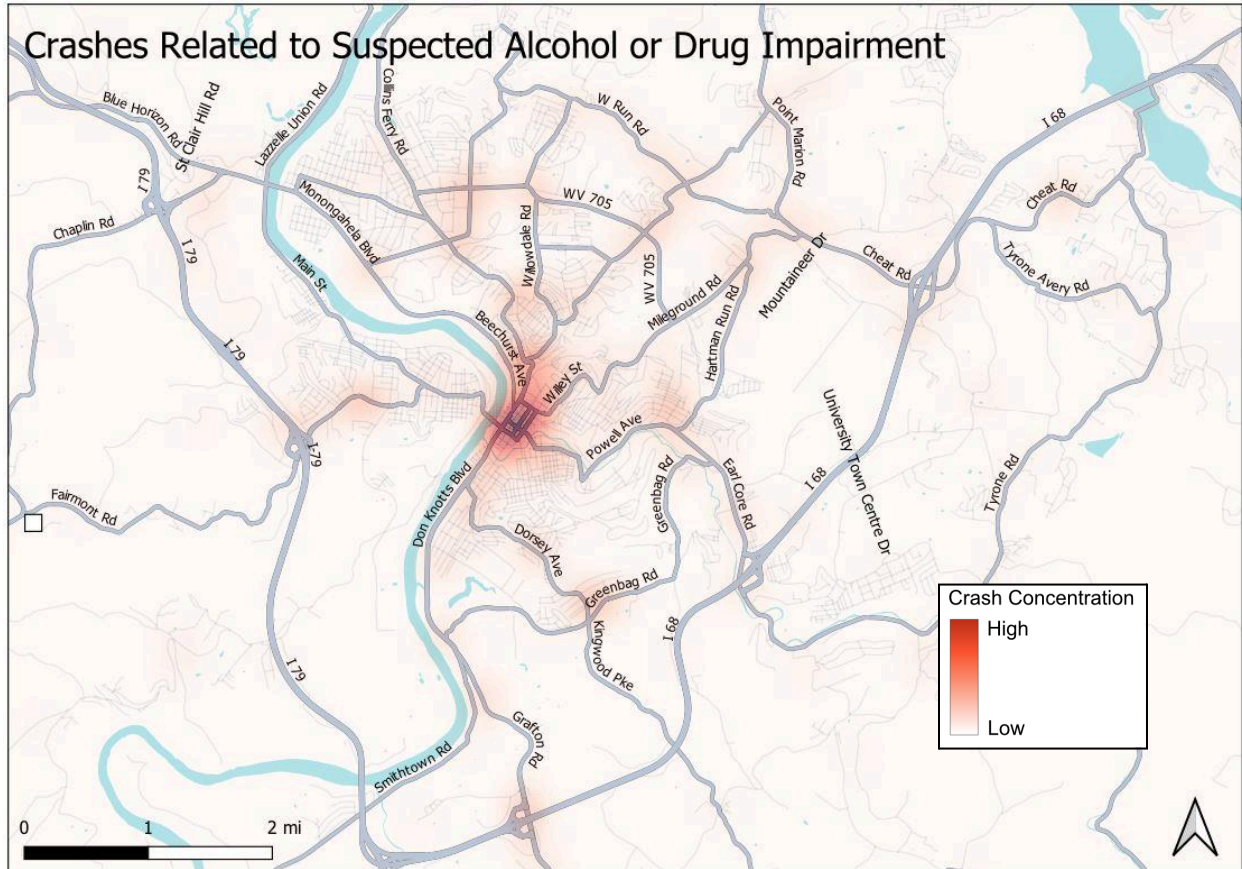


Injury crash concentrations generally align with overall crash concentrations. However, fatal crashes are more dispersed across the road network. Notably, the following locations, despite having relatively low traffic volumes, exhibit a noticeable number of deadly crashes.

- Hartman Run Rd near the Heart Field Rd (Airport Business Park): 2 fatal crashes
- Van Voorhis Rd north of the West Run Rd intersection: 1 fatal crash
- Greenbag Rd near the Deckers Creek intersection/bridge: 1 fatal crash
- Dorsey Ave at the intersection of Apolla Dr: 1 fatal crash
- Kingwood Pike between Greenbag Rd and Cobun Valley Ln: 1 fatal crash

Crashes Related to Suspected Alcohol or Drug Impairment

491 (5%) out of 9,409 crashes were recorded involving suspected alcohol and/or drug impairment. Below is a heat map showing the crash location under this category.



In general, the concentration is in the Morgantown downtown area. In addition, the crash locations are dispersed throughout the urban area, with a slightly higher frequency observed along the following area/corridor:

Area Description	Number of Crashes	Percentage of Total Crashes in this Category
The general downtown area, including WVU Downtown campus and Sunnyside	61	12.4%
West Run Rd from Van Voorhis Rd to Point Marion Rd	13	2.7%

WV 705 from Mon Blvd to Stewartstown Rd	31	6.3%
---	----	------

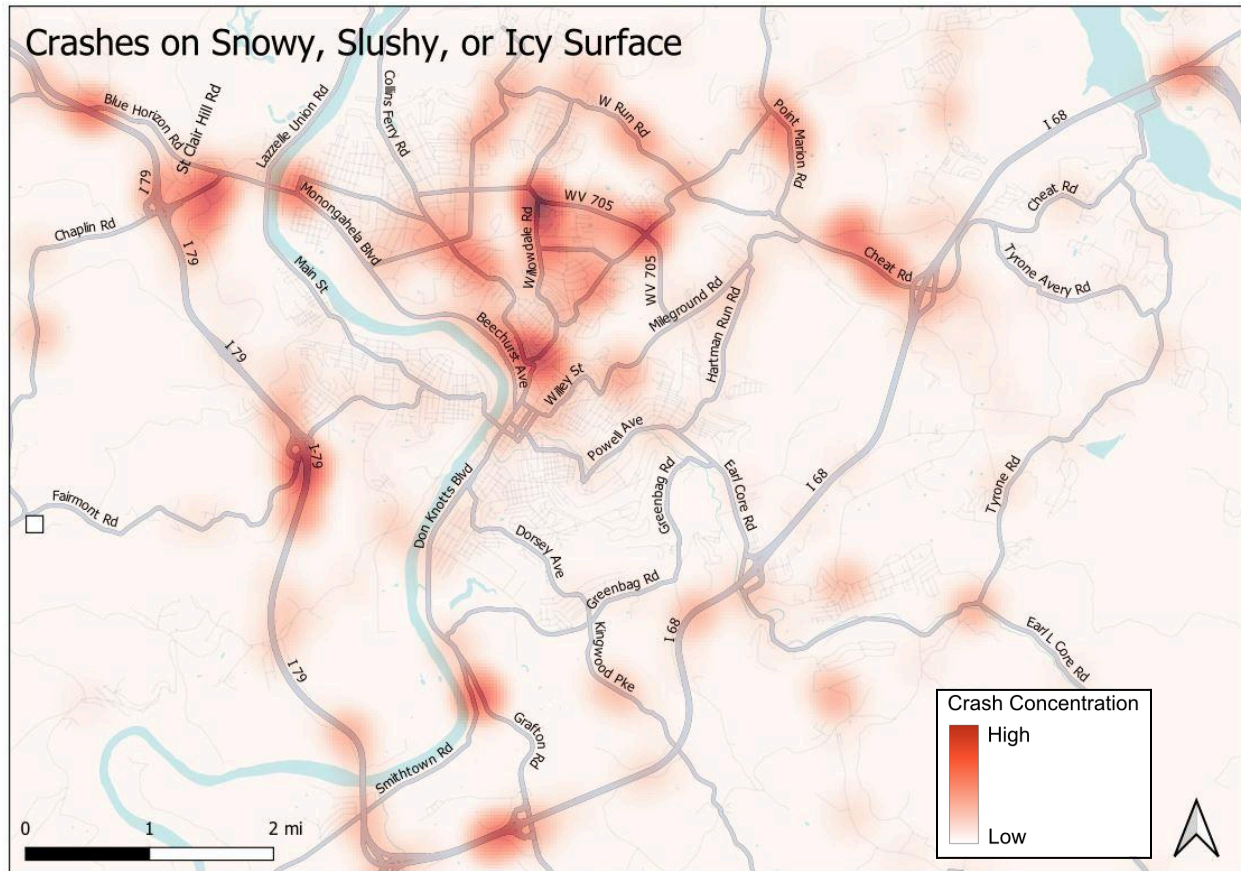
Streets of Relatively Low Traffic Volume. Clusters of crashes on street segments/intersection areas with relatively low traffic volume are:

Segment			Length	Crash #
Street Name	From	To		
Fairmont Rd	Maple Ave	Columbus St	787 ft	6
University Ave	Evans St	Warrick St	423 ft	4
Cheat Rd	Stockett Sd	Deerwood Dr	1313 ft	5

Street Name	Intersecting Street	Crash #
Greenbag Rd	Dorsey Ave	9
Fair Chance Rd	Morgan Run Rd	4

Crashes on Snowy, Slushy, or Icy Roads

691 out of 9,409 (7%) crashes were recorded when the road was snowy, slushy, or icy. These weather conditions can create hazards and limit visibility. Below is a heat map of the crashes on snowy, slushy, or icy roads.

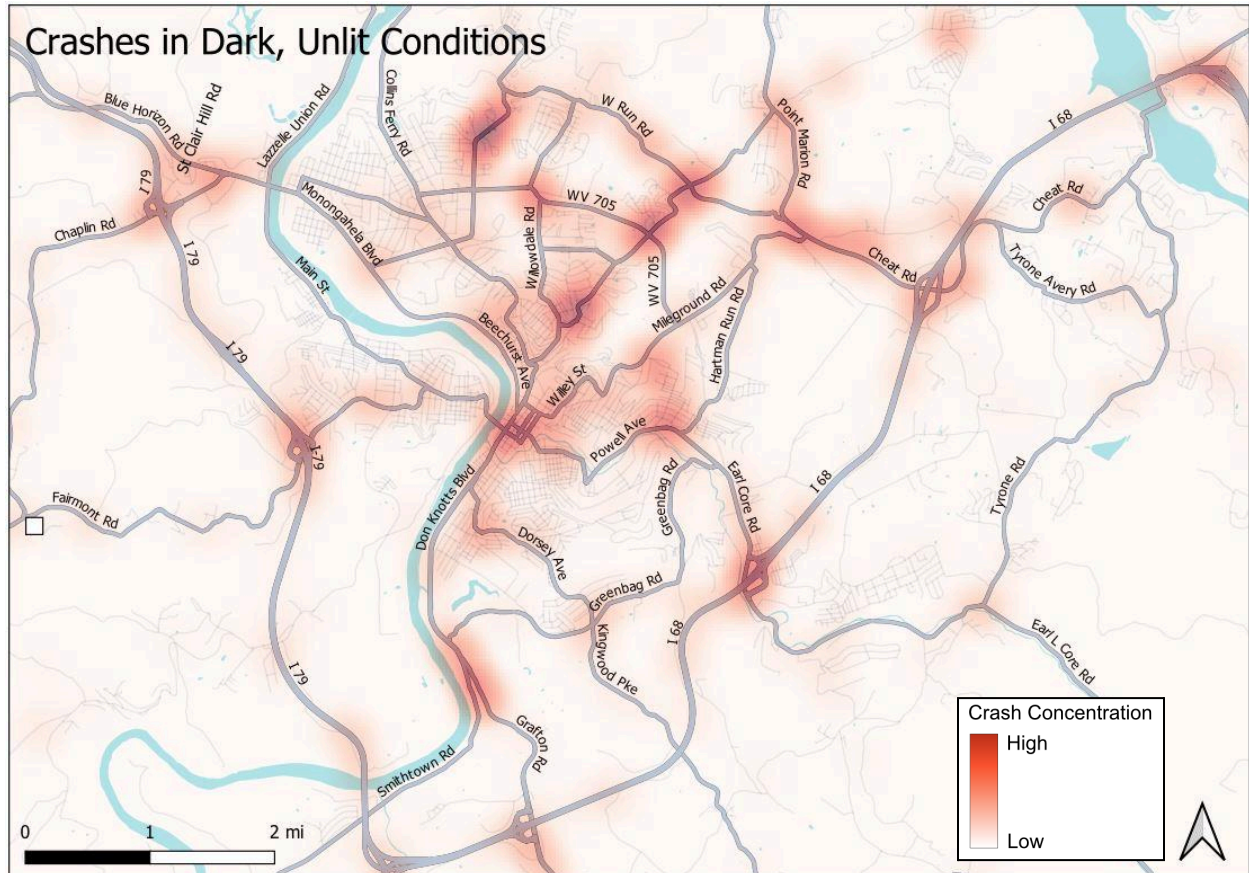


The crashes under this category are concentrated in the following intersections/segments:

- WV 705 near the intersection of Willowdale Rd / Pinview Dr.
- WV 705 near the intersection of Stewartstown Rd
- Willowdale Corridor
- Stewartstown Rd / University Ave / Campus Dr intersection area
- Chaplin Hill Rd / University Town Centre Dr / Blue Horizon intersection area
- Cheat Rd from Old Cheat Rd and I-68 Exit 7
- Smithtown Rd and Grafton Rd intersection area
- I-79 near Exit 152
- University Ave near Oakland St intersection area
- Point Marion Rd from Canyon Rd to West Run Rd
- Mon Blvd and Boyers Ave intersection area

Crashes in Dark, Unlit Conditions

1,333 out of 9,409 (14%) crashes occurred in dark, unlit conditions. Below is a heat map of the crashes under this category.



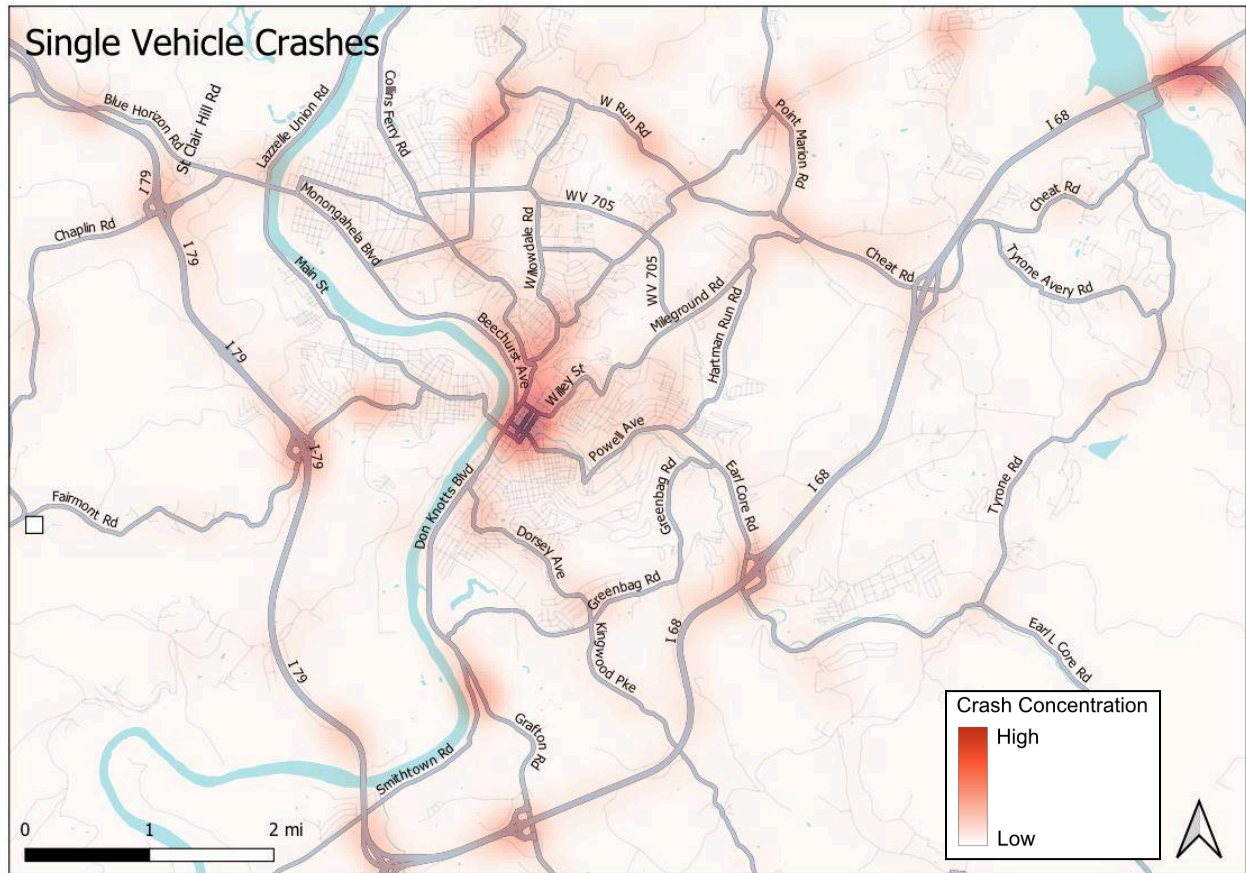
The crashes in dark and unlit conditions spread throughout the urban area, with the following concentrations:

- Van Voorhis Rd from Southview St to W Run Rd
- Stewartstown Rd from WV 705 to W Run Rd
- Point Marion Rd - Cheat Rd from Canyon Rd to I-68 Exit 7
- Stewart Rd/Protzman St corridor
- Grafton Rd and Smithtown Rd intersection area
- Chaplin Hill Rd and Blue Horizon Rd area

Crashes By Collision Types

Single Vehicle Crashes

2,461 out of 9,409 (26%) single-vehicle crashes. Below is a heat map of the crashes under this category.

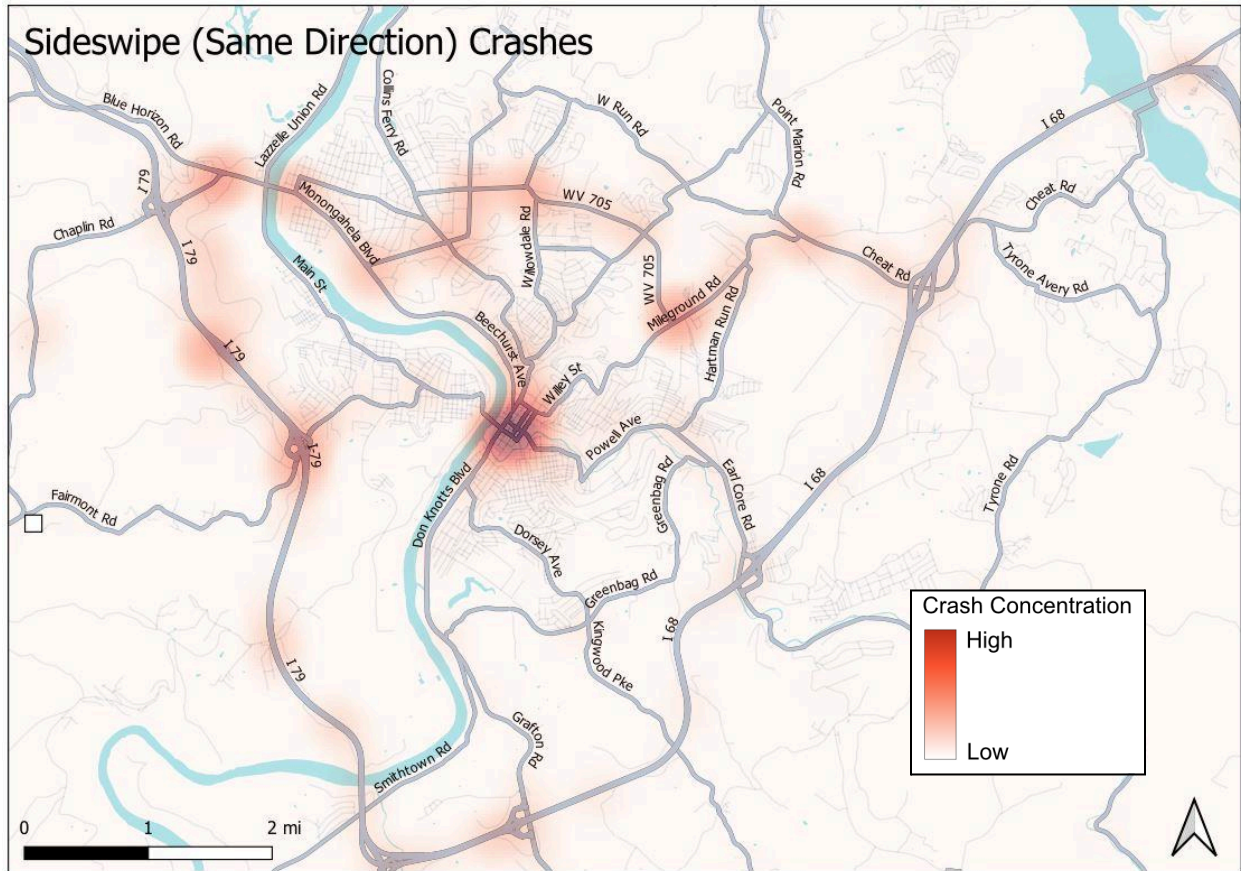


The highest concentration of single-vehicle crashes is in the **downtown area**. Some of the other concentrations are listed below:

Road	From	To
Van Voorhis Rd	Valley View St	West Run Rd
I-68 Exit 10 Area	n/a	n/a
West Run Rd	St Clair Hill Rd	Stewartstown Rd
Point Marion Rd and Canyon Rd area	n/a	n/a

Sideswipe (Same Direction) Crashes

893 (9%) out of 9,409 opposite direction sideswipe crashes. Below is a heat map of the crashes under this category.

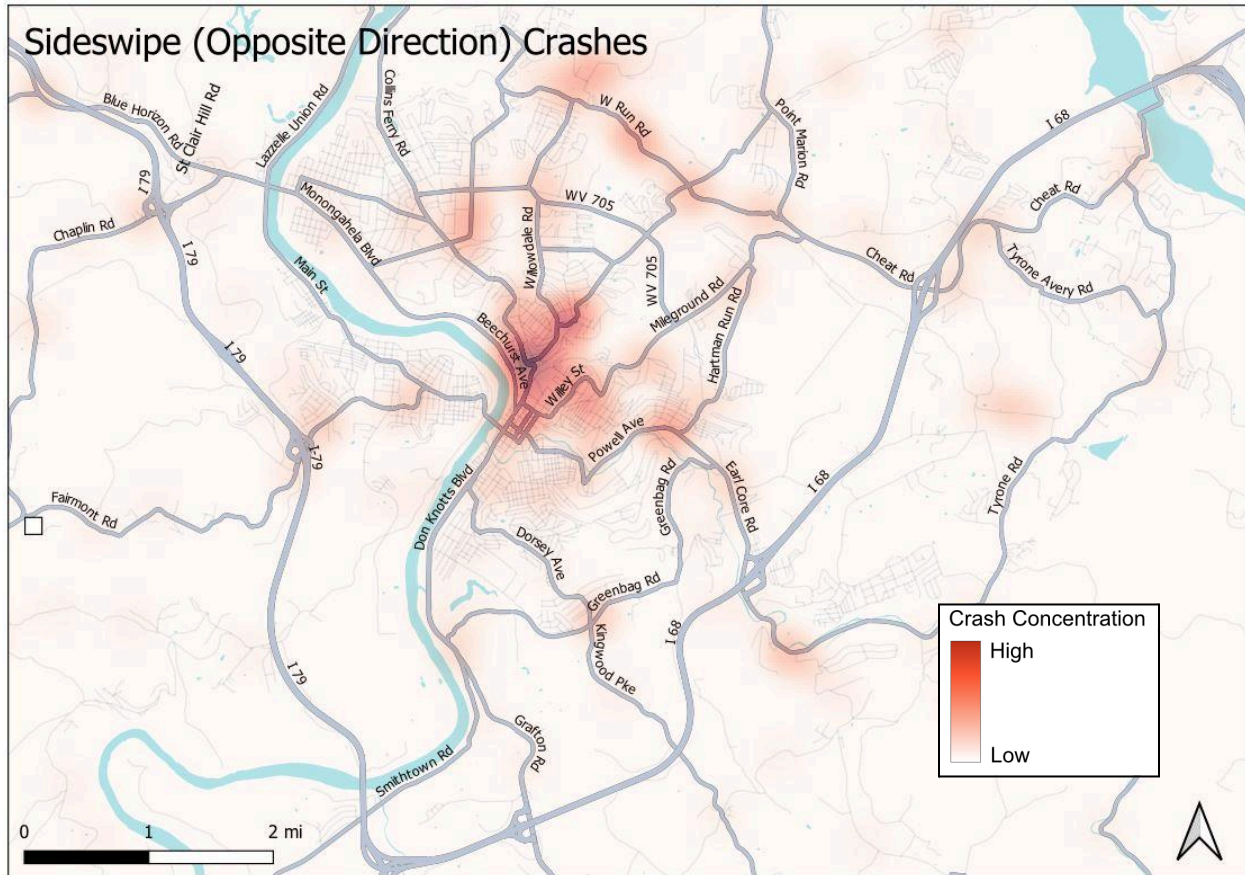


The highest concentration of single-vehicle crashes is in the **downtown area**. Some of the other concentrations are listed below:

Road	From	To
WV 705	Mon Blvd	Stewartstown Rd
Cheat Rd	Point Marion Rd	I-68 Exit 7
Mon Blvd - Chaplin Hill Rd	WV 705	I-79 Exit 155
Mileground / WV 705 Roundabout	n/a	n/a
I-79 Exit 152 Area (Westover/Morgantown Mall)	n/a	n/a

Sideswipe (Opposite Direction) Crashes

347 out of 9,409 (4%) opposite direction sideswipe crashes. Below is a heat map of the crashes under this category.

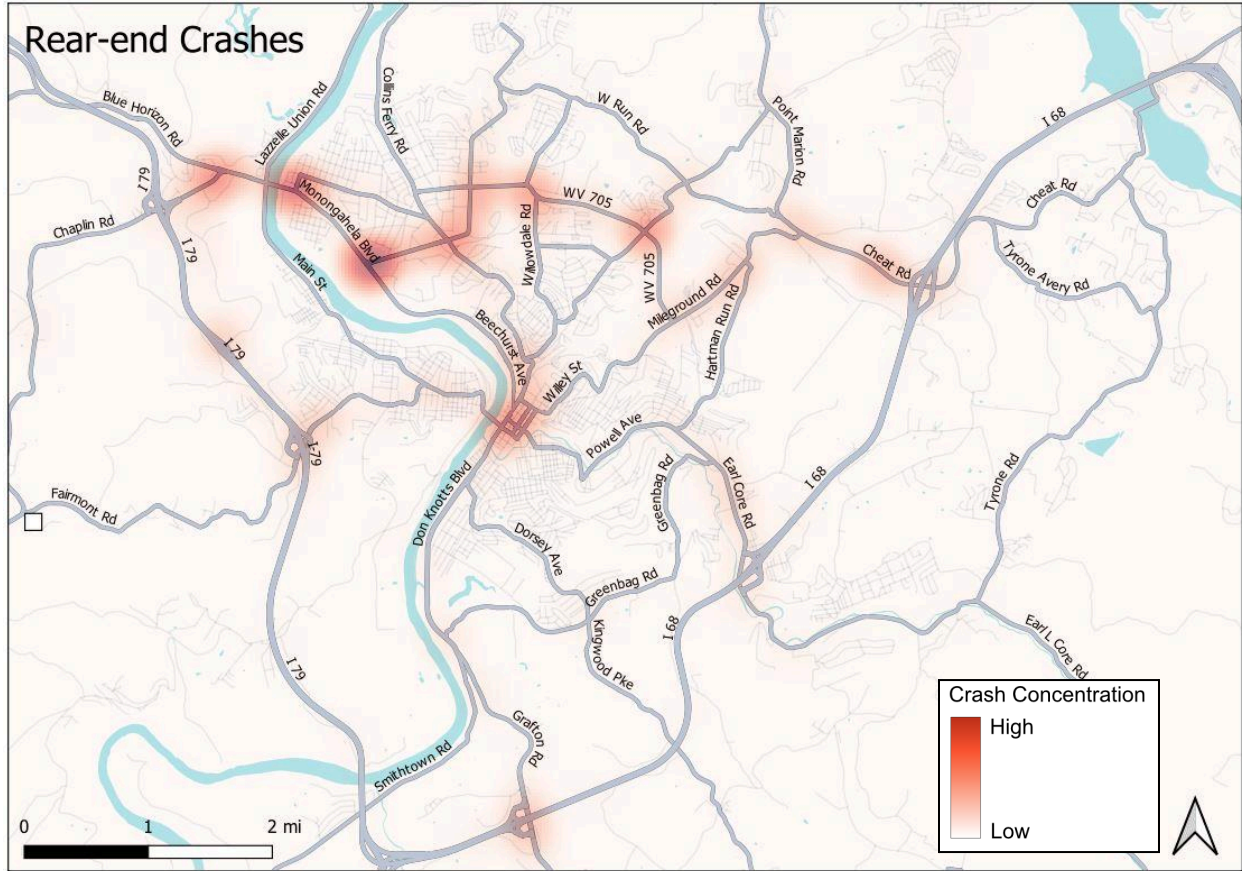


The highest concentration of single-vehicle crashes is in the **University Ave and Campus Dr area and the Stewart St Corridor**. Some of the other concentrations are listed below:

Road	From	To
Bakers Ridge Rd near St Clair Hill Rd	n/a	n/a
West Run Rd	Pineview Dr	Point Marion Rd
N Willey St	Spruce St	Mileground Rd
WV 705	University Ave	Burrough St
WV 705 and Willowdale intersection area	n/a	n/a

Rear-end Crashes

2,856 out of 9,409 (30%) rear-end crashes. Below is a heat map of the crashes under this category.

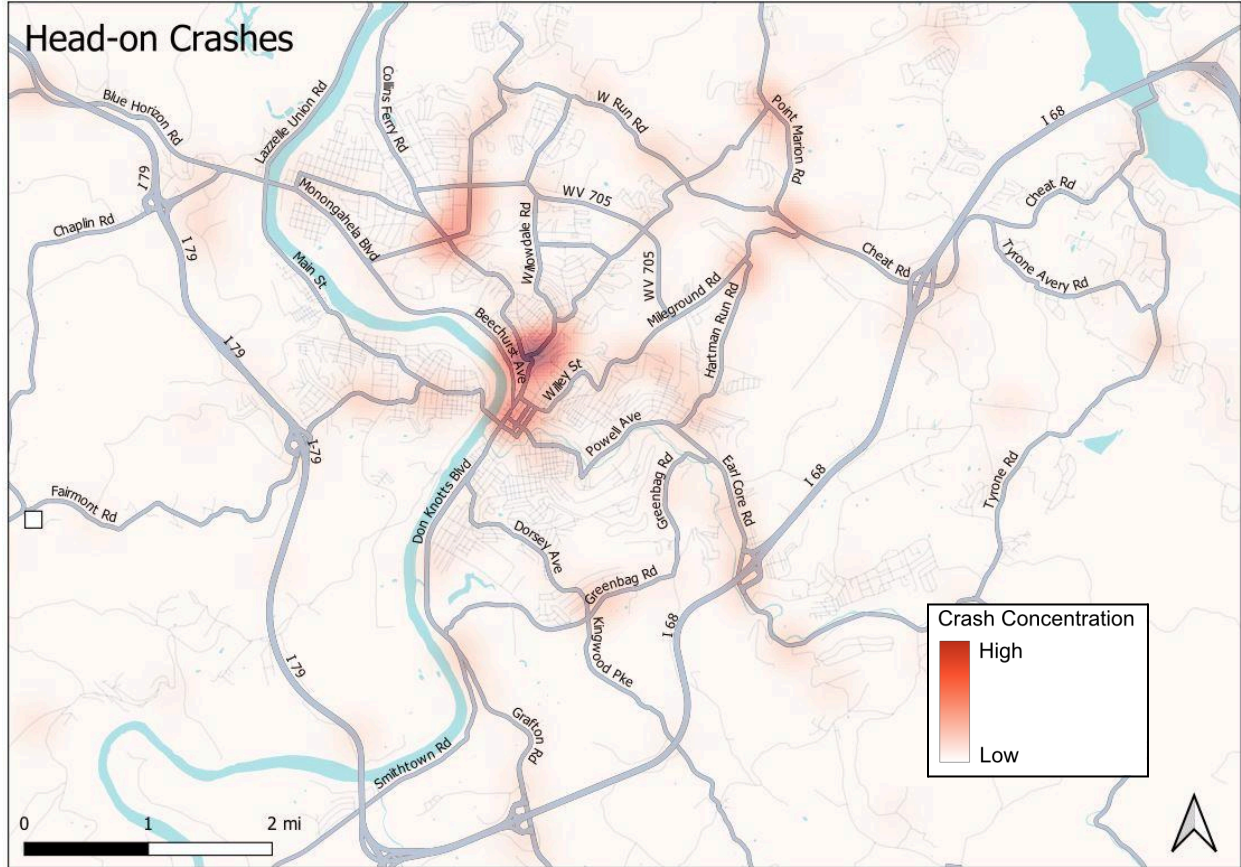


The highest concentration of single-vehicle crashes is at the following intersections / Segments are listed below:

Road	From	To
Mon Blvd and Patteson Rd intersection	n/a	n/a
Mon Blvd and Boyers Ave intersection	n/a	n/a
WV 705	Mon Blvd	Stewartstown Rd
Downtown area	University Ave	Burrough St
Cheat Rd and Venture Dr intersection	n/a	n/a
Chaplin Hill Rd	Emmet Dr	Univ. Town Centre Dr.

Head-on Crashes

307 out of 9,409 (3%) head-on crashes. Below is a heat map of the crashes under this category.

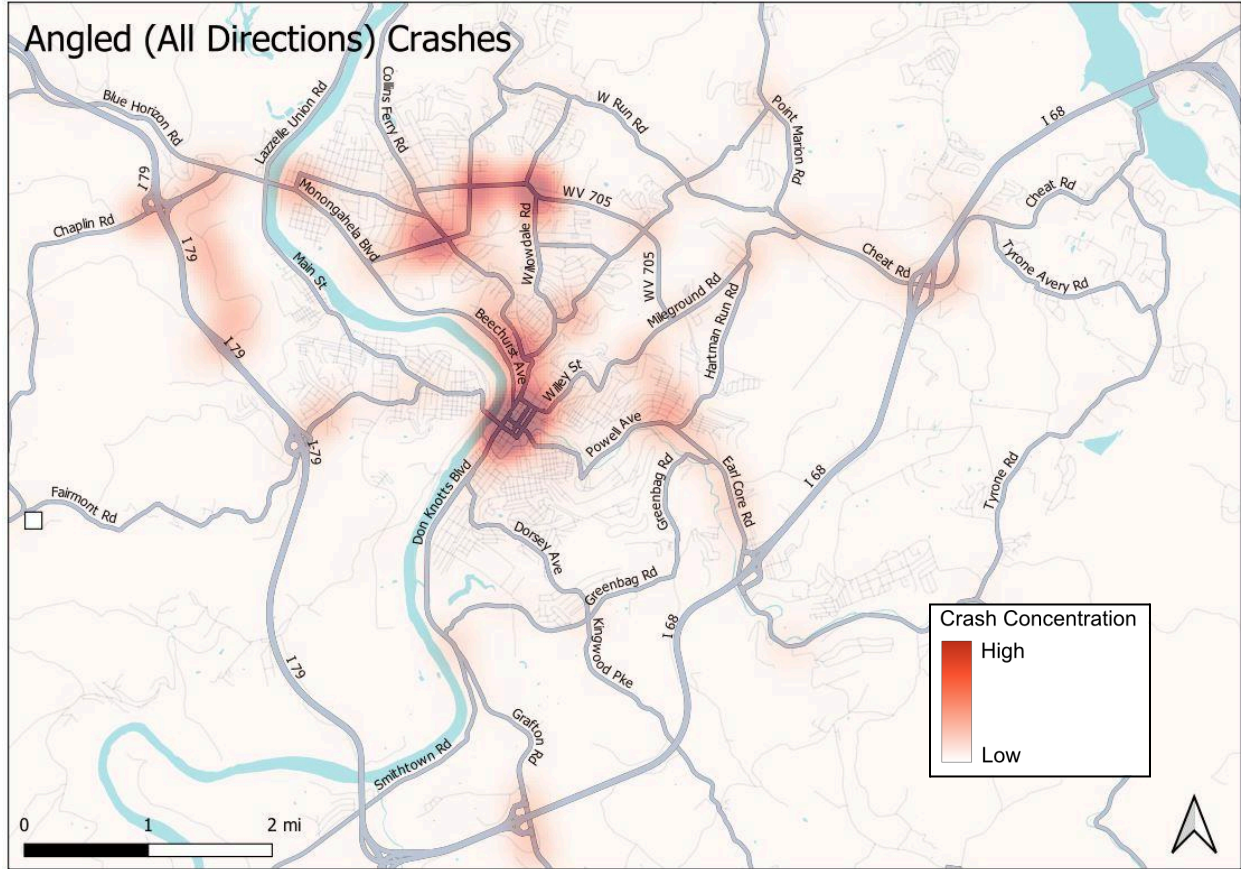


The highest concentration of single-vehicle crashes is in the **University Ave and Campus Dr area and the Stewart St Corridor, including Protzman St**. Other locations include:

Road	From	To
WV 705	Takoma St	Burrough St
Point Marion Rd	Canyon St	Cheat Rd
W Run Rd	Pineview Dr	Stewartstown Rd
Hampton Ave - Richwood Ave	N Willey St	Hartman Run Rd
WV 7 / Earl Core Rd	Greenbag Rd	I-68 Exit 4

Angled (All Directions) Crashes

2,466 out of 9,409 (26%) angled crashes. Below is a heat map of the crashes under this category.



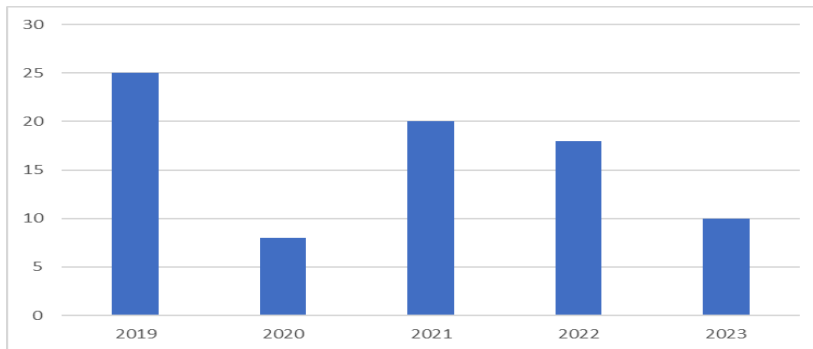
The highest concentration of single-vehicle crashes is in the **downtown area and the University Ave corridor in the Sunnyside area**. Other locations include:

Road	From	To
WV 705 and University Ave intersection area	n/a	n/a
WV 705 and Burrough St intersection area	n/a	n/a
WV 705 and Willowdale / Pineview Dr area	n/a	n/a
University Town Centre Dr	Chaplin Hill Rd	I-79 Exit 153
Mon Blvd and Boyers Ave intersection area	n/a	n/a

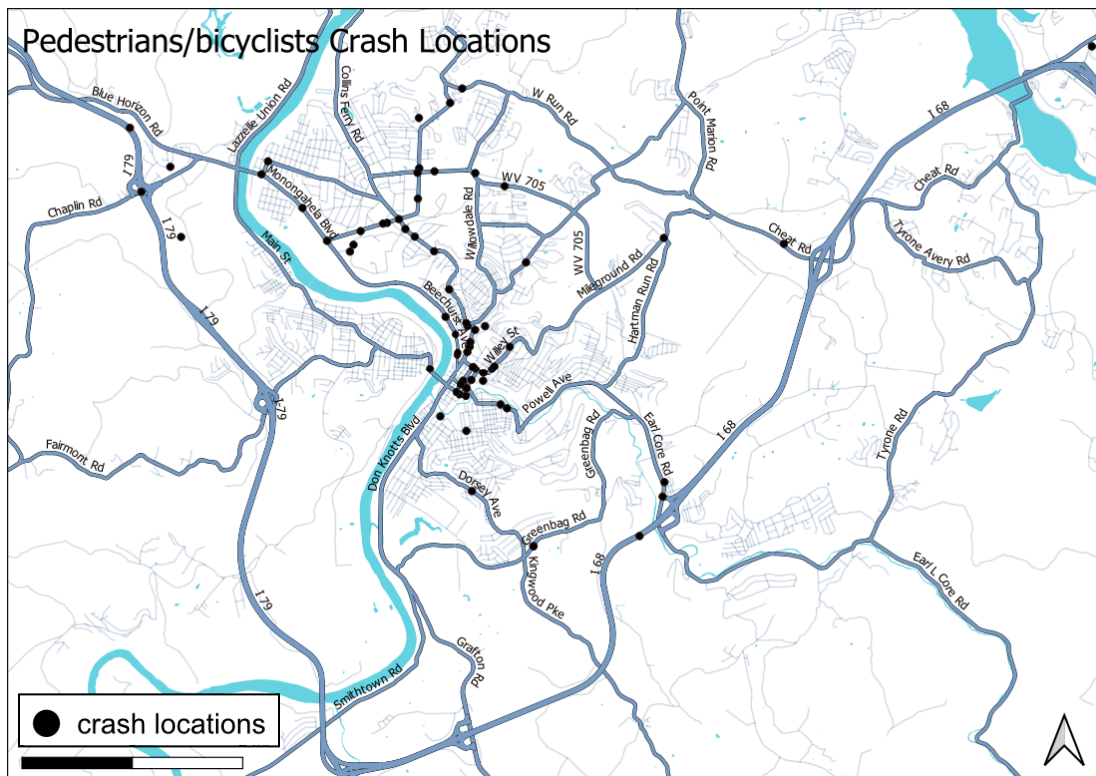
Section 4. Vulnerable Road Users

Overview

There were **81** crashes involving pedestrians or bicyclists. There were an average of **16** pedestrian/bicyclist crashes between 2019-2023. The yearly changes are shown below:

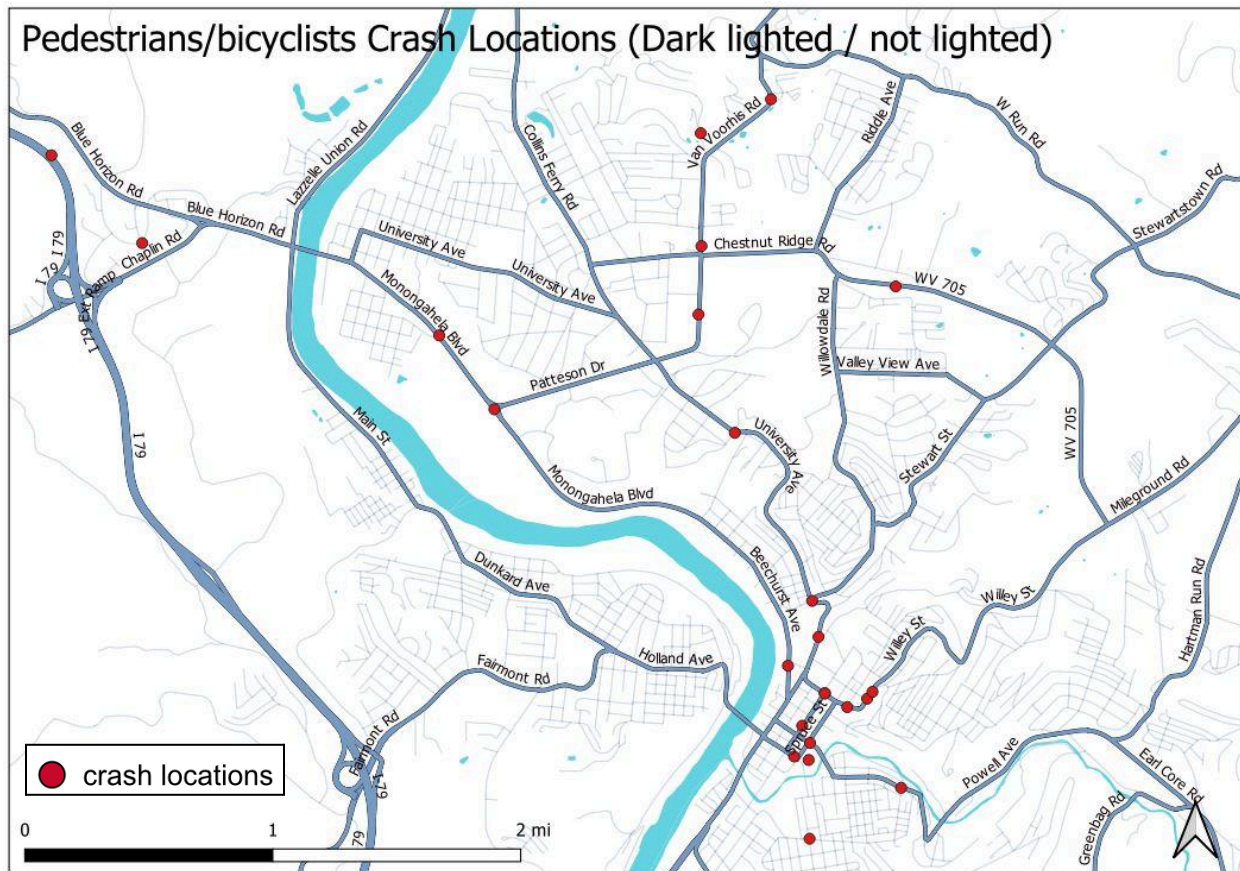


Pedestrians/bicyclists Crash Locations



Most of the crashes under this category are on the major streets close to the WVU Campus area, including University Ave (12 crashes), WV 705 (11 crashes), Downtown (14 crashes), and Beechurst Ave (4 crashes). However, some other locations worth noting are Cheat Rd, West Run Rd, Van Voorhis Rd, Earl Core Rd, Greenbag Rd, Stewartstown Rd, Wilson Ave, and Dorsey Ave.

Ped/Bicycle Crashes in Dark Conditions



The concentration of pedestrian and bicycle crashes that happened during dark conditions (light or not lighted) are mainly in the downtown area, with particular clustering on Willey St from High Street to Richwood Ave and downtown Pleasant St/Walnut St area.

Section 5. Preliminary Recommendations

This report provides a baseline analysis of the 2019-2023 crash data from WVDOH. The following section will outline preliminary recommendations. While these are not final, the MPO encourages entities to review these recommendations as guidelines moving forward. The following sections review improvements for major corridors, short segment improvements, pedestrian and bike improvements, and others.

Identified for Safety Improvements on Major Corridors

- WV 705 from Mon Blvd to Mileground Rd (roundabout) with the following key intersections:
 - Mon Blvd and Patteson Dr/WV 705
 - Patteson Dr/WV 705 and University Ave
 - Chestnut Ridge Rd/WV 705 and Willowdale Rd
 - WV 705 and Stewartstown Rd
- Chaplin Hill Rd/Mon Blvd from I-79 Exit 155 to Patteson Dr, with the following key intersection:
 - Mon Blvd and Boyers Ave
- Mileground Rd/Cheat Rd from WV 705 (roundabout) to I-68 Exit 7, with the following key intersection:
 - Cheat Rd and Venture Dr

Special Spot/Short Segment Improvements

Location	Primary Scope of Improvements
Canyon Rd between Canyon School Rd and Canyon Village	Road improvement, especially curve safety improvement, to prevent single-vehicle crashes.
Hampton Ave/Carst St from N Willey St to Sabraton Ave	Road improvement to prevent single-vehicle crashes.
University Town Centre Dr from Emmett Dr to I-79 Exist 153	Safety improvement at intersections to prevent angled crashes
West Run Rd from St Clair Hill Rd to Stewartstown Rd	Road improvement to prevent single-vehicle crashes and head-on crashes

Pedestrian and Bicycle Safety Improvements

Safety improvement on streets close to the WVU campus areas, including:

- The overall University Ave corridor
- WV 705 from Mon Blvd to Chestnut Ridge Rd
- Beechurst Ave near the downtown campus area
- General Downtown area

Safety improvements at the following locations with recorded crashes involving pedestrians:

- Cheat Rd near Venture Dr
- Earl Core Rd near I-68 Exit 4
- Stewartstown Rd near Protzman St
- General South Park area including Dorsey Ave

Identified in Previous Reports with Ongoing Projects

Staff recommends monitoring the before/after of these projects, as they are ongoing.

- The corridor of Van Voorhis Rd from WV 705/Burroughs St and West Run Rd is undergoing improvement projects this year.
- West Run Rd near Van Voorhis Rd is undergoing improvements this year.
- Greenbag Rd near Dorsey Ave. This area has an ongoing project to improve safety.

Other Recommendations

- Develop strategies to reduce crashes related to alcohol or drugs in the Morgantown downtown area.
- Enhance snow-removal service at the following locations:
 - WV 705 near the intersection of Willowdale Rd / Pinview Dr.
 - WV 705 near the intersection of Stewartstown Rd
 - Willowdale Corridor
 - Stewartstown Rd / University Ave / Campus Dr intersection area
 - Chaplin Hill Rd / University Town Centre Dr / Blue Horizon intersection area
 - Cheat Rd from Old Cheat Rd and I-68 Exit 7
 - Smithtown Rd and Grafton Rd intersection area
 - I-79 near Exit 152
 - University Ave near Oakland St intersection area
 - Point Marion Rd from Canyon Rd to West Run Rd
 - Mon Blvd and Boyers Ave intersection area
- Enhance street lighting at the following locations:
 - Van Voorhis Rd from Southview St to W Run Rd

- Stewartstown Rd from WV 705 to W Run Rd
- Point Marion Rd - Cheat Rd from Canyon Rd to I-68 Exit 7
- Stewart Rd/Protzman St corridor
- Grafton Rd and Smithtown Rd intersection area
- Chaplin Hill Rd and Blue Horizon Rd area



Morgantown Monongalia Metropolitan Planning Organization
Metropolitan Transportation Plan Update 2026 - 2055

Draft Scope of Work

The MPO’s Metropolitan Transportation Plan Update 2026-2055 (MTP Update) aims to reassess and validate the plan’s projects and priorities through a comprehensive community engagement and data-driven analysis process. By incorporating the latest data, projections, and stakeholder feedback, this update ensures that the MTP remains responsive to the evolving transportation needs of the urban area.

Task 1: Document/Data Review and Integration

Incorporating new information, data, and analysis since the last MTP adoption in 2022, including

- DOT crash data 2019-2023, including non-motorized crashes.
- Updated Travel Demand Model (TDM) from the MPO’s Downtown Traffic Study.
- TransModeler Analysis from Downtown Traffic Study
- Committed and ongoing TIP projects and county/municipal projects.
- New land-use development in the MMMPO area
- Other transportation-related plans include the WV DOH Morgantown Pedestrian Safety Study, EV Inventory & Preliminary New Location Study, Monongalia County 2023 Comprehensive Plan, and Morgantown 2033 Comprehensive Plan.
- US Census and other federal data.

Task 2: Community Engagement

- Form a steering committee that includes MPO policy board members, advisory committee members, and other community representatives. The MPO will host at least **three** steering committee meetings in the following sequence:
 - Project Outline and Initial Comments – Introduce the project and gather early input.

- Public Comments and Data Analysis – Present and discuss findings from public feedback and data review.
 - Preliminary Recommendations – Share initial recommendations based on analysis and feedback.
 - Draft Recommendations – Review and refine draft recommendations to prepare for finalization.
- Host at least **three public events** in collaboration with partner agencies. The potential locations include
 - Marilla Park Community Activity Center
 - PRT Mountain Station Lobby
 - Mountain Line Transit Authority Administration Building Training Room
 - Town of Granville - City Hall
 - City of Morgantown - City Hall
 - City of Westover - City Hall
 - Star City - City Hall
 - Design a dedicated webpage on the MPO website to provide key resources for public engagement, including a survey, interactive map, and materials for submitting comments.
 - Produce and distribute at least **three newsletters** to inform the community about the MTP updates, ensuring broad access to the latest developments and opportunities for involvement.
 - Collaborate with community leaders, advocacy organizations, and social services to facilitate outreach and gather input from underserved communities.

Tentative General Timeline

Last MTP Adoption: **May 2022**

Required Next MTP Adoption: **May 2027**

Preferred Start of the MTP Update process: **January 2025**

Preferred Next MTP Adoption: **January 2026**

Task	Month (January 2025 - January 2026)												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Document/Data Review and Integration	x	x	x	x	x								
Steering Committee Meetings					x			x			x		
TTAC / CAC / Review					x			x		x	x		x
Policy Board Review								x			x		
Policy Board Adoption													x
Public Meetings						x			x	x			
Online engagement					x	x	x	x	x	x	x	x	x

Major MTP Update Elements

Downtown Traffic Study

- Presenting findings from Downtown Traffic Study to the Public
- Integrate recommendations from Downtown Traffic Study to MTP Updates

Crash Data

- Presenting crash data analysis to the public
- Use information to support MTP project prioritization decision-making

Brookhaven Rd Improvements

- Estimate the impact of the Board of Education property development on Brookhaven Rd, using ITE Trip Generation
 - Identify the location of the BoE property
 - Identify the potential use of that property
- Identify needed improvements on Brookhaven Rd

Valley View Ave Improvements

- The potential improvements to Valley View Ave
 - Manual traffic count on Valley View. Three location
 - 1) near Willowdale Rd;
 - 2) near Chateau Royale Ct;
 - 3) near Chestnut Ridge Rd, 3).
 - Identify ROW on Valley View Ave

Chestnut Ridge Rd - Sun Crest Towncenter Connector (West Run Zoning District)

- Identify potential alignment of ped/bicycle connector between development on Chestnut Ridge Rd (Meadow Ridge Dr area) and the Suncrest Center
- Partnership with County Planning on this matter

University Ave (Star City) Pedestrian Improvements

- Crash analysis on the University Ave (Pattson to Boyers), with emphasis on ped/bicycle
- Identify locations for safety improvements

Ped Bridge on Don Knotts Blvd (Morgantown)

- Integrating funding from the feasibility study of the Ped Bridge on Don Knotts Blvd from First Ward to Caperton Trail

Greenbelt Trail Feasibility Study (Mon Valley Greenspace)

- Integrating preliminary findings from the Greenbelt Trail feasibility study
 - Funding will be available in FY25-26. MTP update will reference the study.
 - Join Mon Valley Greenspace coalition meetings

S High St - Dorsey Ave Ped/Bike MUP (Morgantown)

- Including the study outcome (or by reference)

Telecommuting Population Trending and Impact

- Document telecommuting population trends
- Compare the impact of the trends on a major corridor in the MPO Travel Demand Model (AM/PM flow)

PRT Update

- Work with WVU to include updates for the transit/PRT part
- Include any changes of parking or anything that needs to be included in MTP

Transit Update

- Work with MLTA to include updates for the transit part
- Integrating WVU student work to the transit part

TIP Project Updates

- TIP project status in the past 3 years including location of funded/committed projects



Memorandum

Date: February 28, 2025

To: TTAC, CAC, and Policy Board

From: MMMPO Staff

Subject: TIP Amendment and Adjustments – 2025 March

This memorandum is to document the amendment and administrative adjustments requested to the MPO's Transportation Improvement Program (TIP) for March, 2025.

Amendment

No amendments.

Administrative Adjustment

WV DOH Highway Project

District Project - ROADWAY STRIPING (D4). FFY: 2025. Federal ID: NHPP0119514D. Phase: Construction. Type of Work: INST PVMT MARK(PAINT). Federal funding \$2,024,400; total funding \$2,892,000; Location: Regional wide. Action: Project Removal

I-79 LIGHTING. FFY: 2025. Phase: Construction. Type of Work: LIGHTING. Federal funding \$2,000,000; total funding \$2,000,000; Location: I-79 from Exit 148 (I-68 Interchange) to Exit 152 (Westover/Fairmont Rd). Action: Federal ID change from HSIP0705022D to STBG0079084D.

RIVER ROAD SLIDES. FFY: 2026. Federal ID: STBG0045080DTC. Phase: Construction. Type of Work: SLIDE REPAIR. Location: River Rd between Westover Bridge and DuPont Rd. Action: for FFY 2026, federal funding decrease from \$6,000,000 to \$1,000,000; total funding remains the same as \$6,000,000. Add federal funding of \$5,000,000 for FFY 2027