



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

Agenda

Policy Board Meeting
City of Morgantown Council Chambers
389 Spruce Street
Morgantown WV
October 16, 2025
6:00 PM

1. Call to Order
2. Public Comment
3. Approval of Minutes
4. Committee Reports
 - a. Citizens Advisory Committee
 - b. Finance Report
 - c. Executive Directors Report
5. Point Marion Road-Stewartstown Road Intersection
6. 2025 - 2055 Metropolitan Transportation Plan (MTP) Development Update
7. Other Business
8. Meeting Adjournment



POLICY BOARD MEETING

City of Morgantown
389 Spruce Street
Morgantown, WV
August 14, 2025, 6 PM

Members Present:

Chairman Russ Rogerson - Morgantown Area Partnership, Board Vice-Chairman, Maria Smith-Mountain Line Transit Authority, Mike Kelly – Board of Education, Mayor Patricia Lewis - Town of Granville, Mark Downs – City of Morgantown, Mayor Joe AbuGhannam - City of Morgantown, Tom Bloom - Monongalia County, Brian Carr, WVDOT – DOH, Ron Justice – West Virginia University, Jenny Selin - City of Morgantown, Steve Blinco, Recorder, Star City

Others Present: Jing Zhang, Jackie Peate, Michael Dodd- WVDOH, Kerri Wagner- WVDOH, Christiaan Abildso- CAC Chair

MPO Director: Bill Austin, AICP

1. Call to Order

With a quorum present, Chairman Rogerson called the meeting of the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) Policy Board to order at 6:01 PM.

2. Public Comment

No Public Comments.

3. Approval of Minutes

Mr. Kelly moved to approve the minutes; seconded by Ms. Smith. The motion passed unanimously.

4. Committee Reports

a. Citizens Advisory Committee

Mr. Abildso provided the board with an update of the last CAC meeting. He stated there was a quorum and a good discussion on the MTP development. Mr. Abildso passed along Matt Cross's comment of thanking the City of Morgantown and other contributing entities for their work on ADA ramps.

b. Finance

Mayor Lewis provided the financial report for the months of May, June, and July. The beginning balance in May was \$54,323.76, there were 2 deposits totaling \$46,627.52, 22 disbursements totaling \$58,592.28, leaving the ending balance at \$42,358.63. This carried over into June with 2 deposits totaling \$37,728.44, 24 disbursements totaling \$61,133.36, leaving the ending balance at \$18,953.71. This carried over into July with 6 deposits totaling \$138,287.82, 21 disbursements totaling \$80,087.07, leaving the ending balance at \$77,154.46.

Commissioner Bloom moved to approve the Financial Report; seconded by Mr. Justice. The motion passed unanimously.

Mr. Kelly stated he was pleased with how the MPO used the line of credit. Mr. Austin stated it also allowed them to end the financial year properly.

c. Executive Director

Mr. Austin provided the board with his report. The Exit 155 temporary signal has been designed and is preparing for an October letting. The Greenbag Rd design study is in the process of being finalized. A public meeting will be scheduled soon. The 73 and Don Knots Blvd signal design is finished and is going into letting next year. The West Run / Van Voorhis projects are projected to be completed in Spring of 2027. The University / Collins Ferry roundabout project is anticipated to be completed around August of 2026. The MPO has reimbursed the ongoing community garden projects about half of the available funds. The community gardens have been in communication with the MPO and there has been good process. The Harmony Grove Intersection justification report is in the process of being submitted to the FHWA. The City of Morgantown has been in communication with DOH about the Pedestrian Bridge, and DOH has accepted the project. He will be out of office the next two weeks on vacation, then will be in town for a week, then will be out of town for the National AMPO conference.

Mr. Kelly asked if the contractors for these various projects could communicate with the Board of Education as sometimes these cause delays and barriers for school busses. Mr. Austin will pass this on, and will ask the district construction manager to be in contact with them.

Commissioner Bloom asked about the paving going on at Dorsey near Greenbag Rd. There has been a lot of frustration with this paving, and he wanted to clarify that this paving is not related to the MPO's Greenbag Rd project. This was a normal maintenance issue/update. Mr. Austin will reach out to the district to find out more information.

5. Resolution of Recognition

Chair Rogerson welcomed Mark Downs to the Board. Mr. Downs is replacing Bill Kawecky and Mr. Austin will be presenting a Resolution of Recognition for Mr. Kawecky.

Mr. Austin thanked Mr. Kawecky for all his dedication and hard work during this 12 years on the Policy Board. Chair Rogerson the resolution as seen below.

“WHEREAS, Councilman Bill Kawecky, has shown great dedication and interest in improving transportation in the City of Morgantown and Monongalia County; and
WHEREAS, Mr. Kawecky's dedication and determination has improved planning for future facilities as well as helped to improve existing transportation facilities and enhance alternative forms of transportation for all residents of the area; and
WHEREAS, Mr. Kawecky has now left the Morgantown Monongalia Metropolitan Planning Organization Policy Board;
NOW THEREFORE BE IT RESOLVED: Mr. Bill Kawecky is recognized for high achievement and dedication to improving transportation for all citizens of Morgantown and Monongalia County. Resolved this 21st day of August 2025.”

Mr. Justice moved to approve the Resolution; seconded by Mr. Joe-AbuGhannam. The motion passed unanimously.

Mr. Blinco stated Mr. Kawecky helped him when he first began on the Policy Board and that he was a great mentor.

Ms. Selin stated she admired his dedication and hard work during his time on the board.

6. 2025 – 2055 Metropolitan Transportation Plan (MTP) Development Update

Ms. Peate provided an overview of the update of the MTP. The MPO has initiated the update of its Metropolitan Transportation Plan (MTP) for 2025–2055. The key objectives of this update are to validate the continued relevance of projects currently included in the MTP, incorporate new projects based on community needs, and review and confirm project priorities and tier classifications. To support this effort, we have launched a project website: www.planttogether.org/2055mtp. The site contains the plan development schedule, public surveys, project maps, proposed subarea improvements, and other related materials.

Work for the MTP update includes crash data from 2019–2023. This data has been an integral part of the analysis done by staff, and the work validates the recommendations for corridor improvements previously identified in the transportation plan.

The Draft Recommended Subarea Improvements include Downtown Morgantown Traffic Study, Brookhaven Rd Area Improvements, Subarea Conceptual Connections for Mon County, and Star City / University Ave Pedestrian Facility Improvements. Draft visuals of these recommendations are attached to this memorandum. These visuals may be changed/updated during the MTP update process.

The improvements in Downtown Morgantown based on the Downtown Microsimulation Traffic Study suggested were:

1. Signal timing optimization and corridor coordination, and bicycle and pedestrian safety and access improvements
2. Grumbein's island closure
3. One-way street conversions
4. Willey Street improvements (capacity, realignment, or both)
5. Intersection improvements and Beechurst corridor improvements from campus to 8th
6. Combined Grumbein's Island, Willey Street, and one-way conversion
7. Combined Grumbein's Island, Willey Street, and Intersection Improvements.

The recommendations are identified as Scenario 7 in the Downtown Microsimulation study. It is a combination of Scenario 1 (Signal optimization and multimodal improvements), Scenario 2 (Grumbein's Island closure), Scenario 4B (Realignment of US 119 to Snider Street), and Scenario 5 (Intersection Improvements). Scenario 7 can be phased as standalone projects. Scenario 3, the one-way street conversions, was recommended to not be carried forward.

MPO Staff has analyzed the Brookhaven Rd Area due to ongoing land use development as recognized by the public. The improvements suggested will help accommodate the increase in traffic. Some of the recommended upgrades include the rebuild of the installation a traffic signal at the Earl Core Rd intersection, adding turn lanes and improving curb radii at key intersections, lighting improvements, upgrading stormwater infrastructure, and installing guardrails at strategic locations to reduce the risk of crashes (especially single-vehicle crashes).

Three specific subareas within Monongalia County have been identified by Monongalia County Planning as priorities for improving multimodal transportation connectivity. These areas were selected based on

their potential to enhance regional mobility, support planned growth, and address local transportation challenges.

1. West Run Rd - Riddle Ave - Area Conceptual Connection Improvements
2. Ackerman Area Conceptual Connection Improvements
3. Valley View Conceptual Ped/Bike Network

The planning for these subareas was developed in close collaboration with Monongalia County Planning, ensuring strong alignment with the County's land use vision and infrastructure goals. To support this effort, MPO staff utilized the County's GIS database and conducted field visits to analyze property boundaries, terrain conditions, and existing roadway infrastructure.

Star City / University Ave Pedestrian Facility Improvements were studied as budgeted in the FY 2024-2025 UPWP. Recommendations include sidewalk improvements, a potential new sidewalk near the Glass Factory and Storybook Daycare, Bicycle Blvd Treatment on Low Stress Bicycle Routes, and a Bus Stop Shelter. A long-horizon project for this area would be Reconfiguring University Avenue (Broadway Avenue to glass factory building). This long-horizon project aims to comprehensively transform University Avenue into a safe, inviting, and vibrant corridor by creating a downtown-feeling streetscape. This work should be complementary to Star City's Safe Streets for All Grant. Star City officials are aware of this project and recommendation.

The MPO is asking the community for public review and comment on these potential subarea improvements. There was a public meeting on August 19th at Mountain Line Transit Terminal that had 19 people show up. The MPO thanked Mountain Line for hosting this public meeting- it was a successful meeting. The next meeting will on Thursday September 11th from 4-7 at the City of Morgantown City Hall.

Mr. Carr asked if these meetings could add these public meetings to the WVAMPO calendar. Mr. Austin will add it. Commissioner Bloom asked about the potential of Grumbein's Island and what the new route would be. Mr. Austin stated the specific design is found in the report by Kimley-Horn. He said that traffic signals would help in the re-routing from the closure of Grumbine's Island. Commissioner Bloom raised concern about how the traffic would be re-routed. He will not support closing the island and just putting the traffic onto Beechurst. Mr. Austin explained the modeling shows it is possible to close the island, and with the reconfiguration of Wiley Steet plus signal optimization, it works. He stated the MPO will create a workshop and public meeting with the Kimley-Horn to discuss this plan in detail. Mr. Downs mentioned making Downtown more of a destination instead of a passthrough. The board agreed they would like to see a plan where people can still access the downtown businesses.

7. Other Business

Ms. Peate gave a brief update of the Community Gardens, showing pictures of the gardens from the Spring MPO newsletter. The grant recipients have been communicative and working well with the MPO. Many of them have active garden beds and are producing produce.

8. Meeting Adjournment

The meeting adjured at 6:46pm.

Morgantown - Mon County Trans. Planning Org.
Checking Account
As of August 31, 2025

3:18 PM
10/08/2025
Accrual Basis

Type	Date	Num	Name	Memo	Split	Amount	Balance
Centre-Checking (voucher checks)							77,154.66
Deposit	08/07/2025		Monongalia County	JP reimbursement July	Salary	2,948.76	80,103.42
Check	08/15/2025	9796	Literati Information Technology, LLC		Web Hosting	-20.35	80,083.07
Check	08/15/2025	9797	Monongalia River Trail Conservancy	Automated ped counter	Equipment	-4,096.00	75,987.07
Check	08/15/2025	9798	Monongalia County	Reimburse Unspent DWNTWN Match	Match for Grant	-1,500.00	74,487.07
Check	08/15/2025	9799	Morgantown Area Partnership	Reimburse Unspent DWNTWN Match	Match for Grant	-1,500.00	72,987.07
Check	08/15/2025	9800	Public Employees Insurance Ag.		Salary	-4,342.92	68,644.15
Check	08/15/2025	9801	Retiree Health Benefit Trust Fund		Salary	-36.00	68,608.15
Check	08/15/2025	9802	United Bank	Interest Closing out loan	Line of Credit Payment	-322.94	68,285.21
Check	08/15/2025	6341	Jing Zhang	Electronic Payment	Salary	-1,801.26	66,483.95
Check	08/15/2025	6342	Jacqueline G. Peate	Electronic Payment	Salary	-1,784.00	64,699.95
Check	08/15/2025	6343	J. William B. Austin	Electronic Payment	Salary	-3,068.58	61,631.37
Check	08/15/2025	6344	ICMA. Retirement Corp		Salary	-1,985.84	59,645.53
Check	08/15/2025	941	IRS	Electronic Transfer	Salary	-2,113.36	57,532.17
Check	08/29/2025	9803	Centra Bank - Mastercard	WIX-\$369,Sftwre-\$196,Supply \$222,	Computer Software	-870.07	56,662.10
Check	08/29/2025	9804	FBMC	Current and catch up benefit charges	Salary	-1,491.36	55,170.74
Check	08/29/2025	9805	Freedom Farmers Comm Garden	Greenmont garden	Community Garden Proj.	-960.24	54,210.50
Check	08/29/2025	9806	Kimley Horn	Dwntwn Study Final Payment	Consulting	-4,750.00	49,460.50
Check	08/29/2025	9807	Morgantown Printing	Posters for MTP Update	Public Notices	-387.96	49,072.54
Check	08/29/2025	9808	Preston Videography	August PB mtg	Public Notices	-150.00	48,922.54
Check	08/29/2025	9809	WVAMPO	WVAMPO and Nat AMPO dues	Professional Fees	-1,127.00	47,795.54
Check	08/29/2025	6345	Jing Zhang	Electronic Transfer	Salary	-1,801.28	45,994.26
Check	08/29/2025	6346	Jacqueline G. Peate	Electronic Transfer	Salary	-1,783.99	44,210.27
Check	08/29/2025	6347	J. William B. Austin	Electronic Transfer	Salary	-3,068.57	41,141.70
Check	08/29/2025	6348	ICMA. Retirement Corp		Salary	-1,985.84	39,155.86
Check	08/29/2025	941	IRS	Electronic Transfer	Salary	-2,113.36	37,042.50
Check	08/29/2025	0829:	WV Dept of Tax and Revenue	Electronic Transfer	Salary	-616.00	36,426.50
Total Centre-Checking (voucher checks)							36,426.50

TOTAL

Morgantown - Mon County Trans. Planning Org.
Checking Account
As of September 30, 2025

3:18 PM
10/08/2025
Accrual Basis

Type	Date	Num	Name	Memo	Split	Amount	Balance
Centra-Checking (voucher checks)							36,426.50
Check	09/15/2025	6349	Jing Zhang	Electronic Transfer	Salary	-1,801.26	34,625.24
Check	09/15/2025	6350	Jacqueline G. Peate	Electronic Transfer	Salary	-1,784.00	32,841.24
Check	09/15/2025	6351	J. William B. Austin	Electronic Transfer	Travel & Ent	-3,068.59	29,772.65
Check	09/15/2025	6352	ICMA. Retirement Corp		Salary	-1,985.84	27,786.81
Check	09/15/2025	941	IRS	Electronic Transfer	Salary	-2,113.34	25,673.47
Check	09/15/2025	9811	Retiree Health Benefit Trust Fund		Salary	-36.00	25,637.47
Check	09/15/2025	9812	Service Plus		Accounting	-140.37	25,497.10
Check	09/15/2025	9813	Public Employees Insurance Agency		Salary	-4,342.92	21,154.18
Deposit	09/19/2025		Monongalia County	Deposit JP August	Salary	2,948.76	24,102.94
Deposit	09/29/2025		WVDOH	Deposit July	PL Funds	27,832.92	51,935.86
Check	09/30/2025	9814	Centra Bank - Mastercard	Sftwr 45.99, adm 78, pub 35.89,	Administrative	-187.15	51,748.71
Check	09/30/2025	9815	FBMC		Salary	-285.92	51,462.79
Check	09/30/2025	9816	J. William B. Austin	AMPO Conf.	Travel & Ent	-1,914.92	49,547.87
Check	09/30/2025	6353	Jing Zhang	Electronic Transfer	Salary	-1,801.27	47,746.60
Check	09/30/2025	6354	Jacqueline G. Peate	Electronic Transfer	Salary	-1,783.99	45,962.61
Check	09/30/2025	6355	J. William B. Austin	Electronic Transfer	Salary	-3,068.58	42,894.03
Check	09/30/2025	6356	ICMA. Retirement Corp		Salary	-1,985.84	40,908.19
Check	09/30/2025	941	IRS	Electronic Transfer	Salary	-2,113.36	38,794.83
Check	09/30/2025	09302	WV Dept of Tax and Revenue	Electronic Transfer	Salary	-616.00	38,178.83
Total Centra-Checking (voucher checks)							38,178.83
TOTAL							



Memorandum

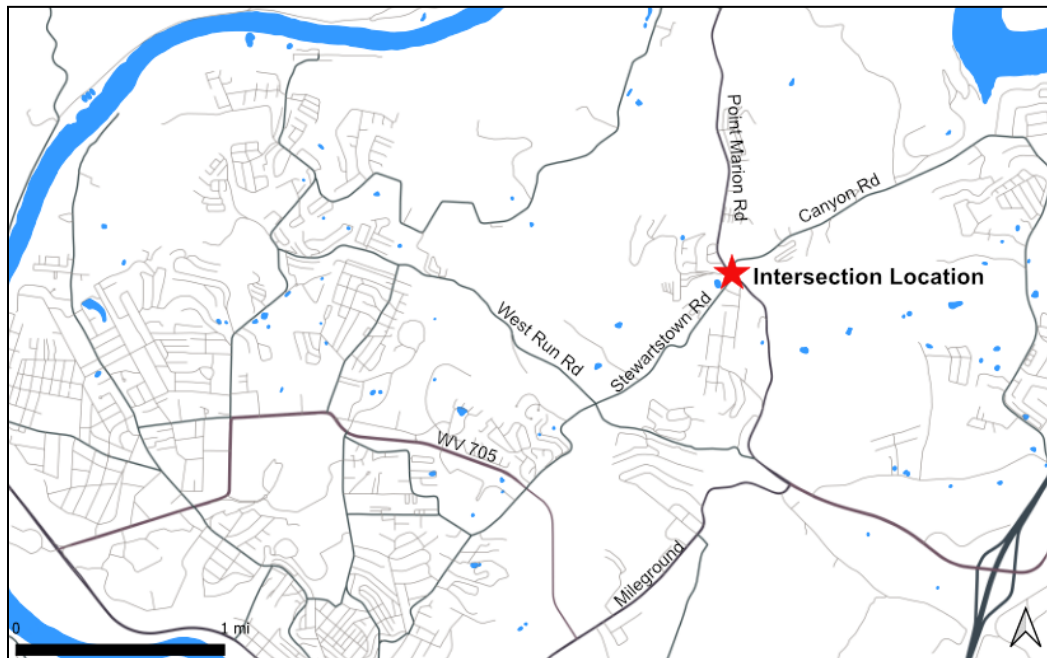
Date: October 1, 2025

To: MMMPO Staff

From: MMMPO Committees

Subject: Point Marion-Stewartstown Intersection Peak Hour Observation

This memorandum documents observations conducted at the intersection of Point Marion Road and Stewartstown Road/Canyon Road during AM and PM peak periods. MPO staff conducted initial field observations on September 16 and 17, focusing on peak hours, queues, and general conditions in the intersection area. MPO staff did a follow-up traffic count and evaluation on September 30, focusing on traffic delay, movement pattern and signal timing.



Key Findings

AM Peak Hours

- **Peak Hour Times.** The AM Peak hour starts around **6:45 AM** and ends at 7:45 AM. Traffic on the north leg of Point Marion Road experienced backups extending approximately 0.5 - 0.8 miles north of the intersection.
- **Intersection Delay & LOS.** The average delay on the north log of Point Marion Rd is approximately 3–4 minutes, which far exceeds the Level of Service (LOS) F threshold of 80 seconds.

PM Peak Hours

- **PM Peak Times.** The PM Peak hours span from 2:30 PM to 6:30 PM.
 - North leg of Point Marion Rd. The congestion extends about 0.5 miles during the peak period from 2:30 PM to 4:00 PM. During peak traffic, it takes up to three full signal cycles for a vehicle to pass through the intersection.
 - South leg of Point Marion Rd. The leg experienced backups of approximately 0.3 miles beginning around 4:30 PM.
 - Stewartstown Road. Traffic on Stewartstown Road began to queue at approximately 4:30 PM, extending 0.3 miles.
- **Intersection Delay & LOS.** All three legs experienced approximately 3-5 minutes delay. which far exceeds the Level of Service (LOS) F threshold of 80 seconds.

Signal Timing Setup

- **Exclusive Phasing.** The intersection is signalized with dedicated green phases for the Canyon Road and Stewartstown Road legs, due to safety considerations caused by the terrain.
- **Actuated Phasing.** The intersection is operated with actuated, uncoordinated traffic signals. During peak hours, signal timing adjusts dynamically to prioritize approaches with higher traffic volumes. For example, the green phase for southbound traffic on Point Marion Road varies between 25 and 55 seconds, depending on traffic conditions. On Canyon Road, the green phase transitions to yellow immediately when no vehicles are detected in the queue.
- **Farm View Road Access.** The northbound approach includes a dedicated left-turn phase serving traffic turning onto Farm View Road. This phase is actuated and activates only when vehicles are present in the left-turn bay. Providing this dedicated movement is essential to ensure access to the high-density residential development on Farm View Road and to prevent left-turn queues from impeding through traffic.

Turning Movement Pattern

- **Canyon Road Approach:** Traffic is primarily through movements (66.7%), with left turns accounting for 22.2% and right turns for 11.1%. Canyon Road functions mainly as a minor arterial through approach with some local left-turn demand.
- **Stewartstown Road Approach:** Stewartstown has a high proportion of left turns (43.6%), with through and right-turn movements both at 28.2%. This reflects a strong turning demand.
- **Point Marion Road Northbound and Southbound Approach:** Both approaches are heavily dominated by through traffic (73.0% - 79%), with left turns at 11.1% and right turns at 15.9%. The strong through demand confirms that Point Marion Road is the primary corridor.

Surrounding Land Use

The observed congestion corresponds with student drop-off and pick-up times at University High School, when parents drive their children. Point Marion Road serves as the primary arterial connecting the school to major urban destinations, including university campuses, hospitals, commercial and employment centers as well as residences along the WV 705 corridor, and southern parts of Morgantown. This intersection is the only access point for traffic from north of Point Marion Rd toward the WV 705 corridor and the Mileground/Cheat Road areas.

Conclusion and Next Step

The intersection functions as a critical link within the eastern portion of the MPO's urban area. During peak periods, operational deficiencies are evident, driven primarily by school-related traffic, constrained intersection capacity, and geometric limitations. Analysis indicates that three of the four approaches (excluding Farm View Road) are currently operating at LOS F during peak periods, an indication of significant delay.

The intersection is controlled by an actuated signal system, which adjusts phase timing in response to traffic volumes. This control strategy has enhanced overall capacity and mitigated congestion to some extent; however, peak-hour volumes exceed the operational limits of signal control.

MPO staff recommend a detailed engineering study to evaluate feasible intersection improvement alternatives, first using designs identified in the 2022-2050 MTP.

Memorandum

Date: October 9th, 2025
To: MPO Policy Board
From: MPO Staff
Subject: 2055 MTP Plan Update

Metropolitan Transportation Plan Process and Timeline

Background:

The MPO has initiated the update of its Metropolitan Transportation Plan (MTP) for 2025–2055. The key objectives of this update are to validate the continued relevance of projects currently included in the MTP, incorporate new projects based on community needs, and review and confirm project priorities and tier classifications. To support this effort, we have launched a project website: www.planttogether.org/2055mtp

The site contains the plan development schedule, public surveys, project maps, proposed subarea improvements, and other related materials.

Work for the MTP update includes evaluations of crash data from 2019-2023. This data has been an integral part of the analysis done by staff, and the work validates the recommendations for corridor improvements previously identified in the transportation plan.

The Draft Recommended Subarea Improvements includes recommendations from the Downtown Morgantown Micro Simulation Study, Brookhaven Rd Area Improvements, Subarea Conceptual Connections for Mon County, and Star City / University Ave Pedestrian Facility Improvements.

Timeline:

- August 19, First Public Meeting @ Mountain Line Transit Terminal
- September 2, Pop-up Display @PRT Mountaineer Station
- September 11, Second Public Meeting @ Morgantown City Hall
- Late September, Pop-up Display @ Mon County Courthouse Plaza / WVU Engineering
- By the end of September, the draft MTP for comments
- Early October, Virtual Public Meeting
- Mid/Late-October, Pop-up Display @ WVU Mountainlair / WVU Engineering
- October 22, Third Public Meeting @ Riverfront Historical Bus Depot
- Early November, Virtual Public Meeting

Submit for adoption by the MMMPO Policy Board at the November 2025 meeting or, if necessary, at the January 2026 meeting.

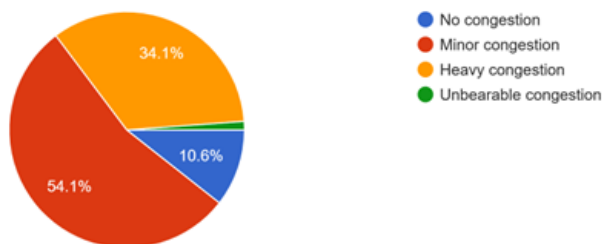
Public Outreach and Comments Summary

The process began on August 19 with the first public meeting, held at the Mountain Line Transit Terminal. On September 2, MPO staff hosted a pop-up display at the PRT Mountaineer Station, providing students, commuters, and community members with convenient access to project information and opportunities to share input. A second public meeting was held on September 11 at Morgantown City Hall, offering a more formal setting for discussion of community priorities and transportation needs. There will be another public meeting on October 22 at the Riverfront Historical Bus Depot. Staff will conduct another pop-up event at a WVU location, and host 1-2 virtual public meetings for those who cannot attend in person.

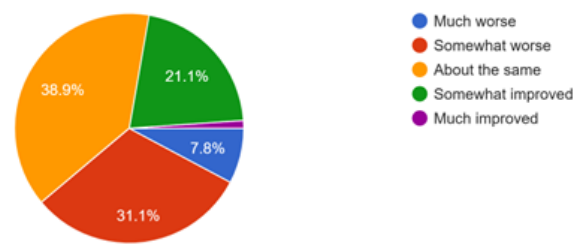
MPO Staff has been promoting these meetings online and via the MPO's social media platforms. Comments received on all platforms have been recorded. There are two main surveys on our website related to the MTP update. The Project Survey- Share your preferences and comment on the recommended projects, and suggest any new ones. Your input will help identify and prioritize high-impact projects for funding. The Community Survey- Share your vision for the future of transportation in our region. Tell the MPO what matters most to you and how we can better serve the community.

There have been 90 responses on the Community survey. There have been 21 responses on the Project survey. Many of the responses were happy with the effort to improve pedestrian safety and upgrade connectivity. Comments also asked for a Greenbelt connection. There was a big concern with the amount of money potentially being spent on these potential projects. There was frustration with how car-centric cities can be and with the level of congestion when driving around the area. Below are some graphics from the Community Survey to provide perspective.

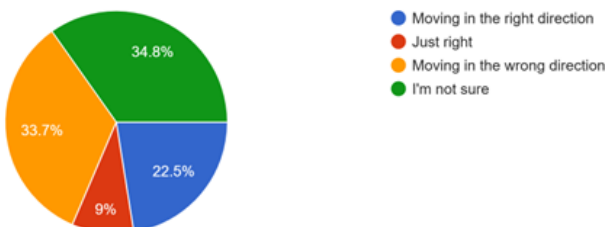
How would you rate the level of congestion on your way to/from work?
85 responses



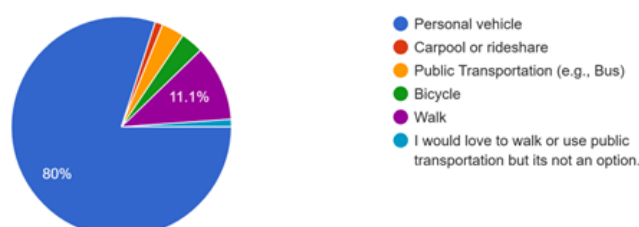
Over the past 5 years, do you think the transportation system in the region is...
90 responses



Growth and development in Monongalia County is...
89 responses



What mode of transportation do you primarily use?
90 responses



There have been 8 individual comments from other forums. They are mainly concerned about safety and walkability and want to see improvements in the county. One of the comments supported extending Willey St to Beechurst, with another one supporting the potential Brookhaven Rd improvements. Another comment supported a light at 8th and University.

Some notable quotes are below:

- “Sidewalks is a big concern. Specially for areas around schools. For example, around South Middle and Mountain view elementary. Which concerns First Ward neighborhood; its sidewalks, roads are so deteriorated. When are you going to fix them? This encourages kids from early on to know they have options to transport as well as supporting a healthy habit”
- “The Rail Trails are amazing, but we need more connections and off street or street adjacent paths. We cannot afford to keep throwing money at increasing road capacity for cars. That kind of spending will bankrupt the county and state. Also, if the eastern circulator bus route could increase frequency to better serve Richard/Dellslow, The Brookhaven line could also be rerouted to loop into that corridor.”
- “The Mountainlair garage entrance on High St must be re-opened as both an exit and entrance, otherwise it becomes effectively useless. May possibly need to consider making Maiden Lane and Prospect St two way. Possibly move the USS WV mast to Woodburn Circle and extending Maiden Lane to University Ave. Emergency services response times to the Lair and "Frat hill" will most likely be negatively affected.”
- “The extensive rail trail was the number one reason I moved to Morgantown from California. This is what will attract residents out of state. Expanding and connecting the rail trail via the Greenbelt will be such an allure for prospective residents and will enrich the lives of current residents.”

Evaluation Factors Ranking

The regulations guiding MPOs define the factors they must consider throughout the planning process. These factors orient transportation funding for projects towards community outcomes, ensuring that projects benefit the communities in which they are built and make the most effective use of limited funds.

The purpose of this survey is to determine the weight of this survey is to determine the weight of each factor when evaluating recommended projects.

- Safety & Security - Considers crash severity data and public feedback related to speeding and other safety concerns.
- Reliability - Evaluates traffic congestion levels using the travel demand model and incorporates public input on reliability and delay.
- System Maintenance - Assesses the condition and maintenance needs of National Highway System (NHS) roads, supported by public feedback on roadway upkeep.
- Modal Choice - Reflects the availability and integration of multiple transportation options (walking, biking, and taking transit), including recommendations from the 2019 Bike-Ped Plan, the PRT system, regional trail networks, and MLTA bus services.

- Local Priority - Accounts for direction from the Advisory Committee, priorities established in the previous MTP, and input gathered through public engagement.
- Fairness - analyzing impacts on identified Communities of Concern and evaluating project proximity to key transit hubs to improve access to essential services and opportunities.
- Consistency with Existing Plans - Measures alignment with the goals and recommendations of the 2022 and 2017 MTPs, as well as ongoing regional land use planning efforts.

Project Evaluation and Prioritization Spreadsheet

MPO Staff has prepared an Evaluation Spreadsheet and a Prioritization Spreadsheet. The evaluation one has a list of the projects and how they rank based on the weight assigned to the Evaluation Factors. The prioritization has the projects categorized into Tier 1 – Tier 4, Alternative Funding, and Sub-Allocated Funds. Both spreadsheets are adjustable.

Comments from Policy Board on Draft MTP

This draft contains the unprioritized list of projects that is being released to the public. MPO Staff would appreciate the Policy Board's comments on this draft as well.