



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

Agenda

Citizens Advisory Committee
243 High Street Room 026 and by WEBEX
Morgantown WV
May 8th, 2025
6:00 PM

1. Call to Order
2. Approval of Minutes
3. Recommendations from Downtown Microsimulation Study-Kimley Horn Associates
4. Preliminary Findings of Don Knotts Pedestrian Bridge Study
5. May TIP Adjustments
6. Other Business
7. Meeting Adjournment



CITIZENS ADVISORY COMMITTEE MEETING

March 13, 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: Wallace Venable, Matthew Cross, Heather Morgan, Kelli LaNeve, Matt Ridgway, Logan Thornsley

Others Present: Bill Austin, Jacqueline Peate, Jing Zhang

1. Call to Order

The CAC 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 CAC to order at approximately 6:00 PM.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda package. Mr. Cross pointed out a small error in the minutes. Mr. Venable moved to approve the minutes as corrected; seconded by Ms. Morgan. The motion passed unanimously.

3. UPWP 2025-2026

Mr. Austin stated the UPWP for 2025-2026 could be found in the agenda package. 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.

Mr. Cross asked about the Greenbelt Study, as the Complete Streets website has been taken down and that would be the main funding. Mr. Austin said the system is being reworked to review DEI and Equity but it should still be available for this project. Mr. Cross asked for clarification on the 'new interchange' mentioned in the UPWP, and Mr. Austin clarified it was referring to Harmony Grove.

Mr. Venable moved to approve the UPWP 2025-2026; seconded by Ms. Morgan. The motion passed unanimously.

4. Crash Report 2019-2023

Mr. Austin stated the draft Crash Report for 2019-2023 can be found in the agenda package. Staff stated that 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. There are many heat maps included in this report which help identify hotspots. There was new information in this data set, such as accidents under the influence and accidents in the dark. Pages 24-25 have a list of recommendations for areas that need safety improvements. 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.

Mr. Venable asked if this document was public, and Mr. Austin stated it was and can be found on our website in the agenda. He also asked if the 'snowy and dark conditions' data overlapped. Staff will investigate this. Mr. Venable pointed out there was a crash point reported on I-79, and asked if it was supposed to be on Blue Horizon Rd. Staff double checked the coordinates, and it was in the correct place on the interstate.

Mr. Venable moved to approve the Crash Report 2019-2023; seconded by Mr. Cross. The motion passed unanimously.

5. Metropolitan Transportation Plan Update Work Program

Mr. Austin stated Staff would appreciate the Committee's 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. There will be milestones and updates provided to the CAC as this process moves forward. Staff will make sure MLTA is incorporated appropriately.

Mr. Cross had a few questions. First, he asked about the Board of Education on Brookhaven Rd and if a new school will be going in there. Staff will be talking to a Board of Education member about the proposed project and will be doing an estimated of trip generation by proposed land use for the property. Mr. Cross also asked about Valley View Ave improvements. Staff stated the State's Vulnerable Road Users Plan is developing plans for improvements in the area, as is the county. The MPO study will coordinate with the state's Vulnerable Road User Plan. Mr. Cross also asked about Meadowridge Dr., and Mr. Austin stated this was put in at the request of the County to improve connectiveness near Suncrest Town Center.

Mr. Ridgway asked about Van Voorhis/West Run projects. Mr. Austin stated they are moving forward with construction. He also asked about the bridge on Don Knott's, and Mr. Austin stated this area was not currently under construction.

Ms. Morgan asked about the development on Northwestern Ave and if there will be sidewalks. This area is included in the general area of improvements for the MTP. Staff recalled sidewalks from the preliminary plans from the developer. The plans are available in the County Planning Office.

6. University Ave Ped Study Update

Staff noted WVDOH crash data to select this area to study, and they will be going out for pedestrian crossing data collection after Spring Break. This area is along University Avenue in Star City to identify potential safety updates.

7. Community Garden Update

Mr. Austin stated Westover had to withdraw from the Community Garden grant. Funds were secured late from WVDOH, so it resulted in them withdrawing due to a staffing issue. Scott's Run Settlement House

and Chris White are still on board to begin gardens this growing year. Staff will be re-advertising for the remaining funds. There were other applications the first round, but they did not quality.

8. Other Business

Mr. Austin stated he attended Mon County Day with MAP and met with Secretary Rumbaugh. This meeting went very well and they discussed updates to the TIP/STIP process. WVDOH will be re-examining large projects. He also met with Secretary Rumbaugh this morning along with FHWA and DOH Staff. DOH is reviewing TIP policies and procedures and looking to be more transparent and create a more stable flow in operating procedures. Mr. Austin stated Charleston and the local district have differing priorities sometimes, and the Secretary and his staff are working to smooth this out.

Mr. Venable stated he went to the Upper Mon River Association and people were wanting to know about the powerline that will run from Ft. Martin to DC. They have questions about the route and how this will impact Monongalia County. Staff will keep the board updated as they receive information.

Ms. Morgan asked about the traffic light and signal on 705 and if it will be adjusted for traffic flow. Staff stated we send this comment to DOH for an answer.

Mr. Cross stated he has a Suncrest Neighborhood meeting coming up, and many want to know the timeline for the Collins Ferry Roundabout. Mr. Austin said it will be about a yearlong project once started. Traffic may be difficult when construction begins. Mr. Cross asked if there will be pedestrian accommodations at the roundabout, and Mr. Austin stated there will be pedestrian accommodations.

9. Meeting Adjournment

The meeting adjourned at 7:06 pm.



Memorandum

Date: May 1st, 2025

To: TTAC, CAC, and Policy Board

From: MMMPO Staff

Subject: TIP Amendment and Adjustments – May, 2025

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

Amendment

No amendments.

Administrative Adjustment

WV DOH Highway Project

New Project

HOLLAND AVE, FFY 2025; Federal ID: NHPP0019610D; Phase: Engineering and Construction. Type of Work: RESURFACE. Federal funding \$1,800,000; total funding \$2,250,000.

I-68 - SABRATON I/C & PIERPONT I/C LIGHTING RENOVATION, FFY 2026; Federal ID: NHPP0068219D; Phase: Construction. Type of Work: LIGHTING. Federal funding \$3,200,000; total funding \$4,000,000. Location: I-68 Exit 4 Sabraton Interchange and Exit 7 Pierpont Interchange.

WVU CAMPUS CONNECTOR PATH, FFY 2026; Federal ID: TAP2021465D; Phase: Engineering. (Federal ID: TAP2022114D, Phase: Construction). Type of Work: CONST TRAIL. Federal funding \$240,000; total funding \$300,000. Location: Between WVU Evansdale Campus and Grant Ave.

UNIVERSITY AVE TRAFFIC SIGNALS, FFY 2026; Federal ID: NHPP0019596D; Phase: Construction. Type of Work: SIGNALS. Federal funding \$513,600; total funding \$642,000. Location: University Ave and Fayette St.

Funding Change

JOSEPH C BARTOLO MEMORIAL BRIDGE, FFY 2025; Federal ID: HWI0019589D; Phase: Construction. Type of Work: BRIDGE REPAIR. Federal funding \$3,800,000; total funding \$4,750,000. Location: I Morgantown-Westover Bridge. *Action: increase Federal funding from \$2,800,000 to \$3,800,000; total Funding from \$3,500,000 to \$4,750,000.*

SMITHTOWN ROAD TRAFFIC SIGNAL, FFY 2025; Federal ID: HSIP0119502D; Phase: Construction. Type of Work: INSTALL SIGNAL. Federal funding \$3,700,000; total funding \$3,700,000. Location: I Morgantown-Westover Bridge. *Action: increase Federal funding from \$1,200,000 to \$3,700,000; total Funding from \$1,200,000 to \$3,700,000.*

FFY Change

VRU MORGANTOWN +1, FFY 2026; Federal ID: HSIP0705024D; Phase: Construction. Type of Work: SAFETY IMPROVEMENT. Federal funding \$ \$90,000; total funding \$100,000. Location: W 705 from Mon Blvd to Applebee Intersection. *Action: Move FFY from 2025 to 2026*

Downtown Morgantown Traffic Study: Executive Summary

INTRODUCTION

The **Downtown Morgantown Traffic Study** was commissioned to identify improvements to the transportation network in Downtown Morgantown, West Virginia. This initiative was included in the MPO's Metropolitan Transportation Plan as a Tier One project. The purpose of the Study was to address current and future mobility challenges, enhance multimodal safety, and support economic development. Issues addressed in the study included the congestion created at the pedestrian crossing of University Avenue at the Mountainlair known as "Grumbein's Island" and future redevelopment of an area in the vicinity of Richwood Avenue and Willey Street.

Emphasis was placed on data-driven decisions and incorporating public input and local stakeholder recommendations. Kimley-Horn performed a comprehensive microsimulation of downtown traffic, focusing on motorized and non-motorized traffic operations, safety, community input, and constructability to identify improvements that achieved the following goals:

- Improved vehicular traffic flow throughout downtown
- Enhanced safety and accessibility for all users, including pedestrians and bicyclists
- Support access to downtown businesses and planned development areas

STAKEHOLDER ENGAGEMENT & STUDY OVERSIGHT

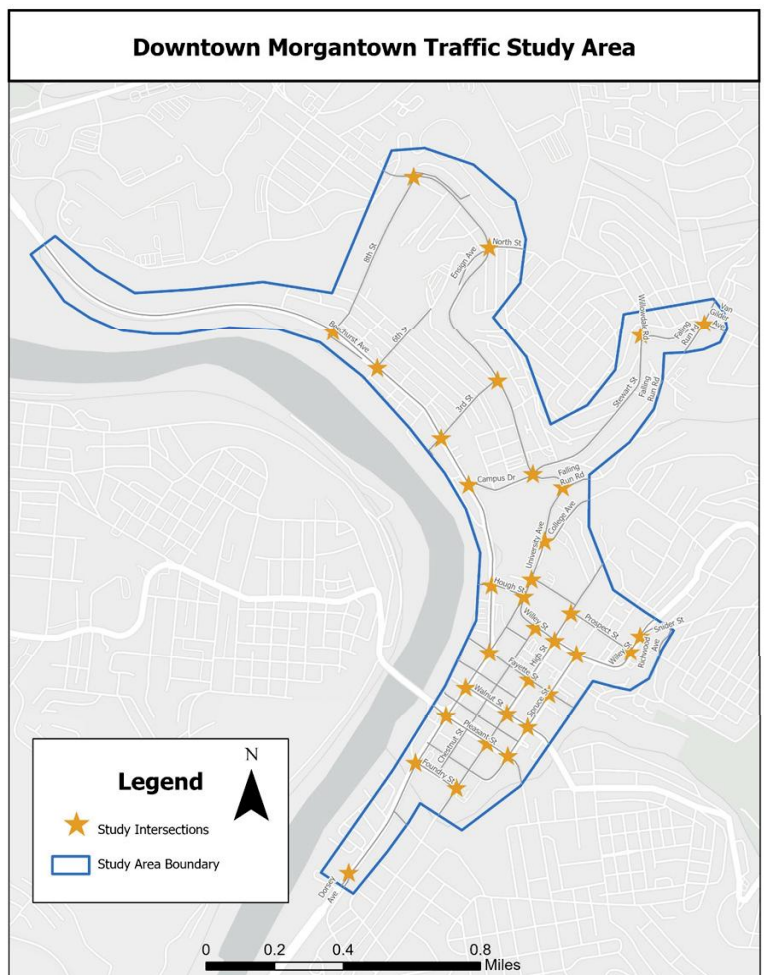
One defining element of this project was continuous collaboration with a steering committee of representatives from the public and local stakeholders, including West Virginia University, the City of Morgantown, and the Morgantown Area Partnership. Six steering committee meetings were held, shaping the study's direction and ensuring decisions reflected community priorities. Contributions included defining performance metrics, assessing the feasibility of initial concepts, guiding the selection of alternatives, and participating in the alternative selection and recommendation process. This structure ensured that the recommended improvements align with community needs, interests, and specific considerations.

STUDY AREA, DATA COLLECTION AND PUBLIC ENGAGEMENT

The study included analysis of 34 intersections: 16 signalized, 18 unsignalized, and 11 pedestrian crossing locations. Turning Movement Counts (TMCs) were collected in October 2023 and supplemented by StreetLight origin-destination (OD) datasets to determine OD patterns in the study area. This approach identified the most heavily traveled routes, revealing key corridors and dominant commuting patterns. Crash data was also analyzed to determine the frequency and severity of crashes in the study area. The figure to the right is a map of the study area.

A community survey was also conducted between May 29 and June 19, 2024, yielding responses from 70 residents. Comments were categorized into congestion concerns, multimodal issues, and general safety concerns.

This input provided valuable context to the technical analysis and was considered during all stages of scenario development.



MICROSIMULATION METHODOLOGY

The microsimulation modeling was conducted using TransModeler simulation software to model both existing (2023) and future (2050) conditions (No-Build and Build scenarios) during:

- Midday peak hour (12:15–1:15 PM)
- PM peak hour (4:30–5:30 PM)

All study area intersections were evaluated based on average vehicle delay and corresponding Levels of Service (LOS).

DEVELOPMENT AND SCREENING OF ALTERNATIVES

The study team evaluated multiple alternatives for technical feasibility, operational benefits, and cost considerations. Concepts were either carried forward for modeling or screened out based on consensus from the study team and the steering committee. Final model scenarios included:

Modeled Scenarios:

- Alternative 1 – Signal timing and multimodal improvements, including:
 - » Signal timing optimization and corridor coordination along study intersections and corridors;
 - » Improved bicycle and pedestrian access:
 - New crosswalks in Downtown and along Beechurst Avenue
 - Lead pedestrian intervals (LPIs) and pedestrian recalls at Downtown signals
 - RTOR (Right Turn on Red) restrictions at key intersections
 - » Proposed Monongahela Boulevard Road Diet
- Alternative 2 – Grumbein's Island closure, including:
 - » Closure of University Avenue to vehicular traffic between Beechurst Avenue and College Avenue, along with other vehicle access points to Grumbein's Island.
 - » Realignment of portions of Willey Street with a new connection to Beechurst Avenue.
- Alternative 3 – One-way to Two-way Street conversions on High Street, Spruce Street, Pleasant Street, and Walnut Street
- Alternatives 4A/4B – Willey Street Improvements
 - » Alternative 4A (Interim Alternative): Realignment of Richwood Avenue and Wiley Street Improvements
 - » Alternative 4B (Final Alternative): Realignment of US 119 to Snider Street and Conversion of Wiley Street to a Local Connection
- Alternative 5 – Intersection improvements and Beechurst corridor improvements from Campus Drive to 8th Street
 - » Converting Beechurst/8th, Stewart/ VanGilder/ Protzman to roundabouts
 - » Intersection Improvements at University/Pleasant
 - » Converting Beechurst to an Reduced Conflict Intersection (RCI) corridor where minor street left-turn movements are redirected to adjacent intersections as U-turns.
- Alternative 6 – Combined Grumbein's Island (Alt 2), Willey Street (Alt 4B) and one-way conversions (Alt 3)
- Alternative 7 – Combined Grumbein's Island (Alt 2), Willey Street (Alt 4B), Intersection Improvements (Alt 5), and Signal Optimization (Alt 1).

SCENARIO EVALUATION PROCESS

Scenarios were evaluated on a three-tier process:

1. Intersection Operation Comparison to 2050 No-Build Conditions – Intersection performance was evaluated based on potential improvement or degradation of intersection operations, as indicated by Levels of Service (LOS). This comparison also highlighted intersections where operations improved from an unacceptable LOS in No-Build to an acceptable LOS in the Build alternative, and vice versa.
2. Scorecard – Each scenario was evaluated using a structured scoring system, assigning numerical ratings (1–5) based on expected performance across key performance domains including intersection traffic operations, downtown network traffic delay, bike and pedestrian mobility/safety, and vehicular safety.
3. Qualitative Considerations – Additional factors were qualitatively considered and assigned a general favorability rating. Factors included anticipated public support, constructability, right-of-way impacts, impact to business and development, and cost-effectiveness.

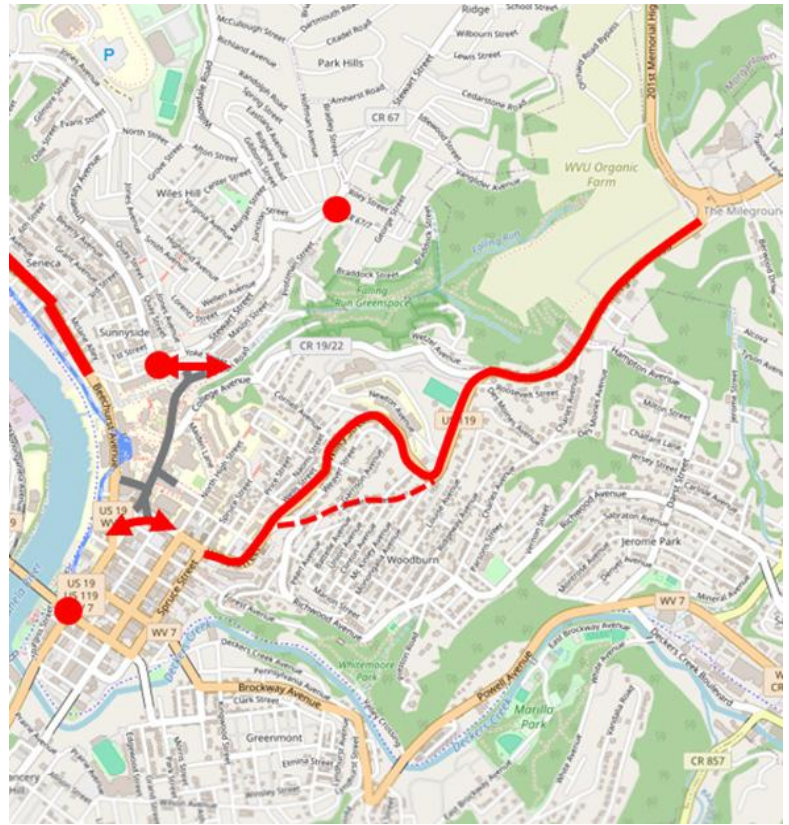
KEY RECOMMENDATIONS

Based on simulation results, stakeholder input, and the results of the evaluation process, the study team and steering committee recommended 2050 Build Alternative 7. Alternative 7 combined the most effective elements of individual scenarios into a comprehensive improvement strategy:

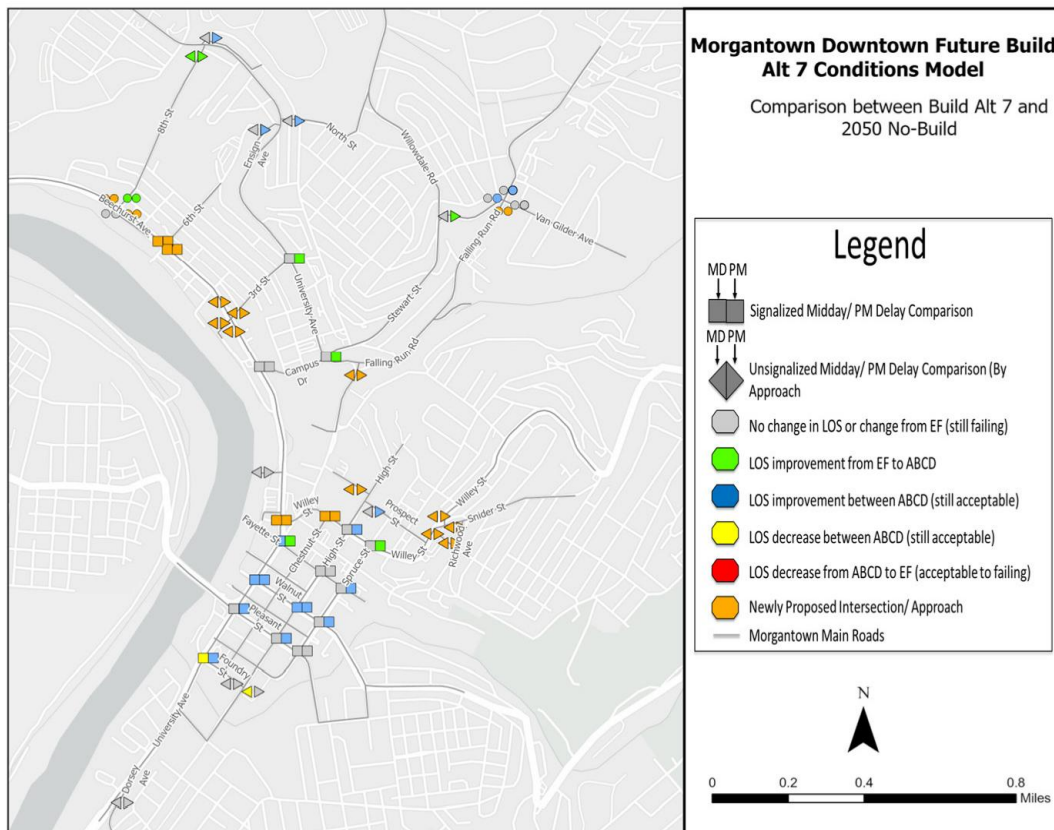
- Signal Optimization and Multimodal Improvements (Alternative 1)
- Grumbein's Island closure (Alternative 2)
- Realignment of US 119 to Snider Street (Alternative 4B)
- Intersection and Beechurst Avenue corridor Improvements (Alternative 5)

As the projects within Alternative 7 progress into the design process, further design studies will be needed to finalize the needed intersection improvements at Beechurst/8th, Stewart/VanGilder/ Protzman and University/Pleasant. Additionally, as the signal upgrades are designed and constructed, the upgrades should incorporate community needs and special events (e.g., sports games, graduations, move-in periods)






The projects included in Alternative 7 are shown to the right:



The LOS comparison of 2050 Build Alternative 7 against the 2050 No-Build Scenario is shown below:



A summary of the evaluation of the 2050 Build Alternative 7 is presented below:

Category	Score (1-5)	Notes
 Traffic Operations (Individual Intersections)	●●●●●	The number of intersections with an acceptable level of service is anticipated to greatly increase (10.2%).
 Traffic Operations (Downtown Network)	●●●●●	The total delay per vehicle mile traveled is anticipated to greatly decrease (-23.6%).
 Bike & Pedestrian Mobility	●●●●●	Due to the combination of bike and pedestrian mobility improvements associated with the closure of Grumbein's Island, the Snider Street Conversion, and intersection improvements, this scenario provides for significant improvements in bike and pedestrian mobility.
 Bike & Pedestrian Safety	●●●●●	Due to the combination of bike and pedestrian safety improvements associated with the closure of Grumbein's Island, the Snider Street Conversion, and the intersection improvements, this scenario provides for significant improvement in bike and pedestrian safety.
 Vehicular Safety	●●●●●	The reduction of the conflict points and severity of potential crashes with the intersection improvements plus the elimination of the vehicle-pedestrian conflict at Grumbein's Island combined with the reconfiguration of the misaligned intersection at Willey Street and Richwood Avenue provide for a potential notable increase in vehicle safety.
Total Score		25/25

CONCLUSION AND NEXT STEPS

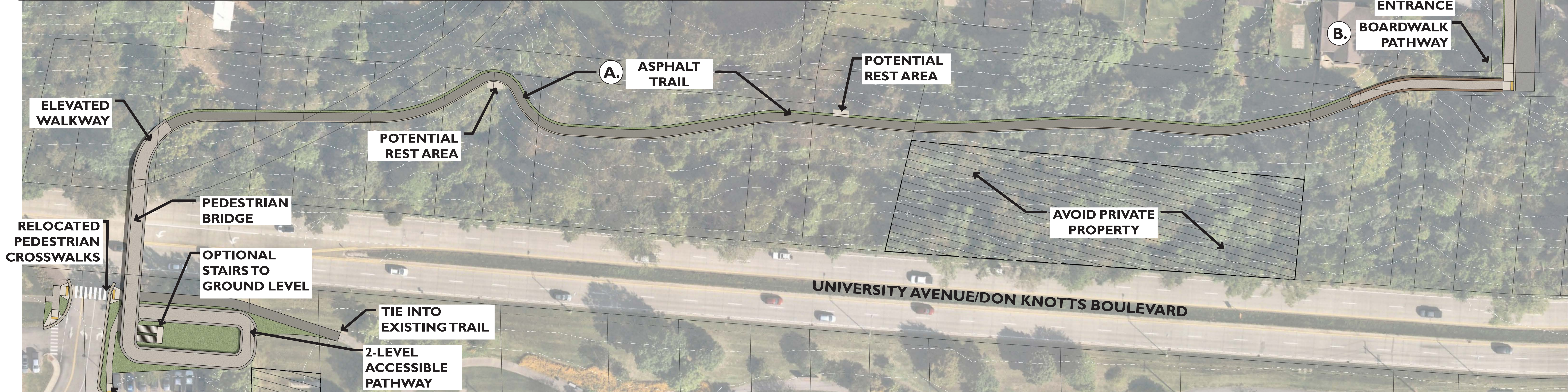
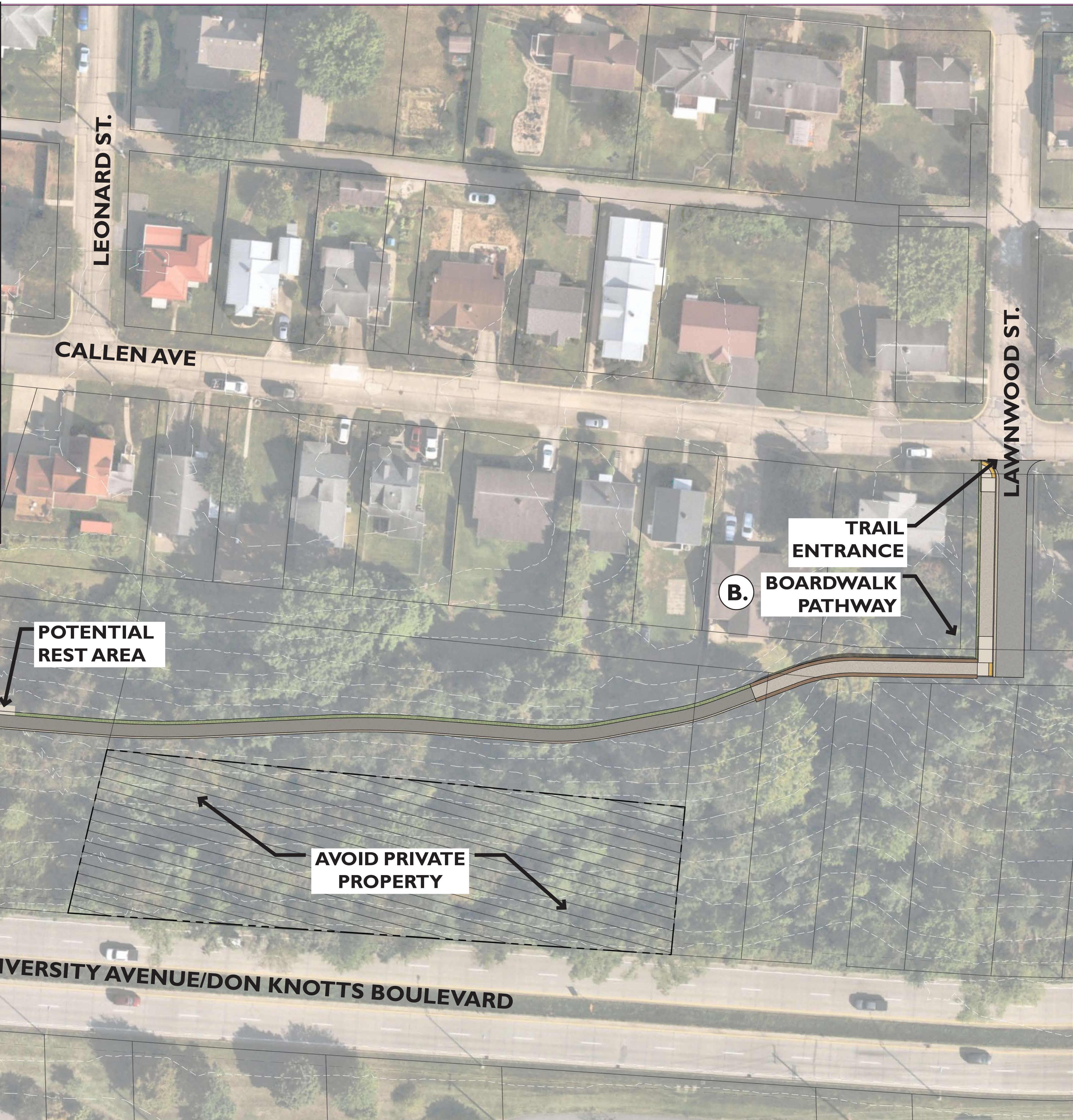
The recommended Alternative 7 is designed to improve vehicular traffic flow throughout downtown, enhance safety and accessibility for all users—including pedestrians, bicyclists, and transit riders—and support access to downtown businesses and areas planned for redevelopment. The next steps should include:

- Inclusion of Alternative 7 projects in the MPO's long-range transportation plan.
- Coordination with city and state agencies for project development and funding.

Planning level costs for the individual pieces of Alternate 7 are shown in the table below:

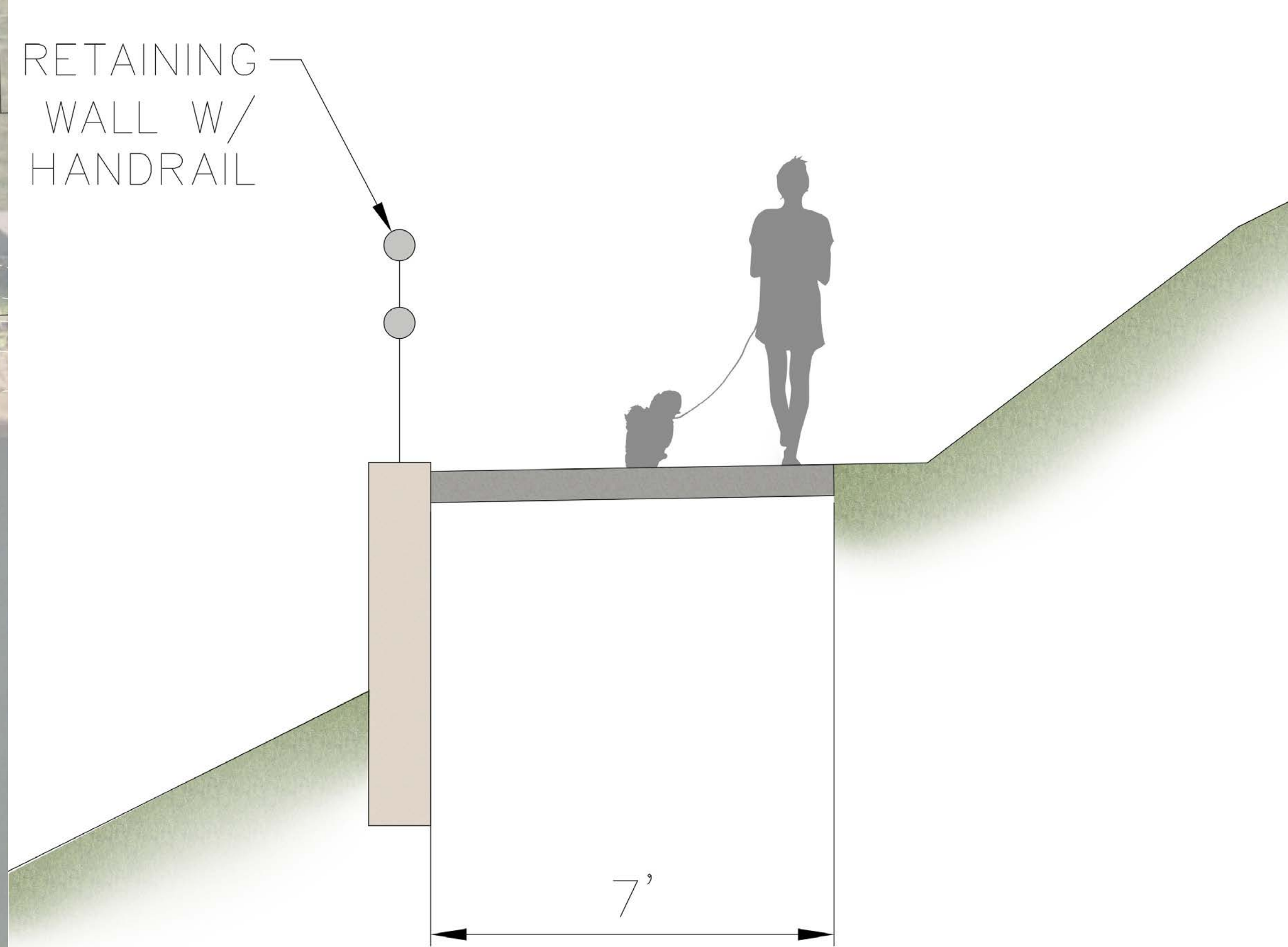
Alternative	Planning Level Cost
Alt 1-Signal Timing and Multimodal Improvements	\$1M—\$5M
Alt 2-Grumbein's Island Closure	\$6M—\$12M
Alt 4B-Realignment of US 119 to Snider Street	\$10M—\$20M
Alt 5-Intersection/Beechurst Corridor Improvements	\$12M—\$24M

It is envisioned that the 2050 Build Alternative 7 can be phased in, allowing the WVDOH, the City of Morgantown and the MPO to pursue stand-alone projects that build toward the full vision over time. This approach provides flexibility for funding and coordination with other area priorities.

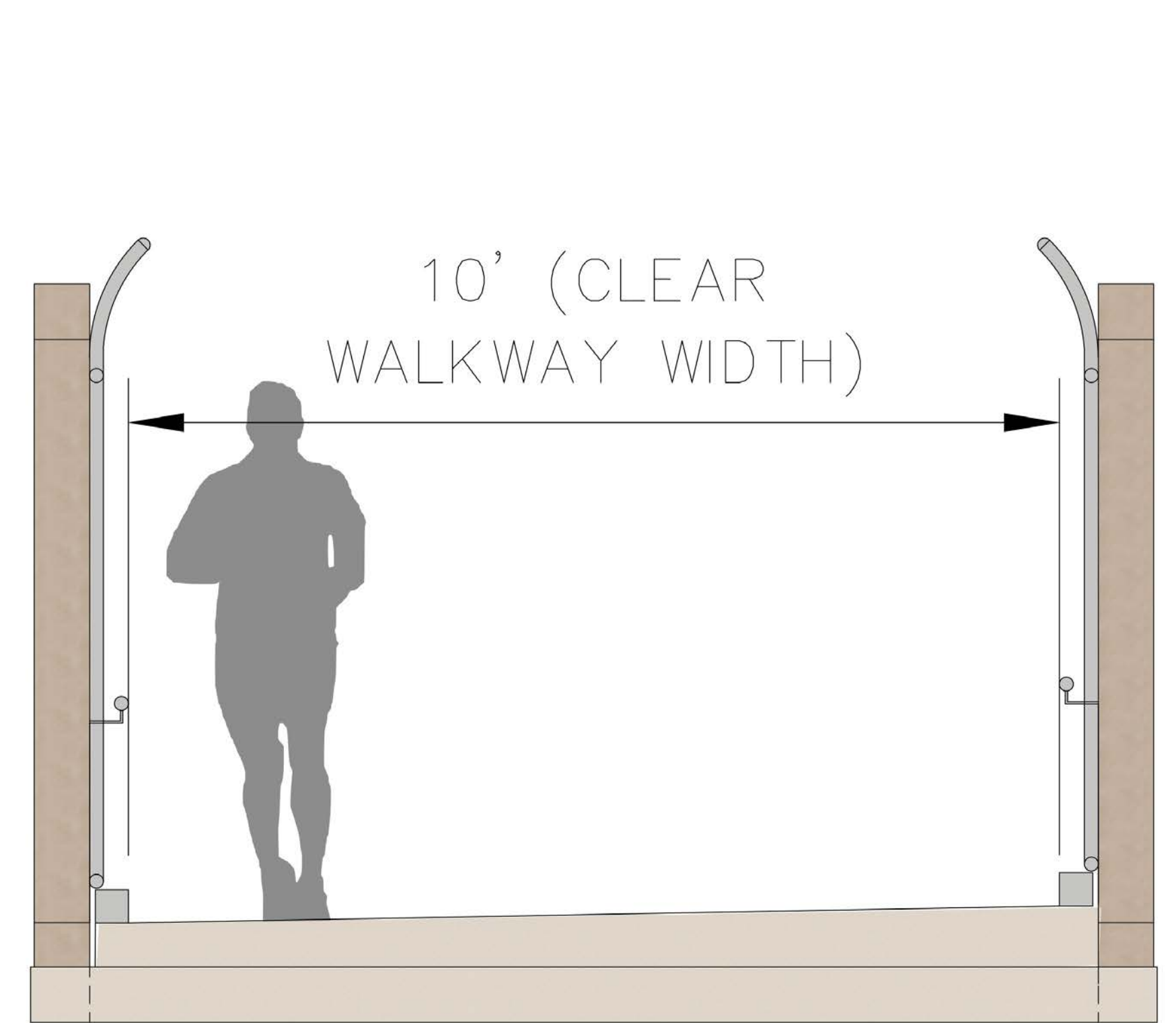


- LEGEND**
- BRIDGE/ELEVATED WALKWAY
 - ASPHALT TRAIL
 - BOARDWALK PATHWAY
 - SIDE PATH

A. ASPHALT TRAIL TYPICAL



B. BOARDWALK PATHWAY TYPICAL



DON KNOTTS BOULEVARD PEDESTRIAN BRIDGE MORGANTOWN, WEST VIRGINIA

