



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

Citizens Advisory Committee  
243 High Street Room 026 and by ZOOM  
Morgantown WV  
May 14, 2026  
6:00 PM

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



## CITIZENS ADVISORY COMMITTEE MEETING

November 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:** Christian Ablidson, Wallace Venable, Matt Ridgway, Heather Morgan, Tom Zeni, Matthew Cross

**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. Abildso called the meeting of the CAC to order at approximately 6:02 PM.

### 2. Approval of Minutes

Mr. Abildso noted that the minutes of the last meeting were included in the agenda package. Mr. Venable moved to approve the minutes; seconded by Mr. Zeni. The motion passed unanimously.

### 3. 2025 - 2055 Metropolitan Transportation Plan

Mr. Austin stated that included in the agenda are staff recommendations for the 2055 Metropolitan Transportation Plan (MTP) project prioritization. The prioritization of the MTP's Projects is one of the most vital tasks of the MTP Update. It is respectfully requested that the MPO's Committee review these recommendations and recommend their adoption as part of the 2055 MTP. There is also a memorandum that identifies the public outreach process utilized to update the MMMPO 2050 Metropolitan Transportation Plan and to provide the MPO Committee's with a representative sampling of comments on the proposed 2055 MTP. Mr. Austin mentioned the WVU Student Government sent a support letter with some recommendations.

Mr. Abildso asked for clarification on the sub-allocated funds. Mr. Austin stated these funds were given to the MPO to be allocated to local projects. The MPO will be moving the Stewartstown and Point Marion Rd project to suballocated funds. Staff is requesting approval for this change. Mr. Abildso also asked about the North/South Connector. Mr. Zhang stated this is a desire line for pedestrian connectivity from the Suncrest Town Center area to the Evansdale Medical Center area.

Mr. Venable moved to recommend approval of the 2025 – 2055 Metropolitan Transportation Plan; seconded by Mr. Zeni. The motion passed unanimously.

#### 4. 2025 Safety Performance Targets

Mr. Austin stated that the Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) which requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set 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 is 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.

The last adopted values were from 2020-2024. The current adopted values for 2021-2025 are shown in the tables below, and they have been adjusted to reflect the actual performance of the system since that time.

Mr. Abildso stated he would like to see absolute goals. Mr. Venable stated the language of 'interim target' was appropriate as the goal should always be zero, but targets must start somewhere.

Ms. Morgan moved to recommend approval of the 2025 Safety Performance Targets; seconded by Mr. Venable. The motion passed unanimously.

#### 5. 2026 Meeting Dates

Mr. Austin stated there is a Memorandum in the Agenda that informs the Advisory Committees of the 2026 Meeting Dates. The May TTAC meeting has been moved to Monday May 11th 2026 due to Primary Election Day. The June meetings have been cancelled.

Members requested Google Calendar Invites and a email with the list of dates. Staff will send these out at the beginning of the year.

#### 6. Draft UPWP Development

Mr. Austin stated he is in the process of creating the 2026 UPWP. He asked the board for recommendations of projects or tasks for staff for the upcoming year. Mr. Austin will have a draft ready by the January meetings.

Mr. Abildso asked for Staff to observe and do a safety study for the area near Mon General where a school may be put in. Mr. Austin noted that the area Mr. Abildso referenced is part of the State's VRU project.

Mr. Ridgway asked where West Run will come into the UPWP as there is a lot of development happening near/on West Run Rd. Mr. Austin stated the Point Marion / Stewartstown section is being held up by utility issues, and that some area have TIP funding such as the Stewartstown / Riddle area for 2030.

Mr. Venable suggested looking at University High School as there is a lot of pedestrian activity.

### **7. Annual Listing of Obligated Projects**

Mr. Austin stated that DOH has programmed and obligated projects for last year for our area. This document was included in the agenda. There were no questions by the committee.

### **7. Other Business**

Mr. Austin announced that the MPO will be hosting the WVAMPO conference in June of 2026 at the Waterfront Marriot hotel. He will be stepping down from his position as Chair of WVAMPO at end of year. Mr. Austin reported things are going well with WVAMPO and he hopes the best for them moving forward.

Mr. Cross suggested Staff look at the signal near the Waterfront Marriot hotel. The timing is off and there is an issue with the green turn arrow.

Mr. Ridgway asked about the new signals at Chestnut Ridge and Patterson. There is no left turn signal form Burrough St. He asked if this was intentional. Mr. Cross agreed this was an issue. Mr. Austin will follow up with WVDOH.

### **8. Meeting Adjournment**

The meeting adjourned at 6:35 pm.



## Memorandum

Date: May 5, 2025  
To: TTAC, CAC  
From: MMMPO Staff  
Subject: **TIP Amendments- May, 2026**

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

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

### TIP Amendment:

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

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

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



## Memorandum

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

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

### **Background**

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

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

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

### **Process and Selection Committee**

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

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

### **Results**

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

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

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



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

May 6, 2026

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

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## Introduction

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

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

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

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

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

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

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

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

# Executive Summary

## 1. Analysis Questions

The study aimed to answer two primary questions:

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

## 2. Methodology & Assumptions

This evaluation utilized two distinct modeling approaches:

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

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

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

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

## 3. Outcomes/Recommendations

The analyses resulted in the following critical findings:

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

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

## Analysis

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

The major findings from the two analyses are:

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

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

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

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

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

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

**Model Assumptions:**

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

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

The definition of different scenarios are:

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

The scenarios do not include the Willey Street Connector project.

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

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

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

**Key Findings**

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

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

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

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

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

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

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

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

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

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

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

The following scenarios were evaluated:

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

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

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

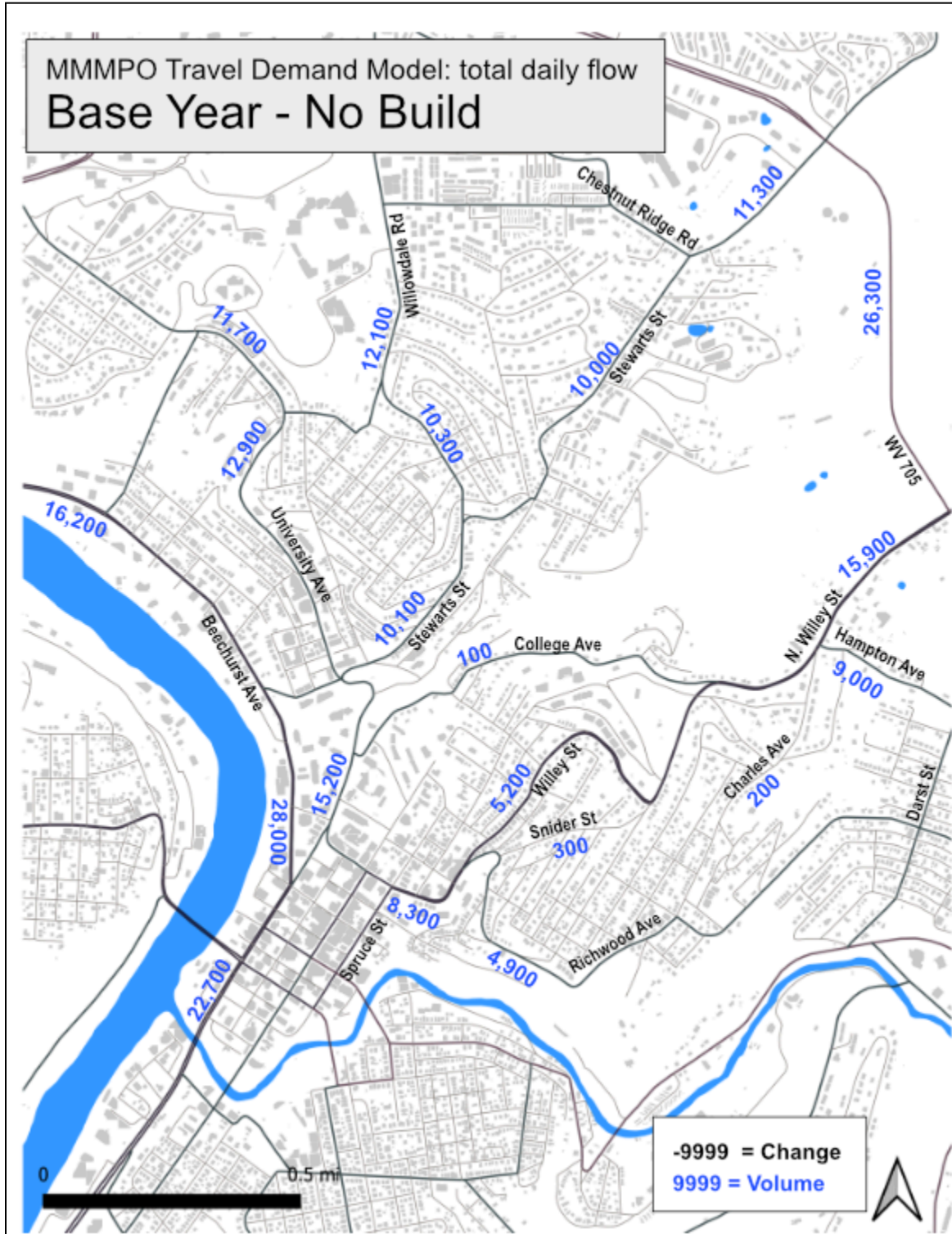
|                                     | Future Year (2055) |                                   |              |                                                          |           |
|-------------------------------------|--------------------|-----------------------------------|--------------|----------------------------------------------------------|-----------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

## Key Findings

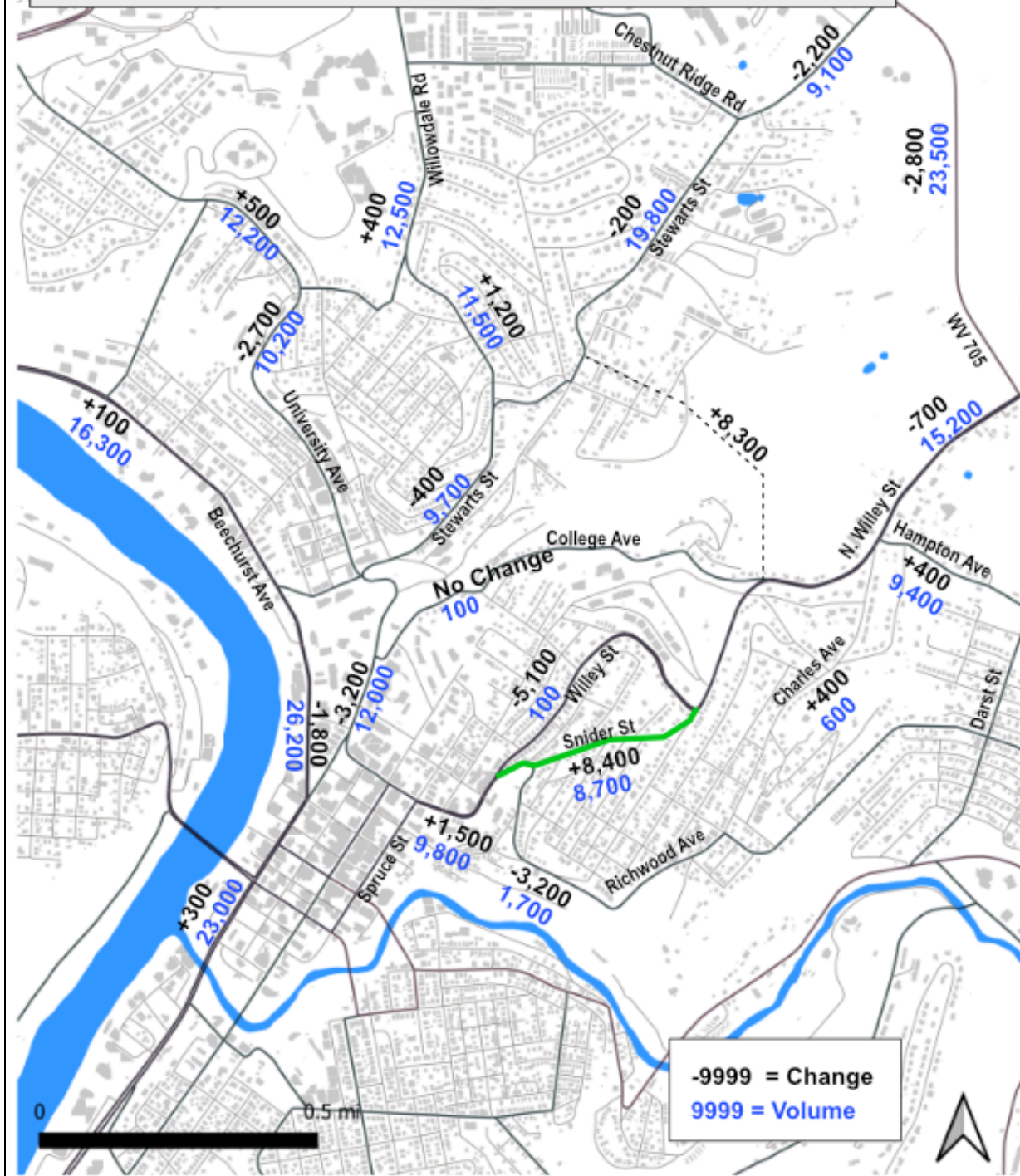
- The Willey Street Connector (Scenario 1) significantly redistributes traffic in the downtown core and traffic shifts to the connector, Snider St and Willey St.
  - University Ave @ Grumbein's Island decreases by 3,200 vpd, indicating reduced reliance on the island crossing.

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

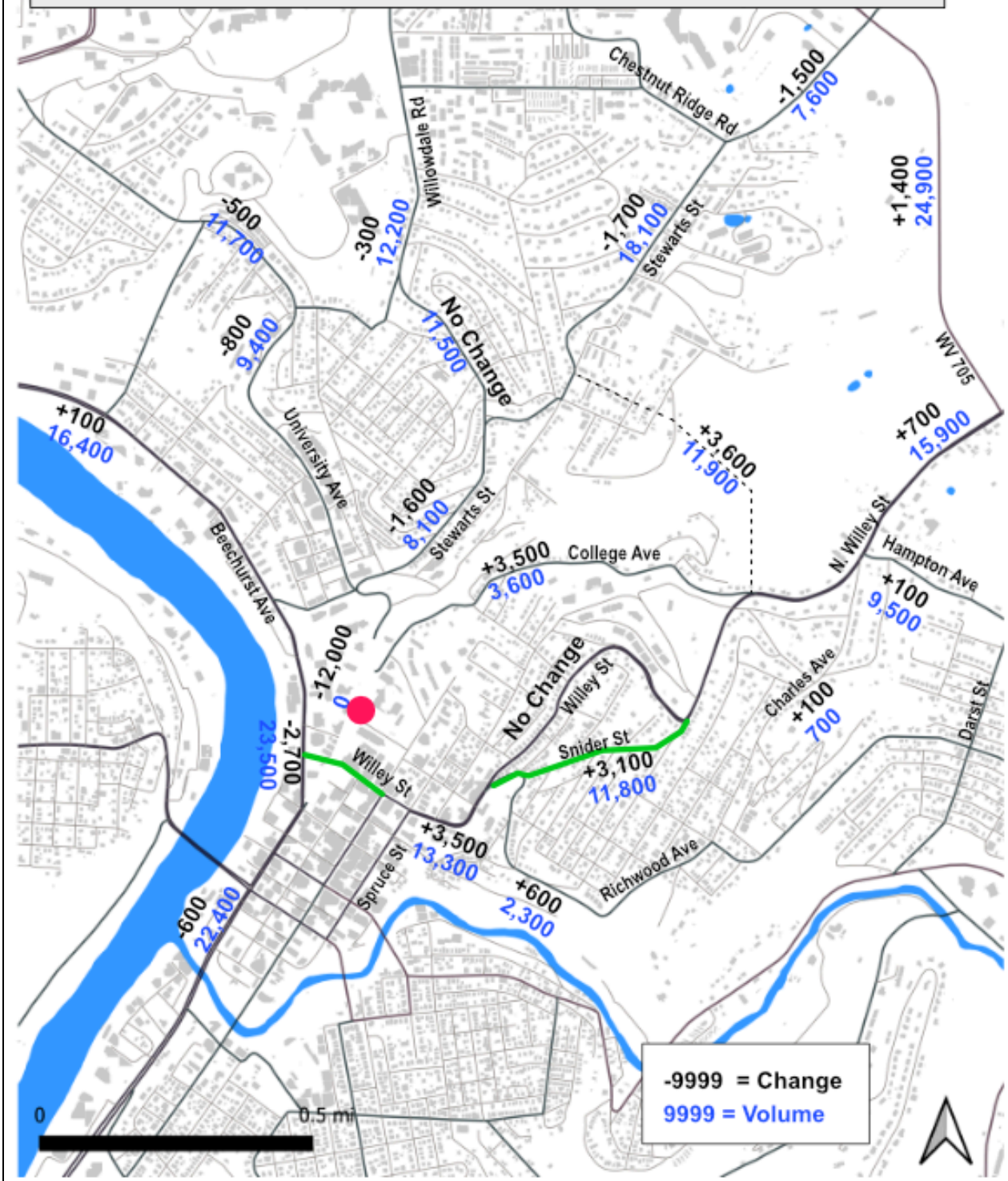
# Map Appendix



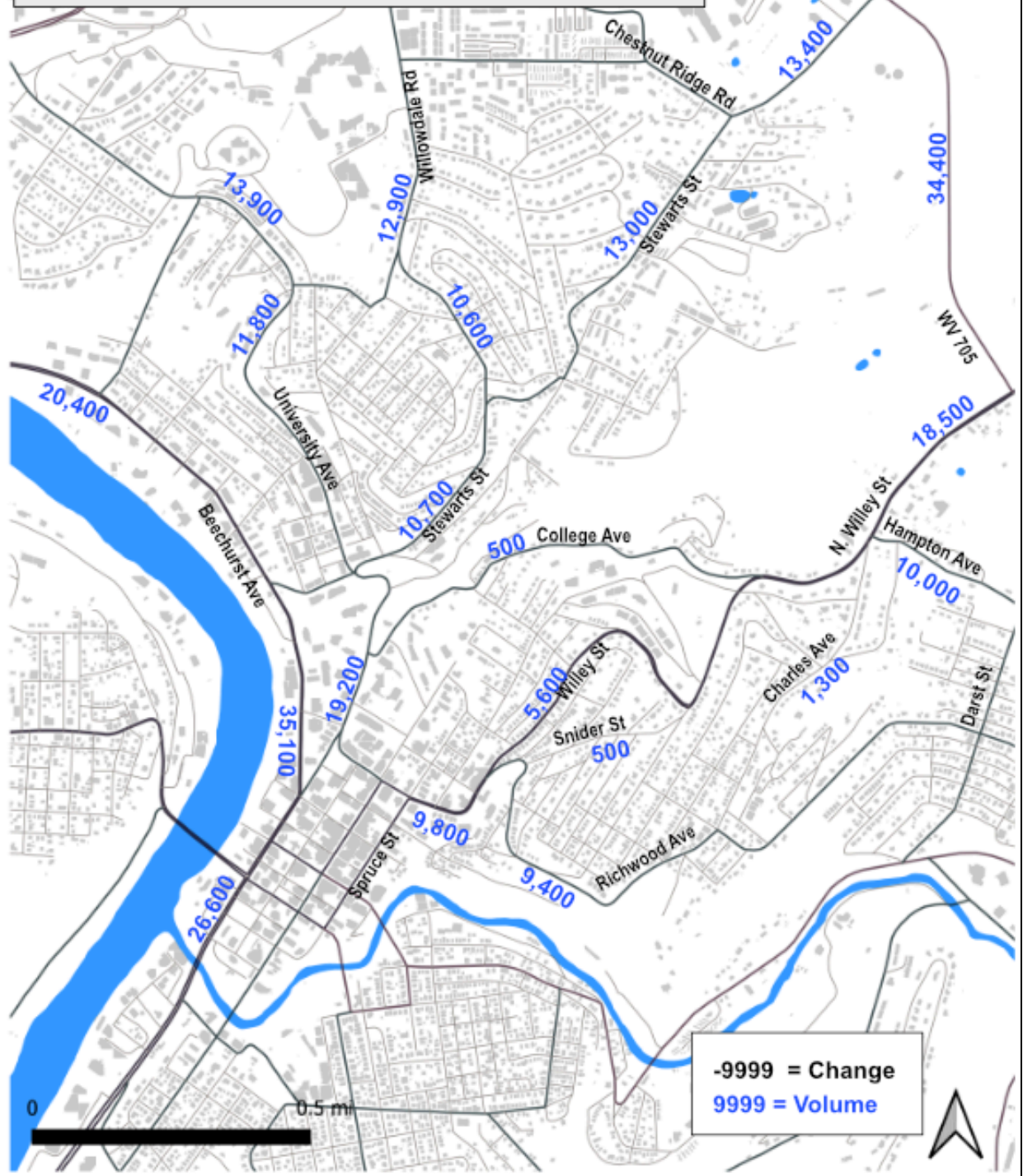
MMMPO Travel Demand Model: total daily flow (vs. No Build)  
**Base Year - Willey Connector Only**



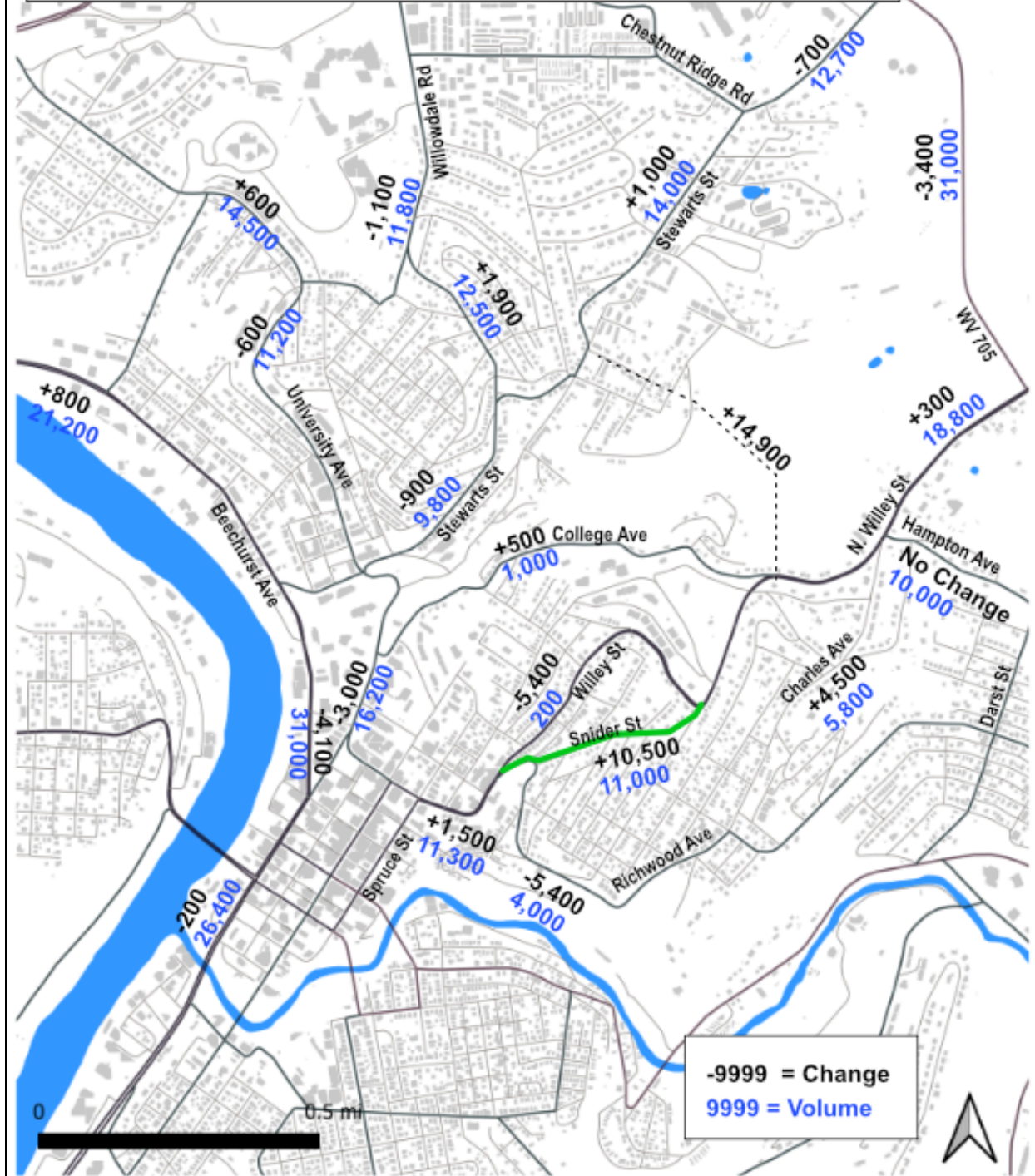
MMMPO Travel Demand Model: total daily flow (vs. Willey Connector Only)  
 Base Year - Willey Connector + Grumbein's Island Closure



MMMPO Travel Demand Model: total daily flow  
Future Year - No Build



# MMMPO Travel Demand Model: total daily flow (vs. No Build) Future Year - Willey Connector Only



MMMPO Travel Demand Model: total daily flow (vs. Willey Connector Only)  
 Future Year - Willey Connector + Grumbein's Island Closure

