



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

Agenda

Transportation Technical Advisory Committee
243 High Street Room 026 and by ZOOM
Morgantown WV
November 10th, 2025
1:00 PM

1. Call to Order
2. Approval of Minutes
3. 2025 - 2055 Metropolitan Transportation Plan
4. 2025 Safety Performance Targets
5. 2026 Meeting Dates
6. Draft UPWP Development
7. Annual Listing of Obligated Projects
8. Other Business
9. Meeting Adjournment



TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

October 7, 2025

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

Members Present: Bill Austin (Chair), Andrew-Gast Bray, Michael Dougherty, Maris Smith, Kimberly Fragola, Kelli LeNeve, Kara Greathouse, Jeremy Evans, Brian Carr

Others Present: Jacqueline Peate, Jing Zhang

1. Call to Order

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

2. Approval of Minutes

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

3. Point Marion – Stewartstown Intersection Study

Mr. Austin noted that a CAC member had stated this intersection was failing, so Mr. Zhang conducted a study to observe the intersection. Mr. Zhang stated that 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. 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.

Mr. Austin stated this is not an action item. This intersection is very complex and these are preliminary findings. This intersection is in Tier 1 of the current MTP, but it is struggling so much staff did the study to add emphasis that this area needs work. Mr. Dougherty agreed this was a complex intersection and that it needs help.

Ms. Smith stated she will also investigate this intersection and work with Mr. Zhang on solutions.

4. 2025 – 2055 Metropolitan Transportation Plan (MTP) Development

Mr. Austin stated the 2055 MTP Draft is included in the agenda packet. This is being released for public comment, and the MPO hopes to adopt it at the November Policy Board meeting. The update is a minor update to add a few projects and validate the existing plan. Some minor things are missing, but an Appendix will be added to include all information. It will also include an updated Regional Travel Demand Model update.

Mr. Dougherty asked if there would be time sensitive shut downs of Grumbein's Island, such as opening it for the summer. Mr. Austin stated there is discussion of this, and the idea of keeping it open for transit. He also told the board there will be a workshop on October 14th that Kimley Horn will be conducting to answer further questions about this study.

Ms. LeNeve asked about the surveys and if the MPO could make a QR code for the draft MTP itself. Staff will look into this.

5. Greenbelt Update

Mr. Zhang stated he is working with the Monongalia County Greenspace Coalition in an effort to bring the City of Morgantown, WVU, and the Coalition together to develop the Greenbelt. The main funding for the Greenbelt connector study comes from FHWA Complete Streets funding. This will help fund access points to the Greenbelt itself. Mr. Zhang is identifying these access points in the corridor. Staff is hoping to send out an RFQ in January or February of 2026. This group is meeting every Wednesday morning and will start to reach out to shareholders such as MRTC, BOPARC, and MLTA soon.

Ms. Smith asked if there was a plan online. Mr. Zhang said there is not one publicly available on the MPO's website, but the Greenspace Coalition may have something on their website.

6. Community Garden Update

Ms. Peate told the board the Community Garden Grant recipients have been in contact with her and are in the process of spending the rest of their funds. Recipients must spend their funds by the end of November. Ms. Peate will be continuing to stay in contact with the recipients and monitor the garden's progress.

7. Other Business

No Other Business.

8. Meeting Adjournment

The meeting adjourned at 1:31 pm.



Memorandum

Date: November 5, 2025

To: MMMPO Committees

From: MMMPO Staff

Subject: Staff Recommendations on 2055 MTP Project Prioritization

This memorandum documents 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's review these recommendations and adopt them as part of the 2055 MTP.

Budget Overview

Based on revenue projections and excluding projects carried over from the previous MTP, the 2055 MTP has approximately **\$478.5 million** funding available for allocation to fiscally constrained projects (Tiers 1, 2, and 3):

- **\$95.5 million** available for Tier 1 projects
- **\$156.3 million** for Tier 2 projects
- **\$226.7 million** for Tier 3 projects

In addition, the MPO has approximately **\$5 million** in suballocated funding. MPO staff drafted the project prioritization recommendations. The total project cost and balances are shown in the table below.

	Fiscally Constrained			Unfunded, Future Project	
	Tier 1 (2027-31, 5Y)	Tier 2 (2032-41, 10Y)	Tier 3 (2042-55, 14Y)	Tier 4	Alternative Funding
Revenue Projection	\$95,500,000	\$156,300,000	\$226,700,000	N/A	N/A
YOE	1.06	1.36	1.77	1.77	1.77

Est. Project Cost	\$95,666,999	\$156,452,270	\$226,463,000	\$422,263,478	\$465,947,861
Balance	-\$166,999	-\$152,270	\$237,000	N/A	N/A

Merged Projects

The following projects were carried over from the 2050 MTP and merged with those recommended in the Downtown Traffic Simulation Study. Their estimated costs, totaling approximately \$22.3 million, have been incorporated into the new projects to reflect the updated results of recent analyses. The total budget for the new project is estimated at \$27 million, representing the average of the cost range provided by the study.

ID	Project Name	Est. Cost	2050 Tier
M64	Willey St/Mileground Rd Improvements	\$14.8 Million	Tier 1
M7	Richwood-North Willey Intersection Improvements	\$1.5 Million	Tier 1
M23	Grumbeins Island Improvement (to combine with MTP2502)	\$3.4 Million	Tier 2
M8	University-Prospect Intersection Improvements	\$0.6 Million	Tier 2
M22	Don Knotts-University-Pleasant Pedestrian Improvements	\$0.4 Million	Tier 2
M28	University Ave-College Ave Pedestrian Improvements	\$0.3 Million	Tier 2
M9	Stewart-Protzman Intersection Improvements	\$1.2 Million	Tier 4

New Projects

The following projects are recommended for inclusion in the 2025 MTP, with prioritization indicated in the table below. Detailed descriptions of each project's prioritization and cost estimation follow.

ID	Project Name	Est. Cost	2050 Tier
M2501	Signal Timing Optimization in Morgantown Downtown Area	\$3 Million	Tier 1
M2502	Grumbein's Island Closure	\$9 Million	Tier 1
M2503	Snider Street Realignment	\$15 Million	Tier 1

ID	Project Name	Est. Cost	2050 Tier
M2504	Morgantown Downtown Area Intersection and Corridor Improvements	\$18 Million	Tier 3
M2506	Brookhaven Rd Improvements	\$3 Million	Tier 3
M2507	West Run Rd - Riddle Ave Area Connectivity Improvements	TBD	AFD
M2508	Ackerman Area Connectivity Improvements	TBD	AFD
M2509	Valley View Pedestrian and Bicycle Network Improvements	\$2.5 Million	AFD

■ **Signal Timing Optimization in Morgantown Downtown Area (ID: M2501)**

Priority: Tier 1

The priority reflects the MPO's commitment to improving downtown traffic efficiency and safety, as identified in the recently conducted Downtown Traffic Simulation Study. This project involves signal timing and offset adjustments to improve traffic flow and pedestrian safety along key intersections and corridors in Downtown Morgantown, including Beechurst Avenue, University Avenue, and surrounding streets. The project is related to M2504 - Morgantown Downtown Area Intersection and Corridor Improvement.

Estimated Cost: \$3 Million

The range of estimated cost is \$1 million to \$5 million, as identified in the Downtown Traffic Simulation Study.

■ **Grumbein's Island Closure (ID: M2502)**

Priority: Tier 1

The priority reflects the MPO's commitment to improving downtown traffic efficiency and safety, as identified in the recently conducted Downtown Traffic Simulation Study. This project includes the closure of University Avenue to vehicular traffic between Beechurst Avenue and College Avenue, as well as other vehicle access points to Grumbein's Island. It also involves the realignment of portions of Willey Street, including a new connection to Beechurst Avenue.

Estimated Cost: \$9 Million

The range of estimated cost is \$6 million to \$12 million, as identified in the Downtown Traffic Simulation Study.

■ Snider Street Realignment (ID: M2503)

Priority: Tier 1

The priority reflects the MPO's commitment to improving downtown traffic efficiency and safety, as identified in the recently conducted Downtown Traffic Simulation Study. This project involves the realignment of US 119 to connect with Snider Street, conversion of Willey Street to a local road, and associated intersection improvements at Richwood Avenue, Willey Street, and East Prospect Street. Multimodal enhancements, including bike lanes and sidewalks, are also included along the new Snider Street corridor.

Estimated Cost: \$15 Million

The range of estimated cost is \$10 million to \$20 million, as identified in the Downtown Traffic Simulation Study.

■ Morgantown Downtown Area Intersection and Corridor Improvements (ID: M2504)

Priority: Tier 3

The priority does not completely reflect the MPO's commitment to improving downtown traffic efficiency and safety, as identified in the recently conducted Downtown Traffic Simulation Study. It is unclear which of these projects needs to be implemented first so we have put it into Tier 3 until staff is able to prioritize the implementation of each project based on how it supports the goals of the MTP including the closure of Grumbein's Island utilizing the Downtown Microsimulation Model. MPO Staff will work during the next year to evaluate the proper implementation schedule for the individual projects and recommend moving them forward utilizing Federal suballocated funds or another funding source as appropriate. This project includes the closure of University Avenue to vehicular traffic between Beechurst Avenue and College Avenue, as well as other vehicle access points to Grumbein's Island. It also involves the realignment of portions of Willey Street, including a new connection to Beechurst Avenue.

Estimated Cost: \$18 Million

The range of estimated cost is \$12 million to \$24 million, as identified in the Downtown Traffic Simulation Study.

■ Brookhaven Rd Improvements (ID: M2506)

Priority: Tier 3

The priority reflects the MPO's commitment to supporting evolving land use patterns and growth in the area. This project is designated as Tier 3 because the associated land development is anticipated to occur in the medium to long term. The project is intended to align with and support land use changes expected to take place during and beyond the Tier 3, 20–30-year planning horizon. This project includes a series of safety and operational improvements along Brookhaven Road, such as intersection upgrades, shoulder standardization, and enhanced lighting.

Estimated Cost: \$3 Million

Project cost estimation is derived from the West Run Road Improvements project, a similar project within the MPO's TIP. The estimate was calculated proportionally by comparing the total project mileage of the two initiatives.

■ West Run Rd - Riddle Ave Area Connectivity Improvements (ID: M2507)

Priority: Alternative Funding Dependent

The project has been introduced to the public as a conceptual road connection between West Run Rd to Bakers Ridge Rd in the Riddle Ave intersection area. Its implementation will largely occur in conjunction with the redevelopment of existing parcels, in collaboration with property owners. A public–private partnership is anticipated to support the project's implementation.

Estimated Cost: Cost estimation to be determined in future studies.

■ Ackerman Area Connectivity Improvements (ID: M2508)

Priority: Alternative Funding Dependent

The project has been introduced to the public as a conceptual road connection between Collins Ferry Rd to Bakers Ridge Rd in the Ackerman Rd area. Its implementation will largely occur in conjunction with the redevelopment of existing parcels, in collaboration with property owners. A public–private partnership is anticipated to support the project's implementation.

Estimated Cost: Cost estimation to be determined in future studies.

■ Valley View Pedestrian and Bicycle Network Improvements (ID: M2509)

Priority: Alternative Funding Dependent

The project has been introduced to the public as a conceptual pedestrian and bicycle connection between the WVU Medical Campus and Suncrest Town Center, passing through the Valley View/Chestnut Ridge Road neighborhood. Its implementation will largely occur in conjunction with infill development and the redevelopment of existing parcels, in collaboration with property owners. A public-private partnership is anticipated to support the project's implementation.

Estimated Cost: \$2.5 Million

The estimation is based on selected features recommended in the project. The cost estimation is comparable to projects in the Morgantown Regional Bike & Pedestrian Transportation Plan. A detailed breakdown is presented in the table below.

Valley View Pedestrian and Bicycle Network Selected Features for Budgeting	Cost Estimation
Multi-Use Path on Valley View Ave	\$1,000,000
North-South Connector, Paved & unpaved	\$200,000
Sidewalk on Chestnut Ridge Rd from Irwin St to Newberry Apartments	\$200,000
Off-road pedestrian path to Suncrest Towncenter from Stewartstown Rd	\$50,000
Sidewalk on Stewartstown Rd from Chestnut Ridge Rd to Suncrest Towncenter	\$1,000,000
Access point improvement to Suncrest Towncenter.	\$50,000

Projects with Changed Priorities

The following projects are carried over from the 2050 MTP with updated priorities. The recommendations, along with their justifications, are summarized in the table below.

ID	Project Name	Est. Cost	Change	Reasons
M14	Point Marion-Stewartstown Intersection Improvements	\$2.1 Million	Tier 1 to Suballocated	High community interest, with documented issues and alternatives identified in the 2050 MTP. Located in a high-growth area along Point Marion Road.
C5	Protzman/Falling Run Pedestrian and Bicycle Connector	\$1.8 Million	T3 to T2	Relating to downtown safety, Greenbelt concept, and fill available budget capacity efficiently
M125	WV-705 Multiuse Path	\$2.7 Million	T3 to T2	Relating to a previously approved grant to Morgantown and aligned with the Greenbelt concept, this initiative efficiently utilizes available budget capacity.
M105	Mileground Rd Widening	\$3.4 Million	T3 to T2	Relating to the Snider street alignment project by improving the connecting segment between N Willey Street and Mileground roundabout.
M6	High-Willey Intersection Improvements	\$0.26 Million	T4 to T2	This project addresses downtown traffic efficiency and safety and, with its relatively small budget, can be added to fill available funding gaps efficiently. The intersection improvement is not specifically included in the downtown traffic study.

ID	Project Name	Est. Cost	Change	Reasons
M104	St Clair Hill Rd Improvements	\$3.2 Million	T4 to T2	This project relates to the county's conceptual connector between West Run Rd and Backers Ridge Rd in the Riddle Ave intersection area.
M17	Cheat-Tyrone Avery Intersection Improvements	\$0.86 Million	T4 to T3	A major intersection in the Cheat Lake area with documented concerns. With its relatively small budget, the project can be added to fill available funding gaps efficiently.
M4	High-Walnut Intersection Improvements	\$0.26 Million	T4 to T3	This project addresses downtown traffic efficiency and safety and, with its relatively small budget, can be added to fill available funding gaps efficiently. The intersection improvement is not specifically included in the downtown traffic study.
M3	Spruce-Walnut Intersection Improvements	\$0.26 Million	T4 to T3	
M2	Spruce-Pleasant Intersection Improvements	\$0.28 Million	T4 to T3	
C7	New Roadway Connection-Stewart to N.Willey	\$16.5 Million	T4 to T3	The project could complement the overall recommendations from the downtown traffic study, particularly the Grumbein Island Closure, by providing an additional north-south connection within the Morgantown-Monongalia urban area.
M109	Willowdale Rd Widening	\$5.1 Million	T4 to T3	The project supports the county's conceptual connector plan, enhancing pedestrian access to Suncrest Town Center and improving walkability along Willowdale, Valley View, and

ID	Project Name	Est. Cost	Change	Reasons
				Chestnut Ridge Road.

Complete Project Prioritization List

ID	Project Name	Est. Cost	Tier
C9	New Roadway Connection- Mountain Valley Drive Extension	\$40.7 Million	AFD
C8	Extension of Airport Industrial Road to WV-7 in Sabraton	\$13.9 Million	AFD
C12	PRT Extension - Segment 1	\$73.5 Million	AFD
C13	PRT Extension - Segment 2	\$132.7 Million	AFD
M2509	Valley View Pedestrian and Bicycle Network Improvements	\$2.5 Million	AFD
M2507	West Run Rd - Riddle Ave Area Connectivity Improvements	\$0.0 Million	AFD
M2508	Ackerman Area Connectivity Improvements	\$0.0 Million	AFD
M14	Point Marion-Stewartstown Intersection Improvements	\$2.1 Million	Suballocat ed
M2501	Signal Timing Optimization in Morgantown Downtown Area C	\$3.0 Million	Tier 1
M2503	Snider Street Realignment	\$15.0 Million	Tier 1
M2502	Grumbein's Island Closure	\$9.0 Million	Tier 1

ID	Project Name	Est. Cost	Tier
M73b	WV-705 Corridor Improvements	\$14.5 Million	Tier 1
M50	Fairmont Rd/Holland Ave Improvements	\$12.5 Million	Tier 1
M51a	Greenbag Rd Improvements - Segment 3	\$5.3 Million	Tier 1
M51b	Greenbag Rd Improvements - Segment 2	\$11.7 Million	Tier 1
MTP2510	Design Study - White Park/Caperton Multimodal Trail Connection	\$0.3 Million	Tier 1
M106	Dupont Road Improvements	\$8.3 Million	Tier 1
M20	WV7-Deckers Creek-Mineral Pedestrian Improvements	\$0.4 Million	Tier 1
M52	Earl Core Road (WV 7) - Northern Section Improvements	\$10.2 Million	Tier 1
M25	Chestnut-Walnut Pedestrian Improvements	\$0.1 Million	Tier 2
M12	Van Voorhis-West Run Intersection Improvements	\$0.5 Million	Tier 2
M49c	University Ave Complete Street Improvements - Segment 3	\$17.4 Million	Tier 2
M45	Van Voorhis Road Improvement - Segment 2	\$6.4 Million	Tier 2
M59	Dorsey Ave Sidewalk Improvements	\$4.6 Million	Tier 2

ID	Project Name	Est. Cost	Tier
M69	Cheat Rd Improvements	\$6.8 Million	Tier 2
M49a	University Ave Complete Street Improvements - Segment 1	\$17.3 Million	Tier 2
M49b	University Ave Complete Street Improvements - Segment 2	\$6.3 Million	Tier 2
M63	Brockway Rodgers/Powell Ave (WV 7) Improvements	\$6.8 Million	Tier 2
M21	University-Walnut Pedestrian Improvements	\$0.4 Million	Tier 2
M10	WV705-Stewartstown Intersection Improvements	\$1.3 Million	Tier 2
M114	Don Knotts Blvd (US 19) Improvements	\$6.1 Million	Tier 2
M68	Riddle Ave/Pineview Dr Improvements	\$3.0 Million	Tier 2
M122	Trail Connection-Campus Connection	\$2.5 Million	Tier 2
M27	Patteson Dr-University Ave-Van Voorhis Rd Pedestrian Improvements	\$0.3 Million	Tier 2
M11	WV705-Burroughs-Van Voorhis Intersection Improvements	\$1.9 Million	Tier 2
M72	North Side Connector Bus Rapid Transit	\$1.1 Million	Tier 2
M71	White Park/Caperton Trail Multimodal Connection - Bridge	\$2.2 Million	Tier 2

ID	Project Name	Est. Cost	Tier
M24	High-Foundry Pedestrian Improvements	\$0.3 Million	Tier 2
M74	River Road Improvements	\$2.1 Million	Tier 2
M116	Trail Connection-Woodland Trail to Dorsey's Knob	\$1.0 Million	Tier 2
M19	WV100-Fort Martin	\$1.1 Million	Tier 2
M18	Tyrone-Tyrone Avery Intersection Improvements	\$0.4 Million	Tier 2
M48	Stewartstown Rd Improvements	\$13.7 Million	Tier 2
C5	Protzman/Falling Run Pedestrian and Bicycle Connector	\$1.8 Million	Tier 2
M125	WV-705 Multiuse Path	\$2.7 Million	Tier 2
M105	Mileground Rd Widening	\$3.4 Million	Tier 2
M6	High-Willey Intersection Improvements	\$0.3 Million	Tier 2
M104	St Clair Hill Rd Improvements	\$3.2 Million	Tier 2
M2504	Morgantown Downtown Area Intersection and Corridor Improvements*	\$18.0 Million	Tier 3
M2506	Brookhaven Rd Improvements	\$3.0 Million	Tier 3

ID	Project Name	Est. Cost	Tier
M60	Grafton Rd (US 119) Improvements	\$5.7 Million	Tier 3
M57	I-79 Granville Section Improvements - widen to 6 lanes	\$17.1 Million	Tier 3
M70	Old Cheat Rd/Cheat Rd Bike Lanes	\$8.0 Million	Tier 3
M58	I-79 Westover Section Improvements - widen to 6 lanes	\$4.6 Million	Tier 3
C14	New Roadway Connection- Multimodal Access to Mylan Park	\$24.9 Million	Tier 3
M118	Trail Connection-Northern Greenbelt Trail	\$7.5 Million	Tier 3
M117	Trail Connection-Southern Greenbelt Trail	\$3.0 Million	Tier 3
M126	Trail Connection-Caperton Trail to Evansdale Rd	\$2.3 Million	Tier 3
M108	Dents Run Blvd Improvements	\$10.6 Million	Tier 3
M17	Cheat-Tyrone Avery Intersection Improvements	\$0.9 Million	Tier 3
M4	High-Walnut Intersection Improvements	\$0.3 Million	Tier 3
M3	Spruce-Walnut Intersection Improvements	\$0.3 Million	Tier 3
M2	Spruce-Pleasant Intersection Improvements	\$0.3 Million	Tier 3

ID	Project Name	Est. Cost	Tier
C7	New Roadway Connection-Stewart to N.Willey	\$16.5 Million	Tier 3
M109	Willowdale Rd Widening	\$5.1 Million	Tier 3
M121	Chaplin Rd Improvements	\$8.3 Million	Tier 4
M16	Cheat-Old Cheat Intersection Improvements	\$0.2 Million	Tier 4
M15	Hartman Run-Airport Access Intersection Improvements	\$1.3 Million	Tier 4
M65	Stewart St Improvements	\$14.2 Million	Tier 4
M52b	Earl Core Rd (WV 7) Access Management	\$19.1 Million	Tier 4
M55	Lazzelle Union Rd (WV-100) Improvements	\$28.3 Million	Tier 4
M62	Earl Core Road (WV 7) at Southern Section Improvements	\$11.6 Million	Tier 4
M103	Tyrone Rd & Cheat Rd Improvements	\$25.0 Million	Tier 4
M67	Burroughs St Improvements	\$5.2 Million	Tier 4
M61	Smithtown Rd Improvements	\$15.5 Million	Tier 4
M69b	Cheat Rd Widening - Segment 2	\$15.5 Million	Tier 4

ID	Project Name	Est. Cost	Tier
C6	New Roadway Connection- Mileground to Hartman Run	\$15.1 Million	Tier 4
M101	Blue Horizon Dr Widening	\$13.9 Million	Tier 4
M102	Fairmont Rd US 19 Improvements	\$24.4 Million	Tier 4
M115	Ackerman / Mountain Valley Drive Improvements	\$5.5 Million	Tier 4
M120	Trail Connection-Cheat Lake Southern	\$14.9 Million	Tier 4
M107	Dug Hill Road Improvements	\$11.9 Million	Tier 4
M119	Trail Connection-Cheat Lake Northern	\$8.7 Million	Tier 4



Memorandum

Date: November 5th 2025
To: Policy Board, TTAC, and CAC
From: MPO Staff
Subject: 2055 MTP Plan Adoption Process and Update Public Engagement

This memorandum is to identify 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.

Public Outreach and Comments Summary

Online Website

The 2055 MTP website, <https://www.plantgether.org/2055mtp>, was launched in late July so residents, property owners, business owners and other stakeholders could access information and provide input on the discussions surrounding the plan's development. The website featured information on project purpose, dates and locations of upcoming meetings, meeting results, related documents, and ways to get involved with the project. Ahead of major public events, event notices were sent out by email, social media ads, and newspaper ads in the Dominion Post alerting the public and inviting them to attend. When combined with the efforts to publicize them by the MMMPO as well as local news organizations, thousands of people were able to hear about the MTP during its development.

Community Survey: This survey encouraged community members to share their vision for the future of transportation in our region and to tell us what matters most to you and how we can better serve the community. There have been 113 responses.

Project Survey: This survey encouraged community members to share their preferences and comment on the recommended projects, and suggest any new ones. Their input will help identify and prioritize high-impact projects for funding. There have been 24 responses.

Public Meetings: Three rounds of public meetings took place during the planning process and offered opportunities for stakeholders and members of the public to engage with the planning team and provide input as to plan recommendations and priorities.

The process began on August 19 with the first public meeting, held at the Mountain Line Transit Terminal. This initial event introduced the MTP update process and gathered early feedback from the community. 19 people attended.

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. One person attended and provided in depth feedback to staff. He also offered to spread the word about the MTP process.

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. 13 people attended. By the end of the month, the draft MTP was released for public review and comment.

On October 22, the third public meeting was hosted at the Riverfront Historical Bus Depot, providing another opportunity for residents to share feedback in a public forum. 16 people attended.

On November 4th, a virtual public meeting was held, expanding accessibility for participants unable to attend in person. 7 people attended.

Together, these engagement activities provided multiple venues, both in-person and virtual, to ensure that the public had ample opportunity to review, discuss, and shape the final Metropolitan Transportation Plan. Steering Committee

The Steering Committee met on Monday October 6th from 11:30am - 1:30pm to discuss an overview of the Metropolitan Transportation Plan process/timeline and a summary of public outreach up to this point. The main agenda item was committee members deciding the ranking of Evaluation Factors (Weighted Average Based on Percentages from Previous MTP).

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. Page 4 includes some graphics from the Community Survey to provide perspective.

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 stretching Willey St to Beechurst, with another one supporting the potential Brookhaven Rd improvements. Another comment supported a light at 8th and University.

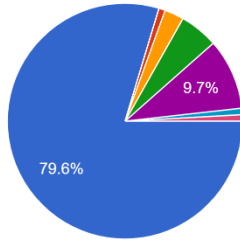
Some notable quotes are below:

- “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 Malden 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.”
- “Focus on schools and the available connections to all alternative roads or greenways, to decompress traffic in main roads. That also allows for kids to move safely to school and decrease use of cars/buses”
- “Grumbeins Island is a major thoroughfare. There are only two roads that cross the city from north to south, both are one lane, and this is one of them. Beechurst is the other. Both are already routinely backed up. Eliminating one of them (Grumbeins Island) would be a huge mistake and only back up Beechurst even more than it already is. It is completely illogical to propose turning this into a pedestrian-only area and closing off this crossing. Adding the throughpoint at Willey will not support this because it does not go in the same direction, and is much further out of the way for someone trying to get, for instance, from Downtown, First Ward, South Park, or Woodburn to the Evansdale campus. I agree that this intersection is a problem due to the foot traffic. The best option is to put an underpass for cars at this location so university foot traffic is not impeded (and is safer) and cars can still pass through. I also recommend making this a two lane road if possible, or expanding Beechurst to 2 lane.”

What mode of transportation do you primarily use?

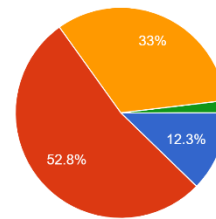
113 responses



- Personal vehicle
- Carpool or rideshare
- Public Transportation (e.g., Bus)
- Bicycle
- Walk
- Work
- I would love to walk or use public transportation but its not an option.

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

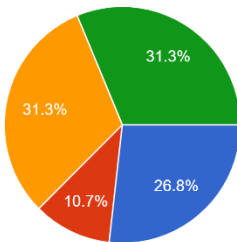
106 responses



- No congestion
- Minor congestion
- Heavy congestion
- Unbearable congestion

Growth and development in Monongalia County is...

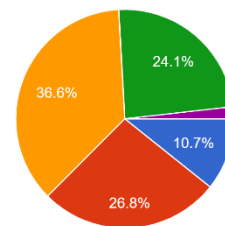
112 responses



- Moving in the right direction
- Just right
- Moving in the wrong direction
- I'm not sure

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

112 responses



- Much worse
- Somewhat worse
- About the same
- Somewhat improved
- Much improved



Memorandum

Date: October 29th, 2025
To: Policy Board and Advisory Committees
From: MPO Staff
Subject: 2025 Safety Performance Targets for Monongalia County, West Virginia

This Memorandum is to inform the MPO's Advisory Committees and Policy Board of the 2025 Safety Performance Targets for West Virginia. A Safety Performance Target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set period of time. The MMMPO is being asked to adopt the 2025 Target Goals presented in the table on page 2. Staff respectfully requests that the TTAC and CAC recommend approval of these goals.

Background

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.

Statewide SPM

Past Performance Measure - Will Not Change	Actual Finalized Numbers
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Memorandum

Date: October 29th, 2025
To: Advisory and Policy Board Members
From: MPO Staff
Subject: 2026 Meeting Dates

This Memorandum is to inform the Advisory Committees and Policy Board of the Proposed 2026 Meeting Dates. See attached schedule below. The May TTAC meeting has been moved to Monday May 11th 2025 due to Primary Election Day. The June meetings have been cancelled.

2026	Tuesday 1pm-2pm	Thursday 6pm-7pm	Thursday 6pm-7pm
Month	TTAC	CAC	PB
January	1/13/2026	1/15/2026	1/22/2026
March	3/10/2026	3/12/2026	3/19/2026
May	5/11/2026	5/14/2026	5/21/2026
August	8/11/2026	8/13/2026	8/20/2026
October	10/13/2026	10/15/2026	10/22/2026
November	11/10/2026	11/12/2026	11/19/2026