



Agenda

Policy Board Meeting
City of Morgantown Council Chambers
May 21, 2026
6:00 PM

1. Call to Order
2. Public Comment
3. Approval of Minutes
4. Committee Reports
 - a. Citizens Advisory Committee
 - b. Finance Report
 - c. Executive Directors Report
5. TIP Amendments
6. On Call Consultant Selection
7. Evaluation of Downtown Microsimulation Study Projects
8. Community Garden Program Closing
9. TIP Presentation-Brian Carr
10. Other Business
11. Meeting Adjournment



Memorandum

To: MPO Policy Board Members

From: Bill Austin, Executive Director

Date: May 14, 2026

Subject: May 21 Policy Board Meeting Agenda Items

Policy Board Members please find below information on the action items to be considered at the May Meeting.

TIP Amendments-WVDOH has requested TIP Amendments for two projects. The first project is a redistribution of funding for the Exit 155 Interchange reconstruction project. The second project is utilization of \$1.5 million of the MPO's suballocated funds for a design study including public involvement that should complete the NEPA process for the reconstruction of the Point Marion Road/Stewartstown Road intersection. More information may be found in the Memorandum included in the agenda packet. The TTAC and CAC unanimously recommend approval of these amendments.

On Call Consultant Contract-The MPO's existing on call consultant contract is expiring. The Policy Board approved the reissuance of an RFQ for On Call consultants at the last meeting. With the assistance of TTAC members from Westover, Mountain Line, the City of Morgantown and Monongalia County Planning staff evaluated the four response received. The Selection Committee recommended the selection of three firms for the contract as allowed for in the RFQ. The firms recommended were AECOM, HDR and Kimley Horn. AECOM and Kimley Horn were the firms previously on the contract. More information on the selection process may be found on the Memorandum attached to the agenda. The TTAC and the CAC unanimously recommended the selection of the three firms noted above.

Downtown Microsimulation Study Review-MPO staff has completed the attached report reviewing the Downtown Microsimulation Study projects assigned to Tier 3 by the Policy Board for the impact they have on mitigating the potential closure of Grumbeins Island. Staff assumed that the Tier One Projects-Willey Street relocation to Snider Street and the optimization of the area's traffic signal system will be accomplished prior to the implementation of the Tier 3 projects. The report finds that of the three projects looked at two of them (8th Street/Beechurst Roundabout, Beechurst access management) are necessary if Grumbein's Island is to be closed. The proposed Protzman Street roundabout is not necessary for the closure of Grumbein's Island but it is an important safety project. The report also looked at a previously existing Tier 3 Project the Willey Street Connector which connects Willey Street to Stewartstown Road to evaluate its impact on the downtown network. The report finds that the construction of this connector has a positive impact on the traffic volumes downtown if Grumbein's Island is closed. Staff is requesting that the MPO Policy Board accept this report. The TTAC and CAC unanimously recommend that the Policy Board accept the report.

Closure of the Community Garden Project-Please see the one page memorandum on this topic included in the agenda package.



POLICY BOARD MEETING

City of Morgantown
389 Spruce Street
Morgantown, WV
March 19, 2026, 6 PM

Members Present:

Chairman Russ Rogerson - Morgantown Area Partnership, Board Vice-Chairman Maria Smith- Mountain Line Transit Authority, Mike Kelly – Board of Education, Mayor Patricia Lewis - Town of Granville, Mark Downs – City of Morgantown, Tom Bloom - Monongalia County, Jeff Arnett – Monongalia County, Brian Carr, WVDOT – DOH, Ron Justice – West Virginia University, Jenny Selin - City of Morgantown City Council, Joe Abu-Ghannam, City of Morgantown City Council, Sean Sikora, Monongalia County Commission, Joe Statler - Blacksville, House of Delegate

Others Present: Jing Zhang, Jackie Peate

MPO Director: Bill Austin

1. Call to Order

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

2. Public Comment

None.

3. Approval of Minutes

Mr. Kelly moved to approve the minutes; seconded by Commissioner Bloom. The motion passed unanimously.

4. Committee Reports

a. Citizens Advisory Committee

Mr. Austin stated the CAC did not meet quorum last meeting.

b. Finance

Mayor Lewis provided the financial report for the months of January and February. The beginning balance in January was \$11,102.37, there were 4 deposits totaling \$83,855.73, with 20 disbursements totaling \$28,042.12, leaving the ending balance at \$66,914.98. This carried over into February with the deposits totaling \$52,069.79, and the disbursements totaling \$59,517.17, leaving the ending balance at \$59,467.60.

Mr. Justice moved to approve the Financial Report; seconded by Mr. Abu-Ghannam. The motion passed unanimously.

Mayor Lewis stated there was a 10 cents error that was caught and fixed.

c. Executive Director

Mr. Austin stated staff attended the public meeting for Exit 155. There was a good turnout. The Harmony Grove IJR has been approved and the NEPA will be submitted at the end of April. Construction could begin in 18 months to two years. Mr. Austin met with Secretary Rumbaugh in Charleston and thanked DOH and DOT for their work on current projects. There was a good discussion on safety and snow clean ups. The MPO has kicked off the Complete Streets Study for the Greenbelt. Mr. Austin stated Ms. Peate will be attending a Tools AMPO Conference in Kentucky. He has been invited to speak in mid-June on MPO funding for the Regional Council and MPOs at the NARC Conference in Tulsa.

d. Correspondence

Mr. Austin had three letters of Correspondence he reviewed with the board. The first two letters were from WVDOH on projects that had been under discussion. The first one was regarding using the suballocated funds for the Point Marion – Stewartstown intersection. DOH would like to move forward with the Design Study utilizing \$1.2 million of the MMMPO suballocated Carbon Reduction Program (CRP) funds for this stage of development. The second one was regarding engineering and design work on West Run Road. They will be programming a Design Study to be performed over Federal Fiscal Year (FFY) 2026 and FFY 2027. WVDOH will work to complete Engineering in FFY 2028, Right of Way (ROW) in FFY 2029 and begin Construction in FFY 2031. Chair Rodgers covered the final letter. It was from the WVAMPO Board of Directors and thanked Mr. Austin for his commitment and time.

5. 2026 March – TIP Amendments and Administrative Adjustments

Mr. Austin stated that the WVDOH is adding new projects to the TIP, as the following:

TIP Amendment

New Project:

WEST RUN RD WIDENING. Federal ID: TBD. FFY: 2028. Type of Work: WIDEN ROAD. Phase: Engineering. Funding Source: STBG-FLEX. Federal Funding: \$1,600,000. Total Funding: \$2,000,000. Location Description: West Run Rd from Van Voorhis Rd intersection to Stewartstown Rd intersection. (This is not a groupable project)

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (CONVERT AC). Federal ID: STBG2024025D. FFY: 2026. Type of Work: CONST NEW ROAD & BRIDGE. Phase: Construction. Requested Change: STBG-FLEX Funding decreased from \$5,200,000 to \$1,000,000. (This project is a non-groupable project)

CHAPLIN HILL GATEWAY (PHASE 1) (AUTH AC). Federal ID: NHPP0079156D. FFY: 2026. Type of Work: RECONSTRUCT I/C. Phase: Construction. Funding Source: MEGA GRANT. Federal Funding: \$31,000,000. Total Funding: \$135,000,000. (This is not a groupable project. The project name was STAR CITY I/C IMPROVEMENT project under the same Federal ID)

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: \$23,320,000. Total Funding: \$23,320,000. (This is not a groupable project. The project name was STAR CITY I/C IMPROVEMENT project under the same Federal ID)
Mr. Austin reviewed the Administrative Adjustments. These do not need action.

Administrative Adjustments

Add New:

WEST RUN RD DESIGN STUDY. Federal ID: TBD. FFY: 2026. Phase: ENG. Type of Work: DESIGN STUDY. Funding Source: STBGFLEX. Federal funding: \$560,000. Total funding: \$700,000. Location Description: West Run Rd from Van Voorhis Rd intersection to Stewartstown Rd intersection.

Project Removal:

UNIVERSITY AVE +2. Federal ID: STP0055052D. FFY: 2025. Type of Work: DESIGN/BUILD ADA RAMPS. Phase: Construction. Federal funding: \$1,274,400. Total funding: \$1,593,000.

WEST RUN RD. Federal ID: HSIP0671006D. FFY: 2025. Type of Work: WIDEN ROAD. Phase: Construction. Federal funding: \$2,400,000. Total funding: \$2,400,000.

SABRATON TO CHEAT LAKE. Federal ID: NHPP0068223D. FFY: 2026. Type of Work: RESURFACING. Phase: Construction. Federal funding: \$8,000,000. Total funding: \$10,000,000.

SPRUCE ST +4. Federal ID: STBG0119589D. FFY: 2026. Type of Work: RESURFACING. Phase: Engineering. Federal funding: \$28,000. Total funding: \$35,000.

Project Rename:

SPRUCE ST +5. Federal ID: STBG0119590D. FFY: 2027. Type of Work: RESURFACING. Phase: Construction. Federal funding: \$1,200,000. Total funding: \$1,500,000. Change: rename SPRUCE ST +4 to SPRUCE ST +5

I-79 CHAPLIN HILL GATEWAY (PHASE 1) (AUTH AC). Federal ID: NHPP0079156D. FFY: 2026. Type of Work: RECONSTRUCT I/C. Phase: CON. Funding Type: EARMARK WV108. Federal funding: \$2,000,000. Total funding: \$2,000,000. Change: rename STAR CITY I/C IMPROVEMENT to I-79 CHAPLIN HILL GATEWAY.

Funding Change:

HARMONY GROVE I/C. Federal ID: NHPP0079109D. FFY: 2026. Type of Work: CONST NEW I/C. Phase: ENG. Change: Earmark WV 117 funding increases from \$1,500,000 to \$1,666,667. NHPP funding increases from \$1,760,000 to \$1,830,000.

DELLSLOW ARCH. Federal ID: HWI0007341D. FFY: 2027. Type of Work: DESIGN STUDY - REPLACEMENT. Phase: ENG. Funding Source: HWI-BR. Change: Federal funding decreases from \$440,000 to \$240,000. Total funding decreases from \$550,000 to \$300,000.

US MARINE SERGEANT DAVID PAUL MCCORD MEM BR. Federal ID: HWI0007325D. FFY: 2027. Type of Work: DESIGN STUDY - REPLACEMENT. Phase: ENG. Funding Source: HWI-BR. Federal funding decreases from \$400,000 to \$160,000. Total funding decreases from \$450,000 to \$200,000.

FFY Changes:

I-79 Lighting. Federal ID: STBG0079084D. Type of Work Lighting. Phase: Construction. Change: The project moves from FY 2026 to FY 2027.

MORGANTOWN INDUSTRIAL PARK ACCESS ROAD (AC PAYBACK). Federal ID: STBG2024025D. Type of Work: CONST NEW ROAD & BRIDGE. Phase: Construction. Change: The project moves from FY 2029 to FY 2028.

WESTOVER FAIRMONT SIDEWALKS. Federal ID: TAP2023313D. Type of Work: SIDEWALKS. Phase: Engineering. Change: The project moves from FY 2026 to FY 2027.

HOLLAND AVE. Federal ID: NHPP0019610D. Type of Work: RESURFACE. Phase: Construction. Change: The project moves from FY 2026 to FY 2027.

UNIVERSITY AVE TRAFFIC SIGNALS. Federal ID: NHPP0019596D. Type of Work: SIGNALS. Phase: Construction. The project moves from FY 2026 to FY 2027.

The TTAC unanimously recommended to approve these TIP Amendments.

Mr. Justice moved to approve the 2026 March TIP Amendments; seconded by Mr. Abu- Ghannam. The motion passed unanimously.

6. On-Call Consultant RFQ

Mr. Austin stated the On Call Consultant RFQ can be found in the agenda package. The MPO's on call consultant contract ends June 30th. The attached RFQ puts the contract out to bid. It is the same RFQ as used in 2023 except the dates have changed. The TTAC has reviewed the draft RFQ and recommended approval. Mr. Ausitn stated they have been very pleased with the two current firms Kimley-Horn and AECOM.

Commissioner Sikora asked how both firms were used. Mr. Austin stated both firms would present proposals for different projects, and they were chosen based on expertise.

Mr. Downs moved to approve the On-Call Consultant RFQ; seconded by Mr. Abu-Ghannam. The motion passed unanimously.

7. 2026-2027 UPWP

Mr. Austin stated that the funding requested in the draft Unified Planning Work Program is essentially the same as reviewed at the January Policy Board meeting. The only significant difference is that proposed draft included \$50,000 as contingency funding for a special project. Since the January meeting Mountain Line has requested that the MPO fund a transit operations study to review route efficiency. The draft UPWP proposes to use the \$50,000 in contingency funds for this purpose. This is a placeholder budget as there will be a new Executive Director come July 1st, 2026. The Policy Board will be able to amend the UPWP in the future. The TTAC has reviewed the draft UPWP and recommended approval.

Ms. Selin moved to approve the 2026-2027 UPWP; seconded by Commissioner Bloom. The motion passed unanimously.

8. Other Business

Mr. Downs shared that several members from City of Morgantown City Council attended the National League of Cities in DC. They met with Senator Capito, Senator Justice, and Congressman Moore. Council Members thanked them for their support in transportation and advocated for surface reauthorization, the Basis Act, and Railways Safety Act. They will be going back next week to talk about the Morgantown Airport. Ms. Selin added she felt the political leaders saw how serious Council Members were about the airport extension. She stated the MMMPO came up and they recognize the work being done.

9. Meeting Adjournment

The meeting adjured at 6:23pm.

Morgantown - Mon County Trans. Planning Org.
 Checking Account
 As of March 31, 2026

11:09 AM
 05/11/2026

| Type | Date | Num | Name | Memo | Cir | Split | Amount | Balance |
|----------------------------------|------------|--------|------------------------------------|-------------------------------------|-----|------------------------|-----------|------------------|
| Centra-Checking (voucher checks) | | | | | | | | 59,467.60 |
| Check | 03/09/2026 | | United Bank | Interest \$12.92 and Renew fee | √ | Line of Credit Payment | -362.92 | 59,104.68 |
| Check | 03/13/2026 | 9864 | American Planning Association | JZ Membership | √ | Dues and Subscriptions | -446.00 | 58,658.68 |
| Check | 03/13/2026 | 9865 | Public Employees Insurance Agency | | √ | Salary | -4,342.92 | 54,315.76 |
| Check | 03/13/2026 | 9866 | Service Plus | | √ | Accounting | -141.10 | 54,174.66 |
| Check | 03/13/2026 | 9867 | WVAMPO | All staff Annual Conf Registration | √ | Professional Fees | -600.00 | 53,574.66 |
| Check | 03/13/2026 | 9868 | Retiree Health Benefit Trust Fund | | √ | Salary | -36.00 | 53,538.66 |
| Check | 03/13/2026 | 6397 | Jing Zhang | Electronic Transfer | √ | Salary | -1,813.26 | 51,725.40 |
| Check | 03/13/2026 | 6398 | Jacqueline G. Peate | Electronic Transfer | √ | Salary | -1,789.99 | 49,935.41 |
| Check | 03/13/2026 | 6399 | J. William B. Austin | Electronic Transfer | √ | Salary | -3,080.57 | 46,854.84 |
| Check | 03/13/2026 | 6400 | ICMA. Retirement Corp | | √ | Salary | -1,985.84 | 44,869.00 |
| Check | 03/13/2026 | 941 | IRS | Electronic Transfer | √ | Salary | -2,083.40 | 42,785.60 |
| Deposi | 03/17/2026 | | Monongalia County | Deposit JP | √ | Salary | 2,948.76 | 45,734.36 |
| Deposi | 03/24/2026 | | WVDOH | Deposit | √ | PL Funds (Funds) | 26,565.45 | 72,299.81 |
| Check | 03/30/2026 | 941 | ICMA. Retirement Corp | Electronic Transfer | √ | Salary | -2,157.34 | 70,142.47 |
| Check | 03/30/2026 | 6401 | Jing Zhang | Electronic Transfer | √ | Salary | -1,813.27 | 68,329.20 |
| Check | 03/30/2026 | 6402 | Jacqueline G. Peate | Electronic Transfer | √ | Salary | -1,790.00 | 66,539.20 |
| Check | 03/30/2026 | 6403 | J. William B. Austin | Electronic Transfer | √ | Salary | -3,592.24 | 62,946.96 |
| Check | 03/30/2026 | 6404 | ICMA. Retirement Corp | | √ | Salary | -1,370.18 | 61,576.78 |
| Check | 03/30/2026 | 033021 | WV Dept of Tax and Revenue | Electronic Transfer | √ | Salary | -646.00 | 60,930.78 |
| Check | 03/30/2026 | 9869 | Centra Bank - Mastercard | \$271.04 Job ads remainder software | √ | Public Notices | -341.63 | 60,589.15 |
| Check | 03/30/2026 | 9870 | Fringe Benefits Management Company | | √ | Salary | -286.92 | 60,302.23 |
| Check | 03/30/2026 | 9871 | J. William B. Austin | Trip to Charleston | √ | Salary | -371.71 | 59,930.52 |
| Check | 03/30/2026 | 9872 | Ogden Newspapers | Job ad | √ | Public Notices | -43.04 | 59,887.48 |
| Check | 03/30/2026 | 9873 | Preston Videography | video for March PB meeting | √ | Public Notices | -150.00 | 59,737.48 |
| | | | | | | | | 59,737.48 |

Total Centra-Checking (voucher checks)

TOTAL

Morgantown - Mon County Trans. Planning Org.
 Checking Account
 As of April 30, 2026

11:11 AM
 05/11/2026
 Accrual Basis
 Balance

| Type | Date | Num | Name | Memo | Clr | Split | Amount | Balance |
|--|------------|-------|------------------------------------|----------------------------------|-----|------------------------|------------|------------------|
| Centra-Checking (voucher checks) | | | | | | | | 59,737.48 |
| Check | 04/06/2026 | 9874 | City of Morgantown | | √ | Salary | -117.00 | 59,620.48 |
| Deposit | 04/08/2026 | | Monongalia County | JP March | | Salary | 2,948.76 | 62,569.24 |
| Check | 04/15/2026 | 6405 | Jing Zhang | Electronic Transfer | √ | Salary | -1,813.27 | 60,755.97 |
| Check | 04/15/2026 | 6406 | Jacqueline G. Peate | Electronic Transfer | √ | Salary | -1,790.00 | 58,965.97 |
| Check | 04/15/2026 | 6407 | J. William B. Austin | Electronic Transfer | √ | Salary | -3,592.25 | 55,373.72 |
| Check | 04/15/2026 | 6408 | ICMA. Retirement Corp | | √ | Salary | -1,370.18 | 54,003.54 |
| Check | 04/15/2026 | 941 | IRS | Electronic Transfer | √ | Salary | -2,157.32 | 51,846.22 |
| Check | 04/15/2026 | 9875 | Greenmont Neighborhood Association | Non-reimbursable | | Community Garden Proj. | -477.74 | 51,368.48 |
| Check | 04/15/2026 | 9876 | Kimley Horn | Greenbelt Complete Streets Study | √ | Consulting | -6,750.00 | 44,618.48 |
| Check | 04/15/2026 | 9877 | Public Employees Insurance Agency | | √ | Salary | -4,342.92 | 40,275.56 |
| Check | 04/15/2026 | 9878 | Retiree Health Benefit Trust Fund | | √ | Salary | -36.00 | 40,239.56 |
| Check | 04/15/2026 | 9879 | Service Plus | | √ | Accounting | -141.10 | 40,098.46 |
| Deposit | 04/21/2026 | | WVDOH | Deposit March 26 | √ | PL Funds (Funds) | 25,992.34 | 66,090.80 |
| Deposit | 04/27/2026 | | United Bank | Deposit | √ | Line of Credit Payment | 50,000.00 | 116,090.80 |
| Check | 04/30/2026 | 9880 | Centra Bank - Mastercard | | | Computer Software | -52.36 | 116,038.44 |
| Check | 04/30/2026 | 9881 | Donny Hamilton | Interview | | Travel & Ent | -92.08 | 115,946.36 |
| Check | 04/30/2026 | 9882 | Fringe Benefits Management Company | | | Salary | -285.92 | 115,660.44 |
| Check | 04/30/2026 | 9883 | Jacqueline G. Peate | AMPO Training Conf | √ | Travel & Ent | -449.43 | 115,211.01 |
| Check | 04/30/2026 | 9884 | Kimley Horn | Greenbelt Complete Streets Study | | Consulting | -68,250.00 | 46,961.01 |
| Check | 04/30/2026 | 6409 | Jing Zhang | Electronic Transfer | √ | Salary | -1,813.26 | 45,147.75 |
| Check | 04/30/2026 | 6410 | Jacqueline G. Peate | Electronic Transfer | √ | Salary | -1,789.99 | 43,357.76 |
| Check | 04/30/2026 | 6411 | J. William B. Austin | Electronic Transfer | √ | Salary | -3,592.23 | 39,765.53 |
| Check | 04/30/2026 | 6412 | ICMA. Retirement Corp | | | Salary | -1,370.18 | 38,395.35 |
| Check | 04/30/2026 | 941 | IRS | Electronic Transfer | | Salary | -2,157.40 | 36,237.95 |
| Check | 04/30/2026 | 04302 | WV Dept of Tax and Revenue | Electronic Transfer | | Salary | -676.00 | <u>35,561.95</u> |
| Total Centra-Checking (voucher checks) | | | | | | | | 35,561.95 |

TOTAL



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.



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

www.plantgether.org

Table of Content

| | |
|---|-----------|
| Introduction..... | 3 |
| Executive Summary..... | 5 |
| 1. Analysis Questions..... | 5 |
| 2. Methodology & Assumptions..... | 5 |
| 3. Outcomes/Recommendations..... | 5 |
| Analysis..... | 7 |
| Analysis 1: Microsimulation Evaluation of Grumbien’s Island Closure and Intersection and Corridor Improvements..... | 7 |
| Key Findings..... | 9 |
| Analysis 2: Travel Demand Model Evaluation of the Willey Street Connector and Grumbien’s Island Closure..... | 11 |
| Key Findings..... | 13 |
| Map Appendix..... | 15 |

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. MPMPO 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 | 26,200 | -1,800 | 23,500 | -2,700 |
| Mon Blvd @ 8th St | 16,200 | 16,300 | 100 | 16,400 | 100 |
| University Ave @ Pleasant St/Bridge | 22,700 | 23,000 | 300 | 22,400 | -600 |
| University Ave @ 8th St | 11,700 | 12,200 | 500 | 11,700 | -500 |
| University Ave @ North St | 12,900 | 10,200 | -2,700 | 9,400 | -800 |
| University Ave @ Grumbein's Island | 15,200 | 12,000 | -3,200 | 0 | -12,000 |
| Stewarts St @ University Ave | 10,100 | 9,700 | -400 | 8,100 | -1,600 |
| College Ave @ Cornell Ave | 100 | 100 | 0 | 3,600 | 3,500 |
| Cornell Ave @ College Ave | 800 | 200 | -600 | 500 | 300 |
| Willey St @ Spruce St | 8,300 | 9,800 | 1,500 | 13,300 | 3,500 |
| Snider St @ Richwood Ave | 300 | 8,700 | 8,400 | 11,800 | 3,100 |
| Willey St @ Cornell Ave | 5,200 | 100 | -5,100 | 100 | 0 |
| N. Willey St / Mileground @ WV 705 | 15,900 | 15,200 | -700 | 15,900 | 700 |
| Richwood Ave @ Snider St | 4,900 | 1,700 | -3,200 | 2,300 | 600 |
| Hampton Ave | 9,000 | 9,400 | 400 | 9,500 | 100 |
| Charles Ave | 200 | 600 | 400 | 700 | 100 |
| WV 705 @ N. Willey St / Mileground | 26,300 | 23,500 | -2,800 | 24,900 | 1,400 |
| Willowdale Rd @ Morgan St | 10,300 | 11,500 | 1,200 | 11,500 | 0 |
| Stewarts St @ Chestnut Ridge Rd | 11,300 | 9,100 | -2,200 | 7,600 | -1,500 |
| Willey St Connector | 0 | 8,300 | 8,300 | 11,900 | 3,600 |

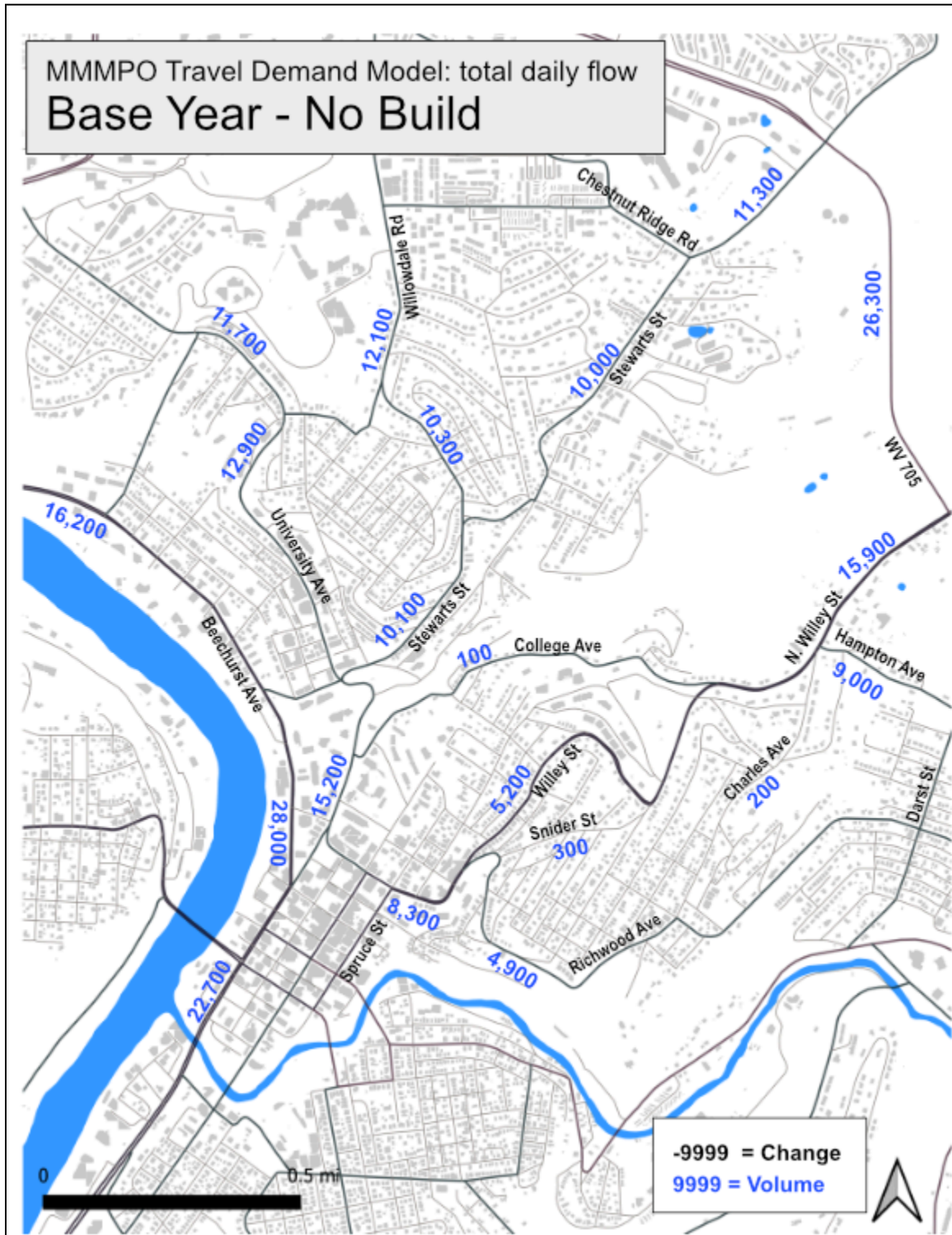
| | Future Year (2055) | | | | |
|-------------------------------------|--------------------|-----------------------------------|--------------|--|-----------|
| | No Build | Scenario 1: Willey Connector Only | | Scenario 2: Willey Connector + Grumbein's Island Closure | |
| | Daily Flow | Daily Flow | vs. No Build | Daily Flow | vs. Sce 1 |
| Beechurst Ave @ Fayette St | 35,100 | 31,000 | -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 | 14,500 | 600 | 13,800 | -700 |
| University Ave @ North St | 11,800 | 11,200 | -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 | 15,600 | 4,300 |
| Snider St @ Richwood Ave | 500 | 11,000 | 10,500 | 13,900 | 2,900 |
| Willey St @ Cornell Ave | 5,600 | 200 | -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

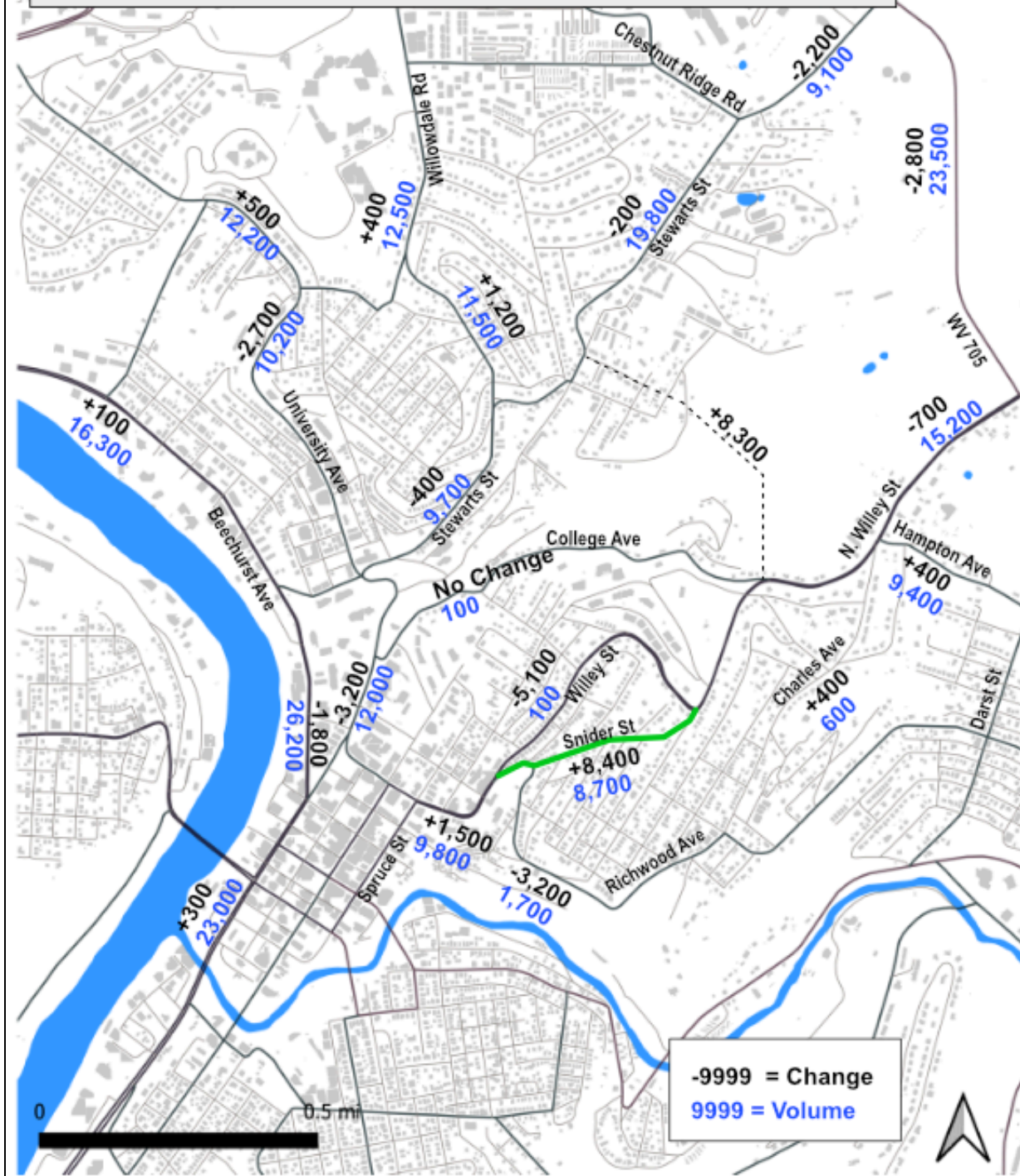
- The Willey Street Connector (Scenario 1) significantly redistributes traffic in the downtown core and traffic shifts to the connector, Snider St and Willey St.
 - University Ave @ Grumbein's Island decreases by 3,200 vpd, indicating reduced reliance on the island crossing.

- 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.

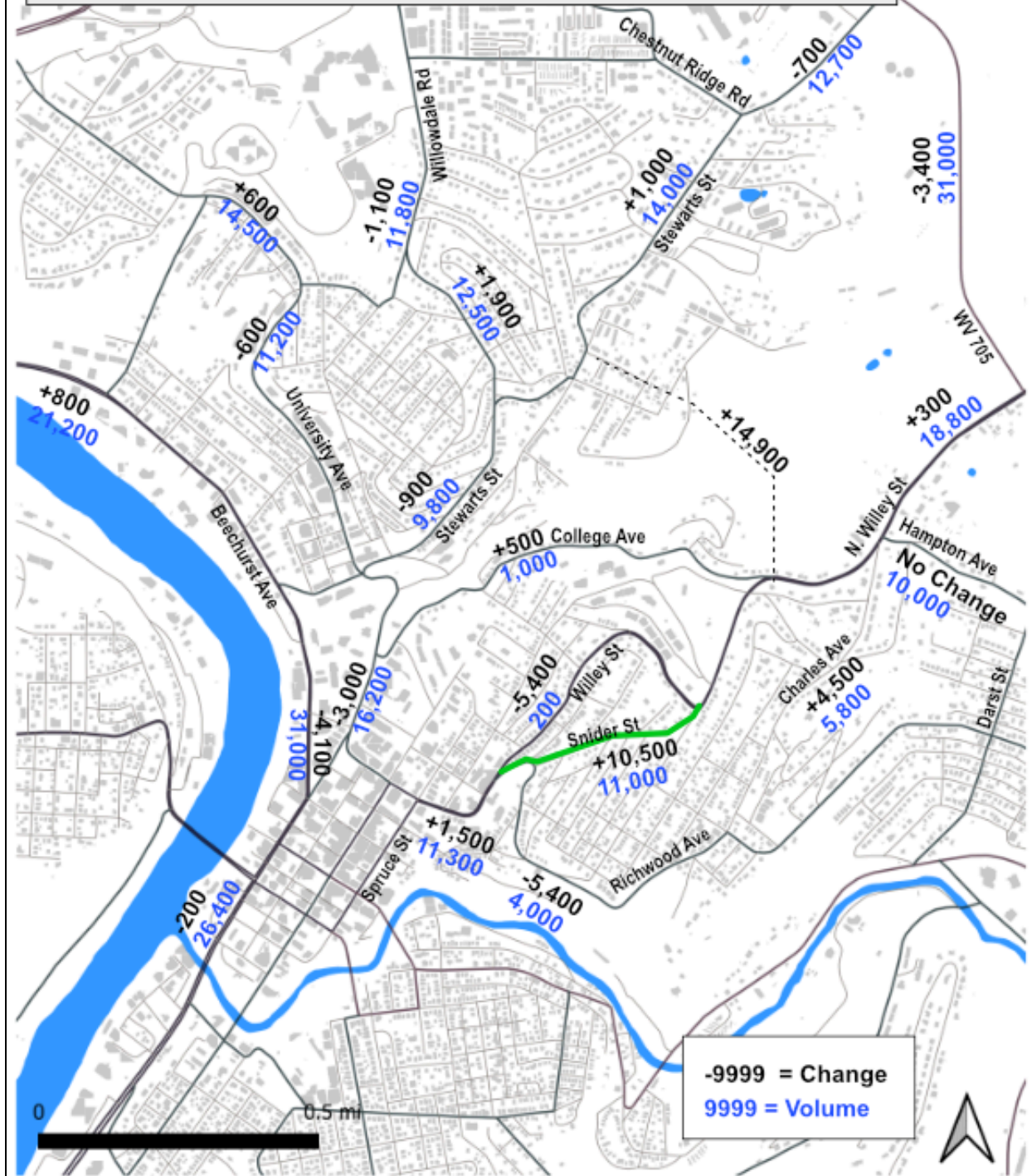
Map Appendix



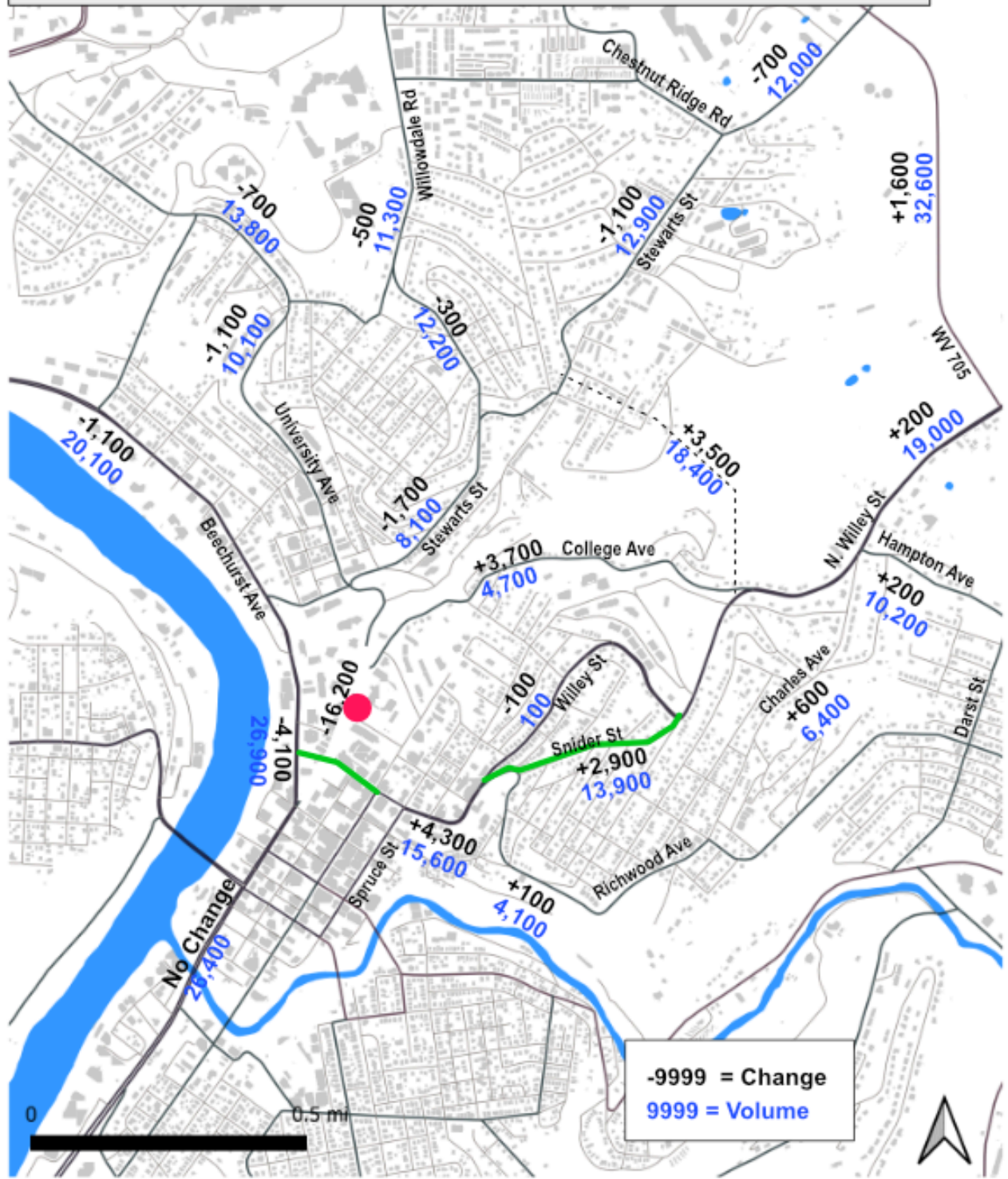
MMMPO Travel Demand Model: total daily flow (vs. No Build)
Base Year - Willey Connector Only



MMMPO Travel Demand Model: total daily flow (vs. 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





Memorandum

Date: May 14th, 2026
To: MMMPO Policy Board
From: MPO Staff
Subject: MMMPO Community Garden

This Memorandum is to inform the Policy Board of the financial standings of the Community Garden Grant. WVDOH originally provided \$14,588.51 in Federal funding for the establishment and support of area community gardens to mitigate the loss of a community garden on Greenbag Road. Below is a breakdown of the direct spending for the community gardens over the last two growing seasons.

Total Federal funds received from WVDOH: \$14,588.51

Chris White Community Garden:

Budgeted- \$5,000 Spent- \$5,000

Scott's Run Community Garden:

Budgeted- \$5,000 Spent- \$5,011.57

**We had leftover funds from another garden so we reimbursed the extra \$11.57*

Mutal Aid Freedom Farmer's Community Garden: \$806.09 left over.

Budgeted-\$2,300 Spent- \$1,493.91

Greenmont Community Garden: \$420.09 left over.

Budgeted- \$2,300 Spent- \$1,879.91

Total Budgeted: \$14,600

Total Spent: \$13,385.39

Total Remaining from DOH Total: \$1,203.12

The work accomplished by these projects has been documented in the MPO's newsletter to the public as well as with updates to the MPO's Policy Board.

Staff has contacted the community gardens selected for the program to determine if they could use the funds remaining for the project. None of them have identified uses for the remaining funds.

Staff is respectfully requesting that the Policy Board approve allocating the remaining \$1,203.12 to the MPO's general checking account to compensate for the administrative expenses including advertising incurred by the program. Staff will prepare a memorandum summarizing the programs accomplishments for acceptance by the Policy Board at the August meeting.

