



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
August 12th, 2025
1:00 PM

1. Call to Order
2. Approval of Minutes
3. 2025 - 2055 Metropolitan Transportation Plan (MTP) Development
4. Project Updates
5. Other Business
6. Meeting Adjournment



TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

May 6, 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: Bill Austin (Chair), Andrew-Gast Bray, Michael Dougherty, Maria Smith, Kara Greathouse

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 1:04 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. Recommendations from Downtown Microsimulation Study-Kimley Horn Associates

Mr. Austin went over the recommendations from Kimley Horn on the Downtown Microsimulation Study. Based on simulation results, stakeholder input, and the results of the evaluation process, the study team and steering committee recommended 2050 Build Alternative 7. Alternative 7 combined the most effective elements of individual scenarios into a comprehensive improvement strategy:

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

The next steps should include inclusion of Alternative 7 projects in the MPO's long-range transportation plan and coordination with city and state agencies for project development and funding.

Mr. Dougherty asked about the closure of Grumbein's Island and if transit and EMS would still be able to go through. Mr. Austin clarified that yes, the closure would allow for only bus/transit/EMS, and be off limits to general traffic.

Mr. Dougherty moved to approve the recommendations from the Downtown Microsimulation Study from Kimley Horn; seconded by Ms. Smith. The motion passed unanimously.

4. Preliminary Findings of Don Knotts Pedestrian Bridge Study

Mr. Austin discussed the preliminary findings of the Don Knotts Pedestrian Bridge Feasibility Study. A PDF of the design was included in the agenda. On April 3rd, 2025 a public meeting was held in the Train Depot in Hazel Ruby McQuain Park to discuss the potential Pedestrian Bridge over Don Knotts Boulevard and Pedestrian Safety in Morgantown. This public meeting included MMMPO Staff, Kimley Horn Staff, and City of Morgantown Staff. On April 11th, 2025 MMMPO Staff met with some residents in the First Ward neighborhood who had concerns about safety with the potential bridge. On April 19th, 2025 MMMPO Staff attended the Touch the Earth Festival and presented the potential Pedestrian Bridge design. More comments were received at this event. Comments received were mainly positive and supportive, but concerns included concerns about cost, maintenance, and safety (connecting rail trail to a neighborhood).

Mr. Dougherty asked where the proposed ped bridge would be. Mr. Austin stated it would be just past the hotel on the river. Ms. Smith asked about the height of the bridge, who would maintain it, what the grade would be, and if it would be ADA compliant. Mr. Austin stated it would be around 21 ft tall, with a minimum of 16 ft. It would have a 4.5 degree/grade. The City of Morgantown would maintain the bridge once completed as it is in their jurisdiction. This bridge would be fully ADA compliant. Mr. Gast-Bray asked if the original path on the side would still be accessible. Mr. Austin stated they do not plan on closing it, but this path is too steep to use as part of the design.

Mr. Gast-Bray moved to recommend approval of the Don Knotts Pedestrian Bridge Feasibility Study; seconded by Ms. Smith. The motion passed unanimously.

5. TIP Administrative Adjustments

Mr. Austin reviewed TIP administrative adjustments. These do not need action, and are an informational item.

Administrative Adjustment WV DOH Highway Project

New Project

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

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

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

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

Funding Change

JOSEPH C BARTOLO MEMORIAL BRIDGE, FFY 2025; Federal ID: HWI0019589D; Phase: Construction. Type of Work: BRIDGE REPAIR. Federal funding \$3,800,000; total funding \$4,750,000.

Location: I Morgantown-Westover Bridge. Action: increase Federal funding from \$2,800,000 to \$3,800,000; total Funding from \$3,500,000 to \$4,750,000.

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

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

6. Other Business

No other business.

7. Meeting Adjournment

The meeting adjourned at 1:24pm.



Memorandum

Date: August 5th, 2025
To: TTAC, CAC, and Policy Board
From: MPO Staff
Subject: 2025 - 2055 Metropolitan Transportation Plan (MTP) Development

Advisory Board Members,

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

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

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

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

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

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

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

Three specific subareas within Monongalia County have been identified by Monongalia County Planning as priorities for improving multimodal transportation connectivity. These areas were selected based on their potential to enhance regional mobility, support planned growth, and address local transportation challenges.

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

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

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

The MPO is asking the community for public review and comment on these potential subarea improvements. The first public meeting will be on August 19, 2025 from 4pm- 7pm at Mountain Line Transit- 420 DuPont Road Morgantown, WV 26501. There will be two more public meetings, along with pop-ups, and virtual meetings.

Segment	From	To	Total Crash	AADT	Length (mile)	Crash Rate per 100 million VMT	MTP
West Run Rd	St Clair Hill Rd	Stewartstown Rd	94	4,158	1.03	1,203.5	Committed (Federal ID HSIP0671006D)
Willey St	High St	Mileground Rd	149	6,045	1.49	906.8	Tier 1
WV 705	Mon Blvd	Willowdale Rd	788	27,180	1.8	881.6	Tier 1
Canyon Rd	Canyon School Rd	Canyon Village	34	5,500	0.39	868.7	N/A
Brockway Ave	Spruce St	Hartman Run Rd	154	6,447	1.67	783.1	Tier 2
Earl L Core Rd / WV7	Hartman Run Rd	I-68 Ramp	178	10,538	1.21	766.1	Tier 1
University Ave	Patteson Dr	University Ave	257	12,424	1.8	629.9	Tier 2
University Town Centre Dr	Emmett Dr	I-79 Exit 153	240	12,488	1.9	554.6	N/A
University Ave	Patteson Dr	Boyers Ave	130	11,996	1.3	456.8	Tier 2
Chaplin hill Rd - MonBlvd	I-79 Exit 155	Patteson Dr	629	38,058	2.16	422.1	N/A
Cheat Rd	Point Marion Rd	S Pierpont Rd	252	24,833	1.4	397.4	Tier 2
Holland Ave - Fairmont Ave	Westover bridge	Dents Run	238	14,204	2.8	327.6	Tier 1

- The segment crash calculation includes crashes that occurred at the intersections located at both ends of the segment.
- WV Stateside Average Crash Rate is 211.66 for Urban Minor Arterial roadway classification

Intersection

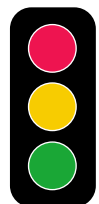
Street	Intersecting Street	Total Crash (2019-2023)	Total Crash Rate per 1 million Entering Vehicles	MTP Tier
WV 7 / Earl L Core Rd	Deckers Creek Blvd / Mineral Ave	26	2.042	Tier 1
Mon Blvd	Boyers Ave	107	1.867	N/A
Chaplin Hill Rd	I-79 Interchange Ramp	74	1.52	Committed (Federal ID CARB1924001D)
WV 705	Stewartstown Rd	100	1.484	Tier 2
Pleasant St	University Ave / Don Knotts Blvd	70	1.476	Tier 2
N. Willey St	Herman Ave / Charles Ave	35	1.149	N/A
Point Marion Rd	Stewartstown Rd	32	1.062	Tier 1
Grafton Rd	Smithtown Rd	32	1.048	Committed (Federal ID HSIP0119501D)
WV 7 / Earl L Core Rd	Brookhaven Rd			Committed (Federal ID CMAQ0007264D)

- The volume of vehicles entering the intersection is estimated based on the AADT of the intersecting roadways.
- The WV DOH considers any intersection crash rate below 1.0 to be operating safely. A crash rate above 2.0 warrants a safety study to determine potential improvements to the intersection.

Downtown Morgantown Traffic Study: Key Recommendations



The downtown traffic study was to address current and future mobility challenges, enhance multimodal safety, and support economic development in the morgantown downtown area. Issues addressed in the study included the congestion created at the pedestrian crossing of University Avenue at the Mountainlair known as “Grumbein’s Island” and future redevelopment of an area in the vicinity of Richwood Avenue and Willey Street. Based on simulation results, stakeholder input, and the results of the evaluation process, the study team and steering committee recommended the following projects.

-  Signal timing optimization and corridor coordination.
-  Monongahela Boulevard Road Diet
-  Closure of University Ave to vehicular traffic between Beechurst Ave and College Ave, along with other vehicle access points to Grumbein's Island.
-  Realignment of portions of Willey Street with a new connection to Beechurst Avenue.
-  Realignment of US 119 to Snider Street; convert Wiley Street to a local connection
-  Convert Beechurst/8th intersection to a roundabout
-  Convert Stewart/Protzman intersection to a roundabout
-  Intersection Improvements at University/Pleasant
-  Converting Beechurst to an Reduced Conflict Intersection (RCI) corridor where minor streets left-turn movements are redirected to adjacent intersections as U-turns
-  Improved bicycle and pedestrian access:
 - New crosswalks in Downtown and along Beechurst Avenue
 - Lead pedestrian intervals (LPIs) and pedestrian recalls at Downtown signals
 - RTOR (Right Turn on Red) restrictions at key intersections

Planning Level Cost Estimation

Signal Timing and Multimodal Improvements: \$1M—\$5M
Grumbein’s Island Closure: \$6M—\$12M
Realignment of US 119 to Snider Street: \$10M—\$20M
Intersection/Beechurst Corridor Improvements: \$12M—\$24M

Brookhaven Rd Improvements

Potential capacity improvements on Brookhaven Rd to accommodate land use development on Brookhaven Rd.

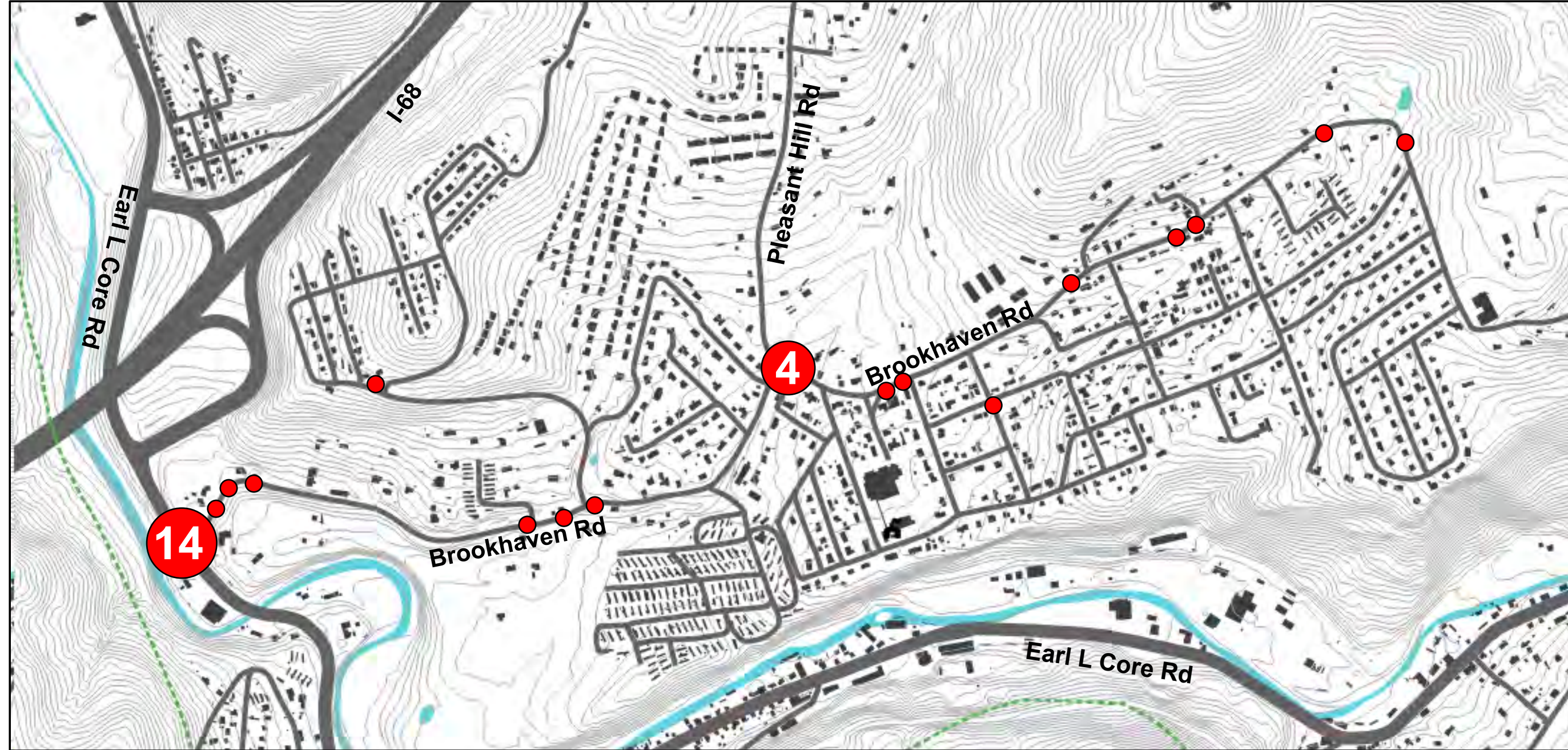
Identified Issues

- Intersection delays at the Earl L Core Rd intersection.
- Poor sight lines and visibility.
- Tight curb radii for large vehicle turning movements at major intersections on Brookhaven Rd.
- Limited capacity to accommodate new development.

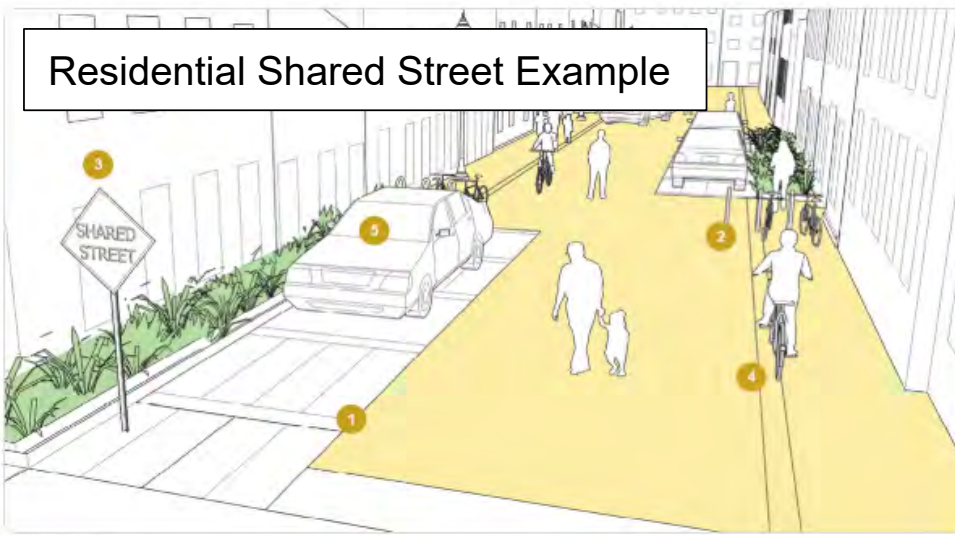
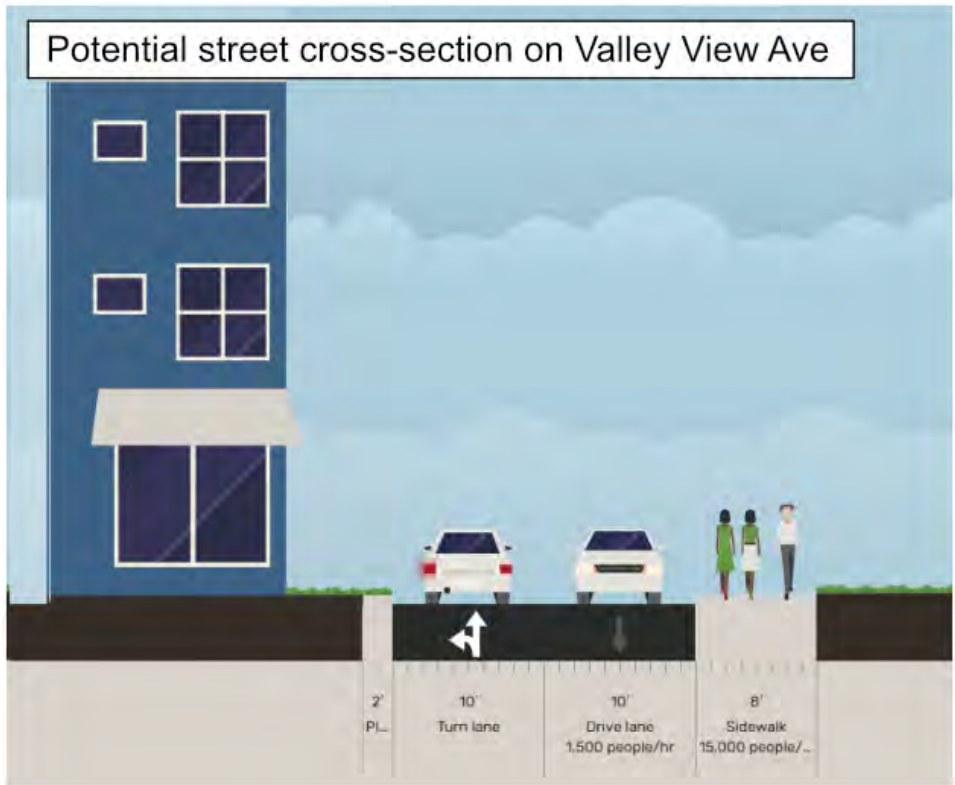
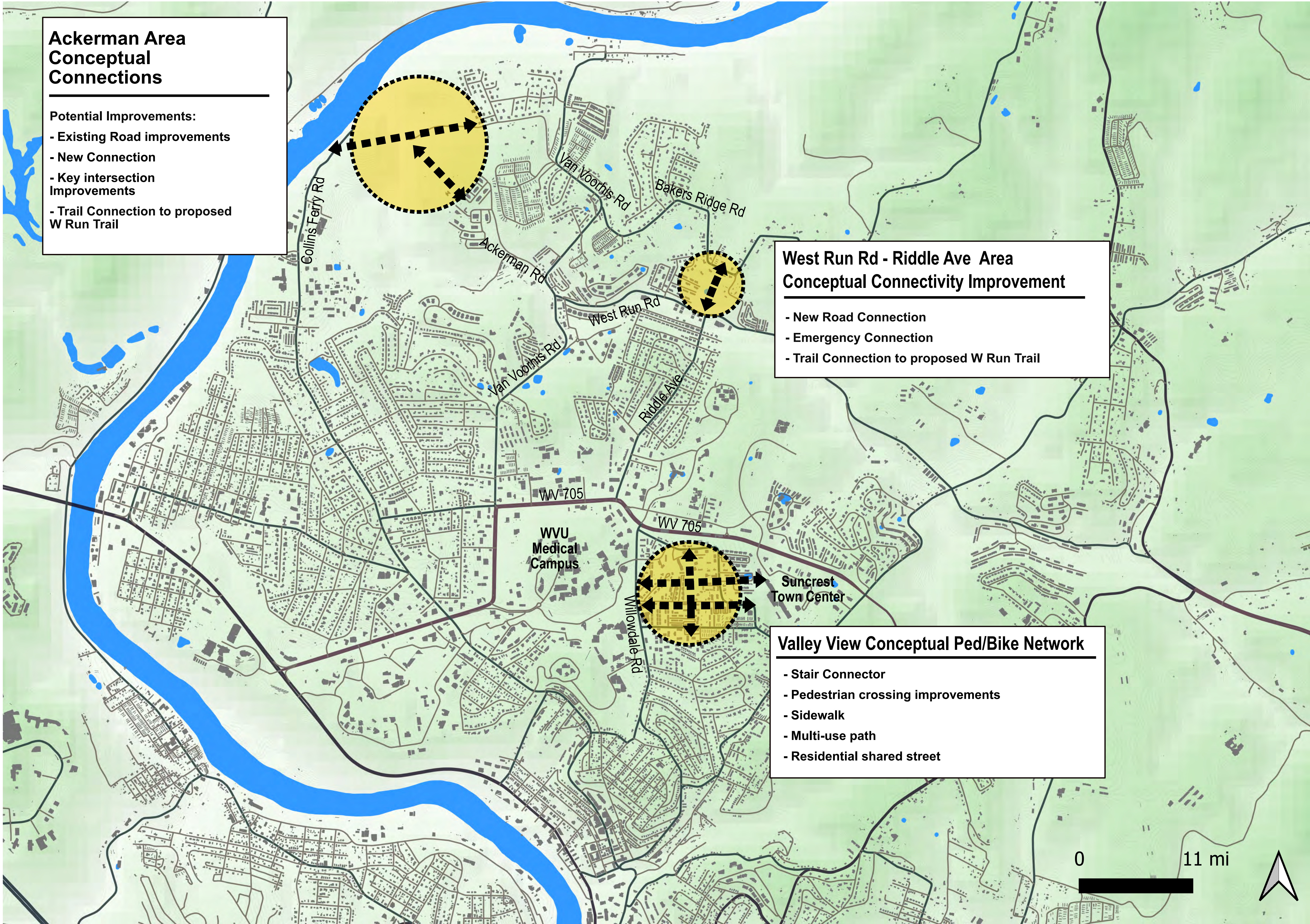
Potential Improvements

- Installing traffic signal at the Earl Core Rd Intersection (scheduled project by WV DOH).
- Adding turn lanes and improving curb radii at key intersections along Brookhaven Rd.
- Lighting improvements for visibility.
- Upgrading storm-water infrastructure.
- Install guardrails at strategic locations to reduce the risk of crashes, especially single-vehicle crashes.

2019 - 2023 Crash Location on Brookhaven Rd



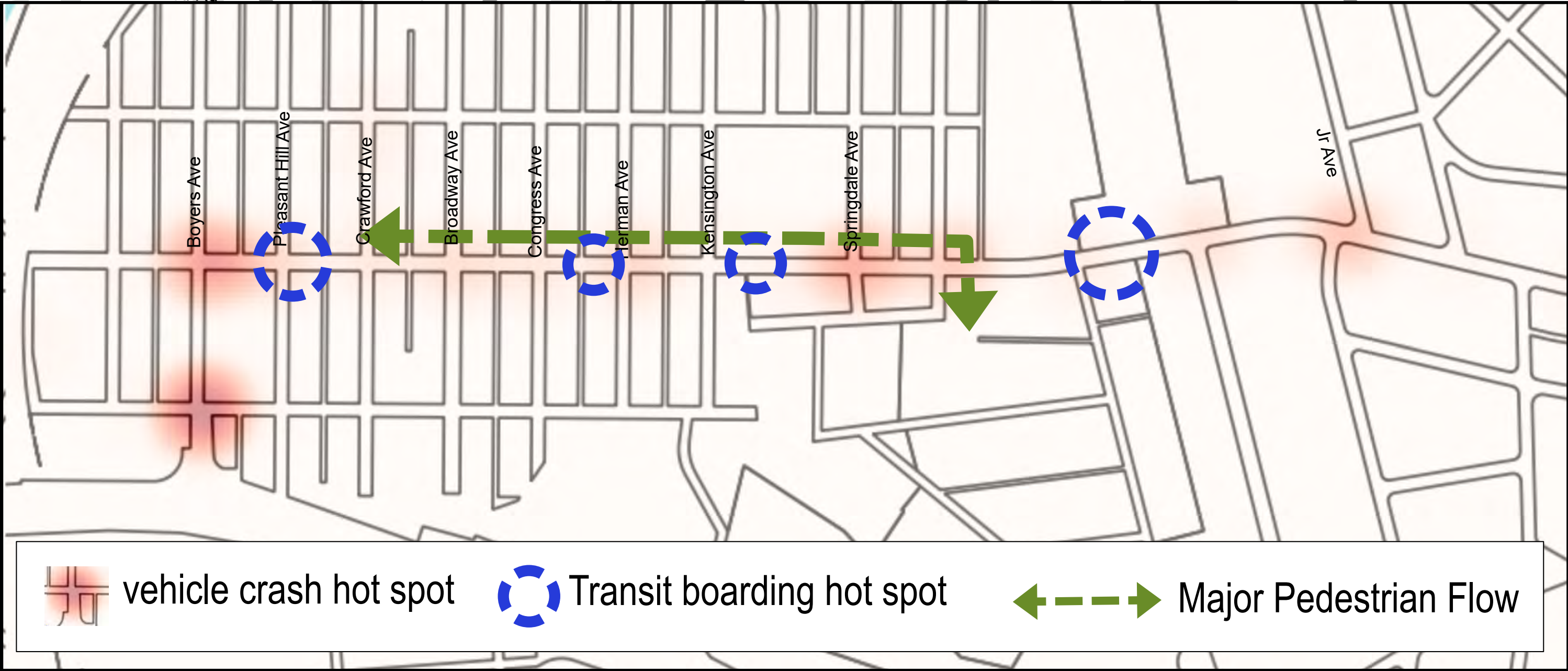
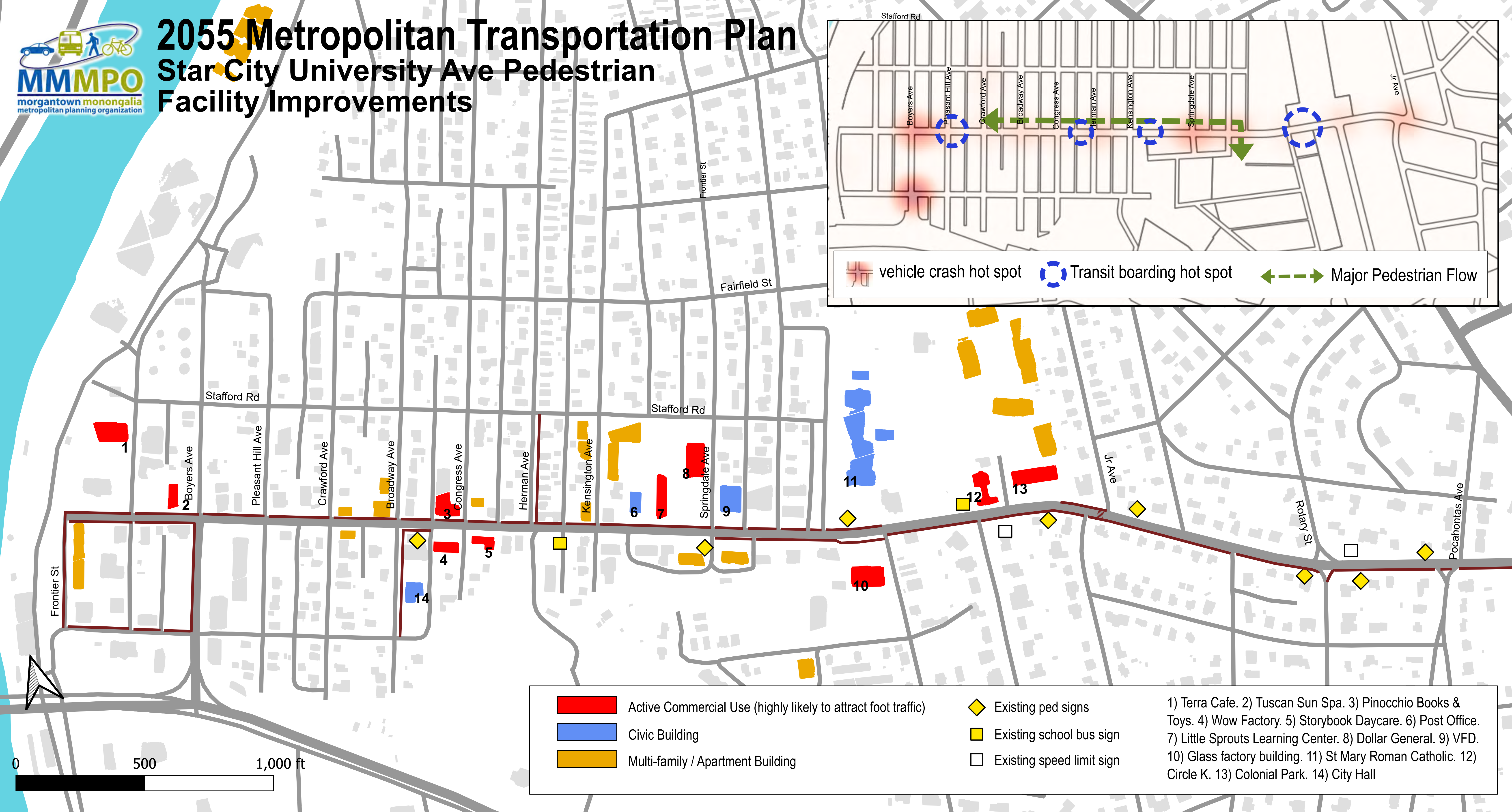
Subarea Conceptual Connections (Mon County)





2055 Metropolitan Transportation Plan

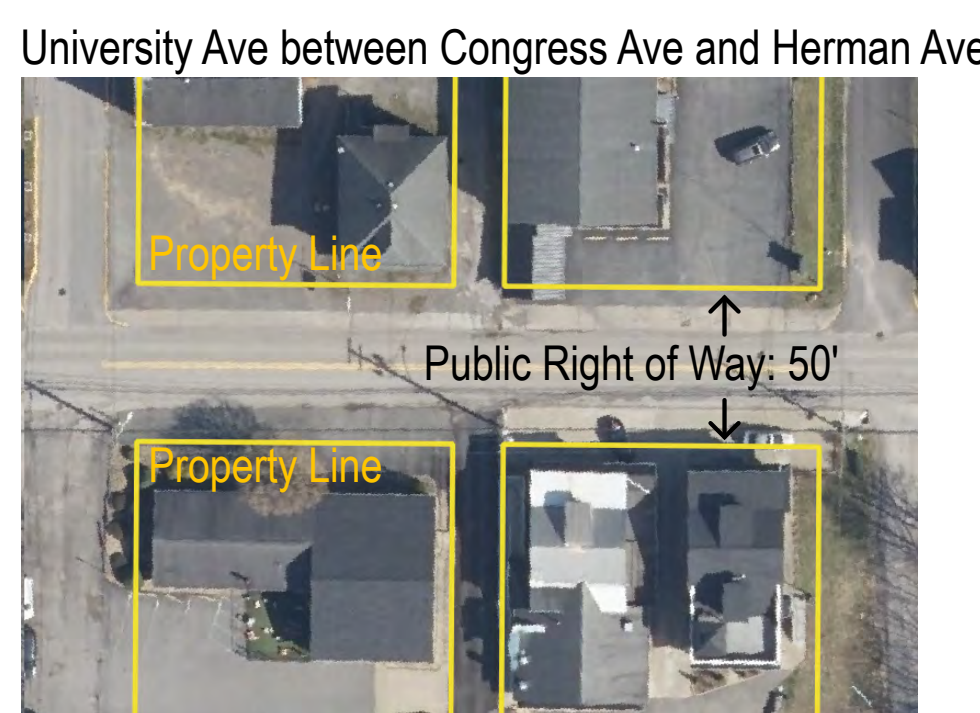
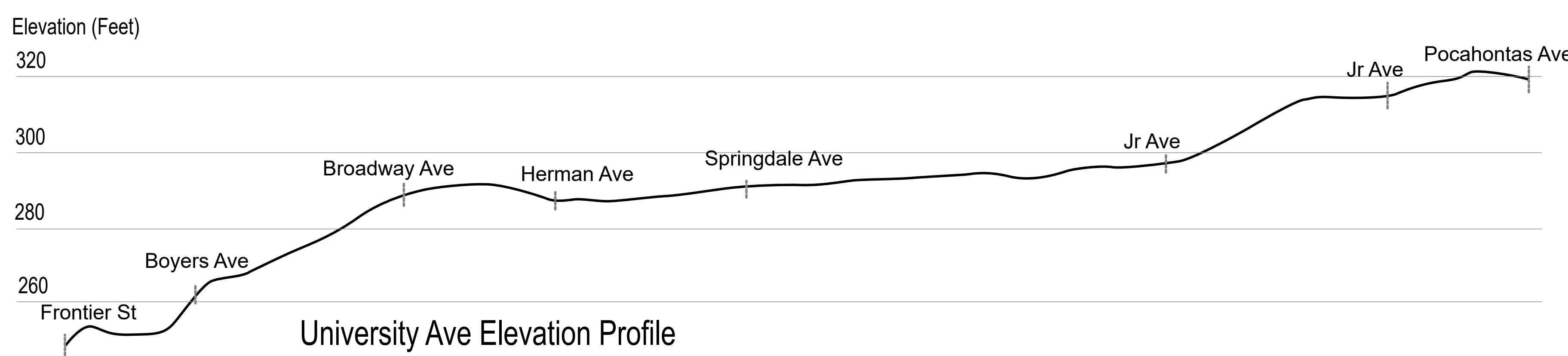
Star City University Ave Pedestrian Facility Improvements



- Active Commercial Use (highly likely to attract foot traffic)
- Civic Building
- Multi-family / Apartment Building

- Existing ped signs
- Existing school bus sign
- Existing speed limit sign

- 1) Terra Cafe. 2) Tuscan Sun Spa. 3) Pinocchio Books & Toys. 4) Wow Factory. 5) Storybook Daycare. 6) Post Office. 7) Little Sprouts Learning Center. 8) Dollar General. 9) VFD. 10) Glass factory building. 11) St Mary Roman Catholic. 12) Circle K. 13) Colonial Park. 14) City Hall



Existing Road on University Ave between Boyers Ave and Jr Ave	
Sidewalk 4 - 5'	Public Right of Way: 50'
Travel Lane 10' - 13'	
Travel Lane 11' - 15'	
Sidewalk 4 - 5' (when available)	



2055 Metropolitan Transportation Plan

Star City University Ave Pedestrian Facility Improvements

1

Sidewalk improvements

- Crack filling and patching
- Slab replacement for broken or uneven sections
- Leveling of raised or sunken sidewalks due to tree roots or settling
- Curb ramps with tactile warning surfaces (truncated domes)
- Slope and cross-slope correction
- Widening sidewalks to meet minimum ADA standards (5 feet wide)

2

New Crosswalk near the glass factory building

- High visibility crosswalk
- Enhanced signing and pavement markings (stop here for pedestrians)
- Improve lighting at the crosswalk location.

3

New Crosswalk near the Storybook Daycare

- High visibility crosswalk
- Enhanced signing and pavement markings (stop here for pedestrians)
- Improve lighting at the crosswalk location.

4

Bicycle Blvd Treatment on Low Street Bicycle Routes

- Sharrows (shared lane markings) – Indicate where cyclists should ride and alert drivers to their presence.
- Bike wayfaring signage – Direct cyclists along the route and to key destinations.

5

Bus Stop Shelter

- Install a bus stop shelters. Locations to be decided.

6

LONG-HORIZON PROJECT: Reconfiguring University Avenue (Broadway Avenue to glass factory building)

This long-horizon project aims to comprehensively transform University Avenue into a safe, inviting, and vibrant corridor by creating a downtown-feeling streetscape.

- Wider sidewalks to accommodate high pedestrian volumes, sidewalk cafes, and accessible travel.
- Landscape buffers and street trees to separate pedestrians from traffic, provide shade, and improve the corridor's visual appeal.
- Street furniture and seating areas, including benches and gathering spaces, to encourage lingering, social interaction, and comfort.
- Standardize Street to Two 10-Foot Travel Lanes.
- An additional mid-block or strategic crosswalk, with high-visibility markings and potentially pedestrian refuge islands or flashing beacons
- Bus shelter and route information signage

Potential cross-section for 50' right of way on the University Ave segment.

