



82 Hart Field Road Suite 105
Morgantown, WV 26508
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Agenda

MPO Transportation Technical Advisory Committee Meeting
MPO Conference Room
Morgantown Airport Terminal
October 9, 2014
2:30 PM

1. Call To Order
2. Approval of Minutes
3. Transportation Improvement Program Amendment and Adjustments
4. University Avenue Complete Streets Study RFQ
5. I-79 Access Study Status Report
6. Status Report on Greenbag Road Study
7. Other Business
8. Meeting Adjournment



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Memorandum

Date: October 1, 2014

To: Transportation Technical Advisory Committee Members

From: Bill Austin, AICP

Subject: October 9, 2014 TTAC Agenda

Please find below a short description of the action items to be considered at the October 9, 2014 TTAC Meeting to be held at the MPO Office in the Conference Room at 2:30 PM.

-Transportation Improvement Program Amendments-Please note that Mountain Line Transit has requested the following additions as part of filing applications for grants from the Federal Transit Administration:

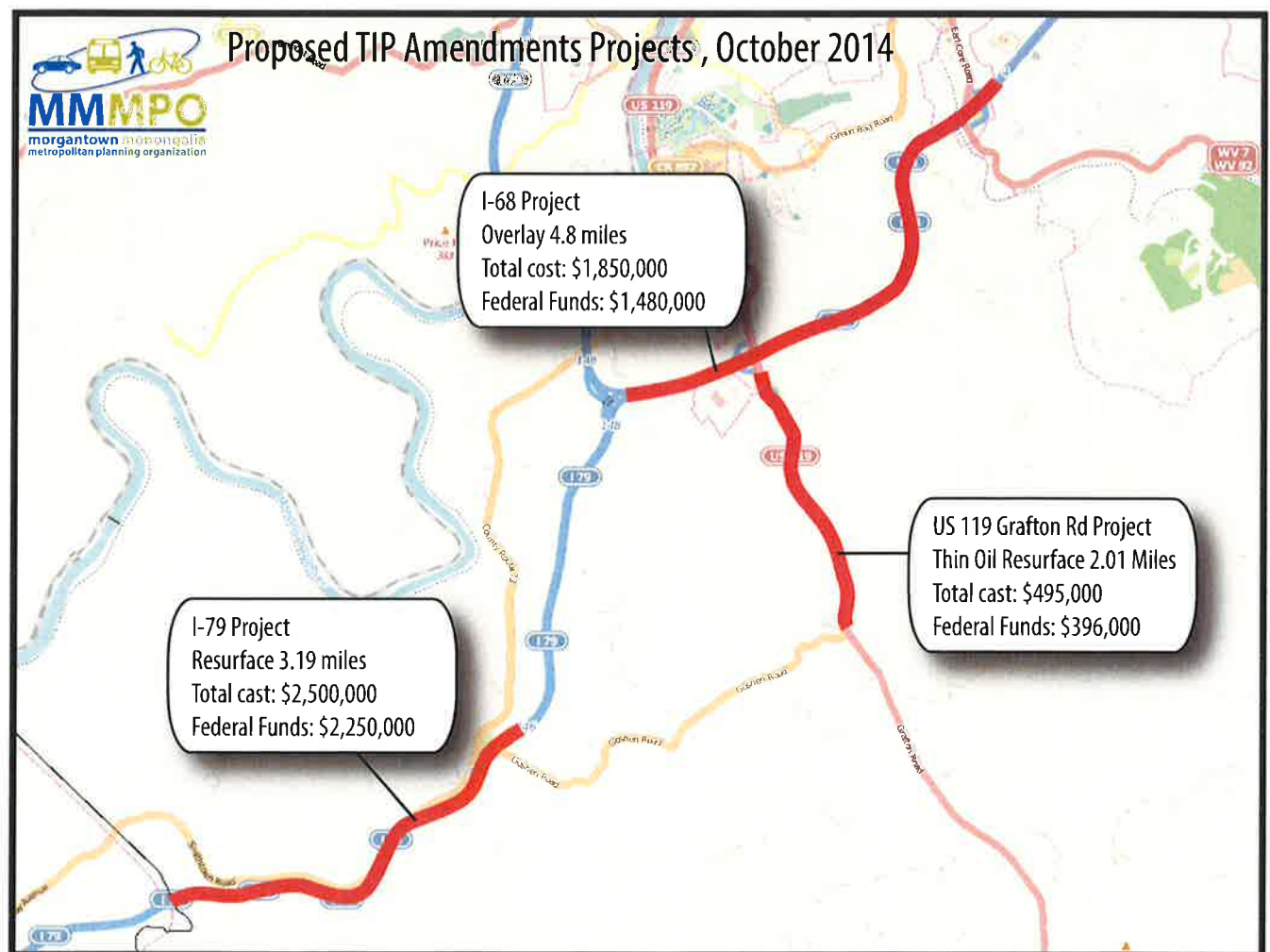
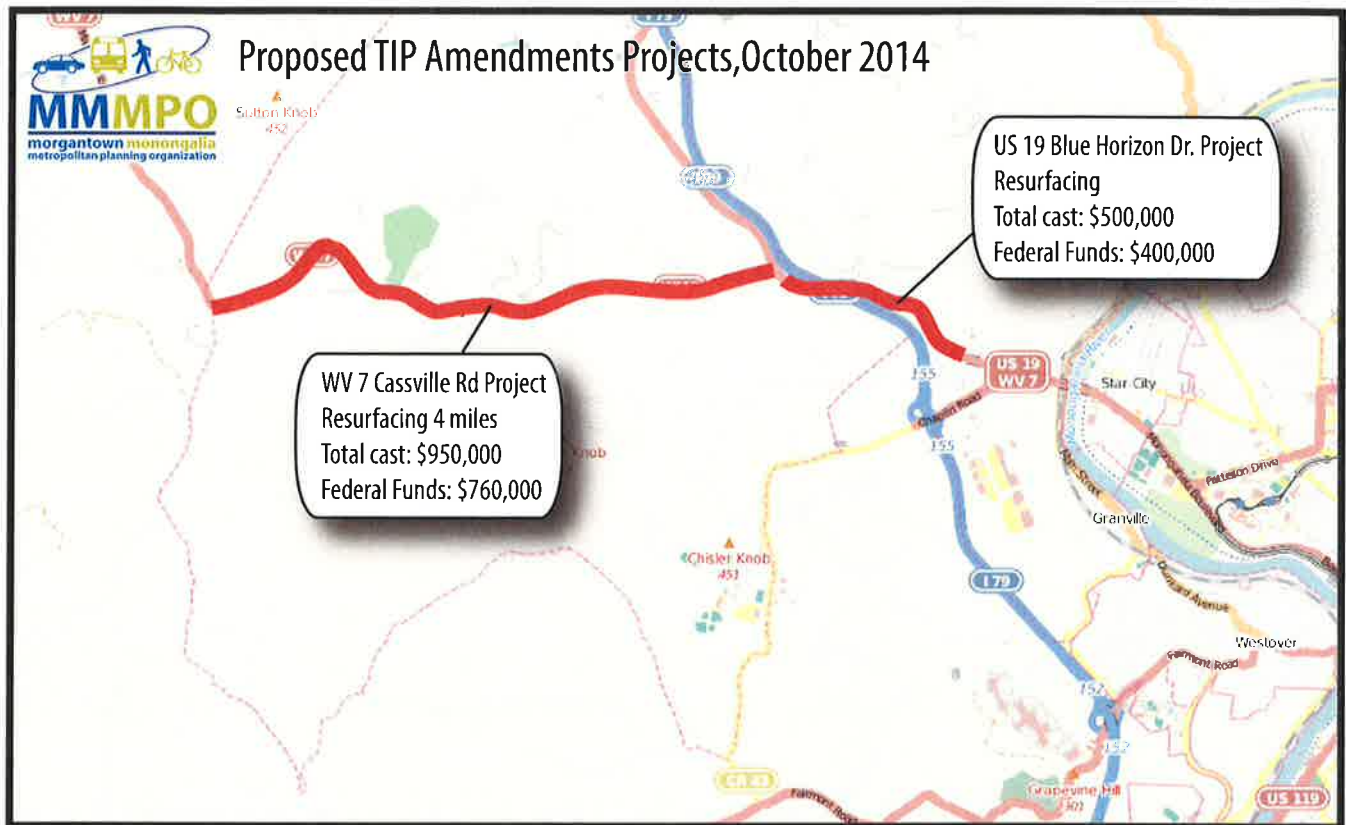
FY 2015 ADD

Section 5309b Bus Storage Facility Upgrade Total Cost \$1,500,000; Federal Funds \$1,200,000, Local Funds \$300,000

Section 5309b Downtown Multi-Modal Parking Facility-Total Transit Funding \$4,000,000; Federal Funding \$3,200,000, Local Funds \$800,000

Section 5309b Purchase two buses for service expansion Total Cost \$800,000; Federal Funding \$640,000 Local Funding \$160,000

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



The Division of Highways has requested the following TIP Amendments:

FY 2015 Add

US119 Morgantown Grafton Road-Project STP 119xxxxx Thin Oil Resurface 2.01 miles beginning at Goshen Road (CR77 at Milepost 7.87) to I-68 Total Cost \$495,000 Federal funds \$396,000

I-79 Project NHPP0793xx Resurface 3.19 miles begins at White Day Cr. Road (CO73/1-CO77) continues north to Milepost 142.46 Total Cost \$2,500,000 Federal Funds \$2,250,000

US 19 Blue Horizon Drive Project NHPP019416D Resurfacing begins at CR 19/12 (Milepost 15.07) in Osage north to Mason Dixon Highway (WV 7) Total Cost \$500,000 Federal Funds \$400,000

I-68 Project Number NHPP0068 Thin Overlay 4.8 miles beginning at Milepost 0 Total Cost \$1,850,000 Federal Funds \$1,480,000

WV 7 Cassville Road Project NHP0007 Resurfacing 4 miles beginning at Little Indian Creek Road (CR 41 Milepost 23.74) to US 19 Total Cost \$950,000 Federal Funds \$760,000

A map showing the location of the proposed Amendments is included on a following page.

TIP Administrative Adjustments-In addition to the TIP Amendments noted above the Division of Highways has requested the following TIP Adjustments:

Move to FY 2015

-US 100/Dents Run Intersection Improvement Project HSIP0100152D

-WV 705 Patteson Drive +1 Project add turn lane STP0705008D

-University Avenue Intersection Improvement CMAQ0055036D

As Administrative Adjustments these items require no recommendation from the TTAC.

-University Avenue Complete Streets Study Request for Qualifications-Ongoing development associated with the Sunnyside Up Tax Increment Financing District and by WVU have led to the identification of a need for improvements to the University Avenue corridor from Beechurst Avenue to WV 705. These developments have the potential to make University Avenue the gateway to downtown Morgantown and the WVU Campus.

The MPO's LRTP recommends that the entire University Avenue Corridor from Boyers Avenue to WV 705 be upgraded with spot intersection capacity improvements, improved facilities for transit service, accommodations for bicycle and pedestrian facilities. This project is currently listed as a Tier Two Priority for the area.

MPO Staff has been working with WVU, the City of Morgantown and Sunnyside Up to develop a scope of work for a Study to identify the specific improvements needed to implement the LRTP's recommendations and the development of the University Ave. Corridor from WV 705 to Beechurst Ave. as a gateway. It is envisioned that this Study will be the basis for a TIGER grant application to fund the needed improvements for the corridor. It is anticipated that the match needed for a TIGER grant would come from the Sunnyside Up TIF District and WVU's redevelopment funds. WVU has agreed to pay the local match for the Corridor Study. Preliminary indications from the Division of Highways are that PL funds will be available for the remainder of the Corridor Study funding. It is anticipated that the portion of University Avenue from WV 705 to Boyers Ave. could become the second phase of the corridor to be studied.

Please find attached a copy of the draft Scope of Work for the University Avenue Complete Streets Study. It is anticipated that the MPO will need to budget up to \$200,000 for the Study. The final budget amount will be determined once a consultant is selected from the RFQ process. It is respectfully requested that the TTAC recommend approval of the Scope of Work for the RFQ and the appropriate UPWP Amendment to the MPO Policy Board.



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MINUTES

MPO Transportation Technical Advisory Committee Meeting
Morgantown Airport Terminal Building 1st Floor
Morgantown Monongalia MPO Conference Room
August 5, 2014
1:30 PM

Members Present

Richard wood-Monongalia County, Dave Bruffy-Mountain Line Transit, Bill Austin-MMMPO, Brian Carr-WV DOH, Elwood Penn, WV DOH, Fouad Shoukry-WV DOH. Damien Davis-City of Morgantown.

Others Present

Jing Zhang-MMMPO

I. Call to Order

Bill Austin called the meeting to order at 1:30 PM

II. Approval of the Minutes

Mr. Austin noted that the Minutes of the May meeting had been included in the agenda packet. Mr. Austin called for a motion to approve the Minutes. Mr. Wood moved to approve the minutes; seconded by Mr. Bruffy. The motion was unanimously approved.

III. Transportation Improvement Program Amendments

Mr. Austin asked Mr. Carr to introduce the TIP amendment proposed by WV DOH. Mr. Carr noted that WV DOH is requesting a project for street light installation on Patteson Drive from the intersection of Monongahela Blvd to University Ave in FY 2014-2015. This TIP amendment includes engineering, right of way, and construction phases. He further stated that since the engineering phase has not begun, more detailed information about this project may not be available at this moment. He encouraged the TTAC to identify any questions that might be brought up in the following Policy Board meeting.

Mr. Austin stated that he assumes that this project will coordinate with WVU in regard to the Evansdale Campus Master Plan and comply with ADA standard. Mr. Davis commented that issues, such as right-of-way acquisition and flood plan problems, may exist at some locations on the project site. He then asked if city will be responsible for maintaining the proposed street lights. Mr. Carr responded that the State will be responsible for those lights. Mr. Wood moved to recommend approval of this TIP amendment to the

MPO Policy Board; seconded by Mr. Davis. Without further discussion, the motion was unanimously approved.

Mr. Austin then noted that information about the TIP administrative adjustments has been included in this meeting's agenda package. Adjustments require no recommendation from the TTAC. Those adjustments include: Moving the Granville-Bertha Hill Slide Correction TIP from 2014 to 2015. Moving WV 7/CR 857 Intersection Improvement TIP from 2014 to 2015. Moving Monongahela Blvd two way left turn lane TIP from 2013 to 2016. Increasing the budget of West Run Widening Construction TIP from \$100,000 to \$300,000 and moving this project from 2013 to 2014. Increasing budget of West Run Widening Construction TIP from \$1,000,000 to \$2,160,000 and moving this project from 2014 to 2015.

IV. Update on Status of Proposed I-79 Access Study

Mr. Austin noted that the City of Morgantown has provided match funding for the proposed I-79 access study, but the County declined to provide match funding for this study. Due to insufficient funding, currently this study is on hold.

Mr. Bruffy stated that the Mountain Line Transit Authority may consider providing the match funding for this study, if the study incorporates more considerations on improvements for transit operation, such as dedicated transit route/lanes, transit shelters, bus pull-off lanes, and sidewalk. Mr. Austin added that this can be done. Mr. Wood asked about the proposed schedule of this study. Mr. Austin noted that given sufficient funding, the RFQ was scheduled to be released by now and the study is planned for two fiscal years. Mr. Austin then noted that he will discuss the funding strategy suggested by Mr. Bruffy with the MPO chairman and Policy Board members and rewrite the scope of work in study's RFQ to reflect changes made for transit considerations.

V. Status of Greenbag Road Corridor Study

Mr. Austin noted that Jing Zhang is working on the Greenbag Rd Corridor Study and the status report for this study is included in the agenda package. Accomplished items are available for review by committee members. He also noted that Mr. Shoukry and MPO staff has conducted a field assessment on Greenbag Rd shortly before this meeting. He then mentioned that Tom Laurita from the Chamber of Commerce agreed to join the steering committee of this study, representing the trucking industry in the Morgantown area. Mr. Zhang then introduced the website of this study to the TTAC.

Mr. Austin commented that this study aims to improve Greenbag Rd for motor vehicles, pedestrian, bicyclists, transit users, and particularly to make it attractive to trucks. It is intended that improvements on Greenbag Rd is constructive in solving the downtown truck traffic issue.

VI. MPO Operations Status Report

Mr. Austin noted that he attended two conference in previous weeks. The first was the Ohio Transportation Planning Conference, focusing on developing performance measure. The second was the Transportation Research Board Conference for Small-medium Size MPOs featuring coordination between land-use regulation and transportation planning practice.

VII. Other Business

Mr. Austin noted that Ella Belling from the Mon River Trails Conservancy received grants for three small portable infrared counters, which are capable of counting pedestrian and bicycle traffic, and the MPO is considering providing local match funding for these devices using the MPO's UPWP data collection funds. Mr. Austin commented that this provides an opportunity to collect data for pedestrian and bicyclist traffic modeling use and for project justification. Mr. Carr and Mr. Penn concurred with Mr. Austin's opinion. Mr.

Penn asked the MPO to hold off on funding the counter while he researched other potential funding sources.

Mr. Bruffy mentioned that the bus shelter at the intersection of University Ave Ave and Law School Dr has been run over twice and the people from the WVU law school have been complaining about this bus shelter blocking the vision of westbound traffic. He suggested a study of the feasibility of installing a northbound exclusive left-turn lane to law school at that intersection and of improving the intersection of University Ave and 8th St. Mr. Austin commented that both intersections are included on the University Ave Corridor Improvement Program recommended in the 2040 LRTP and that it could be beneficial to conduct a preliminary study to document the existing condition in that location. Mr. Austin noted that this work can be scheduled into MPO's staff work program.

Mr. Penn noted that the WV DOH Planning Division will be hosting its annual 2014 Planning Conference on October 7-9, 2014, at the Blennerhassett Hotel located at Parkersburg, WV. Mr. Austin commented that it could be useful to provide a session exclusively for MPO policy board members in the Planning Conference. Mr. Wood concurred with Mr. Austin's opinion.

Adjournment

There being no further business the meeting adjourned at 2:32 PM.

Draft Request for Qualifications

University Avenue Complete Streets Improvement Plan

This Request for Qualifications is subject to the Morgantown Monongalia Metropolitan Planning Organizations Request for Proposal Process adopted in August of 2012 and which is available on the MPO's website www.plantogether.org.

Purpose of the Request for Qualifications

This RFQ is to identify qualified bidders to conduct complex planning tasks on behalf of the Morgantown Monongalia Metropolitan Planning Organization. The purpose of these tasks will be to expand on the recommendations of the most recent update of the MPO's long range transportation plan, in particular the recommendation related to the improvement of a portion of the University Avenue Corridor. It is anticipated that if justified, this Study will provide the proposed transportation improvement project with a Project Purpose and Need Statement, preliminary public involvement and analysis that may be used as part of a Planning and Environmental Linkage document as specified by WVDOH Policy. The Consultant selected for this project will be eligible for a potential second phase of the Study for the remaining portions of University Avenue if it is determined that it should move forward. It is possible that this phase of the Study would need to be completed within one year of the notice to proceed.

Project Location

The corridor for the proposed study is University Avenue in Morgantown, West Virginia. The segment of University Avenue to be studied is the segment from Beechurst Avenue in downtown Morgantown to WV 705 in the vicinity of the Suncrest Neighborhood and the West Virginia University Alumni Center. University Avenue connects WVU's downtown campus to Evansdale Drive which is one of the primary access routes to WVU's Evansdale Campus as well as to University housing. University Avenue is also one of two main arterial streets serving the Sunnyside neighborhood which has historically been a primary location for student housing and commercial services.

Project Purpose and Need

The Morgantown Monongalia Metropolitan Planning Organizations (MMMPO's) 2014 Long Range Transportation Plan identifies University Avenue as an important two lane arterial with physical constraints limiting the ability to expand the roadway. University Avenue is maintained by the City of Morgantown, but it is eligible for Federal funding. It connects downtown Morgantown and West Virginia University's (WVU's) two main campuses. The MPO has recommended the development of operational and safety improvements for automobile traffic, transit, pedestrians and cyclists along this corridor. The MPO has identified the improvements to this corridor as a Tier Two Priority. Tier Two meaning a high priority need that is not recommended for immediate funding.

The creation of the Sunnyside Up Tax Increment Finance District as a means to improve the Sunnyside neighborhood and the redevelopment of WVU's two campuses has made the University Avenue corridor a much higher priority for improvement within the urban area. Funding for improvements to the corridor by these entities could be used to match Federal Funds for the improvement of the entire corridor. The purpose of the proposed Study is to identify improvements that will facilitate safe and efficient traffic operations, transit operations, and bicycle and pedestrian operations along the corridor. The study will also look at improving the appearances of the corridor to create a gateway into downtown Morgantown and WVU's campuses. The improvements proposed to create the gateway should be consistent with improvements traditionally included in the US Department of Transportation's Transportation Alternatives Program. It is anticipated that the Plan created by this Study will be used to seek a TIGER grant from the USDOT.

Project Scope of Work

It is anticipated that any proposal submitted for this project will include the following work:

-Public Involvement-It is anticipated that there will be significant public involvement in developing the plan for the subject corridor. Any proposal submitted should identify the means proposed to be used to involve the public in the Project and a proposed schedule for public involvement activities.

-Evaluation of Existing Conditions in the Corridor-Preparation of an existing conditions report on the physical conditions affecting automobile, transit, pedestrian, and bicyclist operations along the corridor. Work will include identification of physical constraints and opportunities for improvements, including right of way, sight distances at intersections, topography, and facilities for transit, pedestrians and cyclists.

-Identification of anticipated transportation demand along the corridor-It is anticipated that estimated corridor level traffic volumes will be calculated for the year 2015 and for the year 2040. The future year estimates will be based on the MPO's transportation model updated with traffic counts taken by the MPO and the West Virginia Department of Transportation. These estimates will be supplemented by estimations of the demand for pedestrian, cyclist and transit use along the corridor. The estimates for the demand for non-motorized travel will be based on data collected as part of the project with projections for future years demand informed by the goals of the area's stakeholders, including but not limited to WVU, the City of Morgantown, Sunnyside Up and Mountain Line.

-Operational Analysis of the Corridor-Prepare an analysis of the current and future years operation of the corridor under the current configuration of the road for all modes utilizing appropriate methodologies for each mode of transportation. This analysis will be used to identify the improvements needed to address existing and potential future deficiencies in the area.

-Preparation of a Corridor Plan-The product of the Study will be a detailed corridor plan that identifies the need for automobile, transit, pedestrian and bicycle facilities along the corridor. The Plan will specify the location of the proposed improvements, and constraints on

implementing the proposed improvements. The Plan will also develop consistent specifications for each type of improvement along the corridor. Items to be included in the Plan such as striping for pedestrian crosswalks, the design of bus shelters to be used along the corridor, the type of vegetation to be installed as part of upgrades to the facility and other similar details that impact the appearance of the corridor. The Plan will also include an appendix documenting methodology and public involvement in the Planning process.

The Corridor Plan will identify the cost and a timeline for implementing the entirety of the Plan at one time, as well as appropriate phases for the implementation of the Plan if it should be found impractical to implement the Plan as one project. The cost of implementing each phase of the Plan and a recommended timeline for the implementation of the Plan.

-Project Timeline-It is anticipated that the proposed project should be completed in less than nine months. Respondents should provide a timeline with identified milestones for the completion of the project.