



TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

August 12, 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, Kara Greathouse, Kerri Wagner (WVDOH Planning), Brian Carr, Drew Gatlin, Damien Davis

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 1:06 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 Mr. Dougherty. The motion to approve the minutes passed unanimously.

3. 2025-2055 Metropolitan Transportation Plan (MTP) Development

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.plantgether.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.

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 recommended 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.

Mr. Dougherty asked for some clarification on the closing of University Avenue in the Downtown Microsimulation Study Plan. Mr. Austin stated that signal optimization helps with the closure of this road.

Mr. Gatlin asked if there is a full report of the Downtown Microsimulation Study Plan, and Mr. Austin stated it is not available yet, but the executive summary is on the MMMPO's website. He also stated Mr. Zhang is in the process of updating the Travel Demand Model.

Ms. Greathouse asked if the MPO will be updating the socioeconomic study as part of the plan update. Mr. Austin stated this would only be done if it was IDed in studies like the Downtown Study. She asked what year the base population was based on for this study, and Mr. Austin clarified it was 2020.

Mr. Gatlin asked how the Greenbelt ties into the MTP update. Mr. Austin said it is not developed enough to work into the plan. As it develops further it will be included. Mr. Gatlin also inquired about crash data and statistics, and Mr. Zhang stated some of the crash rates are based on segments and some on intersections. This data is from the state counts and some of the smaller streets has data from MPO counts. Mr. Gatlin also asked about the subarea concepts. Mr. Austin explained this is in conjunction with Andrew Gast-Bray and the MCPC. The roads in the areas listed have a low level of service, and there are potentially developers coming in to put in apartments in these areas. Having this be in the MTP will allow for future coordination to allow the roads to meet DOH standards, make them safe for non-motorized users, and add to the connectivity of the network.

4. Project Updates

Mr. Davis stated that the Walnut Streetscape will start up again Monday. The project is behind, but contractors have been meeting with property owners to start the process on Monday.

Mr. Austin provided an update on Greenbag Road, stating it is still in the right of way process. Mr. Davis stated the city is working with the contractors on city owned right of way and they are hoping to sell the property around mid-September.

Mr. Austin stated the Van Voorhis completion date and West Run completion date are now May of 2027. Mr. Gatlin asked why it is being delayed, and Mr. Austin stated there were some roadblocks with utilities.

Mr. Austin stated the Brookhaven Rd project is waiting on consultant proposals. He also stated there is a meeting tomorrow for the temporary Exit 155 signals. He is hoping it moves forward soon and the project may be let in October. The construction would occur about 5-6 months after the letting. The Don Knots pedestrian bridge study has gotten positive feedback from DOH but will need many agreements to move forward. There should be a formal response upcoming. There will also be a steering committee meeting with the TTAC for the Greenbag Rd.

Mr. Davis provided some more project updates. North Street should be done very soon and they are working on an issue with the green arrow at Campus/Beechurst.

Mr. Gatlin stated the Flagel Reservoir near 119 is becoming a recreational area. The roads going to this location are now reopened but there have been many washouts and the roads are not resilient. There have been many issues with floodings and the roads are very narrow. This has raised many safety issues, especially with people getting lost with GPS directions. Mr. Gatlin is inquiring if there is a way to update GPS. MUB has done a resurfacing, but there are still many issues with the infrastructure near the Flagel Reservoir.

Mr. Gatlin also stated traffic complaints are increasing about oversized truck loads being routed through downtown. The trucks leave the interstate and cut through downtown to avoid traffic. These trucks have a hard time making turns in the downtown area. This route has been approved by DOH. He asked how these decisions are being made, and if the MPO can investigate it. Mr. Dougherty asked if the routes are being given to just the trucks or cars too, and Mr. Gatlin stated the DOH provided routes. One could possibly suggest a no truck zone in downtown. Mr. Dougherty also stated truck companies cheap out, contributing to this issue.

Mr. Gatlin stated the city put in a crosswalk at University and Junior Ave, and DOH was not happy with it. The city is consulting with their legal team to see how to proceed and how to keep the crosswalk up.

5. Other Business

No Other Business.

6. Meeting Adjournment

The meeting adjourned at 2:05pm.