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(304) 291-9571  
[www.plantgether.org](http://www.plantgether.org)

### **Agenda**

MPO Transportation Technical Advisory Committee Meeting  
MPO Conference Room  
Morgantown Airport Terminal  
June 9, 2015  
1:30 PM

1. Call To Order
2. Approval of Minutes
3. TIP Amendment
4. MPO Traffic Count Report
5. University Avenue Complete Streets Study and I-79 Access Study Updates
6. Creation of a Committee to Revise the MPO's Public Involvement Policy
7. Review of draft outline for the Westover/Granville Pedestrian Study
8. Status Report on ongoing projects-WVDOH
9. Other Business
10. Meeting Adjournment



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### Memorandum

Date: June 3, 2015

To: Transportation Technical Advisory Committee Members

From: Bill Austin, AICP

Subject: June 9, 2015 TTAC Agenda

Please find below a short description of the items to be considered at the June 9, 2015 CAC Meeting to be held at the MPO Office in the Conference Room at 1:30 PM.

**-Transportation Improvement Program Amendments-**The Division of Highways has requested the following TIP Amendments:

#### **FY 2015 Add**

**-Caperton Rail Trail Connector-**Add Connector to Rivers Landing Shopping Center in Star City

Engineering Project Number STD2015040TDC Total Cost \$28,000. Federal Funds \$28,000

Construction Project Number STD2015041TDC Total Cost \$92,000 Federal Funds \$73,600

This project is for creation of a paved connection between the Rail Trail and the Rivers Landing Shopping Center in Star City. Rivers Landing includes a drug store and a restaurant.

**-Committee for Revision of the MPO's Public Involvement Policy-**The UPWP for the upcoming year includes the revision of the MPO's Public Involvement Policy. Discussions with the Policy Board have indicated that the MPO should take a more proactive approach to public outreach. It is respectfully requested that several of the TTAC's Members agree to serve on a committee to revise the Public Involvement Policy and to work to develop a public outreach strategy to include with the Policy. It is anticipated that the work of this committee may take up to two meetings in addition to the regular TTAC meetings.

#### **-Review of Draft Outline and Timeline for the Westover/Granville Pedestrian Study-**

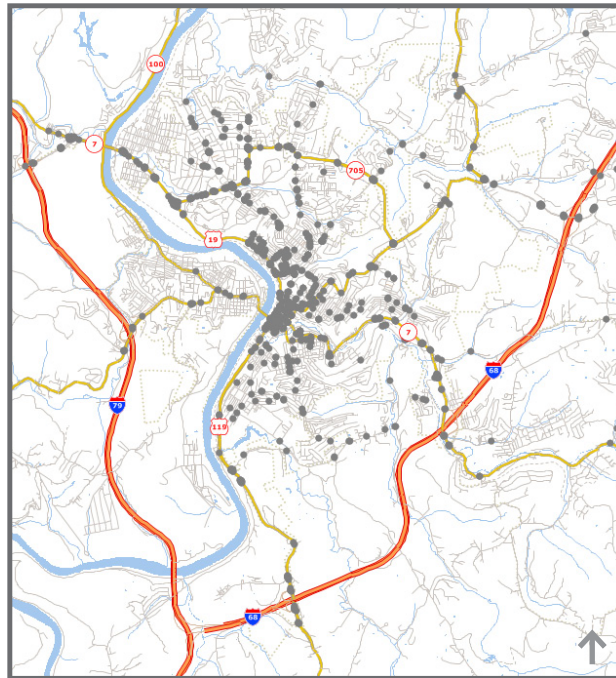
Please find enclosed for your comment a draft outline of the Westover/Granville Pedestrian Study. We would appreciate any comments the TTAC may have to improve the outline of this Study.

Draft Report

# 2015 Annual Traffic Report

Prepared by  
Morgantown Monongalia Metropolitan Planning Organization

June, 2015



Morgantown Monongalia  
Metropolitan Planning Organization

82 Hart Field Road, Suite 105  
Morgantown, WV 26505

[www.plantogether.org](http://www.plantogether.org)

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10	<b>4. Crash Data</b> Major Intersection Crash Areas Major Intersection Crash Frequency Intersection Crash Types Crash Rates by Roadway Mileage (intersection only) Crash Frequency by Month

# 1. INTRODUCTION

The purpose of this report is to provide the traffic and crash information in the greater Morgantown metropolitan area. It can also be used for analyzing traffic flows, monitoring the impact of regional development, calibrating the regional travel demand model, justifying highway investments, tracking the performance of traffic projects once they are installed, and other transportation-related purposes.

This document was prepared by MMMPO staff. The funding for this report was provided by the Federal Highway Administration, the West Virginia Department of Transportation, Monongalia County, and the City of Morgantown as provided for in the MMMPO's Unified Planning Work Program.

## *Data Source*

The traffic count data in this report was collected for the MPO by the Traffic Group under contract to the West Virginia Department of Transportation. The data utilized in this report is housed on the West Virginia Department of Transportation's Traffic Server operated on behalf of the WVDOH by Transmetric. The 2015 traffic counts were conducted on April 8 and 9 for a 48-hour period at 72 count stations.

The crash data on state-owned roads was obtained from the WV DOH AgileAssets Management System. The crash data on city-owned roads were provided by the city of Morgantown. Crash data used in this report was collected in 2014.

The MMMPO makes no representation as to the accuracy of the data.

## *Data Availability*

This report is available at the MMMPO website, [www.plantogether.org](http://www.plantogether.org). Directional and 15-minute interval volumes and more detailed information of each crash are available upon request.

## 2. OVERVIEW

### REGIONAL ANNUAL DAILY TRAFFIC

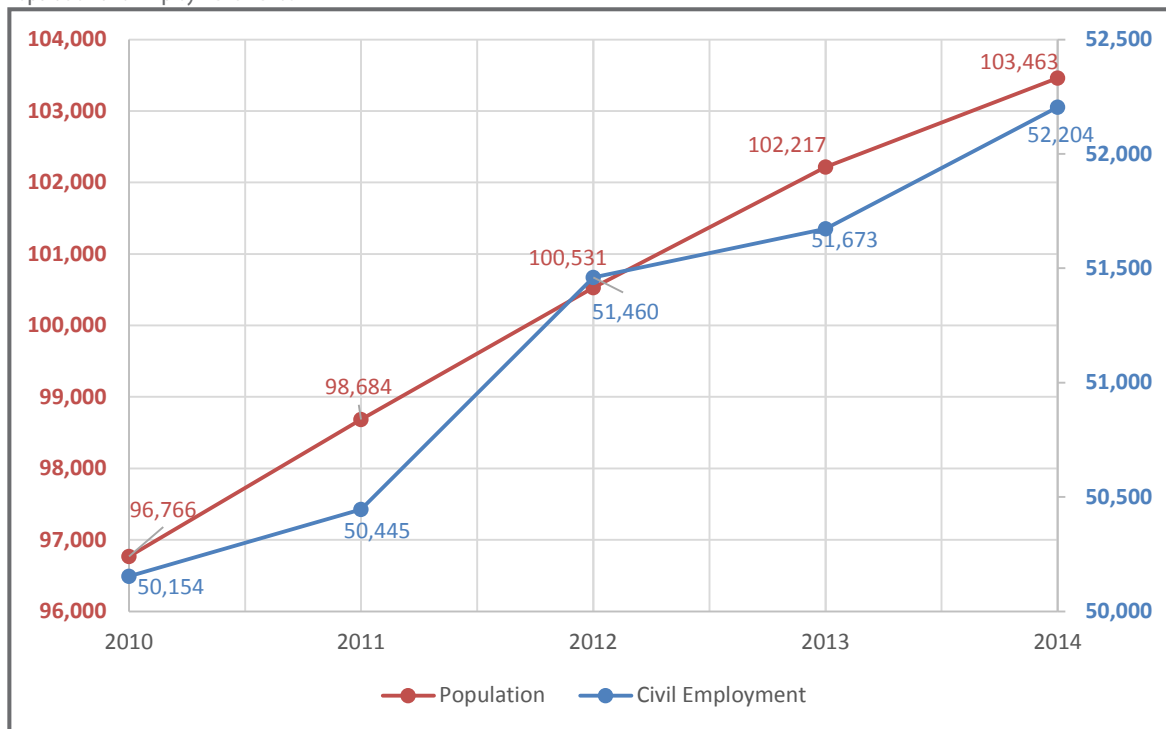
The Morgantown Monongalia MPO counts traffic on certain arterial streets in the Morgantown area. In 2015, there were 76 count stations, 12 of which were classification counts where vehicle types were identified.

Using the annual counts taken at several strategic locations, the MPO derives a proxy number for the regional motor vehicle average daily traffic (ADT). Count stations used for the regional ADT are:

- Count station 3114003 on Boyers Ave / Btw Leeway St and University Ave
- Count station 3114004 on Monongahela Blvd / Northwest of Patterson Dr
- Count station 3114026 on Cheat Rd / South of Old Cheat Rd
- Count station 3114038 on Pleasant St / Westover Bridge
- Count station 3114044 on University Ave / North of Greenbag Rd

The 2015 regional ADT is **110,407**, which decreased 1% comparing to 2014. This variation may be explained as a normal variation in counts. Population and employment trends are provided for context.

Population and Employment Trends



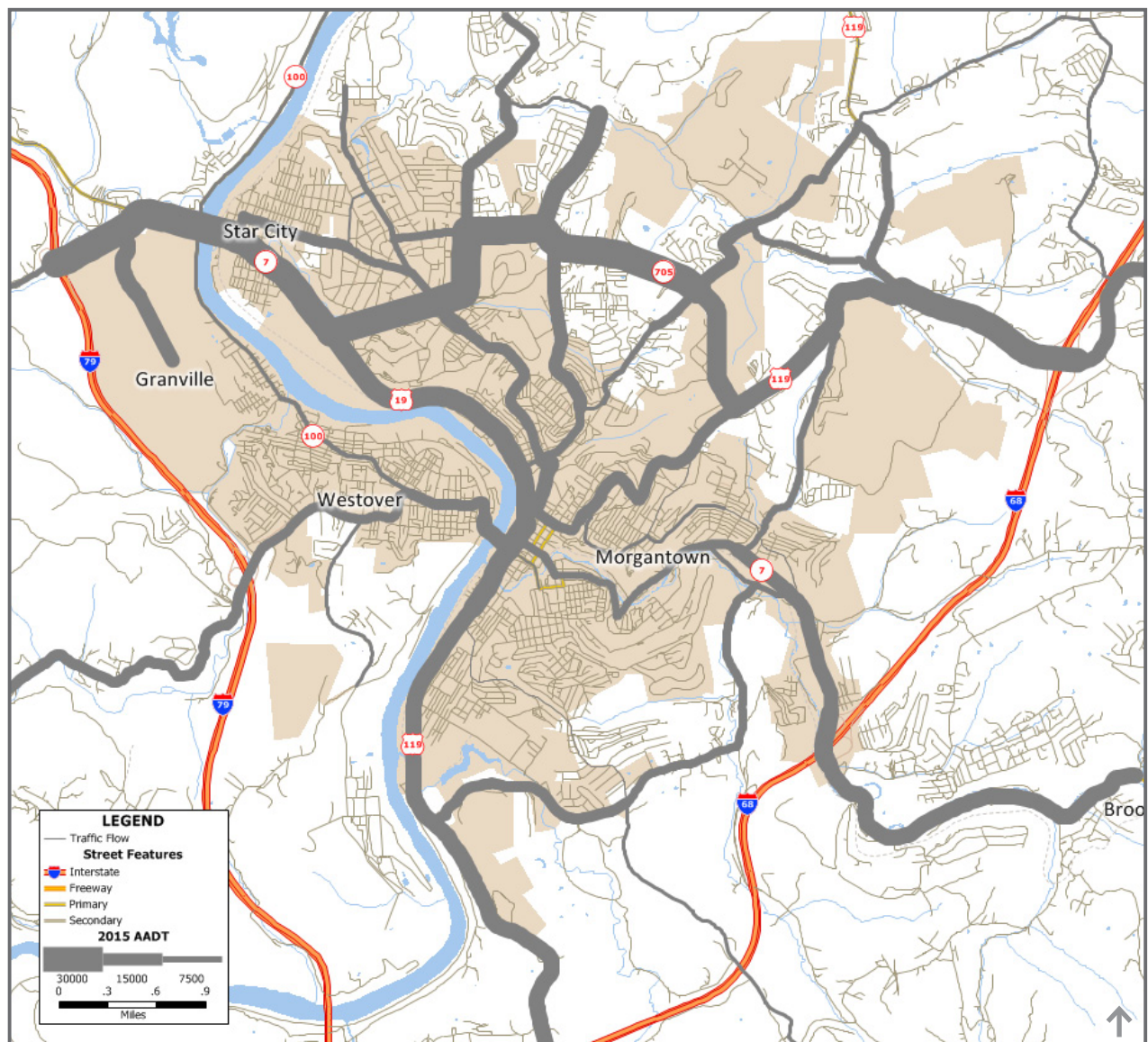
Source: U.S. Census Bureau and U.S. Bureau of Labor Statistics



## 3. TRAFFIC VOLUMES

### 2015 TRAFFIC FLOW MAP

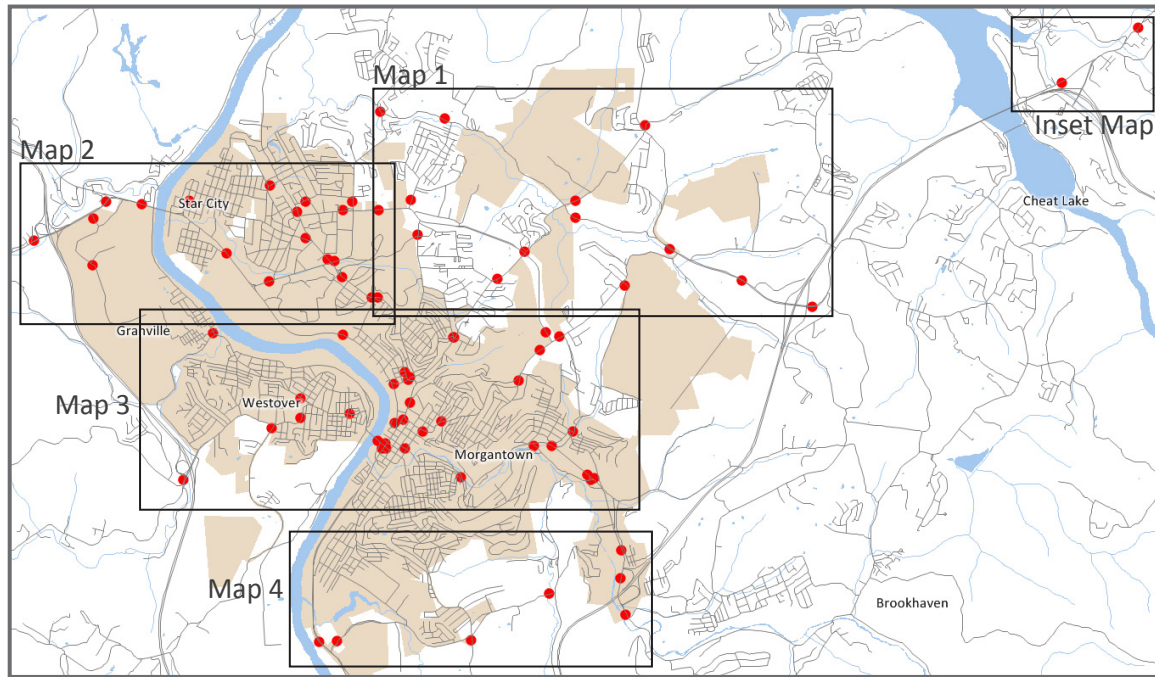
The traffic flow map estimates the traffic volume of a road segment, based on the AADT collected from the count station on that road. The MPO staff converted the point data of individual count stations to linear data representing sections of major roadways, on which counts were conducted or traffic volume could be reasonably estimated from nearby count stations.



## 2015 VEHICLE COUNT MAPS AND INDEX

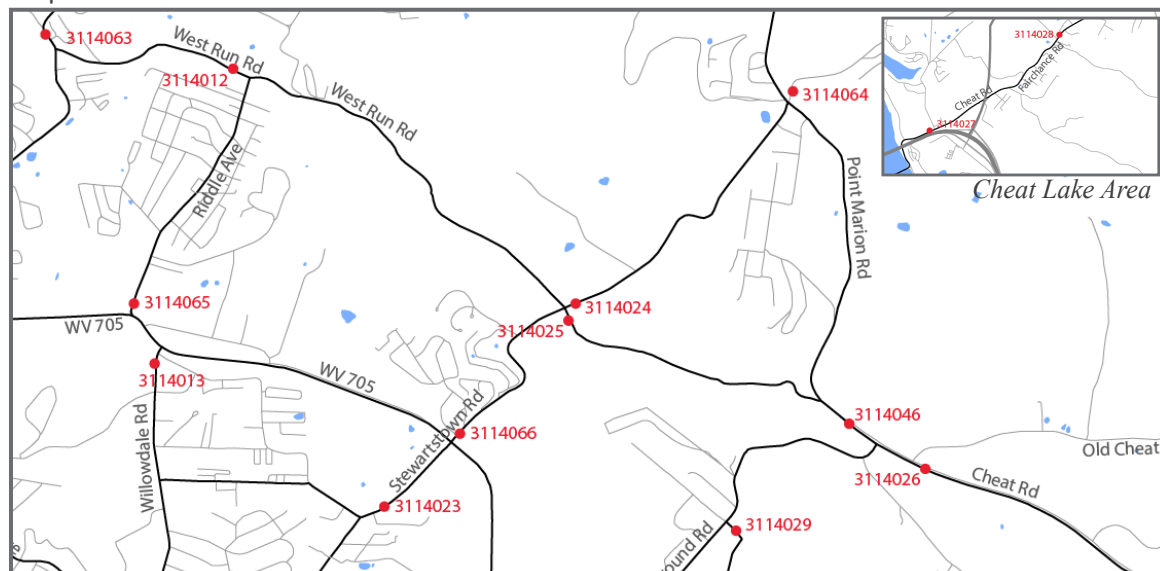
The MPO conducted annual traffic count at 76 locations in the Morgantown metropolitan area in 2015, increasing from 74 count locations as in 2014. Added count stations are the Station 3114075 on Monongahela Blvd / East of Emmett Dr and the Station 3114076 on Chaplin Hill Rd / West of I-68 Interchange. These two new count locations were suggested as part of the I-79 Access Study for the purpose of regional travel demand model calibration.

For illustration purpose, count stations are grouped in four maps and one inset map.



Map 1

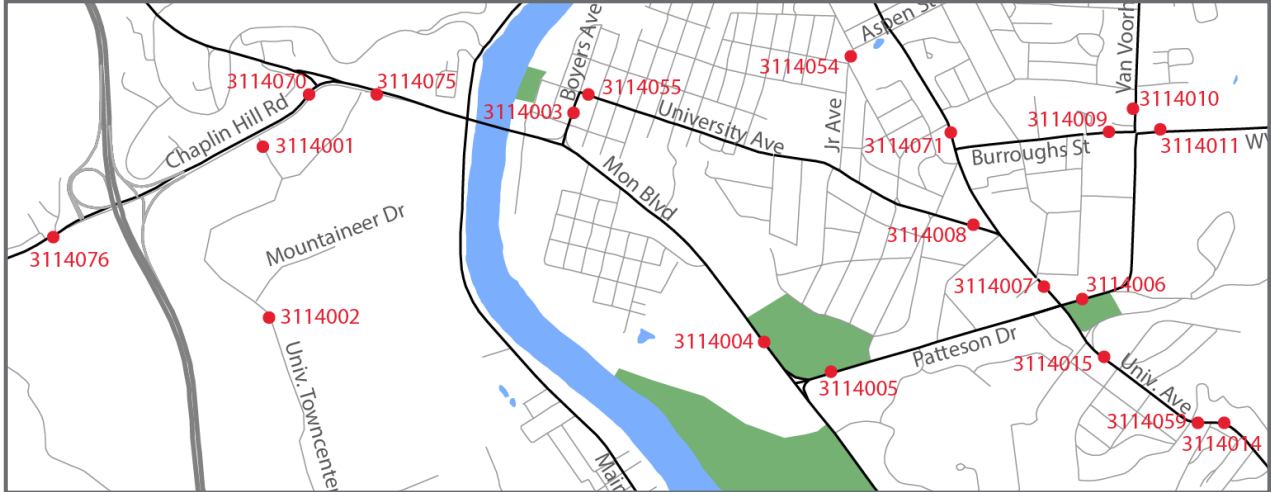
*City of Morgantown (5th Ward, 6th Ward), Monongalia County*





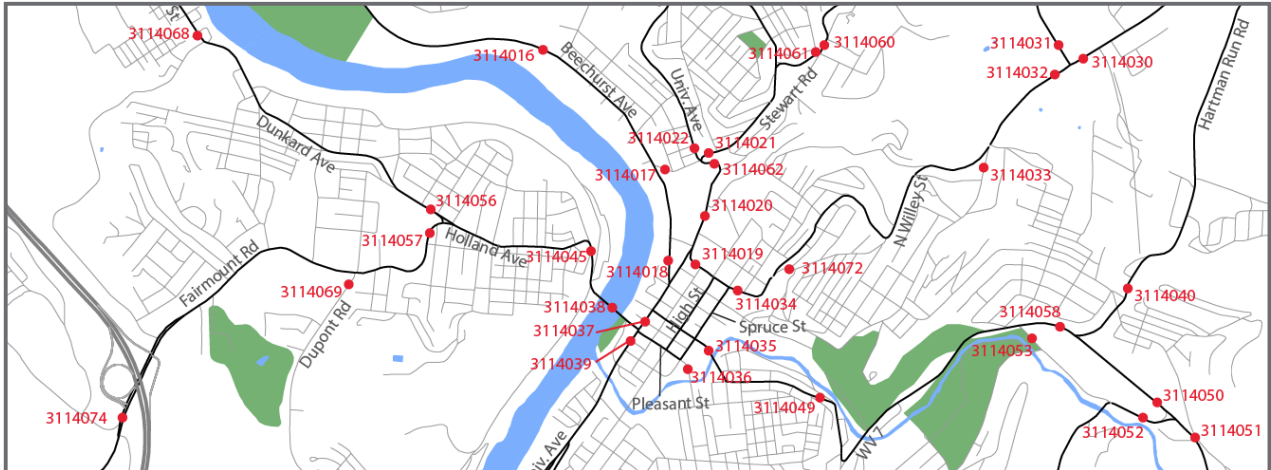
Map 2

*Star City, Granville, City of Morgantown (4th Ward and 7th Ward), Monongalia County*



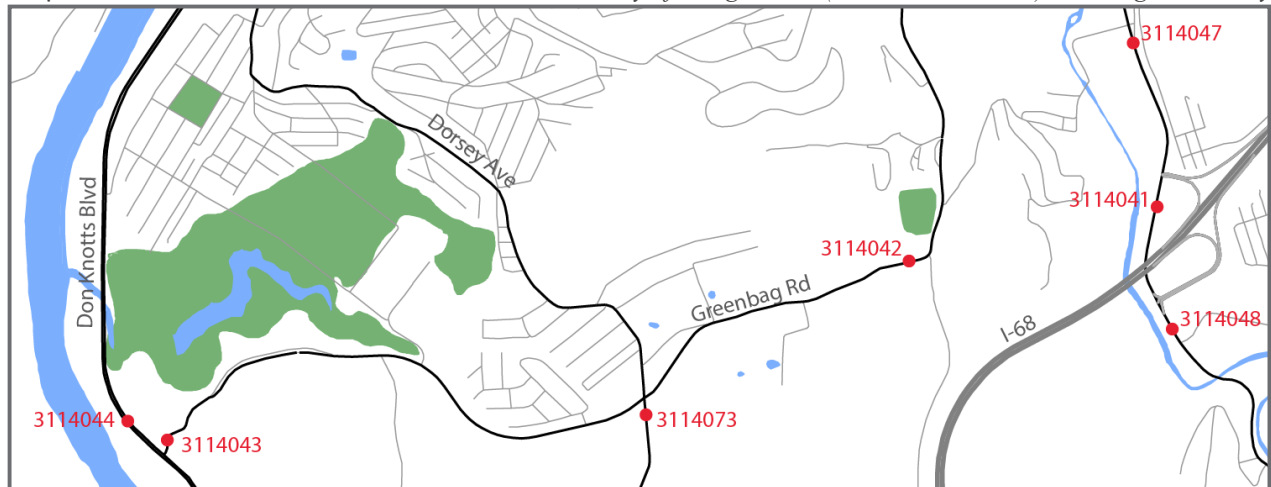
Map 3

*Westover, City of Morgantown (1st, 2nd, 3rd, 5th, 6th Ward), Monongalia County*



Map 4

*City of Morgantown (1st Ward, 6th Ward), Monongalia County*



# 2015 Annual Traffic Report

Station	Location	2011	2012	2013	2014	2015	5 Year Average	2015 Change*
3114001	University Town Center Dr / South of Chaplin Hill Rd	22,287	22,666	16,606	20,735	19,100	20,279	-8%
3114002	University Town Center Dr / South of Mountaineer Dr	13,783	16,209	15,916	23,071	17,675	17,331	-23%
3114003	Boyers Ave / Btw Leeway St and University Ave	13,188	12,273	13,727	13,105	11,980	12,855	-9%
3114004	Monongahela Blvd / North-west of Patterson Dr	27,439	29,216	32,509	32,997	31,030	30,638	-6%
3114005	Patteson Dr / East of Monongahela Blvd	32,873	31,121	33,336	34,340	33,311	32,996	-3%
3114006	Van Voorhis Rd / Northeast of University Ave	43,715	41,328	39,067	41,105	37,467	40,536	-9%
3114007	University Ave / Northwest of Patterson Dr	12,206	9,893	10,252	9,733	9,817	10,380	1%
3114008	University Ave / West of Collins Ferry Rd	11,817	9,780	8,572	8,976	10,571	9,943	18%
3114009	Burroughs St / West of Van Voorhis Rd	9,702	10,369	10,588	10,814	9,821	10,259	-9%
3114010	Van Voorhis Rd / North of Burroughs St	14,535	15,510	14,683	15,548	15,661	15,187	1%
3114011	Chestnut Ridge Rd / East of Van Voorhis Rd	36,728	32,854	33,865	38,705	34,849	35,400	-10%
3114012	West Run Rd / West of Riddle Ave	5,830	6,459	6,837	6,086	5,086	6,060	-16%
3114013	Willowdale Rd / South of Chestnut Ridge Rd	8,757	16,310	15,026	16,575	15,868	14,507	-4%
3114014	University Ave / Southeast of 8th St	15,432	15,977	16,373	17,064	14,104	15,790	-17%
3114015	University Ave / Southeast of Evansdale Dr	17,283	18,184	21,322	--	18,951	18,935	--
3114016	Beechurst Ave / North of 8th St	17,728	21,422	22,285	24,428	24,715	22,116	1%
3114017	Campus Dr / Northeast of US 19	6,806	7,036	8,359	7,893	6,477	7,314	-18%
3114018	Beechurst Ave / North of Fayette St	21,731	23,194	24,091	25,567	22,539	23,424	-12%
3114019	Willey St / Northwest of Chestnut St	14,305	11,914	13,213	12,604	13,026	13,012	3%
3114020	University Ave / South of College Ave	20,653	13,367	18,500	18,164	18,480	17,833	2%
3114021	Stewart St / East of University Ave	10,278	8,566	8,911	8,287	10,612	9,331	28%
3114022	University Ave / South of 2nd St	12,560	13,105	13,184	--	11,380	12,557	--
3114023	Stewartstown Rd / North-east of School St	9,931	10,024	11,237	11,254	11,319	10,753	1%
3114024	Stewartstown Rd / North-east of West Run Rd	9,278	9,887	12,401	10,366	10,710	10,528	3%
3114025	West Run Rd / Southeast of Stewartstown Rd	7,691	8,367	10,107	7,374	8,693	8,446	18%

\* 2015 Change = (2015 AADT - 2014 AADT) / 2014 AADT

# 2015 Annual Traffic Report

Station	Location	2011	2012	2013	2014	2015	5 Year Average	2015 Change
3114026	Cheat Rd / South of Old Cheat Rd	23,665	25,562	25,988	25,562	29,491	26,054	15%
3114027	Cheat Rd / North of County Route 88	--	3,160	4,424	4,364	3,528	3,095	-19%
3114028	Fairchance Rd / North of County Route 69	--	4,970	5,388	5,515	5,000	4,175	-9%
3114029	Hartman Run Rd / Southeast of Mileground Rd	8,576	8,737	--	9,715	8,403	8,858	-14%
3114030	Mileground Rd / East of WV 705	20,819	21,153	23,859	24,239	22,593	22,533	-7%
3114031	WV 705 / North of Mile-ground	22,591	25,737	25,245	26,528	24,730	24,966	-7%
3114032	Mileground Rd / South of WV 705	15,677	16,535	12,452	16,774	14,497	15,187	-14%
3114033	Charles Ave / Southeast of US 119	1,573	1,443	1,019	2,162	1,914	1,622	-11%
3114034	Willey St / Northeast of Spruce St	12,585	15,400	11,404	12,582	12,408	12,876	-1%
3114035	Walnut St / North of Brock-way Ave	11,431	10,527	13,234	11,963	10,735	11,578	-10%
3114036*	Pleasant St / Pleasant Street Bridge	7,865	4,468	10,195	9,063	--	--	-69%
3114037	University Ave / Northeast of Pleasant St	22,775	23,315	26,135	20,116	26,803	23,829	33%
3114038	Pleasant St / Westover Bridge	19,679	20,034	23,041	20,060	18,872	20,337	-6%
3114039	University Ave / South of Westover Bridge	23,817	21,639	23,494	25,193	24,294	23,687	-4%
3114040	Hartman Run Rd / North of Richwood Ave	9,917	9,349	15,679	8,620	7,699	10,253	-11%
3114041*	Earl Core Rd / Btw EB & WB Ramps of I-68	20,525	21,087	22,225	23,127	--	21,741	--
3114042	Greenbag Rd / West of Lower Aarons Creek	11,248	11,092	10,512	11,818	9,878	10,910	-16%
3114043	Greenbag Rd / North of US 119	12,789	14,719	14,119	13,347	13,049	13,605	-2%
3114044	University Ave / North of Greenbag Rd	18,359	17,983	19,924	19,840	19,034	19,028	-4%
3114045	Holland Ave / South of W Park Ave	14,497	14,359	15,000	16,097	14,204	14,831	-12%
3114046	Point Marion Rd / North of Mileground Rd	12,966	13,900	19,069	11,521	11,684	13,828	1%
3114047	Earl L Core Rd / Btw Eljadid St & Sturgiss Ave	--	22,381	23,334	--	17,788	20,561	--
3114048	Earl L Core Rd / North of Brookhaven Rd	--	18,998	20,921	18,884	19,393	19,733	3%
3114049	Brockway Ave / East of Pennsylvania Ave	--	9,030	10,074	8,770	8,614	9,153	-2%
3114050	Earl Core Rd / North of Greenbag Rd	--	15,034	14,646	16,914	17,648	16,403	4%

\* Count stations suggested for recount

# 2015 Annual Traffic Report

Station	Location	2011	2012	2013	2014	2015	5 Year Average	2015 Change
3114051	Sabraton Ave / Northeast of Earl Core Rd	--	2,900	2,864	--	1,613	2,239	--
3114052	Greenbag Rd / Southwest of Earl Core Rd	--	8,149	5,534	7,809	8,087	7,143	4%
3114053	Deckers Creek Rd / Southeast of Powell Ave	--	5,477	5,293	5,506	6,278	5,692	14%
3114054	Aspen Rd / Btw Collins Ferry & Western	--	3,326	3,879	3,570	3,151	3,533	-12%
3114055	University Ave / Btw Boyers & Pleasant	--	12,337	13,180	13,946	13,631	13,586	-2%
3114056	Holland Ave / Northwest of Fairmont Rd	--	5,500	5,660	6,261	5,820	5,914	-7%
3114057	Fairmont Rd / Southwest of Fairmont Rd	--	12,150	13,099	12,954	12,313	12,789	-5%
3114058	Earl L Core Rd / Northeast of Hartman Run Rd	--	10,578	11,652	11,421	11,716	11,596	3%
3114059*	University Ave / East of 8th St	--	16,804	17,557	15,700	--	16,629	--
3114060	Stewart St / South of Stewart Ln	--	8,092	8,783	9,609	7,994	8,795	-17%
3114061*	Stewart St / Btw Hoffman Ave and Protzman St	--	12,506	--	12,504	--	12505	--
3114062	University Ave / Southeast of Stewart St	--	15,245	12,313	--	18,253	15,283	--
3114063	Van Voorhis Rd / North of West Run Rd	--	--	9,266	9,103	10,742	9,923	18%
3114064	Canyon Rd / Northeast of Point Marion Rd	--	--	3,424	3,268	4,045	3,657	24%
3114065	Pineview Dr / North of WV 705	--	--	18,411	16,048	22,192	19,120	38%
3114066	Stewartstown Rd / Northeast of WV 705	--	--	21,936	17,659	17,002	17,331	-4%
3114067	Cheat Rd / Southwest of S Pierpont Rd	--	--	17,814	18,041	18,333	18,187	2%
3114068	Dunkard Ave / North of Dents Run Blvd	--	--	5,228	4,265	4,544	4,405	7%
3114069	DuPont Rd / South of Fairmont Rd	--	--	4,783	5,045	4,782	4,914	-5%
3114070	Chaplin Hill Rd / South of Monongahela Blvd	--	--	--	36,465	34,025	35,245	-7%
3114071	Collins Ferry Rd / North of Burroughs St	--	--	--	7,640	7,526	7,583	-1%
3114072	Richwood Ave / North of N. Willey St	--	--	--	--	3,998	3,998	--
3114073	Kingwood Pike / South of Greenbag Rd	--	--	--	4,238	4,271	4,255	1%
3114074	Fairmont Ave / Northeast of Mall Rd	--	--	--	--	13,809	13,809	--
3114075	Monongahela Blvd / East of Emmett Dr	--	--	--	--	43,999	43,999	--
3114076	Chaplin Hill Rd / West of I-68	--	--	--	--	7,778	7,778	--

\* Count stations suggested for recount

## VEHICLE CLASSIFICATION COUNTS

Count Station	Location Description	Percentage of Truck Traffic	Truck Volume
3114006	Van Voorhis Rd / Northeast of University Ave	5%	1873
3114007	University Ave / Northwest of Patterson Dr	3%	275
3114024	Stewartstown Rd / Northeast of West Run Rd	6%	600
3114026	Cheat Rd / South of Old Cheat Rd	4%	1239
3114031	WV 705 / North of Mileground	3%	668
3114044	University Ave / North of Greenbag Rd	4%	685
3114045	Holland Ave / South of W Park Ave	4%	497
3114046	Point Marion Rd / North of Mileground Rd	4%	479
3114048	Earl L Core Rd / North of Brookhaven Rd	8%	1590

## ANALYSIS OF VARIATION IN COUNTS

The construction of the Hartman Run Bridge impacted the 2015 counts at the following stations:

- Station 3114029, Hartman Run Rd/Southwest of Mileground Rd
- Station 3114040, Hartman Run Rd/North of Richwood Ave
- Station 3114051, Sabraton Ave/Northeast of Earl Core Rd

The construction of Mon General Hospital Complex at Maple Dr impacted the 2015 counts at the following stations:

- Station 3114065, Pineview Dr/North of WV 705

The construction of apartment complex on University Ave in 2014 impacted the 2014 counts. The variation of volumes between 2014 counts and 2015 counts were reflected at the following stations:

- Station 3114014, University Ave/Southeast of 8th St
- Station 3114017, Campus Dr/Northeast of US 19
- Station 3114021, Stewart St/East of University Ave
- Station 3114037, University Ave/Northeast of Pleasant St
- Station 3114060, Stewart St/South of Stewart Ln

At Station 3114002 (University Town Center Dr/South of Mountaineer Dr), there was 23% decrease in the 2015 count compared to the 2014 count. The 2014 count was considered abnormally high, which probably caused by the extended winter weather on March and early April of 2014 and the Easter Shopping Season at the following weekend (Sunday, 20 April, 2014). The 2015 count at this station is within a reasonable range, compared to the counts of 2011, 2012, and 2013 at that station.

Station 3114008 (University Ave/West of Collins Ferry Rd) and Station 3114045 (Holland Ave/South of W Park Ave) have shown large variation in 2015 counts compared to 2014. However, the 2015 counts of the two stations were within a reasonable range, compared to the counts in 2011, 2012, and 2013. The cause of the abnormally high/low traffic volumes in 2014 counts were not specifically identified.

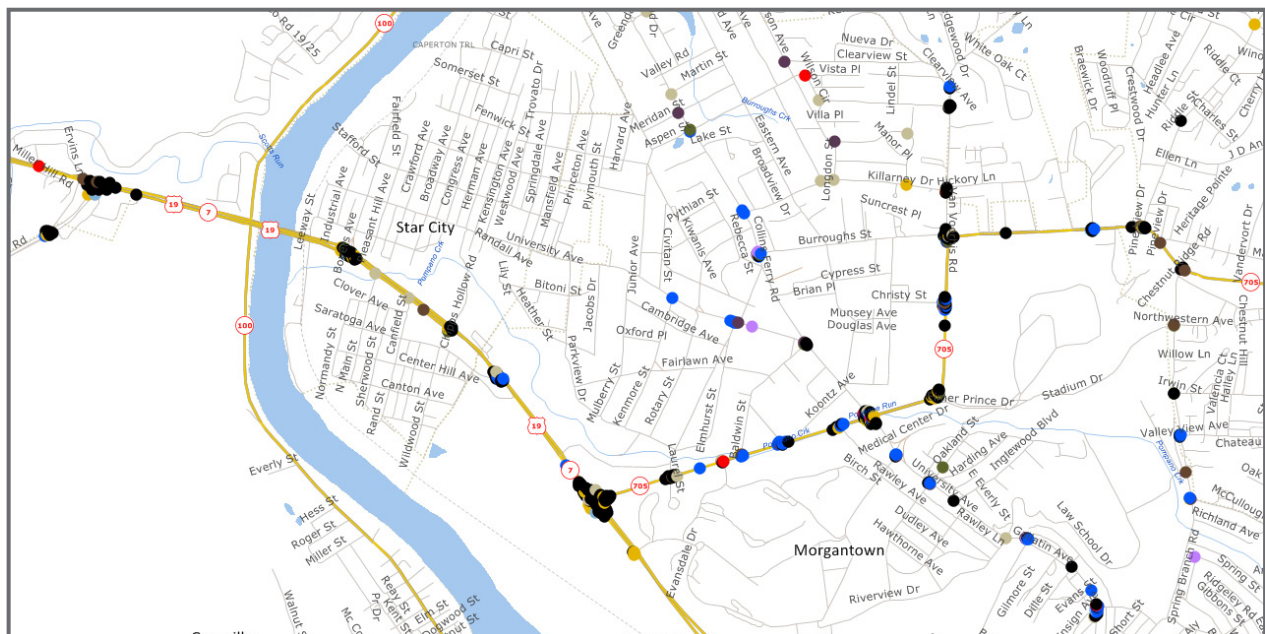
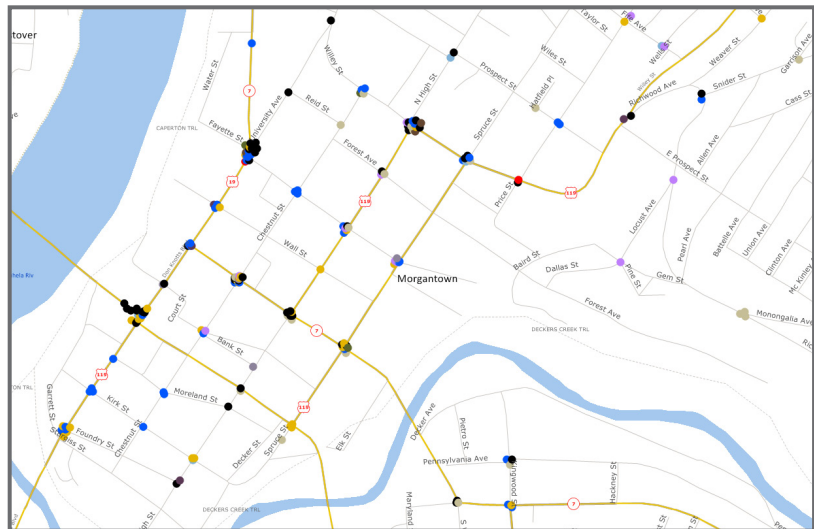
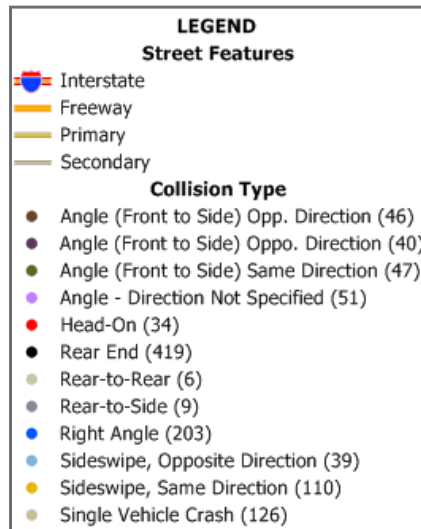
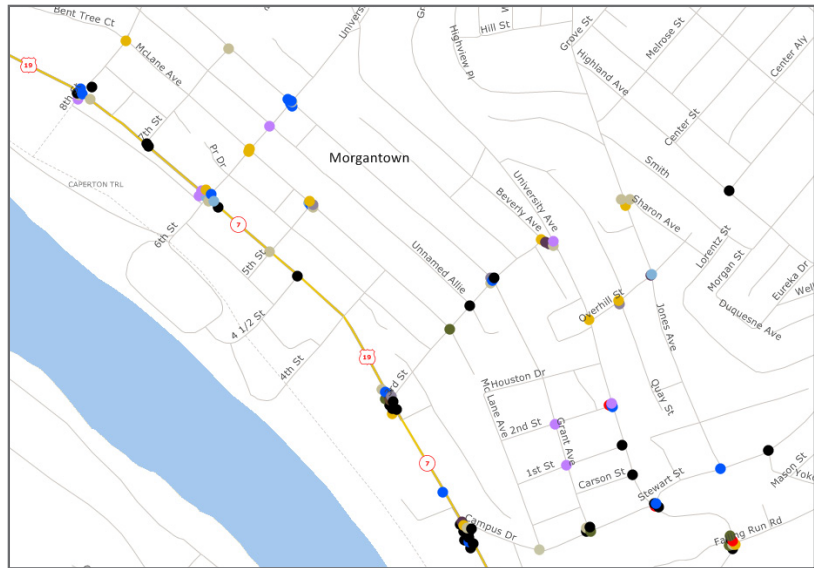
The following stations will be recounted in the fall of 2015, due to unexplainable variation:

- Station 3114036, Pleasant Street Bridge
- Station 3114041, Earl L Core Rd/Btw EB & WB Ramps of I-68
- Station 3114059, University Ave / East of 8th St
- Station 3114061 Stewart St/Btw Hoffman Ave and Protzman St



# 4. CRASH DATA (2014)

## MAJOR INTERSECTION CRASH AREAS



## HIGH VOLUME INTERSECTION CRASH FREQUENCY

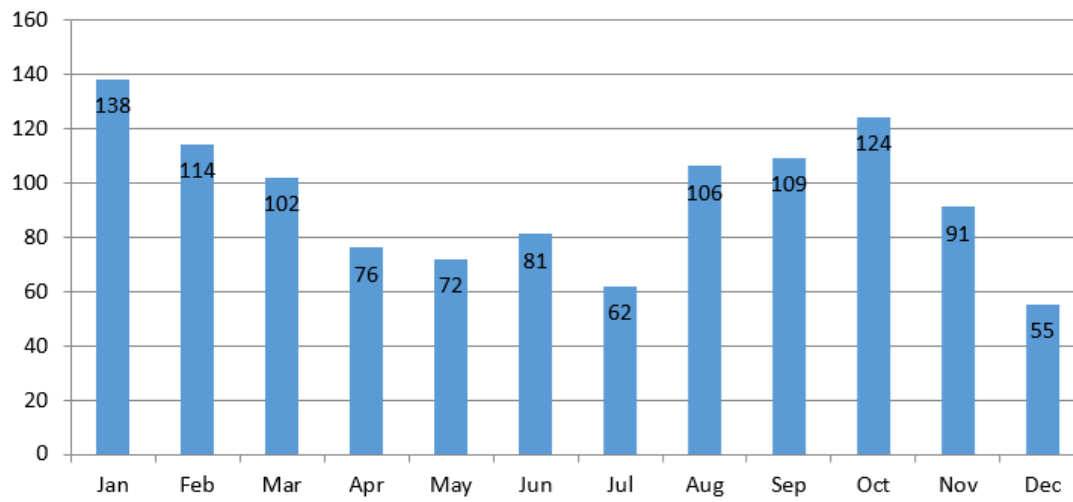
The following table shows the crash frequency at intersections with high traffic volumes in the Morgantown metropolitan area.

Intersection	2014 Crash	2014 Injury Crash
Mon Blvd & Patteson Dr	56	11
Patteson Dr & University Ave	34	9
Van Voorhis Rd & Chestnut Ridge Rd	29	6
Greenbag Rd & Don Knotts Blvd	19	5
University Ave & Pleasant St	17	2
University Ave & Beechurst Ave	17	0
Mon Blvd & Boyers Ave	17	5
Mon Blvd & Chaplin Hill Rd	15	1
WV 705 & Mileground Rd (Roundabout)	14	0
Earl L Core Rd & Eljadid St	16	3
Mileground Rd & Cheat Rd	14	3
Beechurst Ave & Campus Dr	12	4
WV 705 & Stewartstown Rd	10	3

## INTERSECTION CRASH TYPES

Crash Types	2014 Crash	Percentage
Rear End	419	37%
Right Angle	203	18%
Single Vehicle Crash	126	11%
Sideswipe, Same Direction	110	10%
Angle (Front to Side) Same Direction	47	4%
Head-On	34	3%
Sideswipe, Opposite Direction	39	3%
Rear-to-Rear	15	1%
Angle (Front to Side) Opposite Direction	86	8%
Angle - Direction Not Specified	51	5%

## 2014 CRASH FREQUENCY BY MONTH



## 2015 Annual Traffic Report



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Metropolitan Planning Organization



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## **MINUTES**

MPO Transportation Technical Advisory Meeting  
Morgantown Airport Terminal Building 1<sup>st</sup> Floor  
Morgantown Monongalia MPO Conference Room  
May 12, 2015  
1:30 PM

### **Members Present**

Fouad Shoukry-WV DOH, Brian Carr-WV DOH, Rob Moyer-WVU, Chris Fletcher-City of Morgantown, Rich Wood-Monongalia County, Damien Davis-City of Morgantown, Dave Bruffy-Mountain Line Transit, Kevin Burgess-FHWA, Bill Austin-MMMPO, Arlie Forman-WVU

### **Others Present**

Ben Conley-Dominion Post, Jessica Seese-City of Morgantown, Jing Zhang-MMMPO

### **1. Call to Order**

Mr. Austin called the meeting to order at 1:30 PM.

### **2. Approval of Minutes**

Mr. Austin noted that the minutes of the March were included in the agenda packet. Mr. Fletcher moved to approve the minutes as presented; seconded by Mr. Wood. With no discussion, the motion was unanimously approved.

### **3. TIP Amendments**

Mr. Austin noted that the first TIP Amendment is the resurfacing project on Beechurst Ave proposed by WV DOH. Mr. Shoukry noted that this project includes resurfacing Beechurst Ave from 8<sup>th</sup> St to Hough St and restriping the segment of Beechurst Ave from Campus Dr to south of Hough St. The restriping is proposed to convert the existing TWLTL to a southbound travel lane, making two southbound travel lanes from the Campus Dr. intersection to the Hough St intersection. Mr. Shoukry then noted that providing two southbound lanes on that segment on Beechurst Ave is a necessary preparation for future improvements at the Campus Dr. intersection. The proposed configuration to improve the Campus Dr intersection is to install two left-turn lanes on Campus to access southbound Beechurst Ave. Dr. Mr. Carr noted that depending on the situation of the programming process, Federal funds might be used at some point for the Beechurst Ave

resurfacing project. Mr. Davis moved to recommend approval of the proposed TIP Amendments to the MPO Policy Board; seconded by Mr. Fletcher. With no discussion, the motion was unanimously approved.

Mr. Austin then noted that the second TIP Amendment is the WVU PRT improvements. It includes electrical system upgrades (Phase II) and vehicle replacements (Phase III). Mr. Forman described technologies that will be used in the PRT system improvements. Mr. Fletcher moved to recommend approval of the proposed TIP Amendments to the MPO Policy Board; seconded by Mr. Wood. With no discussion, the motion was unanimously approved.

#### **4. Status Report on Ongoing Projects**

Mr. Carr noted that for the project of Collins Ferry Rd and University Ave intersection improvements, the estimated project cost has increased significantly due to right-of-way acquisition. The DOH will contract a consulting firm for a study at this intersection. The impact of developments on adjacent hospital properties and the new Suncrest School at Collins Ferry Rd will be considered. On the project of Greenbag Rd and WV 7 intersection improvements, the DOH has recently conducted a field review to evaluate four alternatives proposed by the consulting firm of this project. The decision on final design will be made within a few weeks.

Concerning future improvements at the intersection of Campus Dr and Beechurst Ave, Mr. Shoukry noted that an effective alternative to improve traffic flow on Campus Dr is to provide two left-turn lanes on Campus Dr at that intersection. Mr. Carr noted that future improvements the intersection will also be coordinated with the University Ave Complete Street Study.

Mr. Moyer noted that as of this meeting, the University is opposed to converting the existing TWLTL into a southbound travel lane on Beechurst Ave from Campus Dr to Hough St. Mr. Moyer then noted that this change will impose difficulty for left-turn traffic from Stansbury Hall parking lot and will not improve traffic flow at the Campus Dr intersection under the current condition. Mr. Austin noted that the impact of this change to northbound traffic during AM peak hours should be considered. Mr. Fletcher noted that it is worthwhile to conduct a study identifying impact and benefits of the proposed restriping. Mr. Austin noted that Jing Zhang will build a Synchro model for this matter to provide more information on the impact of this change, especially during AM and PM peak hours. Mr. Shoukry stated that a decision on this needs to be made quickly. Mr. Zhang stated that he could have model ready in a week. It was agreed the TTAC would meet in a week to review the model.

Mr. Shoukry noted that the DOH has completed 70 percent of the design in the Van Voorhis Rd Improvements project. The project is expected to be constructed in next two years. Mr. Shoukry then noted that the design phase of the West Run Rd Improvements from Van Voorhis Rd to Riddle Ave was completed and the project proceeded to the right-of-way acquisition phase.

#### **5. University Ave Complete Street Study and I-79 Access Study Update**

Mr. Austin noted that the University Ave Complete Street Study has made some important progress in last two months, including the notice to proceed, providing project work program, preparing a technical memo, and holding steering committee orientation meeting. The consulting



firm also provided advices on 3<sup>rd</sup> Street improvements and assisted in preparing the TIGER grant application for the city of Morgantown.

Mr. Austin then noted that the I-79 Access Study is in the data collection phase. Mountain Line provided travel time data for the study and Mr. Zhang is updating information on the Transportation Analysis Zones and Centroids in the Regional Travel Demand Model that is to be used in this Study.

## **6. Other Business**

Mr. Davis noted that the city is in the process of reviewing a preliminary site development plan at the intersection of Greenbag Rd and Luckey Ln. He then noted that roadway improvements are needed at that intersection. Mr. Carr noted that considering the roadway dimensions needed for future improvements on Greenbag Rd, there should be no direct vehicle access from the development site to Greenbag Rd.

Mr. Davis then noted that the Sheetz Gas Station at at Grafton Rd and Hornbeck Rd is in the process of purchasing right-of-way from the DOH. Mr. Austin asked if pedestrian access will be provided to the site. Mr. Davis noted that the city has requested sidewalk installation on the site.

Mr. Shoukry noted that DOH has completed the preliminary cross section plan for the TWLTL project on Mon Blvd from Boyers Ave to Patteson Dr. Once consensus is reached among stakeholders concerning the roadway configurations. The project is expected to be constructed quickly, since there is no right-of-way or utility relocation issue.

## **9. Meeting Adjournment**

There being no further business. The meeting adjourned at 2:43 PM.



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## **MINUTES**

MPO Transportation Technical Advisory Committee Special Meeting  
Morgantown Airport Terminal Building 1<sup>st</sup> Floor  
Morgantown Monongalia MPO Conference Room  
May 19, 2015  
3 PM

### **Members Present**

Damien Davis-City of Morgantown, Ron Justice-WVU, Clement Solomon-WVU, Richard Wood-Monongalia County, Bill Austin-MMMPO, Elwood Penn-WV DOH, Kevin Sullivan-WV DOH, Fouad Shoukry-WV DOH, David Beiter-WVDOH, Jessica Seese-City of Morgantown, David Bruffy-Mountain Line

### **Others Present**

Jing Zhang-MMMPO

### **Call to Order**

Bill Austin Called the meeting to order at 3 PM

### **Approval of the Minutes**

This being a special meeting there were no Minutes to be approved.

### **Beechurst Avenue Resurfacing Project Reconfiguration of Striping**

Mr. Austin noted that this is a special meeting to discuss the potential reconfiguration of the striping on Beechurst Avenue as part of the paving project to occur this summer. He introduced Mr. Zhang to discuss the results of a traffic operations model prepared by MPO Staff to inform meeting participants on the impact of the potential reconfiguration.

Mr. Zhang introduced the project and noted that the two primary scenarios examined were the existing conditions in the morning (AM) and afternoon (PM) peak periods (Scenario's AM-E1 and PM-E1) and the restriping of Beechurst with the center turn lane restriped to be an additional south bound lane (Scenario's AM-A1-1 and PM-A1-1).

Both scenarios use turning movement counts taken at the intersection of Beechurst and Campus Drive for the University Avenue Complete Streets Study in April. The traffic volumes used were from machine counts taken at the same time. MPO Staff assumed that the University's parking lots would fill or empty in one hour to determine the driveway volumes. Clement Solomon confirmed that the parking lots actually fill more slowly than that so the MPO's scenario actually overestimates the amount of traffic entering and exiting the parking lots during a one hour period. The scenario also estimates that there is traffic leaving and entering the parking lots is evenly split between making right or left turn to enter or exit the parking lots. We believe this actually overestimates the number of vehicles making left turns into or out of the parking lots. This is important because left turn movements cause the most congestion in the parking lots and on Beechurst. The model also placed all traffic from the parking lots at one entrance rather than at the two entrances to the parking lots. This assumption could also lead to the overestimation of the amount of congestion in the parking lots and on Beechurst from the reconfiguration of the striping.

Mr. Zhang and Mr. Austin summarized that as shown on the attached summaries, even with these assumptions the model shows that, with the exception of one movement, the left turn movement out of the University's parking lots in the morning, there is minimal additional congestion in the University's parking lots or on Beechurst as a result of the proposed reconfiguration. It was noted that the left turn movement out of the parking lots in the morning is one of the lowest volume movements of the day. The model also showed a significant improvement in the amount of delay for vehicles making a right turn out of the University's parking lots under the new configuration (delay for the right turn movement drops from 27 seconds exiting the parking lots to 14 seconds). This is a high volume movement.

After the MPO Staff's presentation there was a general discussion of the findings. It was the consensus of everyone present that the reconfiguration of the existing center turn lane to become a south bound lane would be in the best interest of the community. Mr. Justice noted that the University had not been necessarily opposed to this reconfiguration, but they needed the additional information to inform their decision. It was also noted by all participants that there had never been any possibility of this discussion delaying the Beechurst resurfacing project.

# City of Westover Pedestrian Plan

## Milestone Schedule (Draft)

**Red = Steering Committee/Public Meetings**

**Blue = Key Reports/Documents**

Project Milestone	Tentative Completion Date	Achieved
Draft Project Work Plan	July 8, 2015	
<b>Project Work Plan</b>	<b>July 15, 2015</b>	
Data Collection (Demography, Infrastructure...)	July 22, 2015	
Draft Exiting Condition Report (no ped count)	July 31, 2015	
MPO TTAC Review (Existing Condition Report)	August 11, 2015	
MPO CAC Review (Existing Condition Report)	August 13, 2015	
Internship recruitment	August 21, 2015	
<b>Formation of Steering Committee</b>	<b>August 28, 2015</b>	
Develop survey questionnaire	September 4, 2015	
Pedestrian Safety and Mobility Audit	September 10, 2015	
Pedestrian Count/Survey	September 11, 2015	
<b>Existing Condition Report</b>	<b>September 18, 2015</b>	
<b>First Steering Committee Meeting</b>	<b>September 21-25, 2015</b>	
<b>First Public Meeting</b>	<b>October 5-9, 2015</b>	
Initial Improvement Plan	October 23, 2015	
MPO TTAC Review (Improvement Plan)	November 10, 2015	
MPO CAC Review (Improvement Plan)	November 12, 2015	
<b>Second Steering Committee Meeting</b>	<b>November 16-20, 2015</b>	
<b>Complete Pedestrian Improvement Plan</b>	<b>December 11, 2015</b>	
Draft Implementation Plan	December 31, 2015	
MPO TTAC Review (Implementation Plan)	January TBD, 2016	
MPO CAC Review (Implementation Plan)	January TBD, 2016	
<b>Complete Implementation Plan</b>	<b>January 15, 2016</b>	
<b>Second Public Meeting</b>	<b>January 18-22, 2016</b>	
<b>Third Steering Committee Meeting</b>	<b>February 1-5, 2016</b>	
Draft Workbook	February 12, 2016	
Revise Workbook	February 19, 2016	
<b>Final Workbook</b>	<b>March 4, 2016</b>	