

Subarea Conceptual Connections (Mon County)

Interim Findings



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Introduction

Three specific subareas within Monongalia County have been identified 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 identification and planning for these subareas were recommended by and developed in close collaboration with Monongalia County planners, 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.

As part of the Metropolitan Transportation Plan (MTP) update, the MPO will continue to seek input from community members, stakeholders, and local officials to ensure the proposed improvements reflect local needs and values.

The proposed network improvements will also be evaluated and validated using the MPO's regional travel demand model. This analysis will help assess the effectiveness of each improvement in addressing future traffic volumes, travel patterns, and overall system performance for long-range planning purposes.

1. West Run Rd - Riddle Ave Area Conceptual Connection Improvements

Project Overview

This project is located in proximity to the T-intersection of West Run Road and Riddle Avenue, serving as a potential link between several surrounding roads: Bakers Ridge Road to the north, Raven Run to the west, and St. Clair Hill Road to the east. The surrounding area is experiencing growing residential and mixed-use development, creating a pressing need for improved multimodal connectivity and roadway safety.

Purpose and Need

The primary objective of this project is to enhance vehicular and pedestrian connectivity throughout the project area. St. Clair Hill Road presents significant safety and operational challenges due to its poor condition, including narrow travel lanes, steep grades, and sharp horizontal and vertical curves. These factors limit mobility, potentially reduce emergency response efficiency, and increase crash risk.

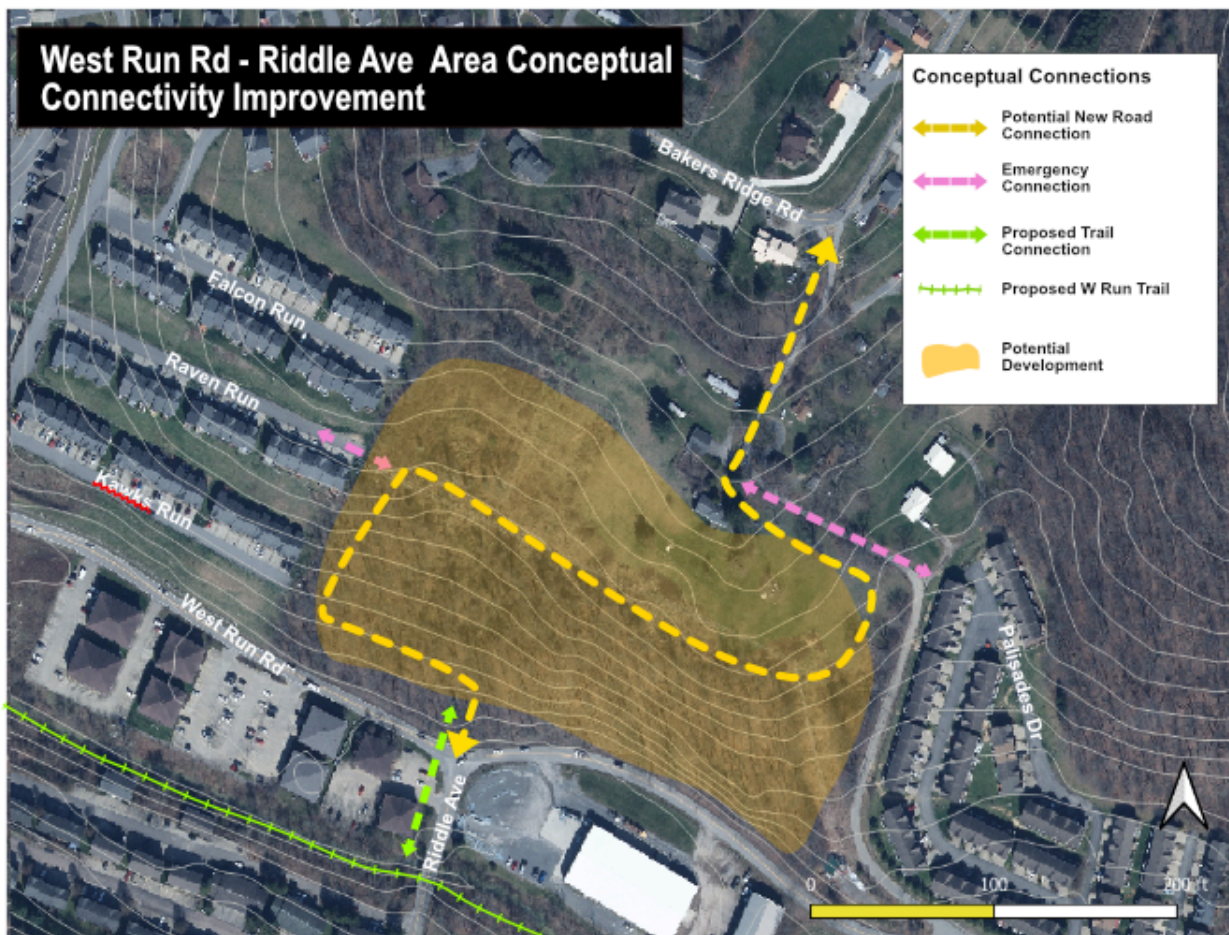
Additionally, new residential development in the vicinity has led to increased traffic demand and pedestrian activity. There is currently no adequate pedestrian crossing infrastructure along West Run Road.

Connectivity Goals

- Establish a safe and efficient connection that links Bakers Ridge Road, Raven Run, and St. Clair Hill to West Run Road.
- Improve roadway alignment, width, and grade to meet modern safety standards.
- Introduce a pedestrian network that connects neighborhoods to the proposed trail system identified in the regional Greenbelt plan.
- Provide a safe pedestrian crossing of West Run Road to facilitate non-motorized travel across a high-traffic corridor.
- Support future development and neighborhood growth through better transportation infrastructure.

Key implementation considerations are the terrain and slope. The area's challenging topography, including steep grades and uneven terrain, will require a detailed engineering and geotechnical study to

determine the most feasible and cost-effective roadway alignment. Proper grading, retaining structures, and stormwater management will also be critical.



2. Ackerman Area Conceptual Connection Improvements

Project Overview

The Ackerman Area Conceptual Connectivity Improvements project is focused on enhancing mobility and safety in a growing residential zone encompassing McCormick Hollow Road, Van Voorhis Road, and Ackerman Road. The project area is located adjacent to the Mountain Valley Apartments and is increasingly impacted by development-related traffic pressure.

Challenges and Needs

- **Substandard Road Conditions:** Ackerman Road and McCormick Hollow Road suffer from outdated design, insufficient capacity, and deteriorated surfaces.
- **Limited Connectivity:** Van Voorhis Road currently functions as the sole access point between this area and WV-705, the major regional arterial, leading to congestion and limited emergency access.
- **Development Pressure:** Ongoing apartment development is increasing travel demand, straining existing infrastructure, and necessitating a proactive mobility solution.

Subarea Improvement Scope

The project proposes both upgrades to existing roads and the creation of new local connections to improve network functionality. Key components include:

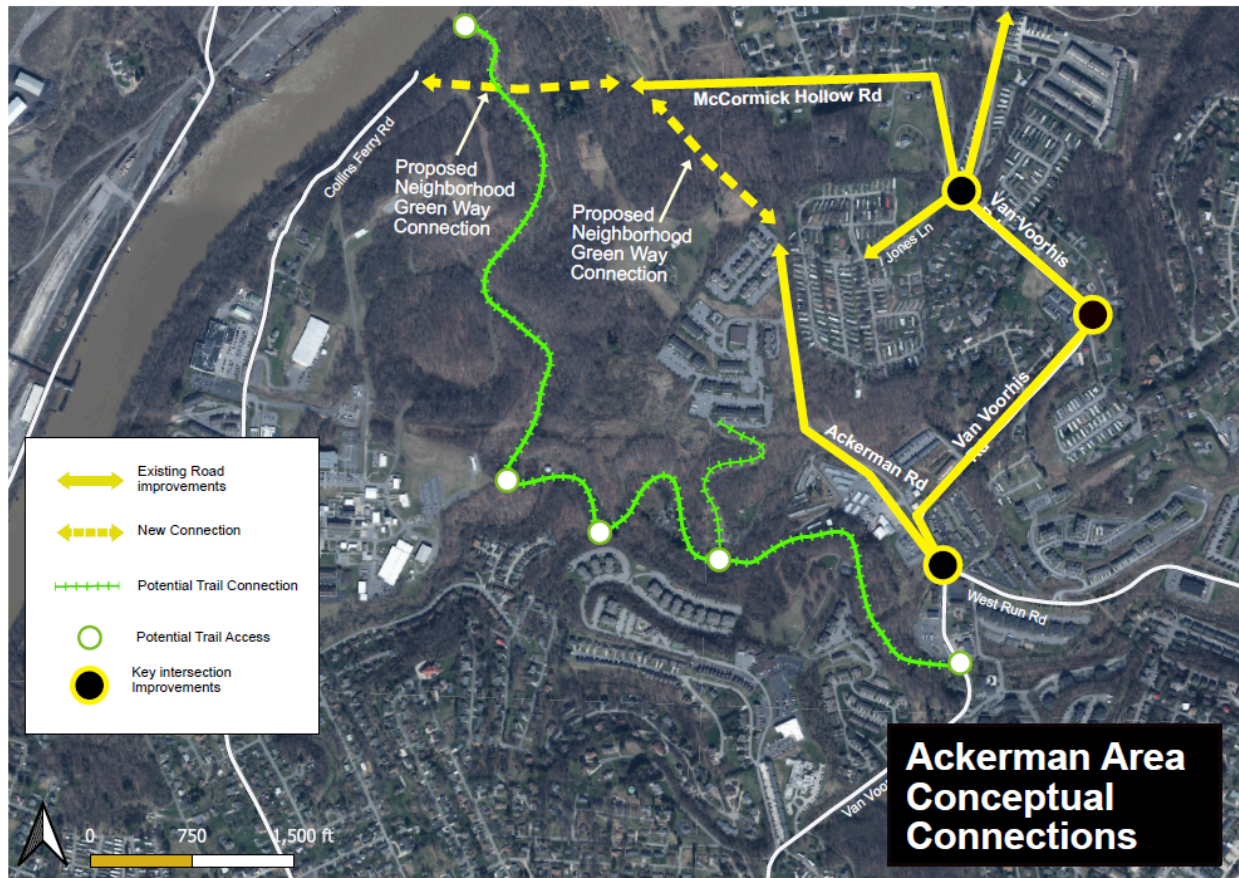
- Roadway improvements along Ackerman Road, McCormick Hollow Road, and Van Voorhis Road, addressing substandard conditions such as narrow widths, sharp curves, and poor pavement quality.
- A new neighborhood greenway connection linking Ackerman Road (from the south) to McCormick Hollow Road.
- A second neighborhood greenway extending from McCormick Hollow Road to Collins Ferry Road, enabling greater east-west access through the local network.
- Create an access point to the potential trail network identified in the regional Greenbelt Plan.

Opportunities and Benefits

- **Multimodal Integration:** The project offers new connections to the proposed regional greenbelt trail system, advancing the area's multimodal goals and creating safer options for pedestrians and cyclists.
- **Traffic Relief:** By creating new neighborhood routes, a portion of the traffic from the Bakers Ridge area will be able to access Collins Ferry Road directly, relieving congestion on Van Voorhis

Road and distributing trips more evenly.

- **Enhanced Transportation Security:** Additional access points, especially the new connection to Collins Ferry Road, will improve emergency response times and provide alternative routes during road closures or high-traffic periods.



3. Valley View Conceptual Ped/Bike Network

Project Overview

The Valley View subarea is located in a high-density, mixed-use corridor between the West Virginia University (WVU) Medical School Campus and Suncrest Town Center. Bounded by WV-705 to the north and McCullough Street to the south, the area is one of the most populated residential zones in Monongalia County. It is also adjacent to major institutions, including Ruby Memorial Hospital, Mon Health Medical Center, WVU Health Sciences, and numerous apartment complexes. The area is designated as part of the West Run Zoning District and is expected to see continued growth and redevelopment.

Purpose and Goals

The purpose of the project is to enhance pedestrian and bicycle connectivity between neighborhoods and Suncrest Town Center. The ultimate goal is to reduce short vehicle trips, ease local traffic congestion, and promote healthier, more active lifestyles while improving overall quality of life for residents.

Key Drivers

- **High Residential Density:** This subarea includes some of the highest housing concentrations in the county, driven by student housing and medical personnel residing near campus and hospitals.
- **Proximity to Major Destinations:** With direct access to Suncrest Town Center, medical campuses, and key employment centers, the area has strong potential for mode shift from vehicle trips to walking and biking.
- **Policy Context:** Located within the West Run Planning District, any significant development is subject to the County's Development of Significant Impact review process. This plan provides a proactive framework to guide and streamline future development approvals and ensure multimodal access is prioritized.

Implementation Considerations

- **Developer Coordination:** As development continues in the West Run District, developers will be required to evaluate the impacts of their projects on the pedestrian network. This plan helps anticipate infrastructure needs and provide clear expectations, making it easier to integrate community-serving improvements.
- **Engineering Feasibility:** A focused engineering study will be needed to determine the feasibility of constructing stair and ramp connections from the Valley View neighborhood to the Suncrest Town Center, addressing steep grade and ADA compliance.

Proposed Network Improvements

The subarea improvements include a combination of on-road and off-road infrastructure to create a cohesive, accessible pedestrian and bicycle network:

1. **On-Road Improvements**

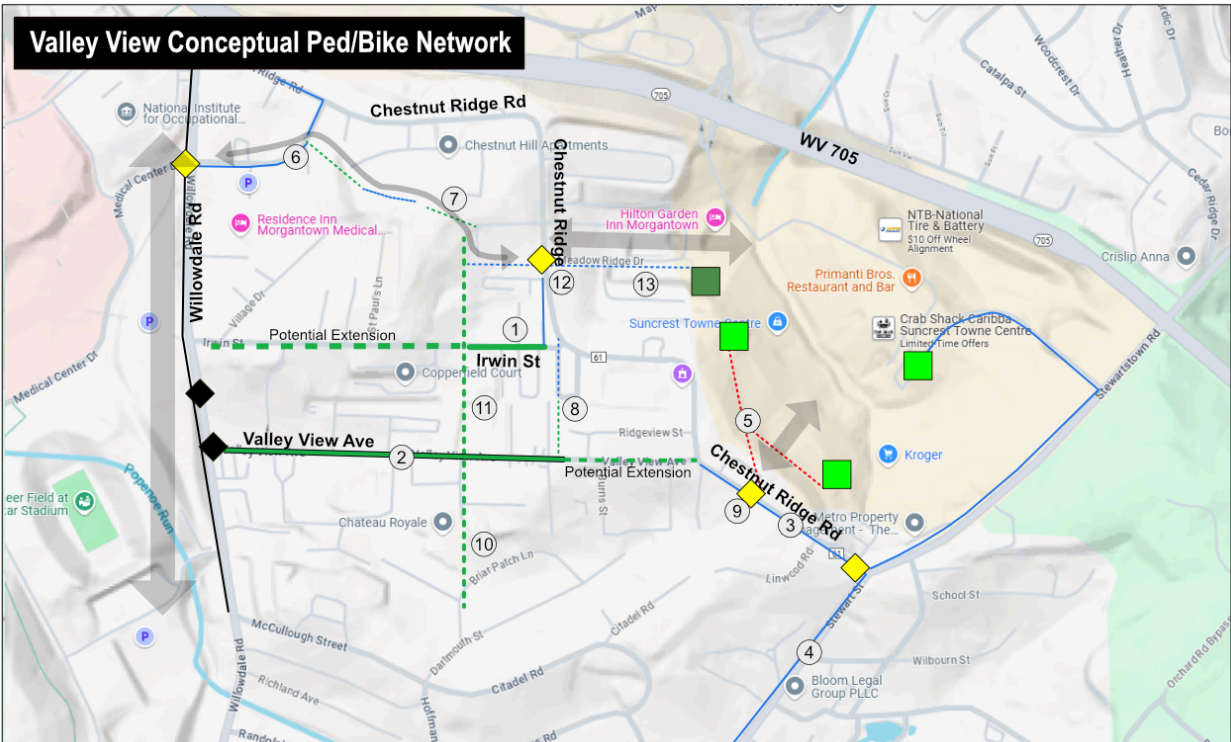
- **Valley View Avenue:** Install a multi-use path within the existing right-of-way to accommodate both pedestrians and cyclists.
- **Irwin Street:** Enhance streetscape features and convert it into a low-speed, residential “shared street” that prioritizes pedestrian comfort and safety.

2. **Off-Road Connections**

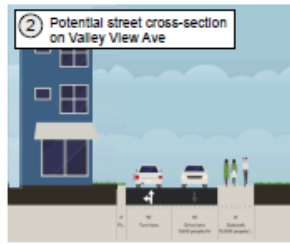
- Develop multi-use trails and off-road connectors that pass through neighborhood areas using public easements, green spaces, and travelways through the parking lot to create direct, safe routes.

3. **Key Crossings and Links**

- **Chestnut Ridge Road:** Implement safety improvements at key pedestrian crossings, including potential signalization, signage, and traffic calming measures.
- **Stair/Ramp Access to Suncrest Town Center:** Provide direct pedestrian access between residential areas and commercial destinations, reducing walking distances.
- **Stewartstown Road Sidewalk:** Install new sidewalk infrastructure to connect residential streets to Suncrest Town Center, filling existing gaps.



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| Access to Suncrest Towncenter (existing) | Stair Connector | Key pedestrian crossing |
| Access to Suncrest Towncenter (potential) | Connector in Existing Neighborhood | Key pedestrian crossing (existing) |
| Sidewalk (existing) | On-road Improvements | |
| Sidewalk | Trail / Multi-Use Path Connector | |
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|---|------------------------------------|-----------------------------------|
| ① Residential Shared Street on Irwin St | ⑧ Chestnut Hill Connector | ⑪ Central Multiuse Path Connector |
| ② Multi-use Path on Valley View Ave | ⑦ Newberry Connector | ⑫ Newberry Crossing |
| ③ Sidewalk on Chestnut Ridge Rd - Queen Anne Colony | ⑨ Ridgeview Connector | ⑬ Meadow Ridge Connector |
| ④ Sidewalk on Stewart St | ⑩ Queen Anne Colony Crossing | |
| ⑤ Suncrest Towncenter Access | ⑩ Briar Patch Pedestrian Connector | |



Potential street cross-section on Valley View Ave

