



TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

August 6<sup>th</sup>, 2024

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), Kara Greathouse, Micheal Dougherty, Rickie Yeager, Maria Smith, Andrew Gast-Bray, Brian Carr

**Others Present:** Jacqueline Peate, Jing Zhang

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**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 ~1:00 PM. Mr. Austin requested to move the Downtown Microsimulation Study to after the Approval of Minutes.

**3. Approval of Minutes**

Mr. Austin noted that the minutes of the last meeting were included in the agenda package. Ms. Smith moved to approve the meeting minutes as presented; seconded by Mr. Yeager. The motion to approve the minutes passed unanimously.

**3. Downtown Microsimulation Study**

The Committee Members and those present introduced themselves. Kimley-Horn preceded with their MMMPO Downtown Microsimulation Study TTAC Meeting Update.

The agenda included the Project Approach, Existing Conditions Summary, Model Development, Preliminary Model Results, Public Involvement Feedback, and Build Scenarios to be Evaluated.

The Project is focused on the Downtown Morgantown Area. It began with data collection, looking at existing and no-build forecasting, existing and no-build microsimulation, problem needs identification, alternatives analysis and forecasting, and then finally reporting. Currently, the team is at the problem needs identification.

Looking at Existing Conditions, the team looked at the last 10-12 months of data. They also looked at Historical AADT Volume Trends. COVID-19 was considered when looking at 2018-2023. The AM/PM peak in the downtown area are consistent with the rest of the country. They completed a crash analysis, with the most severe location being University Avenue and Pleasant Street. Many of the other hotspots were also located downtown.

The Model Development used the MPO's Regional Travel Demand Model and looked into existing routing development. There is relay routing and origin-destination routing. They are able to look into traffic patterns to help with this study. The team has looked at future forecasted growth, making sure the growth aligns with the future of the county and area. The team provided a preview of the TransModeler Microsimulation. This tool helps simulate future conditions and better understand impacts of potential

changes to the network. It models individual vehicles and pedestrians – simulated how they interact within the road network. They showed two peak periods on the model.

The Microsimulation Results provided what the levels of service were on specific streets. A little less than half of the downtown intersections were given LOS E or F. This causes major delays. Some Committee members asked for clarification of AM/PM.

The Public Involvement Feedback included a stakeholder engagement where members of the public could submit comments on areas of concern in the study area. This feedback will be apart of the decision making in the study. The survey ran from May 29 – June 19, with 70 total participants and 299 total comments. They created a heat map with this feedback. Again, downtown had many areas of concern.

The team then discussed the Development of Modeling Scenarios. The Steering Committee that met previous to this TTAC meeting helped with screening of all the input provided. They want to make sure this project is efficient and long lasting. The recommended modeling scenario options are as follows:

1. Signal timing optimization and corridor coordination, and bicycle and ped 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 8<sup>th</sup>.
6. Combined Grumbein’s Island, Willey Street, and one-way conversion.
7. ‘Wild Card’ or ‘Ultimate Condition.’

Members present discussed these options and were pleased with the way the project is going. They appreciate the consideration for pedestrian and bicycle safety.

The team noted that recent construction projects and other outside factors were included in the analysis and process.

#### **4. 2024 August TIP Amendments**

Mr. Austin stated the 2024 August TIP Amendments requested by the West Virginia Department of Transportation-Division of Highways (WV DOH) are as follows:

##### *TIP Amendments*

GREENBAG ROAD (GO BOND 4). FFY 2025. Construction Phase. Type of Work: improve I/S & widen. Federal ID: NFA2317022D. Total funding increase from \$16,000,000 to \$21,350,000. Federal funding remains at \$0.

Mr. Dougherty moved to recommend the WVDOH TIP Amendment to the Policy Board; seconded by Ms. Smith. The motion passed unanimously.

Mountain Line Transit Authority (MLTA) has requested the following TIP amendments. Ms. Smith reviewed the information for the board.

FFY 2024

Operating Assistance 5307: Federal funding decreases from \$3,434,495 to \$3,401,120. Local funding decreases from \$3,434,495 to \$3,401,120

Capital Assistance - Operating assistance 5307: Federal funding decreases from \$250,000 to \$200,000. Local funding decreases from \$62,500 to \$50,000

All federal and local funding for Revenue Rolling Stock Replacement 5307 and 5339 are decreased to \$0.

FFY 2025

Federal 5311(f) Intercity: Federal funding decreases from \$350,000 to \$270,300. Local funding decreases from \$350,000 to \$270,300.

Revenue Rolling Stock Replacement 5339 (1): Federal funding increases from \$0 to \$145,240. Local funding increases from \$0 to \$36,310. 2

Revenue Rolling Stock Replacement 5339 (2): Federal funding increases from \$0 to \$241,031. Local funding increases from \$0 to \$60,258.

Revenue Rolling Stock Replacement 5339 (3): Federal funding increases from \$0 to \$1,400,000. Local funding increases from \$0 to \$350,000.

FFY 2026

Operating Assistance 5307: Federal funding decreases from \$3,401,120 to \$3,357,864. Local funding decreases from \$3,401,120 to \$3,357,864.

Federal 5311(f) Intercity: Federal funding decreases from \$350,000 to \$270,300. Local funding decreases from \$350,000 to \$270,300.

Capital Assistance - Operating assistance 5307: Federal funding increases from \$200,000 to \$250,000. Local funding increases from \$50,000 to \$62,500

FFY 2027

Operating Assistance 5307: Federal funding decreases from \$3,401,120 to \$3,357,864. Local funding decreases from \$3,401,120 to \$3,357,864.

Federal 5311(f) Intercity: Federal funding decreases from \$350,000 to \$270,300. Local funding decreases from \$350,000 to \$270,300.

FFY 2028

Operating Assistance 5307: Federal funding decreases from \$3,401,120 to \$3,357,864. Local funding decreases from \$3,401,120 to \$3,357,864.

Federal 5311(f) Intercity: Federal funding decreases from \$350,000 to \$270,300. Local funding decreases from \$350,000 to \$270,300.

Mr. Yeager moved to recommend approval of the Mountain Line TIP Amendments; seconded by Mr. Dougherty. The motion passed unanimously.

*TIP Administrative Adjustments*

New Project

- DUNKARD AVE RESURFACE. FFY 2025. Construction Phase. Type of Work: resurface. Federal ID: STBG0100163D. Total funding: \$2,250,000; federal funding: \$1,800,000.

- US MARINE SERGEANT DAVID PAUL MCCORD MEM BR. FFY 2028. Engineering Phase. Type of Work: design study-replacement. Federal ID: HWI0007325D. Total funding: \$450,000; federal funding: \$400,000.

- CHESTNUT RIDGE PEDESTRIAN MORGANTOWN. FFY 2024. Construction Phase. Type of work: pedestrian improvements. Federal ID: HSIP0705022D. Total funding: \$2,000,000; federal funding: \$1,800,000. 3

Funding Change

- INTERSTATE 68 OVERPASS. FFY 2025. Construction Phase. Type of Work: bridge renovation. Federal ID: NHPP0119514D. Total funding increase from \$4,500,000 to \$6,900,000; federal funding increase from \$3,600,000 to \$5,520,000.

- UNIVERSITY AVE BRIDGE. FFY 2024. Right – Of – Way Phase. Type of Work bridge repair. Federal ID: NHPP0119546D. Decrease federal funding from \$10,000 to \$0; decrease federal funding from \$8,000 to \$0.

Move the following project from FFY 2024 to FFY 2025

- JOSEPH C BARTOLO MEMORIAL BRIDGE. Federal ID: HWI0019589D

- BROOKHAVEN ROAD IMPROVEMENTS. Federal ID: CMAQ0007263D

- I-79 LIGHTING. Federal ID: STBG0079084D

Move the following project from FFY 2026 to FFY 2024

- BROOKHAVEN ROAD IMPROVEMENTS. Federal ID: CMAQ0007264D

The Administrative Adjustments are an informational item.

**5. Electric Vehicle Charging Station Study**

Mr. Austin stated that a draft of this study has previously been reviewed by the TTAC and the CAC. Since that review it has received comments from the public and been modified. He asked the board to please review the Study. Staff created an online survey and hosted to Virtual Open Houses. There was some feedback from these events. It is respectfully requested that the TTAC recommend adoption of this Study to the MPO Policy Board.

Mr. Dougherty was surprised that the Morgantown Mall was not listed as a retail area. He stated that there needs to be an equal number of EV charging station across the area. Mr. Austin explained that this study is to identify latent demand in an area, not pick explicit locations perse.

Ms. Smith recommended approval of the EV Charging Station Study; seconded by Mr. Dougherty. The motion passed unanimously.

#### **5. Pedestrian Bridge Feasibility Study Scope of Work**

Mr. Austin stated that the MPO's Metropolitan Transportation Plan recommends a pedestrian bridge over Don Knott's Boulevard in the vicinity of the waterfront as a Tier One Project. Discussions with WVDOH have indicated that there is a concern that the construction of the proposed pedestrian bridge is not feasible or unaffordable. This Study is to determine the constructability and cost of the proposed bridge as well as to finalize the location of the proposed bridge. It is anticipated that this Study will be conducted utilizing the MPO's on-call consulting contract. Ms. Smith asked about the focus of the study, and Mr. Austin stated it is an extinction of the LRTP. Mr. Carr asked if this is part of the SS4A. Mr. Austin stated that is probably is, but he is going to look into it and meet with consultants later.

#### **6. University Avenue Pedestrian Safety Scope of Work**

Mr. Austin stated that the MPO's Unified Planning Work Program for the fiscal year that began July 1, includes a study of pedestrian safety on University Avenue from Patteson Drive to Boyers Avenue. He asked the board to review the attached scope of work, and consider if this work should be done internally or externally. He also encouraged comments from the TTAC.

#### **7. Other Business**

No other business.

#### **8. Meeting Adjournment**

The meeting adjourned at ~2:10pm.