



TRANSPORTATION TECHNICAL ADVISORY
COMMITTEE MEETING

March 9, 2021

This meeting was held virtually on
<https://morgantownmonongaliampo.my.webex.com/meet/baustin>

Members Present:

Bill Austin (Chair), Andrew Gast-Bray, David Bruffy, Latina Mayle, Michael Dougherty, Clement Solomon, Brain Carr, Damien Davis, Maria Smith,

Others Present: Perry Su, Tom Spencer, Drew Gatlin, Jamie Summerlin, Sam Morrone, John Boyle, Braxton Lewis, Mark Staud, Dan Estep, Jing Zhang,

1. Call to Order

Mr. Austin noted that due to the COVID 19 pandemic, the CAC meeting is being held as a teleconference. 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 2:46 PM.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda packet. Mr. Davis moved to approve the minutes as presented; seconded by Mr. Gast-Bray. With no discussion, the motion was passed unanimously.

3. TIP Amendments

Mr. Austin noted that the DOH has proposed amendments to the MPO's Transportation Improvement Program. The amendments will remove some bridge projects to a bridge bundle program developed by the DOH and now included in a BUILD grant from the FHWA. Those bridge projects include the Westover Bridge project, Uffington I/C +1 project, the I-68 SB Ramp Bridge project, and USAC Daniel Mehringer Memorial Bridge NB & SB project. In addition, the DOH requested deletion of Beechurst Ave at 6TH (GO BOND 4). The project is to be merged with the University Ave- Campus Dr project. The DOH also requested adjustment on the funding for the Van Voorhis Rd project and University Ave- Campus Dr project.

Mr. Carr noted that DOH is finalizing the bridge bundle program and will share the information with the MMMPO very soon. He noted that the Beechurst Ave project has been on the book for quite some time. The project has been modified over the years. Mr. Carr noted that the bridge-bundle is a big

program undertaken by the DOH, covering the whole state. It will help the DOH address performance measurement.

Mr. Dougherty noted that the Westover Bridge project is listed under the deletion section, but it is proposed for a funding adjustment. Mr. Austin noted that it is an error. The Westover Bridge project is for an adjustment. Mr. Austin noted that the MPO will correct the error before presenting it to the Policy Board.

Mr. Dougherty moved to recommend approval of the proposed TIP amendment to the Policy Board with correction as noted; seconded by Mr. Gast-Bray. With no discussion, the motion was passed unanimously.

4. FY 2021-2022 UPWP

Mr. Austin noted that the draft FY 2021-2022 UPWP is included in the agenda package. Mr. Austin noted that the UPWP includes a request for \$200,000 (80% Federal, 10% State, 10% Local) in additional funding for the Metropolitan Transportation Plan Update, a 2.75% cost of living increase for MPO staff, and two work items for Mountain Line Transit. The work items for Mountain Line are a review of selected intersections where Mountain Line vehicles have to make left turns to identify any operational improvements that could facilitate the movement and improve safety, and a review of Mountain Line data to identifying heavily utilized locations heavily used by Mountain Line passengers that could use the sidewalk and or bus shelter improvement.

Mr. Gast-Bray moved to recommend approval of the proposed TIP amendment to the Policy Board; seconded by Mr. Dougherty. With no discussion, the motion was passed unanimously.

Mr. Gatlin asked when the traffic is expected to back to normal and the timeframe for the next traffic count in the region. Mr. Morrone noted that the statewide policies on social distancing might have an impact on traffic volume. Mr. Austin noted that the traffic might not get back to normal until next year, while the journey to work trips might never be the same as pre-pandemic level. He noted that the DOH has been counting traffic during the pandemic period. The MPO will continue its annual traffic program in the 2022 UPWP.

5. Scope of work for Metropolitan Transportation Plan Update

Mr. Austin noted that MPO staff is finalizing the contract with the consulting firm for the Metropolitan Transportation Plan Update. The draft scope of work for the update is included in the agenda package. The scope includes an extensive public involvement process, an update of the regional travel demand model, and the creation of a fiscally constrained transportation plan. The work for the MTP update is to be performed in conjunction with the preparation of comprehensive plans for Monongalia County, the City of Morgantown, Star City, and Westover. The proposed cost of this work is \$250,000, of which 80% will be provided by Federal funds, 10% from State funds, and 5% each from Monongalia County and the City of Morgantown. This project is funded partially in the current fiscal year and it is included in the FY 2021-2022 UPWP.

Mr. Austin noted that MPO staff requests a TTAC recommendation to the Policy Board to adopt this scope of work. The MPO also requests a TTAC recommendation to the Policy Board to authorize the Executive Director and the Policy Board Chairman to enter into the contract for this work upon successful completion of the negotiations.

Mr. Austin noted that the scope of work is only for the transportation plan update. The county and municipalities will negotiate with the consulting firm under separate contracts. Mr. Austin noted that Mon County, Westover, and Granville came close to finalizing their contract. Star City currently has concerns about the cost.

Mr. Whitmore noted that the City will negotiate the price with the consultant, as the price is not affordable to the city at this time. Mr. Whitmore noted that the City's new Planning Director will evaluate the scope of work and make a decision soon.

Mr. Gast-Bray moved to recommend approval of the proposed scope of work to the MPO's Policy Board, seconded by Mr. Whitmore. With no discussion, the motion was passed unanimously.

6. Performance Measures

a. Pavement Management/Bridge Maintenance

Mr. Austin noted that the FAST Act requires that the State Departments of Transportation adopt performance measures for a variety of transportation purposes. The MPO recently adopted the state's Highway Safety performance measures. In addition to safety, Congress expressed an interest in ensuring that roadway surfaces and bridges are well maintained. To accomplish this, the states are to set goals for the condition of their pavement and bridges.

b. Congestion Management

Mr. Austin noted that besides the performance measures on maintenance, the State has also developed goals for the measures on congestion management, including travel time reliability and emission reduction. Mr. Austin noted that the table showing the State's goals are included in the agenda package.

In the State Transportation Improvement Program, the DOH uses the PM1 for safety-related measures; the PM2 for maintenance-related measures, including bridges; and the PM3 for travel time liability-related measures.

Mr. Carr noted that only bridges on the national highway network are included in the performance measures. Smaller bridges on country routes are not included. Mr. Gast-Gray suggests adding way-finding features, such as arrows and signs, in the table to make it easier for the public to understand. Mr. Carr agreed and noted that he will pass along the comment to the DOH.

Mr. Carr moved to recommend the adoption of the proposed goals for the performance measures to the MPO's Policy Board; seconded by Mr. Dougherty. With no further discussion, the motion was passed. Mr. Sneckenberger abstained.

7. Mountain Line Transit Study

Mr. Austin noted that the Mountain Line Transit Authority has recently completed a short to medium-range transit plan. The Plan reviews Mountain Lines' current operations and makes recommendations for improvements. The executive summary of the study is included in the agenda package. The full plan is available at the MPO's website.

Mrs. Smith noted the Mountain Line has already been working on some projects recommended by the study, including mobile app, websites, and signages.

Mr. Davis moved to recommend the adoption of the study to the MPO's Policy Board; seconded by Mr. Dougherty. With no further discussion, the motion was passed unanimously.

Mr. Austin noted that the Mountain Line is doing a related study to identify the potential of an integrated fare collection system among the City of Morgantown, WVU, and the Mountain Line. The study is funded separately by a federal AIM grant.

8. Don Knotts Boulevard Crash Report

Mr. Austin noted that the crash report on Don Knotts Blvd is included in the agenda package. He noted that the report identifies several high crash locations particularly at Pleasant Street, Greenbag Road, Smithtown Road (SR 43), and Foundry Street. Mr. Austin noted that the MPO has gotten better access to the DOH's crash database. The Committee members can request the MPO staff to prepare similar crash reports at other locations of interest.

Mr. Boyle noted that the DOH should reach out to a variety of stakeholders to improve highway safety including emergency medical service, sheriff department, and fire department. Mr. Austin noted he will pass along the comment to the DOH.

Mr. Carr noted that at the intersection level, traffic engineers will use different methods to analyze and compare crashes with the state averages. The high crash rate shown in the corridor might be reviewed differently when it comes to specific intersection analysis.

Mr. Gast-Bray asked if corridor improvements will be eligible for HSIP funds. Mr. Carr noted that the HSIP fund is applicable to diverse conditions, including projects to improve corridor safety.

Mr. Gast-Bray moved to recommend approval of the study to the MPO's Policy Board with noting Mr. Carr's comments; seconded by Mr. Davis.

Mr. Gatlin suggested changing the phrase "non-motorized crashes" to "crashes involving non-motorists" on the first page of the report. He also noted that the number of crashes involving non-motorists is low, comparing with other areas in the downtown area, which is partly because the corridor is hostile to pedestrians. Mr. Gatlin noted that both corridor analysis and intersection analysis are necessary. Assuming that the state average crash rate is appropriately used, the method in this crash report is legit.

Mr. Carr noted that fixing a corridor is very different from fixing a specific intersection. The traffic engineers will use different methods to review and analyze the corridor.

Mr. Austin noted that the purpose of the report is to identify the potential need for improvement at planning level study. The methodology used in the report is appropriate for that purpose.

With no further discussion, the motion was passed unanimously.

9. Other Business

No other business.

8. Meeting Adjournment

Meeting adjourned at 3:11 pm.