

# Appendices

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# Appendix A

## Advisory Committee Meetings & Coordination

### Advisory Committee Meetings

#	Date	Type	Topics
1	5/3/2021	Virtual	Kickoff meeting coordination
2	9/28/2021	Virtual	Outreach Strategy and Existing Conditions
3	12/9/2021	In-Person	Future Needs and Preliminary Recommendations
4	1/6/2022	Virtual	Prioritization of Draft Recommendations
5	3/17/2022	In-Person	Draft Plan Review

### Land Use / Building Block Exercise

9/15 - 10/1	Virtual	Visual Preference Survey period
10/1/2021	Virtual	ArcGIS Online Planning Exercise



# Summary

## Morgantown-Monongalia MPO: MTP/ Comp Plans Update

Advisory Committee  
Meeting #1

May 3, 2021 @ 3 PM – 4:30 PM (Virtual)

### Attendees

Bill Austin, MMMPO	Rickie Yeager, Morgantown	Mike Rutkowski, Stantec
Latina Mayle, Granville	Russ Rogerson, Morgantown Chamber	Timothy Tresohlavy, Stantec
Andrew Gast-Bray, Monongalia County	Maria Smith, Mountain Line	Erin Perdu, Stantec
Tom Bloom, Monongalia County	Michael Dougherty, Westover	Matt Noonkester, City-Explained
Dave Harshbarger, Morgantown	Christiaan Abildso, WVU Health Sci.	Reilly Thimons, City-Explained
Bill Kawecki, Morgantown	Richard Edwards, WVU Trail Planning	Ron Sessoms, Rhodeside & Hartwell
Jenny Selin, Morgantown	Rick Landenberger	LaToya Thomas, Brick & Story

### Summary

#### Welcome – Today's objective(s)

Bill welcomed members to TAC meeting #1 reboot. Mike reviewed the project agenda items.

#### Introductions – Client Team & Project Team

Mike introduced members of the project team, representing Stantec, City-Explained, Rhodeside & Hartwell, and Brick & Story. Client team members were introduced during the Vision Statement discussion.

#### Advisory Committee – Roles & Responsibility

Mike discussed the primary role of this Advisory Committee, to review, discuss, and provide feedback on project tasks throughout the project (rather than all at the end), emphasizing the need for informed consent to proceed at each step. This is a subtle, but significant distinction from group consensus, which is unlikely for a long-range transportation project because it involves tradeoffs between different agencies, strategies, and methodologies.

#### Vision Statement – “how do we define success?”

Client team members introduced themselves and described how their agency would define a successful projects. Several key items are summarized below:

- Maria Smith, Mountain Line Transit: Connect people to their destination(s). Improve mobility. Include all community members. Consider access from home to/from bus stops. Continually modify routes to match growth areas.
- Christiaan Abildso, Chair of Citizens Advisory Committee: Healthy aspects of biking/walking.
- Rickie Yeager, Morgantown Dev Services: Balancing economic growth with preserving existing neighborhoods, conservation, and quality of life.
- Rick Landenberger, WV Land Trust: 18k acres of property in State. Developing 15 State properties. Connecting neighborhoods to parks/green space along rail-with-trails. Safe, well-designed alternatives to motorized travel.
- Latina Mayle, Granville City Manager: Coordinated growth and development with County plans. Looking for more residential improvements that reinforce quality of life.

- Bill Kawecki: Transportation options that serve the needs of the community. Connect to destinations without disrupting community.
- Michael Dougherty, Westover Planning Commission: Improving or balancing thru-traffic in Westover between I-79 and Morgantown. Would like a new exit to gain access to industrial park (Exit 150). City should work with WVDOH to "fix the traffic lights in Morgantown."
- Tom Bloom, County Commissioner: Safe roads for trucks and personal vehicles. Success would include obtaining State funding and recognition of transportation needs for this region.
- Russ Rogerson, Economic Development focus: Job growth means transportation challenges. Need to grow in a smart manner. Connectivity from neighborhoods into downtown, and throughout City. Improve the quality of life for residents. Would like to see I-70 new exit 150 to Industrial Park, as well as Airport runway extension project (east of City) that will also create 90-acre business park.
- Rich Edwards, WVU Economic Development via Outdoor Recreation (<https://ascendwv.com/>): Pursuing a natural trails program to compete against other metros for remote workers. Become a nationally-recognized city.
- Dave Harshbarger, City Council: Maintenance of State roads within Morgantown, especially as gateways. Deferred maintenance, and safety are significant needs.
- Brian Carr, WVDOH: Regional commitment to improve mobility. Outreach is important.
- Andrew Gast-Bray, Monongalia County: Strategies that reinforce all measures of success, not single-purpose projects. Synergy among different perspectives should define long-term success.
- Jenny Selin, Morgantown City Council: Key is to develop connections with multiple modes of travel. Many citizens don't have a vehicle. Fragmented development is not desirable. Topography is often a challenge.
- Bill Austin, MPO: Facilitating a productive discussion about what is best for the community. Implementation of prior plans. Prioritize needs and in agreement with participants.

### **Planning Process – “how does it all fit together?”**

Matt walked through a process flowchart that displays the general outline of the Comp Plan and MTP projects, highlighting where these two overlap, and where input from local jurisdictions will help guide both processes. The final recommendations “must have your fingerprints all over them” which means that Advisory Committee members will become “champions of the plan moving forward.”

### **Project Work Plan & Milestone Schedule**

Mike walked through the draft Project Work Plan, which will be continually updated throughout the project. This resource includes project team members, roles, and most importantly a tentative milestone schedule for project tasks. Key items include engagement items highlighted in green. Contact information is also provided at the end of this document.

### **Action Items/ Next Steps (Stantec)**

Project SharePoint site for large-file sharing: [Morgantown-Monongalia MPO - Comp & MTP Update - Home \(sharepoint.com\)](#) Request to be added as a member (email to [timothy.tresohlavy@stantec.com](mailto:timothy.tresohlavy@stantec.com))

**ATTACHMENT:** Meeting calendar invite contains Agenda, Process flowchart, and Project Work Plan



# Summary

## Morgantown-Monongalia MPO: MTP/ Comp Plans Update

Advisory Committee  
Meeting #2

September 28, 2021 @ 1 PM – 2:30 PM (Virtual)

### Attendees

Bill Austin, MMMPO	Rickie Yeager, Morgantown	Mike Rutkowski, Stantec
Latina Mayle, Granville	Rick Landenberger, WVU Trails	Timothy Tresohlavy, Stantec
J Arnett, Monongalia County	Maria Smith, Mountain Line	Matt Noonkester, City-Explained
Andrew Gast-Bray, Monongalia County	Michael Dougherty, Westover	Ian Varley, City-Explained
Tom Bloom, Monongalia County	Brian Carr, WVDOH	Ron Sessoms, Rhodeside & Hartwell
Sean Sikora, Monongalia County	Jeremy Evans,	
Jenny Selin, Morgantown Mayor	Ron Justice, WVU Local Gov	

### Summary

#### Welcome – Today's objective(s)

Bill welcomed members to AC meeting #2. Mike reviewed the project schedule, and project status, highlighting several items completed to date, and the remaining items for this phase of work.

#### Progress to Date (Stantec)

Timothy reviewed the survey findings to date (still open), referencing several key themes:

- Majority of respondents use personal vehicle (90%+), and pre-covid commute times were <= 20 min
- Pedestrian improvements focus on more sidewalks and filling gaps
- Bicycle improvements focus on separation from vehicles (greenways, or separated bike lanes)
- Top 10 list of roadways where improvements are most needed was shared

The interactive map has received more than 380+ points or lines contributed to date, which highlight community priority for improvements. These tools will remain open through this next phase of the project.

Eight (8) focus group discussions have been conducted to date. Feedback on key themes discussed were reported: Mobility is challenged by physical limitations; Lack of adequate maintenance; Focus on safety for all modes; Enhance the existing network and infrastructure.

#### Goals, Performance Measures, and Evaluation Criteria (Stantec)

Timothy walked through the various differences between: Goals – PMs – Evaluation Criteria. Timothy reviewed project Goals, as they relate to FHWA Planning Factors, and how they are shaped by several aspects of the planning process (FHWA; Previous MTP; System needs; Public feedback; Community values). Stantec shared the previous MTP's eight (8) goal statements, and attempted to consolidate into fewer categories, noting how each of the previous Goals were accounted for within the condensed *Draft* Goals

#### Discussion by Advisory Committee members:

- "System reliability" is preferred
- Please add arrow(s) from highly integrated to Equity goal, as well as from sustainability to Reliability goal
- How are we incorporating: attractive, sustainable, and livable system?
  - Does Equity goal or Economic Vitality cover these elements?
- Add 7<sup>th</sup> goal "Livability" and help qualify the inter-relatedness of development and quality of life
- Often the value engineering process strips out the attractive, sustainable, and livability goals
- Include Performance Measure 4 (air quality) in the planning process.

Definition of terms for clarification:

- **Goals** represent long-range, aspirational topics that the region would like to improve upon. *Not all goals will be measurable*, such as improving livability.
- **Performance Measures** represent quantifiable metrics from FHWA that are *required* of every State DOT. WVDOT manages PMs, targets, and annual reporting. The MPO supports these targets, but does not alter, refine, or replace.
- **Evaluation Criteria** represent quantifiable *measures* that help prioritize recommendations for funding into Tiers 1-4

**Evaluation Criteria survey:** <https://www.questionpro.com/t/AJ8lIZo5UE>

Survey Link has been revised to include an 'Other' category, and shared with entire AC members via email.

### **Land Use & Transportation (City Explained)**

Matt walked through the objectives of integrating land use into the transportation planning process, highlighting the strong relationship between development patterns and mobility.

Step 1 is the Visual Preference Survey (VPS): <https://www.questionpro.com/t/AJ8lIZopuE> which is available now for all AC members. The objective is to identify the likely locations where regional growth is expected by 2050, and what type(s) of development is preferred within each of the six (6) Community Types presented:

- Open Space
- Rural Living
- Suburban Neighborhoods
- Suburban Centers
- Industrial Centers
- Walkable Activities

Please respond to the survey as soon as practical, as it will help inform Step 2: Building Block exercise – a facilitated demonstration using ArcGIS Online to manually place future development points onto a map of the region. This exercise is scheduled for Friday October 1st @ 1 pm, and will be recorded/posted to the project website [www.MMMPO2050.com](http://www.MMMPO2050.com) for anyone unable to attend.

### **Hot Spot Concept Designs (Stantec)**

Mike discussed the topic of conceptual design 'hot spots' for problematic intersections of corridors. These will represent 15-20% CAD level engineering design to apply Complete Streets practices and enhance traffic operations, safety, and/or capacity for mobility. Several examples from similar projects were included. Data analysis can suggest some corridors, while the survey and interactive map have already identified a much larger list of intersections of congestion areas in the vicinity of Morgantown.

Suggestions for ideal hot spot locations should be shared directly with Bill Austin, who will review and help select the most appropriate three (3) locations.

### **Action Items/ Next Steps (Stantec)**

Project SharePoint site for large-file sharing: [Morgantown-Monongalia MPO - Comp & MTP Update - Home \(sharepoint.com\)](#) Request to be added as a member (email to [timothy.tresohlavy@stantec.com](mailto:timothy.tresohlavy@stantec.com))

**AC meeting #3** – likely to be held in-person moving forward, Nov/Dec timeline

**ATTACHMENT: Presentation Slides**



# Summary

## Morgantown-Monongalia MPO: MTP/ Comp Plans Update

Advisory Committee  
Meeting #3

December 9, 2021 @ 10 AM (In-Person)

### Attendees *\* joined via phone*

Bill Austin, MMMPO	Ella Belling, Mon Trails	Brian Carr*, WVDOH
Andrew Gast-Bray, Monongalia County	Bill Kawecki, Morgantown Council	Richard Edwards*, WVU Trails Mike
Jenny Selin, Morgantown Mayor	Damien Davis, Morgantown	Rutkowski, Stantec
Rickie Yeager, Morgantown	Maria Smith, Mountain Line	Timothy Tresohlavy, Stantec
Rick Landenberger, Mon Valley	Ron Justice, WVU Local Gov	
Greenspace Coalition		
	Michael Dougherty*, Westover	

### Summary

#### Welcome – Scheduling Update (Stantec)

Mike walked through the overall project schedule, by phase, indicating that we are nearing the end of phase 2. The third and final phase of the MTP update process involves a review of draft recommendation projects by mode and prioritization.

#### AC member discussion

- During the development of the 2020 MTP process, there was no mention of Mountain Line Transit, and there was no discussion of a [Caperton] Rail Trail network. These planning efforts took place beyond the MTP update process, and we should be curious what additional planning efforts are currently taking place beyond this MTP Update process. What else are we 'not' thinking about currently?
- Now days, residents are seeking to live within the Cit of Morgantown, and not outside.
- The I-79 Northern Connector project has been dropped from the current TIP due to cost/funding.
- What corridor protection strategies are available to us currently to reserve some lands for future roadway improvement projects? WVDOH does not want to purchase ROW early in the process, they would prefer to wait until the project design has been initiated.
  - Zoning and land use practices
  - MTP projects and areas (boundaries)
- What else should we be considering?
  - Airport Expansion, with 1,000 acres of new development planned
  - Hartman Run Road: a primary access to the airport, is too narrow to widen, with topography constraints. How can the airport property develop without roadway improvements too?
  - "Park once" strategies for Downtown
  - Access Management strategies for corridors, which includes:
    - Cross access between commercial properties, so that drivers do not need to access the main road to visit two stores
    - Median islands, to reduce left turn, and improve safety
    - Driveway consolidation, to reduce points of conflict
  - Roadway Maintenance policies for shoulder minimums
  - Limiting free-flow right turn lanes, as these are unsafe for pedestrians, and bicyclists
  - Overhaul of parking minimum requirements, which lead to over-supply of parking and therefore inefficient development of land, which then further reinforces the need to drive
  - Subdivision ordinance standards that address items above (Access Management, Roadway maintenance, and parking minimums)
  - Implementation strategies for long-term focus on regional development, rather than on the short-term gain for individual properties (or owners)

- Increase need for quality data (GIS, counts, forecasts, revenues) and access to technology platforms \in decision making (INRIX, ReplicaHQ, StreetLight, or similar data platforms to describe current travel conditions)
- Maintenance and resurfacing projects at the local level should include basic provisions for adding marked crosswalks, stop bars, and other pavement markings that improve safety along a roadway.

### **Building Block Exercise Update (Stantec)**

Mike and Timothy described the output generated from the land use (building block) exercise, and how it has been utilized for the future year travel demand model to identify potential deficiencies in the roadway network. This land use exercise will also be further refined at a parcel-level by both the County and City Comp Plans (underway). Some of the key takeaways include:

- Population growth to 148k by 2050 – from current estimate of 105k – growth rate of 1.1% annually, which is in-line with the growth from 2010-2019.
- Employment growth to 88K – from current estimate of 61k – growth rate of 1.3% annually, which is slower than the growth from 2010-2019 (2.1%).

### **Future Mobility Needs**

Timothy stepped through the current Committed Projects (TIP) map and table, as well as the previous MTP projects from the 2017 MTP update. AC members spent more than 30-minutes reviewing large-scale posters of the project maps and highlighting any additions or revisions needed.

### **Revenue, Prioritization & Evaluation Criteria**

Mike reviewed the 2050 revenue projections that have been generated with support from the MPO, WVDOH, and FHWA representatives. There is approximately \$120M remaining from the current TIP, and an additional \$687M anticipated by 2050, which will be split into maintenance (55%) and roadway improvements (45%), based on the relative split from recent TIP lists.

Mike led a discussion of how the team will use GIS data resources to prioritize projects based on the seven (7) categories that have been weighted by the committee during prior meetings:

- Safety (21%)
- Reliability (16%)
- Maintenance (15%)
- Mobility Choice (14%)
- Local Priority (14%)
- Equity and Environmental Justice (10%)
- Consistency with local plans (10%)

### **Next Steps**

- A revised project map/table will be shared with AC members for review.
- Projects will be approved by the AC and shared with the MPO Executive Board for approval in February.
- Public Outreach round #2 will take place in Feb/March 2022. Draft plan will be generated at this time, and shared for public comment period.
- The final plan will be completed in Spring 2022 for adoption by May 2022

### **ATTACHMENT:**

- **Presentation Slides**
- **Revised project maps/tables**





# Summary

## Morgantown-Monongalia MPO: MTP/ Comp Plans Update

Advisory Committee  
Meeting #4

January 6, 2022 @ 3 PM – 5 PM (Virtual)

### Attendees

Bill Austin, MMMPO	Kim Haws, Morgantown City Manager	Christiaan Abildso, WVU Health Sci.
Jing Zhang, MMMPO	Russ Rogerson, Morgantown Chamber	Ron Justice, WVU Local Gov
Latina Mayle, Granville	Bill Kaweck, Morgantown Council	Jeremy Evans, WVU
Andrew Gast-Bray, Monongalia County	Maria Smith, Mountain Line	Mike Rutkowski, Stantec
Tom Bloom, Monongalia County	Brian Carr, WVDOH	Timothy Tresohlavy, Stantec
Sean Sikora, Monongalia County	Jason Workman, FHWA	
Jenny Selin, Morgantown	Aaron Stevens, WVDOH	
Rickie Yeager, Morgantown	Jeremy Evans, WVU	

### Summary

#### Welcome – Today's objective(s)

Bill welcomed members to AC meeting #4.

Stantec walked through the overall project schedule, status, and some quick highlights of engagement to date.

#### Building Block Update

Stantec stepped through how the land use / building block exercise from this fall informed the future year transportation needs. Note that the City Comp Plan process and the County Comp Plan Update process will expand upon this work in greater detail (parcel-level), though the transportation plan is progressing forward due to a Federal deadline for adoption.

#### Future Mobility Needs

Stantec walked through the Committed (TIP) project map and table, which were provided via email prior to this meeting. TIP projects have already been funded, and are therefore considered to be committed.

Stantec walked through the remaining MTP project maps and table, zooming in and out as necessary for the discussion.

#### Committee Member Discussion:

- C-1 Industrial Park Access (I-79 exit at River Road) – need additional design info for proper alignment(s).
- C-13 Airport Industrial Park (I-68 Commerce Park) – need additional design info for proper alignment(s).
- C-16 Bridge over Mon River – low priority, should not be within the fiscally-constrained MTP.
- C-15 crossing of Mon River to WV 100 Lazelle Union Rd – this connection seems reasonable, however, connecting back to I-79 for North-South travel is challenging/unclear. May not be feasible or reasonable.
- NEW project – Dupont Road (Modify to Urban Standard) between US 19/Fairmont Rd and River Road, including sidewalks, and bike facilities between.
- NEW project – Chaplin Road (Multimodal Improvement) shared use path between I-79 exit 155 and Mylan Park.
- US 19 / Beechurst Avenue from 8<sup>th</sup> Street to Campus Drive – unclear whether this 3-lane corridor should be widened to multi-lanes, or improved to remain as 3-lane. This corridor is 4-lane highway west of 8<sup>th</sup> Street.
- Include in project descriptions:

- M-51 Greenbag Road – designate as Alternate Truck Route WV-7.
- M68 & M73 projects along WV-705 / Chestnut Ridge Road – pedestrian improvements at signalized intersections.
- M-52 WV 7 / Earl Core Road – Boulevard improvements for multimodal and access management.
- M-73 WV 705 Corridor – Boulevard improvements for multimodal and access management.
- M-114 US 119 / Don Knotts Blvd – Boulevard improvements for multimodal and access management.

### **Prioritization and Evaluation Criteria**

Funding is limited, and therefore future mobility needs must be prioritized following a data-driven process and local stakeholder feedback.

Stantec reviewed the seven (7) evaluation criteria that were presented previously and voted on by AC members. The results of this ranking poll are as follows, which will be used to prioritize projects into near-, mid-, and long-term categories:

1. Safety (21%)
2. Reliability (16%)
3. Maintenance (15%)
4. Mobility Choice (14%)
5. Local Priority (14%)
6. Equity and Environmental Justice (10%)
7. Consistency with local plans (10%)

### **Action Items/ Next Steps (Stantec)**

Submit any project-related edits, clarification, or new project needs to Bill Austin [baustin@plantogether.org](mailto:baustin@plantogether.org) as soon as practical so they may be included in the MTP project list of future needs.

Remaining steps in this planning process include:

- Fiscally-constrained list of projects – January
- Public Outreach Round #2 – February
- Draft Plan for Public Comment – March
- Final Plan for Adoption – May/June

### **ATTACHMENTS:**

- Presentation slides
- Draft TIP/MTP project maps and tables – with committee meeting markup

# Appendix B

## Engagement Summary

### Public Engagement Activities

#	Date	Type	Event Name	Attendees
-	6/10/2021	Survey	Online survey	377
-	6/10/2021	Web Map	ArcGIS Online Interactive Map	475
1	7/7/2021	Focus Group	Mountain Line Transit	6
2	8/2/2021	Focus Group	Regional Trail Network	2
3	8/11/2021	Focus Group	Freight	7
4	8/12/2021	Focus Group	Emergency Services	5
5	8/17/2021	Focus Group	Transit-dependent Population	6
6	8/18/2021	Focus Group	Health care providers	3
7	8/18/2021	Focus Group	Transit-dependent Population	3
8	8/24/2021	Focus Group	Transit-dependent Population	3
9	8/26/2021	<b>Open House</b>	<b>Symposium Afternoon</b>	15
10	8/26/2021	<b>Open House</b>	<b>Symposium Evening</b>	7
11	9/14/2021	Focus Group	Development Community	10
12	12/8/2021	Popup Event	WVU Mountainlair Event	75
13	12/8/2021	<b>Open House</b>	<b>Open House Evening</b>	12
14	1/6/2022	Focus Group - City	Downtown Morgantown	6
15	1/7/2022	Focus Group	Richwood Avenue	8
16	1/10/2022	Focus Group - City	Transportation	15
17	1/12/2022	Focus Group - City	Economic Development	15
18	1/27/2022	Focus Group - City	WVU Student Government	14
19	2/10/2022	Open House - County	Open House event	12
20	3/3/2022	Open House - City	City Comp Plan Open House	60
21	3/5/2022	Open House - City	City Comp Plan Open House	27

# MMMPO LRTP 2050 Survey - Dashboard

625

Viewed

377

Total Responses

229

Completed

60.74%

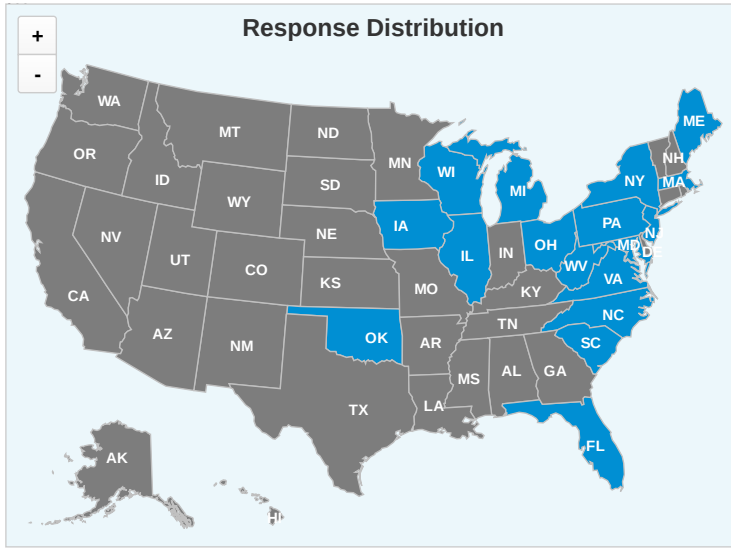
Completion Rate

148

Dropouts

12 mins

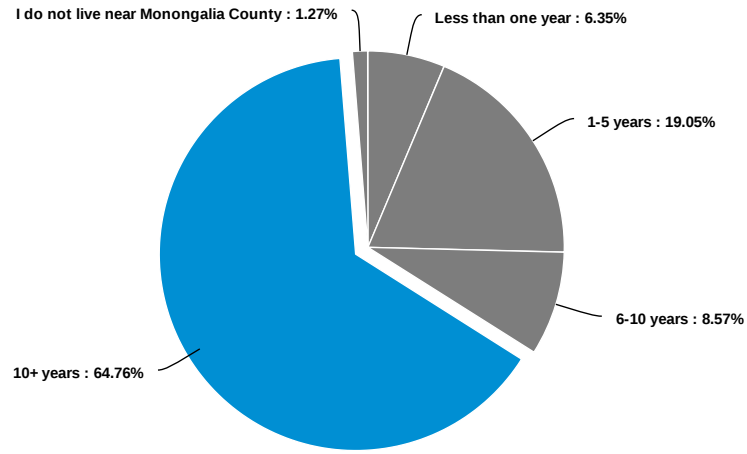
Average Time



States	Responses
WV	76.39%
NY	6.90%
PA	6.10%
OH	1.86%
VA	1.59%
MD	1.06%
WI	1.06%
MI	0.80%
NC	0.80%

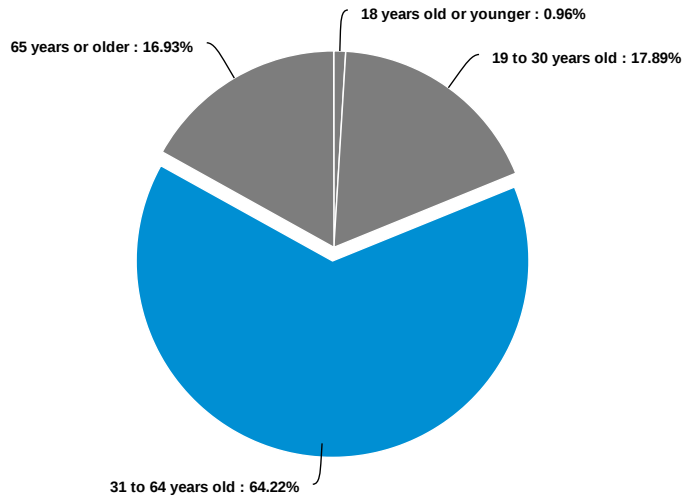
Survey opened: June 28, 2021  
Survey closed: January 10, 2022  
Duration: 6+ months

## How long have you lived within or near Monongalia County?



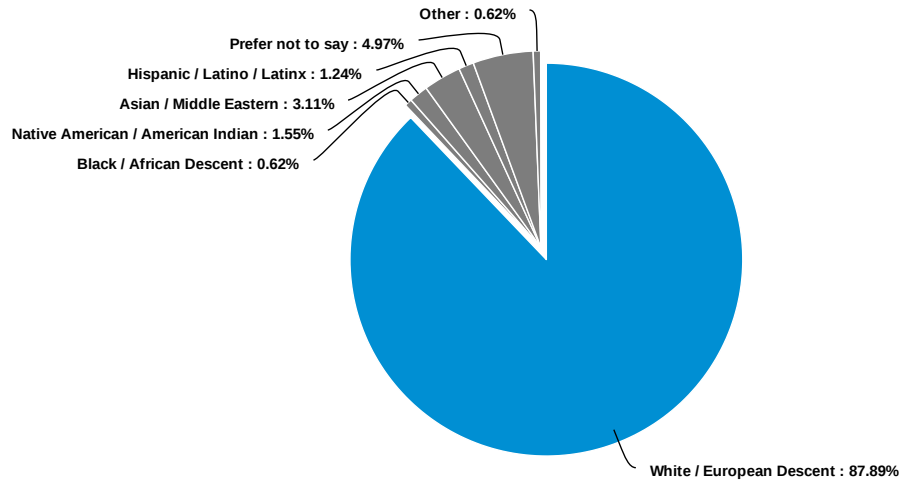
Answer	Count	Percent	20%	40%	60%	80%	100%
Less than one year	20	6.35%					
1-5 years	60	19.05%					
6-10 years	27	8.57%					
10+ years	204	64.76%					
I do not live near Monongalia County	4	1.27%					
<b>Total</b>	<b>315</b>	<b>100%</b>					

# What is your approximate age category?



Answer	Count	Percent	20%	40%	60%	80%	100%
18 years old or younger	3	0.96%					
19 to 30 years old	56	17.89%					
31 to 64 years old	201	64.22%					
65 years or older	53	16.93%					
<b>Total</b>	<b>313</b>	<b>100%</b>					

What best describes your race/ethnicity? Select all that apply

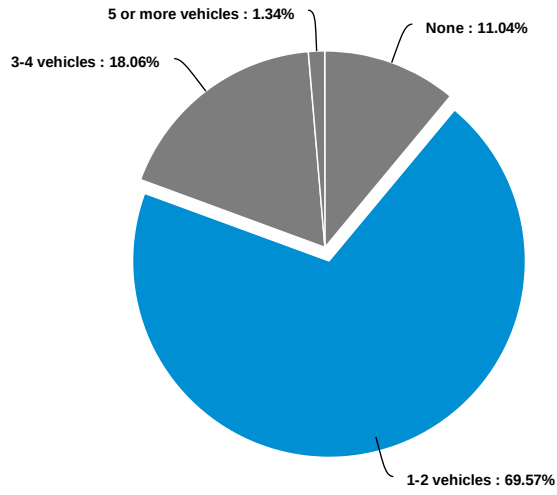


Answer	Count	Percent	20%	40%	60%	80%	100%
White / European Descent	283	87.89%	<div style="width: 87.89%;"></div>				
Black / African Descent	2	0.62%	<div style="width: 0.62%;"></div>				
Native Hawaiian / Pacific Islander	0	0%	<div style="width: 0%;"></div>				
Native American / American Indian	5	1.55%	<div style="width: 1.55%;"></div>				
Asian / Middle Eastern	10	3.11%	<div style="width: 3.11%;"></div>				
Hispanic / Latino / Latinx	4	1.24%	<div style="width: 1.24%;"></div>				
Prefer not to say	16	4.97%	<div style="width: 4.97%;"></div>				
Other	2	0.62%	<div style="width: 0.62%;"></div>				
<b>Total</b>	<b>322</b>	<b>100%</b>					

What best describes your race/ethnicity? Select all that apply - Text Data for Other

06/30/2021 30339597 Native/European

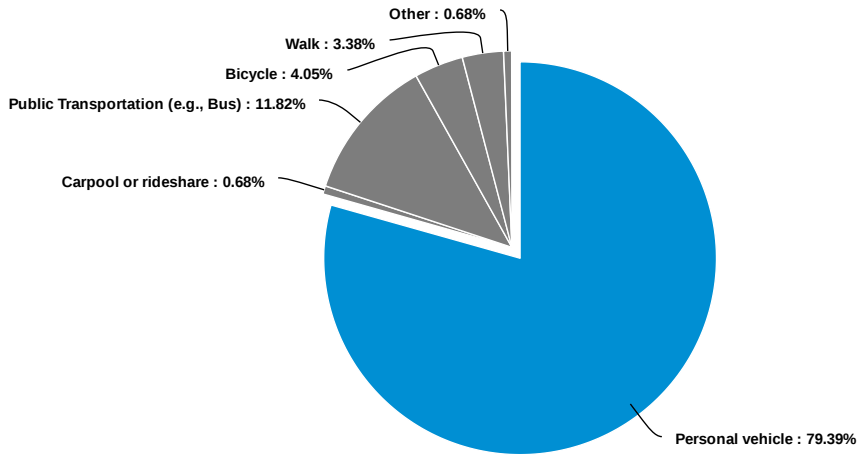
How many registered vehicles are in your household?



Answer	Count	Percent	20%	40%	60%	80%	100%
None	33	11.04%					
1-2 vehicles	208	69.57%					
3-4 vehicles	54	18.06%					
5 or more vehicles	4	1.34%					
<b>Total</b>	<b>299</b>	<b>100%</b>					



What mode of transportation do you primarily use?



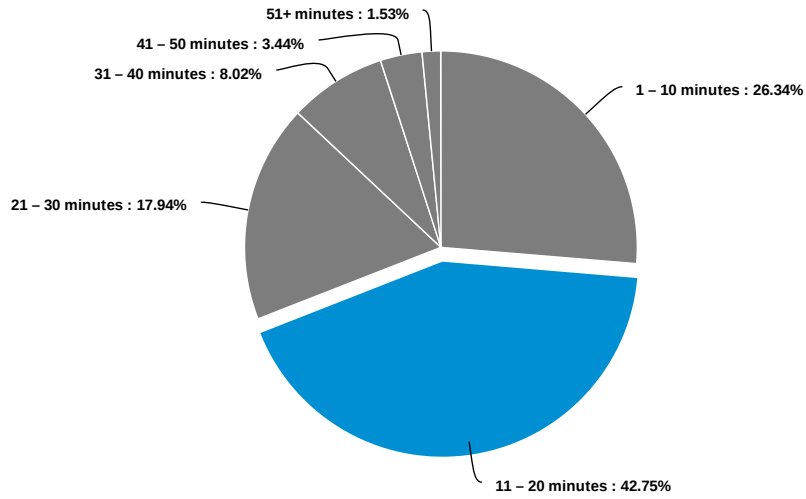
Answer	Count	Percent	20%	40%	60%	80%	100%
Personal vehicle	235	79.39%	<div style="width: 79.39%;"></div>				
Carpool or rideshare	2	0.68%	<div style="width: 0.68%;"></div>				
Public Transportation (e.g., Bus)	35	11.82%	<div style="width: 11.82%;"></div>				
Bicycle	12	4.05%	<div style="width: 4.05%;"></div>				
Walk	10	3.38%	<div style="width: 3.38%;"></div>				
Other	2	0.68%	<div style="width: 0.68%;"></div>				
<b>Total</b>	<b>296</b>	<b>100%</b>					

What mode of transportation do you primarily use? - Text Data for Other

10/12/2021 30858991 newfit or taxi

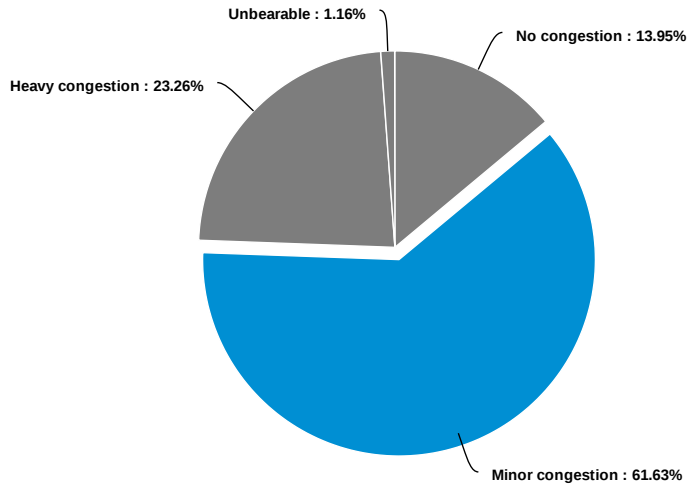
10/01/2021 30789194 Retirement Center & Church Vans

## What is the typical length of your (pre-COVID) commute?



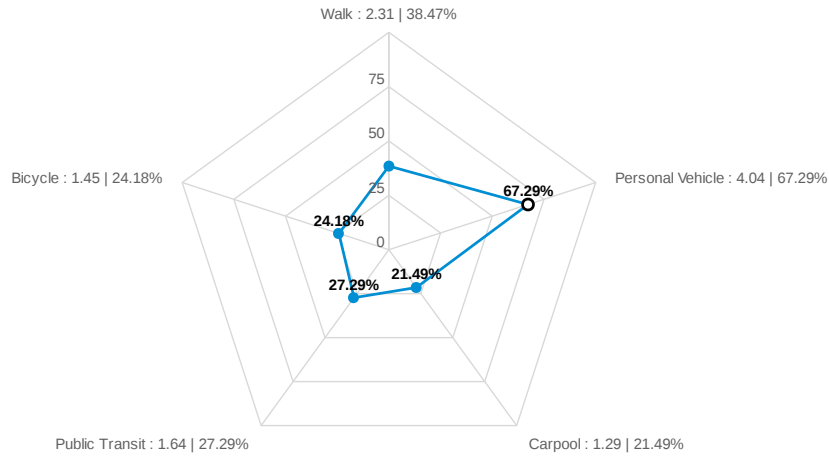
Answer	Count	Percent	20%	40%	60%	80%	100%
1 - 10 minutes	69	26.34%	<div style="width: 26.34%;"></div>				
11 - 20 minutes	112	42.75%	<div style="width: 42.75%;"></div>				
21 - 30 minutes	47	17.94%	<div style="width: 17.94%;"></div>				
31 - 40 minutes	21	8.02%	<div style="width: 8.02%;"></div>				
41 - 50 minutes	9	3.44%	<div style="width: 3.44%;"></div>				
51+ minutes	4	1.53%	<div style="width: 1.53%;"></div>				
<b>Total</b>	<b>262</b>	<b>100%</b>					

How would you rate the level of congestion on your way to/from work?



Answer	Count	Percent	20%	40%	60%	80%	100%
No congestion	36	13.95%					
Minor congestion	159	61.63%					
Heavy congestion	60	23.26%					
Unbearable	3	1.16%					
<b>Total</b>	<b>258</b>	<b>100%</b>					

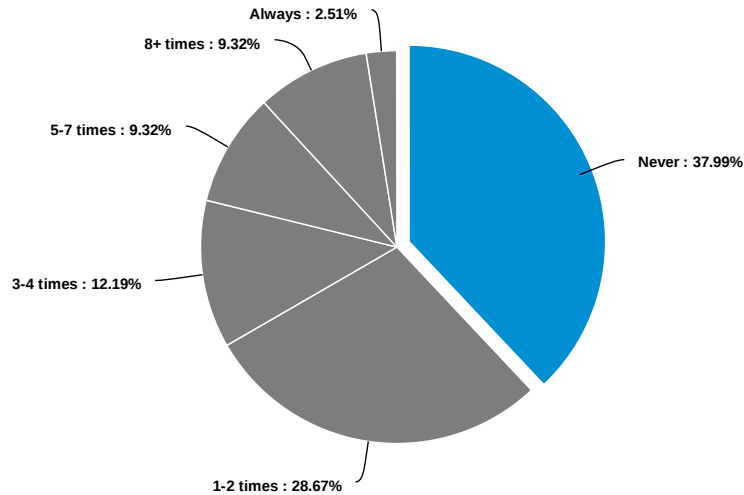
About how many times each week do you make a trip using the following? Select all that apply.






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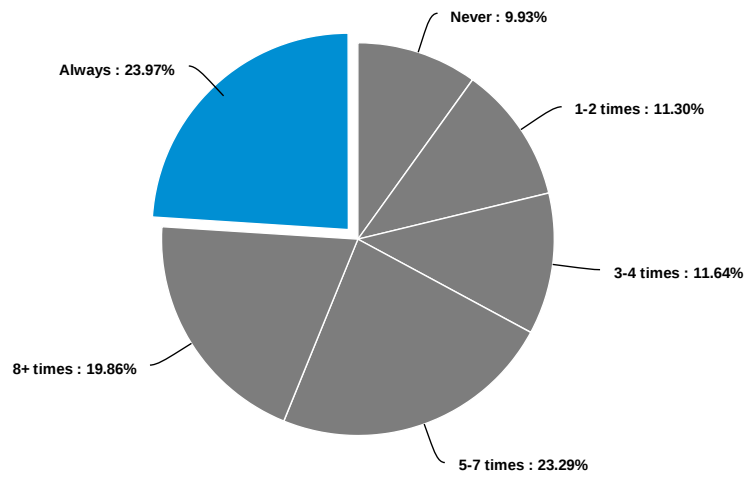
Question	Count	Score	Never	1-2 times	3-4 times	5-7 times	8+ times	Always
Walk	279	2.31	[Progress bar]					
Personal Vehicle	292	4.04	[Progress bar]					
Carpool	252	1.29	[Progress bar]					
Public Transit	262	1.64	[Progress bar]					
Bicycle	264	1.45	[Progress bar]					
<b>Average</b>		<b>2.2</b>						

## Walk

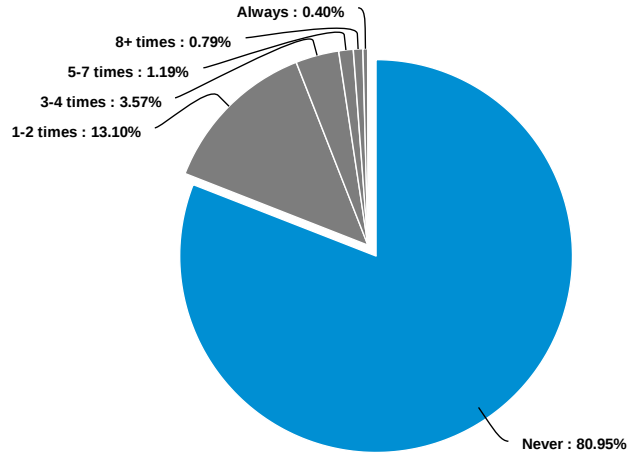


Answer	Count	Percent	20%	40%	60%	80%	100%
Never	106	37.99%	[Progress bar]				
1-2 times	80	28.67%	[Progress bar]				
3-4 times	34	12.19%	[Progress bar]				

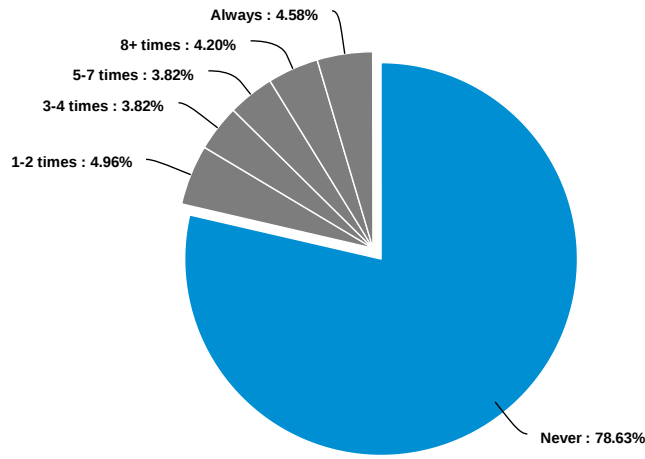
5-7 times	26	9.32%	
8+ times	26	9.32%	
Always	7	2.51%	
<b>Total</b>	<b>279</b>	<b>100%</b>	



Answer	Count	Percent	20%	40%	60%	80%	100%
Never	29	9.93%	<div style="width: 9.93%;"></div>				
1-2 times	33	11.3%	<div style="width: 11.3%;"></div>				
3-4 times	34	11.64%	<div style="width: 11.64%;"></div>				
5-7 times	68	23.29%	<div style="width: 23.29%;"></div>				
8+ times	58	19.86%	<div style="width: 19.86%;"></div>				
Always	70	23.97%	<div style="width: 23.97%;"></div>				
<b>Total</b>	<b>292</b>	<b>100%</b>					

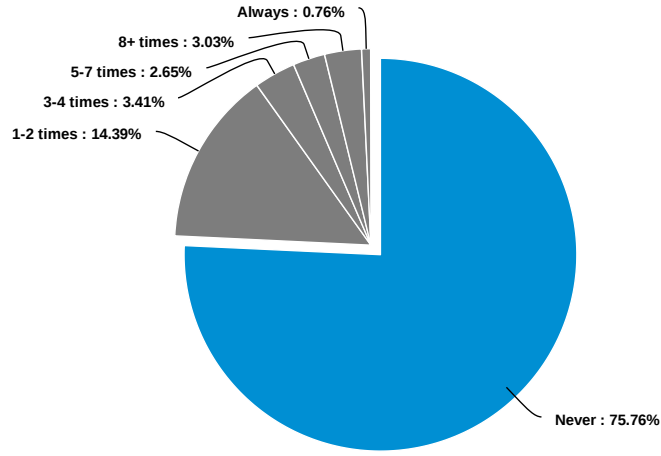


Answer	Count	Percent	20%	40%	60%	80%	100%
Never	204	80.95%	<div style="width: 80.95%;"></div>				
1-2 times	33	13.1%	<div style="width: 13.1%;"></div>				
3-4 times	9	3.57%	<div style="width: 3.57%;"></div>				
5-7 times	3	1.19%	<div style="width: 1.19%;"></div>				
8+ times	2	0.79%	<div style="width: 0.79%;"></div>				
Always	1	0.4%	<div style="width: 0.4%;"></div>				
<b>Total</b>	<b>252</b>	<b>100%</b>					



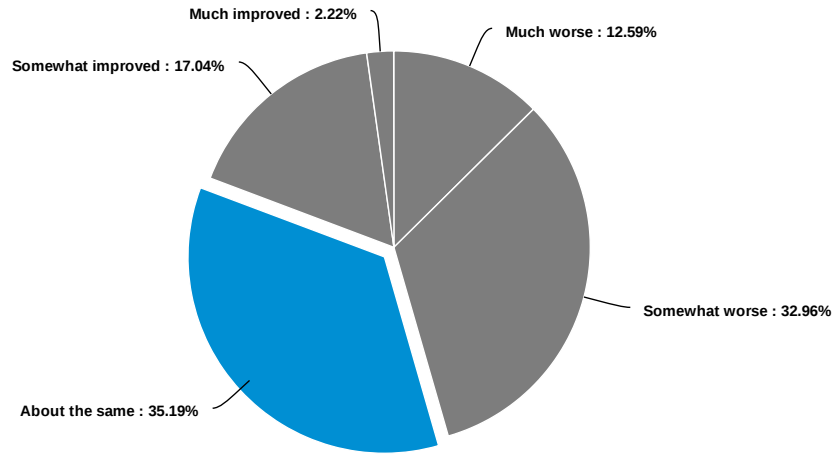
Answer	Count	Percent	20%	40%	60%	80%	100%
Never	206	78.63%	<div style="width: 78.63%;"></div>				
1-2 times	13	4.96%	<div style="width: 4.96%;"></div>				
3-4 times	10	3.82%	<div style="width: 3.82%;"></div>				
5-7 times	10	3.82%	<div style="width: 3.82%;"></div>				
8+ times	11	4.2%	<div style="width: 4.2%;"></div>				
Always	12	4.58%	<div style="width: 4.58%;"></div>				
<b>Total</b>	<b>262</b>	<b>100%</b>					





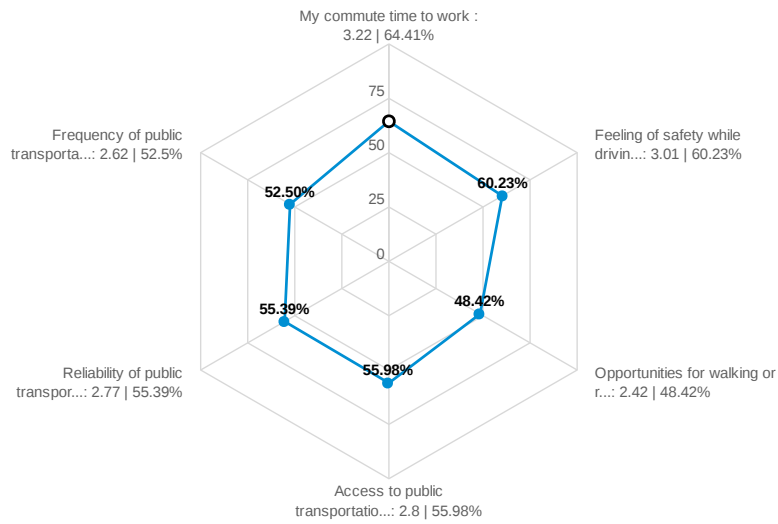
Answer	Count	Percent	20%	40%	60%	80%	100%
Never	200	75.76%	<div style="width: 75.76%;"></div>				
1-2 times	38	14.39%	<div style="width: 14.39%;"></div>				
3-4 times	9	3.41%	<div style="width: 3.41%;"></div>				
5-7 times	7	2.65%	<div style="width: 2.65%;"></div>				
8+ times	8	3.03%	<div style="width: 3.03%;"></div>				
Always	2	0.76%	<div style="width: 0.76%;"></div>				
<b>Total</b>	<b>264</b>	<b>100%</b>					

Over the past 5 years, do you think the transportation system in the region is...



Answer	Count	Percent	20%	40%	60%	80%	100%
Much worse	34	12.59%	<div style="width: 12.59%;"></div>				
Somewhat worse	89	32.96%	<div style="width: 32.96%;"></div>				
About the same	95	35.19%	<div style="width: 35.19%;"></div>				
Somewhat improved	46	17.04%	<div style="width: 17.04%;"></div>				
Much improved	6	2.22%	<div style="width: 2.22%;"></div>				
<b>Total</b>	<b>270</b>	<b>100%</b>					

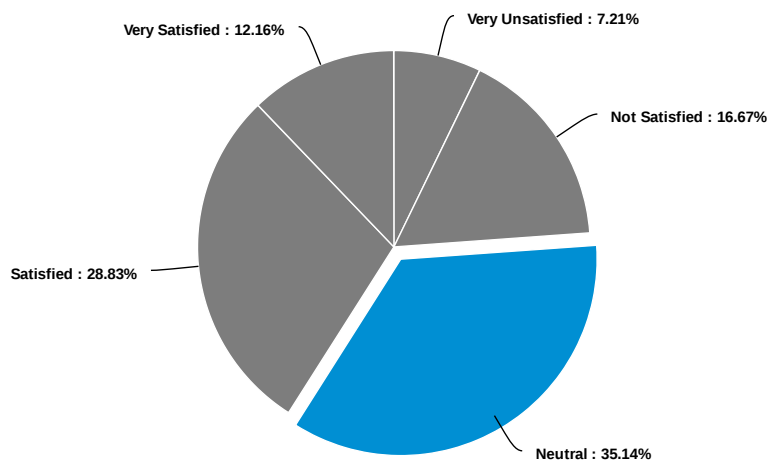
## How satisfied are you with the following, pre-COVID conditions?







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Question	Count	Score	Very Unsatisfied	Not Satisfied	Neutral	Satisfied	Very Satisfied
My commute time to work	222	3.22					
Feeling of safety while driving	257	3.01					
Opportunities for walking or riding a bicycle near my home	247	2.42					
Access to public transportation (stop locations)	204	2.8					
Reliability of public transportation (arrival on time)	152	2.77					
Frequency of public transportation (time between buses)	160	2.62					
<b>Average</b>		<b>2.82</b>					

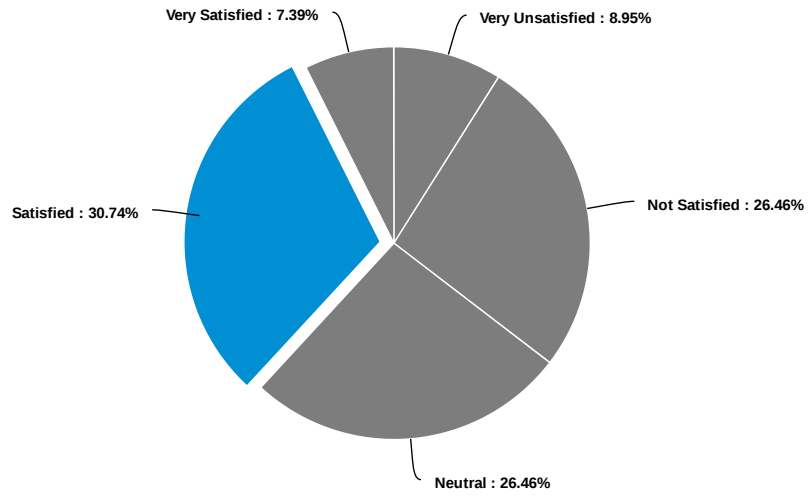
## My commute time to work



Answer	Count	Percent	20%	40%	60%	80%	100%
Very Unsatisfied	16	7.21%					

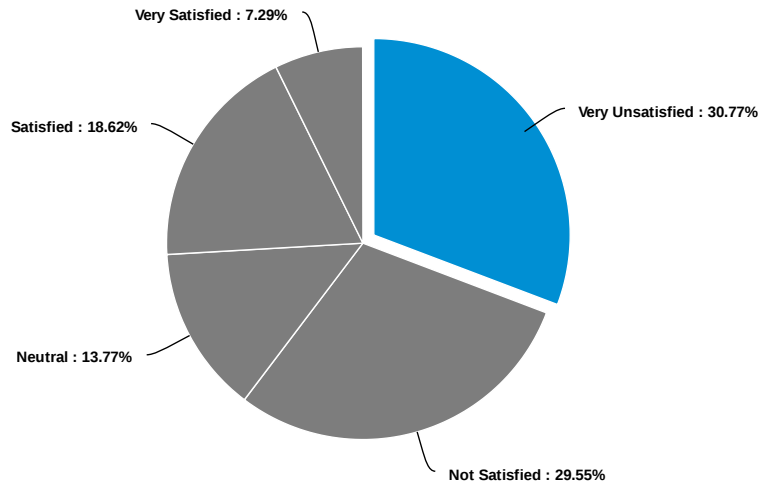
Not Satisfied	37	16.67%	
Neutral	78	35.14%	
Satisfied	64	28.83%	
Very Satisfied	27	12.16%	
<b>Total</b>	<b>222</b>	<b>100%</b>	

## Feeling of safety while driving



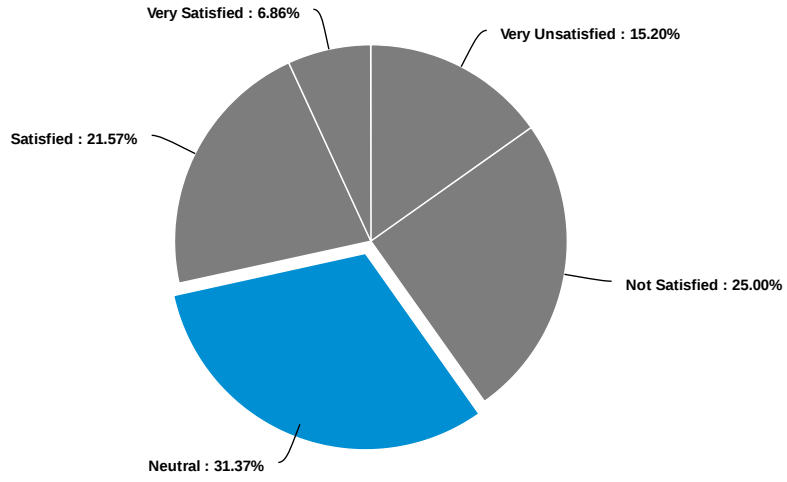
Answer	Count	Percent	20%	40%	60%	80%	100%
Very Unsatisfied	23	8.95%					
Not Satisfied	68	26.46%					
Neutral	68	26.46%					
Satisfied	79	30.74%					
Very Satisfied	19	7.39%					
<b>Total</b>	<b>257</b>	<b>100%</b>					

## Opportunities for walking or riding a bicycle near my home



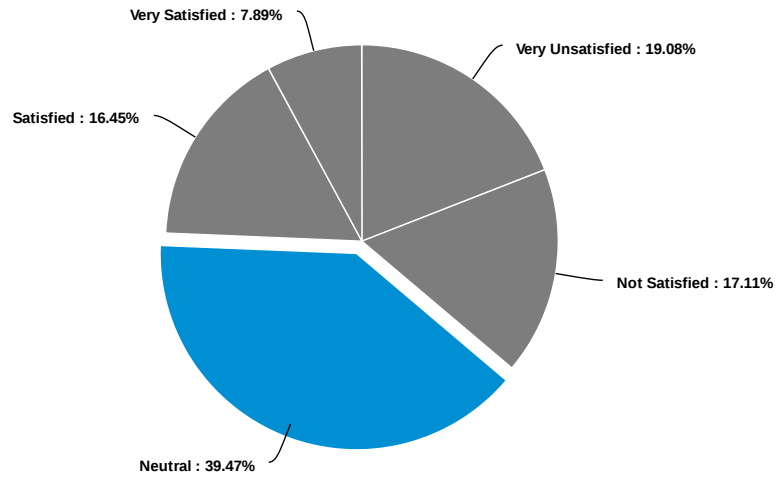
Answer	Count	Percent	20%	40%	60%	80%	100%
Very Unsatisfied	76	30.77%					
Not Satisfied	73	29.55%					
Neutral	34	13.77%					
Satisfied	46	18.62%					
Very Satisfied	18	7.29%					
<b>Total</b>	<b>247</b>	<b>100%</b>					

Access to public transportation (stop locations)



Answer	Count	Percent	20%	40%	60%	80%	100%
Very Unsatisfied	31	15.2%	<div style="width: 15.2%;"></div>				
Not Satisfied	51	25%	<div style="width: 25%;"></div>				
Neutral	64	31.37%	<div style="width: 31.37%;"></div>				
Satisfied	44	21.57%	<div style="width: 21.57%;"></div>				
Very Satisfied	14	6.86%	<div style="width: 6.86%;"></div>				
<b>Total</b>	<b>204</b>	<b>100%</b>					

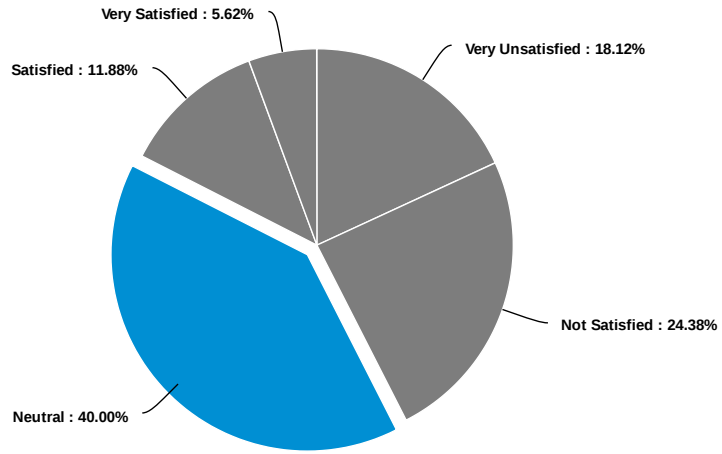
## Reliability of public transportation (arrival on time)



Answer	Count	Percent	20%	40%	60%	80%	100%
Very Unsatisfied	29	19.08%	██████████				
Not Satisfied	26	17.11%	██████████				
Neutral	60	39.47%	██████████	██████████			
Satisfied	25	16.45%	██████████				
Very Satisfied	12	7.89%	██████████				
<b>Total</b>	<b>152</b>	<b>100%</b>					

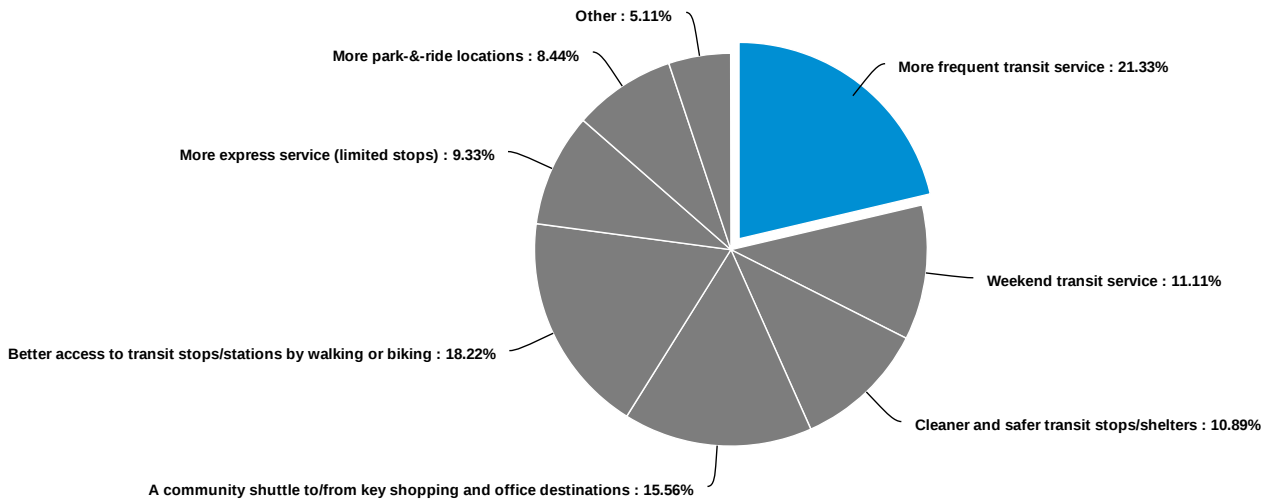


Frequency of public transportation (time between buses)



Answer	Count	Percent	20%	40%	60%	80%	100%
Very Unsatisfied	29	18.12%	<div style="width: 18.12%;"></div>				
Not Satisfied	39	24.38%	<div style="width: 24.38%;"></div>				
Neutral	64	40%	<div style="width: 40%;"></div>				
Satisfied	19	11.88%	<div style="width: 11.88%;"></div>				
Very Satisfied	9	5.62%	<div style="width: 5.62%;"></div>				
<b>Total</b>	<b>160</b>	<b>100%</b>					

What transit improvements would MOST LIKELY increase your use of public transportation?  
Choose up to THREE.



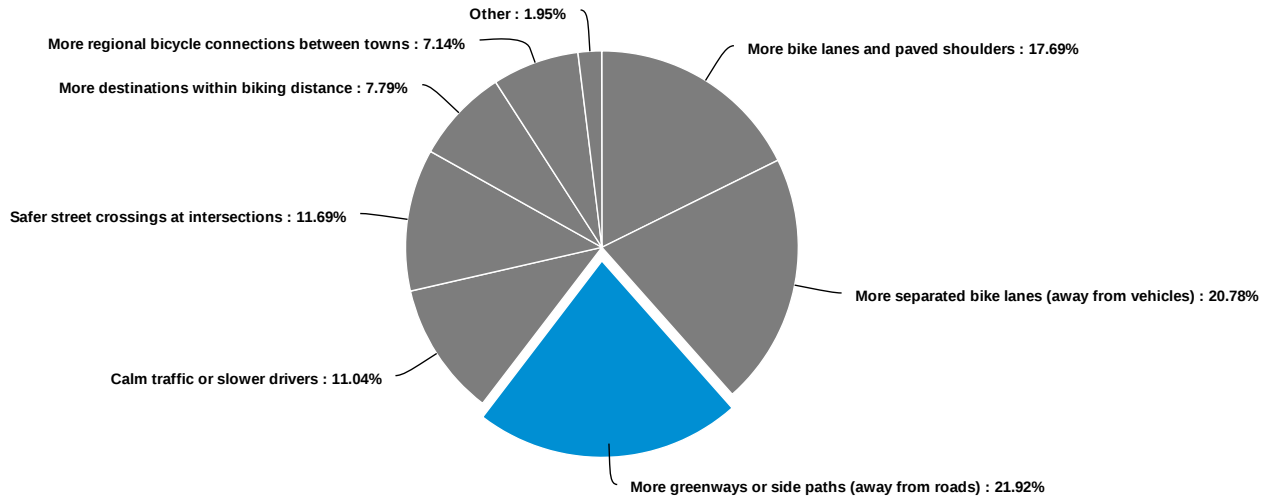
Answer	Count	Percent	20%	40%	60%	80%	100%
More frequent transit service	96	21.33%	<div style="width: 21.33%;"></div>				
Weekend transit service	50	11.11%	<div style="width: 11.11%;"></div>				
Cleaner and safer transit stops/shelters	49	10.89%	<div style="width: 10.89%;"></div>				
A community shuttle to/from key shopping and office destinations	70	15.56%	<div style="width: 15.56%;"></div>				
Better access to transit stops/stations by walking or biking	82	18.22%	<div style="width: 18.22%;"></div>				
More express service (limited stops)	42	9.33%	<div style="width: 9.33%;"></div>				
More park-&-ride locations	38	8.44%	<div style="width: 8.44%;"></div>				
Other	23	5.11%	<div style="width: 5.11%;"></div>				
<b>Total</b>	<b>450</b>	<b>100%</b>					

What transit improvements would MOST LIKELY increase your use of public transportation? Choose up to THREE. - Text Data for Other

12/08/2021	31233647	Sidewalks in upper Westover
12/08/2021	31232975	Wish the bus would start at 5 am 7 days a week from Westover Terminal
11/12/2021	31131287	for route 09 to not cancel every other route
11/05/2021	31062393	Better fare system
10/18/2021	30887521	The app is not accurate. And the two busses I use are usually always late or do not run. I ride 30 and 44 daily.
10/18/2021	30886992	I would use public transportation if I didn't have a car. The complaints I have heard are wait times and just hard to make the schedule work with the various things that people need to do but I don't know how you'd resolve that and I do think I don't hear people complain about that as often as I used to.
10/13/2021	30861364	Stopping route 39 has made it harder for me a disabled person to get home
10/12/2021	30858991	No access to bus. I live at Friendship Manor and with a walker, I cannot get to a bus stop. Need small bus to come to front door.
10/12/2021	30858156	Just one bus to town, no switching
09/28/2021	30777481	More destinations linked by transit

08/17/2021	30535795	Buses that go from specific areas to specific job locations.
08/17/2021	30535320	More accessible information about where and how to use it (looked online and couldn't figure it out)
08/10/2021	30498201	Aging, unable to drive but able to walk to bus stops
08/10/2021	30497030	The busses are unpredictable and not in convenient locations for the short trips I, as a South Park resident, would want. It would be nice if there was a much shorter route that focused on getting residents to the top of high street. My grandparents would always talk about how great the trolley system was for that sort of thing so maybe something similar.
07/27/2021	30438515	More frequent service & more routes
07/22/2021	30426059	Stops/service in my area
07/22/2021	30426034	more stop locations-there are none in my area
07/20/2021	30417214	Have something like a metro system or something like PRT. Something with more separate cars
07/13/2021	30390554	Shorter time to destination
07/12/2021	30388485	improve/extend PRT system
06/29/2021	30330245	Better PRT hours and days of operation
06/29/2021	30330194	Longer service hours. Bus service ends most days before I get off work.

What would make BICYCLING a better experience for you? Choose up to THREE.

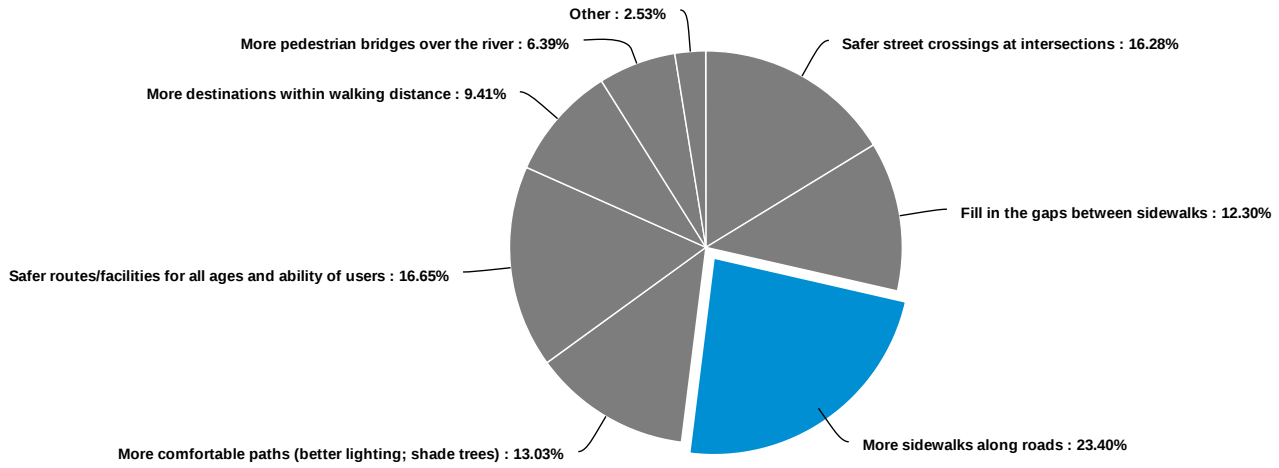


Answer	Count	Percent	20%	40%	60%	80%	100%
More bike lanes and paved shoulders	109	17.69%	<div style="width: 17.69%;"></div>				
More separated bike lanes (away from vehicles)	128	20.78%	<div style="width: 20.78%;"></div>				
More greenways or side paths (away from roads)	135	21.92%	<div style="width: 21.92%; background-color: #007bff;"></div>				
Calm traffic or slower drivers	68	11.04%	<div style="width: 11.04%;"></div>				
Safer street crossings at intersections	72	11.69%	<div style="width: 11.69%;"></div>				
More destinations within biking distance	48	7.79%	<div style="width: 7.79%;"></div>				
More regional bicycle connections between towns	44	7.14%	<div style="width: 7.14%;"></div>				
Other	12	1.95%	<div style="width: 1.95%;"></div>				
<b>Total</b>	<b>616</b>	<b>100%</b>					

What would make BICYCLING a better experience for you? Choose up to THREE. - Text Data for Other

12/08/2021	31235097	No hills
08/17/2021	30535320	I cant ride a bike lol
08/17/2021	30535313	Direct access to rail trail from First Ward
08/17/2021	30529475	Safer rail trail areas (more police presence?)
07/22/2021	30426246	Get AVs off the road
07/22/2021	30426059	Police presence for speeders and DUI offenders
07/16/2021	30402575	Better inter-neighborhood connections
07/14/2021	30396003	Better connections to the rail trail
07/11/2021	30385110	bike share
06/30/2021	30336581	Wayfinding signage from Rail Trail to other sites; bike racks
06/29/2021	30330196	Bike racks -- there are essentially none around town

What would make WALKING a better experience for you? Choose up to THREE.



Answer	Count	Percent	20%	40%	60%	80%	100%
Safer street crossings at intersections	135	16.28%	<div style="width: 16.28%;"></div>				
Fill in the gaps between sidewalks	102	12.3%	<div style="width: 12.3%;"></div>				
More sidewalks along roads	194	23.4%	<div style="width: 23.4%; background-color: #007bff;"></div>				
More comfortable paths (better lighting; shade trees)	108	13.03%	<div style="width: 13.03%;"></div>				
Safer routes/facilities for all ages and ability of users	138	16.65%	<div style="width: 16.65%;"></div>				
More destinations within walking distance	78	9.41%	<div style="width: 9.41%;"></div>				
More pedestrian bridges over the river	53	6.39%	<div style="width: 6.39%;"></div>				
Other	21	2.53%	<div style="width: 2.53%;"></div>				
<b>Total</b>	<b>829</b>	<b>100%</b>					

What would make WALKING a better experience for you? Choose up to THREE. - Text Data for Other

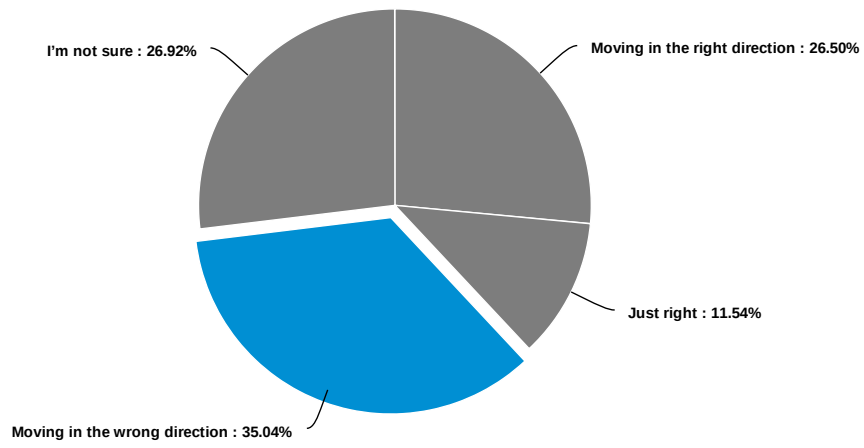
10/12/2021	30858991	unable to walk distance required to get on street level.
10/05/2021	30803650	Longer/more frequent Ped Xing lights at signals
08/26/2021	30589296	Living closer to most destinations
08/26/2021	30586847	More greenways/better pedestrian routes on Stewartstown Rd (for example)
08/24/2021	30580568	none
08/17/2021	30529187	N/a
08/11/2021	30505461	N/A
08/11/2021	30504675	None
07/22/2021	30426059	police presence for speeders and DUI offenders
07/22/2021	30426034	more police presence in my area to monitor speeding & due offenses
07/14/2021	30397295	Less vagrant people downtown at night.
07/13/2021	30391370	a different physical body

07/13/2021 30390554 Sidewalks in better condition

07/12/2021 30386458 Sidewalks in good repair. No large cracks, heaved up sections, missing portions of sidewalks. Also remove things blocking sidewalks: no trash cans in the middle of sidewalk, no shrubs/low hanging trees, no weeds growing into sidewalk so that I have to walk in the street to get around the blockages.

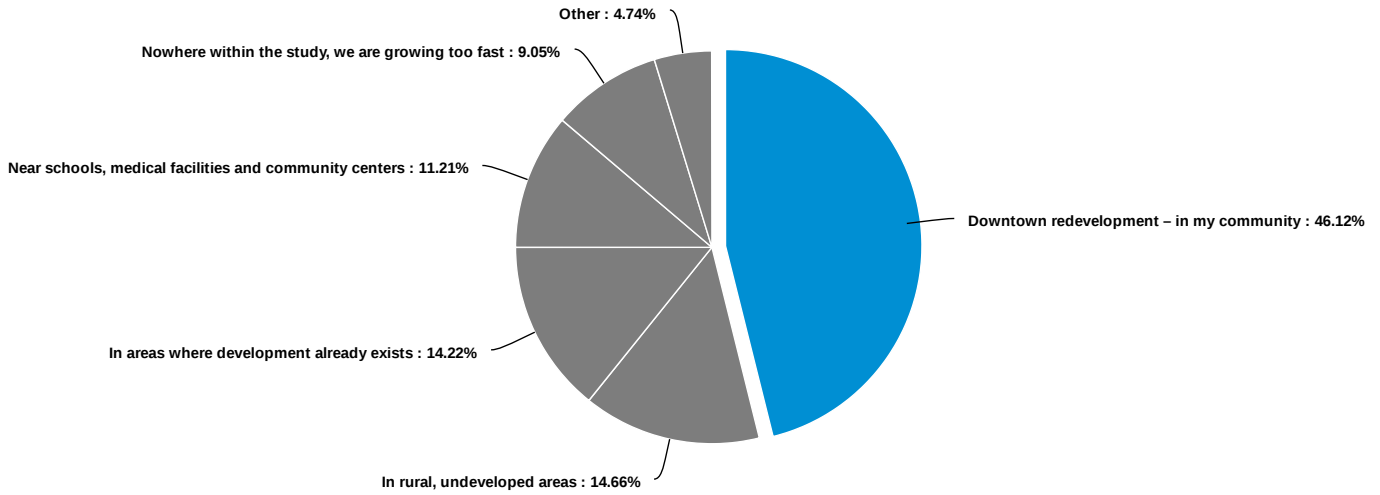
06/30/2021 30334553 Drivers think they come first and are intent on getting places fast. Drivers should defer to walkers and cyclists who risk the most. I am afraid to ride a bike downtown.

Growth and development in Monongalia County is...



Answer	Count	Percent	20%	40%	60%	80%	100%
Moving in the right direction	62	26.5%	<div style="width: 26.5%;"></div>				
Just right	27	11.54%	<div style="width: 11.54%;"></div>				
Moving in the wrong direction	82	35.04%	<div style="width: 35.04%;"></div>				
I'm not sure	63	26.92%	<div style="width: 26.92%;"></div>				
<b>Total</b>	<b>234</b>	<b>100%</b>					

## Where should future development be focused?



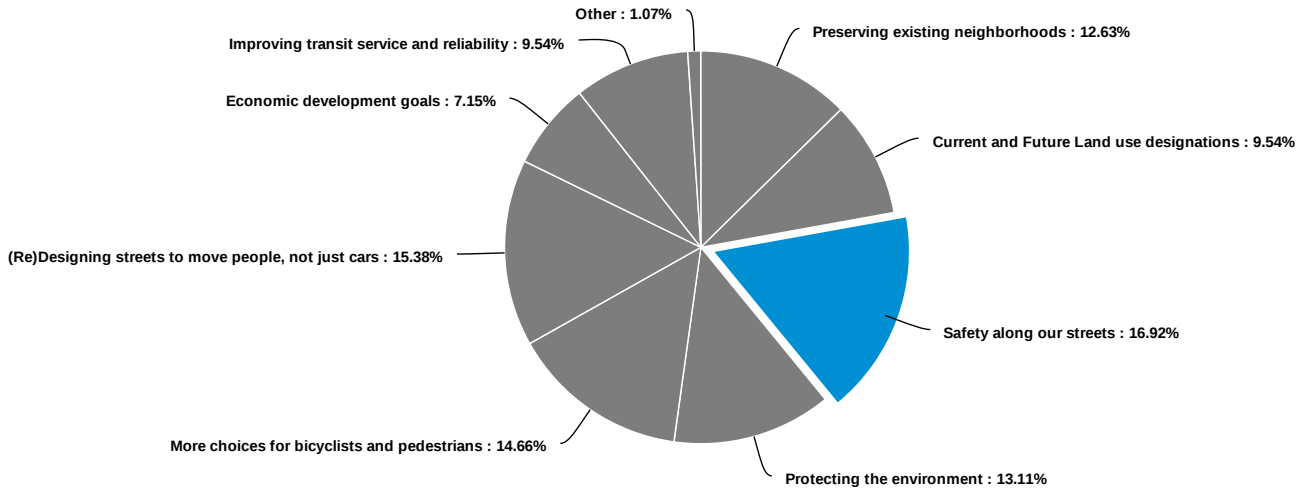
Answer	Count	Percent	20%	40%	60%	80%	100%
Downtown redevelopment - in my community	107	46.12%	<div style="width: 46.12%;"></div>				
In rural, undeveloped areas	34	14.66%	<div style="width: 14.66%;"></div>				
In areas where development already exists	33	14.22%	<div style="width: 14.22%;"></div>				
Near schools, medical facilities and community centers	26	11.21%	<div style="width: 11.21%;"></div>				
Nowhere within the study, we are growing too fast	21	9.05%	<div style="width: 9.05%;"></div>				
Other	11	4.74%	<div style="width: 4.74%;"></div>				
<b>Total</b>	<b>232</b>	<b>100%</b>					

### Where should future development be focused? - Text Data for Other

10/12/2021	30858991	not educated in that area.
09/14/2021	30692777	We obviously need to grow; but we need responsible adults to manage and ZONE the growth.
08/24/2021	30575516	Need to make developers pay for infrastructure improvements
08/17/2021	30535320	Redoing houses split into apartments back into single family
08/10/2021	30499830	It depends west side of Morgantown seems appropriate, downtown redevelopment seems good idea, along the riverfront seems like great opportunity
08/10/2021	30499402	PLANNING! E.g., require sidewalks & stop the sprawl!
08/10/2021	30496641	Creating more green spaces, like a large park that's easy to access.
08/06/2021	30478353	You're not able to check growth. Building infrastructure to accommodate all growth is what's needed
07/15/2021	30399113	The business park in Westover desperately needs an interchange with 79. This would keep a lot of traffic off of Westover streets and make it convenient for businesses to those.
07/08/2021	30374716	Sustainable, linked to communities, downtowns, complete streets, interconnected for bikes and walkers
06/30/2021	30336581	Downtown and Downtown adjacent mixed-use development (including housing, pedestrian use, and bikeability)



When making transportation decisions, we should consider...

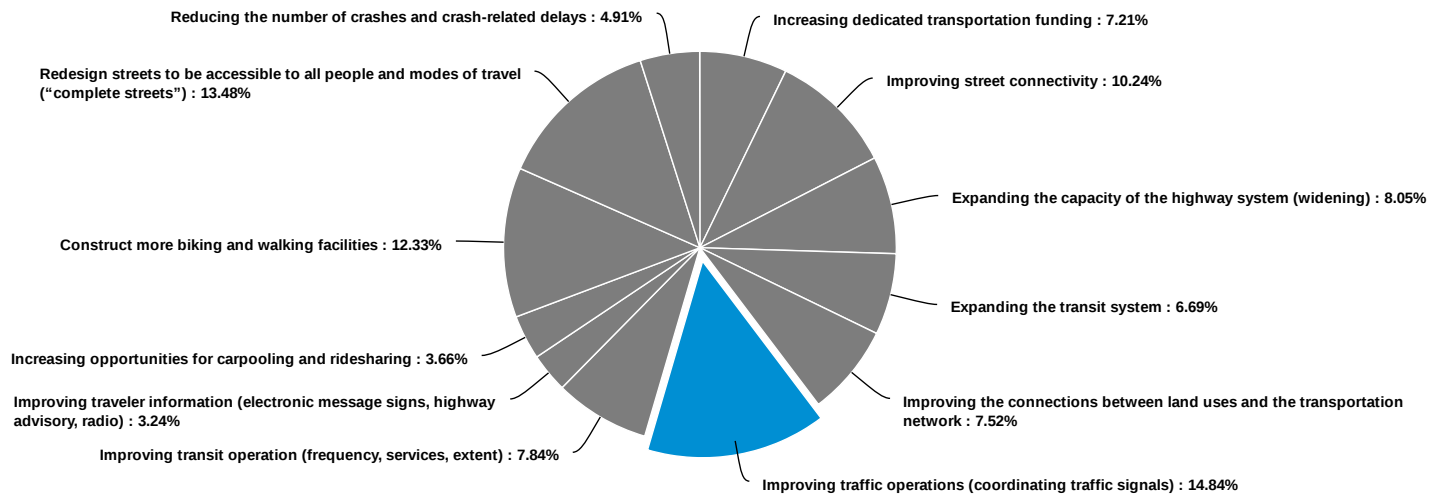


Answer	Count	Percent	20%	40%	60%	80%	100%
Preserving existing neighborhoods	106	12.63%	[Progress bar]				
Current and Future Land use designations	80	9.54%	[Progress bar]				
Safety along our streets	142	16.92%	[Progress bar]				
Protecting the environment	110	13.11%	[Progress bar]				
More choices for bicyclists and pedestrians	123	14.66%	[Progress bar]				
(Re)Designing streets to move people, not just cars	129	15.38%	[Progress bar]				
Economic development goals	60	7.15%	[Progress bar]				
Improving transit service and reliability	80	9.54%	[Progress bar]				
Other	9	1.07%	[Progress bar]				
<b>Total</b>	<b>839</b>	<b>100%</b>					

When making transportation decisions, we should consider... - Text Data for Other

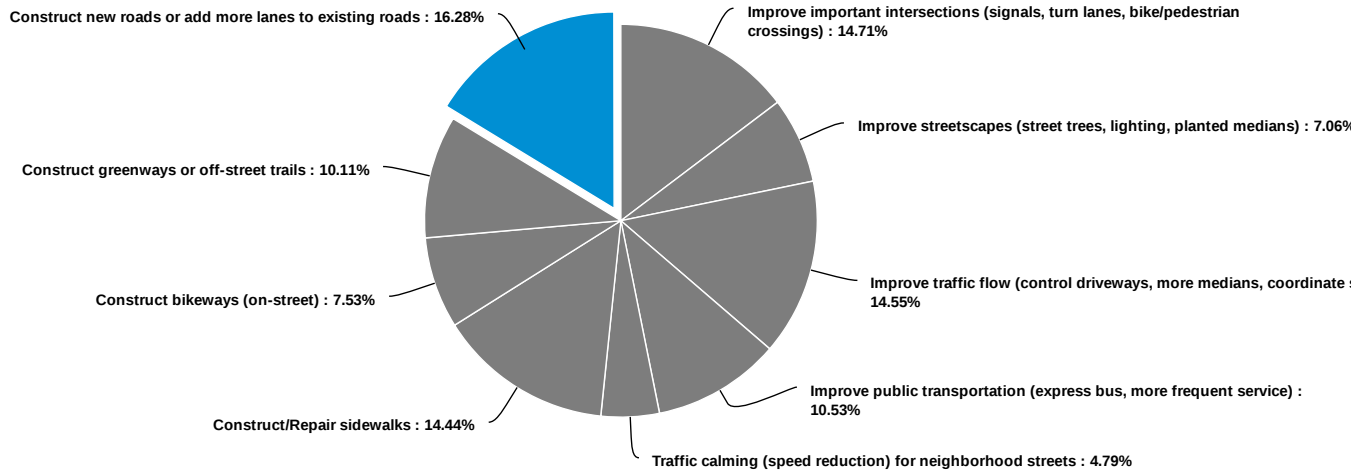
08/20/2021	30549554	Flow of traffic through downtown campus at Mountainlair
08/17/2021	30533578	Moving traffic more efficiently
08/12/2021	30509481	better traffic signal coordination
08/09/2021	30493205	Improving Morgantown roads/streets to improve traffic flow
08/06/2021	30478353	Make a plan and execute. Quit asking every 5 or 10 years while not getting anything done. Plan then EXECUTE!!!
07/25/2021	30431372	Truck by pass
07/12/2021	30386458	Top priority .... Stop patching instead pave the roadways....both city and county streets. It's embarrassing.
07/11/2021	30385110	no more round about. leave Greenbag alone
06/29/2021	30332219	Catching up to existing development

What do you think is the most effective method to reduce transportation congestion in our region? Choose up to FIVE.



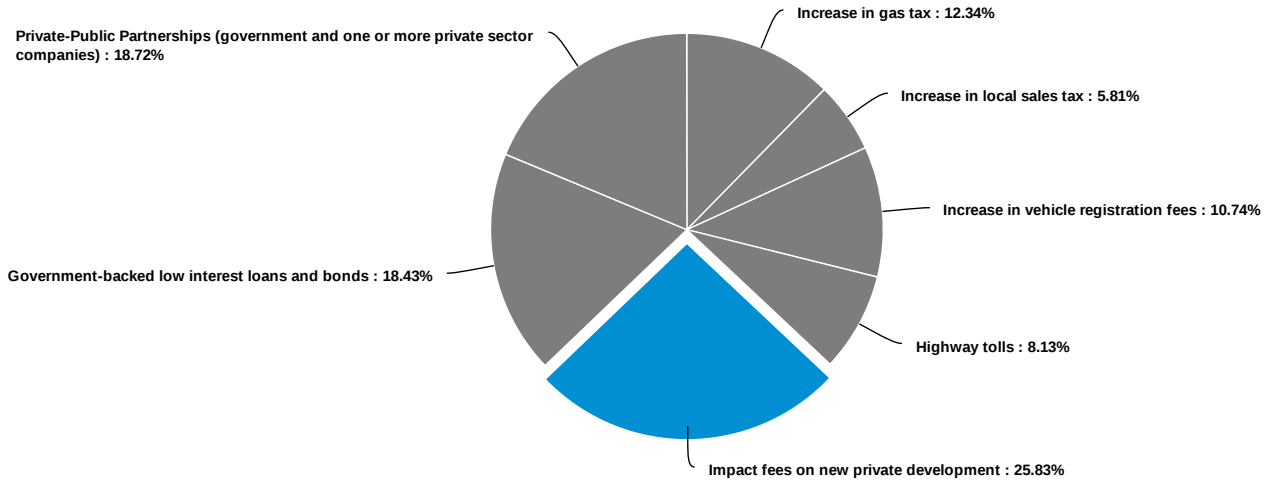
Answer	Count	Percent	20%	40%	60%	80%	100%
Increasing dedicated transportation funding	69	7.21%					
Improving street connectivity	98	10.24%					
Expanding the capacity of the highway system (widening)	77	8.05%					
Expanding the transit system	64	6.69%					
Improving the connections between land uses and the transportation network	72	7.52%					
Improving traffic operations (coordinating traffic signals)	142	14.84%					
Improving transit operation (frequency, services, extent)	75	7.84%					
Improving traveler information (electronic message signs, highway advisory, radio)	31	3.24%					
Increasing opportunities for carpooling and ridesharing	35	3.66%					
Construct more biking and walking facilities	118	12.33%					
Redesign streets to be accessible to all people and modes of travel ("complete streets")	129	13.48%					
Reducing the number of crashes and crash-related delays	47	4.91%					
<b>Total</b>	<b>957</b>	<b>100%</b>					

How would you spend 100 dollars on transportation improvements? You can spend it on one thing or spread it around—but you can only spend 100 dollars total.



Answer	Count	Percent	20%	40%	60%	80%	100%
Improve important intersections (signals, turn lanes, bike/pedestrian crossings)	14.48	14.71%	<div style="width: 14.71%;"></div>				
Improve streetscapes (street trees, lighting, planted medians)	6.95	7.06%	<div style="width: 7.06%;"></div>				
Improve traffic flow (control driveways, more medians, coordinate signals)	14.32	14.55%	<div style="width: 14.55%;"></div>				
Improve public transportation (express bus, more frequent service)	10.37	10.53%	<div style="width: 10.53%;"></div>				
Traffic calming (speed reduction) for neighborhood streets	4.72	4.8%	<div style="width: 4.8%;"></div>				
Construct/Repair sidewalks	14.21	14.43%	<div style="width: 14.43%;"></div>				
Construct bikeways (on-street)	7.41	7.53%	<div style="width: 7.53%;"></div>				
Construct greenways or off-street trails	9.95	10.11%	<div style="width: 10.11%;"></div>				
Construct new roads or add more lanes to existing roads	16.03	16.28%	<div style="width: 16.28%;"></div>				
<b>Total</b>	<b>98.44</b>	<b>100%</b>					

If additional funding is needed to improve transportation in the region, which of the following potential funding sources would you support? Select all that apply.



Answer	Count	Percent	20%	40%	60%	80%	100%
Increase in gas tax	85	12.34%					
Increase in local sales tax	40	5.81%					
Increase in vehicle registration fees	74	10.74%					
Highway tolls	56	8.13%					
Impact fees on new private development	178	25.83%					
Government-backed low interest loans and bonds	127	18.43%					
Private-Public Partnerships (government and one or more private sector companies)	129	18.72%					
<b>Total</b>	<b>689</b>	<b>100%</b>					

## Is there anything else we should know about transportation in your area?

01/07/2022	3125815	Improve county roads by widening shoulders & adding bike lanes. More sidewalks needed. Thank you for all your good hard efforts! You are appreciated.
12/08/2021	31235097	People won't bike because of the hills. The crosswalks are good. Parking is bad. Car is necessary to get anywhere off campus
12/08/2021	31234074	I frequently host international visitors. When I was on old blue line busses were reliable and reasonable in time. The current configuration on this side of Easton hill 119n is terrible.
12/08/2021	31232975	Instead of having Just campus pm run on Thursday Friday and Saturday it should run every day. Also keep the college hours year round if not earlier service so locals can get to work easier
12/07/2021	31230978	N/A
11/12/2021	31131287	Mountain Line Transit is unreliable at best. Route 09 (purple) has canceled every other trip. I can't get where I need to go on time because of this.
11/04/2021	31055237	The bus app needs to be updated and maintained no reason I can't track the buses everyday so I can prepare my outings and there should be a display indicating a bus that is not currently running in the app.
10/18/2021	30886992	I really feel inadequate to speak to this topic. I've not given it enough thought. I have heard people complain about not enough sidewalks and that disabled people are unable to go from one location to another. I have observed people walking in narrow, unsafe spaces along the roads. I've considered riding my bike somewhere before but wasn't sure there were lanes the entire way, so I never have. Beyond that, I have limited knowledge of the subject. Oh, my daughter used the bus system fairly regularly eight years ago when she was pregnant and always felt very unsafe, but for some reason I've had the impression that that was improved.
10/15/2021	30877986	Public transportation should follow the timelines and routes so that people have trust using them.
10/14/2021	30872364	Our area is being crippled by sprawl and mid-20th century design. Improving infrastructure to encourage non-motorized transportation to incentivize not driving would be great! Thank you!
10/14/2021	30868705	Need more enticements to get bus drivers and ride share (Uber/Lyft) drivers to help those in need. (Disabled and Elderly
10/13/2021	30862826	Morgantown is a nightmare
10/13/2021	30861364	Please bring back 39. I know the driver shortage is bad but it has made getting to class so much harder
10/12/2021	30859028	The # 50 has improved very much I think thats ,great. Mountain Line needs to rehire former drivers to end the shortage of drivers.
10/12/2021	30858991	We do not expect you to improve anything with \$100, so that is an insulting question. A;so, again, limit cars to jrs and srs at WVU.
10/12/2021	30858537	Bus drivers refuse to pick up people that are not in bus stop.
10/05/2021	30806116	Please, PLEASE, update the MLTA tracking app. It's kinda helpful, when it's, like, tracking. Buses are reassigned as shuttles during WVU games, so to prevent confusion as to why a Green Line bus is on the other side of town, there's no bus tracking on those days. At all? Not even the lines still running as normal? Does MLTA manually tie bus signals to routes, but not have a system to automatically reassign them for roughly biweekly home games? What else can I do but guess? And sometimes it just doesn't show regular buses doing their regular routes on a regular Tuesday. Both cases I need to bother the diligent, cool-headed front desk staff just to find out if a bus was a minute ahead of schedule or stuck in traffic for ten. Tying up phone line isn't an ideal fix, so I got Google Map route data that's not always up to date, and MLTA website PDFs in mobile-unfriendly, pinch-to-zoom, tiny, little, pissant font. Because the buses' GPS don't turn on sometimes. For reasons. And! And there's not one transit schedule in the MLTA's official app. Super. I'm giving y'all a hard time here because I sincerely believe the MLTA and Monongalia's transit as a whole is already the best in the state, but there's so much room to improve. There's dozens, hundreds of WVU comp engineering students and grads out there to contract for just this kind of work. As hokey as it sounds, invest in a couple of them so we can all better invest in our businesses and communities.
10/05/2021	30803650	The biggest obstacle to eliminating dangerous and congested traffic from the downtown area is that the city has no control over most of the streets there, because they are designated as state roads. There is no way to fix downtown or make it a more pleasant area as long as the state dictates that it is primarily organized for vehicle traffic. An additional problem is that there is little or no enforcement of existing traffic laws, and drivers largely do whatever they want with no consequences.
10/05/2021	30802592	I would support tiered increase in car registration, so the more expensive/valuable the car/vehicle, the more registration would cost. The aim would be to not unfairly cause lower income car owners to feel the brunt of the fee.
10/01/2021	30790505	no
10/01/2021	30789194	Appreciate the MMMPO Staff and its endeavors.
09/28/2021	30777481	Integrating modes is critical. Parking and overparking is a problem as well...

Hi there. Thanks for using this survey as part of your planning process. I am a frequent bicycle commuter in Morgantown (most days of the weeks), and while I appreciate the relative abundance of recreational cycling options, I also bemoan the lack of good (read "safe") cycling routes for utilitarian purposes (commuting, errands, etc...). If there were one category of improvements I could encourage, it would be developing a network of "bicycle trunk connections" that would allow access to more parts of town. The Mon River and Deckers' Creek trails are a wonderful starting point for this network, as they allow relatively good access to downtown, the downtown campus, Sabraton, and Star City. But trying to connect to the east or north parts of town (Evansdale, med center, Suncrest Town Centre, etc...) is a nightmare. It can be done by a confident and fit cyclist, but it involves traversing the unpaved path through the arboretum, biking up/down some very steep roads like Eighth St, or unsafely battling traffic along streets like University Ave or Stewartstown Rd. Coming around via the other side (via Hartman Run Rd and/or 119 along the Mileground) isn't any better as there are basically no shoulders (or really any accommodations for cyclists). Morgantown's topography is challenging, but not impossible in my opinion. In particular for these connections, has a protected bike lane been considered along Mon Boulevard/7 between the downtown and Evansdale Campuses? The slope of that street isn't as bad as other streets connecting the two campuses, and the shoulder on the opposite side of the road from the river (just below the bluffs for the Evansdale campus) potentially seems wide enough to fit a two-way protected bike lane. Clearly, given the higher speed limit in that stretch, the bike lane should be separated from vehicle traffic by a hard, physical barrier (not just bollards or some such thing). Given my personal bicycle commute towards the airport from the direction of downtown, I would love to see some bicycle accommodations along Hartman Run Rd and up to the Mileground, but I also recognize that this connection would likely serve fewer people than a good bicycle connection between the downtown campuses (that said, I frequently see people walking the 6-inch shoulder up/down Hartman Run Rd. That's definitely an unsafe stretch for walking, if not biking). Finally, the eastern and northern areas of town (Suncrest, or along Van Voorhis, or along Stewartstown Rd) don't seem to have any good cycling options. Given the higher density housing along the latter two streets, it seems like having more protected bike infrastructure could really encourage more bicycling. In addition to bicycle infrastructure, having greatly increased frequency of transit service, with the ability to transport one's bike, could be a way to patch together better access to different parts of town. I'll say that frequency of service would need to be significantly better than once or twice per hour. Probably every 15 minutes is the minimum frequency for me to actually wait with my bike (because otherwise I might as well bike all the way to where I'm going, when possible; or if I'm in more of a hurry, I'm more likely to switch to a car). A final comment: I also walk around town a lot. It's not too bad in South Park or downtown, but these are already some of the most walkable areas of town. While improvements can be made in these areas, especially in terms of safer crossings, I think other parts of town would benefit the most from developing better pedestrian infrastructure. Street improvements (traffic slowing) and intersection improvements (for safer crossings) would help immensely. Thanks for taking our input and for all the work that you all do. Cheers!

09/22/2021 30736380

09/15/2021 30699853 It is so close to being great!

09/15/2021 30699455

Our sidewalks are a disgrace. Uneven, narrow, busted, non ADA compliant, telephone poles in the middle, never swept and still have winter cinders, no maintenance on the weeds and cracks. High street needs to be modeled after Charlottesville and make business and pedestrian friendly. There is no county planning around zoning, infrastructure, etc. We need more lighting on sidewalks and some roads. There should be a nice inviting entrance from exit #155 to Star City and exit #1 to Don Knotts. Plan to cut grass, plant trees, flowers, signage, etc. Morgantown and Mon County needs to be inviting and welcoming of visitors. Bury the eyesore of utilities on old routes. Do it right the first time when doing construction. Add Broadband when constructing new roads.

09/14/2021 30692445 traffic light coordination is a must! you can't get from one light to another

09/12/2021 30682283

Many of the streets require significant maintenance both on the roads (e.g. potholes) and adjacent landscaping (e.g. trees on Don Knotts blvd and median on Don Knotts Blvd). The sidewalks need improvement to create a more accessible walking environment.

09/12/2021 30681723

Changing signals that already have detectors from timed cycles to demand based would help greatly--so many have left turn arrows in the normal cycle even when no vehicles are present. And/or stay green for side streets long after all vehicles have cleared--or were never even there in the first place. Some examples: the "Aldi" light and the Waterfront Place light on Don Knotts Blvd; Van Voorhis and Mountaineer Station; Mon Blvd at Creative Arts Center (seems to be a recent change here.) After WVU football games, it often seems many of the lights set to blink during the game, are not put back on the same cycle as before the game.

09/08/2021 30658527

Consider closing campus Drive to through traffic. Or Limit campus Drive to emergency use only. The bottleneck at campus dr and surrounding related backups causes problems in all directions during many peak times of travel. Please consider this solutions to resolve intersection issues on University Avenue and the bottleneck on 19.

09/08/2021 30658515

Pedestrian safety is out of balance in Morgantown. More crosswalks where human travel would be helpful. Is there a single crosswalk on brockway ave? No. Why not? Are we studying how humans move? Sidewalks around schools and major road needs serious attention. Are there sidewalks around each school connecting it to the closest neighborhood? No. Why not? Kids can't walk to school because our sidewalks are incomplete. There are no connections for human traffic. It's a sad state if affairs.

08/26/2021 30589296 We need a bike path going to the Walmart on Hornbeck Rd and the communities behind there.

08/26/2021 30587267 Traffic Lights are terribly out of sync. Makes traffic congestion in Morgantown unbearable at rush hour.

08/26/2021 30586847

There is increasing bicycle and pedestrian traffic on Point Marion and Stewartstown Roads and it is quickly becoming an unsafe situation. Especially on Old Stewartstown, the pedestrian and bike traffic looks to be recreation- focused. There may be the possibility of developing a greenway corridor, but it depends on whether there is a connection to AML lands that can be leveraged.

08/26/2021 30586658

Morgantown has the potential to be a very bikable city. It just needs more safe and protected bike lanes to improve connectivity between the existing trail systems (like the Caperton trail) and high density areas (like the downtown campus, Evansdale campus, and Med center).

08/24/2021 30580698 I think the traffic circles are very effective. Keep using them.

08/24/2021 30577609 Traffic light coordination is terrible

08/24/2021 30574799 Monongalia County needs six lanes in most areas of I-79 and I-68 the same as Marion and Harrison County.

08/24/2021 30574773 Road conditions are horrible

08/21/2021 30554965 The community needs to be less reliant on cars.

08/20/2021	30549554	Sidewalks are an important mode of transportation, health, and liveability of neighborhoods. Sidewalks in South Park are abysmal. There is such inconsistencies on whether sidewalks even exist, making it hard for elderly, young parents, anyone trying to use them to get from one point to the next.
08/19/2021	30545653	The roundabout at the MIlleground still backs up at rush hour and is not safe when this happens. Congestion through campus needs to be dealt with to help keep traffic moving.
08/19/2021	30544491	Ditching and drainage should be the number One priority to preserve the costly repairs and reduce the frequency of these repairs. There is not enough wide roads, curbs and guard rails throughout the county making dangerous roads more dangerous, especially in the winter. Stop pouring money into public transportation if the public transportation isn't going to clean up the miles of trash that accumulate from bus riders throwing down masks and cigarette butts and food wrappers at every single stop. You can tell where the bus lines from where the trash is.
08/18/2021	30541671	yes, we need more buses coming more frequently. the roads are terrible.
08/18/2021	30538607	I see more and more pedestrians walking along Rt 7 in the Dellslow/Sabraton/Brookhaven/Tyrone Rd area. There are no sidewalks along these roads for the most part, and I feel it's getting dangerous for both the pedestrians and drivers aloje, especially at night. Installing sidewalks or bike lanes along these roads (especially Rt 7) would be helpful for all
08/17/2021	30537666	*Please* find ways to make Morgantown and surrounding areas more pedestrian and bike friendly. Doing so increases higher quality of life, safer communities, economic benefits, environmental benefits, and so much more. Improving the safety of walking and biking around the town for school, work, and recreation will attract more folks and businesses to move to our town. I want to see more parents safely using strollers in neighborhoods, young kids walking to neighborhood parks, and adults walking to local shops. Smart city planning is essential. Thanks for asking for feedback!
08/17/2021	30535937	Traffic is constantly backed up on 119 at the pleasant street intersection because of the crazy lane changes. one lane needs designated for turning onto the bridge. 2 Lanes fro thru traffic to beechurst
08/17/2021	30535320	I like living in a walkable neighborhood. I think new developments should be required to have sidewalks and SAFE walkable connections to other areas.
08/17/2021	30533578	There are many traffic lights that are timed poorly to favor traffic that is almost nonexistent, especially traffic entering or crossing Don Knotts Blvd
08/17/2021	30529616	Congestion has been a huge problem and roadway improvements and expansion is badly needed.
08/17/2021	30529566	Drainage and road paving need to be a priority. All new development needs to pay for impacts on streets and roads.
08/17/2021	30529222	THE CURRENT PUBLIC TRANSPORTATION BUSES ARE TOO LARGE FOR OUR CITY STREETS. THE CITY STREETS NEED TO FLOW BETTER AND WORK TOGETHER AS OPPOSED TO AGAINST EACH OTHER. STREET LIGHTS ALL NEED TO BE COORDINATED W/ONES NEARBY TO LESSEN WAITING TIMES AND TRAFFIC CONGESTION DURING PEAK TRAFFIC.
08/17/2021	30529168	In my opinion, the single most important issue for improving walking, biking, and driving in the downtown/campus area was not mentioned in this questionnaire: enforcing existing traffic laws. Drivers are used to violating essentially all traffic laws with impunity. Beyond that, downtown traffic signals need to give significantly more time (like, double or more) to pedestrians and less to cars.
08/16/2021	30523616	Very unrealistic approach to the city and county. Too much growth in too small of an area is main problem. Also too much emphasis in plans for walking and biking. Few live close enough to walk to any job. Some of those that do such as residents in South Park will usually drive to downtown rather than walk. Biking is not a realistic transportation option due to weather here. It is cold 8 months out of the year and bitterly cold for 5; Nov-Mar. It also rains about every other day. At best it rains every third day. Growth in the county is too spread out and haphazard to realistically rely on bus transportation for a daily commute either.
08/13/2021	30518115	Make it easier for people to bike and walk to all areas of Morgantown and the immediate surrounding cities (westover, star city, suncrest, first ward). The rail trail is becoming exponentially more popular, create more bridges in places that facilitate this type of transit (bridge from coliseum to creative arts center, bridge over patteson dr) follow through on the exit to the industrial park. Also so whatever it takes to prevent the mass of coal/gravel trucks from going through downtown from rt 7 in Sabraton it is destroying the roads and making the area look like a third world country.
08/12/2021	30509481	The traffic leaving Star city and going past the Sheetz to the
08/11/2021	30504714	Need to complete loop around Morgantown.
08/11/2021	30504633	The roads in downtown Morgantown and Westover are bone jarring! Other towns with fewer resources don't have this problem.
08/10/2021	30500093	Real planning and regulations are needed to prevent problematic situations like a fifth road coming into the intersection of 67 and 119.
08/10/2021	30499830	In my opinion most the accidents that are causing traffic related events are caused by drivers not allowing sufficient space between the car in front of them. I frequently observe at least 3 cars being in a spot close together on the road when there should really be only one car. Drivers are riding up on each other's asses... this needs to be enforced much better by the police and troopers
08/10/2021	30499412	Pedestrians and bikers need SAFE ways to travel around town. Sidewalks and bike paths (next to traffic lanes not part of) would encourage less driving and reduce congestion!
08/10/2021	30499402	Adding multi-user trails so that people can walk and bike safely as a means of transportation is the highest priority. The unbridled sprawl must be reigned in by creating some zoning laws for the county that will preserve greenspace while facilitating alternatives to use of a personal automobile.

08/10/2021	30498768	More roads. More bridges across the river. More exits along I-79. Expand the city boundaries which will increase monies for the city.
08/10/2021	30498201	The addition of multi story student housing has added to the number of cars present downtown. More traffic!
08/10/2021	30497106	We need sidewalks!
08/10/2021	30497030	The focus on car-based transportation seems to be hurting actual ability for most people to get around. It is especially apparent in new development on edges of the city such as the "town centers" and Mylan Park that are inaccessible without a privately owned vehicle, making it difficult to shop or enjoy those facilities. Meanwhile our downtown is dying as retail and entertainment are moved to these out-of-city limit properties favored by national entities.
08/10/2021	30496641	I would like to see improvements in my neighborhood that would reduce speeding. For example, more stop signs, speed bumps, or rumble strips could help slow drivers and make it safer for walking in my neighborhood. I would LOVE to have High Street designated as a pedestrian street, allowing cars only for special events (i.e. parades or car shows). This would create a safer environment for pedestrians and allow restaurants to have outdoor spaces for dining. I used to live in Germany and it's common for towns to have pedestrian only areas. It's possible with a simple redirection of traffic flow on the surrounding streets and with parking garages. I think pedestrian crossings should all have the flashing lights to help drivers be aware that someone needs to cross the street. Personally, I have had many experiences where drivers did not stop for me in a crosswalk, even with posted signs.
08/10/2021	30496555	Too many new development that doesn't intersect or have sidewalks.
08/10/2021	30496502	Consider sidewalks along Rt 7 in Sabraton, along Greenbag road and the 705. Many workers and families walk these routes who do not have transportation.
08/10/2021	30495949	MONONGALIA COUNTY'S GROWTH HAS EXPLODED OVER THE PAST 30+ YEARS - OUR ROADS AND INFRASTRUCTURE HAVE LAGGED BEHIND GREATLY. OUR ROADS CANNOT HANDLE THE AMOUNT OF TRAFFIC IN AND OUT OF THIS COUNTY ON A DAILY BASIS. WHEN BUILDING ROADS WE ALSO NEED TO CONSIDER PROPER DRAINAGE - WHICH OBVIOUSLY IS LACKING IN SO MUCH OF THIS COUNTY.
08/09/2021	30494766	Roads have failed to keep up with development. We must prioritize safe wide pothole less roads. Sidewalks to allow those wishing to walk to have a safe place to walk. Ditches, berms and brush have been neglected. Our roads are an embarrassment to all and we need to do better.
08/09/2021	30486784	Better connectivity to the Morgantown Airport.
08/06/2021	30478353	Progress on the state level is slow. The Mileground should be done by now. The in-fighting/plan changing on the local level has allowed the state to focus on the southern areas. We are our own worst enemy.
08/05/2021	30471757	Elderly need more options for transportation to medical appointments.
08/02/2021	30459567	I think more ways to notify travelers to our area about construction and detours would help. Plus, I think there should be more ways to "get around" those areas that have high vehicle crash rates. The proposed northern beltway bypass should greatly alleviate traffic congestion. Look into other connectors between highly travelled roads - the ones proposed are very exciting!
07/31/2021	30452844	Seems unlikely there will be sufficient bikers and walkers to justify the cost of sidewalks/paths/bikeways. And don't know what bus ridership is, but seems like every one I see is pretty empty. So prime issue to me is auto/truck movement and that means roads.
07/29/2021	30446004	In my view the chief priority should be reducing car dependence through dense (re-)development and investments in public transit and safety for pedestrians and cyclists.
07/27/2021	30438515	Your follow-through has an abysmal track record. I remember a comprehensive bike plan from years ago, and all that's been done is paint a few sharrows on streets, as far as I can tell. One priority should be linking residences with schools and commercial centers for non-car transport. There are not ways to walk to schools that are super close. Or walk from all those Sincerest apts and townhomes just across the street for groceries or a meal out. All new building in the county has to be planned for walking, biking, and social infrastructure (schools, parks, commerce)
07/25/2021	30431372	High speed traffic on Grand street needs calming
07/22/2021	30426246	People drive left of center frequently. Roads are too narrow.
07/22/2021	30424520	The lighting is awful in this town. Driving anywhere at night is, at best, a shot in the dark. Without reflectors in the roads, it's extremely difficult to see where you're going. Without better street lighting, pedestrians are unsafe. Many sidewalks, such as those on University Avenue and the side of Beechurst Avenue that is closer to WVU's downtown campus, do not feel particularly safe, as they are too narrow, too low, or both. The traffic lights are one of the main sources of congestion in the city, as none of them line up time-wise to create a simple flow of traffic. A green light at one intersection leads you smack into another clogged-up red in a few hundred feet. This doesn't even mention the jumbled mess of potholes that define Morgantown city streets. To get anywhere in Morgantown, it's difficult not to drive. However, the state of its roadways make that an incredibly difficult feat.
07/21/2021	30422983	Public transportation needs to work on getting people from housing areas out of town, into town. If you work at Ruby or someplace of comparable size, you can't rely on public transportation to get you to work and back.
07/21/2021	30420559	Fix the intersection in Sabraton that the state road closed. People cut thru Hardees and the tobacco shops parking lots now.
07/20/2021	30417214	Morgantown is growing but the roads are staying the same. New roads and lanes need to be added in order to keep up with the current and future developments
07/20/2021	30416590	A Connection North of Morgantown connecting 79 to 68 would be amazing.









07/20/2021	30416376	Morgantown is a small city with big city traffic problems. Limited connectivity for bicycles and public transit, even the pedestrian street crossings are slow and prioritize cars. Sidewalks disappear suddenly or dont exist on major streets. Development is low-density and geared towards cars, which will only make car traffic worse. Focus on transit and bikes as transportation options is very much needed!
07/19/2021	30412328	Roads are severely impacted by all the heavy truck traffic. It really is a bad situation for our residents and those that visit. Not only are the roads destroyed, but im aware of several truck / car collisions that never favor the car. They should be re routed outside of town. It would make the streets safer and cleaner in Morgantown. Also, Id love to see additional greenways for safer non car commuting.
07/19/2021	30412280	While I would prefer to use public transportation, the bus tables are amazingly aggravating to use in order to script out a route, the times between buses is too long to be efficient. The lack of contiguous sidewalks is baffling, at best, particularly in heavily trafficked roads, such as Rt. 19 through Star City where the sidewalks just stop.
07/17/2021	30409182	Its important that Morgantown be more pedestrian-friendly. Pressing the button for a walk signal should not result in waiting through an entire cycle, but should result in change immediately. Trails should be better connected and patrolled to make them safer for use by pedestrians and bicyclists. More sidewalks are needed throughout the city, and more crosswalks, as well.
07/16/2021	30406363	Fix the right turn light at Colesium towards Star City to be exactly like the right turn from Boulevard to Patteson. As is creates unnecessary rear end collisions.
07/16/2021	30405727	Keep up the good work for the community
07/16/2021	30402575	Greater inter-connection between neighborhoods and shopping centers. Greater ped/bike facilities at shopping centers. (for example, there is 0 ability to walk from Target to SAMS or cross the street to Dicks at the University town center. Even if you take a bus to these places, walking is challenging. This becomes even more important as the area is developed with mixed use (residents who live adjacent still need to drive if no ped/bike facilities exist). Truck traffic from the limestone mines also continue to damage roads, both by weight and spillage onto the roadway. Drainage on roadways is not properly handled, which causes shoulder erosion meaning hazardous driving conditions and premature failure of the road surface. DOH needs to take better ownership of its culverts/ditches or enforcement of private culverts.
07/15/2021	30398929	You have some great ideas, and this is out of your ballpark, but there are certain politicians in the county and state who need replaced.
07/14/2021	30397633	Promote remote work, less traffic then less problems. Also the PRT should be expanded, get it to the town centers, costly for sure but could be worth it., get some green energy involved, ie solar powered cars, get students involved in the designing, etc.
07/14/2021	30397295	Downtown does not feel safe at night. The police seem to be missing. I'm afraid to walk alone downtown after dark.
07/14/2021	30396003	The community should aim that by 2030 every child who lives within 0.75 mile of their school can walk to that school safely (e.g. on sidewalks)
07/13/2021	30391370	Inform drivers that Monongalia Blvd is open and they would move faster than sitting in traffic in Star City.
07/13/2021	30390554	no
07/12/2021	30385719	Too many rental properties in South Park, with many residences having multiple cars without off-street parking. Some streets are so crowded with vehicles that emergency services access could be hampered.
07/12/2021	30385668	Something I dont see in your survey is the issue of new buildings and businesses being built with no consideration for traffic and parking issues. Lots of new student housing projects, but no change in roadways or parking for these places.
07/11/2021	30385110	no more roundabouts . Leave greenbag alone
07/11/2021	30385085	Road surfaces in many areas of the city are sub-standard. I have determined which back roads to travel to avoid the major roads that are dangerous due to their condition. I also feel unsafe on may roads because of the 'too large' trucks on these sub -standard roads.
07/08/2021	30376274	I have lived in Westover for seven years (downtown Morgantown for six years prior to that), and traffic has gotten MUCH worse in the last three or so years. The time of commute from Westover to WVUs downtown campus for work has nearly doubled in the mornings due to increased congestion and delays related to traffic lights.
07/08/2021	30374716	Transportation should support livable communities rather than development by hwy intersection which is hard to access by those who don't drive and fragments communitiesMMPO supported a northern beltway but it has been put on a side burner compared to this development by intersection model
07/02/2021	30347915	Would love for potholes to be fixed.
07/02/2021	30346756	Tired of losing \$6 every paycheck so we can pave the rich neighborhoods while downtown potholes get so bad you can swim in em.
07/01/2021	30345575	I am answering this survey on behalf of my dad. He is a senior citizen who lives on Collins Ferry Road and has expressed concern over college students speeding in his neighborhood. My dad also shared with me the students are especially careless at the start and end of the semester, when student traffic is very heavy. His safety and that of other seniors in Morgantown need to be considered.
07/01/2021	30344977	At this point, I believe raising my arm is the best way to get across right hand "turn" areas where drivers are mindlessly ignoring pedestrians/cyclists. These intersections are from the Coliseum down to Eurosites and if you try crossing one, it's a surreal experience.
07/01/2021	30342198	Yes, transportation planning should focus on economic development planning--and I think we do a good job of that. But we need transportation planning to make the Greater Morgantown area friendly to the way people want to live and also include options for our population that need to get places and don't have access to a car. There are several well thought out plans that show us where and how to do this and cost a lot less than major roadway projects, but I don't see us actually implementing those plans.

06/30/2021	30340144	There is no real ability to bike safely into Morgantown from the Cheat Lake area. It can be done, but you have to know the route and be careful. None of the major roadways seem to be designed with cyclists in mind. Even the shared use streets are not bike-friendly, and full of aggressive, distracted drivers. Some of the designations/signage make no sense, like the sign to share the road with cyclists on 705.
06/30/2021	30337224	Some way for very heavy trucking to pay by the ton for the increased impact their trucking has on roads. With the plan of looking to the future of Monongalia County more attention should be given to the next Industrial Park. We now have 2 and soon to be 3 areas ripe for development. That being the Mine sights on Rt 100 and the river, Blacksville, and soon Wana. All those sights have rail access and one has river access. We would do well in this county to worry less about bikes and more about family supporting jobs.
06/30/2021	30336481	streets should support children comfortably walking to school - that sets life long patterns.
06/29/2021	30333583	Adding stop lights does not fix traffic issues. I think we should increase the width of streets and insist that new development be accountable for roads/infrastructure it needs. I also think we could do traffic lanes into the Suncrest area that switch direction depending on the time of day.
06/29/2021	30331747	Consider land banks in regard to future projects. Include business, developers and local professional engineers in working committees instead of elected officials.
06/29/2021	30330993	We have already had an increase in registration fees and increased high way tolls to my recollection and there have been little to no improvements. I wish the state could collaborate with Morgantown on roads that are main arteries to the town but are in terrible shape because they are state roads and therefore the city does not maintain them. It would be ideal to make our town more pedestrian friendly however I think the roads need to take priority. The conditions of the roads are affecting car maintenance costs as well.
06/29/2021	30330288	Replace intersections with round-a-bouts and add bike/pedestrian bridges and tunnels for safety.
06/29/2021	30330194	1) Begin preparing for a carbon-constrained future. Transportation is the largest source of greenhouse gas emissions, and Mon County needs to demonstrate leadership in reducing transportation-related emissions. 2) Assess heavy weight truck proportional to the road damage they cause. I would be willing to pay my fair share in road costs, but I feel I am subsidizing heavy trucks that cause most of the damage.
06/29/2021	30330044	There's been a tremendous increase in population and development (housing and retail) within Morgantown and the county without any major redesign and new roadways for vehicles, peds, and bikers. Especially in the downtown WVU area and campus and roadways that carry commuters to worksites, eg, WVU and Mon Health hospitals.
06/29/2021	30329965	The County needs to lobby the State Department of Highways to maintain and improve the road and bridge systems in Monongalia County. There is no excuses to justify the long standing condition of Holland Avenue in Westover. It is a major gateway in and out of Morgantown. The City of Morgantown needs to address the long standing condition of Brockway Ave and the narrowness of Spruce Street. These are all major roadways with high traffic counts that need annual attention and resources.
06/29/2021	30329929	I would like to see the focus shift to the disadvantaged and green solutions. Many residents would use sidewalks and greenways if they were available to them. I know that I would!



### ArcGIS Online Interactive Map

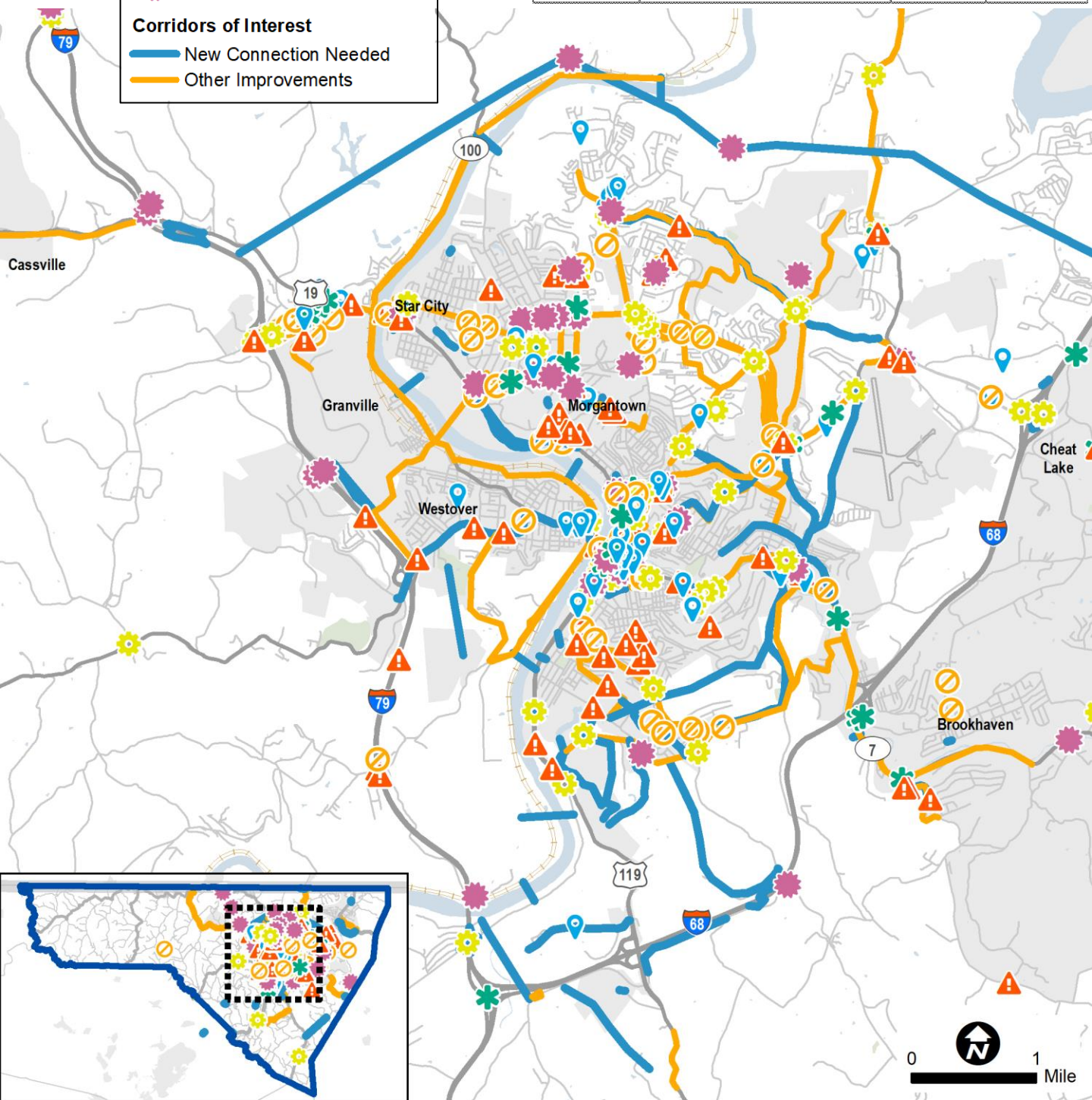
Feature	Category	Features Added	Comments Received
Point	Barrier to Walking or Biking	62	41
Point	Intersection Needs Improving	66	53
Point	Maintenance / Pot Hole	56	48
Point	Other	40	35
Point	Safety or Speeding Issue	72	65
Point	Traffic Congestion	29	24
Line	New Connection Needed	84	78
Line	Other Improvements	66	57
		<b>475</b>	<b>401</b>

#### Points of Interest

-  Barrier to Walking or Biking
-  Maintenance / Pot Hole
-  Intersection Needs Improving
-  Safety or Speeding Issues
-  Traffic Congestion
-  Other

#### Corridors of Interest

-  New Connection Needed
-  Other Improvements



## MMMPO 2050 MTP Update

### Interactive Map Comments

#	Feature	Category	Comment
1	Point	Barrier	Lack of shoulders (with steep hillside or ditches) make walking along Brookhaven Road unsafe.
2	Point	Barrier	No sidewalk available; students walk this hill all the time
3	Point	Barrier	no sidewalk available
4	Point	Barrier	Lots of townhouses and homes along Pleasant Hill Rd but no safe way to walk due to narrow roadway without sidewalk.
5	Point	Barrier	Have left lane on US 19 SB continue to become a left turn lane onto 8th Street, rather than forcing traffic to merge over before turn lane begins.
6	Point	Barrier	No place for folks to do it
7	Point	Barrier	Hardee's and other businesses used as cut between Sabraton and 7, traffic bike and ped avoiding narrow curve
8	Point	Barrier	need people/bike bridge
9	Point	Barrier	need people/bike bridge
10	Point	Barrier	Crosswalk needed to connect neighborhoods
11	Point	Barrier	sidewalks needed all along this road
12	Point	Barrier	sidewalks needed
13	Point	Barrier	This is a barrier because it considered part of the interstate, so illegal for bicyclists and pedestrians, yet, it is the only way to get to the Chaplin Hill complex
14	Point	Barrier	Star City Bridge is not ADA compliant
15	Point	Barrier	Need ped/bike connection between school and upper south park
16	Point	Barrier	Need ped/bike connection between school and upper south park
17	Point	Barrier	Raise road and do ped tunnel
18	Point	Barrier	Shoulders need to be repaired, marked, and cleaned regularly to be used as bike lanes
19	Point	Barrier	Hwy 705 is a barrier to cross
20	Point	Barrier	Can't safely walk from Westover Triangle to Mountain Line Terminal.
21	Point	Barrier	What a pedestrian nightmare. No lights, no crosswalks, no break in the flow of traffic.
22	Point	Barrier	Difficult crossing for bike/ped
23	Point	Barrier	Major barrier to walk/bike to Mountainview. There is NO safe way to cross to the school, or path onto school grounds other than the car entrance.
24	Point	Barrier	Bridge difficult for bikes
25	Point	Barrier	Dangerous, but busy road crossing for peds
26	Point	Barrier	Dangerous, but busy road crossing for peds
27	Point	Barrier	Highly dangerous during snow and rain needs good attention
28	Point	Barrier	NO SIDEWALKS
29	Point	Barrier	no crosswalk
30	Point	Barrier	No crosswalk leading to school
31	Point	Barrier	Poor sidewalk condition, trash and other debris blocking sidewalk
32	Point	Barrier	There's a bush growing on top of sidewalk
33	Point	Barrier	there really needs to be a sidewalk on one side of University or the other thru "no man's land" - Motown's is on the south side- Star city's on the north side
34	Point	Barrier	How about a pedestrian bridge so students don't have to walk down and then back up on the other side of the "valley", lots of steps and dangerous in winter
35	Point	Barrier	There needs to be a paved sidewalk connection from the south side of Patteson from this defacto ped crossing to the campus sidewalks
36	Point	Barrier	The opening in the guardrail needs to be moved to here - seen too many folks clamboring over it--rely nervous someone will fall forward into the street- especially bad with snow
37	Point	Barrier	Getting up to campus from rail-trail is challenging b/c of construction, parking lot, and not-great intersection improvements
38	Point	Barrier	no pedestrian crossing
39	Point	Barrier	Burroughs St needs improvement for bicycle access
40	Point	Barrier	Crosswalk or improved crossing for future bike-ped crossing
41	Point	Barrier	This guardrail was clearly placed to inhibit vehicular access to Marjorie Gardens. Unfortunately, it also is a bike/ped barrier.
42	Point	Intersection	Smithtown Rd/I-79 intersection would alleviate some of the congestion at I-79's Westover exit and I-68's Route 119 exit and the
43	Point	Intersection	Exit from I-79 to Blue horizon drive would relieve some congestion at the star city exit
44	Point	Intersection	Needs an improved intersection, I have seen too many accidents coming off/onto 119 from bakers ridge
45	Point	Intersection	needs a roundabout.... this is a 5 way intersection that is difficult to navigate
46	Point	Intersection	making a right-hand turn from Fieldcrest road onto 705 really needs redesigned for traffic coming from the Organic Farm area poses a dangerous situation
47	Point	Intersection	This should be a round-a-bout
48	Point	Intersection	Poor sight lines for traffic exiting Brookhaven Road due to hill on approach.
49	Point	Intersection	US 119/CR 73 intersection needs reconfigured to address sight line issues and crash history.
50	Point	Intersection	College/Willey intersection needs reconfigured to address sight distance issues and turn prohibition..
51	Point	Intersection	Poor sight lines at High Street and Foundry Street.
52	Point	Intersection	Realign US 19/Sugar Grove Road interchange to fix sight line issues.

## MMMPO 2050 MTP Update

### Interactive Map Comments

#	Feature	Category	Comment
53	Point	Intersection	Needs a light and turning lanes on West Run and Van Voorhis
54	Point	Intersection	Convert to double left turn for traffic turning onto I-68 EB.
55	Point	Intersection	Roundabout would be effective here due to the amount of traffic that tries turning left off of Falling Run onto University, plus the large buses WVU used showed dangers of turning traffic there.
56	Point	Intersection	Turn lanes at US 119 and Gladesville Road
57	Point	Intersection	Use underpass as connector to reconfigure as right in/right out and eliminate signal at Foundry Street.
58	Point	Intersection	Realign Prairie Avenue and/or Hurley Street to meet Don Knotts Blvd as a + intersection.
59	Point	Intersection	Realign intersection with Hoffman, Stewart, Protzman, and Van Gilder into discrete intersections.
60	Point	Intersection	Dangerous left turns, could use circle or turn lanes
61	Point	Intersection	Intersection could use left turn lanes.
62	Point	Intersection	Need roundabout
63	Point	Intersection	Need roundabout
64	Point	Intersection	Roundabout needed
65	Point	Intersection	Roundabout needed
66	Point	Intersection	Dangerous crossing for peds.
67	Point	Intersection	Dangerous road crossing for peds
68	Point	Intersection	Dangerous, but busy road crossing for peds
69	Point	Intersection	Need roundabout
70	Point	Intersection	Get rid of the hump to improve visibility
71	Point	Intersection	Repair repave improve drainage.
72	Point	Intersection	Entirety of West Run needs widened
73	Point	Intersection	terrible intersection especially during times of heavy traffic or school letting in or out
74	Point	Intersection	too steep of a road
75	Point	Intersection	Dngerous to enter Willey St from Richwood due to limited sightlines and odd angle of intersection
76	Point	Intersection	A shame the roundabout wasn't made larger - better signage would help perhaps overhead indicating which lanes go where
77	Point	Intersection	sensor plates would be very helpful here. light often turns green for a lane no one is in
78	Point	Intersection	a light would be great here. pedestrians & university ave traffic have the right of way at the same time (which is a problem in & of itself), so folks turning off of falling run get very little opportunity (especially turning left), causing major backup
79	Point	Intersection	Any way to keep Univ Ave traffic from not blocking Prospect St?
80	Point	Intersection	cars don't know to signal when turning right onto Collins Ferry making it dangerous
81	Point	Intersection	needs a 4 way stop
82	Point	Intersection	needs a round a bout
83	Point	Intersection	left turn lanes would work better than a traffic circle
84	Point	Intersection	There are no crosswalks or pedestrian signals to cross Earl Core Rd.
85	Point	Intersection	Key connector for bicyclists or pedestrians to get to/from the neighborhood to the bridge across Decker's Creek. Intersection has zero features for safe crossings. (Crosswalks, warning signals?)
86	Point	Intersection	Can a pedestrian crossing and cross walk be added to the traffic signal? Combine with formalized access to White Park from street.
87	Point	Intersection	Pedestrian crossing at this ""all-way"" intersection is terrible.
88	Point	Intersection	Horrible Round-about design. Who puts a whoop-tee-do in a round about. Adversely affects horizontal vision of roadway
89	Point	Intersection	Add HAWK to facilitate connection between White Park & Dorsey's Knob Park via multi-user trail for pedestrians and cyclists
90	Point	Intersection	No pedestrian crosswalk
91	Point	Intersection	Intersection needs to facilitate bike/ped crossing
92	Point	Intersection	Intersection needs to facilitate bike/ped crossing to connect future WVU farm trails
93	Point	Intersection	This intersection needs to be squared up. Consider closing the short stretch of the triangle to through vehicular traffic, and T-ing up the Elmhurst/Laurel intersection. Add raised crosswalks across Laurel at Cambridge and Fairlawns.
94	Point	Intersection	Excessive speeds, unsafe intersection - Smithtown Rd @ Goshen Rd
95	Point	Maintenance	Road really could use attention to the potholes from the Point Marion Road intersection to the next intersection of 705
96	Point	Maintenance	Water drains onto the road, creating ice in winter, and endless potholes. Improved drainage is needed before repeating yet another set of repairs.
97	Point	Maintenance	More drainage is needed to prevent water ponding on the road.
98	Point	Maintenance	Potholes return a month or so after fix; terrible drainage
99	Point	Maintenance	Overflow of storm water is eating away at the road base
100	Point	Maintenance	drainage ditch is full of sediment and overgrown; flooding issue for home owners
101	Point	Maintenance	A pothole has been here for a while now. Due to the recent rains, it has been increasing in size every week
102	Point	Maintenance	Need Sidewalks, people are walking in the road
103	Point	Maintenance	Potholes, looking more like sinkholes, going up this road. I almost have to drive in oncoming traffic to avoid bottoming out.
104	Point	Maintenance	Please stop patching! It needs to be torn out and completely redone. The patches are only lasting about 1 year.
105	Point	Maintenance	Constant patching is not working. The big trucks tear up this curve in less than a year.
106	Point	Maintenance	Pothole
107	Point	Maintenance	Fix the drainage issue so pedestrians are not splashed with water when it rains.

## MMPO 2050 MTP Update

### Interactive Map Comments

#	Feature	Category	Comment
108	Point	Maintenance	The potholes along this road are absolutely massive. It's hard to get through here in one piece.
109	Point	Maintenance	There is a huge dip on Prairie here. Have to slow to a crawl to drive over.
110	Point	Maintenance	Monster drop off at Cathy Dr/Stewartstown Road intersection. Needs grate over drain.
111	Point	Maintenance	large pothole in a narrow rd
112	Point	Maintenance	LACK OF PROPER DRAINAGE FROM CAMPUS VIEW APARTMENTS FLOODS RIDDLE DURING MAJOR RAIN EVENTS
113	Point	Maintenance	Sidewalks need to be repaired
114	Point	Maintenance	Sidewalks need to be repaired
115	Point	Maintenance	Replace entire intersection
116	Point	Maintenance	All the heavy tour busses used by WVU during the past year have created ruts in the pavement
117	Point	Maintenance	Pothole keeps recurring in the middle of the intersection
118	Point	Maintenance	The wlk/don't walk signal on the north corner has been turned around
119	Point	Maintenance	Stays rough - repaving
120	Point	Maintenance	shorty anderson area drainage/recurring pothole
121	Point	Maintenance	sure would be nice if this stretch would be repaved-or at least have the bumps ground down
122	Point	Maintenance	Westover Hill is a disgrace. I'd be ashamed that his roadway has existed in a major state of disrepair for decades. It is a main arterial road into Morgantown. Its appearance and level of service reflect mismanagement on the part of the WVDOH.
123	Point	Maintenance	Horrible state of disrepair from High Street to University Avenue. Heavy Trucks compound traffic congestion.
124	Point	Maintenance	State of disrepair. Poor road patches and lack of proper maintenance from Pleasant Street to Willey Street destroys vehicle tires and suspensions. Unsafe.
125	Point	Maintenance	Huge pothole in middle of intersection. How do maintenance crews miss this? I'd be ashamed
126	Point	Maintenance	I've traveled the entire state. Morgantown gets the trophy for roads in greatest state of disrepair. You should get out and see how nice roads are in other parts of state.
127	Point	Maintenance	Wash board bumps. Can anyone simply grind them down so vehicle wheels do not hop. Safety issue.
128	Point	Maintenance	Youd have to be blind to not see and feel the huge bump in the concrete roadway at this location. Tears crap out of cars.
129	Point	Maintenance	Street in disrepair. Do not patch. Make long term fix.
130	Point	Maintenance	Governor said all potholes fixed in WV under Roads to Prosperity. Obviously he has not driven Westover Hill. It is like a mile long speed bump.
131	Point	Maintenance	Rough pavement. This street does not need patched. Has not worked for decades. Rebuild it properly.
132	Point	Maintenance	Wash board pavement.
133	Point	Maintenance	Poor pavement maintenance.
134	Point	Maintenance	Rough pavement
135	Point	Maintenance	Have you seen this road? It is a nothing but a long rumble strip.
136	Point	Maintenance	Poor road condition. Do legislators in Charleston hate Morgantown. Do you know how bad your roads are?
137	Point	Maintenance	Speed Bumps that do not meet federal construction guidelines.
138	Point	Maintenance	The next time I bust the strut on this huge concrete bump in the road, I'm sending you the bill for the repair. No reason for this!
139	Point	Maintenance	Road bumps. Who did you piss off in Charleston that they won't give you money to fix the horrible roads in downtown Morgantown?
140	Point	Maintenance	A crater has been created by right turning cars turning too short and running off the pavement
141	Point	Maintenance	the pvement of the street has broken right at the exit from Wendy's--not on the Wendys lot but on the public roadway
142	Point	Maintenance	The brick crosswalk has begun drastically sinking - can't miss it and dangerous as drivers concentrate on the pavement and may miss seeing students
143	Point	Other	Needs to be paved and maintain, especially the entrance of the road from college ave.
144	Point	Other	Popenoe Run flooded out of tunnel onto Patteson in June and that will definitely happen again, what if we worked with businesses to realign road and parking to unbury the stream and make it part of campus area
145	Point	Other	Kreps Dog park needs to be more accessible
146	Point	Other	Bridge is obsolete, need improved alignment and ped/bike.
147	Point	Other	Eliminating this roundabout is a colossal waste of money.
148	Point	Other	Hard to understand who would benefit from this massive expenditure.
149	Point	Other	Eliminating this left turn causes people to have to drive farther.
150	Point	Other	Fix walk sign light timing.
151	Point	Other	Trucks should not be allowed here. They are destroying the road.
152	Point	Other	Earl L. Core needs better drainage.
153	Point	Other	Sidewalk needed from Kingwood Pike intersection to South Middle.
154	Point	Other	Park n Ride for Cobun Valley Lane Connection to Greenbag
155	Point	Other	Park n Ride for Dry Run Road to Decker's Creek Rail Trail
156	Point	Other	More affordable parking options, less vulturous towing companies, and free parking on weekends
157	Point	Other	Colossal waste of money to add more I-79 interchanges, benefits Pennsylvania residents only
158	Point	Other	This might be the only new I-79 interchange that makes sense, but will require rte 100 improvements

## MMMPO 2050 MTP Update

### Interactive Map Comments

#	Feature	Category	Comment
159	Point	Other	Colossal waste of money to add another I-79 interchange here. would just create safety concern of numerous interchanges and massive amounts of merging traffic.
160	Point	Other	Keep the roundabout
161	Point	Other	FLOODING ON RIDDLE FROM STORMWATER FLOW OUT OF CAMPUS VIEW APARTMENTS DRAINAGE DITCHES ON UPSLOPE SIDE OF RIDDLE , MAASIVE AMOUNTS OF WATER DRAINING INTO ALLEY BETWEEN 1336 TO 1334 RIDDLE
162	Point	Other	This road is horrid given the amount of neighborhoods and growth that has occurred over last 15 years. Volume of traffic, road conditions vary (yes it was recently paved but in two years it will be atrocious with giant pot holes). School buses use
163	Point	Other	Whoever put a bunch of ""massive waste of money"" comments clearly doesn't understand traffic in this area or has no understanding of investment.
164	Point	Other	Making an exit here to the Industrial Park benefits a very limited group of businesses. A total waste of money!
165	Point	Other	This is now the chokepoint for northbound Beechurst - much of the week days traffic can backup beyond the Decker's Creek Bridge - until the intersection is rebuilt, please retime the signal-perhaps shorten the left turn arrow for Campus Drive
166	Point	Other	Seems to me that the developers of this interchange should have been required to at least prepare for the additional lanes on I79 that are inevitable- and should have extended the new ramps the short distance to the Westover exit
167	Point	Other	Really? We need to spend an incredible amount of money for this highway and a bridge? Too many other uses for those funds
168	Point	Other	thank you for fixing this - looking forward to new mileground road
169	Point	Other	Why have such high speed bumps? Watch an ambulance on the way to the Emergency room and pity the patient for the rough ride and the delays
170	Point	Other	A traffic signal has been talked about for here but the 3 way stop works well
171	Point	Other	thanks for the restriping creating a left turn lane for leeway st down the hill to the sheetz
172	Point	Other	what a shame it appears there will not be 2 lanes in each direction here with the new sidewalk put in place already
173	Point	Other	Don't see Right Turn Only lane until Pleasant Street. Need advance signage for which lanes take you straight through
174	Point	Other	It would not be difficult for the University to move their fence to allow a bus shelter to be placed to gt students off the narrow sidewalk while waiting for a bus, and allow walkers access to the crosswalk without congestion currently created
175	Point	Other	This is an area of dense housing. Many residents work on the 705 corridor and there is no good bike-ped access from here to 705. The north hills neighborhood is experiencing steady trespassing on walker developed routes from foot commuters.
176	Point	Other	WVU engineering students recently did a complete streets plan for this section of Burroughs
177	Point	Other	Disagree. This road provides important neighborhood access to shopping essentials. Local Evansdale traffic should not be forced to enter major traffic corridors. Connection predates WVU's ownership and is vital to Evansdale residents.
178	Point	Safety	Motorists turning south onto Riddle have a stop sign, but <50% obey it.
179	Point	Safety	Lots of speeding and running red lights
180	Point	Safety	Need better infrastructure for biking and walking through the retail corridor of Rt 7 in Sabraton
181	Point	Safety	difficult to cross from Dents Run Blvd and people walking.... need sidewalks and bike path
182	Point	Safety	needs to be a ""complete streets"" bridge with both walking and bike paths
183	Point	Safety	needs a bike lane
184	Point	Safety	Convex safety mirror needed
185	Point	Safety	Convex safety mirror needed
186	Point	Safety	Narrow road used by large fast trucks
187	Point	Safety	Narrow road used by ""too large"" and fast trucks
188	Point	Safety	Car regularly parks in road - causes traffic conflict
189	Point	Safety	Coming off of Tyrone Road, it's difficult to see around the bushes on the left (on Cheat Road) and the curve to the right. People come around the curve on Cheat Road way too fast!
190	Point	Safety	Speed limit should be 25 mph / sidewalks needed
191	Point	Safety	The trail crossing here is very unsafe. A stop sign or at least a crosswalk is necessary.
192	Point	Safety	There is a crosswalk here, but almost no one, including police cars, stops at this intersection for pedestrians. This crosswalk should be enforced.
193	Point	Safety	There should be a crosswalk here.
194	Point	Safety	Cars on Chestnut do not yield to pedestrians.
195	Point	Safety	The crosswalk that was removed should be reinstated.
196	Point	Safety	Traffic calming needed
197	Point	Safety	Ped crossing signal needed
198	Point	Safety	Grand st traffic is to fast!
199	Point	Safety	cars slides during snow and rain. Highly dangerous
200	Point	Safety	MOTORIST USE RIDDLE AS A SHORT CUT FROM WEST RUN. SPEEDING ON A DAILY BASIS.
201	Point	Safety	SPEEDING
202	Point	Safety	TRAFFIC SPEEDING UP RIDDLE FROM WEST RUN CANNOT SEE TO PULL OFF OF BRIARWOOD
203	Point	Safety	TENNENTS OF 1334 , 1332, 1330 AND 1328 RIDDLE PARK PARALEL TO RIDDLE CREATE A SAFETY ISSUE WHEN ATTEMPTING TO EXIT ALLEY WAY ONTO RIDDLE
204	Point	Safety	crosswalk/ proper bus stop needed

## MMMPO 2050 MTP Update

### Interactive Map Comments

#	Feature	Category	Comment
205	Point	Safety	Sidewalk needed between Sherman and Granview. Dangerous to walk on Grand because of no sidewalks.
206	Point	Safety	Extend truck lanes over the top of the hill
207	Point	Safety	too many cars speed through this cut through
208	Point	Safety	too many people run the stop signs at this intersection
209	Point	Safety	why oh why did they not put a sidewalk here - Peds have to walk between a guardrail and a steep dropoff
210	Point	Safety	Until the interchange is rebuilt, could we get at least a temporary signal here? Unsafe left turns and backups on the exit ramp
211	Point	Safety	the entrance and exit ramps should be connected between Westover and Town center - too many close calls with vehicles coming on at Westover and those speeding down the hill-and not up to speed for the main lanes and then going off at the new interchanges
212	Point	Safety	see all the brake lights coming down the hill
213	Point	Safety	as part of the new interchange, add the 3rd lane on the downhill sides so there are 3 lanes on both sides from I-68 to Westover - too many issues as the extra lanes end even before the top of the hill
214	Point	Safety	can't see up the hill from Richwood - take out that old house
215	Point	Safety	Many folks don't know how to treat the stop sign.
216	Point	Safety	this connection would help so that so many students walk between campuses on very narrow sidewalks on University Ave
217	Point	Safety	cars drive too fast
218	Point	Safety	too many people run these stop signs
219	Point	Safety	intersection too steep to enter/exit onto Van Voorhis
220	Point	Safety	too many people run these stop signs
221	Point	Safety	cars don't understand to yield to cars when making a left hand turn
222	Point	Safety	It would be helpful-and safer- if this section could be restriped to have a left turn lane out of the traffic flow - into U Motors for instance-also at Callen Ave-seen way too many close calls for a rear end collision
223	Point	Safety	Drivers frequently speed through the narrow section where there aren't many houses. Traffic calming to protect bicyclists and pedestrians would be good.
224	Point	Safety	Bushes right at intersection of rail-trail and the road need to be trimmed back. Visibility of cyclists at intersection is poor and vice-versa (cyclists seeing traffic)
225	Point	Safety	Blind, sharp turn, needs to be widened and clear so traffic backed up on rt 7 is visible in the turn.
226	Point	Safety	This turn is not suitable for large trucks, but no signage exists. Trucks get stuck here often. Either new signage to prohibit large trucks or widen/improve the turns.
227	Point	Safety	High speed is common... need better speed enforcement.
228	Point	Safety	The curves are dangerous
229	Point	Safety	Who in their right mind puts horizontal curve switch backs in what should be a straight road? This is unsafe.
230	Point	Safety	Hard to see where the lanes go. Did a beginner engineer design this?
231	Point	Safety	speeding
232	Point	Safety	speeding
233	Point	Safety	Poor visibility
234	Point	Safety	Limited visibility, speeding
235	Point	Safety	Left turn lane needed for south bound traffic entering UMotors. Also, need to stop blocking site lines with vehicles that are for sale.
236	Point	Safety	Sidewalk needed the entire length of Riverview Drive, especially where it connects with the WVU Presidents House.
237	Point	Safety	almost impossible to miss--and impossible to see until it's too late--the drop inlet is perhaps a foot below the road surface at the corner by the car repair--it is so bad the heavy steel grate is dented by the number and weight of cars.
238	Point	Safety	speeding
239	Point	Safety	Sign stating High Pedestrian Area and some traffic calming measures near Mountain Line
240	Point	Safety	Sign stating High Pedestrian Area and some traffic calming measures near Mountain Line
241	Point	Safety	Remove entrances to WVU Parking lots from Oakland Street. Create new entrances using Evansdale Drive. This will eliminate the speeding issues in the neighborhood and will increase pedestrian safety.
242	Point	Safety	Add sidewalk to water tower parking lot. Very dangerous to walk thru during times of class change.
243	Point	Traffic	Congestion on Collins Ferry
244	Point	Traffic	Congestion on WV 7 eastbound for turning traffic at Kroger and Eljadid Street, especially during PM rush.
245	Point	Traffic	Long (multiple light cycle) delays for traffic exiting I-68 EB at WV 7 during afternoons and evenings.
246	Point	Traffic	Build turn lanes at University/Stewart/Campus intersection to eliminate delays from split phasing and allow turns to be made.
247	Point	Traffic	Two lanes merge into one and during peak hours, there is a huge traffic pile up
248	Point	Traffic	traffic backed up if anyone is trying to get to the river front park area
249	Point	Traffic	Possible light needed? Need restricted access for commercial lots/driveways surrounding intersection.
250	Point	Traffic	This intersection is confusing and causes backup.
251	Point	Traffic	Build bypass Campus Drive up Falling Run Road across Mileground to traffic circle with extension from there directly down to Hartman Run Road.
252	Point	Traffic	Traffic on both I-79 and I-68 should warrant additional lanes to the Mon County border in all directions.
253	Point	Traffic	please retime these 2 lights for heavy traffic in different directions in mornings and evenings



## MMMPO 2050 MTP Update

### Interactive Map Comments

#	Feature	Category	Comment
254	Point	Traffic	how about a continuous green right hand lane headed for the interstate-would only allow 1 left turn lane from UTC, but how often is it needed?
255	Point	Traffic	Perhaps bring back traffic signals and walk/don't walk - fast cycles - single wayward students hold up dozens of vehicles - at least some way to group crossing peds - crossing guards at busy class change times?
256	Point	Traffic	Is it necessary to clear out the side streets during each signal cycle while main road traffic has to ""crawl ""to the intersection thru dozens of cycles
257	Point	Traffic	gets too back up here
258	Point	Traffic	traffic backs up for those trying to go straight or turn left
259	Point	Traffic	Left turn arrow stays green too long - 1 when there are no more turning vehicles and 2 during rush, turning cars will block EB Patteson because drivers don't seem to know not to block intersections
260	Point	Traffic	Major Traffic congestion from Westover river bridge to College Avenue. Horrible level of service. Makes me use interstate as a by-pass.
261	Point	Traffic	Worst traffic congestion in the state. Like I-270 in Washington DC
262	Point	Traffic	Roadway requires constant lane changes just to stay on straight-thru path.
263	Point	Traffic	Get 4 lanes in here to move traffic
264	Point	Traffic	Worst intersection traffic congestion in Monongalia County.
265	Point	Traffic	Too long que
266	Point	Traffic	speeding
267	Line	Connection	Tons of new homes and connection on and off hwy is needed
268	Line	Connection	Pedestrian walkway needed between Frederick Place development and Harvatis Street to facilitate walking to Brookhaven Elementary.
269	Line	Connection	Realign WV 7 to eliminate Hogback Turn and narrow roadway on E Brockway Avenue.
270	Line	Connection	Provide route around back of Morgantown High School to allow traffic to bypass residential neighborhoods or having to go through downtown.
271	Line	Connection	More direct connection needed between US 19 and Scotts Run Road.
272	Line	Connection	I-79 interchange for WV 7 westbound would reduce congestion at Star City exit.
273	Line	Connection	Build new roadway connecting to Frontier Street so Boyers Avenue can be converted to RIRO and signal eliminated.
274	Line	Connection	Connect Lawnview Drive and Congress Avenue to provide a shorter route versus going to Junior Avneue.
275	Line	Connection	Realign Law School Drive to meet University Ave at 8th Street.
276	Line	Connection	Reopen Evansdale Drive through campus. Closing it has greatly exacerbated traffic on Patteson and entering campus.
277	Line	Connection	Build connection from Mileground Rd to Van Gilder Street to allow traffic to bypass downtown and WV 705.
278	Line	Connection	New connector roadway paralleling I-68 to connect Kingwood Pike to Exit #1.
279	Line	Connection	Connect Dents Run Blvd to University Town Centre Drive to allow access to shopping without using I79.
280	Line	Connection	Continues to see more traffic, some road widening is needed
281	Line	Connection	Increasing traffic; road widening needed
282	Line	Connection	Northern beltway to relieve traffic congestion.
283	Line	Connection	Entrance and Exit ramps to connect Kingwood Pike to I-68 Westbound.
284	Line	Connection	Entrance and exit ramps to connect Kingwood Pike to I-68 Eastbound.
285	Line	Connection	Connect two halves of McLane Avenue so it can be used as a through route.
286	Line	Connection	Realign Mineral Avenue to meet WV 7 at Deckers Creek Blvd.
287	Line	Connection	Formalize Campus Connector for bike/ped
288	Line	Connection	Need a bike/walking path along this road; the vehicular traffic is blocked by people walking in the road every day from the apartments nd houses at the end of the street to the bus stop along 119
289	Line	Connection	Need a small path from Fairview to Retail Cir and/or a safer exit off Fairview onto 119
290	Line	Connection	I-79 Exit to relieve congestion and allow faster access to rural populace
291	Line	Connection	I-79 exit to relieve some traffic
292	Line	Connection	I-79 exit needed
293	Line	Connection	Need i-79 connection
294	Line	Connection	need I-70 connection
295	Line	Connection	Need I-79 Connection
296	Line	Connection	Need I-79 connection
297	Line	Connection	Need I-79 Connection
298	Line	Connection	Bridge over Mon River with Bike and walking paths
299	Line	Connection	Complete streets bridge over Mon River
300	Line	Connection	Complete streets bridge to allow people to walk or ride their bikes over to the park
301	Line	Connection	complete streets bridge is needed
302	Line	Connection	complete streets bridge is needed
303	Line	Connection	complete streets bridge is needed
304	Line	Connection	complete streets bridge is needed
305	Line	Connection	complete streets bridge is needed
306	Line	Connection	Complete Streets Bridge is needed here
307	Line	Connection	Complete Streets Bridge is needed here

## MMMPO 2050 MTP Update

### Interactive Map Comments

#	Feature	Category	Comment
308	Line	Connection	agreed with connection
309	Line	Connection	These neighborhoods do not have access to the railtrail without roadway travel. No ped/bike facilities exist on the roadway to connect to rail trail.
310	Line	Connection	this connection would greatly improve cross town transit, as well as alleviate Hampton Ave / Darst St traffic
311	Line	Connection	Ped/Bike access to Railtrail from Brookhaven?
312	Line	Connection	Shopping centers should be connected.
313	Line	Connection	Great idea for a bike connection here. Dents Run is a popular bike route to avoid Westover traffic.
314	Line	Connection	A pedestrian bridge to the trail from MHS would be helpful.
315	Line	Connection	Trail commuter route - Kingwood Pike to Greenbag Road
316	Line	Connection	White Park to Dorsey Knob Park trail connection
317	Line	Connection	Bull Run Road to 4-H camp/Hornbeck Road\
318	Line	Connection	Decker's Creek Rail Trail to Dry Run Road
319	Line	Connection	Goodspeed Highway to Route 857
320	Line	Connection	CSX bridge - trail improvement Prickett's Fort to Montana Mines
321	Line	Connection	Walk/Bike connection from Caperton Rail Trail
322	Line	Connection	Sidewalk? mixed use? stairways? some safe way to get up and down this curve
323	Line	Connection	Trail & sidewalk connections needed here for Falling Run Trails System
324	Line	Connection	Great bike/ped trail for path to Mountainview for numerous children in low-income housing and mobile home park. Could also connect to Greenbag Road multiuse trail if built.
325	Line	Connection	Neighborhood to rail-trail for bike/ped
326	Line	Connection	Would be great to connect bike/ped from Westover park/trails to the school complex using existing area cleared for powerlines.
327	Line	Connection	Would love a bike/ped bridge, but expensive.
328	Line	Connection	Sidewalk needed improved and continued all the way to the Mileground Roundabout
329	Line	Connection	Sidewalk needs completed from Charles Avenue down Richwood, down Sabraton Avenue to Kroger
330	Line	Connection	Direct connection to Fairchance rd without getting onto Mon-Fayette Expy. Allows better access to cheat lake area and plaza
331	Line	Connection	would be great to have connection between grafton rd and kingwood pike
332	Line	Connection	a new onramp would greatly relieve congestion
333	Line	Connection	Add a sidewalk, or at least a wider shoulder. Pedestrians frequently navigate the non-existent shoulders on Hartman Run Rd. Bicycle infrastructure on the uphill would be good connectivity to Mileground businesses.
334	Line	Connection	Can north/east shoulder be used as two-way bike lane with physical concrete barriers for protection?
335	Line	Connection	Can the "scramble" from street level to the trail in White Park be formalized, along with a pedestrian crossing at the traffic signal? Would enable walking to/from White Park via Mon River Trail.
336	Line	Connection	Multi use trail for pedestrians & cyclists
337	Line	Connection	Multi use trail for bikes and pedestrians
338	Line	Connection	White Park to Dorsey's Knob Park Connection
339	Line	Connection	White Park to Dorsey Knob Park Multi User Ped Bike Trail
340	Line	Connection	Sidewalks from downtown past the transit terminal to the mall
341	Line	Connection	Paved pathway connection between Caperton to Patterson/Mon Blvd intersection
342	Line	Connection	Opening this to through traffic would greatly improve mobility for these low-income communities. At the very least, open this to bike/ped. Not everyone is comfortable using the wooded learning trail.
343	Line	Connection	Using this creek valley should be considered an alternate or addition to improve access to Dorseys Knob
344	Line	Connection	The closure of this connection was a huge blow to mobility between Star City and Morgantown. This should, at the very least, be reopened for bike/ped.
345	Line	Other	Diamond Avenue corridor widely used as a shortcut, but has narrow roadway and sight distance issues that limit usefulness.
346	Line	Other	Darst-Hampton corridor needs widened. Traffic often delayed now at narrow spots.
347	Line	Other	Straighten curves. Most of rest of US 119 supports 55mph or close to it to Grafton. This section does not.
348	Line	Other	Upgrade Quarry Run Road so it can function as an alternative to I-68.
349	Line	Other	Improve North-Grove corridor as connection between University and Willowdale.
350	Line	Other	Straighten curves and provide passing opportunities or climbing lanes along WV 7 out by Deckers Creek.
351	Line	Other	Straighten curves and improve alignment along Point Marion Road.
352	Line	Other	Realign Goshen Road so it serves as a good connector between US 119 and I79, diverting traffic from Exit 1.
353	Line	Other	Repair Monongahela Ave beside tracks and have traffic use it instead of Tower Lane.
354	Line	Other	Create formal parking and entrance for Falling Run Greenspace
355	Line	Other	Close Rawley Lane as a throughway and only allow access to the parking on either side
356	Line	Other	Formalize downhill walk / bike access from water tanks at King St Park to Dorsey Ave neighborhood, slow down Dorsey curves between Wagner (Cemetery) and Ross (Circle K) for ped / bike safety
357	Line	Other	Protected cycle climb lane or corridor needed for Stewart or Protzman, or close Protzman to downhill cars
358	Line	Other	need sidewalk, too many people walking in street
359	Line	Other	need sidewalk/bike path down to van voorhis

## MMMPO 2050 MTP Update

### Interactive Map Comments

#	Feature	Category	Comment
360	Line	Other	Sidewalk in disrepair
361	Line	Other	No Ped/Bike facilities exist. Ped use is common and dangerous. High volume/ high speed traffic along this corridor mixed with ped/bike is dangerous. Common destinations between grocery in sabraton and along Brookhaven Rd and Rock Forge.
362	Line	Other	Reduced lane widths, install medians, provide median refuges, improve pedestrian safety at crossings, and/or add bike infrastructure so that expensive ped/bike bridges are not necessary. Make this corridor ped/bike friendly.
363	Line	Other	Agree, add sidewalk to north side & widen sidewalk on south side.
364	Line	Other	Park n Ride to access Mon River Trail beneath I-68, possibly utilizing existing Booth's Creek Tunnel
365	Line	Other	Route 7 Trail connection - US 19, Pedlar Run WMA, Mason-Dixon Historical Park, Park-n- ride for western Monongalia County
366	Line	Other	Reduced lane widths, install medians, provide median refuges, improve pedestrian safety at crossings, and/or add bike infrastructure so that expensive ped/bike bridges are not necessary. Make this corridor ped/bike friendly.
367	Line	Other	Sidewalks needed
368	Line	Other	Sidewalks needed
369	Line	Other	Sidewalks needed
370	Line	Other	Sidewalks and bike infrastructure needed.
371	Line	Other	New sidewalks and sidewalk improvements needed to connect Dorsey with South Middle, MTec & White Park facilities
372	Line	Other	Dorsey Ave ped/bike infrastructure needed
373	Line	Other	Greenbag Road needs bike/ped infrastructure, even if it's a multiuse path that parallels it (to separate from traffic, especially trucks) - and connect to rail-trail, schools, park, & mall
374	Line	Other	River Road from bridge to Dupont should be converted to multiuse path that also allows for local traffic only...it's just going to be a money sink if trucks are allowed to use it and it slides down the hill. Dupont & the new exit to I79 for IndPark help
375	Line	Other	Dupont from Fairmont to River Rd need bike/ped infrastructure.
376	Line	Other	Need bike/ped infrastructure
377	Line	Other	Need bike/ped infrastructure. Dents Run is great bike route to avoid rt19 traffic thru Westover.
378	Line	Other	Common bike/ped route. Improve bike/ped infrastructure.
379	Line	Other	Need bike bike/ped infrastructure. Extremely common bike route.
380	Line	Other	Common bike route, needs bike/ped infrastructure...would love a bridge for bike/ped to rail-trail but expensive.
381	Line	Other	Tiny stretch of road/entry to facilities needs sidewalks.
382	Line	Other	Need sidewalk
383	Line	Other	Need sidewalk
384	Line	Other	Need bike/ped infrastructure along University to connect to rail
385	Line	Other	sidewalk needed
386	Line	Other	needs guardrail - narrow road with tight turns and a very deep ditch
387	Line	Other	Prospect needs to be returned to a 2way street. This would allow parking garage to use the traffic signal on N High St. Traffic is often blocked on Univ Ave.
388	Line	Other	Need to widen lanes. often dangerous in winter due to no shoulders. Also need ped/bike facilities (sidewalk, crosswalks) to improve neighborhood and trail connections.,
389	Line	Other	Need Bridge across river to by-pass downtown to get to Westover. Too much congestion.
390	Line	Other	Proposed bike-ped trail on WVU farms
391	Line	Other	Proposed bike-ped pathway in WVU trails plan
392	Line	Other	proposed bike-ped trail connection on WVU trail plan
393	Line	Other	Improve bicycle access - preferably separated path
394	Line	Other	Proposed bike-ped trail in WVU trail planning
395	Line	Other	Bike-ped improvements either along West Run or West Run rd corridor
396	Line	Other	Develop bike-ped options to connect dense multi-family housing (employees) with employers on 705.
397	Line	Other	Contra-flow, protected bicycle lane would provide a much-needed low-stress connector for cyclists to return to south park and greenmont from downtown. South Walnut affords the lateral street lane space to do this - no other street has the width needed.
398	Line	Other	This segment needs to be removed from the state route system. It seems the DOH forgot to remove this alternate route after they finished repairing one or more of the bridges. Cobun and South Walnut, at the very least, should be maintained by City.
399	Line	Other	This is an extremely stressful stretch in an otherwise low-stress area. Add a multiuse path to bridge, more speedhumps, narrower lanes, RRFBs, etc.
400	Line	Other	This is an existing but informal low-stress bike/ped connector. It needs widened (behind the nursery), lighted (between the bridge and Parkview), and formalized in general. The cable gate near parkview needs a bypass to complete the cake.
401	Line	Other	Sidewalks needed along Dupont Road



# Summary

## Morgantown-Monongalia MPO: MTP/ Comp Plans Update

Public Symposium  
Sessions A & B

August 26, 2021 @ 12 PM and 5:30 PM (Virtual)

### Summary

Overall, mobility for the Morgantown region is challenged by more physical limitations than the desire for mode choice. Steep slopes, land suitability and limited rights-of-way continue to plague the region's ability to create safe and connected networks for bicycle, pedestrian, transit and vehicular uses. However, there are also changing priorities on how to manage these limitations and challenges. Through effective outreach and public input, we have learned that **lack of adequate maintenance and a focus on safety issues for ALL modes is the highest priority** (transportation problem) expressed by the Morgantown/Monongalia County community. This translates to **protecting and enhancing the existing mobility infrastructure** and assets within the region. This may also entail retrofitting existing corridors to include better modal infrastructure for non-motorized uses (bike, ped, micro-mobility and transit). A focus on enhancing the existing network and infrastructure as opposed to relying on building new roadways and facilities seems to be a more logical approach to improving regional mobility, especially considering the limited State and Federal funding programs and the lack of desire to generate new local funding programs (e.g., Bonds, Sales Tax, property tax).

### Observations

- Stakeholders, including freight operators have expressed a concern about the capacity limitations of regional corridors (i.e., I-79, I-68, US 119, US 19, WV 705, WV 7, etc.). Protecting the mobility (operation and capacity) of major corridor mobility carriers (US, WV and Interstate) through the **use of technology** (e.g., ITS, variable message boards, ramp metering), **Travel Demand Management** (TDM) strategies **and revised truck routing** (including time-of-day use) can improve performance and operation of strategic routes.
- Most of the existing transit services are focused around WVU. It stands to reason, that the ridership demand along these corridors are the highest in the region. Stats show that 50% of the ridership are concentrated on five urban routes centered on WVU. However, with the level of poverty and households without access to a vehicle, there is a clear need to **enhance rural paratransit services** for folks that need transport to basic necessities like work, shopping and medical appointments.
- Over the past two decades there has been a significant increase in new multifamily and row houses (38% of new units). Density drives walkability. This observation is supported by the fact that 17% of all commuters are walkers, which supports the need to **enhance pedestrian safety and infrastructure**. That fact is, only 32% of Morgantown city streets have sidewalks. Outside of the city, sidewalks are almost nonexistent.

### Key Takeaways

- Almost half of respondents desire growth and redevelopment to occur downtown, which translates to **supporting higher density and walkable communities**.
- The highest need for pedestrians is **more sidewalks and safe intersection crossings**.
- 75% of the mapped comments related to barriers to walking and bicycling as well as intersection safety improvements.

- 42% of the survey responses indicated the **biggest transportation problem was related to poor bicycle/pedestrian infrastructure and transit service**. Only 17% of responses indicated traffic congestion as the biggest problem.
- To alleviate these problems, 79% of respondents supported the need for Complete Streets and fixing the existing road system. Only 11% of respondents suggested widening.
- There is a big **demand to make safe bike/ped connections** to WVU, parks and employment hubs. 61% of respondents support these three destinations.
- When asked how to address these walking and biking deficiencies, half of the responses supported separated bike facilities and intersection crossing safety improvements.
- The biggest influence on transit ridership was access to transit lines (33%) and time waiting/transfers (22%), **indicating a need for first-mile/last-mile connections and improved service frequency**.
- The best way to improve transit service was to **expand coverage and on-demand** (Dial-a-Ride) services. These results support what we heard during stakeholder interviews from social services representatives.
- When asked about the most important planning issue, Livability and growth/development rose to the top at 46% of the votes.
- By 2050, most respondents felt like the biggest change to the region would be an increase in biking and walking (38%).
- **When asked how to pay** for transportation infrastructure, **most respondents** did not support new local funding programs, but instead **avored federal/state and developer contributions** at 59% of the votes.

**ATTACHMENT: Presentation slides**



# Summary

## Morgantown-Monongalia MPO: MTP/ Comp Plans Update

Public Informational  
Meetings

December 8, 2021 @ 6 PM (In-person)

### Summary of Feedback

#### WVU EVENT @ MOUNTAINLAIR

##### If I were mayor for 1 day...

- Gather more data
- Fix roadway potholes
- More roads in Westover
- Another bridge to Westover
- More frequent buses on Route 38
- More frequent buses that go more places
- Bus route from Towers to Mountainlair
- Add PRT station near (WVU) Summit Hall
- More PRT cars, running 24 hours/7 days
- Extend PRT to shopping/Walmart
- Bring back commuter trains (interstate)
- Fix parking and visibility at intersections

##### Map markup feedback received:

##### Driving

- "My friends drive me around." I walk. Hills are annoying. I live in College Park, which has a private bus that runs until 4 pm each day.
- I don't want to be dependent on a car for getting to class
- Revert 1-way streets in Downtown back to 2-way
- Parking App is very convenient
- City parking ticket add up fast!
- Streets are for moving people, not cars
- "People don't know how to use a roundabout"
- One Westover bridge is a bottleneck
- "Traffic is terrible"
- "People don't know how to use a roundabout"
- One Westover bridge is a bottleneck
- "Traffic is terrible"

##### Safety

- Crossing University Avenue is dangerous

##### Transit / PRT

- More PRT

- Need bus lanes between Evansdale Campus and Downtown Campus
- More buses should drop off at Mountainlair
- Bus schedule is unreliable, particularly in morning
- Bus to University Town Center requires two buses (transfer)
- "I don't mind the PRT, though I was stuck (inside) once."
- Bus lanes on WV 705 (Chestnut Ridge Rd) are needed
- Public transportation is nice

Maintenance

- Restriping needed on West Run Rd
- West Run Rd 'sucks'
- Stewartstown Rd 'sucks'
- "Falling Run Road is falling apart"
- Fix potholes

**PUBLIC WORKSHOP MEETING 4-7 PM**

One change I would like to see...

- Big trucks using Greenbag Road (not WV7 through Downtown)
- One more pedestrian overpass at WVU (University Avenue) to move pedestrians
- Bus route from Star City through Suncrest to Downtown Morgantown

**Map markup feedback received:**

- People take West Run Rd to avoid the roundabout
- West Run Rd (east of Stewartstown Road) is very narrow (TIP project here)
- Roundabout at University Ave @ Collins Ferry – is this still planned?
- Walking along Van Voorhis Rd is not possible – no shoulders; steep drop off
- St. Clair Hill Rd is very narrow, with one lane stop
- Westover: Need many more sidewalks
- Cannot bike near Mileground / Stewartstown / WV 705 because roads do not have shoulders
- Morgan Run Road has narrow lanes, and is a safety issue
- Greer Limestone Quarry (WV7) sends large trucks through downtown unnecessarily
- Maintenance needed on Brockway Avenue (in Greenmont neighborhood)

**EVENT PHOTOS:**



# Appendix C

## Project Recommendation Tables

**Summary of Project Recommendations**

Tier	Description	# Projects	# Miles	Estimated YOE Cost	Status
TIP	Committed Projects	19	--	\$ 118,945,000	Committed
Tier 1	2030 Horizon	11	10.9	\$ 99,295,000	Funded
Tier 2	2040 Horizon	30	17.5	\$ 156,080,000	Funded
Tier 3	2050 Horizon	15	22.8	\$ 160,134,000	Funded
Tier 4	Post 2050 - Unfunded	25	39.6	\$ 415,353,000	Unfunded
AFD	Alternative Funding Dependent	7	15.0	\$ 622,083,110	Unfunded



MMMPO - Project Recommendations by Type

TIP Roadway Projects - COMMITTED							
Project ID	Project Name	From Road	To Road	Description	Miles	Estimated Cost	Type of Work
T1	University Avenue Multimodal Improvements	Boyers Rd	Patteson / Van Voorhis	Sidewalk improvements	1.3	\$ 1,593,000	Multimodal Improvements
T2	Pleasant Street Streetscape	University Ave	Spruce St	Sidewalk improvements	0.2	\$ 384,000	Multimodal Improvements
T4	Holland Avenue Multimodal Improvements	Cleveland Ave	River Rd	ADA curb ramps	2.4	\$ 783,000	Multimodal Improvements
T7	Dunkard Avenue Sidewalks - Phase 5	Dents Run Blvd (WV 49)	Fairmont Rd	Pedestrian sidewalk improvements	1.0	\$ 240,000	Multimodal Improvements
T9	I-79 SB Welcome Center	I-79 SB - Exit 158	--	Improvements at I-79 Welcome Center	0.7	\$ 60,000	Welcome Center
T14	Star City Trail Connector	Mon River Trail	Shopping Center	Connect trail with shopping center	0.2	\$ 1,250,000	Multimodal Improvements
T15	Beechurst Ave Improvements	University Ave	Campus Drive	Intersection improvements	0.4	\$ 92,000	Modify to Urban Standard
T17	Star City Interchange Improvements - I-79	Mon Blvd (US 19)	I-79 SB Exit 155	Improvements and new alignment at I-79 interchange	0.8	\$ 4,800,000	Roadway Widening (add lanes)
T18	Greenbag Road Improvements	Mississippi Street	Lucky Lane	Improve existing travel lanes to standard width, construct two roundabouts, and improve shoulders	1.1	\$ 66,000,000	Modify to Urban Standard
T19	West Run Road Improvements - Western Section	Van Voorhis Rd	Stewartstown Rd	Improve existing travel lanes to standard width, and improve shoulders	0.9	\$ 16,000,000	Modify to Urban Standard
T20	Morgantown Multiuse Path	Stewartstown Rd	Mileground Rd	New shared use path for pedestrians and bicyclists	-	\$ 3,000,000	Multimodal Improvements
T21	WV 100 at Dents Run Intersection Improvements	Dunkard Ave (WV 100)	Dents Run Blvd (WV 49)	Modify existing intersection	-	\$ 12,000,000	Intersection Improvement
T22	Brookhaven Road Intersection Improvements	Earl Core Rd (WV 7)	Brookhaven Rd (WV 7)	Intersection geometry improvement and turn lane	0.4	\$ 375,000	Modify to Urban Standard
T23	West Run Road Improvements - Eastern Section	Stewartstown Rd	Point Marion Rd (US 119)	Improve existing travel lanes to standard width, and improve shoulders	0.9	\$ 150,000	Modify to Urban Standard
T24	Walnut Street Streetscape	University Ave	Spruce St	Improve streetscape amenities	-	\$ 475,000	Modify to Urban Standard
T26	Foundry Street Trail Connection	Sturgiss St	Existing Trail	Signage and lighting improvements at trail	-	\$ 15,000	Trail Improvement
T27	Van Voorhis Road Widening - Phase 1	Chestnut Ridge Rd (WV 705) / Burroughs St	West Run Road (CR 67/1)	Improve existing travel lanes to standard width, add sidewalks and improve transit access	0.9	\$ 2,400,000	Modify to Urban Standard
T28	I-76 Bridge Rehabilitation Projects	Monongahela River	--	Bridge improvements	-	\$ 8,500,000	Modify to Urban Standard
T30	Patteson Drive Multimodal Improvements - RRFB	Laurel St	--	Add rectangular rapid flashing beacon (RRFB) for pedestrian safety	0.2	\$ 297,500	Intersection Improvement
T31	Caperton Trail Lighting Improvements	McQuain Park	Sturgiss St	Improve lighting	-	\$ 30,320	Trail Improvement

MTP INTERSECTION PROJECTS - Points							
Project ID	Project Name	From Road	To Road	Description	Miles	Estimated Cost	Type of Work
M1	Grafton-Smithtown-Don Knotts Intersection Improvements	Grafton/Don Knotts Blvd	Smithtown Rd	Redesign this skewed intersection with WVDOH to improve safety	--	\$ 2,000,000	Safety / Intersection
M2	Spruce-Pleasant Intersection Improvements	Spruce St	Pleasant St	Improve safety, visibility, and crossing for all modes. Coordinate with C2 Downtown study	--	\$ 300,000	Safety / Intersection
M3	Spruce-Walnut Intersection Improvements	Spruce St	Walnut St	Improve safety, visibility, and crossing for all modes. Coordinate with C2 Downtown study	--	\$ 200,000	Safety / Intersection
M4	High-Walnut Intersection Improvements	High St	Walnut St	Improve safety, visibility, and crossing for all modes. Coordinate with C2 Downtown study	--	\$ 200,000	Safety / Intersection
M6	High-Willey Intersection Improvements	High St	Willey St	Improve safety and visibility at this off-set intersection	--	\$ 200,000	Safety / Intersection
M7	Richwood-North Willey Intersection Improvements	Richwood Ave	North Willey St	Improve safety and visibility at this skewed intersection	--	\$ 1,500,000	Safety / Intersection
M8	University-Prospect Intersection Improvements	University Ave	Prospect St	Improve safety and visibility at this unsignalized intersection	--	\$ 600,000	Safety / Intersection
M9	Stewart-Protzman Intersection Improvements	Stewart St	Protzman St	Improve safety and visibility at this skewed, multi-leg intersection	--	\$ 1,100,000	Safety / Intersection
M10	WV705-Stewartstown Intersection Improvements	WV 705	Stewartstown Rd	Add pedestrian crossing facilities, refuge islands, and count down signals at this intersection	--	\$ 1,300,000	Safety / Intersection
M11	WV705-Burroughs-Van Voorhis Intersection Improvements	WV 705/Burroughs St	Van Voorhis Rd	Improve traffic flow to reduce delay and improve geometry (alignment of lanes). Coordinate with M73b project	--	\$ 1,900,000	Safety / Intersection
M12	Van Voorhis-West Run Intersection Improvements	Van Voorhis Rd	West Run Rd	Improve geometry of intersection. Coordinate with TIP projects for Van Voorhis and West Run Road	--	\$ 500,000	Safety / Intersection
M14	Point Marion-Stewartstown Intersection Improvements	Point Marion Rd	Stewartstown Rd	Improve geometry of this 5-legged intersection to improve safety for Farm View Road. Provide pedestrian crosswalk markings	--	\$ 2,000,000	Safety / Intersection
M15	Hartman Run-Airport Access Intersection Improvements	Hartman Run Rd	Airport Access	Improve safety and visibility at this topography-constrained intersection	--	\$ 1,200,000	Safety / Intersection
M16	Cheat-Old Cheat Intersection Improvements	Cheat Rd	Old Cheat Rd	Improve safety and visibility at this signalized intersection. Provide pedestrian crosswalks.	--	\$ 200,000	Safety / Intersection
M17	Cheat-Tyrone Avery Intersection Improvements	Cheat Rd	Tyrone-Avery Rd	Improve geometry at this skewed intersection	--	\$ 800,000	Safety / Intersection
M18	Tyrone-Tyrone Avery Intersection Improvements	Tyrone Rd	Tyrone-Avery Rd	Improve geometry at this skewed intersection	--	\$ 400,000	Safety / Intersection
M19	WV100-Fort Martin Intersection Improvements	WV100	Fort Martin Rd	Improve geometry at this skewed 3-way intersection. Coordinate with C9 new connection and bridge project	--	\$ 1,100,000	Safety / Intersection
M20	WV7-Deckers Creek-Mineral Pedestrian Improvements	Mineral Ave	Deckers Creek Blvd	Provide safe pedestrian crossing, crosswalks, and new sidewalk to connect with Deckers Creek Trail	--	\$ 400,000	Safety / Intersection
M21	University-Walnut Pedestrian Improvements	University Ave	Walnut St	Improve visibility for pedestrians at this signalized intersection	--	\$ 400,000	Safety / Intersection
M22	Don Knotts-University-Pleasant Pedestrian Improvements	University/Don Knotts Blvd	Pleasant St	Provide safe pedestrian crossing, refuge island and lighting	--	\$ 400,000	Safety / Intersection
M23	Grumbeins Island Improvements	University Ave	College Ave	Consider multiple design treatments to improve pedestrian crossing at-grade, above grade, or convert to pedestrian-only segment. Coordinate with C2 Downtown study	--	\$ 3,400,000	Safety / Intersection
M24	High-Foundry Pedestrian Improvements	High St	Foundry Ave	Improve safety and visibility at this signalized intersection	--	\$ 300,000	Safety / Intersection
M25	Chestnut-Walnut Pedestrian Improvements	Chestnut St	Walnut St	Improve safety, visibility, and crossing at this unsignalized intersection. Coordinate with C2 Downtown study	--	\$ 100,000	Safety / Intersection
M26	Patteson Dr-Morrill Way Pedestrian Improvements	Patteson Dr	Morrill Way	Improve pedestrian connectivity with ADA ramps, sidewalks, and pedestrian countdown signals	--	\$ 200,000	Safety / Intersection
M27	Patteson Dr-University Ave-Van Voorhis Rd Pedestrian Improvements	Patteson Dr	University Ave	Improve pedestrian crossing at this signalized intersection	--	\$ 300,000	Safety / Intersection
M28	University Ave-College Ave Pedestrian Improvements	University Ave	College Ave	Improve pedestrian crossing, curb ramps, and sidewalk connections. Coordinate with C2 Downtown study and M23	--	\$ 300,000	Safety / Intersection

MTP CORRIDOR PROJECTS - Lines							
Project ID	Project Name	From Road	To Road	Description	Miles	Estimated Cost	Type of Work
M45	Van Voorhis Road Improvement - Segment 2	West Run Rd	Bakers Ridge Rd	Add center turn lane and consolidate driveways to improve safety. Add sidewalks	0.4	\$ 6,400,000	Roadway Widening (add lanes)
M48	Stewartstown Rd Improvements	WV 705	Point Marion Rd	Add additional travel lane and center turn lane as necessary. Consolidate driveways and add sidewalk along west side	1.6	\$ 13,700,000	Roadway Widening (add lanes)
M49a	University Ave Complete Street - Segment 1	Boyers Ave	Patteson/Van Voorhis Rd	Improve existing roadway to standard lane width, with bicycle facilities and sidewalks. Improve transit stop/shelter locations	1.3	\$ 17,300,000	Access Management
M49b	University Ave Complete Street - Segment 2	Patteson/Van Voorhis Rd	8th St	Improve existing roadway to standard lane width, with bicycle facilities and sidewalks. Improve transit stop/shelter locations	0.5	\$ 6,300,000	Access Management
M49c	University Ave Complete Street - Segment 3	8th St	Fayette St/Beechurst Ave	Improve existing roadway to standard lane width, with bicycle facilities and sidewalks. Improve transit stop/shelter locations	1.3	\$ 17,400,000	Access Management
M50	Fairmont Rd/Holland Ave Improvements	I-79 Interchange	Westover Bridge	Improve existing roadway to standard 11' width, provide paved shoulders for bicycles, and add sidewalks along both sides. Provide bus stop locations and safe crossing at intersections	1.8	\$ 12,500,000	Modify to Urban Standard
M51a	Greenbag Rd Improvements - Segment 1	Don Knotts Blvd (US 119)	Mississippi St	Improve existing roadway to standard 11' width, improve drainage, and provide wide shoulders for bicyclists. Construct sidewalks and improve bus stop locations. Include Alternative Truck Route signage	0.7	\$ 5,300,000	Modify to Urban Standard
M51b	Greenbag Rd Improvements - Segment 2	Lucky Lane	Deckers Creek Blvd	Improve existing roadway to standard 11' width, improve drainage, and provide wide shoulders for bicyclists. Construct sidewalks and improve bus stop locations. Include Alternative Truck Route signage	1.6	\$ 11,800,000	Modify to Urban Standard
M52	Earl Core Rd (WV 7) - Northern Section Improvements	Deckers Creek Bvd	I-68 Interchange	Intersection improvements and traffic signal optimization. Add sidewalk on both sides, provide bus stops and improve crossing locations	1.4	\$ 10,300,000	Modify to Urban Standard
M52b	Earl Core Rd (WV 7) Access Management	I-68 Interchange (SB ramps)	Greenbag Rd	Improve safety by limiting points of conflict and consolidating driveways. Provide sidewalks where necessary and improve streetscape	0.8	\$ 16,900,000	Access Management
M55	Lazzelle Union Rd (WV-100) Improvements	US 19	PA State Line	Improve existing roadway to standard 11' width, with shoulders, and sidewalks where possible. Separate project into multiple phases with logical termini	9.5	\$ 25,100,000	Modify to Urban Standard
M57	I-79 Granville Section Improvements - widen to 6-	Exit 152	Exit 155	Widen interstate to provide auxiliary lanes	2.3	\$ 17,100,000	Roadway Widening
M58	I-79 Westover Section Improvements - widen to 6-	Exit 148	Exit 152	Widen interstate to 6-lanes	1.1	\$ 4,600,000	Roadway Widening
M59	Dorsey Ave Sidewalk Improvements	High St	Greenbag Rd	Extend sidewalks along at least one side of roadway	1.8	\$ 4,600,000	Multimodal Improvements
M60	Grafton Rd (US 119) Improvements	Greenbag Rd	4H Camp Rd / Walmart	Widen to 4-lanes with turns lanes near intersections. Consolidate driveways to limit points of conflict and provide bike lanes (or climbing lane)	1.6	\$ 5,700,000	Roadway Widening (add lanes)
M61	Smithtown Rd Improvements	Don Knotts Blvd (US 119)	Goshen Rd	Improve existing roadway to standard 11' width, improve drainage, and provide wide shoulders for bicyclists	5.6	\$ 13,700,000	Modify to Urban Standard
M62	Earl Core Road (WV 7) at Southern Section Improvements	I-68 interchange	Tyrone Rd	Add center turn lane and consolidate driveways to improve safety. Add sidewalk along one side.	2.3	\$ 10,300,000	Roadway Widening (add lanes)
M63	Brockway Ave / Rodgers Ave / Powell Ave (WV 7) Improvements	Walnut St	Deckers Creek Rd	Improve existing roadway and extend sidewalks. Provide transit stop amenities.	1.2	\$ 6,800,000	Modify to Urban Standard
M64	Willey St/Mileground Rd Improvements	High St	WV 705	Improve existing roadway to standard 11' width, add turn lanes and sidewalks. Provide shoulders where possible.	1.7	\$ 14,800,000	Modify to Urban Standard
M65	Stewart St Improvements	University Ave	WV 705	Improve existing roadway to standard 11' width, add turn lanes and sidewalks	1.5	\$ 12,500,000	Modify to Urban Standard
M67	Burroughs St Improvements	Collins Ferry Rd	Van Voorhis Rd WV 705	Improve existing roadway to standard 11' width, and intersection improvements	0.4	\$ 4,600,000	Modify to Urban Standard
M68	Riddle Ave/Pineview Dr Improvements	WV 705	West Run Rd	Improve existing roadway to standard 11' width, pedestrian connection, and transit access	0.8	\$ 3,000,000	Modify to Urban Standard
M69	Cheat Rd Improvements	West Run Rd	S Pierpont Rd	Widen to address traffic deficiency. Coordinate with M69b	1.8	\$ 6,800,000	Roadway Widening
M69b	Cheat Rd Widening - Segment 2	S Pierpont Rd	Stone Creek	Widen to address traffic deficiency. Coordinate with M69	1.4	\$ 13,700,000	Roadway Widening
M70	Old Cheat Rd/Cheat Rd Bike Lanes	Cheat Lake Bridge	Cheat Rd/Old Cheat Rd	Improve shoulders to serve as on-road bike lanes, and serve as regional bike route	1.3	\$ 8,000,000	Multimodal Improvements
M71	White Park/Caperton Multimodal Trail Connection - Bridge	White Park	Capterton Trail	Extend trail from White Park further north along Callen Avenue and provide pedestrian bridge over Don Knotts Blvd to connect with Mountaineer Heritage Park	0.5	\$ 2,200,000	Multimodal Improvements

MTP CORRIDOR PROJECTS - Lines (continued)							
Project ID	Project Name	From Road	To Road	Description	Miles	Estimated Cost	Type of Work
M72	North Side Connector Bus Rapid Transit	Evansdale Campus	Downtown Campus	Improve transit amenities along several roadways between WVU campuses, including curbs, sidewalks, bus stops, lighting, and/or bus pull off areas	2.1	\$ 1,100,000	Multimodal Improvements
M73b	WV-705 Corridor Improvements	Monongahela Blvd	Mon General Dr / Don Nehlen Dr	Improve safety by reducing point of conflict, consolidating driveways, improving streetscape and pedestrian crossing locations along this gateway corridor	1.8	\$ 14,500,000	Access Management
M74	River Road Improvements	Master Graphics Road	DuPont Rd / Industrial Park Rd	Improve existing roadway to standard 11' width, shoulder, and stormwater drainage conditions. Coordinate with C1 and C11 projects	1.3	\$ 2,100,000	Modify to Urban Standard
M101	Blue Horizon Dr Widening	Scotts Run Rd	Chaplin Rd (US 19)	Add lanes to relieve traffic bottleneck at intersection	0.6	\$ 12,300,000	Roadway Widening (add lanes)
M102	Fairmont Rd US 19 Improvements	Sugar Grove Road	I-79 Interchange Exit 152	Improve existing roadway to standard 11' width, shoulder, and stormwater drainage conditions in anticipation for increased development and traffic volume	2.8	\$ 21,600,000	Modify to Urban Standard
M103	Tyrone Rd & Cheat Rd Improvements	Earl Core Rd (WV 7)	Mont Chateau Rd	Improve existing roadway to standard 11' width, shoulder, and stormwater drainage conditions along this narrow, rural roadway corridor	5.2	\$ 22,100,000	Modify to Urban Standard
M104	St Clair Hill Rd Improvements	West Run Rd	Bakers Ridge Rd	Improve existing roadway to standard 11' width, shoulder, and stormwater drainage conditions	0.3	\$ 2,800,000	Modify to Urban Standard
M105	Mileground Rd Widening	Hampton Ave	WV705	Extend center turn lane further south to improve traffic operations	0.4	\$ 3,400,000	Roadway Widening (add lanes)
M106	Dupont Road Improvements	River Road	Fairmont Rd (US 19)	Improve existing roadway to standard 11' width, shoulder, and stormwater drainage conditions. Construct sidewalk to Dupont Heights neighborhood	1.2	\$ 8,300,000	Modify to Urban Standard
M107	Dug Hill Road Improvements	Sabraton Ave	Snider Hill Rd	Improve existing roadway to standard 11' width, shoulder, and stormwater drainage conditions	1.3	\$ 10,600,000	Modify to Urban Standard
M108	Dents Run Blvd Improvements	Fairmont Rd (US 19)	Dunkard Ave (WV 100)	Improve existing roadway to standard 11' width, shoulder, and stormwater drainage conditions	1.4	\$ 10,600,000	Modify to Urban Standard
M109	Willowdale Rd Widening	Ira Errett Rodgers Dr	Medical Center Dr / Northwestern Ave	Widen this short segment of roadway near Hospital and WVU football stadium	0.4	\$ 4,500,000	Roadway Widening (add lanes)
M110	Beechurst Avenue Access Management Improvements	8th St	University Ave	Streetscape and safety improvements to consolidate driveways and reduce points of conflict. Improve multimodal transportation conditions	0.9	\$ 5,100,000	Access Management
M114	Don Knotts Blvd (US 19) Improvements	Smithtown Rd (WV73)	Foundry St	Improve safety by reducing point of conflict, consolidating driveways, improving streetscape and pedestrian crossing locations along this gateway corridor into Downtown	1.8	\$ 6,100,000	Access Management
M115	Ackerman / Mountain Valley Drive Improvements	Van Voorhis Rd	Scenic View Dr	Improve existing roadway and drainage relating to project C9	0.5	\$ 4,900,000	Modify to Urban Standard
M116	Trail Connection-Woodland Trail to Dorsey's Knob	Woodland Trail	Dorsey's Knob Park	Connect two local parks with off-road trail	0.6	\$ 1,000,000	Multimodal Improvements
M117	Trail Connection-Southern Greenbelt Trail	Learning Trail Loop	Deckers Creek Trail	Connect existing trails through easements and existing open spaces along the south side of Morgantown	1.9	\$ 3,000,000	Multimodal Improvements
M118	Trail Connection-Northern Greenbelt Trail	Falling Run Trail	Caperton Trail	Connect existing trails through easements and existing open spaces along the north side of Morgantown	4.8	\$ 7,500,000	Multimodal Improvements
M119	Trail Connection-Cheat Lake Northern	Cheat Lake Tail - Morgan Run	Darnell Hollow Road	Extend Cheat Lake Rail-Trail near Darnell Hollow Road towards Coopers Rock Park (north side)	1.9	\$ 7,700,000	Multimodal Improvements
M120	Trail Connection-Cheat Lake Southern	Cheat Lake Rail-Tail	Coopers Rock Park - Mont Chateau Trail	Extend Cheat Lake Rail-Trail along existing roadways and business district to connect with Coopers Rock Park (south side) near Mon Chateau Trail	4.2	\$ 13,200,000	Multimodal Improvements
M121	Chaplin Rd Improvements	I-79 Interchange	Mylan Park	Improve connection to Myland Park with shared use path along south side of Chaplin Road	2.3	\$ 7,300,000	Multimodal Improvements
M122	Trail Connection-Campus Connection	Grant Ave	Riverview Dr	New trail on WVU campus along steep slope towards Evansdale Campus	0.4	\$ 2,500,000	Multimodal Improvements
M123	Trail Connection-Collins Ferry to Mon River North Trail	Collins Ferry Rd	Mon River North Trail	New trail from parking lot to Mon River North Trail	0.3	\$ 400,000	Multimodal Improvements
M124	Collins Ferry Rd Multimodal Improvements	Suncrest Elementary School	Mon River North Trail Head	Extend existing sidewalk further north and connect with M123 project	0.3	\$ 600,000	Multimodal Improvements
M125	WV-705 Multiuse Path	Don Nehlen / Mon General Dr	Stewartstown Rd	Sidepath along WV-705 (southside) to connect residents with shopping /retail areas. Requires separation from vehicles and drainage improvements	1.7	\$ 2,700,000	Multimodal Improvements
M126	Trail Connection-Caperton Trail to Evansdale Dr	Caperton Trail	Evansdale Dr	New trail connection from Mon River through Arboretum towards WVU Evansdale Campus, and parallel to PRT corridor.	0.7	\$ 2,300,000	Multimodal Improvements

MTP CONNECTION / AREA PROJECTS - Polygons							
Project ID	Project Name	From Road	To Road	Description	Miles	Estimated Cost	Type of Work
C1	Morgantown Industrial Park Access Improvements	New Exit 150 (River Road)	--	New I-79 exit and improved roadway access to Industrial Park property - Alternative Funding Dependent	--	\$ 20,500,000	Potential Roadway Connection
C2a	Beechurst Avenue Study	University Ave	8th St	Study of corridor needs in coordination with Downtown Morgantown Study	1.9	\$ 300,000	Potential Study
C2	Downtown Morgantown Master Plan Study	Downtown Morgantown	--	Study of converting existing 1-way streets to 2-way and improving intersection crossings, traffic signals, and pedestrian facilities	--	\$ 300,000	Potential Study
C3	Evansdale Neighborhood Safety Study	Evansdale Neighborhood	--	Mobility safety study for pedestrians in the vicinity of Evansdale neighborhood	-	\$ 300,000	Potential Study
C4	Morgantown Waterfront Transportation Study	Morgantown Waterfront	Downtown	Small area study to improve transportation connections from waterfront to Downtown	-	\$ 300,000	Potential Study
C5	Protzman/Falling Run Pedestrian and Bicycle Connector	End of Trail	University Ave	Extend existing trail into Downtown and WVU campus	0.5	\$ 1,800,000	Potential Trail Connection
C6	New Roadway Connection - Mileground to Hartman Run	Mileground Rd (US 119)	Hartman Run Rd	Potential roadway alignment to balance traffic on adjacent roadways	0.7	\$ 13,400,000	Potential Roadway Connection
C7	New Roadway Connection - Stewart to Mileground	VanGilder Ave / Protzman / Stewart St	Mileground Rd / Robinson St	Potential roadway alignment to balance traffic on adjacent roadways	0.6	\$ 14,600,000	Potential Roadway Connection
C8	Extension of Airport Industrial Road	Near I-68 / Cheat Rd	WV 7 in Sabraton	Potential new roadway and improvement of existing roads near Morgantown Airport / I-68 Industrial Area - Alternative Funding Dependent	1.7	\$ 18,100,000	Potential Roadway Connection
C9	New Roadway Connection - Mountain Valley Drive Extension	Mountain Valley Drive	Lazelle Union Rd	Potential new roadway and bridge over Mon River to WV 100 - Alternative Funding Dependent	0.9	\$ 36,000,000	Potential Roadway Connection
C10	New Roadway Connection - Southern Mon River Bridge	Greenbag Rd	Industrial Park Dr	Extension of Greenbag Road and new bridge crossing over Mon River to connect with Industrial Park	0.8	\$ 74,300,000	Potential Roadway Connection
C11	New Roadway Connection - Industrial Park Rd	River Rd	Industrial Park Dr	Potential new roadway connection to balance traffic and improve I-79 access - Alternative Funding Dependent	0.5	\$ 7,100,000	Potential Roadway Connection
C12	PRT Extension - Segment 1	University Health Sciences	Mon General Hospital	Phase 1 extension of existing PRT further northeast - Alternative Funding Dependent	2.8	\$ 65,000,000	Potential PRT Connection
C13	PRT Extension - Segment 2	Mon General Hospital	Glenmark Centre	Phase 2 extension of existing PRT further east - Alternative Funding Dependent	6.2	\$ 117,400,000	Potential PRT Connection
C14	New Roadway Connection - WestRidge Development	Chaplin Road	Solomon Rd	Potential roadway alignment through WestRidge development, providing multimodal access to Mylan Park	1.4	\$ 44,000,000	Potential Roadway Connection

MTP Project Recommendations by Tier (Horizon Year)

3/23/2022

ProjID	Name	From Rd	To Road	Miles	Category	SCORE	Tier	Year of Expenditure	Cumulative Cost	Related with	Tier
TIP	Current TIP Projects - includes Roads to Prosperity projects:			-		100.0	TIP	\$ 118,945,000	\$ 118,945,000		TIP
TIP	Greenbag Road Improvements - Segment 1	Mississippi St	Lucky Ln	-	Modify / Capacity	100.0	TIP				
TIP	West Run Road - Eastern	Stewartstown Rd	Point Marions Rd(US 119)	-	Modify / Capacity	100.0	TIP				
TIP	West Run Road - Western	Van Voorhis Rd	Stewartstown Rd	-	Modify / Capacity	100.0	TIP				
TIP	Van Voorhis Road Improvements - Segment 1	WV 705 / Chestnut Ridge Rd	West Run Rd	-	Modify / Capacity	100.0	TIP				
TIP	Mileground Rd Widening	WV 705	Donna Ave	-	Widen (add lanes)	100.0	TIP				
TIP	Beechurst Ave / Campus Dr Improvements	University Ave	Campus Dr	-	Modify / Capacity	100.0	TIP				
TIP	I-79 Exit 155 / Chaplin Rd / Star City Interchange	New I-79 Exit 150 - River Rd	--	-	Widen (add lanes)	100.0	TIP				TIP
M73b	WV-705 Corridor Improvements	Monongahela Blvd	Mon General Dr / Don Nehlen Dr	1.82	Access Management	76.2	Tier 1	\$ 15,347,000	\$ 134,292,000		Tier 1
M52	Earl Core Road (WV 7) - Northern Section Improvements	Deckers Creek Bvd	I-68 Interchange	1.45	Modify / Capacity	68.9	Tier 1	\$ 10,858,000	\$ 145,150,000		
M50	Fairmont Rd/Holland Ave Improvements	I-79 Interchange	Westover Bridge	1.79	Modify / Capacity	66.4	Tier 1	\$ 13,270,000	\$ 158,420,000		
M64	Willey St/Mileground Rd Improvements	High St	WV 705	1.67	Modify / Capacity	55.7	Tier 1	\$ 15,683,000	\$ 174,103,000		
M14	Point Marion-Stewartstown Intersection Improvements	Point Marion Rd	Stewartstown Rd	-	Safety / Intersection	52.1	Tier 1	\$ 2,107,000	\$ 176,210,000		
M106	Dupont Road Improvements	River Road	Fairmont Rd (US 19)	1.24	Modify / Capacity	50.9	Tier 1	\$ 8,774,000	\$ 184,984,000		
M7	Richwood-North Willey Intersection Improvements	Richwood Ave	North Willey St	-	Safety / Intersection	50.2	Tier 1	\$ 1,586,000	\$ 186,570,000	Downtown Study	
M51b	Greenbag Rd Improvements - Segment 2	Lucky Lane	Deckers Creek Blvd	1.86	Modify / Capacity	48.5	Tier 1	\$ 12,447,000	\$ 199,017,000	TIP project	
M51a	Greenbag Rd Improvements - Segment 3	Don Knotts Blvd (US 119)	Mississippi St	0.75	Modify / Capacity	47.1	Tier 1	\$ 5,649,000	\$ 204,666,000	TIP project	
M20	WV7-Deckers Creek-Mineral Pedestrian Improvements	Mineral Ave	Deckers Creek Blvd	-	Pedestrian Safety / Intersection	45.9	Tier 1	\$ 402,000	\$ 205,068,000		
C1	Industrial Park Access Improvements - Harmony Grove Interchange	Exit 150 - River Road	--	-	New Connection	44.7	Tier 1	\$ 41,600,000	\$ 246,668,000	Alt Funds TIF	
M1	Grafton-Smithtown-Don Knotts Intersection Improvements	Grafton/Don Knotts Blvd	Smithtown Rd	-	Safety / Intersection	40.7	Tier 1	\$ 2,109,000	\$ 248,777,000	M51a	
M123	Trail Connection-Collins Ferry to Mon River North Trail	Collins Ferry Rd	Mon River North Trail	0.27	Multimodal (Bike-Ped)	30.1	Tier 1	\$ 446,000	\$ 249,223,000	M122	
--	Design Study - White Park/Caperton Multimodal Trail Connection	White Park	Caperton Trail	0.54	STUDY		Tier 1	\$ 300,000	\$ 249,523,000	M71	
--	Downtown Microsimulation Model - Traffic Operations	Downtown Morgantown	--	-	STUDY		Tier 1	\$ 500,000	\$ 250,023,000	Downtown Study	Tier 1
M49c	University Ave Complete Street Improvements - Segment 3	8th St	Fayette St/Beechurst Ave	1.34	Access Management	74.0	Tier 2	\$ 23,703,000	\$ 273,726,000	C2, M49abc	Tier 2
M45	Van Voorhis Road Improvement - Segment 2	West Run Rd	Bakers Ridge Rd	0.43	Modify / Capacity	69.3	Tier 2	\$ 8,764,000	\$ 282,490,000	TIP project	
M49a	University Ave Complete Street Improvements - Segment 1	Boyers Ave	Patteson/Van Voorhis Rd	1.33	Access Management	58.0	Tier 2	\$ 23,554,000	\$ 306,044,000	M49abc	
M69	Cheat Rd Improvements	West Run Rd	S Pierpont Rd	1.79	Widen (add lanes)	57.9	Tier 2	\$ 9,307,000	\$ 315,351,000		
M21	University-Walnut Pedestrian Improvements	University Ave	Walnut St	-	Pedestrian Safety / Intersection	57.3	Tier 2	\$ 587,000	\$ 315,938,000	Downtown Study	
M59	Dorsey Ave Sidewalk Improvements	High St	Greenbag Rd	1.85	Multimodal (Bike-Ped)	55.0	Tier 2	\$ 6,205,000	\$ 322,143,000		
M48	Stewartstown Rd Improvements	WV 705	Point Marion Rd	1.56	Widen (add lanes)	54.3	Tier 2	\$ 18,613,000	\$ 340,756,000		
M63	Brockway Rodgers/Powell Ave (WV 7) Improvements	Walnut St	Deckers Creek Rd	1.24	Modify / Capacity	53.5	Tier 2	\$ 9,307,000	\$ 350,063,000		
M22	Don Knotts-University-Pleasant Pedestrian Improvements	University/Don Knotts Blvd	Pleasant St	-	Pedestrian Safety / Intersection	52.9	Tier 2	\$ 587,000	\$ 350,650,000	Downtown Study	
M25	Chestnut-Walnut Pedestrian Improvements	Chestnut St	Walnut St	-	Pedestrian Safety / Intersection	52.6	Tier 2	\$ 142,000	\$ 350,792,000		
M114	Don Knotts Blvd (US 19) Improvements	Smithtown Rd (WV73)	Foundry St	1.79	Access Management	52.0	Tier 2	\$ 8,254,000	\$ 359,046,000		
M49b	University Ave Complete Street Improvements - Segment 2	Patteson/Van Voorhis Rd	8th St	0.48	Access Management	51.7	Tier 2	\$ 8,582,000	\$ 367,628,000	M49abc	
M23	Grumbeins Island Improvement	University Ave	College Ave	-	Pedestrian Safety / Intersection	49.9	Tier 2	\$ 4,654,000	\$ 372,282,000	Downtown Study	
M26	Patteson Dr-Morrill Way Pedestrian Improvements	Patteson Dr	Morrill Way	-	Pedestrian Safety / Intersection	49.6	Tier 2	\$ 337,000	\$ 372,619,000	M73b	
M68	Riddle Ave/Pineview Dr Improvements	WV 705	West Run Rd	0.80	Modify / Capacity	49.1	Tier 2	\$ 4,082,000	\$ 376,701,000		
M27	Patteson Dr-University Ave-Van Voorhis Rd Pedestrian Improvements	Patteson Dr	University Ave	-	Pedestrian Safety / Intersection	46.8	Tier 2	\$ 399,000	\$ 377,100,000		
M11	WV705-Burroughs-Van Voorhis Intersection Improvements	WV 705/Burroughs St	Van Voorhis Rd	-	Safety / Intersection	44.8	Tier 2	\$ 2,649,000	\$ 379,749,000	M73b	
M122	Trail Connection-Campus Connection	Grant Ave	Riverview Dr	0.42	Multimodal (Bike-Ped)	44.3	Tier 2	\$ 3,402,000	\$ 383,151,000	M123	
M72	North Side Connector Bus Rapid Transit	Evansdale Campus	Downtown Campus	2.15	Multimodal (Transit)	43.9	Tier 2	\$ 1,552,000	\$ 384,703,000		
M10	WV705-Stewartstown Intersection Improvements	WV 705	Stewartstown Rd	-	Safety / Intersection	43.8	Tier 2	\$ 1,712,000	\$ 386,415,000	M48, M65	
M8	University-Prospect Intersection Improvements	University Ave	Prospect St	-	Safety / Intersection	42.1	Tier 2	\$ 862,000	\$ 387,277,000	Downtown Study	
M28	University Ave-College Ave Pedestrian Improvements	University Ave	College Ave	-	Pedestrian Safety / Intersection	41.7	Tier 2	\$ 396,000	\$ 387,673,000	Downtown Study	
M12	Van Voorhis-West Run Intersection Improvements	Van Voorhis Rd	West Run Rd	-	Safety / Intersection	40.6	Tier 2	\$ 642,000	\$ 388,315,000		
M71	White Park/Caperton Trail Multimodal Connection - Bridge	White Park	Caperton Trail	0.54	Multimodal (Bike-Ped)	38.9	Tier 2	\$ 2,978,000	\$ 391,293,000	M116	
M24	High-Foundry Pedestrian Improvements	High St	Foundry Ave	-	Pedestrian Safety / Intersection	35.8	Tier 2	\$ 396,000	\$ 391,689,000	Downtown Study	
M110	Beechurst Avenue Access Management Improvements	8th St	University Ave	0.86	Access Management	30.4	Tier 2	\$ 6,880,000	\$ 398,569,000		
M124	Collins Ferry Rd Multimodal Improvements	WV 705	West Run Rd	0.27	Multimodal (Bike-Ped)	28.4	Tier 2	\$ 837,000	\$ 399,406,000		
M74	River Road Improvements	Master Graphics Road	DuPont Rd / Industrial Park Rd	1.31	Modify / Capacity	28.4	Tier 2	\$ 2,896,000	\$ 402,302,000	C1, M106	
M116	Trail Connection-Woodland Trail to Dorsey's Knob	Woodland Trail	Dorsey's Knob Park	0.65	Multimodal (Bike-Ped)	20.7	Tier 2	\$ 1,398,000	\$ 403,700,000	M71	
M19	WV100-Fort Martin	WV100	Fort Martin Rd	-	Safety / Intersection	18.7	Tier 2	\$ 1,463,000	\$ 405,163,000		
M18	Tyrone-Tyrone Avery Intersection Improvements	Tyrone Rd	Tyrone-Avery Rd	-	Safety / Intersection	18.4	Tier 2	\$ 535,000	\$ 405,698,000		Tier 2

MTP Project Recommendations by Tier (Horizon Year)

3/23/2022

ProjID	Name	From Rd	To Road	Miles	Category	SCORE	Tier	Year of Expenditure	Cumulative Cost	Related with	Tier
M60	Grafton Rd (US 119) Improvements	Greenbag Rd	4H Camp Rd / Walmart	1.59	Widen (add lanes)	52.3	Tier 3	\$ 10,089,000	\$ 415,787,000	M114	Tier 3
M125	WV-705 Multiuse Path	Don Nehlen / Mon General Dr	Stewartstown Rd	1.68	Multimodal (Bike-Ped)	49.4	Tier 3	\$ 4,706,000	\$ 420,493,000		
M105	Mileground Rd Widening	Hampton Ave	WV705	0.41	Widen (add lanes)	46.1	Tier 3	\$ 6,028,000	\$ 426,521,000		
M57	I-79 Granville Section Improvements - widen to 6-lanes	Exit 152	Exit 155	2.29	Widen (add lanes)	45.8	Tier 3	\$ 30,266,000	\$ 456,787,000	C1	
M70	Old Cheat Rd/Cheat Rd Bike Lanes	Cheat Lake Bridge	Cheat Rd/Old Cheat Rd	1.29	Multimodal (Bike-Ped)	45.2	Tier 3	\$ 14,124,000	\$ 470,911,000		
M58	I-79 Westover Section Improvements - widen to 6-lanes	Exit 148	Exit 152	1.05	Widen (add lanes)	37.1	Tier 3	\$ 8,071,000	\$ 478,982,000	C1	
C5	Protzman/Falling Run Pedestrian and Bicycle Connector	End of Trail	University Ave	2.11	Multimodal (Bike-Ped)	36.6	Tier 3	\$ 3,114,000	\$ 482,096,000		
M126	Trail Connection-Caperton Trail to Evansdale Rd	Caperton Trail	Evansdale Dr	0.65	Multimodal (Bike-Ped)	33.4	Tier 3	\$ 4,066,000	\$ 486,162,000		
M118	Trail Connection-Northern Greenbelt Trail	Falling Run Trail	Caperton Trail	4.80	Multimodal (Bike-Ped)	27.4	Tier 3	\$ 13,241,000	\$ 499,403,000	M117	
M117	Trail Connection-Southern Greenbelt Trail	Learning Trail Loop	Deckers Creek	1.91	Multimodal (Bike-Ped)	23.6	Tier 3	\$ 5,307,000	\$ 504,710,000	M118, M116	
M108	Dents Run Blvd Improvements	Fairmont Rd (US 19)	Dunkard Ave (WV 100)	1.37	Modify / Capacity	22.7	Tier 3	\$ 18,838,000	\$ 523,548,000		
C14	New Roadway Connection-Multimodal Access to Mylan Park	Chaplin Road	Solomon Rd	2.00	New Connection		Tier 3	\$ 44,000,000	\$ 567,548,000	Alt Funds TIF	Tier 3
M65	Stewart St Improvements	University Ave	WV 705	1.53	Modify / Capacity	54.0	Tier 4	\$ 25,080,000	\$ 592,628,000		Tier 4
M52b	Earl Core Rd (WV 7) Access Management	I-68 Interchange (SB ramps)	Greenbag Rd	0.81	Access Management	44.6	Tier 4	\$ 33,792,000	\$ 626,420,000		
M101	Blue Horizon Dr Widening	Scotts Run Rd	Chaplin Rd (US 19)	0.56	Widen (add lanes)	40.5	Tier 4	\$ 24,679,000	\$ 651,099,000		
M62	Earl Core Road (WV 7) at Southern Section Improvements	I-68 interchange	Tyrone Rd	2.34	Widen (add lanes)	39.3	Tier 4	\$ 20,520,000	\$ 671,619,000		
M55	Lazzelle Union Rd (WV-100) Improvements	US 19	PA State Line	9.52	Modify / Capacity	38.7	Tier 4	\$ 50,160,000	\$ 721,779,000		
M121	Chaplin Rd Improvements	I-79 Interchange	Mylan Park	2.26	Modify / Capacity	38.5	Tier 4	\$ 14,688,000	\$ 736,467,000		
M67	Burroughs St Improvements	Collins Ferry Rd	Van Voorhis Rd WV 705	0.45	Modify / Capacity	36.0	Tier 4	\$ 9,120,000	\$ 745,587,000		
M61	Smithtown Rd Improvements	Don Knotts Blvd (US 119)	Goshen Rd	5.59	Modify / Capacity	35.2	Tier 4	\$ 27,360,000	\$ 772,947,000		
M4	High-Walnut Intersection Improvements	High St	Walnut St	-	Safety / Intersection	33.8	Tier 4	\$ 465,000	\$ 773,412,000	Downtown Study	
C6	New Roadway Connection-Mileground to Hartman Run	Mileground Rd (US 119)	Hartman Run Rd	0.40	New Connection	33.7	Tier 4	\$ 26,768,000	\$ 800,180,000		
C7	New Roadway Connection-Stewart to Mileground	VanGilder Ave / Protzman / Stewart St	Mileground Rd / Robinson St	0.49	New Connection	33.4	Tier 4	\$ 29,267,000	\$ 829,447,000		
M16	Cheat-Old Cheat Intersection Improvements	Cheat Rd	Old Cheat Rd	-	Safety / Intersection	32.9	Tier 4	\$ 350,000	\$ 829,797,000		
M3	Spruce-Walnut Intersection Improvements	Spruce St	Walnut St	-	Safety / Intersection	31.2	Tier 4	\$ 465,000	\$ 830,262,000	Downtown Study	
M103	Tyrone Rd & Cheat Rd Improvements	Earl Core Rd (WV 7)	Mont Chateau Rd	5.22	Modify / Capacity	30.8	Tier 4	\$ 44,292,000	\$ 874,554,000		
M69b	Cheat Rd Widening - Segment 2	S Pierpont Rd	Stone Creek	1.39	Widen (add lanes)	30.7	Tier 4	\$ 27,468,000	\$ 902,022,000		
M2	Spruce-Pleasant Intersection Improvements	Spruce St	Pleasant St	-	Safety / Intersection	29.6	Tier 4	\$ 509,000	\$ 902,531,000	Downtown Study	
M6	High-Willey Intersection Improvements	High St	Willey St	-	Safety / Intersection	28.7	Tier 4	\$ 465,000	\$ 902,996,000		
M9	Stewart-Protzman Intersection Improvements	Stewart St	Protzman	-	Safety / Intersection	28.5	Tier 4	\$ 2,160,000	\$ 905,156,000	M65, C7	
M17	Cheat-Tyrone Avery Intersection Improvements	Cheat Rd	Tyrone-Avery Rd	-	Safety / Intersection	28.1	Tier 4	\$ 1,528,000	\$ 906,684,000		
M115	Ackerman / Mountain Valley Drive Improvements	Van Voorhis Rd	Scenic View Drive	0.54	Modify / Capacity	27.7	Tier 4	\$ 9,711,000	\$ 916,395,000		
M102	Fairmont Rd US 19 Improvements	Sugar Grove Road	I-79 Interchange Exit 152	2.79	Modify / Capacity	27.2	Tier 4	\$ 43,133,000	\$ 959,528,000		
M15	Hartman Run-Airport Access Intersection Improvements	Hartman Run Rd	Airport Access	-	Safety / Intersection	23.0	Tier 4	\$ 2,385,000	\$ 961,913,000		
M109	Willowdale Rd Widening	Ira Errett Rodgers Dr	Medical Center Dr / Northwestern A	0.37	Widen (add lanes)	20.7	Tier 4	\$ 9,051,000	\$ 970,964,000		
M120	Trail Connection-Cheat Lake Southern	Cheat Lake Rail-Tail	Coopers Rock Park - Mon Chateau T	4.17	Multimodal (Bike-Ped)	18.9	Tier 4	\$ 26,304,000	\$ 997,268,000	M119	
M104	St Clair Hill Rd Improvements	West Run Rd	Bakers Ridge Rd	0.28	Modify / Capacity	18.1	Tier 4	\$ 5,668,000	\$ 1,002,936,000		
M107	Dug Hill Road Improvements	Sabraton Ave	Snider Hill Rd	1.32	Modify / Capacity	17.6	Tier 4	\$ 21,116,000	\$ 1,024,052,000		
M119	Trail Connection-Cheat Lake Northern	Cheat Lake Tail - Morgan Run	Darnell Hollow Road	1.86	Multimodal (Bike-Ped)	14.2	Tier 4	\$ 15,318,000	\$ 1,039,370,000	M120	

Alternative Funding Dependent Proejcts

Assumed YOE Cost

C8	Extension of Airport Industrial Road to WV-7 in Sabraton	East of Airport	WV 7 in Sabraton	3.88	New Connection	28.1	AFD	\$ 24,554,866	\$ -		AFD
C9	New Roadway Connection-Mountain Valley Drive Extension	Mountain Valley Drive	Lazelle Union Rd	0.86	New Connection	22.5	AFD	\$ 72,011,860	\$ -	M115	
C10	New Roadway Connection-Southern Mon River Bridge	Greenbag Rd	Industrial Park Dr	0.77	New Connection	17.6	AFD	\$ 131,449,918	\$ -	C11, C1	
C11	New Roadway Connection-Industrial Park Rd	River Rd	Industrial Park Dr	0.51	New Connection	22.0	AFD	\$ 7,515,266	\$ -	C1	
C12	PRT Extension - Segment 1	University Health Sciences	Mon General Hospital	2.75	PRT Connection	20.8	AFD	\$ 129,960,000	\$ -		
C13	PRT Extension - Segment 2	Mon General Hospital	Glenmark Centre	6.21	PRT Connection	19.0	AFD	\$ 234,840,000	\$ -		AFD

# Appendix D

## Prioritization of Projects

### Prioritization Factors

#	Factors	Weights
1	Safety	21%
2	Reliability	16%
3	Maintenance	15%
4	Mobility Choice	14%
5	Local Priority	14%
6	Equity and Environmental Justices	10%
7	Consistency with Local Plans	10%
		<b>100%</b>

*Factors were identified during public outreach*

*Advisory Committee members ranked factors to develop weights*





# Summary

## Morgantown-Monongalia MPO: MTP/ Comp Plans Update

## Project Prioritization Evaluation Process

January 2022

### Summary

Prioritizing projects is necessary because the MPO region has more project needs than available funding. A data-driven process is needed to evaluate and assign scores according to criteria that are important to the community stakeholders. The desired outcome is a relative priority list, not an absolute list of projects for construction (e.g., 1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup> projects to be built in sequence).

**Feedback from the public engagement** phase of the project (June – October) helped to generate seven evaluation criteria factors: Safety, Maintenance, Reliability, Mode Choice, Equity and Environmental Justice, Consistency with Local Plans, and Local Priority. **Committee members were asked to rank** these seven factors from 1<sup>st</sup> to 7<sup>th</sup> and the combined results were translated into relative weights that reference the relative importance (out of 100 points). The results of this ranking process were:

- Safety 21%
- Reliability 16%
- Maintenance 15%
- Mode Choice 14%
- Local Priority 14%
- Equity and Environmental Justice 10%
- Consistency with Local Plans 10%

The data-driven process involved overlaying available GIS datasets onto recommended projects. Factors contained between two and five categories depending on available datasets. A total of 22 categories were utilized for these seven factors, according to the list below:

#### Safety

- **S1**: Fatal crashes (2017-2019) – scored between 1-10 based on frequency and proximity
- **S2**: Crash severity – scored between 1-7,000 based on roadway name
- **S3**: Interactive Map points (Safety or Speeding Issues) – scored between 1-10 based on frequency and proximity (within 400')

#### Reliability

- **R1**: Level of Travel Time Reliability (LOTR) from PM3 reporting – scored between 0-4.6 based on corridor segment and proximity
- **R2**: Future Year expected volume over capacity (v/c) – scored between 0.2 based on corridor segment in the regional travel demand model
- **R3**: Interactive Map points (Traffic Congestion) – scored between 1-10 based on frequency and proximity (within 400')

#### Maintenance

- **M1**: National Highway System Roads (NHS) – scored between 1-10 based on corridor
- **M2**: Interactive Map points (Maintenance / Pot Hole) – scored between 1-10 based on frequency and proximity (within 400')

#### Mode Choice

- **MC1**: Project from the 2019 Bike/Ped Plan – scored between 1-10 based on frequency and proximity

- **MC2:** Located near existing PRT Station – scored between 1-10 based on frequency and proximity (within 400')
- **MC3:** Connects with existing trail – scored between 1-10 based on frequency and proximity
- **MC4:** Connects with existing MLTA bus route – scored between 1-10 based on frequency and proximity
- **MC5:** Interactive Map point (Barrier to Walking or Biking) – scored between 1-10 based on frequency and proximity (within 400')

#### Local Priority

- **L1:** Project was referenced by Advisory Committee members or during public feedback – scored between 1-10 based on frequency
- **L2:** Project was included in previous MTP plan – scored between 1-10 based on project description
- **L3:** Interactive Map points (Intersection Needs Improving) – scored between 1-10 based on frequency and proximity (within 400')

#### Equity and Environmental Justice

- **E1:** Serves an identified Transit Hub – scored between 1-10 based on frequency and proximity
- **E2:** Serves an identified Employment Job Hub – scored between 1-10 based on frequency and proximity
- **E3:** Transit propensity area (block groups with a higher percentage of population than the Monongalia County average for: Minority, Senior, Children, Limited-English proficiency, Zero Car Households, Poverty, Non-vehicle commute to work, and High school education) – scored between 1-8 based on location

#### Consistency with Local Plans

- **C1:** Project was included as 2013 MTP need – scored between 1-10 based on description
- **C2:** Project was included as 2017 MTP need – scored between 1-10 based on description
- **C3:** Project is a current planning effort or initiative – scored between 1-10 based on description

Values for each of the 22 categories were **normalized onto a 1-10 scale**, and the average score was computed for each factor. The weighted average was applied to average scores, and then summed to generate a total Score (out of 100) for each project.

#### Example calculation for M73b WV-705 Corridor Improvements projects:

Safety scores of 10-4-10 were averaged to 8.0, multiplied by the Weighted Value (21%) equaling **1.68**

Reliability scores of 5-9-10 were averaged to 8.2, multiplied by the Weighted Value (15%) equaling **1.28**

Maintenance scores of 10-10 were averaged to 10.0, multiplied by the Weighted Value (15%) equaling **1.50**

Mode Choice scores of 10-1-1-10-10 were averaged to 6.4, multiplied by the Weighted Value (14%) equaling **0.896**

Local Priority scores of 10-10-10 were averaged to 10.0, multiplied by the Weighted Value (14%) equaling **1.40**

Equity & EJ scores of 1-1-8 were averaged to 3.3, multiplied by the Weighted Value (10%) equaling **0.33**

Consistency scores of 10-5-1 were averaged to 5.3, multiplied by the Weighted Value (10%) equaling **0.533**

The sum of all weighted values is **7.623**, multiplied by 10 to view scores out of 100 equals **76.23**.

Projects were sorted from relatively highest to lowest score and then reviewed by Advisory Committee members to consider projects that may already be planned (e.g., in the pipeline), relate with on-going development activity, or total project cost in an effort to balance with funding availability by Tier. The final project list by funding Tier is included in Appendix D.

#### **ATTACHMENT: Prioritization Scoring Summary Table**



Prioritization Scoring

ProjID		NORMALIZED SCORES															WEIGHTED AVERAGE BY CATEGORY							SCORE	RANK	ProjID								
		SAFETY			RELIABILITY			MAINTENANCE			MODE CHOICE			LOCAL PRIORITY			EQUITY & EJ			CONSISTENCY			21%				16%	15%	14%	14%	10%	10%		
		S1	S2	S3	R1	R2	R3	M1	M2	M3	MC1	MC2	MC3	L1	L2	L3	E1	E2	E3	C1	C2	C3	Safety				Reliability	Maint- enace	Mode Choice	Local Priority	Equity & EJ	Consist- ency		
M6	High-Willey	1	2	1	4	8	1	1	1	5	10	1	1	5	1	1	1	1	1	1	1	10	10	1	2.80	6.93	4.50	5.04	1.40	1.00	7.00	28.67	67	M6
M9	Stewart-Protzman	1	2	1	1	5	1	1	1	10	1	1	5	1	10	1	10	1	1	3	1	10	1	2.80	3.73	1.50	5.04	9.80	1.67	4.00	28.54	68	M9	
M124	Collins Ferry Rd Multimodal Improvements	1	1	1	1	2	1	1	1	1	10	1	10	5	10	10	1	1	1	5	8	1	1	5	2.10	2.13	1.50	10.08	5.60	4.67	2.33	28.41	69	M124
M74	River Road Improvements	1	1	5	1	3	1	1	1	1	1	1	10	5	1	5	1	1	10	1	1	10	10	4.90	2.67	1.50	5.04	3.27	4.00	7.00	28.37	70	M74	
M17	Cheat-Tyrone Avery	1	6	1	1	9	1	1	1	1	10	1	1	5	1	1	1	1	1	3	10	10	1	5.60	5.87	1.50	5.04	1.40	1.67	7.00	28.07	71	M17	
C8	New Connection-Extension of Airport Industrial Road to WV-7 in S	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10	10	1	1	3	10	10	10	2.10	1.60	1.50	1.40	9.80	1.67	10.00	28.07	72	C8	
M115	Ackerman / Mountain Valley Drive Improvements	1	1	1	1	8	1	1	1	10	1	1	1	1	1	1	1	10	1	1	1	1	1	2.10	5.33	8.25	1.40	5.60	4.00	1.00	27.68	73	M115	
M118	Trail Connection-Northern Greenbelt Trail	1	1	1	3	1	1	1	1	1	10	1	10	1	5	10	1	1	1	1	10	1	1	10	2.10	2.67	1.50	7.56	5.60	4.00	4.00	27.43	74	M118
M102	Fairmont Rd US 19 Improvements	1	5	1	3	3	1	1	1	1	1	1	1	10	1	10	1	1	1	5	1	1	1	4.90	3.73	1.50	3.92	9.80	2.33	1.00	27.19	75	M102	
M117	Trail Connection-Southern Greenbelt Trail	1	1	1	1	1	1	1	1	1	10	1	10	1	1	10	1	1	1	1	5	1	1	10	2.10	1.60	1.50	6.44	5.60	2.33	4.00	23.57	76	M117
M15	Hartman Run-Airport Access	1	1	1	1	6	1	1	1	1	10	1	1	5	1	1	1	1	1	3	10	10	1	2.10	4.27	1.50	5.04	1.40	1.67	7.00	22.97	77	M15	
M108	Dents Run Blvd Improvements	1	1	10	3	5	1	1	1	1	10	1	1	1	1	1	1	1	1	3	1	1	1	8.40	4.80	1.50	3.92	1.40	1.67	1.00	22.69	78	M108	
C9	New Connection-Mountain Valley Drive Extension	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10	1	1	1	8	10	10	1	2.10	1.60	1.50	1.40	5.60	3.33	7.00	22.53	79	C9
C11	New Connection-Industrial Park	1	1	1	1	1	1	1	1	1	1	1	5	1	1	5	1	1	10	1	1	10	10	2.10	1.60	1.50	2.52	3.27	4.00	7.00	21.99	80	C11	
C12	PRT Extension from University Health Services to Mon General Ho	1	1	1	1	1	1	1	1	1	1	10	1	5	1	1	1	5	1	1	8	1	10	1	2.10	1.60	1.50	5.04	3.27	3.33	4.00	20.84	81	C12
M116	Trail Connection-Woodland Trail to Dorsey's Knob	1	1	1	1	1	1	1	1	1	10	1	10	1	1	1	1	1	1	1	5	5	1	10	2.10	1.60	1.50	6.44	1.40	2.33	5.33	20.71	82	M116
M109	Willowdale Rd Widening	1	1	1	1	7	1	1	1	1	10	1	1	10	5	1	1	1	1	1	5	1	1	1	2.10	4.80	1.50	7.56	1.40	2.33	1.00	20.69	83	M109
C13	PRT Extension from Mon General Hospital to Glenmark Centre	1	1	1	1	1	1	1	1	1	1	10	1	5	1	1	1	1	1	1	8	1	10	1	2.10	1.60	1.50	5.04	1.40	3.33	4.00	18.97	84	C13
M120	Trail Connection-Cheat Lake Southern	1	1	1	2	1	1	1	1	1	1	1	5	1	1	10	1	1	1	1	10	1	1	1	2.10	2.13	1.50	2.52	5.60	4.00	1.00	18.85	85	M120
M19	WV100-Fort Martin	1	1	1	1	2	1	1	1	1	10	1	1	1	1	1	1	1	1	1	5	5	10	1	2.10	2.13	1.50	3.92	1.40	2.33	5.33	18.72	86	M19
M18	Tyrone-Tyrone Avery	1	1	1	1	3	1	1	1	1	1	1	5	1	1	1	1	1	1	3	1	10	1	2.10	2.67	1.50	5.04	1.40	1.67	4.00	18.37	87	M18	
M104	St Clair Hill Rd Improvements	1	1	1	1	7	1	1	1	1	10	1	1	1	1	1	1	1	1	8	1	1	1	2.10	4.80	1.50	3.92	1.40	3.33	1.00	18.05	88	M104	
C10	New Connection-Southern Mon River Bridge Connecting to Green	1	1	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	1	1	1	8.40	1.60	1.50	1.40	1.40	2.33	1.00	17.63	89	C10
M107	Dug Hill Road Improvements	1	1	1	2	9	5	1	1	1	1	1	1	1	1	1	1	1	1	3	1	1	1	2.10	8.53	1.50	1.40	1.40	1.67	1.00	17.60	90	M107	
M119	Trail Connection-Cheat Lake Northern	1	1	1	2	1	1	1	1	1	1	1	5	1	1	5	1	1	1	1	3	1	1	1	2.10	2.13	1.50	2.52	3.27	1.67	1.00	14.19	91	M119

10 Highest score  
5 Moderate score  
1 Lowest score

Highest weighted score  
Moderate weighted score  
Lowest weighted score

High total score  
Moderate total score  
Low total score

# Appendix E

## Revenue Projections

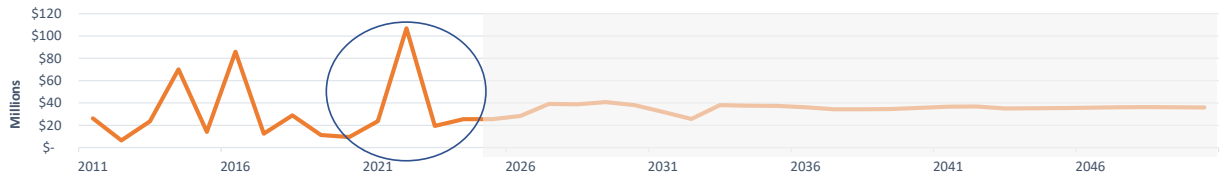
### Summary of Future Revenues

Tier	Description	Years	Roadway Improvements	Status
TIP	Committed Projects	3+ remaining	\$ 118,950,000	Remaining TIP Project Funds
Tier 1	2030 Horizon	5	\$ 99,950,000	Includes Committed TIP
Tier 2	2040 Horizon	10	\$ 155,650,000	
Tier 3	2050 Horizon	10	\$ 161,900,000	

### Future Year Revenue Projections

CPI Inflation Calculator: [www.bls.gov/data/inflation\\_calculator.htm](http://www.bls.gov/data/inflation_calculator.htm)

WVDOH - TIP		Horizon Year		Previous Year TIP	CPI	Net Present Value - CPI	Horizon Year	Annual Avg
Year	Revenues	YEAR	Revenues	Factor	Adj. Amount (Round)	Totals		
2011	\$ 21,641,557	2011	\$21,641,557	1.21	\$ 26,200,000			
2012	\$ 5,348,960	2012	\$5,348,960	1.19	\$ 6,400,000			
2013	\$ 20,040,135	2013	\$20,040,135	1.17	\$ 23,400,000			
2014	\$ 60,898,500	2014	\$60,898,500	1.15	\$ 70,000,000			
2015	\$ 12,325,000	2015	\$12,325,000	1.14	\$ 14,100,000			
2016	\$ 76,050,650	2016	\$76,050,650	1.13	\$ 85,900,000			
2017	\$ 11,125,444	2017	\$11,125,444	1.12	\$ 12,500,000			
2018	\$ 26,692,628	2018	\$26,692,628	1.08	\$ 28,800,000			
2019	\$ 10,556,269	2019	\$10,556,269	1.06	\$ 11,200,000			
2020	\$ 9,023,747	2020	\$9,023,747	1.05	\$ 9,500,000			
2021	\$ 23,745,599	Base Year NPV	2021	\$23,745,599	1.00	\$ 23,700,000		Annual Avg
2022	\$ 106,947,320	2022	\$106,947,320	1.00	\$ 106,900,000	Remaining TIP		
2023	\$ 19,375,750	2023	\$19,375,750	1.00	\$ 19,400,000			
2024	\$ 8,225,000	2024	\$8,225,000	0.98	\$ 25,400,000			
2025	\$ 5,343,000	2025	\$5,343,000	0.95	\$ 25,400,000	\$139,900,000		\$35,000,000
	\$ 163,636,669	2026		0.93	\$ 28,200,000			
	Current TIP	2027		0.90	\$ 39,100,000			
Average per year (2011-2020)	\$ 25,370,289	2028		0.88	\$ 38,700,000			
		2029		0.86	\$ 40,700,000			
Average per year (2021-2025)	\$ 32,727,334	Interim Year	2030	0.84	\$ 38,100,000	\$222,000,000		\$23,600,000
		2031		0.82	\$ 32,100,000			
		2032		0.80	\$ 25,600,000			
		2033		0.78	\$ 38,000,000			
		2034		0.76	\$ 37,600,000			
		2035		0.74	\$ 37,300,000			
		2036		0.72	\$ 36,100,000			
		2037		0.70	\$ 34,400,000			
		2038		0.68	\$ 34,300,000			
		2039		0.67	\$ 34,500,000			
		Interim Year	2040	0.65	\$ 35,500,000	\$345,400,000		\$34,500,000
		2041		0.63	\$ 36,700,000			
		2042		0.62	\$ 36,900,000			
		2043		0.60	\$ 35,100,000			
		2044		0.59	\$ 35,200,000			
		2045		0.57	\$ 35,400,000			
		2046		0.56	\$ 35,800,000			
		2047		0.54	\$ 36,100,000			
		2048		0.53	\$ 36,200,000			
		2049		0.52	\$ 36,100,000			
		2050		0.50	\$ 35,900,000	\$359,400,000		\$35,900,000
		Horizon Year	TOTAL FORECAST		\$ 926,800,000	\$926,800,000		\$36,800,000



Blue circle represents current TIP (2020-2024)

Grey area represents future projected

Total Revenues	\$ 926,800,000
Remaining on Current TIP	\$139,900,000
Revenue Balance (includes )	\$ 786,900,000
53%	\$ 417,100,000 Roadway Improvements
47%	\$ 369,800,000 Maintenance

#### Split of future revenues by funding sources

Target %	TOTAL	Funding Source
25%	\$104,280,000	National Highway Performance Program (NHPP)
46%	\$191,870,000	Surface Transportation Block Grant (STBG)
5%	\$20,860,000	Highway Safety Improvement Program (HSIP)
5%	\$20,860,000	Transportation Alternatives (TAP)
1%	\$4,170,000	Earmark (STP)
8%	\$33,370,000	Congestion Mitigation Air Quality (CMAQ)
10%	\$41,710,000	Others

MTP Project Recommendations by Tier (Horizon Year)

3/23/2022

ProjID	Name	From Rd	To Road	Miles	Category	SCORE	Tier	Year of Expenditure	Cumulative Cost	Related with	Tier
TIP	Current TIP Projects - includes Roads to Prosperity projects:			-		100.0	TIP	\$ 118,945,000	\$ 118,945,000		TIP
TIP	Greenbag Road Improvements - Segment 1	Mississippi St	Lucky Ln	-	Modify / Capacity	100.0	TIP				
TIP	West Run Road - Eastern	Stewartstown Rd	Point Marions Rd(US 119)	-	Modify / Capacity	100.0	TIP				
TIP	West Run Road - Western	Van Voorhis Rd	Stewartstown Rd	-	Modify / Capacity	100.0	TIP				
TIP	Van Voorhis Road Improvements - Segment 1	WV 705 / Chestnut Ridge Rd	West Run Rd	-	Modify / Capacity	100.0	TIP				
TIP	Mileground Rd Widening	WV 705	Donna Ave	-	Widen (add lanes)	100.0	TIP				
TIP	Beechurst Ave / Campus Dr Improvements	University Ave	Campus Dr	-	Modify / Capacity	100.0	TIP				
TIP	I-79 Exit 155 / Chaplin Rd / Star City Interchange	New I-79 Exit 150 - River Rd	--	-	Widen (add lanes)	100.0	TIP				TIP
M73b	WV-705 Corridor Improvements	Monongahela Blvd	Mon General Dr / Don Nehlen Dr	1.82	Access Management	76.2	Tier 1	\$ 15,347,000	\$ 134,292,000		Tier 1
M52	Earl Core Road (WV 7) - Northern Section Improvements	Deckers Creek Bvd	I-68 Interchange	1.45	Modify / Capacity	68.9	Tier 1	\$ 10,858,000	\$ 145,150,000		
M50	Fairmont Rd/Holland Ave Improvements	I-79 Interchange	Westover Bridge	1.79	Modify / Capacity	66.4	Tier 1	\$ 13,270,000	\$ 158,420,000		
M64	Willey St/Mileground Rd Improvements	High St	WV 705	1.67	Modify / Capacity	55.7	Tier 1	\$ 15,683,000	\$ 174,103,000		
M14	Point Marion-Stewartstown Intersection Improvements	Point Marion Rd	Stewartstown Rd	-	Safety / Intersection	52.1	Tier 1	\$ 2,107,000	\$ 176,210,000		
M106	Dupont Road Improvements	River Road	Fairmont Rd (US 19)	1.24	Modify / Capacity	50.9	Tier 1	\$ 8,774,000	\$ 184,984,000		
M7	Richwood-North Willey Intersection Improvements	Richwood Ave	North Willey St	-	Safety / Intersection	50.2	Tier 1	\$ 1,586,000	\$ 186,570,000	Downtown Study	
M51b	Greenbag Rd Improvements - Segment 2	Lucky Lane	Deckers Creek Blvd	1.86	Modify / Capacity	48.5	Tier 1	\$ 12,447,000	\$ 199,017,000	TIP project	
M51a	Greenbag Rd Improvements - Segment 3	Don Knotts Blvd (US 119)	Mississippi St	0.75	Modify / Capacity	47.1	Tier 1	\$ 5,649,000	\$ 204,666,000	TIP project	
M20	WV7-Deckers Creek-Mineral Pedestrian Improvements	Mineral Ave	Deckers Creek Blvd	-	Pedestrian Safety / Intersection	45.9	Tier 1	\$ 402,000	\$ 205,068,000		
C1	Industrial Park Access Improvements - Harmony Grove Interchange	Exit 150 - River Road	--	-	New Connection	44.7	Tier 1	\$ 41,600,000	\$ 246,668,000	Alt Funds TIF	
M1	Grafton-Smithtown-Don Knotts Intersection Improvements	Grafton/Don Knotts Blvd	Smithtown Rd	-	Safety / Intersection	40.7	Tier 1	\$ 2,109,000	\$ 248,777,000	M51a	
M123	Trail Connection-Collins Ferry to Mon River North Trail	Collins Ferry Rd	Mon River North Trail	0.27	Multimodal (Bike-Ped)	30.1	Tier 1	\$ 446,000	\$ 249,223,000	M122	
--	Design Study - White Park/Caperton Multimodal Trail Connection	White Park	Caperton Trail	0.54	STUDY		Tier 1	\$ 300,000	\$ 249,523,000	M71	
--	Downtown Microsimulation Model - Traffic Operations	Downtown Morgantown	--	-	STUDY		Tier 1	\$ 500,000	\$ 250,023,000	Downtown Study	Tier 1
M49c	University Ave Complete Street Improvements - Segment 3	8th St	Fayette St/Beechurst Ave	1.34	Access Management	74.0	Tier 2	\$ 23,703,000	\$ 273,726,000	C2, M49abc	Tier 2
M45	Van Voorhis Road Improvement - Segment 2	West Run Rd	Bakers Ridge Rd	0.43	Modify / Capacity	69.3	Tier 2	\$ 8,764,000	\$ 282,490,000	TIP project	
M49a	University Ave Complete Street Improvements - Segment 1	Boyers Ave	Patteson/Van Voorhis Rd	1.33	Access Management	58.0	Tier 2	\$ 23,554,000	\$ 306,044,000	M49abc	
M69	Cheat Rd Improvements	West Run Rd	S Pierpont Rd	1.79	Widen (add lanes)	57.9	Tier 2	\$ 9,307,000	\$ 315,351,000		
M21	University-Walnut Pedestrian Improvements	University Ave	Walnut St	-	Pedestrian Safety / Intersection	57.3	Tier 2	\$ 587,000	\$ 315,938,000	Downtown Study	
M59	Dorsey Ave Sidewalk Improvements	High St	Greenbag Rd	1.85	Multimodal (Bike-Ped)	55.0	Tier 2	\$ 6,205,000	\$ 322,143,000		
M48	Stewartstown Rd Improvements	WV 705	Point Marion Rd	1.56	Widen (add lanes)	54.3	Tier 2	\$ 18,613,000	\$ 340,756,000		
M63	Brockway Rodgers/Powell Ave (WV 7) Improvements	Walnut St	Deckers Creek Rd	1.24	Modify / Capacity	53.5	Tier 2	\$ 9,307,000	\$ 350,063,000		
M22	Don Knotts-University-Pleasant Pedestrian Improvements	University/Don Knotts Blvd	Pleasant St	-	Pedestrian Safety / Intersection	52.9	Tier 2	\$ 587,000	\$ 350,650,000	Downtown Study	
M25	Chestnut-Walnut Pedestrian Improvements	Chestnut St	Walnut St	-	Pedestrian Safety / Intersection	52.6	Tier 2	\$ 142,000	\$ 350,792,000		
M114	Don Knotts Blvd (US 19) Improvements	Smithtown Rd (WV73)	Foundry St	1.79	Access Management	52.0	Tier 2	\$ 8,254,000	\$ 359,046,000		
M49b	University Ave Complete Street Improvements - Segment 2	Patteson/Van Voorhis Rd	8th St	0.48	Access Management	51.7	Tier 2	\$ 8,582,000	\$ 367,628,000	M49abc	
M23	Grumbeins Island Improvement	University Ave	College Ave	-	Pedestrian Safety / Intersection	49.9	Tier 2	\$ 4,654,000	\$ 372,282,000	Downtown Study	
M26	Patteson Dr-Morrill Way Pedestrian Improvements	Patteson Dr	Morrill Way	-	Pedestrian Safety / Intersection	49.6	Tier 2	\$ 337,000	\$ 372,619,000	M73b	
M68	Riddle Ave/Pineview Dr Improvements	WV 705	West Run Rd	0.80	Modify / Capacity	49.1	Tier 2	\$ 4,082,000	\$ 376,701,000		
M27	Patteson Dr-University Ave-Van Voorhis Rd Pedestrian Improvements	Patteson Dr	University Ave	-	Pedestrian Safety / Intersection	46.8	Tier 2	\$ 399,000	\$ 377,100,000		
M11	WV705-Burroughs-Van Voorhis Intersection Improvements	WV 705/Burroughs St	Van Voorhis Rd	-	Safety / Intersection	44.8	Tier 2	\$ 2,649,000	\$ 379,749,000	M73b	
M122	Trail Connection-Campus Connection	Grant Ave	Riverview Dr	0.42	Multimodal (Bike-Ped)	44.3	Tier 2	\$ 3,402,000	\$ 383,151,000	M123	
M72	North Side Connector Bus Rapid Transit	Evansdale Campus	Downtown Campus	2.15	Multimodal (Transit)	43.9	Tier 2	\$ 1,552,000	\$ 384,703,000		
M10	WV705-Stewartstown Intersection Improvements	WV 705	Stewartstown Rd	-	Safety / Intersection	43.8	Tier 2	\$ 1,712,000	\$ 386,415,000	M48, M65	
M8	University-Prospect Intersection Improvements	University Ave	Prospect St	-	Safety / Intersection	42.1	Tier 2	\$ 862,000	\$ 387,277,000	Downtown Study	
M28	University Ave-College Ave Pedestrian Improvements	University Ave	College Ave	-	Pedestrian Safety / Intersection	41.7	Tier 2	\$ 396,000	\$ 387,673,000	Downtown Study	
M12	Van Voorhis-West Run Intersection Improvements	Van Voorhis Rd	West Run Rd	-	Safety / Intersection	40.6	Tier 2	\$ 642,000	\$ 388,315,000		
M71	White Park/Caperton Trail Multimodal Connection - Bridge	White Park	Caperton Trail	0.54	Multimodal (Bike-Ped)	38.9	Tier 2	\$ 2,978,000	\$ 391,293,000	M116	
M24	High-Foundry Pedestrian Improvements	High St	Foundry Ave	-	Pedestrian Safety / Intersection	35.8	Tier 2	\$ 396,000	\$ 391,689,000	Downtown Study	
M110	Beechurst Avenue Access Management Improvements	8th St	University Ave	0.86	Access Management	30.4	Tier 2	\$ 6,880,000	\$ 398,569,000		
M124	Collins Ferry Rd Multimodal Improvements	WV 705	West Run Rd	0.27	Multimodal (Bike-Ped)	28.4	Tier 2	\$ 837,000	\$ 399,406,000		
M74	River Road Improvements	Master Graphics Road	DuPont Rd / Industrial Park Rd	1.31	Modify / Capacity	28.4	Tier 2	\$ 2,896,000	\$ 402,302,000	C1, M106	
M116	Trail Connection-Woodland Trail to Dorsey's Knob	Woodland Trail	Dorsey's Knob Park	0.65	Multimodal (Bike-Ped)	20.7	Tier 2	\$ 1,398,000	\$ 403,700,000	M71	
M19	WV100-Fort Martin	WV100	Fort Martin Rd	-	Safety / Intersection	18.7	Tier 2	\$ 1,463,000	\$ 405,163,000		
M18	Tyrone-Tyrone Avery Intersection Improvements	Tyrone Rd	Tyrone-Avery Rd	-	Safety / Intersection	18.4	Tier 2	\$ 535,000	\$ 405,698,000		Tier 2

MTP Project Recommendations by Tier (Horizon Year)

3/23/2022

ProjID	Name	From Rd	To Road	Miles	Category	SCORE	Tier	Year of Expenditure	Cumulative Cost	Related with	Tier
M60	Grafton Rd (US 119) Improvements	Greenbag Rd	4H Camp Rd / Walmart	1.59	Widen (add lanes)	52.3	Tier 3	\$ 10,089,000	\$ 415,787,000	M114	Tier 3
M125	WV-705 Multiuse Path	Don Nehlen / Mon General Dr	Stewartstown Rd	1.68	Multimodal (Bike-Ped)	49.4	Tier 3	\$ 4,706,000	\$ 420,493,000		
M105	Mileground Rd Widening	Hampton Ave	WV705	0.41	Widen (add lanes)	46.1	Tier 3	\$ 6,028,000	\$ 426,521,000		
M57	I-79 Granville Section Improvements - widen to 6-lanes	Exit 152	Exit 155	2.29	Widen (add lanes)	45.8	Tier 3	\$ 30,266,000	\$ 456,787,000	C1	
M70	Old Cheat Rd/Cheat Rd Bike Lanes	Cheat Lake Bridge	Cheat Rd/Old Cheat Rd	1.29	Multimodal (Bike-Ped)	45.2	Tier 3	\$ 14,124,000	\$ 470,911,000		
M58	I-79 Westover Section Improvements - widen to 6-lanes	Exit 148	Exit 152	1.05	Widen (add lanes)	37.1	Tier 3	\$ 8,071,000	\$ 478,982,000	C1	
C5	Protzman/Falling Run Pedestrian and Bicycle Connector	End of Trail	University Ave	2.11	Multimodal (Bike-Ped)	36.6	Tier 3	\$ 3,114,000	\$ 482,096,000		
M126	Trail Connection-Caperton Trail to Evansdale Rd	Caperton Trail	Evansdale Dr	0.65	Multimodal (Bike-Ped)	33.4	Tier 3	\$ 4,066,000	\$ 486,162,000		
M118	Trail Connection-Northern Greenbelt Trail	Falling Run Trail	Caperton Trail	4.80	Multimodal (Bike-Ped)	27.4	Tier 3	\$ 13,241,000	\$ 499,403,000	M117	
M117	Trail Connection-Southern Greenbelt Trail	Learning Trail Loop	Deckers Creek	1.91	Multimodal (Bike-Ped)	23.6	Tier 3	\$ 5,307,000	\$ 504,710,000	M118, M116	
M108	Dents Run Blvd Improvements	Fairmont Rd (US 19)	Dunkard Ave (WV 100)	1.37	Modify / Capacity	22.7	Tier 3	\$ 18,838,000	\$ 523,548,000		
C14	New Roadway Connection-Multimodal Access to Mylan Park	Chaplin Road	Solomon Rd	2.00	New Connection		Tier 3	\$ 44,000,000	\$ 567,548,000	Alt Funds TIF	Tier 3
M65	Stewart St Improvements	University Ave	WV 705	1.53	Modify / Capacity	54.0	Tier 4	\$ 25,080,000	\$ 592,628,000		Tier 4
M52b	Earl Core Rd (WV 7) Access Management	I-68 Interchange (SB ramps)	Greenbag Rd	0.81	Access Management	44.6	Tier 4	\$ 33,792,000	\$ 626,420,000		
M101	Blue Horizon Dr Widening	Scotts Run Rd	Chaplin Rd (US 19)	0.56	Widen (add lanes)	40.5	Tier 4	\$ 24,679,000	\$ 651,099,000		
M62	Earl Core Road (WV 7) at Southern Section Improvements	I-68 interchange	Tyrone Rd	2.34	Widen (add lanes)	39.3	Tier 4	\$ 20,520,000	\$ 671,619,000		
M55	Lazzelle Union Rd (WV-100) Improvements	US 19	PA State Line	9.52	Modify / Capacity	38.7	Tier 4	\$ 50,160,000	\$ 721,779,000		
M121	Chaplin Rd Improvements	I-79 Interchange	Mylan Park	2.26	Modify / Capacity	38.5	Tier 4	\$ 14,688,000	\$ 736,467,000		
M67	Burroughs St Improvements	Collins Ferry Rd	Van Voorhis Rd WV 705	0.45	Modify / Capacity	36.0	Tier 4	\$ 9,120,000	\$ 745,587,000		
M61	Smithtown Rd Improvements	Don Knotts Blvd (US 119)	Goshen Rd	5.59	Modify / Capacity	35.2	Tier 4	\$ 27,360,000	\$ 772,947,000		
M4	High-Walnut Intersection Improvements	High St	Walnut St	-	Safety / Intersection	33.8	Tier 4	\$ 465,000	\$ 773,412,000	Downtown Study	
C6	New Roadway Connection-Mileground to Hartman Run	Mileground Rd (US 119)	Hartman Run Rd	0.40	New Connection	33.7	Tier 4	\$ 26,768,000	\$ 800,180,000		
C7	New Roadway Connection-Stewart to Mileground	VanGilder Ave / Protzman / Stewart St	Mileground Rd / Robinson St	0.49	New Connection	33.4	Tier 4	\$ 29,267,000	\$ 829,447,000		
M16	Cheat-Old Cheat Intersection Improvements	Cheat Rd	Old Cheat Rd	-	Safety / Intersection	32.9	Tier 4	\$ 350,000	\$ 829,797,000		
M3	Spruce-Walnut Intersection Improvements	Spruce St	Walnut St	-	Safety / Intersection	31.2	Tier 4	\$ 465,000	\$ 830,262,000	Downtown Study	
M103	Tyrone Rd & Cheat Rd Improvements	Earl Core Rd (WV 7)	Mont Chateau Rd	5.22	Modify / Capacity	30.8	Tier 4	\$ 44,292,000	\$ 874,554,000		
M69b	Cheat Rd Widening - Segment 2	S Pierpont Rd	Stone Creek	1.39	Widen (add lanes)	30.7	Tier 4	\$ 27,468,000	\$ 902,022,000		
M2	Spruce-Pleasant Intersection Improvements	Spruce St	Pleasant St	-	Safety / Intersection	29.6	Tier 4	\$ 509,000	\$ 902,531,000	Downtown Study	
M6	High-Willey Intersection Improvements	High St	Willey St	-	Safety / Intersection	28.7	Tier 4	\$ 465,000	\$ 902,996,000		
M9	Stewart-Protzman Intersection Improvements	Stewart St	Protzman	-	Safety / Intersection	28.5	Tier 4	\$ 2,160,000	\$ 905,156,000	M65, C7	
M17	Cheat-Tyrone Avery Intersection Improvements	Cheat Rd	Tyrone-Avery Rd	-	Safety / Intersection	28.1	Tier 4	\$ 1,528,000	\$ 906,684,000		
M115	Ackerman / Mountain Valley Drive Improvements	Van Voorhis Rd	Scenic View Drive	0.54	Modify / Capacity	27.7	Tier 4	\$ 9,711,000	\$ 916,395,000		
M102	Fairmont Rd US 19 Improvements	Sugar Grove Road	I-79 Interchange Exit 152	2.79	Modify / Capacity	27.2	Tier 4	\$ 43,133,000	\$ 959,528,000		
M15	Hartman Run-Airport Access Intersection Improvements	Hartman Run Rd	Airport Access	-	Safety / Intersection	23.0	Tier 4	\$ 2,385,000	\$ 961,913,000		
M109	Willowdale Rd Widening	Ira Errett Rodgers Dr	Medical Center Dr / Northwestern A	0.37	Widen (add lanes)	20.7	Tier 4	\$ 9,051,000	\$ 970,964,000		
M120	Trail Connection-Cheat Lake Southern	Cheat Lake Rail-Tail	Coopers Rock Park - Mon Chateau T	4.17	Multimodal (Bike-Ped)	18.9	Tier 4	\$ 26,304,000	\$ 997,268,000	M119	
M104	St Clair Hill Rd Improvements	West Run Rd	Bakers Ridge Rd	0.28	Modify / Capacity	18.1	Tier 4	\$ 5,668,000	\$ 1,002,936,000		
M107	Dug Hill Road Improvements	Sabraton Ave	Snider Hill Rd	1.32	Modify / Capacity	17.6	Tier 4	\$ 21,116,000	\$ 1,024,052,000		
M119	Trail Connection-Cheat Lake Northern	Cheat Lake Tail - Morgan Run	Darnell Hollow Road	1.86	Multimodal (Bike-Ped)	14.2	Tier 4	\$ 15,318,000	\$ 1,039,370,000	M120	

Alternative Funding Dependent Proejcts

Assumed YOE Cost

C8	Extension of Airport Industrial Road to WV-7 in Sabraton	East of Airport	WV 7 in Sabraton	3.88	New Connection	28.1	AFD	\$ 24,554,866	\$ -		AFD
C9	New Roadway Connection-Mountain Valley Drive Extension	Mountain Valley Drive	Lazelle Union Rd	0.86	New Connection	22.5	AFD	\$ 72,011,860	\$ -	M115	
C10	New Roadway Connection-Southern Mon River Bridge	Greenbag Rd	Industrial Park Dr	0.77	New Connection	17.6	AFD	\$ 131,449,918	\$ -	C11, C1	
C11	New Roadway Connection-Industrial Park Rd	River Rd	Industrial Park Dr	0.51	New Connection	22.0	AFD	\$ 7,515,266	\$ -	C1	
C12	PRT Extension - Segment 1	University Health Sciences	Mon General Hospital	2.75	PRT Connection	20.8	AFD	\$ 129,960,000	\$ -		
C13	PRT Extension - Segment 2	Mon General Hospital	Glenmark Centre	6.21	PRT Connection	19.0	AFD	\$ 234,840,000	\$ -		AFD