



Public Meeting #2

Welcome

At our first Public Meeting in December 2015, we presented the findings of the Existing and Future Conditions Report. This report demonstrated the need to enhance traffic flow and safety in the Morgantown area, particularly along the corridors that connect to I-79. Since that time, the Project Team has worked with the Steering Committee and Stakeholder Committee to develop project goals, identify alternatives, and assess their impacts. The main objectives of this Public Meeting include:

- Present the findings of the Draft I-79 Access Study.
- Discuss the Project Purpose and Need.
- Present the Alternatives and their impacts.
- Present the criteria and rankings in the Alternative Evaluation Matrix.
- Get your input on the Alternatives.

Public meetings allow stakeholders to engage with the Project Team to learn about the project scope and progress, as well as, provide valuable feedback and local insight that will assist in making recommendations for improved access in Morgantown.

This public meeting is from 4:00 pm to 7:00 pm and **there will be no formal presentation**. This meeting is intended to be informal to maximize the interaction between the citizens and Project Team. We invite you to browse the displays, participate in the map activities, and encourage dialogues with the Project Team.

Throughout this project, we have engaged a Steering Committee to guide the process and assist in decision-making. A Stakeholder Committee, made up of local representatives from the community, businesses, and special interest groups also represented your voice in the project.

Our Project Team extends a special thank you to these folks for their time, dedication, and input. Members of the Steering and Stakeholder Committees are wearing special nametags tonight. Please feel free to talk with them about the project and thank them for their dedication to the Morgantown community.

Background

The I-79 Access Study is an initiative of the MMMPO in response to recommendations set forth by the *2040 Long Range Transportation Plan* (LRTP).

The first step in this study was to develop the **Vision** for the project. This included understanding the existing and future conditions of the study area. The Existing and Future Conditions Report demonstrated a need for improved connections to enhance mobility and safety. This improved connection could be a series of improvements to an existing corridor, such as a transportation system management (TSM) project, or a new corridor alternative. If determined to be technically feasible, a new bridge over the Monongahela River and roadway connection to I-79 in Morgantown would serve multiple purposes, but most significantly would provide a safe, sustainable, and resilient transportation system that will support continued growth in the Morgantown area.

The current step in this study is the **Alternatives Evaluation**. This process includes identifying and evaluating alternatives under the direction of the Steering Committee with input from the Stakeholder Committee. During this step, twelve alternatives were developed to connect Morgantown to I-79. Five of these alternatives were eliminated from further consideration. The seven remaining alternatives will address the project's Purpose and Need in fulfilling the study's **Vision**.

Purpose and Need

The Project Team studied the existing conditions, defined issues/problems to be addressed, and ultimately developed a Purpose and Need. The Purpose and Need serves as a benchmark to measure alternatives and in some cases eliminate alternatives that do not meet these guiding principles for the project.

- Improve mobility and access to major transportation facilities and key employment centers in northern Morgantown.
- Improve traffic operations and safety.

- Support on-going and projected growth areas.
- Enhance multi-modal opportunities to reduce single-occupancy trips.

Alternatives Considered

Multiple alternatives were developed and are presented at this meeting. Please note the alternatives are shown in concept with wide corridors and are not intended to illustrate specific impacts to residences, businesses, parks, etc. The specific impacts will be defined as the project moves forward into more detailed studies during future phases. Below is a brief summary of each alternative.

Alternative 1 (Eliminated) connects US 119 to WV 100, and ultimately WV 7/US 19. This alternative was eliminated from further consideration as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 2 connects US 119 to a new interchange at Pursglove.

Alternative 3 connects US 119 to a new interchange at Pursglove (same as Alternative 2) and includes a connection from US 19 at Patteson Drive, over the Core Arboretum and Granville, to the new Exit 153 interchange. This alternative is a combination of Alternatives 2 and 7. There would be two new river crossings for the alternative.

Alternative 4 (Eliminated) connects Van Voorhis Road at West Run Road to WV 100, and ultimately WV 7/US 19. This alternative was eliminated from further consideration as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 5 (Eliminated) connects Van Voorhis Road to WV 100, and ultimately WV 7/US 19. This alternative was eliminated from further consideration as it does not meet the project's Purpose and Need because of a

low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 6 is a combination of Alternatives 1 and 5 and connects US 119 to WV 100, and ultimately WV 7/US 19. It also includes a connection to Van Voorhis Road.

Alternative 7 connects US 19 at Patteson Drive, over the Core Arboretum and Granville, to the new Exit 153 interchange.

Alternative 8 (Eliminated) connects Beechurst Avenue near 8th Street, through Westover, to the new Exit 153 interchange. This alternative was eliminated from further study as it does not meet the project’s Purpose and Need because of disproportionate property and connectivity impacts to the Westover community, as well as a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 9 (Eliminated) connects Beechurst Avenue near 8th Street, through Westover on US 19, to the Exit 152 interchange. This alternative was eliminated from further study as it does not meet the project’s Purpose and Need because of disproportionate property and connectivity impacts to the Westover community, as well as a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 10 connects Van Voorhis/West Run and Collins Ferry Roads to WV 100, and ultimately to a new interchange at Pursglove.

Alternative 11 is a combination of Alternatives 2 and 9 and connects US 119 to a new interchange at Pursglove. Also, it connects Beechurst Avenue near 8th Street, through Westover on US 19, to the Exit 152 interchange. There would be two new river crossings for the alternative.

Alternative 12 is a combination of Alternatives 2 and 10 and includes a connection from US 119 to a new interchange at Pursglove. There is also a connection from Van Voorhis/West Run and Collins Ferry Roads.

Preliminary Cost Estimates

Preliminary cost estimates were prepared to compare the anticipated construction costs for each alternative. As these concepts are still preliminary, these do not include the costs of future design phases, construction inspection, utility relocation, or major earthwork. The cost estimates are shown as a range to reflect this.

Alternative	Total
No-Build	\$0
TSM	\$10-15M
1	Eliminated
2	\$115-125M
3	\$175-185M
4	Eliminated
5	Eliminated
6	\$125-135M
7	\$135-145M
8	Eliminated
9	Eliminated
10	\$110-120M
11	\$200-210M
12	\$135-145M

The combination of alternatives does not result in a linear addition of individual alternative estimates to obtain the combined estimate.

Project Next Steps

Following this Public Meeting, all feedback and comments submitted will be reviewed and discussed amongst the Project Team. Using your questions and concerns as a guide, the I-79 Access Study will be finalized and include a recommendation for alternative(s) to be carried forward to the next phases. The future phases include the preparation of National Environmental Policy Act (NEPA) documentation, detailed design, and eventual construction. The recommendations will also be included in the MMMPO's *Long Range Transportation Plan* which is currently being updated.

Why should you be involved in the project?

Comments on this project and its potential impacts are requested from the public to assist in the selection of a preferred alternative(s) to be carried forward into future phases of the project. The comments and suggestions you provide are essential so that the agencies involved can hear the concerns of the people who live and work in the area. Your input will be used to guide the project team as the project moves forward.

Project Schedule

Milestone	Date
Notice to Proceed	April 1, 2015
Existing and Future Conditions Report	October 2015
Public Meeting #1	December 2015
Receive comments (Report & Public Meeting)	January 2016
Draft I-79 Access Study Report	October 2016
Public Meeting #2	October 2016
Receive comments (Report & Public Meeting)	November 2, 2016
Final I-79 Access Study Report	January 2017
Public Meeting #3	January 2017

Comments are due by November 2, 2016 and should be sent to MMMPO or submitted online from our project website (www.i79accessstudywv.com):

Mr. Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
243 High Street Room 110
Morgantown, WV 26505



I-79 Access Study

Morgantown Monongalia Metropolitan Planning Organization (MMMPO)

Morgantown, WV

December 3, 2015



Public Meeting #1

Welcome

Welcome to today's Public Meeting. As the first step in the I-79 Access Study, this Public Meeting will introduce the project and discuss the findings of the Existing and Future Conditions (E&FC) Report. The focus of this report was to detail the current and projected future conditions of the Morgantown area's multimodal transportation network connecting the city's urban core and I-79. The main objectives of this public meeting include:

- Introduce the project purpose and goals of the I-79 Access Study.
- Introduce the Project Team.
- Explain the study process and schedule.
- Summarize the findings of the Existing and Future Conditions Report.
- Get your input on what the traffic issues are in Morgantown.

Public meetings allow stakeholders to engage with the project team to learn about the project scope and progress, as well as provide valuable feedback and local insight that will assist in identifying additional goals, honing the project vision, and confirming the project's purpose and need.

This public meeting is from 4:00 pm to 7:00 pm and **there will be no formal presentation**. This meeting is intended to be informal to maximize the interaction between the citizens and project team. We invite you to browse the displays, participate in the brainstorming activities, and encourage dialogues with the project team. A comment sheet is included in this package and additional sheets are available at the sign-in desk.

Purpose and Goals

The I-79 Access Study is an initiative of the MMMPO in response to recommendations set forth by the 2040 *Long Range Transportation Plan* (LRTP). As a first step, the purpose of the Access Study is to comprehensively evaluate how the current transportation network in the MMMPO area is meeting the existing and forecasted future connectivity needs between the urban core and West Virginia University (WVU) campuses to Interstate 79 (I-79) across the Monongahela River. The Access Study will evaluate the operational and safety performance of the current system to identify if there is a purpose and need for improved connections. If the study demonstrates a purpose and need for improved connections, the next steps will identify opportunities for improvements along existing corridors, and evaluate new corridors which may involve a new river crossing in Morgantown connecting the urban core and WVU campuses to I-79. A new connection might be considered if it is demonstrated to provide a more reliable system-linkage than the current system, thereby increasing capacity of the existing network to meet current and future transportation demand.

Study Area

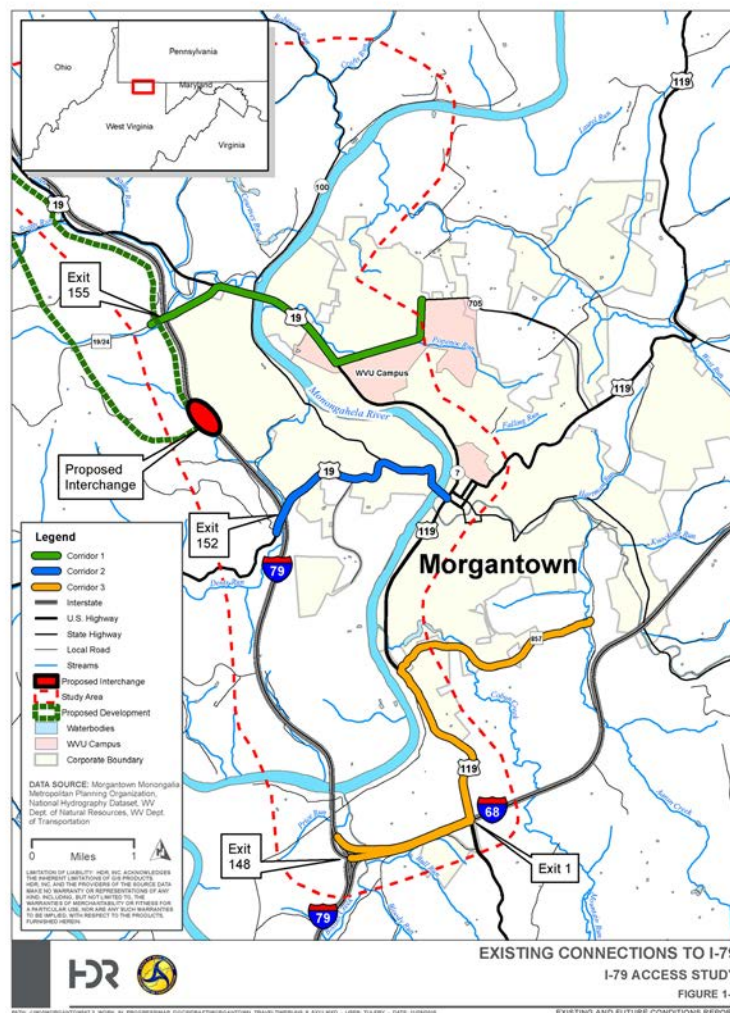
The study area is defined as Monongalia County from the West Virginia/Pennsylvania State Line in the north to I-68 in the south. To the west, the study area is bounded by I-79 and the ongoing development in the western portion of Monongalia County. The eastern boundary is the urban core of Morgantown. For the Access Study, the study area focuses on the existing connections to I-79 from Morgantown:

- **Corridor 1** (Star City/Evansdale area): Carries traffic from the intersection of Chestnut Ridge Road/Burroughs Street and WV 705, along WV 705

(Patteson Drive), to the intersection of I-79 and CR 19/24.

- **Corridor 2** (Urban core and Westover): Carries traffic on US 19 from US 119 (University Avenue) and Pleasant Street intersection to I-79 at Exit 152.
- **Corridor 3** (southern Morgantown): Carries traffic from CR 857 (Green Bag Road) to its intersection with US 119 (Don Knotts Boulevard). The corridor then follows US 119 to I-68 WB to access I-79.

Study Area Map



Existing and Future Conditions Report

The purpose of the Existing and Future Conditions Report was to gather and analyze traffic volume data, demographic and employment information, and plans for current and future development, to evaluate the current operations and safety of Morgantown's transportation network. Traffic conditions were projected to Year 2040 to identify future operational and capacity deficiencies to set the stage for evaluating the sufficiency of the current connections between the urban core and I-79, and the potential development of alternatives in the I-79 Access Study. The study's key findings include:

- Monongalia County employment is projected to grow by 1.4% in the next five years, exceeding the statewide average of 0.9% and keeping pace with the national average of 1.5%.
- Over 3 miles of roadway segments analyzed currently experience poor traffic flow and congestion.
- By Year 2040, the length of poorly operating roadway segments will increase to 13 miles.
- Of the 14 main roadway segments analyzed, 7 exceeded the statewide crash rate.
- The WV 705 corridor experienced 340 crashes between 2012 and 2014, yielding a crash rate of 670 crashes per HMVM, which is more than twice the statewide average.

Level of Service Illustration



The E&FC Report demonstrated that some type of improved connection between the urban core and WVU and I-79 would provide reduced travel delays and potentially safer connectivity. This improved connection could be a series of improvements to an existing corridor, such as a transportation system management project, or a new corridor alternative. If determined to be

technically feasible, a new bridge over the Monongahela River and roadway connection to I-79 in Morgantown would serve multiple purposes, but most significantly would provide a safe, sustainable, and resilient transportation system that will support continued growth in the Morgantown area spurred by WVU and commercial development.

Project Next Steps

Following this Public Meeting, all feedback and comments submitted will be reviewed and discussed amongst the Project Team. Using your questions and concerns as a guide, the alternatives development process will begin. Preliminary alternatives will be evaluated based on feasibility, constructability, and fulfillment of the overall project goals, purpose, and need. A Draft Access Study Report will be prepared to document the alternatives development and evaluation process, and a second Public Meeting will be held to ensure that your involvement is carried throughout this process. Provided input from all stakeholders, a Final Access Study Report will be prepared and a

recommended alternative will be presented to be carried forward to the National Environmental Policy Act (NEPA) documentation process, detailed design, and eventual construction.

Why should you be involved in the project?

Comments on this project and its potential impacts are requested from the public to assist in the study and development of alternatives, resulting in the selection of a preferred alternative. The comments and suggestions you provide are essential so that the agencies involved can hear the concerns of the people who live and work in the area. Your input will be used to guide the project team as the project moves forward.

Project Schedule

Milestone	Date
Notice to Proceed	April 1, 2015
Existing and Future Conditions Report	October 2015
Public Meeting #1	December 2015
Receive comments (Report & Public Meeting)	December 2015
Draft I-79 Access Study Report	March 2016
Public Meeting #2	April 2016
Receive comments (Report & Public Meeting)	April 2016
Final I-79 Access Study Report	June 2016
Public Meeting #3	June 2016

Please visit the MMMPO's website (<http://plantogether.org/>) for project materials, progress, and updates.

Comments are due by December 24, 2015 and should be sent to MMMPO:

Mr. Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Suite 105
Morgantown, WV 26505



I-79 Access Study

Morgantown Monongalia Metropolitan Planning Organization (MMMPO)

Morgantown, WV
January 26, 2017



Public Meeting #3

Welcome

At our first Public Meeting in December 2015, we presented the findings of the Existing and Future Conditions Report. This report demonstrated the need to enhance traffic flow and safety in the Morgantown area, particularly along the corridors that connect to I-79. At our second Public Meeting in October 2016, we presented the findings of the Draft I-79 Access Study including the project's Purpose and Need, alternatives and their impacts, and the Alternative Evaluation Matrix. The main objectives of this Public Meeting include:

- Present the Recommended Alternative.
- Get your input on the Recommended Alternative.

Public meetings allow stakeholders to engage with the Project Team to learn about the project scope and progress, as well as, provide valuable feedback and local insight that will assist in making recommendations for improved access in Morgantown.

This public meeting is from 4:00 pm to 7:00 pm and **there will be no formal presentation**. This meeting is intended to be informal to maximize the interaction between the citizens and Project Team. We invite you to browse the displays, participate in the map activities, and encourage dialogues with the Project Team.

Background

The I-79 Access Study is an initiative of the MMMPO through the ongoing Metropolitan Transportation Plan (MTP) Update and in response to recommendations set forth by the 2040 Long Range Transportation Plan (LRTP).

The first step in this study was to develop the **Vision** for the project. This included understanding the existing and future conditions of the study area. The Existing and Future Conditions Report demonstrated a need for improved connections to enhance mobility and safety. This improved connection could be a series of improvements to an existing corridor, such as a transportation system management (TSM) project, or a new corridor alternative. If determined to be technically feasible, a new bridge over the Monongahela River and roadway connection to I-79 in Morgantown would serve multiple purposes, but most significantly would provide a safe, sustainable, and resilient transportation system that will support continued growth in the Morgantown area.

The second step in this study was the **Alternatives Evaluation**. This process included identifying and evaluating alternatives under the direction of the Steering Committee with input from the Stakeholder Committee. During this step, twelve alternatives were developed to connect Morgantown to I-79. Eleven of these alternatives were eliminated from further study. The current step in this study is **Refining the Plan**. This step presents the recommended alternative and seeks input on the final recommendation.

The goal of this meeting is to present the recommended alternative. Your input is critical at this point, so this recommendation can be carried forward into implementing the **Action Plan** to achieve the **Vision**.

Throughout this project, we have engaged a Steering Committee to guide the process and assist in decision making. A Stakeholder Committee, made up of local representatives from the community, businesses, and special interest groups also represented your voice in the project.

Our Project Team extends a special thank you to these folks for their time, dedication, and input. Please thank them for their dedication to the Morgantown community.

Purpose and Need

The Project Team studied the existing conditions, defined issues/problems to be addressed, and ultimately developed a Purpose and Need. The Purpose and Need serves as a benchmark to measure alternatives and in some cases eliminate alternatives that do not meet these guiding principles for the project.

- Improve mobility and access to major transportation facilities and key employment centers in northern Morgantown.
- Improve traffic operations and safety.
- Support on-going and projected growth areas.
- Enhance multi-modal opportunities to reduce single-occupancy trips.

Alternatives Considered

Multiple alternatives were developed and are presented at this meeting. Please note the alternatives are shown in concept with wide corridors and are not intended to illustrate specific impacts to residences, businesses, parks, etc. Below is a brief summary of each alternative.

Alternative 1 (Eliminated) connects US 119 to WV 100, and ultimately WV 7/US 19. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 2 (Eliminated) connects US 119 to a new interchange at Pursglove. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 3 (Eliminated) connects US 119 to a new interchange at Pursglove (same as Alternative 2) and includes a connection from US 19 at Patteson Drive, over the Core Arboretum and Granville, to the new Exit 153 interchange. This alternative is a combination

of Alternatives 2 and 7. There would be two new river crossings for the alternative. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 4 (Eliminated) connects Van Voorhis Road at West Run Road to WV 100, and ultimately WV 7/US 19. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 5 (Eliminated) connects Van Voorhis Road to WV 100, and ultimately WV 7/US 19. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 6 (Eliminated) is a combination of Alternatives 1 and 5 and connects US 119 to WV 100, and ultimately WV 7/US 19. It also includes a connection to Van Voorhis Road. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 7 (Eliminated) connects US 19 at Patteson Drive, over the Core Arboretum and Granville, to the new Exit 153 interchange. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 8 (Eliminated) connects Beechurst Avenue near 8th Street, through Westover, to the new Exit 153 interchange. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of disproportionate property and connectivity impacts to the Westover community, as well as a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 9 (Eliminated) connects Beechurst Avenue near 8th Street, through Westover on US 19, to the Exit 152 interchange. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of disproportionate property and connectivity impacts to the Westover community, as well as a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 10 (Eliminated) connects Van Voorhis/West Run and Collins Ferry Roads to WV 100, and ultimately to a new interchange at Pursglove. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Alternative 11 (Eliminated) is a combination of Alternatives 2 and 9 and connects US 119 to a new interchange at Pursglove. Also, it connects Beechurst Avenue near 8th Street, through Westover on US 19, to the Exit 152 interchange. There would be two new river crossings for the alternative. This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Recommended Alternative

Alternative 12 is a combination of Alternatives 6 and 10 and includes a connection from US 119 to a new interchange at Pursglove. There is also a connection from Van Voorhis/West Run and Collins Ferry Roads.

A preliminary construction cost estimate was prepared for this alternative. This does not include the costs of future design phases, construction inspection, utility relocation, or major earthwork.

This alternative includes two phases for construction:

- **Construction Phase 1 (\$110-120M)**
 - Pursglove Interchange
 - Connection to Pursglove Interchange
 - Northern River Crossing
 - Collins Ferry Road and Van Voorhis Road Improvements
- **Construction Phase 2 (\$25M)**
 - US 119 (Point Marion Road) Connection

Project Schedule

Milestone	Date
Notice to Proceed	April 1, 2015
Existing and Future Conditions Report	November 2015
Public Meeting #1	December 2015
Receive comments (Report & Public Meeting)	January 2016
Draft I-79 Access Study Report	October 2016
Public Meeting #2	October 2016
Receive comments (Report & Public Meeting)	November 2016
Public Meeting #3	January 26, 2017
Receive comments (Public Meeting)	February 15, 2017
Final I-79 Access Study Report	February 2017

Project Next Steps

Following this Public Meeting, all feedback and comments submitted will be reviewed and discussed amongst the Project Team. Using your questions and concerns as a guide, the I-79 Access Study will be finalized. The future phases include the preparation of National Environmental Policy Act (NEPA) documentation, detailed design, and eventual construction. The recommendations will also be included in the MMMPO's Metropolitan Transportation Plan which is currently being updated.

Metropolitan Transportation Plan Update 2017-2045

MMMPO is currently updating the Long Range Transportation Plan that was adopted in 2013. Per MMMPO's website, "The main purpose of this update

is to identify major regionally beneficial transportation projects which can be targeted for federal funding in the next 28 years." The I-79 Access Study supports this ongoing planning effort, and the final recommended alternative will be incorporated into the 2017-2045 Metropolitan Transportation Plan.

Why should you be involved in the project?

Comments on this project and its potential impacts are requested from the public to assist in the selection of a recommended alternative to be carried forward into future phases of the project. The comments and suggestions you provide are essential so that the agencies involved can hear the concerns of the people who live and work in the area. Your input will be used to guide the project team as the project moves forward.

Comments are due by February 15, 2017 and should be sent to MMMPO or submitted online from our project website (www.i79accessstudywv.com):

Mr. Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
243 High Street Room 110
Morgantown, WV 26505



Please run the following advertisement on November 24 and December 1, 2015



Public Meeting

Help develop a solution to our area's transportation problems

The Morgantown Monongalia Metropolitan Planning Organization's (MMMPO) transportation plan recommends a new crossing of the Monongahela River to address traffic issues in our area. The MMMPO with support from the West Virginia Department of Transportation and the Federal Highway Administration is studying whether or not this recommendation will reduce traffic congestion by improving access from the urban core of our area to I-79. The MMMPO will hold a public meeting to discuss the findings of the Existing and Future Conditions Report for this study as a first step in evaluating how to address current problems and problems that may occur in the future due to growth in the area. The public meeting will be a workshop format with no formal presentation. All interested parties are encouraged to attend and provide insight on how to address traffic issues in the Morgantown area.

The meeting will be held at:

Mountain Line Transit

420 Dupont Road, Morgantown, WV

Thursday, December 3, 2015 4PM to 7PM

Questions or comments should be directed to the MMMPO Office at 82 Hart Field Road, Suite 105, Morgantown, WV 26505 or call (304) 291-9571. Written comments should be received on or before December 24, 2015. Additional information about this project can be found on

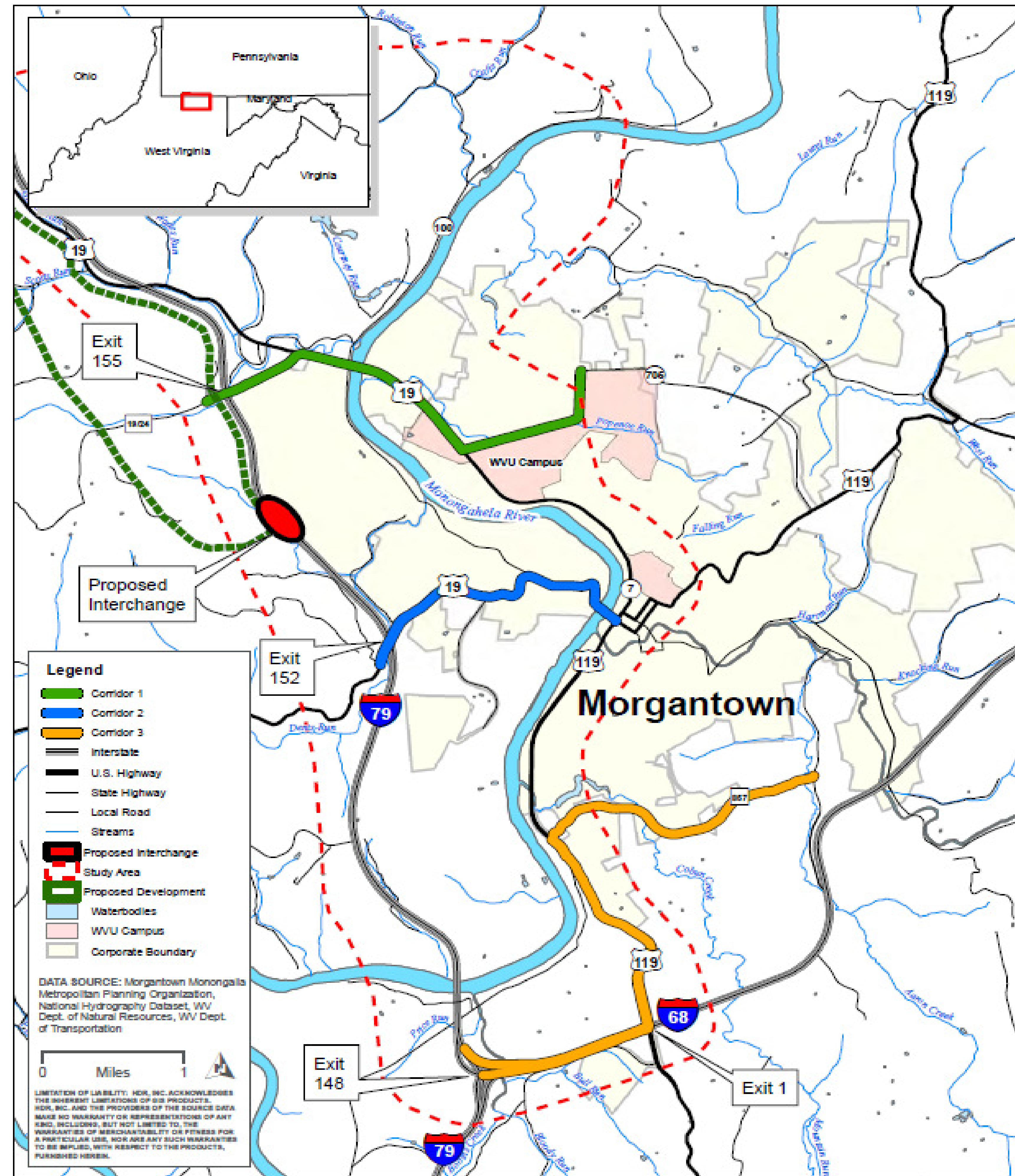
www.plantgether.org

Project Background

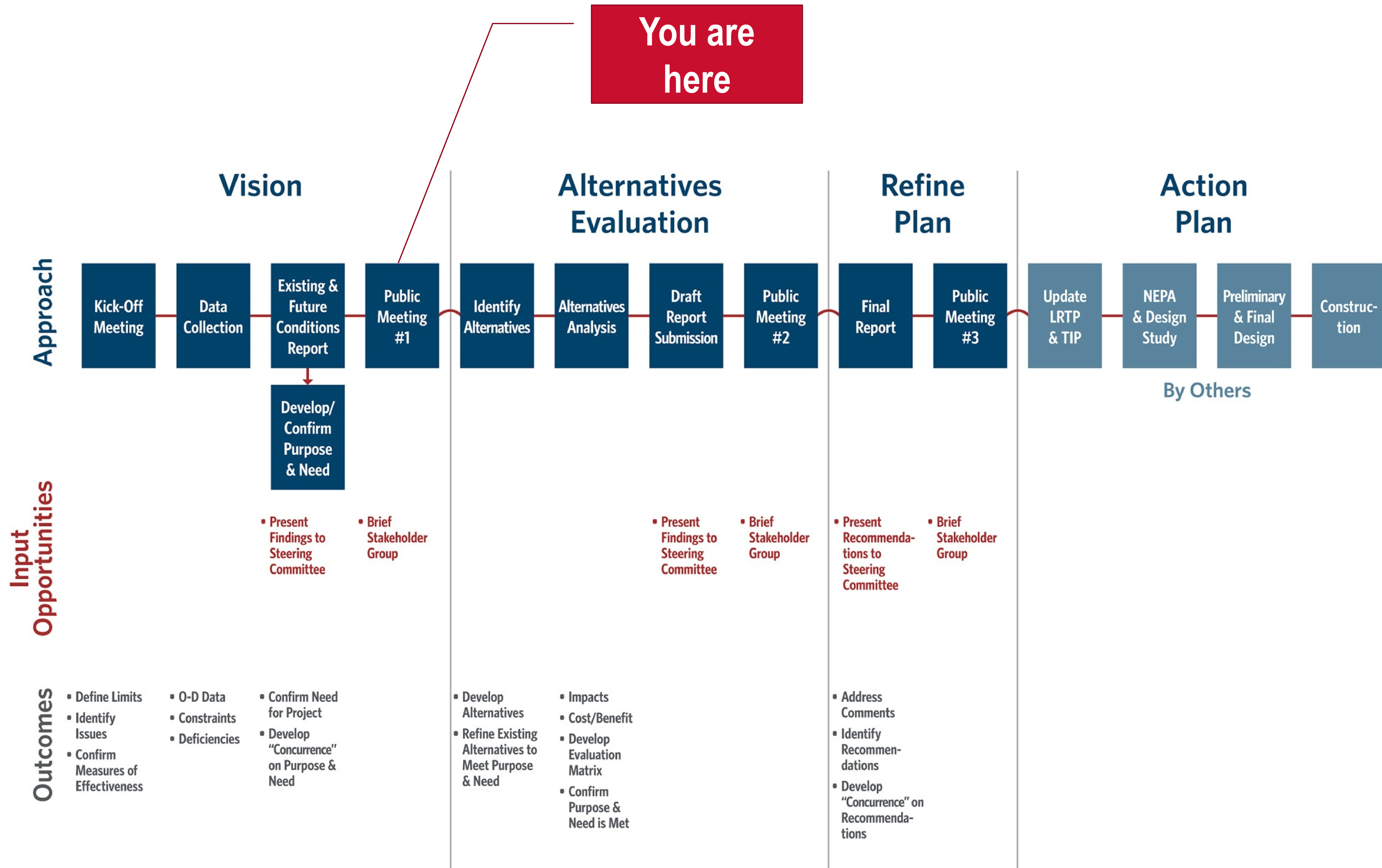
The I-79 Access Study is an initiative of MMMPO in response to *2040 Long Range Transportation Plan (LRTP)*

The first step in this study is to develop the **Vision** for the project. Part of developing the vision includes understanding the existing and future conditions of the study area.

The goal of this meeting is to get your input on what you think the transportation issues are and present the findings from the Existing and Future Conditions Report.



Study Process and Next Steps



General Conditions

■ Demographics

- Morgantown – population 30,666 (US Census Bureau, 2013 estimate)
- Monongalia County – population 103,463 (US Census Bureau, 2014 estimate)
- Monongalia County projected to grow by 1.4% per year = +10,000 people by 2030
- West Virginia as a whole is expected to lose 19,500 people in same timeframe

■ Growth and development

- Morgantown Metropolitan Statistical Area (MSA) employs over 62,000 (as of 2014)
 - *Projected to grow by 1.4% per year* in Morgantown over the next five years
 - Compared to WV statewide average of 0.9% and national average of 1.5%

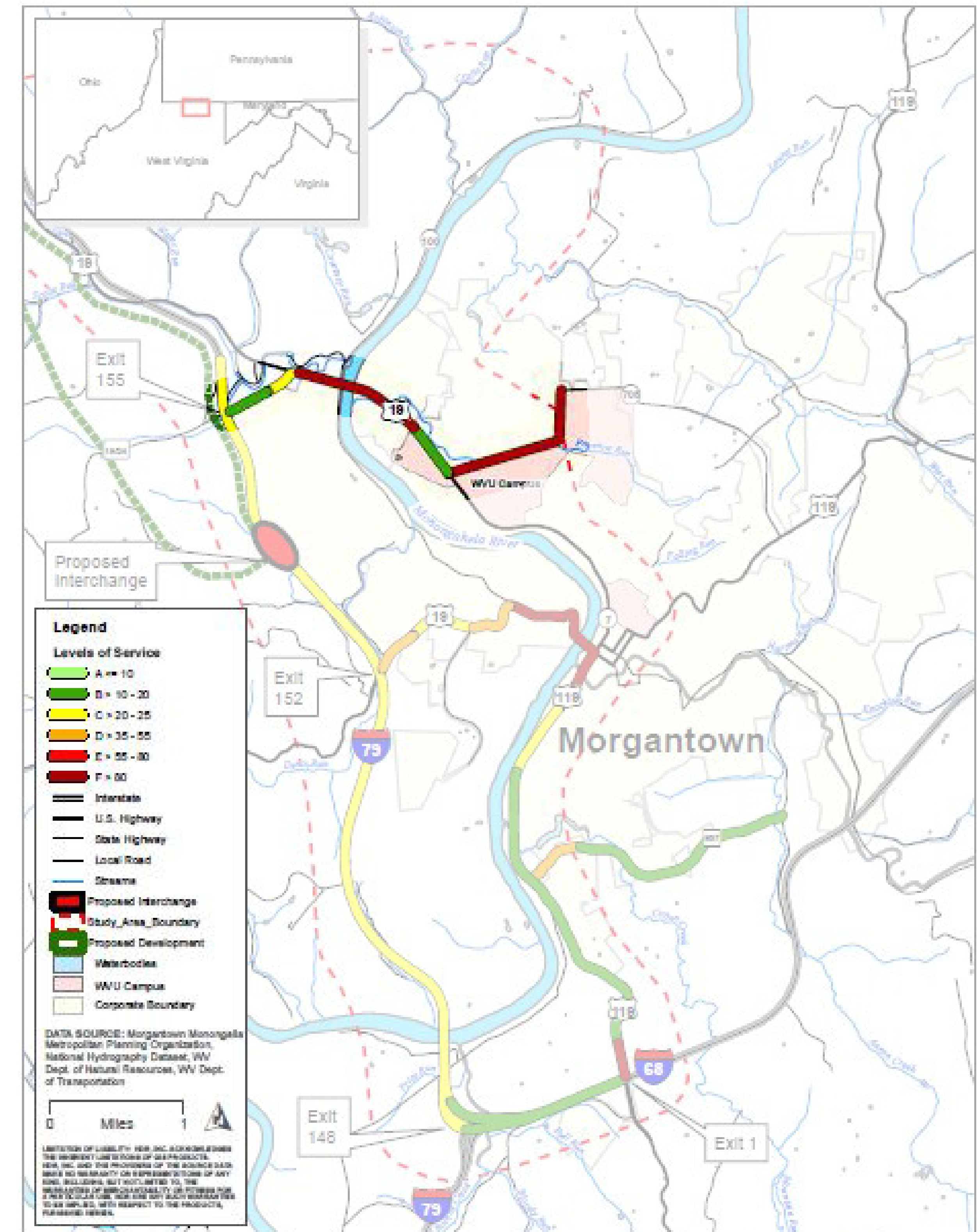
■ Major drivers of growth

- Education, health services, and public sector entities
- Continued development of University Town Centre
 - +339,000 sf office space | +200,000 sf retail space | +25,000 sf casual/fast food dining | +100,000 sf hotel space
- New I-79 interchange business park development to the west
 - MMMPO estimates 40% of all growth is to occur in the western portion
- Continued West Virginia University expansion
 - 930+ beds in new apartment buildings | +5,000 beds currently under construction | Various WVU Academic Buildings

Corridor #1 Conditions

Operations

- **57%** (4 of 7) corridor segments operate at LOS F
- Entire Patteson Drive corridor operates at LOS F
- By 2040, **71%** (5 of 7) of corridor expected to operate at LOS F by 2040



2015 LEVELS OF SERVICE
I-79 ACCESS STUDY

FIGURE 6-3



Corridor #2 Conditions

Operations

- Operates at LOS F between Westover Bridge and WV 100
- Between WV 100 and I-79 operates at LOS D or better
- By 2040: US 119 and US 19 expected to operate at LOS D or F

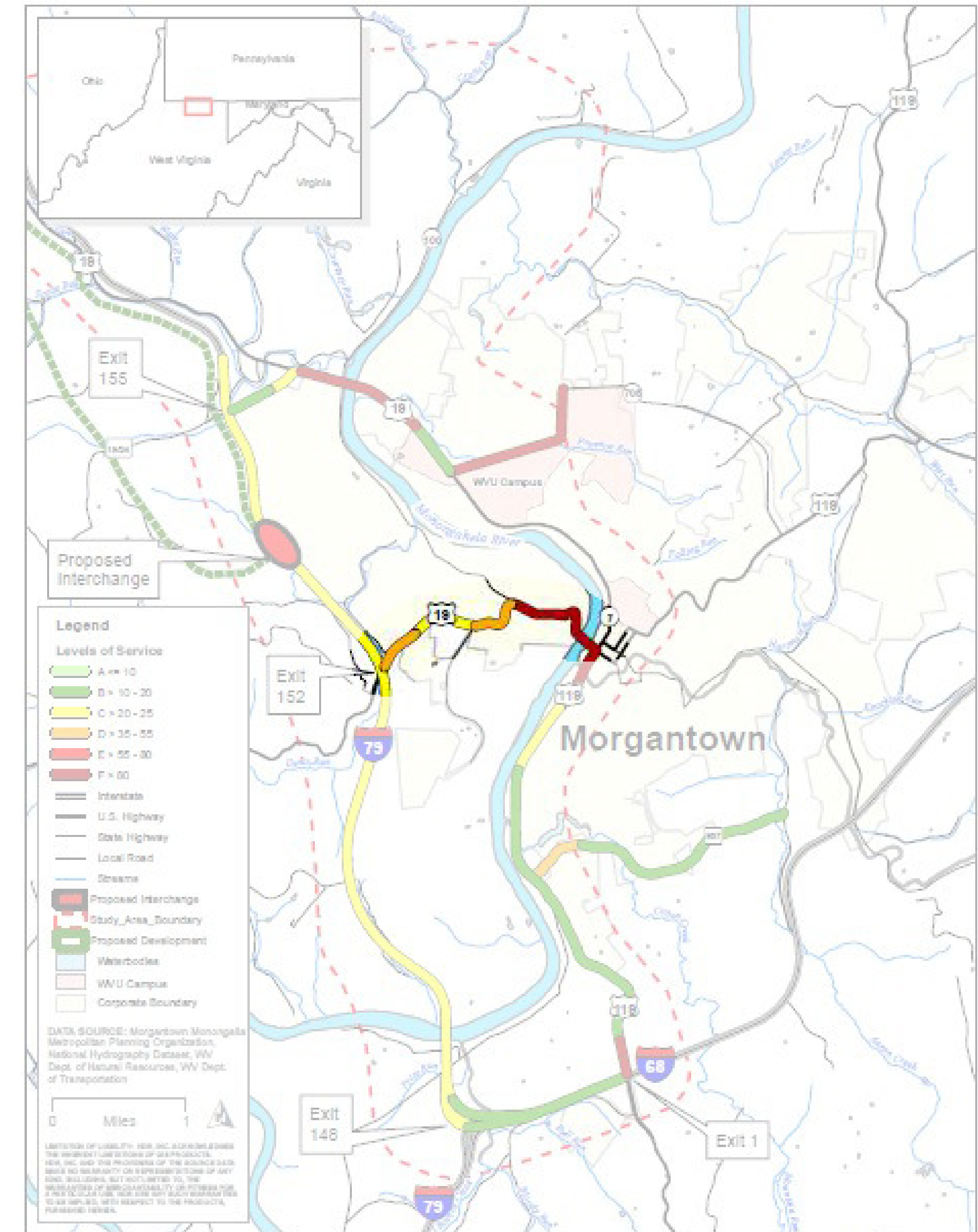
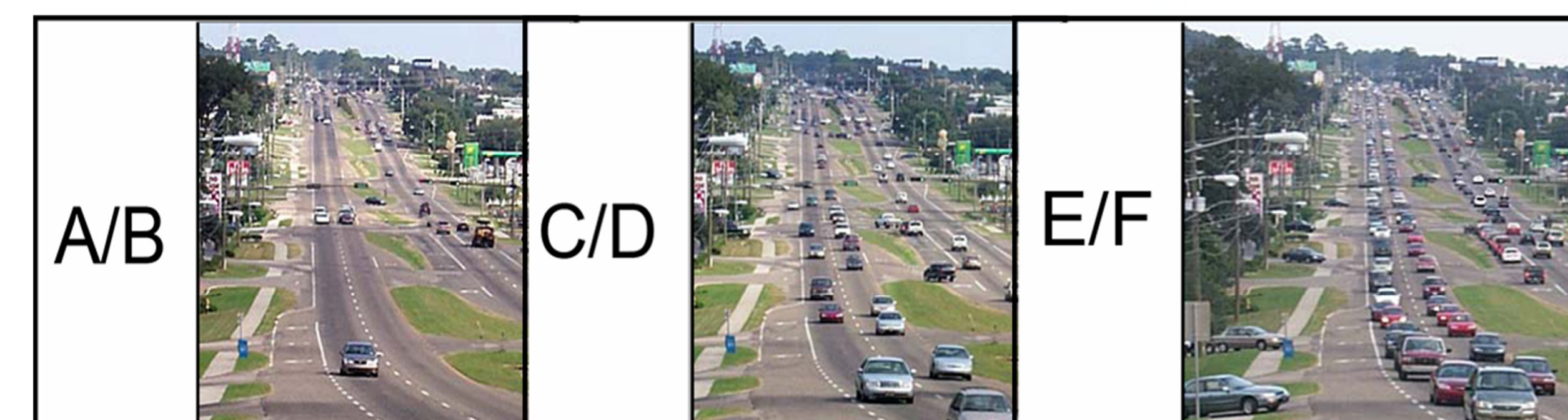


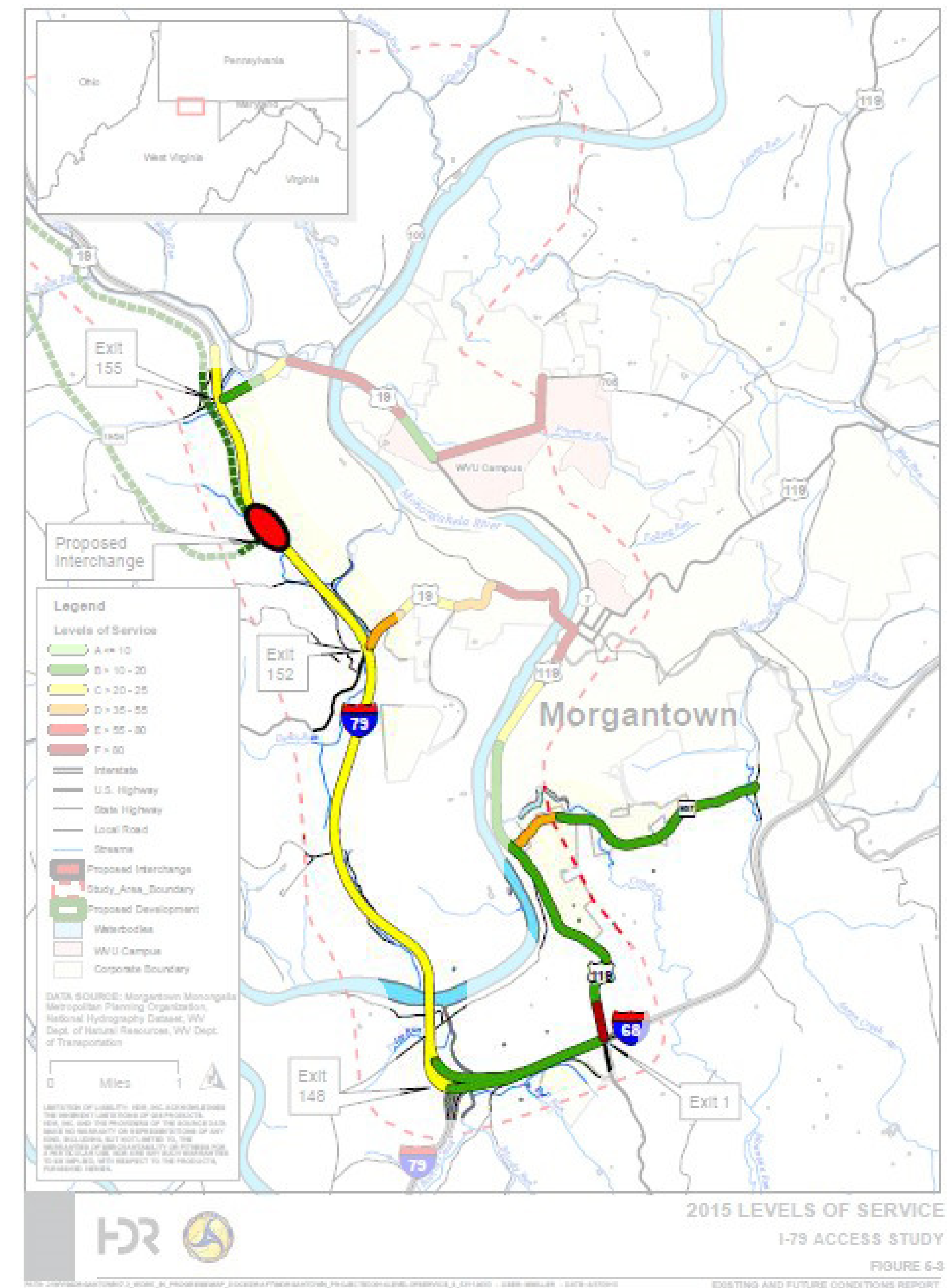
FIGURE 6-3
EXISTING AND FUTURE CONDITIONS REPORT



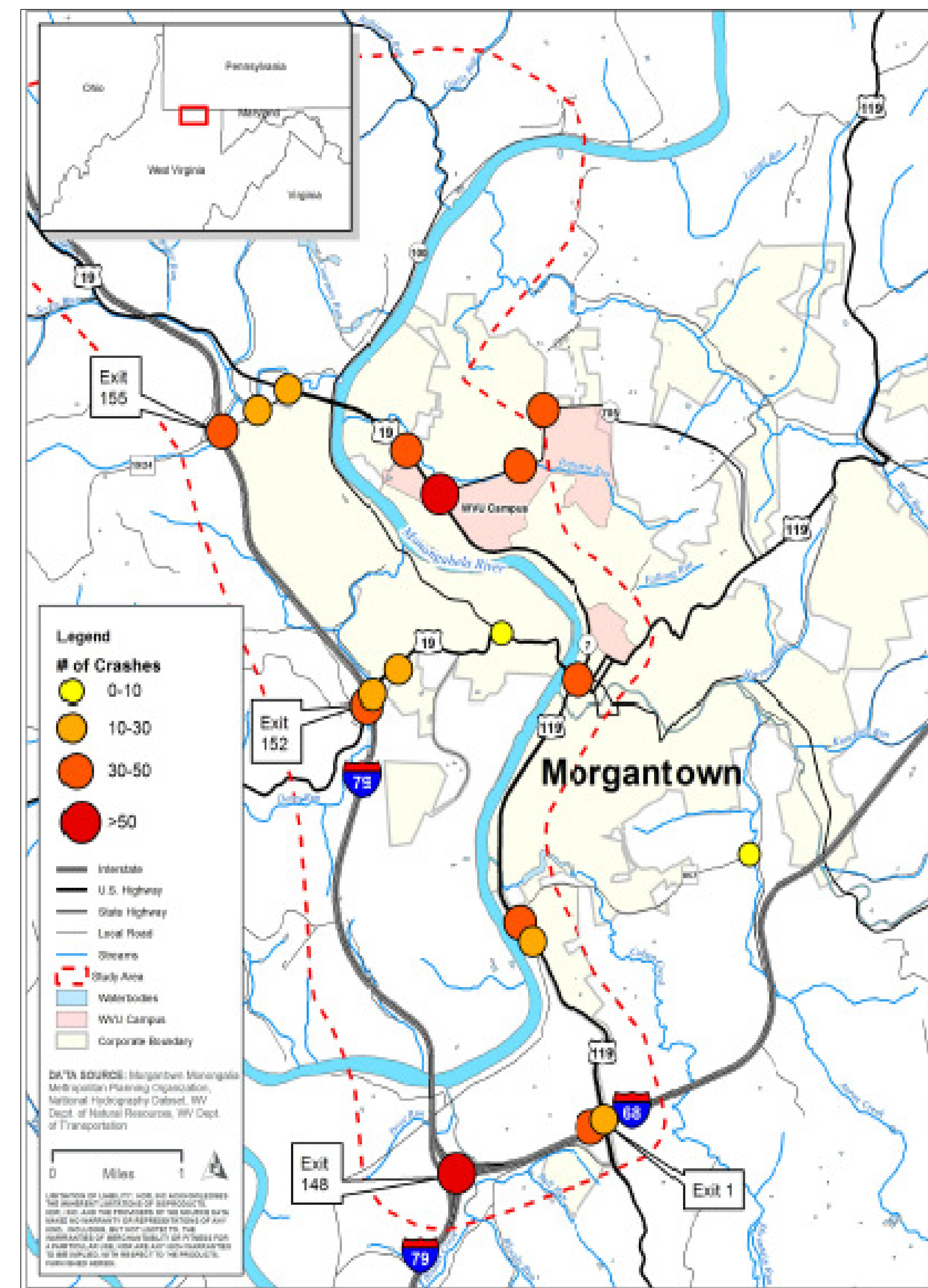
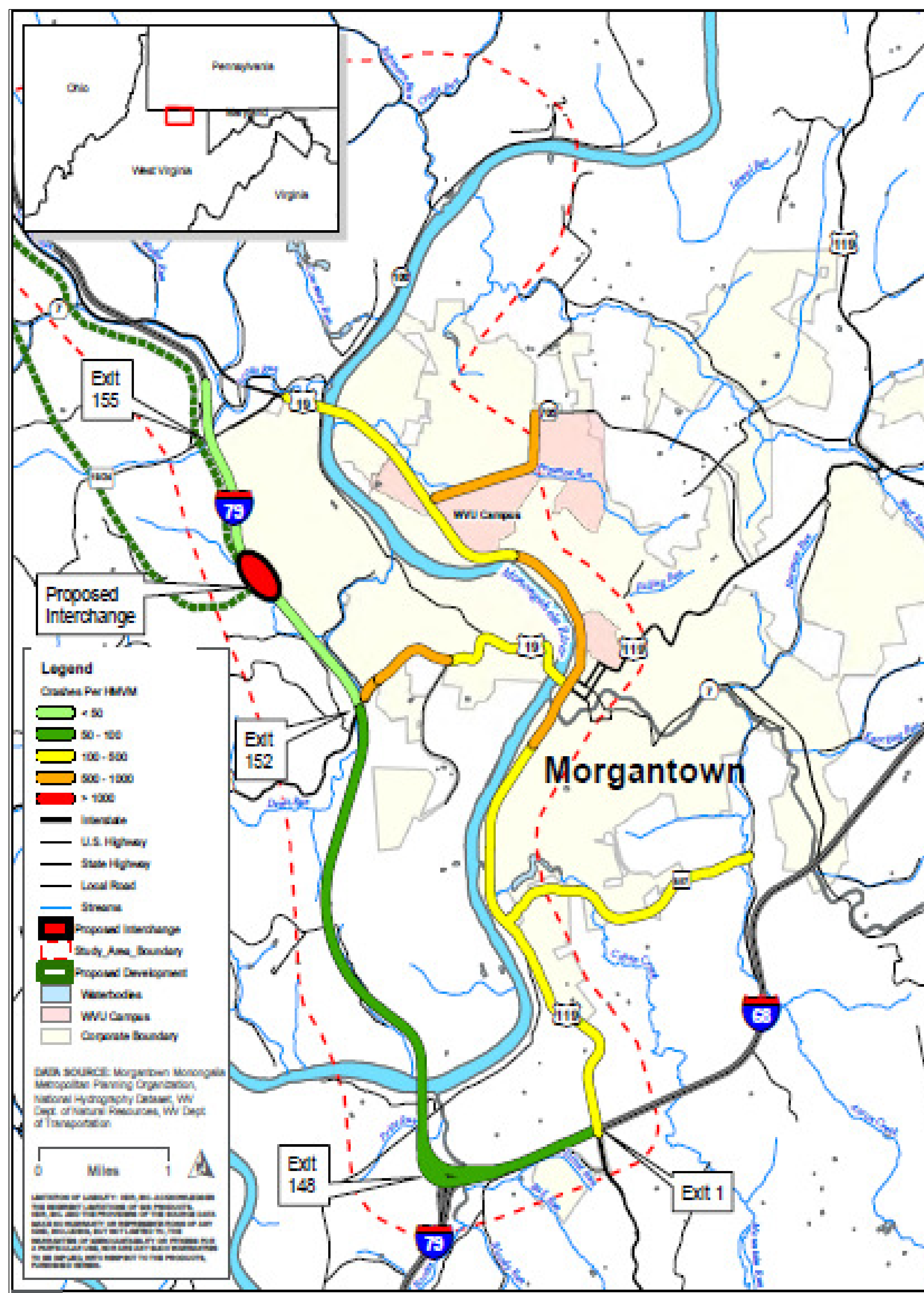
Corridor #3 Conditions

Operations

- Consists primarily of I-79 and I-68, operates at LOS C or better
- US 119 between Scott Avenue and I-68 operates at LOS F
- By 2040: expected to decline to LOS E or F along CR 857 (Green Bag Road)
- US 119 expected to operate at LOS F from CR 857 to I-68 interchange by 2040



Corridor-Level Safety Analysis



- 340 crashes between 2012 and 2014 along WV 705 (Patterson Drive) corridor – crash rate more than twice the statewide average
- Of the 14 main roadway segments analyzed, 7 exceeded the statewide crash rate

Preliminary Environmental Constraints

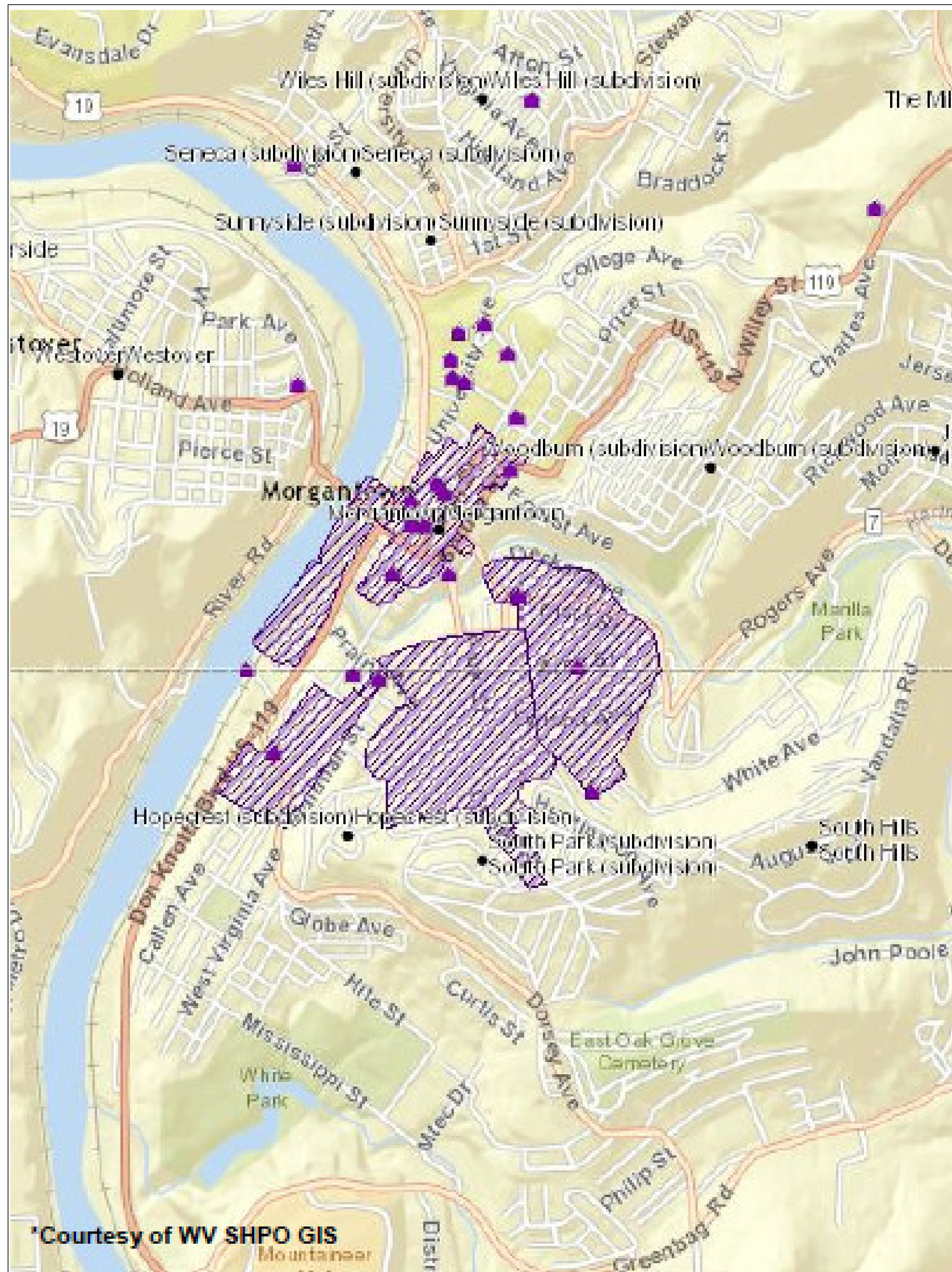
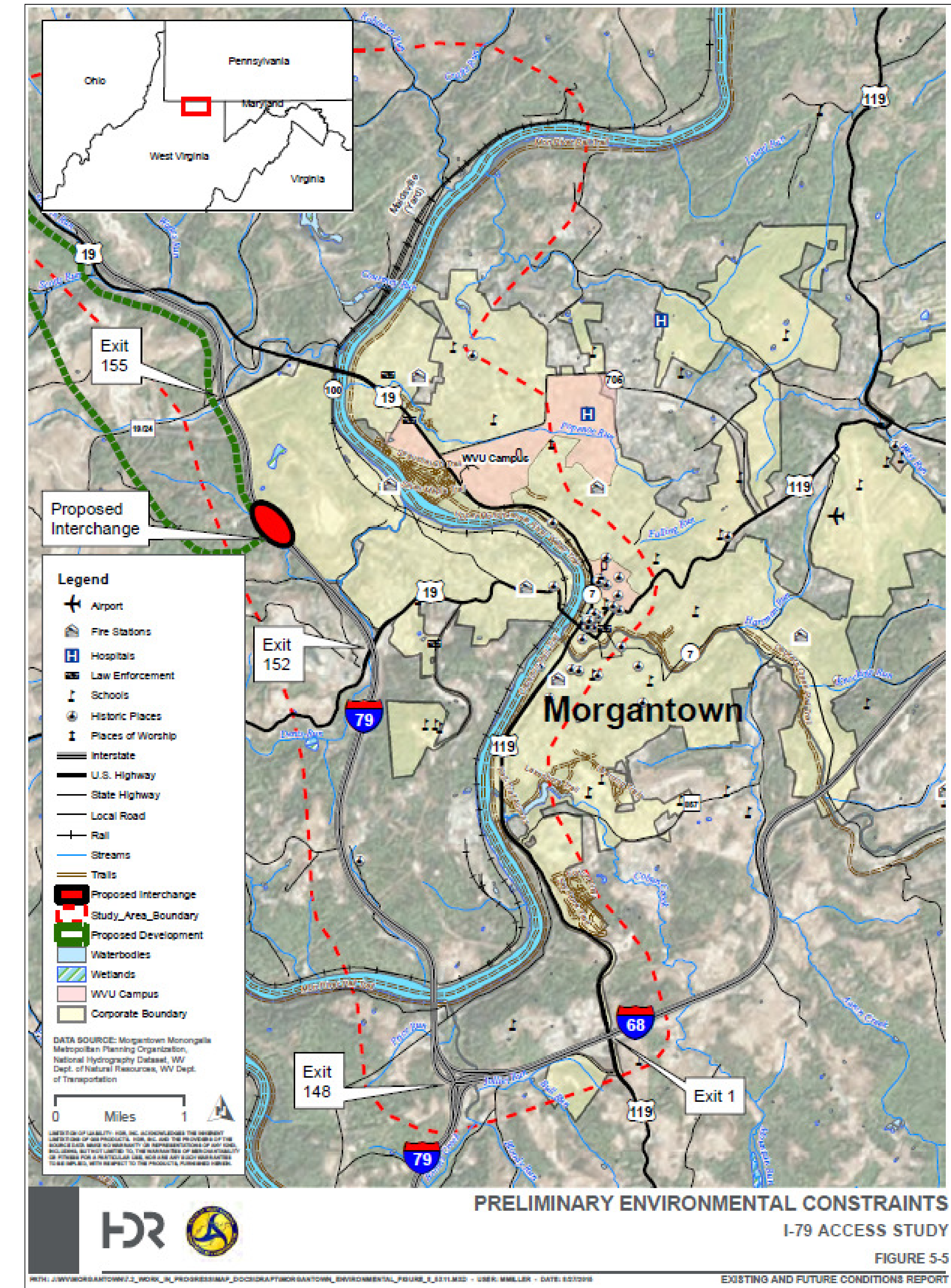


Exhibit 5-2: Historic Locations in Urban Core



PRELIMINARY ENVIRONMENTAL CONSTRAINTS
I-79 ACCESS STUDY
FIGURE 5-5
EXISTING AND FUTURE CONDITIONS REPORT

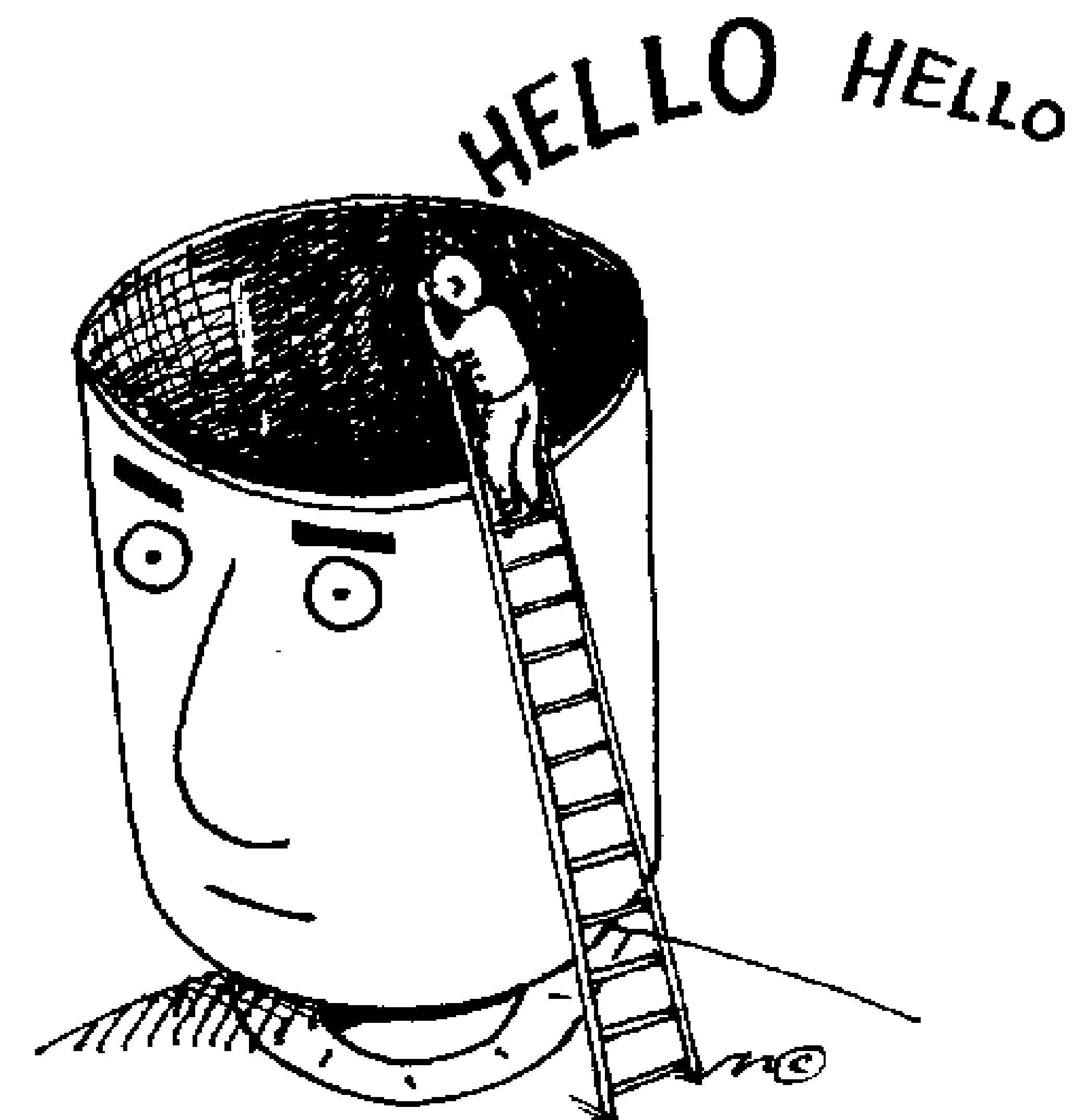
- **Historic Districts/Sites:** five nationally registered historic districts in the urban core, east of the Monongahela River
- **Waterbodies:** Monongahela River; several streams including: Dents Run (near I-79); Deckers Creek and Cobun Creek (southern Morgantown); Hartman Run (Sabraton); Falling Run and Penelope Run (Evansdale); limited wetlands may require further evaluation

Tell Us Your Concerns

What do you think the transportation issues are?

Instructions

- Write 1 thought per note card
- Write as many as you want
- All ideas are good ideas
- Facilitator will collect the cards





Public Meeting

Help develop a solution to our area's transportation problems

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) with support from the West Virginia Department of Transportation and the Federal Highway Administration is studying proposed connections from northern Morgantown to I-79 to address current and future transportation issues. A public meeting will be held to discuss the Draft Report findings and alternatives under consideration. The public meeting will be a workshop format with no formal presentation. All interested parties are encouraged to attend and provide feedback on the alternatives considered.

The meeting will be held at:

Mountaineer Station

1112 Van Voorhis Road, Morgantown, WV, 26506

Tuesday, October 11 - 4PM to 7PM

Questions or comments should be directed to the MMMPO Office 243 High Street Room 110, Morgantown, WV 26505 or call (304) 291-9571. Written comments should be received on or before November 2, 2016. Additional information about this project can be found on

www.plantgether.org or <http://www.i79accessstudywv.com/>



Public Meeting

Tired of being stuck in traffic? Help us develop a solution to the Morgantown Area's transportation problems?

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) with support from the West Virginia Department of Transportation and the Federal Highway Administration is studying proposed connections from northern Morgantown to I-79 to address current and future transportation issues. A public meeting will be held to discuss the Final Report findings and alternatives under consideration for this study as the next step in evaluating how to address current problems and problems that may occur in the future due to growth in the area. The public meeting will be a workshop format with no formal presentation. All interested parties are encouraged to attend and provide feedback on the final report.

The meeting will be held at:

Mountaineer Station

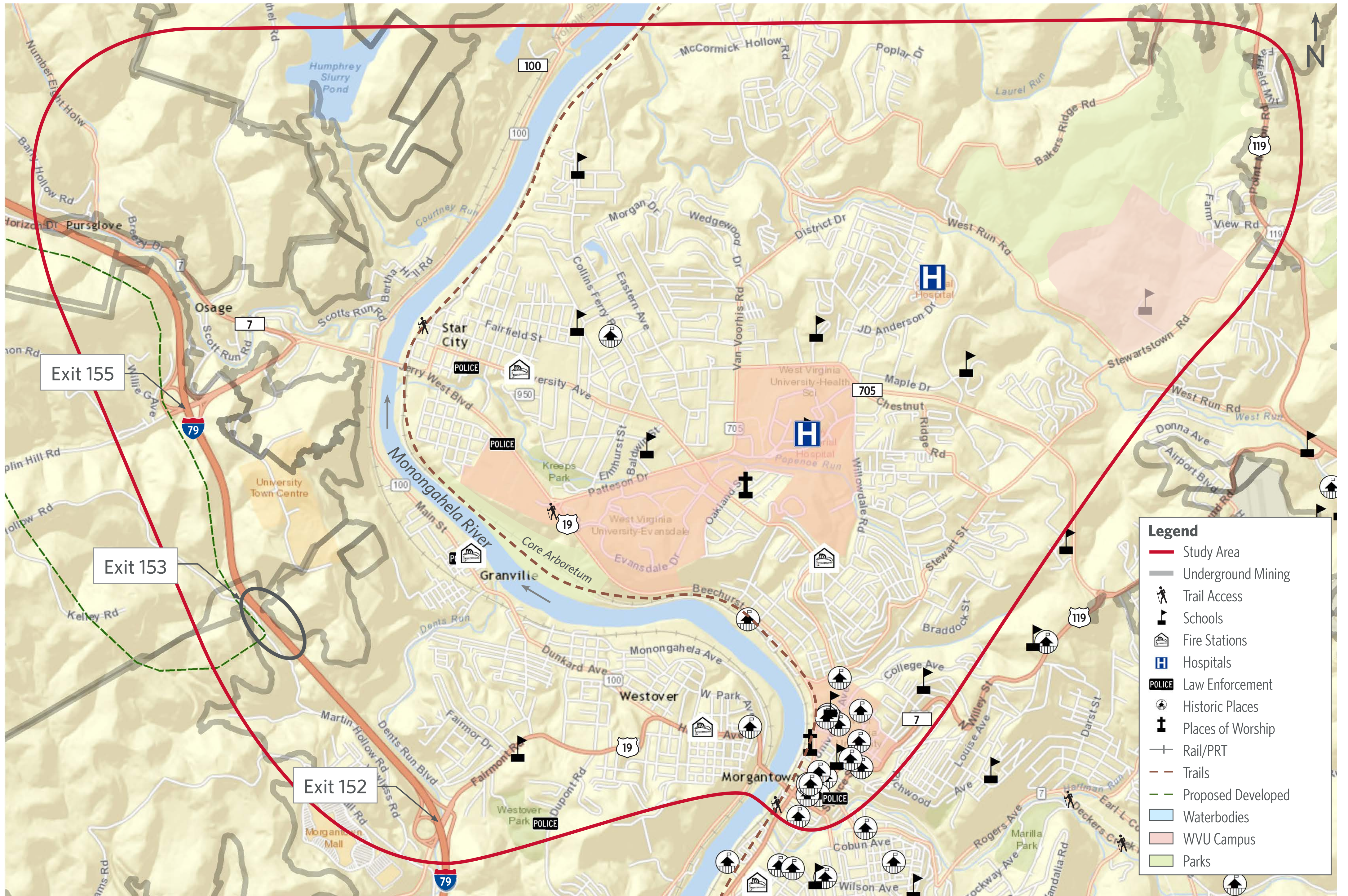
1112 Van Voorhis Road, Morgantown, WV, 26506

Thursday, January 26, 2017 - 4PM to 7PM

Questions or comments should be directed to the MMMPO Office 243 High Street Room 110, Morgantown, WV 26505 or call (304) 291-9571. Written comments should be received on or before February 15, 2017. Additional information about this project can be found on www.plantgether.org or <http://www.i79accessstudywv.com/>

I-79 Access Study

Study Area



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The I-79 Access Study is an initiative of the MMMPO through the ongoing Metropolitan Transportation Plan (MTP) Update and in response to recommendations set forth by the 2040 Long Range Transportation Plan (LRTP).

The first step in this study was to develop the **Vision** for the project. This included understanding the existing and future conditions of the study area. The second step in this study was the **Alternatives Evaluation**. This process included identifying and evaluating alternatives under the direction of the Steering Committee with input from the Stakeholder Committee. During this step, twelve alternatives were developed to connect Morgantown to I-79. Eleven of these alternatives were eliminated from further study. The current step in this study is **Refining the Plan**. This step presents the recommended alternative and seeks the input on the final recommendation.

The goal of this meeting is to present the recommended alternative. Your input is critical at this point, so this recommendation can be carried forward into implementing the **Action Plan** to achieve the **Vision**.

Project Purpose and Need

PROJECT PURPOSE AND NEED

- Improve mobility and access to major transportation facilities and key employment centers in northern Morgantown.
- Improve traffic operations and safety.
- Support on-going and projected growth areas.
- Enhance multi-modal opportunities to reduce single-occupancy trips.

PROJECT DEVELOPMENT

Steering Committee Meeting #1 – October 2015

- Project background/introduction presented.
- Transportation concerns identified.
- Existing and Future Conditions Report findings presented.

Public Meeting #1 – December 2015

- Project purpose and goals discussed.
- Existing and Future Conditions Report findings presented.
- Public asked to provide input and ideas throughout comment period.

Steering Committee Meeting #2 – January 2016

- Summary of Public Meeting #1 comments presented.
- Overall Project Goals revisited and reaffirmed.
- Purpose and Need discussed and revised.
- Alternatives brainstorming.

Stakeholder Committee Meeting #1 – March 2016

- Project overview and work done to date presented.
- Purpose and Need presented.
- List of alternatives presented.

MMMP – WV DOT Coordination Meeting #1 – June 2016

- Overview of alternatives presented and model enhancements discussed.
- Project funding mechanisms discussed leading to the addition of phasing options.

Steering Committee Meeting #3 – July 2016

- Eliminated several alternatives from further consideration. Remaining alternatives reviewed and confirmed to be carried forward in the study.
- Evaluation matrix discussed and category weights assigned.

Stakeholder Committee Meeting #2 – August 2016

- Recap and review of alternatives presented.
- Evaluation matrix criteria and category weights revealed.

Steering Committee Meeting #4 – September 2016

- Alternative impacts presented.
- Alternatives evaluation matrix reviewed and approved.
- Draft Public Meeting #2 materials presented for review.

Stakeholder Committee Meeting #3 – September 2016

- Alternative impact results and evaluation matrix presented.
- Draft Public Meeting #2 materials presented.

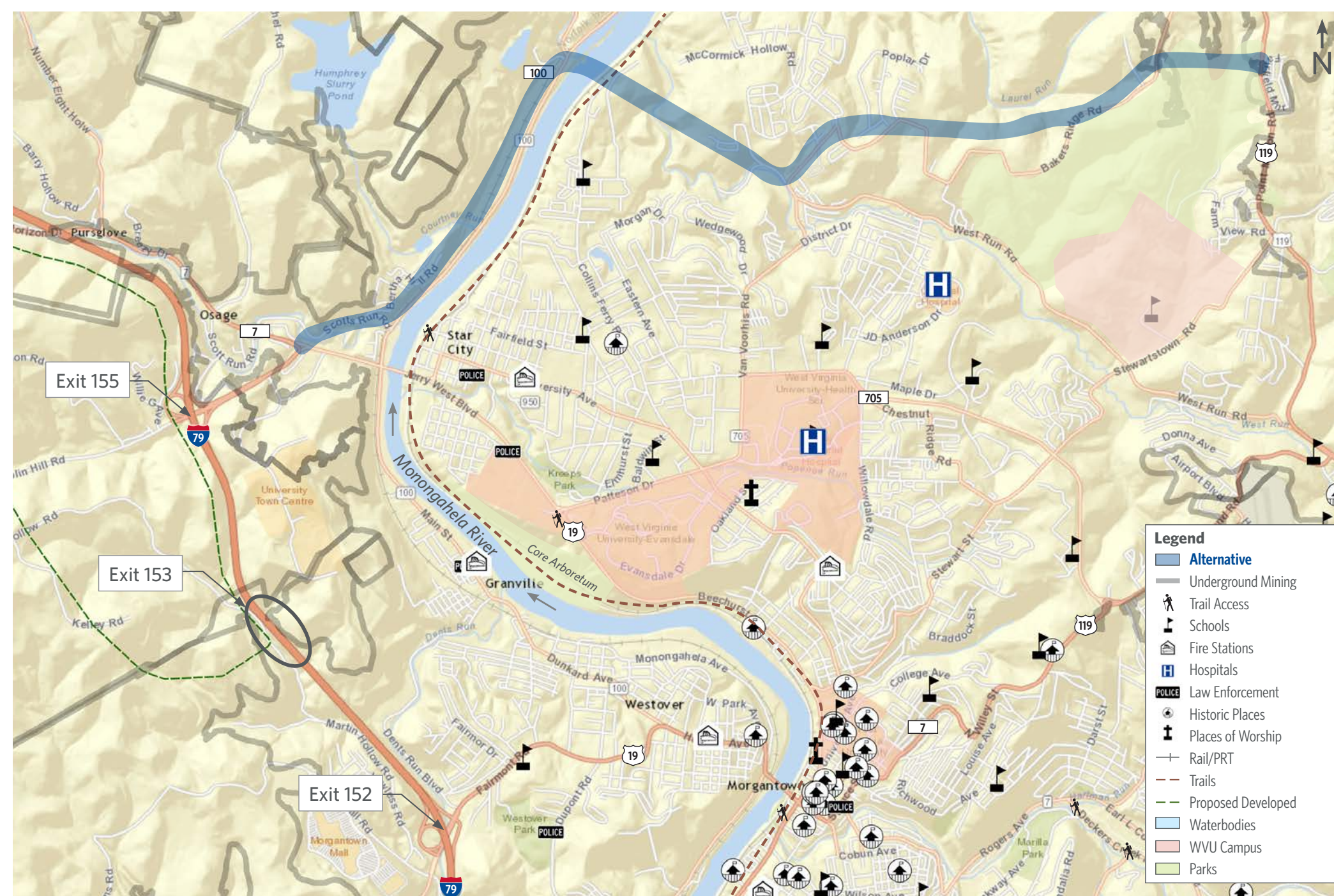
Public Meeting #2 – October 2016

- Findings of Draft I-79 Access Study presented.
- Project Purpose and Need discussed.
- Alternatives and their impacts presented.
- Criteria and ranking in alternatives evaluation matrix presented.

MMMP – WV DOT Coordination Meeting #2 – December 2016

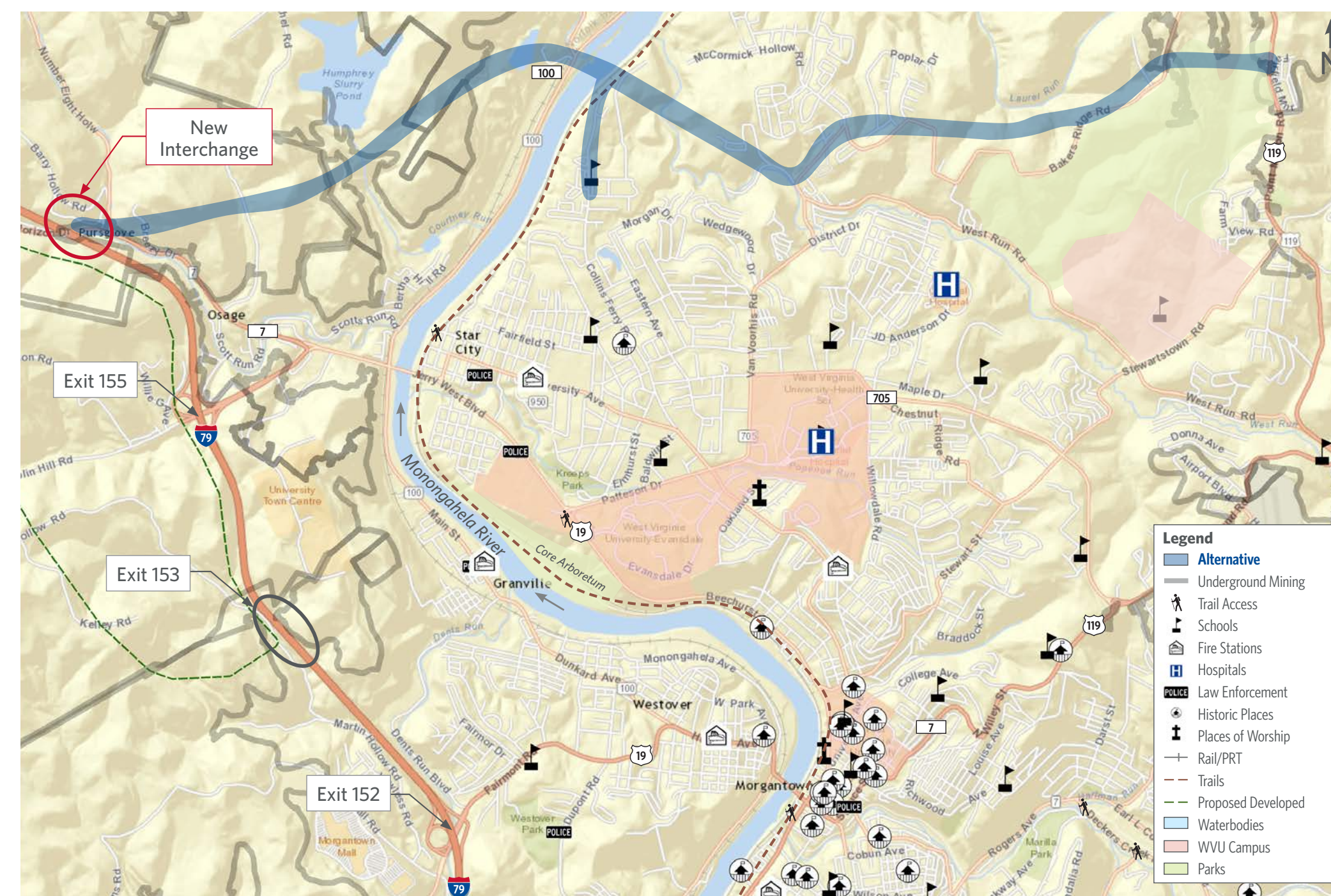
- Draft Access Study findings presented.
- Summary of Public Meeting #2 comments presented.

Eliminated Alternatives



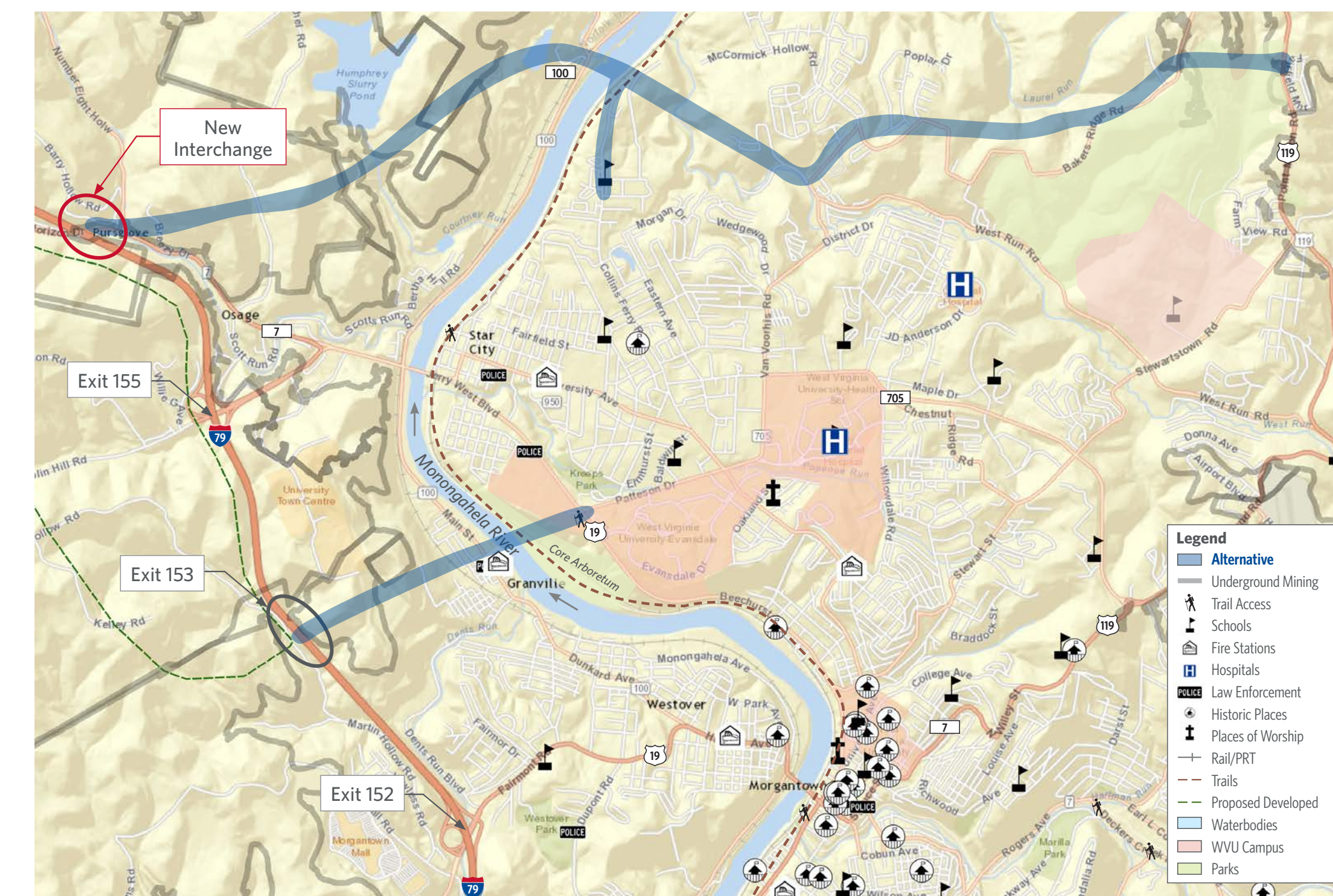
ALTERNATIVE 1

This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.



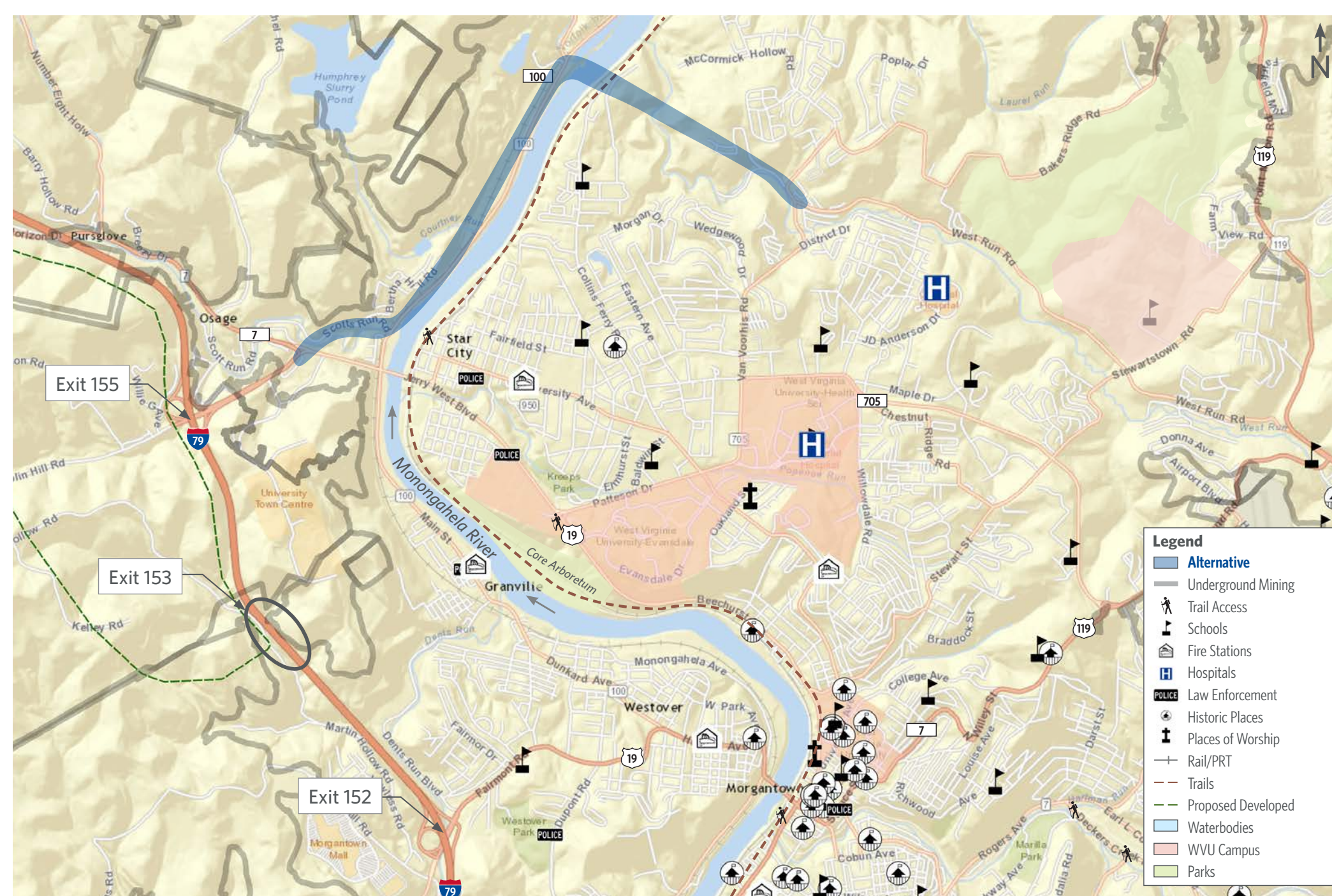
ALTERNATIVE 2

This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.



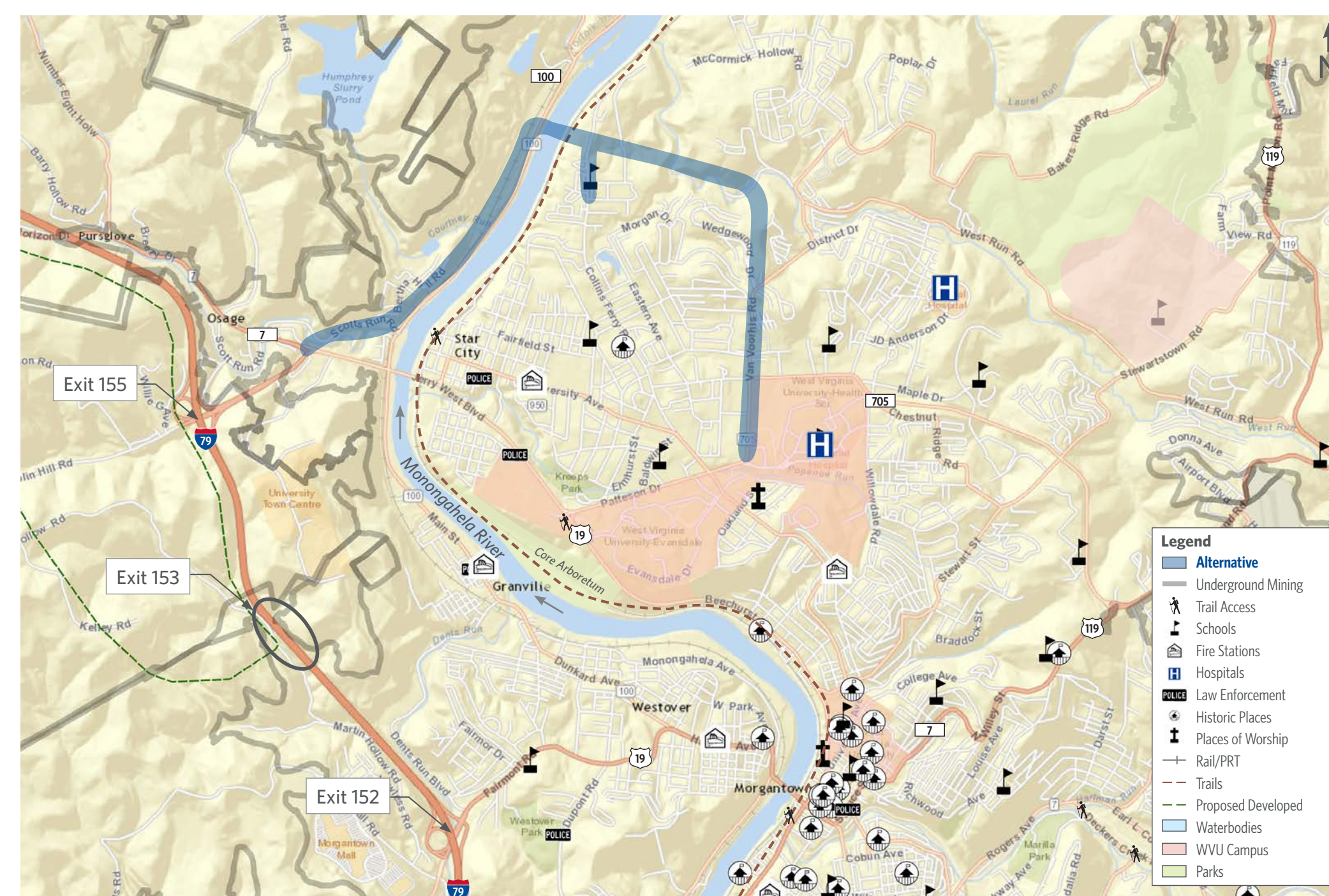
ALTERNATIVE 3

This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.



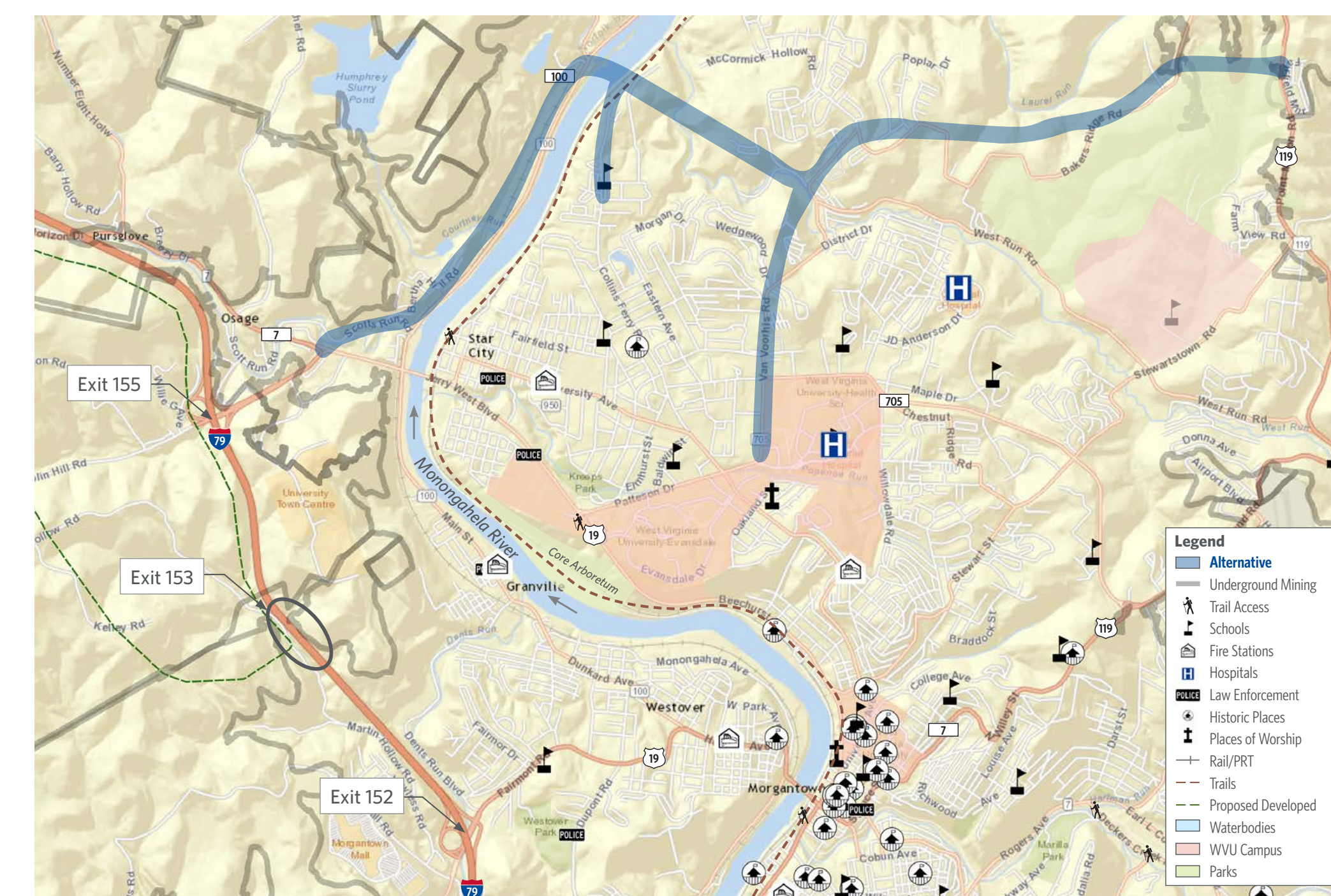
ALTERNATIVE 4

This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.



ALTERNATIVE 5

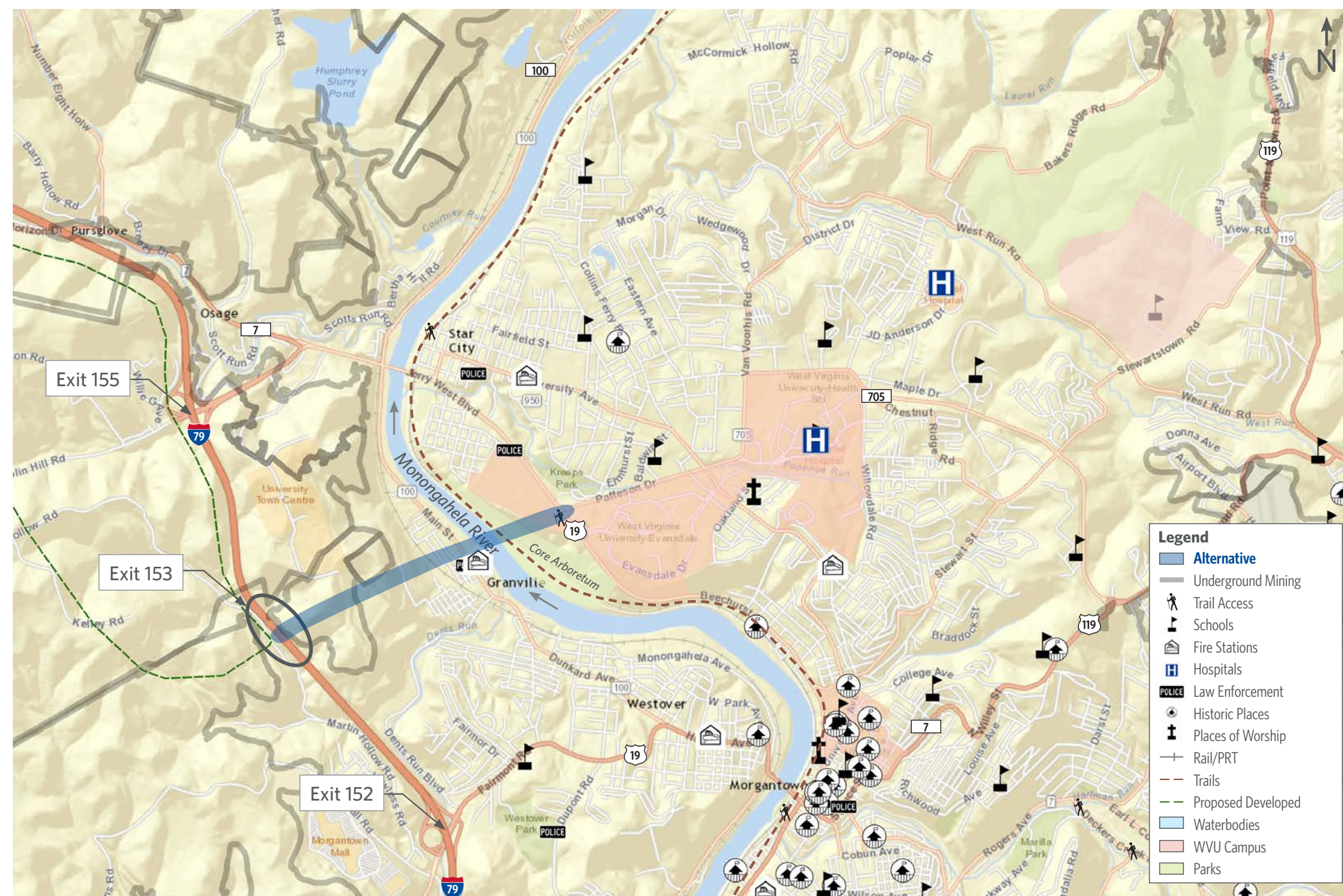
This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.



ALTERNATIVE 6

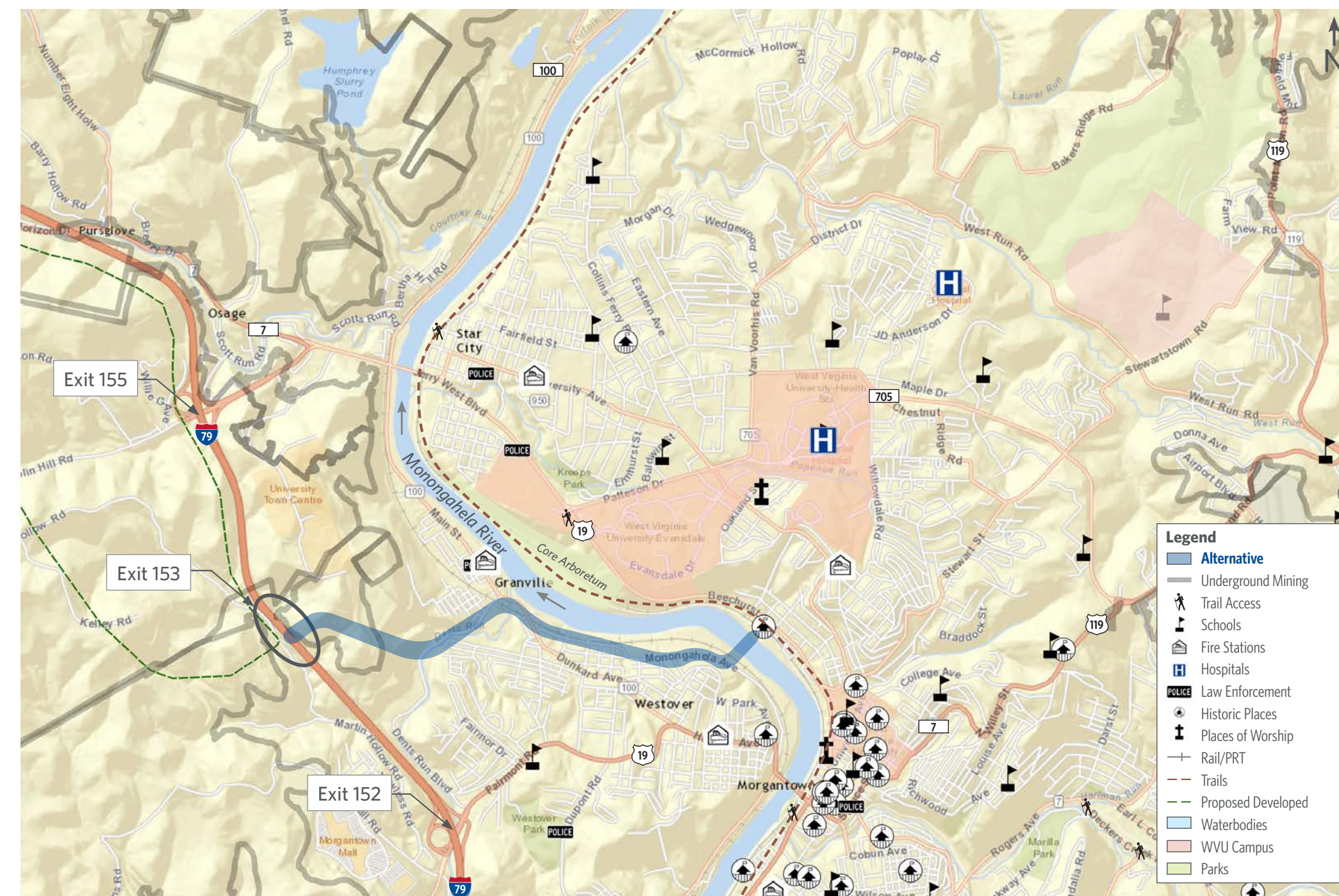
This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

Eliminated Alternatives



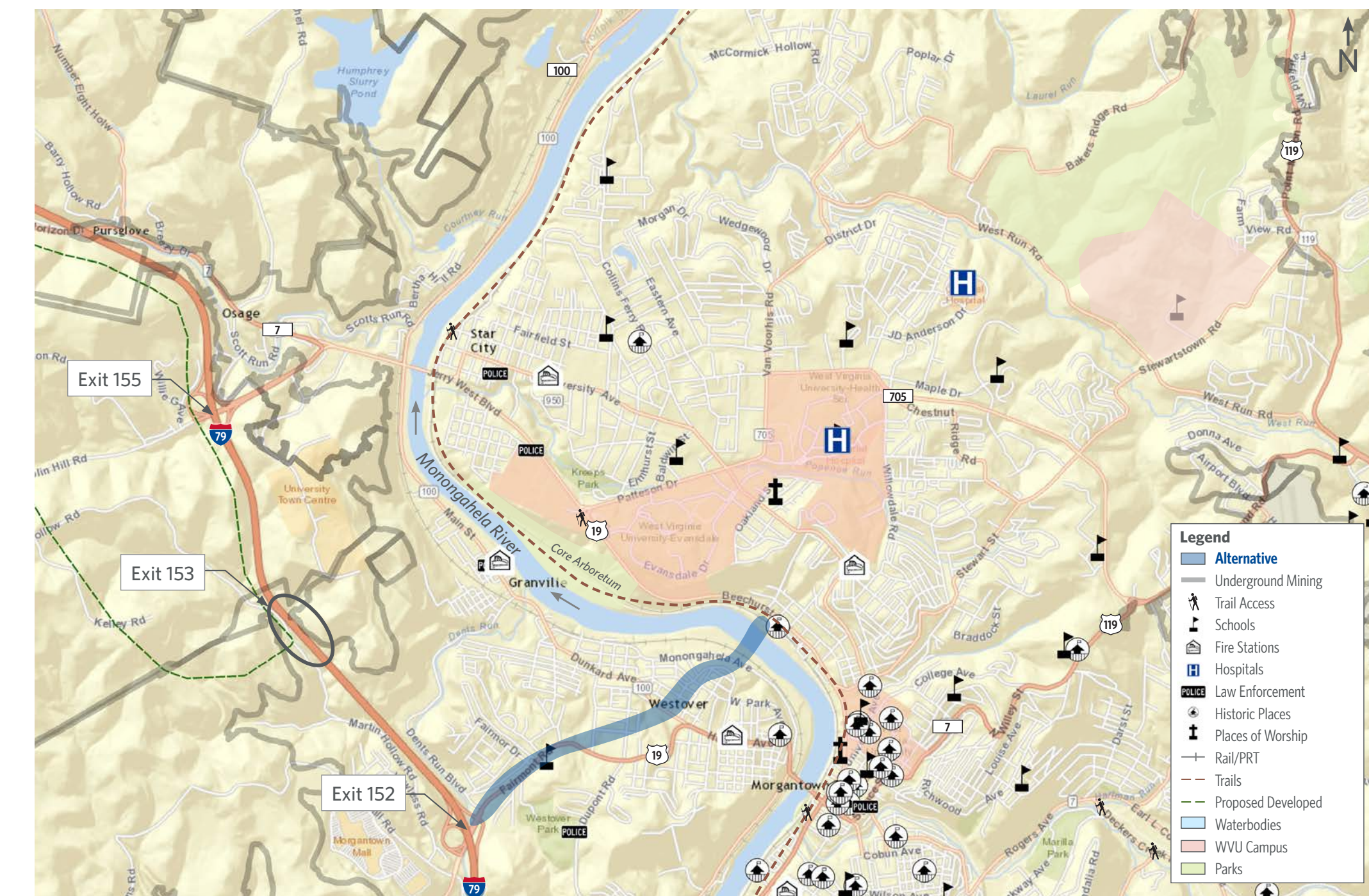
ALTERNATIVE 7

This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.



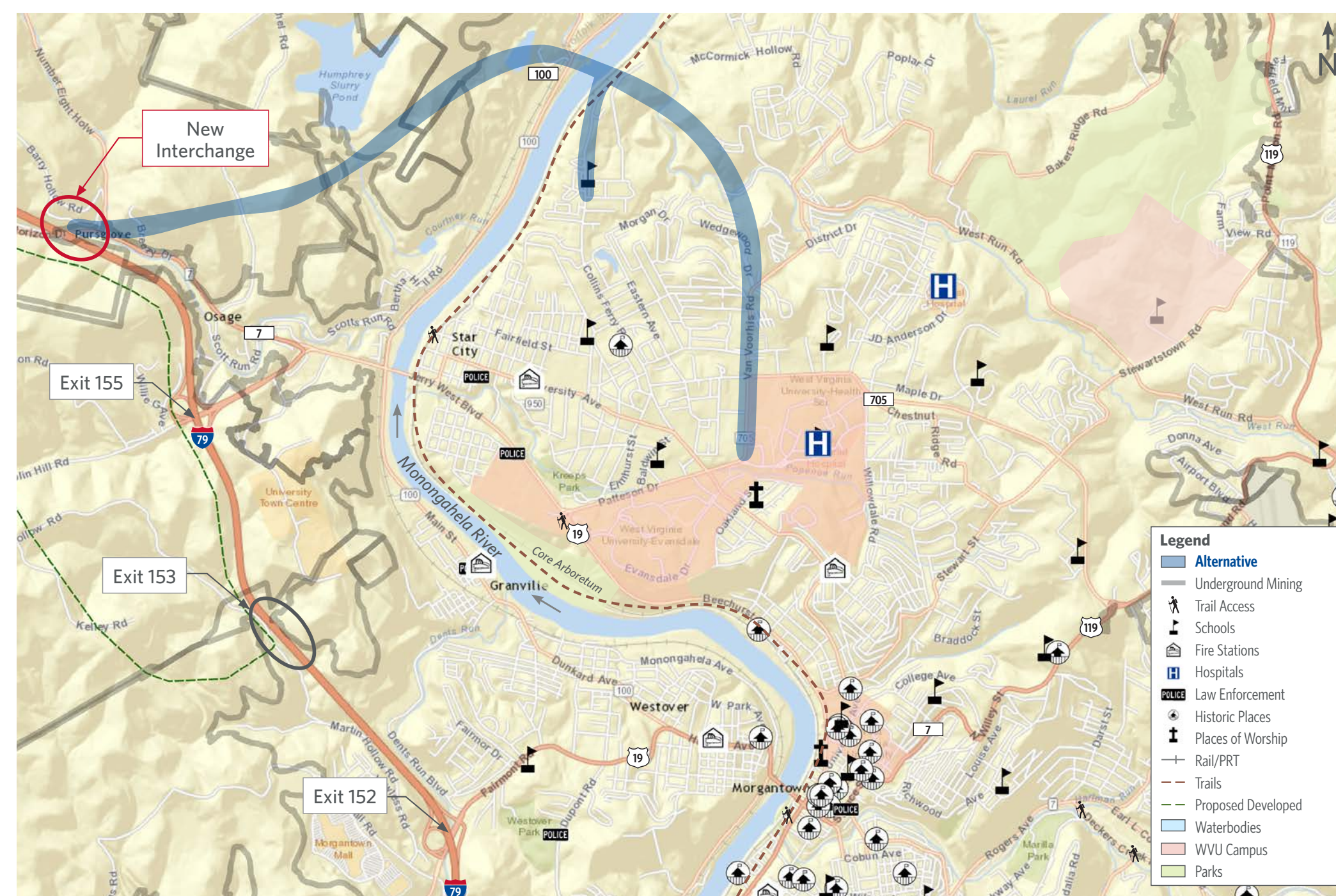
ALTERNATIVE 8

This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of disproportionate property and connectivity impacts to the Westover community, as well as a low cost/benefit ratio of minimal traffic reductions on key corridors.



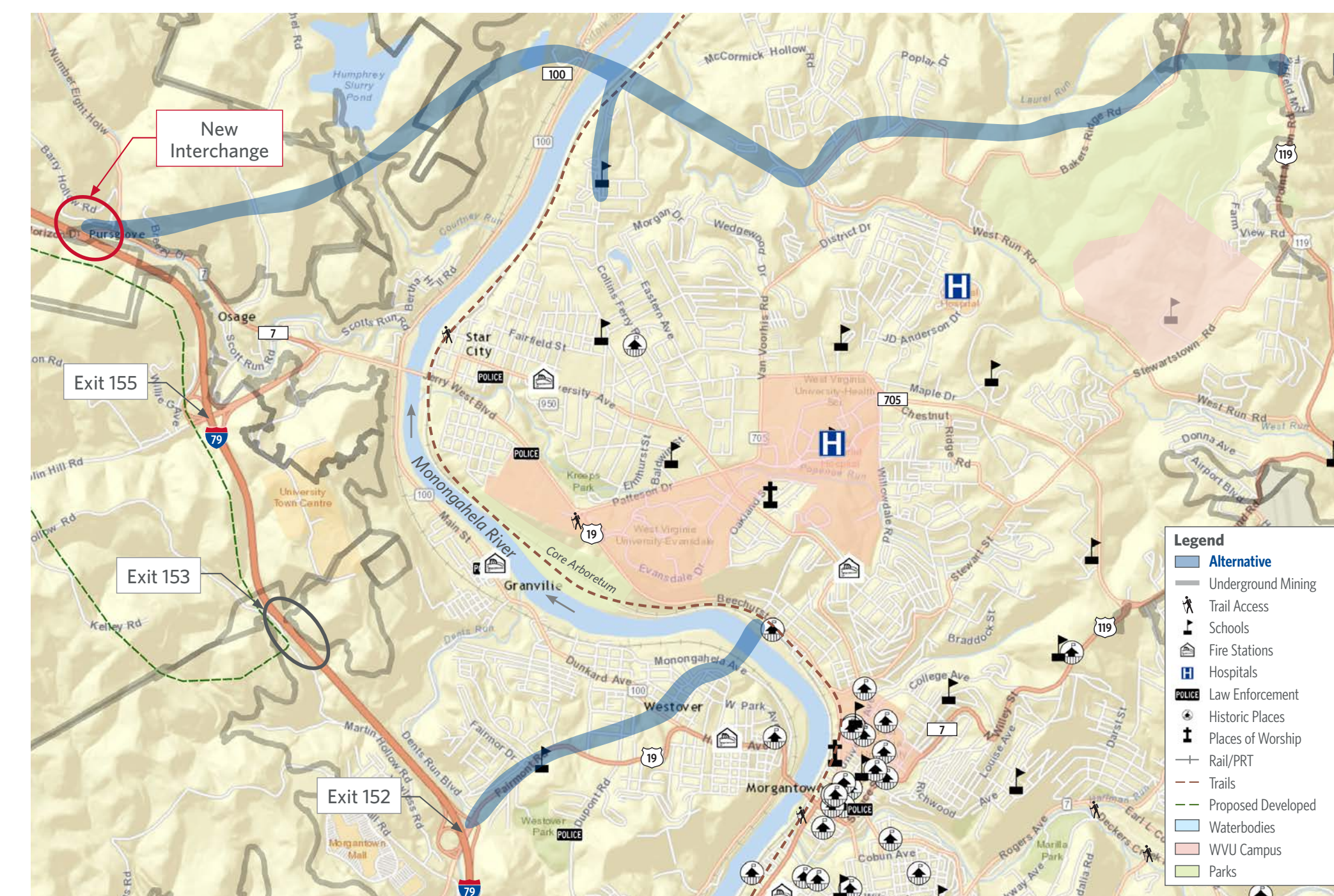
ALTERNATIVE 9

This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of disproportionate property and connectivity impacts to the Westover community, as well as a low cost/benefit ratio of minimal traffic reductions on key corridors.



ALTERNATIVE 10

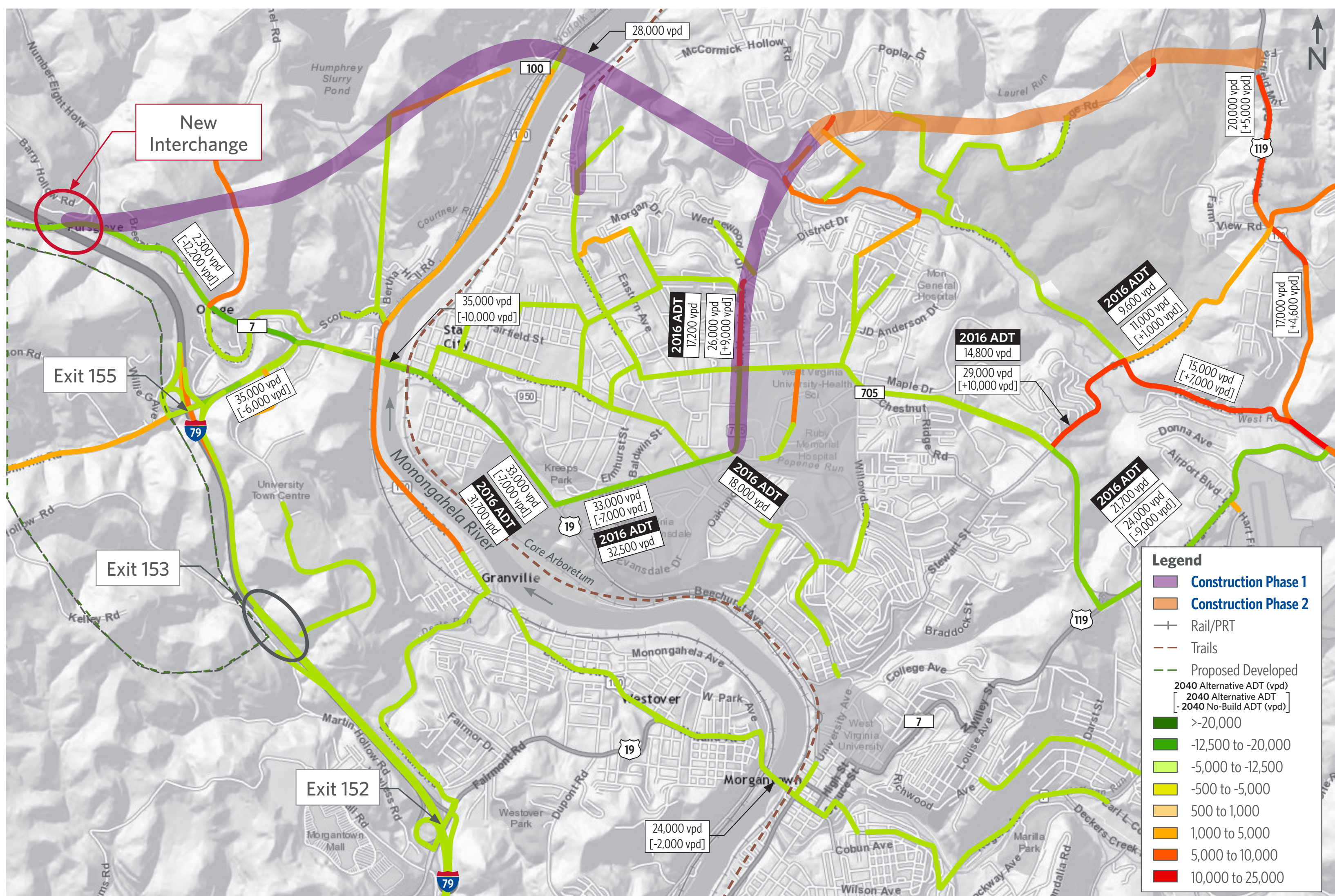
This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.



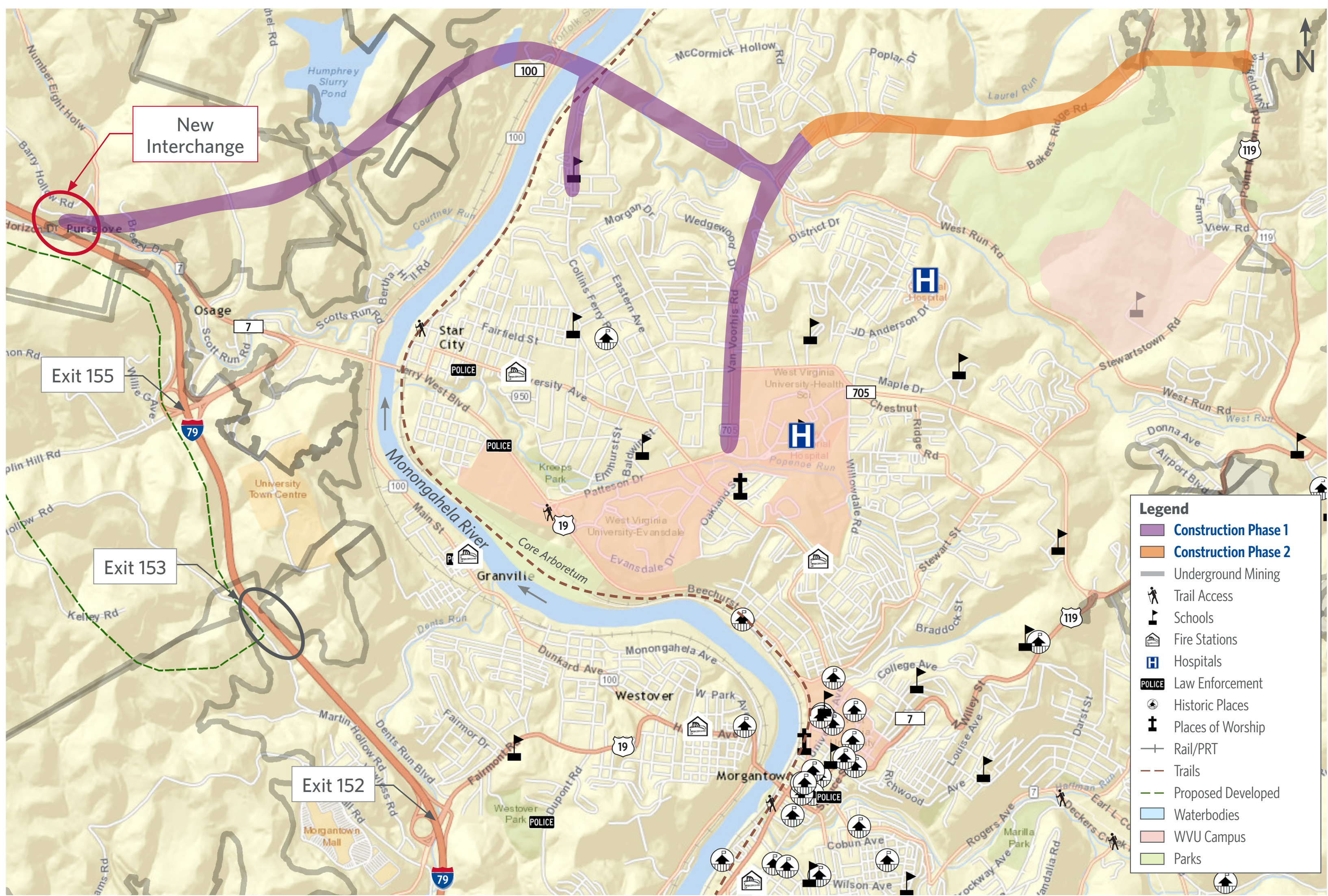
ALTERNATIVE 11

This alternative was eliminated from further study as it does not meet the project's Purpose and Need because of a low cost/benefit ratio of minimal traffic reductions on key corridors.

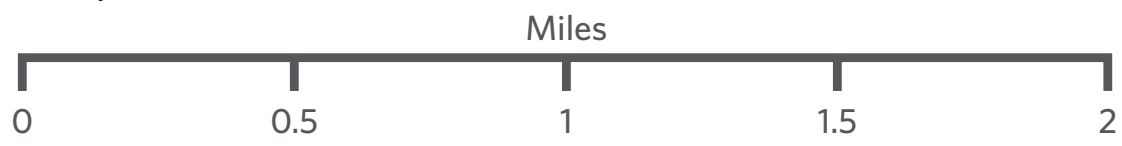
Recommended Alternative



January 19, 2017



January 13, 2017



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▲ **ALTERNATIVE 12**

Cost: \$135-145M

- The main corridor will be four-lanes. Van Voorhis Road will be widened to four-lanes and the connection to Collins Ferry Road will be three-lanes.
- Additional ancillary improvements include the addition of turn lanes and signalization at the intersection with US 119. Additional turn lanes at the new intersection with Van Voorhis Road will also be added. The signals on Pattenon Drive and WV 705 will be optimized.
- Construction Phase 1 (\$110-120M) includes a new Pursglove Interchange, Pursglove Connection, northern bridge crossing, and improving Collins Ferry Road and Van Voorhis Road.
- Construction Phase 2 (\$25M) includes constructing the US 119 (Point Marion Road) Connection.

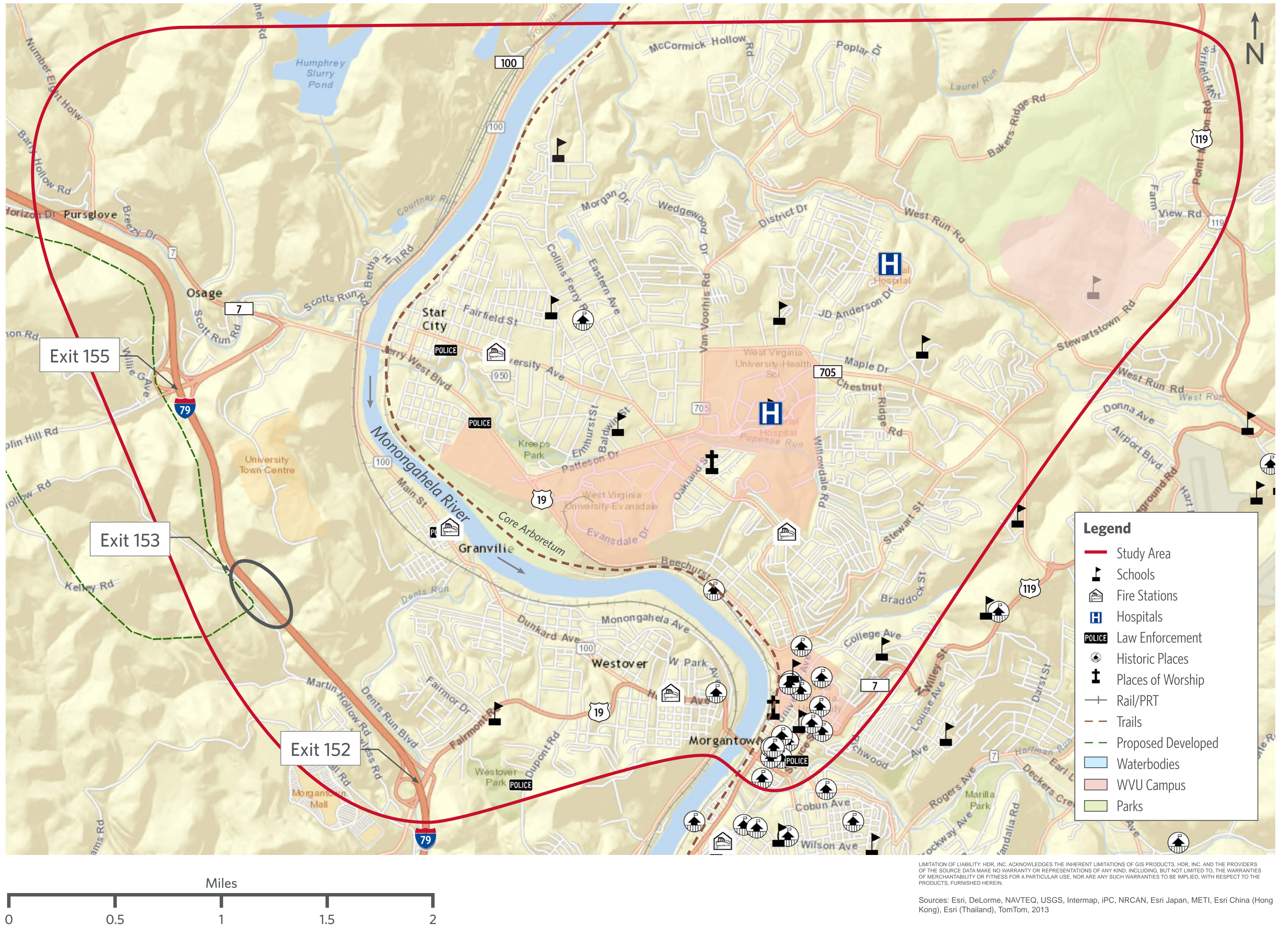
Evaluation Matrix



Evaluation Criteria		Weighted Value	No-Build	TSM	Build Alternative												
					1	2	3	4	5	6	7	8	9	10	11	12	
Operations	Reduces travel times to I-79	30%	5	4	Eliminated from further consideration	2	1	Eliminated from further consideration	Eliminated from further consideration	3	4	Eliminated from further consideration	Eliminated from further consideration	2	1	1	
	Improves bottlenecks, reduces traffic, enhances safety		5	4		3	4			2	4			2	3	1	
	Supports transit opportunities		5	2		2	2			1	2			1	4	1	
	Supports bicycle/pedestrian opportunities		5	5		3	3			2	4			2	3	2	
Connectivity	Improves mobility to key destinations	25%	5	4		4	4			2	5			2	3	1	
	Improves access in northern Morgantown		5	5		3	3			2	5			3	3	1	
	Encourages smart growth principles		5	5		3	3			2	4			3	3	3	
Community/ Environmental	Property/neighborhood impacts	15%	5	3		3	4			4	4			4	3	4	3
	Public facility impacts		1	1		3	3			1	1			3	4	3	
	Farmland impacts		1	1		3	3			3	1			2	3	3	
	Floodplain/wetland impacts		1	1		2	4			3	2			3	4	3	
	Cumulative and secondary impacts		4	4		4	5			3	4			4	5	4	
Regulatory Environmental	Section 4(f) and 6(f) - Parks, recreation impacts	20%	1	1	3	5	3	5	2	2	2	4	2				
	Section 106 - Cultural resource impacts		1	1	2	2	2	2	4	2							
	Environmental Justice impacts		1	1	3	4	3	4	3	5	3						
	Noise impacts		1	1	3	3	5	2	4	5	5						
Financial	Future maintenance cost	10%	1	2	3	5	3	2	3	5	3						
	Funding potential		1	1	2	4	2	4	3	4	3						
	Project cost		1	1	3	5	4	4	3	5	4						
Weighted Score			3.4	2.9		2.9	3.3		2.5	3.6		2.5	3.5	2.3			
1 to 2	Lowest likely impacts, addresses elements with good conformance to project goals, presents low construction/maintenance cost.																
3	Mid-range of impacts, addresses elements to somewhat conform to project goals, medium construction/maintenance cost																
4 to 5	High likely impacts, does not address elements or conform with project goals, high construction/maintenance cost																

I-79 Access Study

Study Area

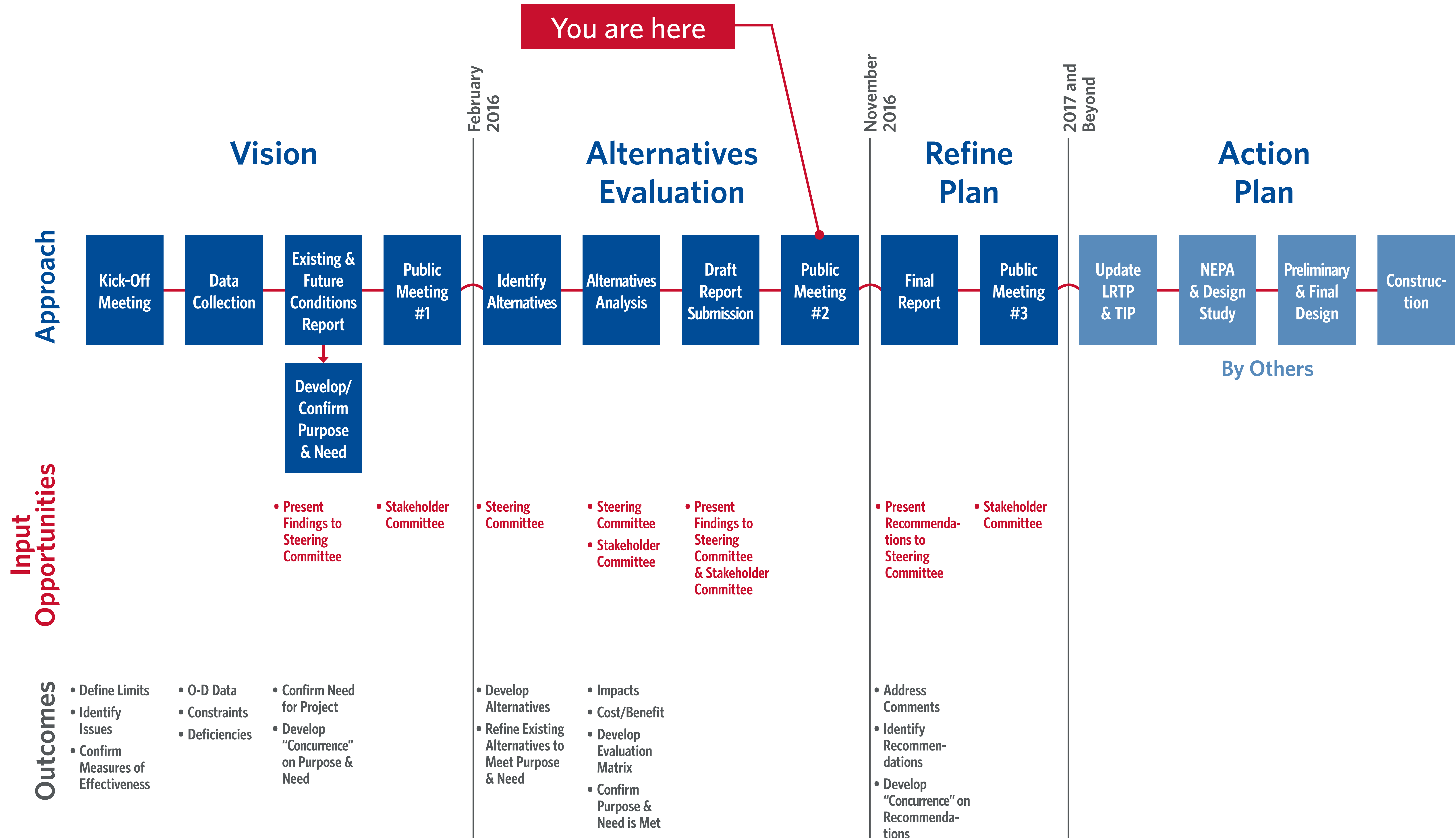


The I-79 Access Study is an initiative of MMMPO in response to the 2040 Long Range Transportation Plan (LRTP).

The first step in this study was to develop the **Vision** for the project. This included understanding the existing and future conditions of the study area. The current step in this study is the **Alternatives Evaluation**. This process includes identifying and evaluating alternatives under the direction of the Steering Committee with input from the Stakeholder Committee. During this step, twelve alternatives were developed to connect Morgantown to I-79. Five of these alternatives were eliminated from further consideration. The seven remaining alternatives will address the project's Purpose and Need in fulfilling the study's **Vision**.

The goal of this meeting is to present the results of the **Alternatives Evaluation** process and the criteria used to advance and eliminate alternatives. Your input is critical at this point, so your ideas and concerns can be considered prior to **Refining the Plan** and recommending an **Action Plan** to achieve the **Vision**.

Project Timeline



Project Purpose and Need

PROJECT PURPOSE AND NEED

- Improve mobility and access to major transportation facilities and key employment centers in northern Morgantown.
- Improve traffic operations and safety.
- Support on-going and projected growth areas.
- Enhance multi-modal opportunities to reduce single-occupancy trips.

PROJECT DEVELOPMENT

Steering Committee Meeting #1 – October 2015

- Project background/introduction presented.
- Transportation concerns identified.
- Existing and Future Conditions Report findings presented.

Public Meeting #1 – December 2015

- Project purpose and goals discussed.
- Existing and Future Conditions Report findings presented.
- Public asked to provide input and ideas throughout comment period.

Steering Committee Meeting #2 – January 2016

- Summary of Public Meeting #1 comments presented.
- Overall Project Goals revisited and reaffirmed.
- Purpose and Need discussed and revised.
- Alternatives brainstorming.

Stakeholder Committee Meeting #1 – March 2016

- Project overview and work done to date presented.
- Purpose and Need presented.
- List of alternatives presented.

MMMP – WVDOT Coordination Meeting – June 2016

- Overview of alternatives presented and model enhancements discussed.
- Project funding mechanisms discussed leading to the addition of phasing options.

Steering Committee Meeting #3 – July 2016

- Eliminated several alternatives from further consideration. Remaining alternatives reviewed and confirmed to be carried forward in the study.
- Evaluation matrix discussed and category weights assigned.

Stakeholder Committee Meeting #2 – August 2016

- Recap and review of alternatives presented.
- Evaluation matrix criteria and category weights revealed.

Steering Committee Meeting #4 – September 2016

- Alternative impacts presented.
- Alternatives evaluation matrix reviewed and approved.
- Draft Public Meeting #2 materials presented for review.

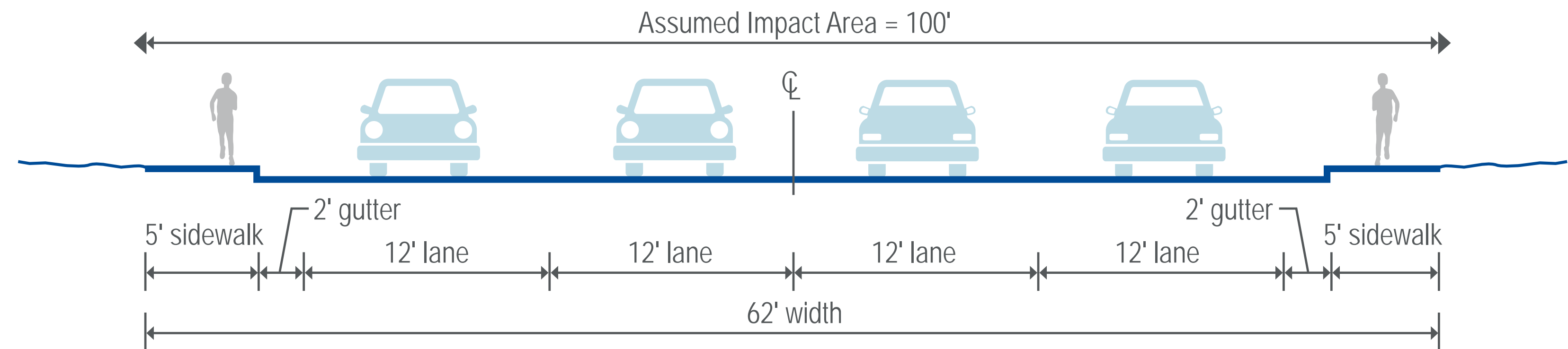
Stakeholder Committee Meeting #3 – September 2016

- Alternative impact results and evaluation matrix presented.
- Draft Public Meeting #2 materials presented.

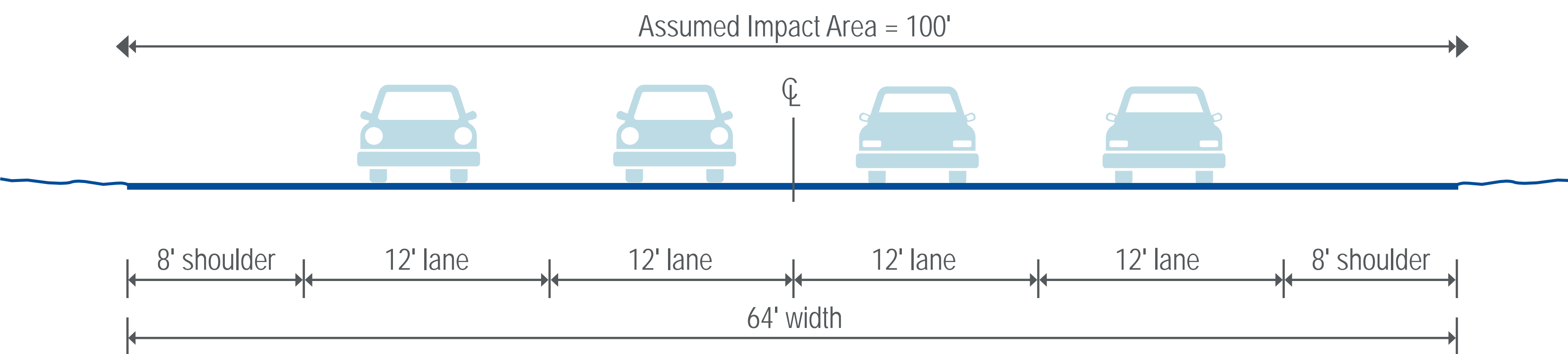
Typical Sections

Major Roadways

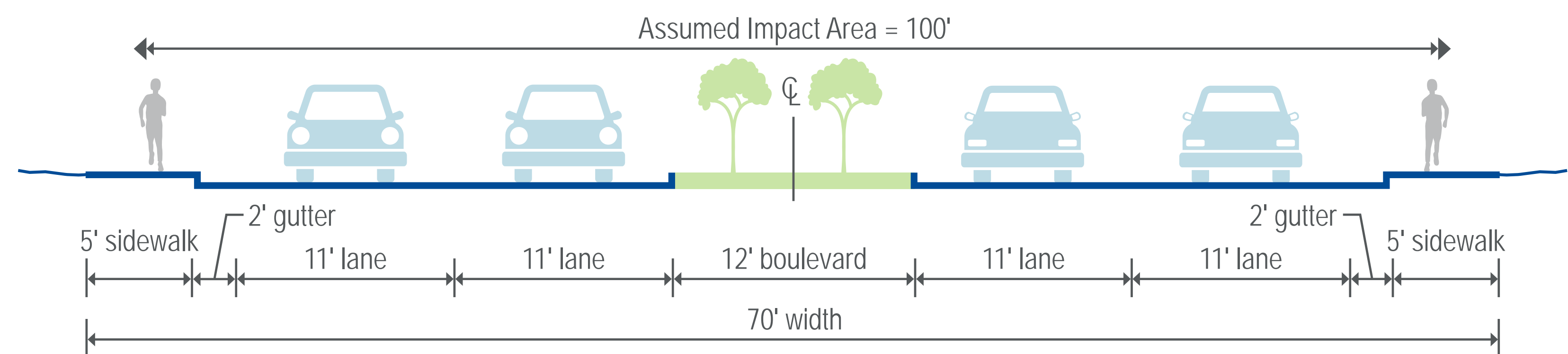
The major roadways are proposed to have posted speeds of 40-55 mph, depending on location. The four lane with boulevard option allows for flexibility of lane assignment and the potential to accommodate bicycles. The major roadways would be designed with access management to control the number of driveways and access points to the corridor. This approach will improve safety and reduce crashes.



Four Lane with Sidewalk



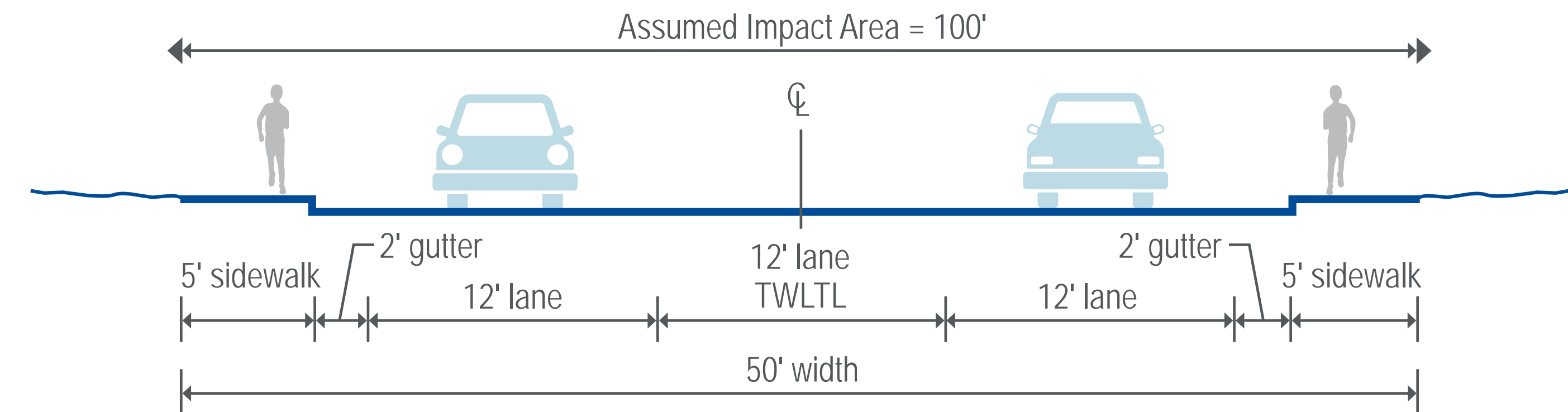
Four Lane with Shoulder



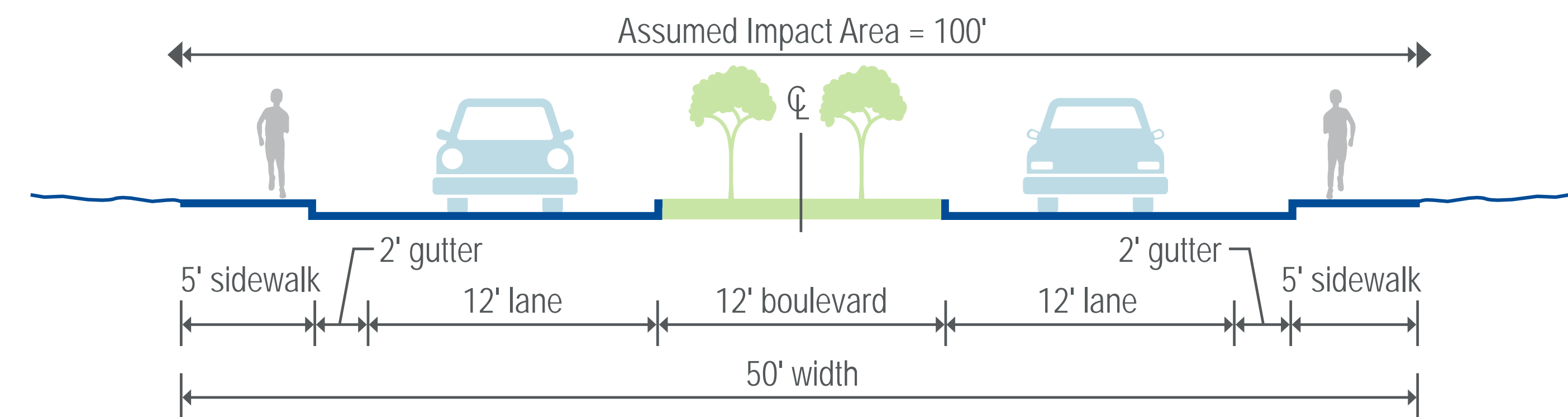
Four Lane with Boulevard

Local/Residential Roadways

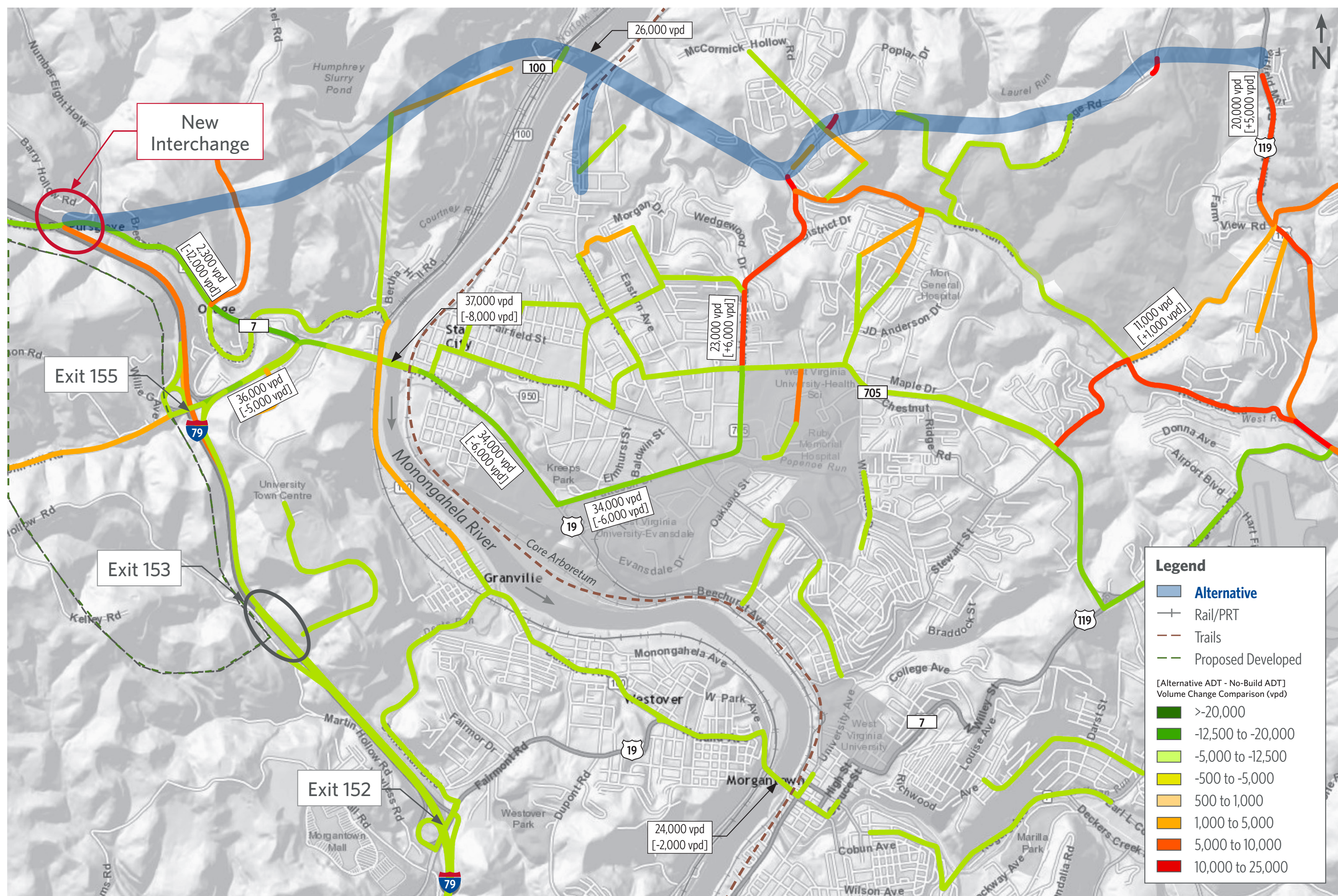
The local/residential roadways will fit the character of the neighborhood and have posted speeds of 25-35 mph.



Three Lane with Sidewalk



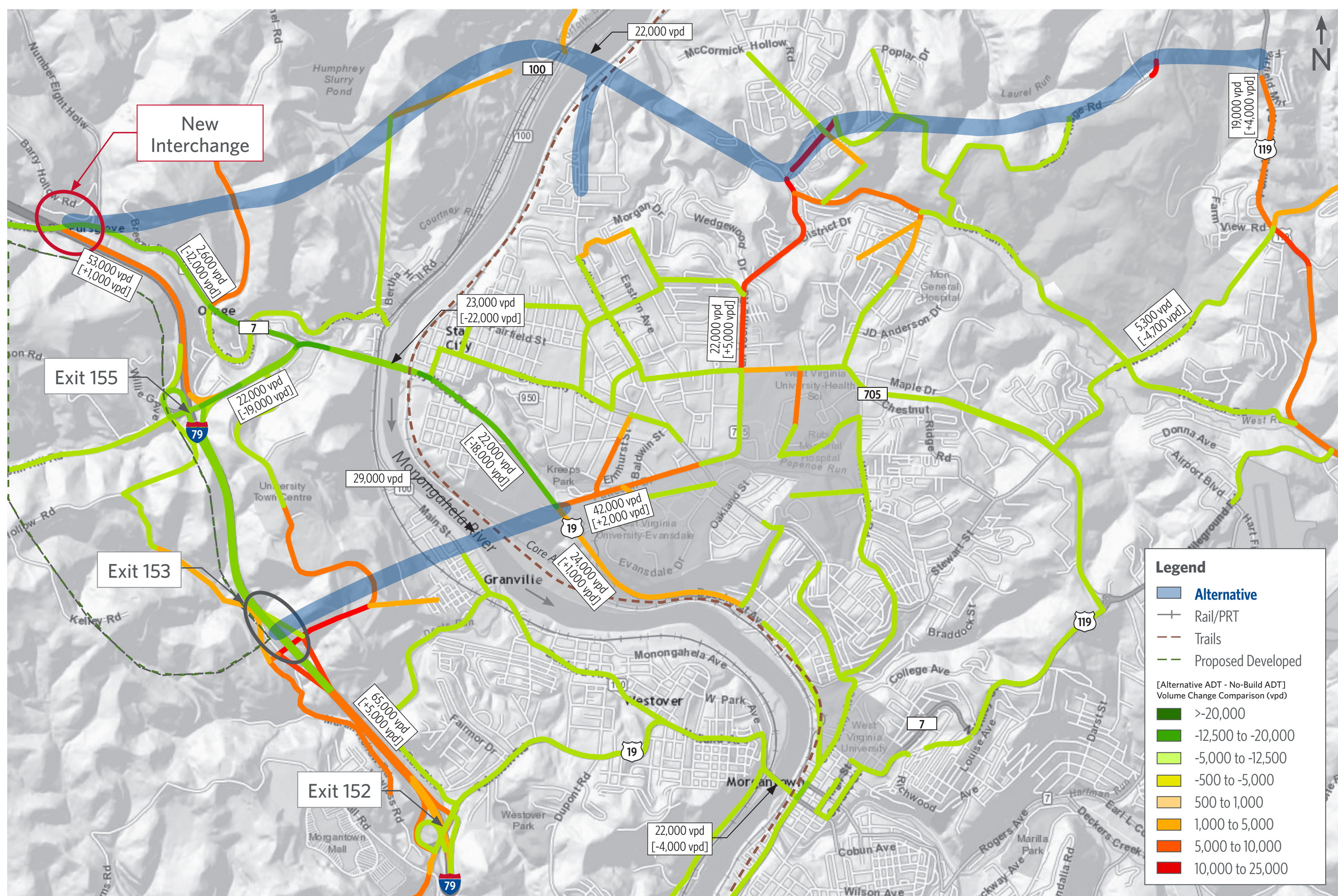
Three Lane with Boulevard



▲ ALTERNATIVE 2

Cost: \$115-125M

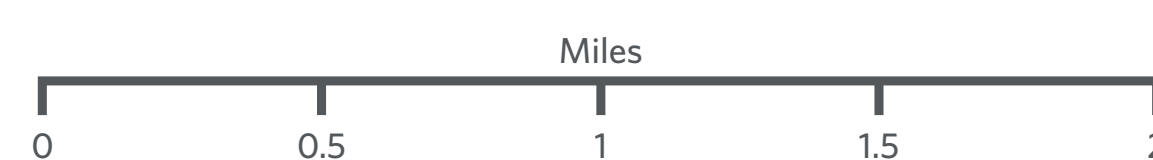
- The main corridor will be four-lanes. The connection to Collins Ferry Road will be three-lanes.
- Additional ancillary improvements include widening of Stewartstown Road to three-lanes and the addition of turn lanes and signalization at the intersection with US 119.

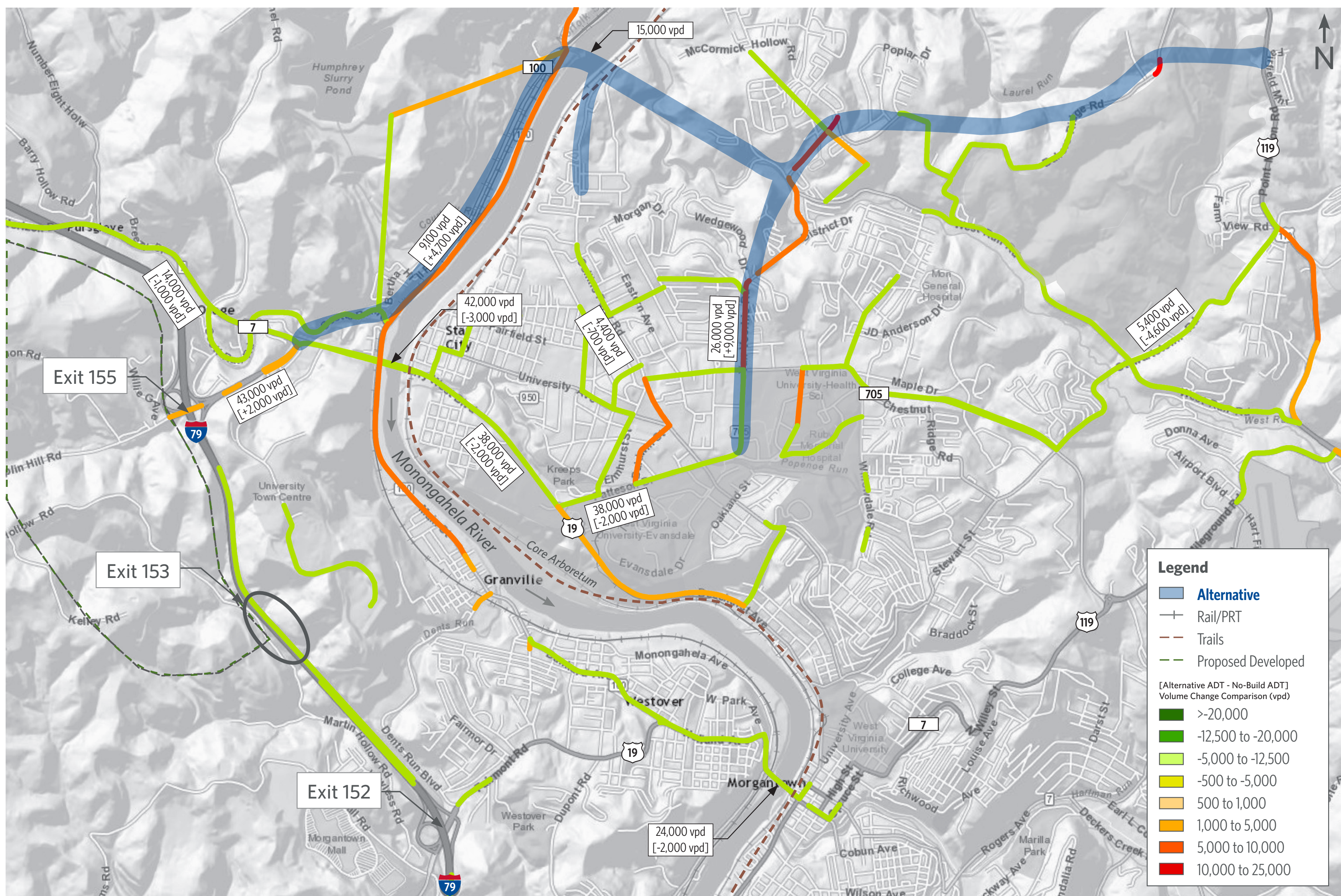


▲ ALTERNATIVE 3

Cost: \$175-185M

- The northern corridor will be four-lanes. The connection to Collins Ferry Road will be three-lanes.
- The Patteson Drive to Exit 153 corridor will be four-lanes.
- There will be two new river crossings.
- Additional ancillary improvements include widening of Stewartstown Road to three-lanes and the addition of turn lanes and signalization at the intersection with US 119. The signals along Patteson Drive will be optimized and additional turn lanes will be added to the new intersection with Mon Boulevard.

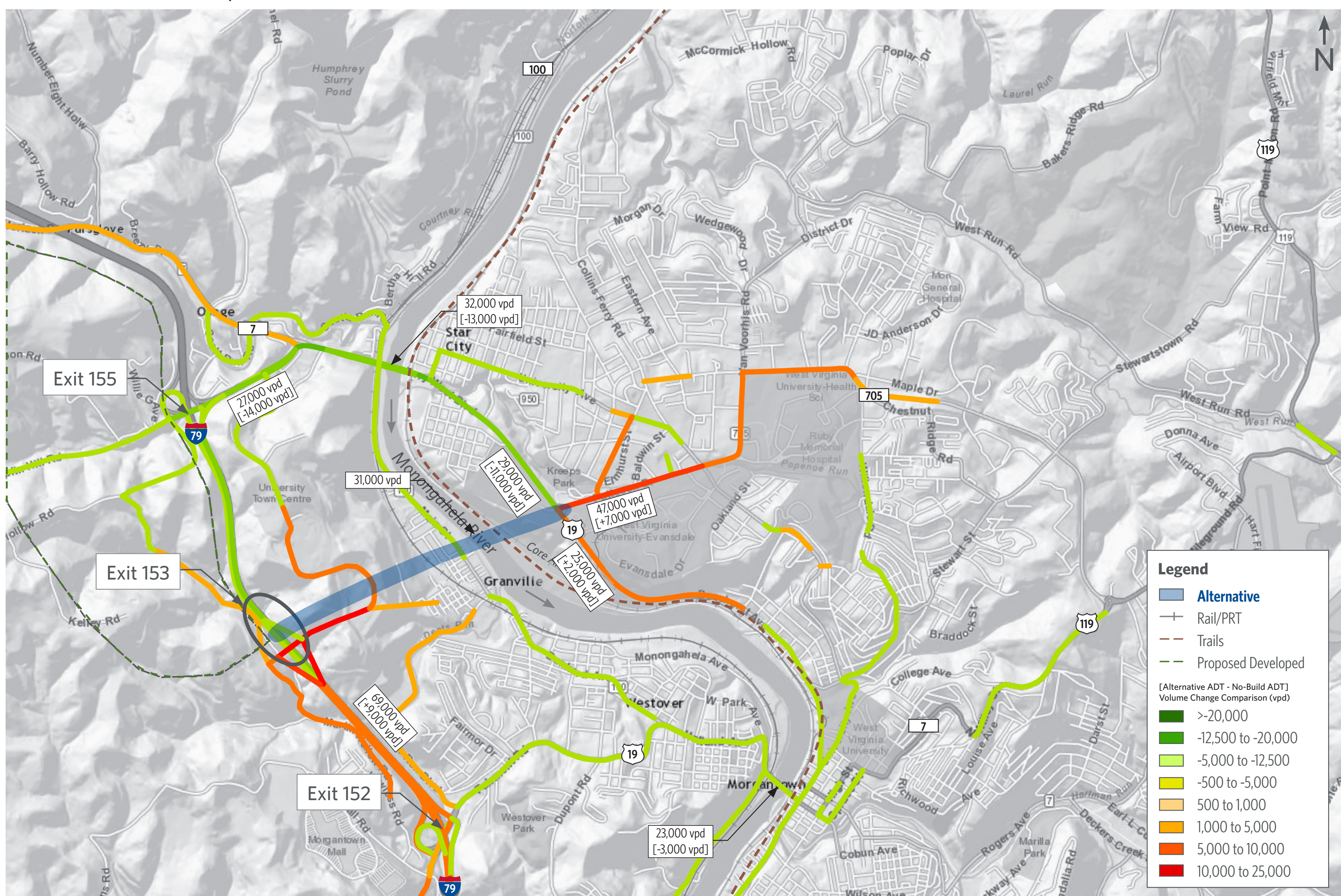




▲ ALTERNATIVE 6

Cost: \$125-135M

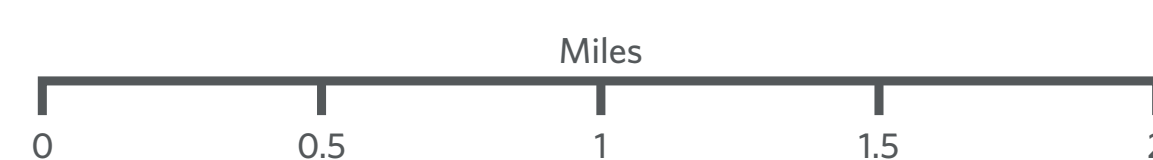
- The main corridor will be four-lanes. Van Voorhis Road will be widened to four-lanes and the connection to Collins Ferry Road will be three-lanes.
- Additional ancillary improvements include the addition of turn lanes and signalization at the intersection with US 119. The signals along Chaplin Hill Road and US 19 will be optimized and additional turn lanes will be added to the new intersection with Chaplin Hill Road. Additional turn lanes at the new intersection with Van Voorhis Road will also be added. Signalization at the I-79 Exit 155 ramps is also included.



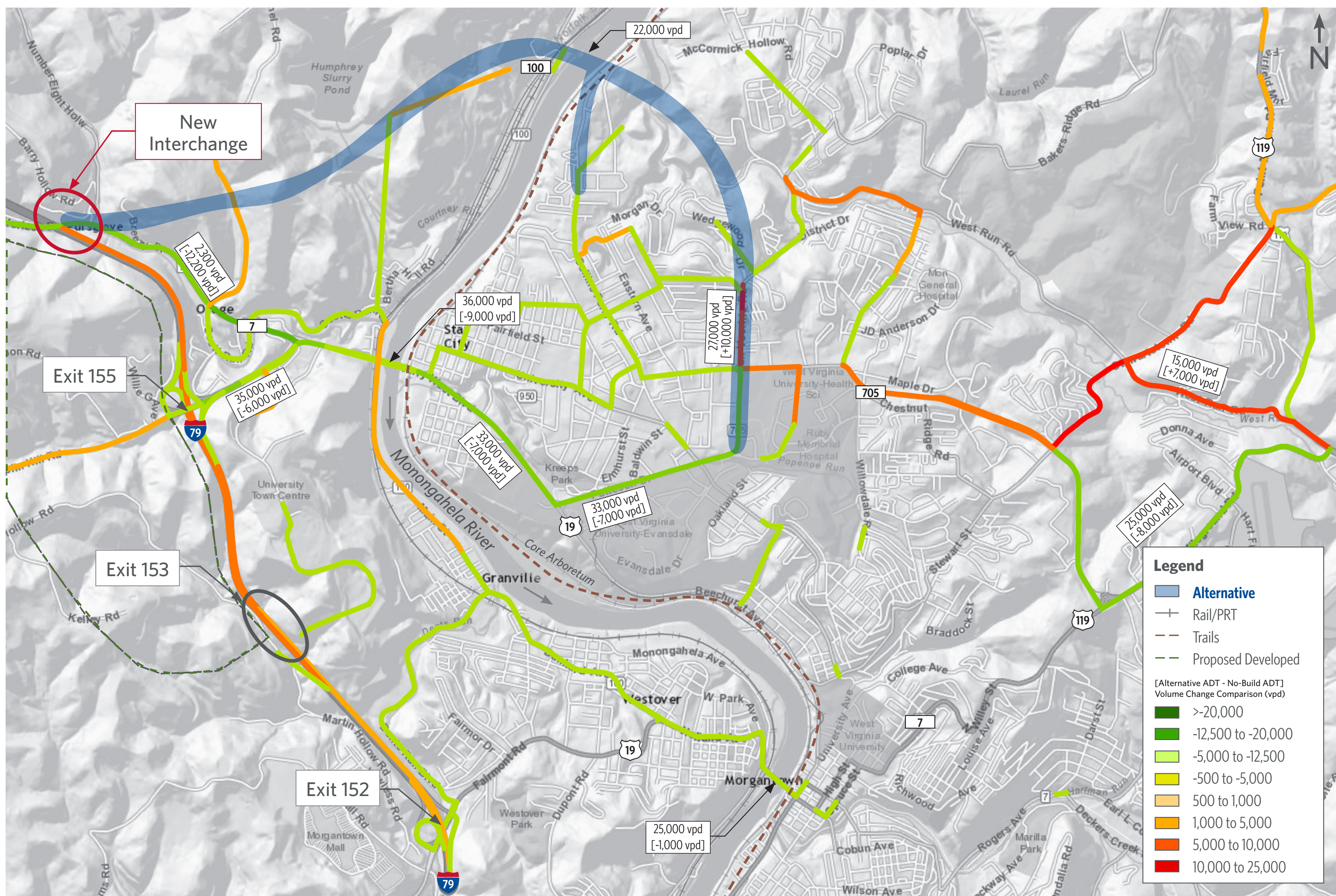
▲ ALTERNATIVE 7

Cost: \$135-145M

- The Patteson Drive to Exit 153 corridor will be four-lanes
- Additional ancillary improvements include optimizing the signals on Patteson Drive and WV 705. Additional turn lanes at the new intersection with Mon Boulevard will also be added.



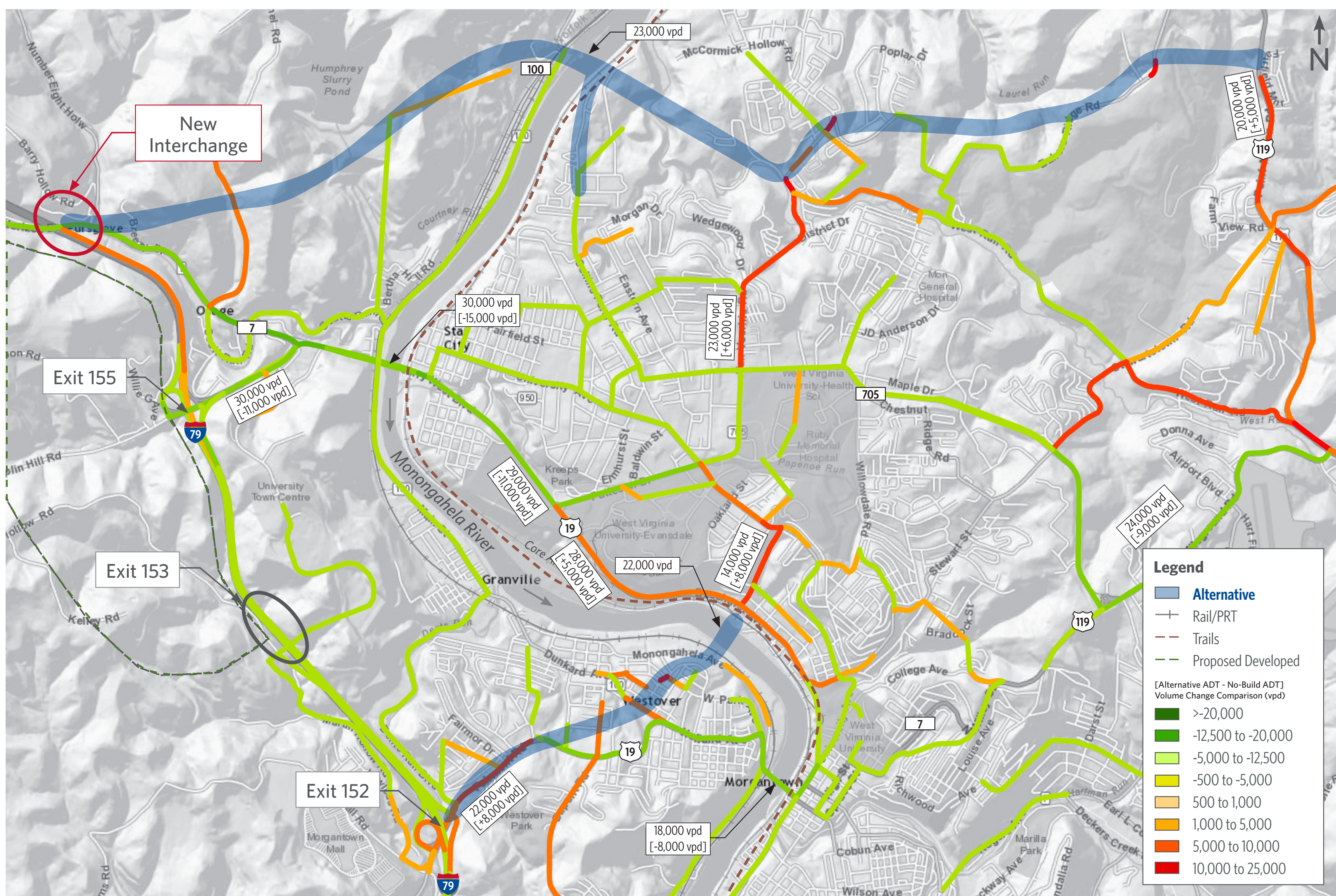
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Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013



▲ ALTERNATIVE 10

Cost: \$110-120M

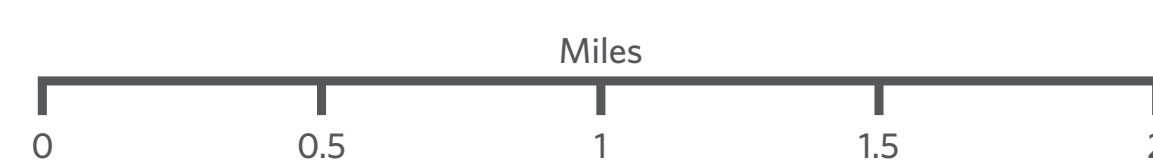
- The main corridor, including Van Voorhis Road, will be four-lanes. The connection to Collins Ferry Road will be three-lanes.
- Additional ancillary improvements include optimizing the signals on Patteson Drive and WV 705. Additional turn lanes at the new intersection with Van Voorhis Road will also be added.

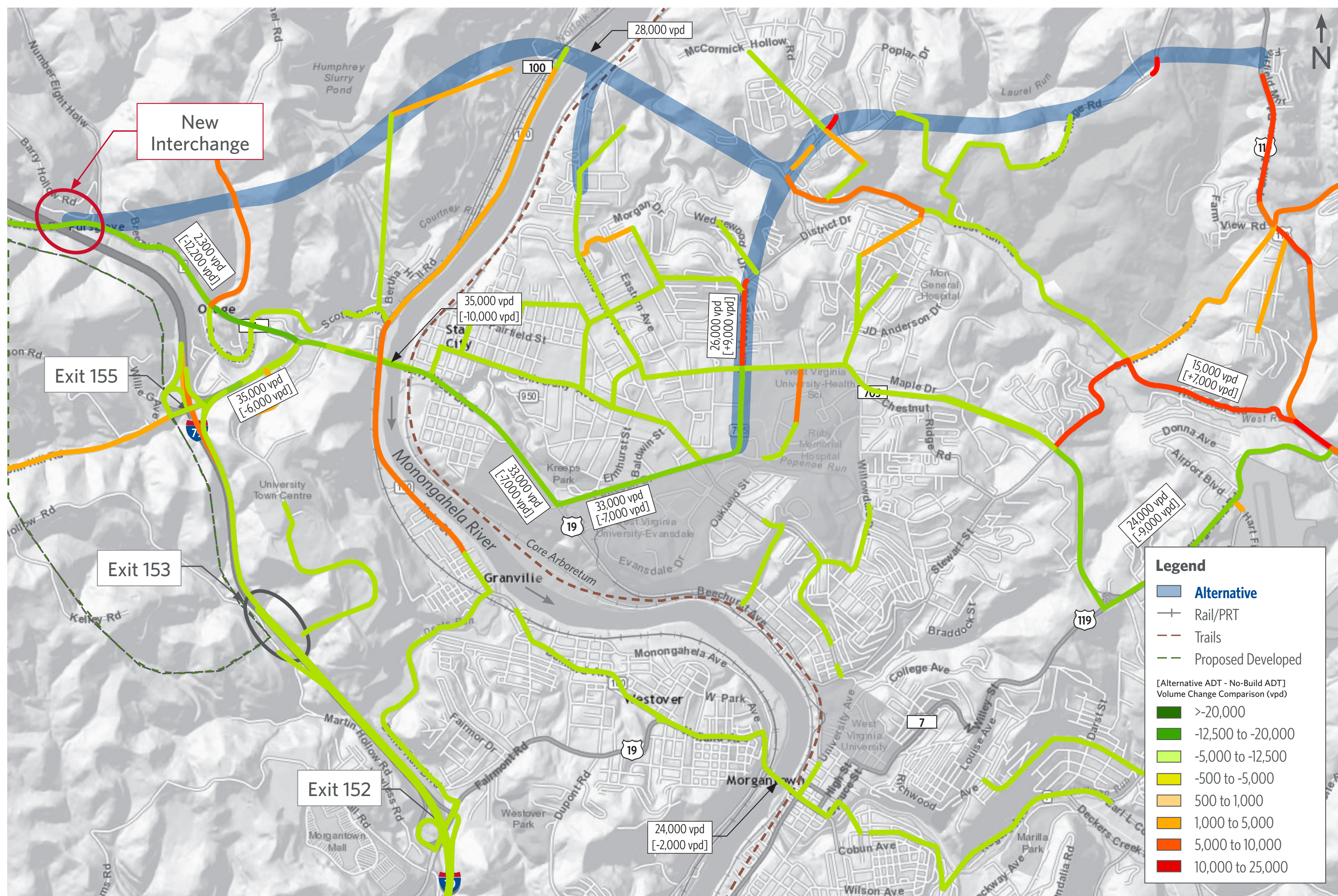


▲ ALTERNATIVE 11

Cost: \$200-210M

- The main corridor will be four-lanes. Van Voorhis Road will be widened to four-lanes and the connection to Collins Ferry Road will be three-lanes.
- There will be two new river crossings.
- Additional ancillary improvements include the addition of turn lanes and signalization at the intersection with US 119. Additional turn lanes will be added at the 8th Street connection and I-79 Exit 152 interchange. The signals on US 19 will be optimized.

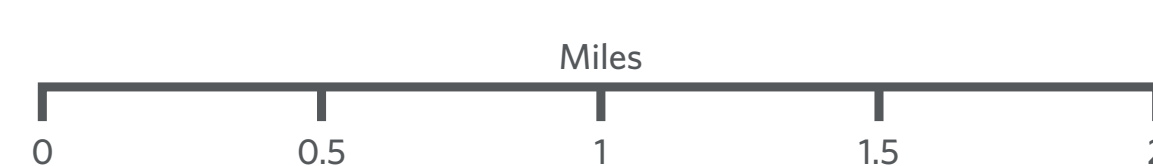




▲ ALTERNATIVE 12

Cost: \$135-145M

- The main corridor will be four-lanes. Van Voorhis Road will be widened to four-lanes and the connection to Collins Ferry Road will be three-lanes.
- Additional ancillary improvements include the addition of turn lanes and signalization at the intersection with US 119. Additional turn lanes at the new intersection with Van Voorhis Road will also be added. The signals on Patteson Drive and WV 705 will be optimized.



Evaluation Matrix



Evaluation Criteria		Weighted Value	No-Build	TSM	Build Alternative												
					1	2	3	4	5	6	7	8	9	10	11	12	
Operations	Reduces travel times to I-79	30%	5	4	Eliminated from further consideration	2	1	Eliminated from further consideration	Eliminated from further consideration	3	4	Eliminated from further consideration	Eliminated from further consideration	2	1	1	
	Improves bottlenecks, reduces traffic, enhances safety		5	4		3	4			2	4			2	3	1	
	Supports transit opportunities		5	2		2	2			1	2			1	4	1	
	Supports bicycle/pedestrian opportunities		5	5		3	3			2	4			2	3	2	
Connectivity	Improves mobility to key destinations	25%	5	4		4	4			2	5			2	3	1	
	Improves access in northern Morgantown		5	5		3	3			2	5			3	3	1	
	Encourages smart growth principles		5	5		3	3			2	4			3	3	3	
Community/ Environmental	Property/neighborhood impacts	15%	5	3		3	4			4	4			4	3	4	3
	Public facility impacts		1	1		3	3			1	1			3	4	3	
	Farmland impacts		1	1		3	3			3	1			2	3	3	
	Floodplain/wetland impacts		1	1		2	4			3	2			3	4	3	
	Cumulative and secondary impacts		4	4		4	5			3	4			4	5	4	
Regulatory Environmental	Section 4(f) and 6(f) - Parks, recreation impacts	20%	1	1	3	5	3	5	2	2	2	4	2				
	Section 106 - Cultural resource impacts		1	1	2	2	2	2	4	2							
	Environmental Justice impacts		1	1	3	4	3	4	3	5	3						
	Noise impacts		1	1	3	3	5	2	4	5	5						
Financial	Future maintenance cost	10%	1	2	3	5	3	2	3	5	3						
	Funding potential		1	1	2	4	2	4	3	4	3						
	Project cost		1	1	3	5	4	4	3	5	4						
Weighted Score			3.4	2.9		2.9	3.3		2.5	3.6		2.5	3.5	2.3			
1 to 2	Lowest likely impacts, addresses elements with good conformance to project goals, presents low construction/maintenance cost.																
3	Mid-range of impacts, addresses elements to somewhat conform to project goals, medium construction/maintenance cost																
4 to 5	High likely impacts, does not address elements or conform with project goals, high construction/maintenance cost																