



82 Hart Field Road Suite 105
Morgantown, WV 26508
(304) 291-9571
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Agenda

MPO Transportation Technical Advisory Committee Meeting
MPO Conference Room
Morgantown Airport Terminal
March 11, 2014
1:30 PM

1. Call To Order
2. Approval of Minutes
3. Transportation Improvement Program Amendments
4. Draft Bicycle Plan
5. Downtown Operations Study
6. Traffic Count Program Locations
7. Update on Status of Van Pool Program
8. Other Business
9. Meeting Adjournment



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Memorandum

Date: March 5, 2014

To: Transportation Technical Advisory Committee Members

From: Bill Austin, AICP

Subject: March 11, 2014 TTAC Agenda

Please find below a short description of the action items to be considered at the March 11, TTAC Meeting to be held at the MPO Office in the Conference Room at 1:30 PM.

-Transportation Improvement Program Amendment- Mountain Line has requested that the TIP be administratively adjusted to include an increase in Section 5307 funding in the current fiscal year. The requested adjustment increases Mountain Lines allocation to \$1.59 million from the \$1.52 million shown in the TIP.

Please find below a description of a TIP Amendments requested by Mountain Line Transit and the WVDOT Division of Highways:

FY 2014

ADD

WV 7 (BROOKHAVEN ROAD) AT INTERSECTION WITH CR 70 AND CR 7/22 INSTALL SIGNAL AND LANE MODIFICATIONS PROJECT ENGINEERING CMAQ00072600 00
TOTAL FUNDING \$10,000 FEDERAL FUNDING \$8,000

WV 7 (BROOKHAVEN ROAD) AT INTERSECTION WITH CR 70 AND CR 7/22 INSTALL SIGNAL AND LANE MODIFICATIONS PROJECT RIGHT OF WAY CMAQ0007263D TOTAL FUNDING \$60,000 FEDERAL FUNDING \$48,000

US 19 US19/WV 7 (PURSGLOVE AT SPLIT OF US 19 AND WV 7) INTERSECTION IMPROVEMENT DESIGN REPORT PROJECT CMAQ00019??? TOTAL COST \$50,000 FEDERAL FUNDS \$40,000

I-79 INTERCHANGE PROJECT INCREASE FUNDING BY 22% (AUTHORIZE PROJECT) PROJECT CONSTRUCTION ACNH0793240 TOTAL COST \$14,000,000 FEDERAL FUNDS \$12,600,000

US 19 (BEECHURST AVENUE) BEECHURST AVE./CAMPUS DRIVE INTERSECTION REALIGNMENT ENGINEERING PROJECT CMAQ 0019409D TOTAL COST \$30,000 FEDERAL FUNDS \$24,000

TRANSFER

MOUNTAIN LINE SECTION 5317 MOBILITY MANAGER FUNDING SOURCE TRANSFERRED TO SECTION 5307 TOTAL FUNDING \$100,000 FEDERAL FUNDING \$80,000 LOCAL MATCH \$20,000

MOUNTAIN LINE SECTION 5317 NEW FIT AND SENIOR MONS NUTRITION TRANSPORTATION FUNDING SOURCE TRANSFERRED TO SECTION 5307 TOTAL FUNDING \$100,000 FEDERAL FUNDING \$50,000 LOCAL MATCH \$50,000

REMOVE

US 19 (MONONGAHELA BOULEVARD) TWO WAY TURN LANE FROM WV 705 NORTH A DISTANCE OF .85 MILES CONSTRUCTION PROJECT HSIP0019394D TOTAL COST \$1,700,000 FEDERAL FUNDS \$1,530,000

FY 2015

WV 7 (BROOKHAVEN ROAD) AT INTERSECTION WITH CR 70 AND CR 7/22 INSTALL SIGNAL AND LANE MODIFICATIONS PROJECT CONSTRUCTION CMAQ0007264D TOTAL FUNDING \$475,000 FEDERAL FUNDING \$380,000

US 19 (BEECHURST AVENUE) BEECHURST AVE./CAMPUS DRIVE INTERSECTION REALIGNMENT RIGHT OF WAY PROJECT CMAQ 0019410D TOTAL COST \$60,000 FEDERAL FUNDS \$48,000

US 19 (BEECHURST AVENUE) BEECHURST AVE./CAMPUS DRIVE INTERSECTION REALIGNMENT CONSTRUCTION PROJECT CMAQ 0019410D TOTAL COST \$530,000 FEDERAL FUNDS \$424,000

I-79 INTERCHANGE PROJECT INCREASE FUNDING BY 22% (PROJECT PAYBACK) PROJECT ACNH0793240 TOTAL COST \$14,000,000 FEDERAL FUNDS \$12,600,000

I-68 LT CPL CAROLL B. LILLY MEMORIAL BRIDGE INSPECTION TOTAL COST \$660,000 FEDERAL FUNDS \$594,000

MOUNTAIN LINE SECTION 5317 MOBILITY MANAGER FUNDING SOURCE TRANSFERRED TO SECTION 5307 TOTAL FUNDING \$100,000 FEDERAL FUNDING \$80,000 LOCAL MATCH \$20,000

MOUNTAIN LINE SECTION 5317 NEW FIT AND SENIOR MONS NUTRITION
TRANSPORTATION FUNDING SOURCE TRANSFERRED TO SECTION 5307 TOTAL
FUNDING \$100,000 FEDERAL FUNDING \$50,000 LOCAL MATCH \$50,000

FY 2016

MOUNTAIN LINE SECTION 5317 MOBILITY MANAGER FUNDING SOURCE
TRANSFERRED TO SECTION 5307 TOTAL FUNDING \$100,000 FEDERAL FUNDING
\$80,000 MATCH LOCAL MATCH \$20,000

MOUNTAIN LINE SECTION 5317 NEW FIT AND SENIOR MONS NUTRITION
TRANSPORTATION FUNDING SOURCE TRANSFERRED TO SECTION 5307 TOTAL
FUNDING \$60,000 FEDERAL FUNDING \$30,000 LOCAL MATCH \$30,000

Please note that the most unusual request is the deletion of the proposed center turn lane from WV 705 proceeding north on Monongahela Boulevard. This project was added to the TIP last year.

New projects included in the amendment requests include:

-Installation of a signal and additional lane improvements at the intersection of WV 7 and WV 7/20.

-A study of the intersection of WV 7 and US 19 in Pursglove. There was a fatality at this intersection last year.

-Realignment of the Campus Drive/University Avenue intersection. This project is in accord with the recommendations for this corridor in the recently adopted Long Range Transportation Plan.

-Mountain Line is requesting that the MPO amend the TIP to reflect the application of Section 5307 funds to projects previously funding by Section 5317 funds. As you may recall \$300,000 of these funds were recently removed from the TIP by the MPO. These proposed TIP Amendments are to restore \$280,000 of the funds lost to these programs.

-Inspection of the Carroll B. Lilly Bridge on I-68.

Please note that there is a map of the proposed projects enclosed.

-Draft Bicycle Plan-As recommended in the MPO's Long Range Transportation Plan MPO staff has been developing an urban area bicycle plan based on work performed by the Greater Morgantown Bicycle Board. The Steering Committee for the Plan

consisted primarily of Bike Board members. MPO Staff has held two public meeting on the Plan as well as sought comments from the public online.

Please find enclosed for your information a summary of the Draft Bicycle Plan the MPO has been working on. The proposed facility map was provided to you at the last TTAC meeting. The enclosed summary explains all of the proposed action items in the plan. A link to a draft of the entire plan has be provided to you in the agenda transmittal email. It is respectfully requested that the TTAC recommend adoption of the Draft Bicycle Plan to the MPO Policy Board.

-Downtown Operations Study-Please find enclosed for your information figures showing the alternatives being considered in the Downtown Operations Study. It is anticipated that a draft of the Study report will be provided to us for your information prior to the TTAC meeting. This item is informational only at this time.

-Traffic Count Locations-Please find enclosed a map showing the existing traffic count locations as well as proposed new traffic count locations. We would appreciate the TTAC's comments on these proposed locations. We have contacted the traffic count company and anticipate that the area wide counts will be performed April 9th and 10th.



TIP Amendments Map (March 2014)

New Project
US 19 @ WV 7
Design Report - review of intersection area for possible improvements and alternatives

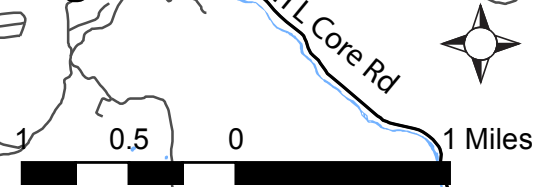
New Project
Cheat Lake Bridge on I-68
6-year inspection

Construct New Interchange
22% cost increase

New Project
Beechurst Ave/Campus Dr
Realignment of intersection

New Project
Brookhaven Rd Improvements
Install Travel Lanes and Signal

Cancel Project per Traffic Engineering - Monongahela Blvd TWLTL





MPO Bicycle Plan Summary (Draft)

The creation of the Morgantown Monongalia MPO Bicycle Plan (Plan) was recommended in the MPO’s 2013-2040 Long Range Transportation Plan (LRTP) as a tier 1 project. In accordance with the LRTP, the Plan has 25 year planning horizon.

The Plan was developed from the framework built by the 2012 Greater Morgantown Bicycle Plan. It expanded the 2012 Greater Morgantown Bicycle Plan by primarily focusing on creating a logical and interconnected bikeway system for the region.

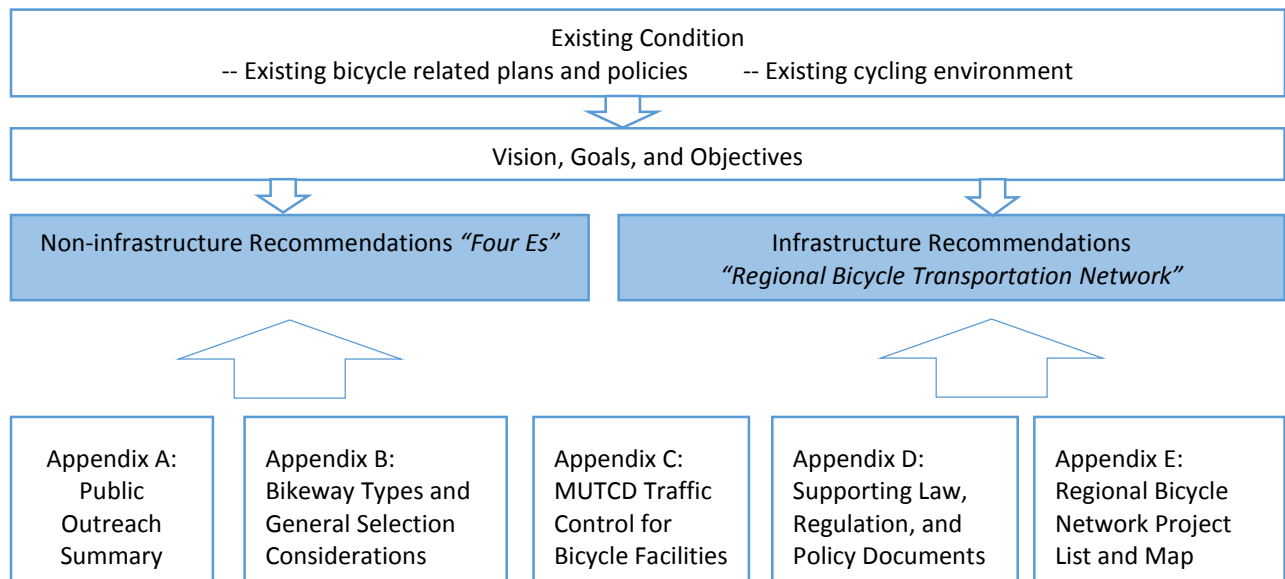
Steering Committee

The Steering Committee for the MPO Bicycle Plan consists of the following members:

- FRANK GMEINDL, Morgantown Bicycle Board, League of American Bicyclists Certified Instructor
- GUNNAR SHOGREN, Morgantown Bicycle Board
- BUTCH GRABER
- DAMIEN DAVIS, P.E City of Morgantown
- DEREK SPRINGSTON, Morgantown Bicycle Board
- EMILY VASILE, Morgantown Bicycle Board

Plan Structure

The plan consists of four sections and five appendixes. The Two major products of the Plan are the “Five Es” (non-infrastructure recommendations) and the “Regional Bicycle Transportation Network” (infrastructure recommendations). The following flow chart illustrates the process used to develop the plan.



Vision, Goals, and Objectives

The vision of this plan is to be both bold and achievable. It should embody the community's highest values and inspire people to see beyond the current reality. The Plan's vision is that:

Bicycling will be a safe, convenient, and practical transportation option for all residents in Morgantown and Monongalia County.

Goals aim for the vision. They are purposes toward which our endeavors are directed. The Plan has two goals, which are:

Goal I: Improving bicycle safety

Goal II: Increasing bicycle ridership

There are four measurable and tangible objectives to reach these goals recommended in the Plan. The four objectives are:

Objective #1: Bicyclists ride safely.

Objective #2: Motorists drive in a cycling-friendly manner.

Objective #3: Create a well maintained safe and effective regional bicycle network.

Objective #4: Create and maintain an informative and accessible bicycle data system.

Non-infrastructure Improvement Implementation

Recommendations are categorized into 5 Es, which are engineering, education, encouragement, enforcement, and evaluation. In brief, those 5 Es are defined as¹

- Engineering: Creating safe and convenient places to ride and park
- Education: Giving people of all ages and abilities the skills and confidence to ride
- Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling
- Enforcement: Ensuring safe roads for all users
- Evaluation: Planning for bicycling as a safe and viable transportation option

Each recommendation is placed under one of the categories and is meant to accomplish one or more objective as suggested in the previous chapter. The non-infrastructure recommendations include: education, encouragement, enforcement, and evaluation.

The non-infrastructure improvement implementation strategy is summarized in the table below.

¹ The League of American Bicyclists, <http://www.bikeleague.org/content/5-es>

Non-infrastructure Improvement Implementation

Strategy	Category	MPO Action	Project Partners	Description
Media Marketing	Education	Assist	All Interested/related Entities	Increase the use of media to inform of the benefits of bicycling, bicycle rules and safety, bicycle programs, and the investment in cycling facilities.
Educational Materials Distribution	Education	Assist	City/County, Bike Shops, Transit, Media entities, School/University, Bicycle-related Non-profit Organizations, Employers	Produce and distribute materials on cycling regulations, benefit, and safety.
Driver's Education	Education	Assist	DMV, Law Enforcement Agencies	Advocate for integrating bicycle safety laws into the driver's education/licensing process.
Enforcement Personnel Education	Education	Assist	City/ County, Law Enforcement Agencies	Advocate for education of law enforcement personnel in bicycle safety enforcement.
Bicycle Education Program	Education	Assist	All Interested/related Entities	Develop a comprehensive bicycle education program to create a united bicycle education effort and to monitor and evaluate its performance.
Project Integration	Encouragement	Advocate	DOH	Integrate appropriate bicycle and pedestrian accommodation in all roadway design and transportation project.
Plan Coordination	Encouragement	Advocate	DOH, City/County, Transit, School/University	Coordinate to ensure that state, county and local jurisdictions understand and implement components of the regional bicycle network in their jurisdiction.
AASHTO Guide	Encouragement	Advocate	DOH	Advocate for the use of AASHTO Guide for the Development of Bicycle Facilities for the design of bicycle facilities.
Incentives for Bicycling	Encouragement	Assist	Employers, City/County, Schools	Assisting application for incentives that benefit bicycle commuting.
Bicycle to School	Encouragement	Advocate	Schools and All Interested/related Entities	Improve opportunities to safely bicycle to schools as a part of "Safe Routes to School" program.

Bicycle Map and Data	Encouragement	Implement	City/County, DOH	Distribute and regularly update cycling related maps and data through internet and print.
Bicycle Events	Encouragement	Participate	City/County, Bicycle-related Non-profit Organizations	Initiate and participate in events and programs that encourage bicycling.
Bicycling Law	Enforcement	Advocate	Law Enforcement Agencies	Advocate for the enforcement of bicycle laws and regulations among motorists and bicyclists.
Legislation for Bicycling	Enforcement	Advocate	Legislative Bodies	Advocate for legislation that improves the bicycle environment.
Land Use Regulation	Enforcement	Advocate	City/County	Advocate for land use regulations that improve the environment for bicycles.
Bicycle Monitoring Program	Evaluation	Develop, Maintain	City/County/MPO	Develop and maintain a bicycle monitoring program to measure bicycle crashes and bicycle-related citations.
Bicycle Count and Survey Program	Evaluation	Develop, Maintain	City/County, School, Employer, Bicycle-related Non-profit Organizations	Develop and maintain a bicycle count and survey program to measure bicycle use.
Bicycle Plan Review	Evaluation	Develop, Maintain	MPO Bicycle Plan Steering Committee	The MPO Bicycle Plan Steering Committee reviews the Plan and its implementation process annually, after adoption of the Plan

Regional Bicycle Transportation Network

The Regional Bicycle Transportation Network is composed of a connected, comprehensive system of bicycle facilities in the study area.

All roadways should be accessible by bicycle, except where bicycle travel is specifically prohibited. Whenever roads are reconstructed or constructed, appropriate bikeways should be included to accommodate bicyclist's needs. However, technical and financial realities may mean that not all roads can be immediately retrofitted or designed with the best or most appropriate bikeway. Thus, choices should be made regarding which improvements receive priority, and what level of accommodation each roadway will receive². In a sense, this network is a set of those choices made to improve the overall cycling environment in the area.

Five principles describe the intent about how infrastructure improvements should be implemented. The criteria used to create the priorities are summarized in the following table. The resulting prioritized project list is shown in the table on page 8.

Principle 1: Any project, or a part of that project, can proceed, regardless of its priority stand, when the opportunity arises.

Principle 2: Recommendations made in this section are at planning level, which are neither conclusive nor final. Engineering judgment is needed in the implementation stage.

Principle 3: As a project moves forward to implementation, a neighborhood-level study is recommended to update the project with current conditions.

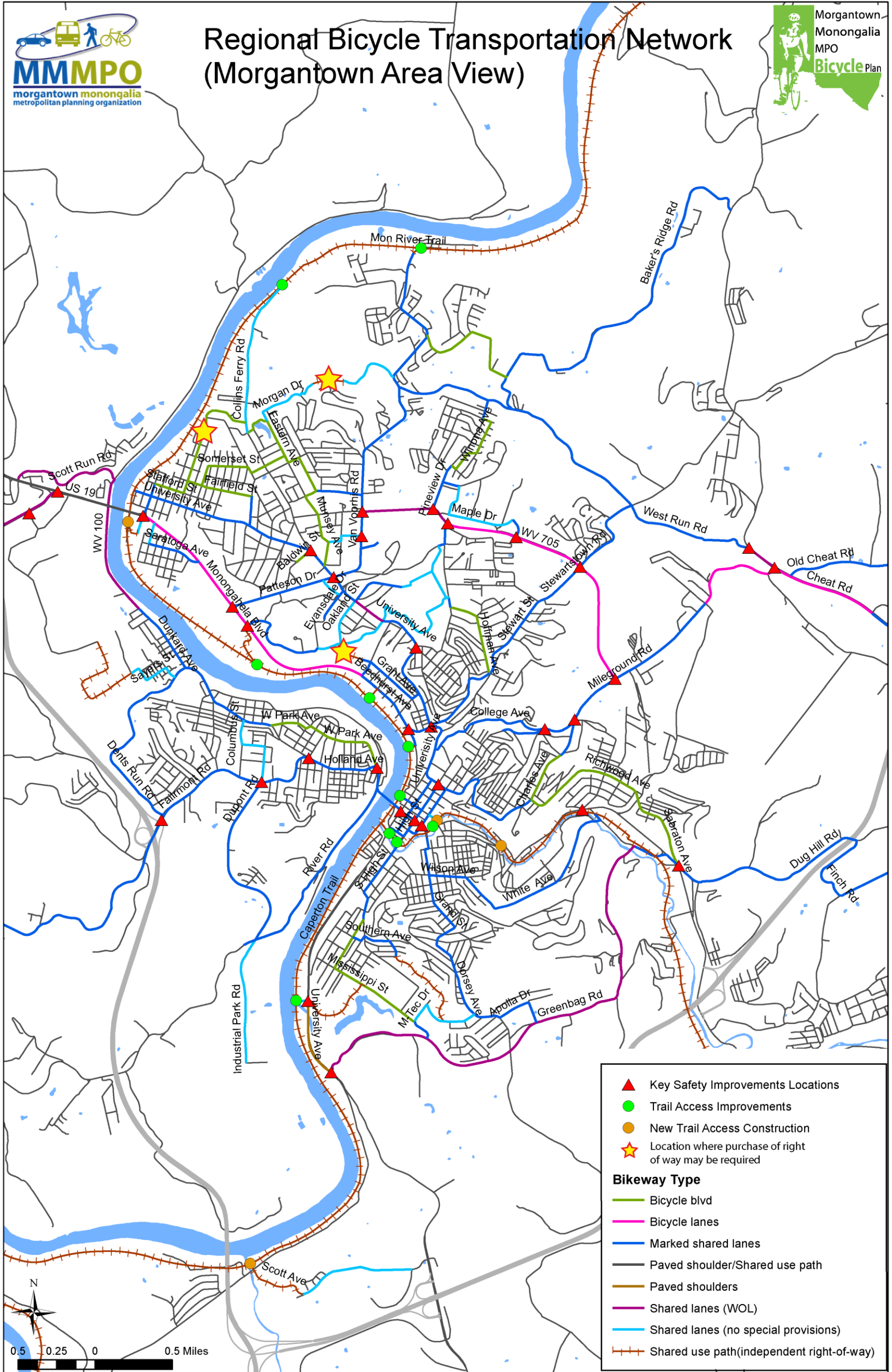
Principle 4: When a project involves WVU right of way or private property, it is necessary to partner with those entities.

Criteria	Score	Weighting Factor	Total ³	Description
Ease of Implementation	3	5.0	15	Be constructed with little to no change to the existing roadway
	2	5.0	10	Be constructed with minor alterations to the existing roadway
	1	5.0	5	Be constructed with major alterations to the existing roadway
On a Primary Bike Way	3	4.0	12	Be on a designated primary bikeway
	1	4.0	4	Does not directly or indirectly connect to a designated primary bikeway
Network Gaps	3	4.0	12	Involves major safety issues and fills a network gap
	2	4.0	8	Fills a network gap
	1	4.0	4	Does not fill a network gap
Coordination with a planned project	3	3.0	9	Coordinates with a LRTP Tier 1 project or current ongoing projects
	2	3.0	6	Coordinates with a planned project other than a LRTP Tier 1 Project.
	1	3.0	3	Does not directly or indirectly coordinate with a planned project.

² American Association of State Highway and Transportation Officials, *Guide for the Development of Bicycle Facilities 2012, 4th Edition, 2-12*

³ Total possible score is 48

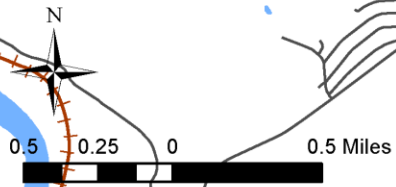
Regional Bicycle Transportation Network (Morgantown Area View)



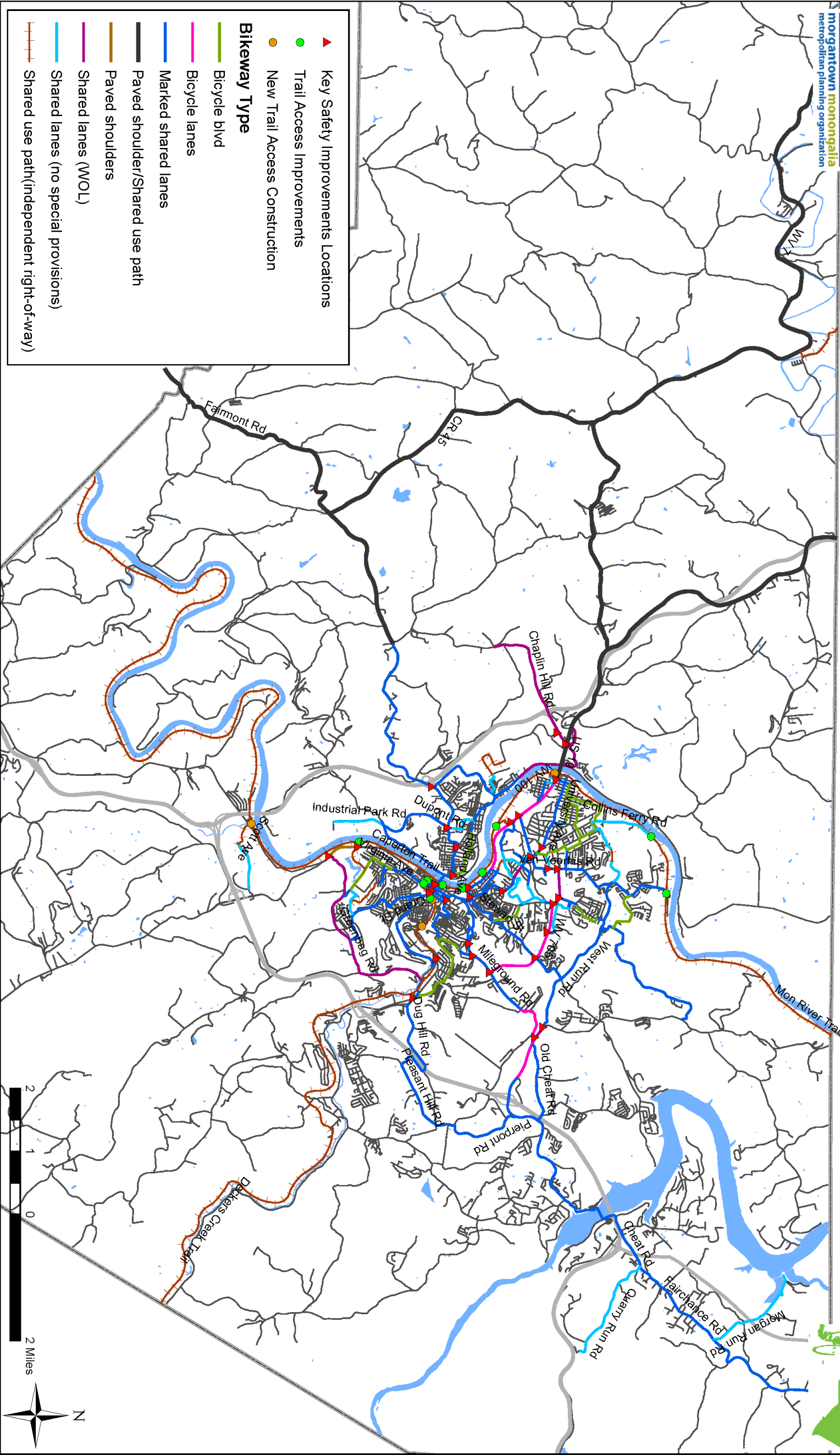
- ▲ Key Safety Improvements Locations
- Trail Access Improvements
- New Trail Access Construction
- ★ Location where purchase of right of way may be required

Bikeway Type

- Bicycle Blvd
- Bicycle lanes
- Marked shared lanes
- Paved shoulder/Shared use path
- Paved shoulders
- Shared lanes (WOL)
- Shared lanes (no special provisions)
- - - Shared use path (independent right-of-way)



Regional Bicycle Transportation Network (County View)



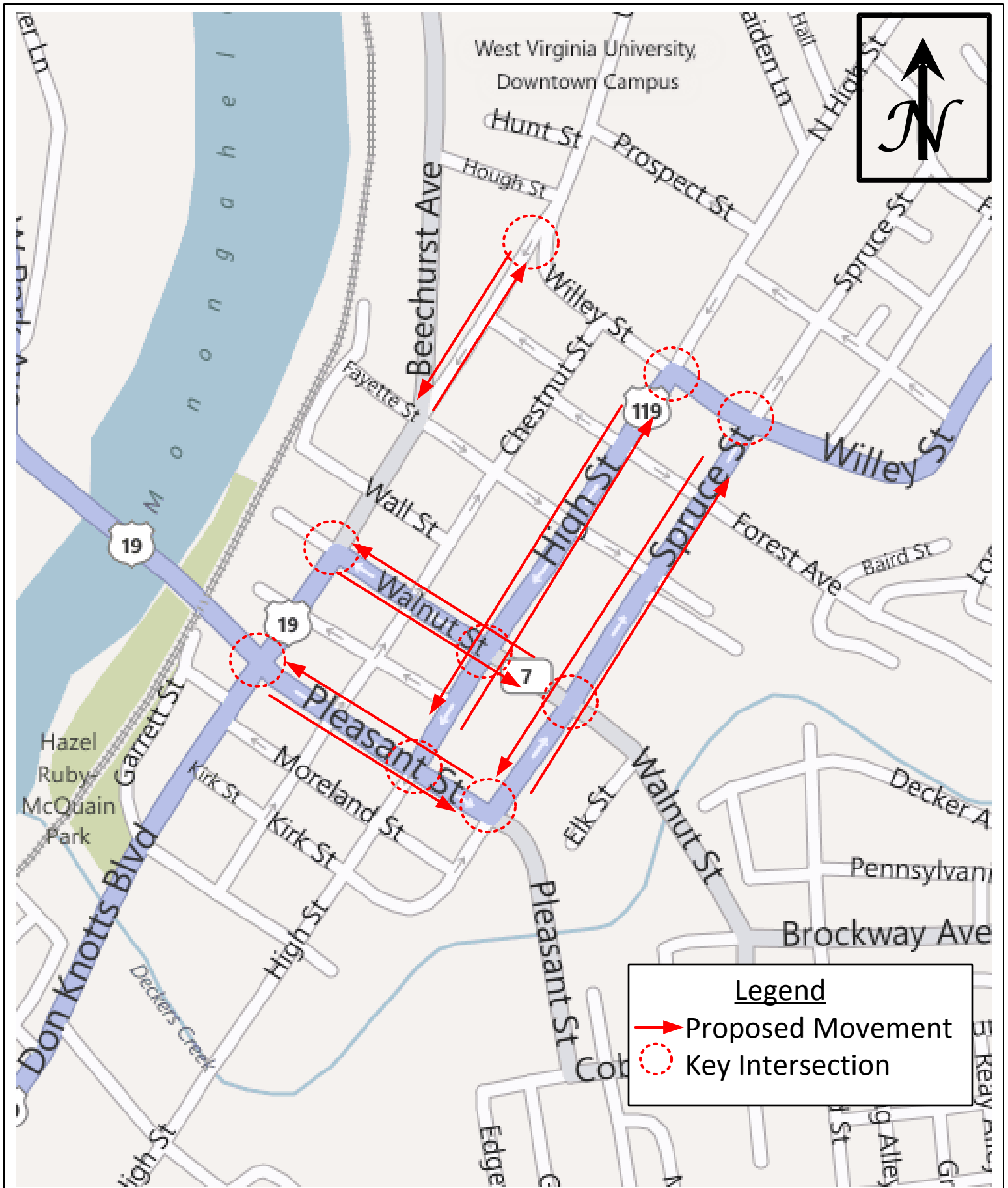
Priority	Project ID	Priority Score	Street	From	To
1	UMC001	48	Monongahela Blvd	Boyers Ave	Patteson Dr
1	UMC002	48	Monongahela Blvd	Patteson Dr	8th St
1	FTS009	48	University Ave	Greenbag Rd	Trail Access
			Trail Access to White Park and Greenbag Rd	N/A	N/A
3	UMC019	45	University Ave	Campus Dr	Riverview Dr
4	VWC001	43	Van Voorhis Rd	WV 705	West Run Rd
5	705C001	40	Patteson Dr	Monongahela Blvd	University Ave
5	705C008	40	Chestnut Ridge Rd	Van Voorhis Rd	Don Nehlen Dr
5	DCC002	40	Mileground Rd	WV 705	College Ave
5	SFS001	40	High St	Willey St	S High St
5	SFS003	40	Cobun Ave	Pleasant St	Grand St
			Pleasant St	University Ave	Cobun Ave
5	STC001	40	Stewartstown Rd	West Run Rd	WV 705
5	STC002	40	Stewarts St	Stewartstown Rd	Willowdale St
			Stewartstown Rd	WV 705	Stewarts St
5	STC003	40	Stewarts St	University Ave	Willowdale St
5	UMC013	40	University Ave	Patteson Dr	Riverview Dr
5	UMC020	40	Beechurst Ave	8th St	Downtown Campus PRT Station
5	WGS001	40	Westover Bridge	N/A	N?A
16	DCC008	39	Mileground Rd	Hartman Run Rd	WV 705
16	GPC001	39	Greenbag Rd	University Ave	Mississippi St
16	VWC004	39	West Run Rd	Van Voorhis Rd	Riddle Ave
19	FTS006	38	Trail Access to Downtown PRT Station	N/A	N/A
19	VWC006	38	West Run Rd	Stewartstown Rd	Point Marion Rd
21	DCC005	37	Spruce St	Willey St	Pleasant St
21	SFS010	37	Dorsey Ave	S High St	Virginia Ave
21	VWC008	37	Riddle Ave	West Run Rd	Bishop Dr
			Bishop Dr	Riddle Ave	Winona Ave
			Winona Ave	Bishop Dr	Hickory St
			Hickory St	Winona Ave	Perry Ave
			Perry Ave	Hickory St	Charles St
Charles St	Perry Ave	Pineview Dr			
24	705C002	36	WVU Parking Lot (Medical Center PRT Station)	N/A	N/A
			Van Voorhis Rd	Chestnut Ridge Rd	University Ave
24	705C009	36	WV 705	Don Nehlen Dr	Stewartstown Rd
24	UMC010	36	University Ave	Patteson Dr	Frontier St (River Front)
24	UMC021	36	University Ave	Campus Dr	Willey St
			Willey St	University Ave	Spruce St
24	WGS007	36	WV100	Hess St	Scott Run Rd
29	705C010	35	WV 705	Stewartstown Rd	Mileground Rd

29	GPC002	35	Greenbag Rd	Mississippi St	Richard Ave
29	GPC003	35	Greenbag Rd	Decker's Creek Rd	Richard Ave
29	GPC004	35	Decker's Creek Rd	Greenbag Rd	Sabraton Ave
29	SFS008	35	White Park Trail	Mississippi St	University Ave
29	VWC005	35	West Run Rd	Riddle Ave	Stewartstown Rd
35	DCC001	34	College Ave	University Ave	N Willey St
35	DCC003	34	Charles Ave	Mileground Rd	Richwood Ave
35	DCC009	34	Mileground Rd	Hartman Run Rd	Point Marion Rd
35	SFS007	34	Virginia Ave	Dorsey Ave	Mississippi St
			Mississippi St	Virginia Ave	Greenbag Rd
39	FTS005	33	Trail Access to 6th St	N/A	N/A
39	GPC007	33	Pierpont Rd	Pleasant Hill Rd	Cheat Rd
39	SFS002	33	S High St	High St	Dorsey Ave
39	SFS004	33	Richard Ave	Dorsey Ave	Greenbag Rd
			Apolla Dr	Dorsey Ave	Richard Ave
			Dorsey Ave	Ross St	Apolla Dr
39	SFS006	33	Wilson Ave	Grand St	White Ave
			White Ave	Wilson Ave	Deckers Creek
39	STC004	33	Campus Dr	University Ave	Beechurst Ave
39	VWC003	33	Van Voorhis Rd	West Run Rd	Mon River Trail
46	DCC004	32	Des Moines	Mountaineer Middle School	N Willey St
			N Willey St	College Ave	Des Moines
46	DCC010	32	Point Marion Rd	West Run Rd	Venture Dr
46	DCC012	32	Cheat Rd	Venture Dr	Quarry Run Rd
46	FTS007	32	Trail Access to Walnut St	N/A	N/A
46	WGS002	32	Holland Ave	Westover Bridge	Fairmont Rd
46	WGS003	32	Fairmont Rd	Mall Rd	Holland Ave
46	WGS006	32	Dunkard Ave	W Park Ave	Hess St
53	FTS002	31	Trail Access to Collins Ferry Rd	N/A	N/A
			Collins Ferry Rd	Mon River Trail	Greendale St
53	FTS003	31	Trail Access to Star City CVS	N/A	N/A
54	705C005	30	WVU Parking Lot (Stadium)	N/A	N/A
54	705C006	30	Pineview Dr	Chestnut Ridge Rd	Charles St
			JD Anderson	Pineview Dr	Heritage Point
			Maple Dr	Heritage Point	WV705
			Heritage Point	JD Anderson	Maple Dr
54	DCC007	30	Sabraton Ave	Earl Core Rd	Richwood Ave
			Richwood Ave	Charles Ave	Sabraton Ave
54	STC005	30	Hoffman Ave	Stewarts St	McCullough St
			McCullough St	Hoffman Ave	Willowdale St
54	UMC014	30	Oakland St	County Club Dr	University Ave
			County Club Dr	Oakland St	WVU Parking Lot (Stadium)
54	UMC017	30	Law School Dr	University Ave	Errett Rodgers Dr
			Errett Rodgers Dr	Law School Dr	Willowdale

			WVU Parking Lot (Stadium)	N/A	N/A
54	VWC002	30	Killarney Dr	Van Voorhis Rd	Dogwood Ave
54	WGS015	30	Dent Ave	Dents Run Blvd	Sayer St
			Sayer St	Dent Ave	Marmaduke St
			Marmaduke St	Sayer St	Maple Ln
			Trail Connection to the University Towncenter	N/A	N/A
54	VWC010	30	Ackerman Rd	Van Voorhis Rd	New Trail
			Morningside Way	Morgan Dr	New Trail
			Morgan Dr	Eastern Ave	Morningside Way
			Trail Connection	Morningside Way	Ackerman Rd
63	UMC022	29	Baldwin St	University Ave	Krepps Ave
63	DCC006	29	Richwood Ave	Charles Ave	N Willey St
63	GPC005	29	Dug Hill Rd	Sabraton Ave	Pleasant Hill Rd
63	GPC006	29	Pleasant Hill Rd	Dug Hill Rd	Pierpont Rd
63	SFS005	29	Grand St	Cobun Ave	Ross St
			Ross St	Grand St	Dorsey Ave
63	SFS009	29	Leonard St	Virginia Ave	Madison Ave
			Madison Ave	Leonard St	Hite St
			Southern Ave	Hite St	Hudson St
			Hudson St	Southern Ave	White Park Trail
			White Park Trail	Hudson St	Schoolbus Dr
			Schoolbus Dr	Dorsey Ln	M- Tec Dr
			Dorsey Ln	Schoolbus Dr	Dorsey Ave
M- Tec Dr	Schoolbus Dr	Mississippi St			
63	STC006	29	Willowdale St	McCullough St	Errett Rodgers Dr
63	UMC004	29	Boyers Ave	Monongahela Blvd	Stafford St
71	DCC015	28	Fairchance Rd	Quarry Run Rd	State Boundary
71	FTS001	28	Trail Access to Van Voorhis Rd	N/A	N/A
71	FTS004	28	Trail Access to Core Arboretum	N/A	N/A
71	FTS008	28	Trail Access to High St	N/A	N/A
71	FTS010	28	Scott Ave	Grafton Rd	Trail Access
			Trail Access to Scott Ave	N/A	N/A
71	FTS011	28	Trail Access to Deckers Creek Ave (New Bridge)	N/A	N/A
71	FTS012	28	Trail Access to Pennsylvania Ave (New Bridge)	N/A	N/A
71	WGS011	28	Chaplin Hill Rd	Mylan Park Ln	US 19
79	ICS001	27	US 19	Boyers Ave	Mason Dixon Hwy
79	ICS002	27	US 19	Mason Dixon Hwy	State Boundary
79	ICS008	27	Fairmont Rd	Sugar Grove Rd	CR 45
79	ICS009	27	Fairmont Rd	CR 45	State Boundary
83	705C004	26	Christy St	Van Voorhis Rd	Windsor Ave
			Windsor Ave	Christy St	Munsey Ave
			Munsey Ave	Windsor Ave	Koontz Ave

83	DCC013	26	Quarry Run Rd	Cheat Rd	Coopers Rock Park
83	DCC014	26	Morgan Run Rd	Fairchance Rd	Cheat Lake Trail
83	UMC003	26	Saratoga Ave	Monongahela Blvd	N Main St
			N Main St	Saratoga Ave	Monongahela Blvd
83	UMC005	26	Stafford St	Boyers Ave	Congress Ave
			Lawnview Dr	Congress Ave	Collins Ferry Rd
			Congress Ave	Stafford St	Lawnview Dr
83	UMC006	26	Kensington Ave	Fairfield St	Somerset St
			Somerset St	Kensington Ave	Western Ave
			Western Ave	Somerset St	Meridan St
			Meridan St	Western Ave	Eastern Ave
83	UMC007	26	Fairfield St	Junior Ave	Congress Ave
83	UMC008	26	Junior Ave	Fairfield St	University Ave
83	UMC009	26	Koontz Ave	University Ave	Munsey Ave
			Munsey Ave	Koontz Ave	Burroughs St
			Eastern Ave	Killarney Dr	Burroughs St
			Killarney Dr	Eastern Ave	Dogwood Ave
			Dogwood Ave	Killarney Dr	Aspen St
			Aspen St	Dogwood Ave	Eastern Ave
			Eastern Ave	Aspen St	Woodland Dr
			Woodland Dr	Eastern Ave	Greendale St
83	UMC015	26	Riverview Dr	University Ave	Evansdale Dr
83	UMC016	26	Grant Ave Extension	Riverview Dr	Grant Ave
83	VWC009	26	Baker's Ridge Rd	Van Voorhis Rd	Saint Clair Hill Rd
83	WGS005	26	Dents Run Rd	Dunkard Ave	Fairmont Rd
			Columbus St	Dunkard Ave	Carolina Ave
			Carolina Ave	Columbus St	Savanah St
83	WGS008	26	Savanah St	Carolina Ave	Fairmont Rd
			DuPont Rd	Industrial Park Rd	Fairmont Rd
83	WGS012	26	DuPont Rd	Industrial Park Rd	Fairmont Rd
83	WGS014	26	Industrial Park Rd	DuPont Rd	N/A
83	WGS013	26	River Rd	Holland Ave	Westwood Middle S
83	WGS009	26	W Park Ave	Holland St	Rhode Island Ave
			W Park Ave	Dunkard Ave	Rhode Island Ave
			Rhode Island Ave	W Park Ave (East)	W Park Ave (West)
101	705C007	25	Medical Center Dr	Don Nehlen Dr	WVU Parking Lot Route(Stadium)
			Don Nehlen Dr	WV705	Medical Center Dr
101	VWC007	25	Saint Clair Hill Rd	Baker's Ridge Rd	West Run Rd
			Baker's Ridge Rd	Saint Clair Hill Rd	Point Marion Rd
101	WGS004	25	Fairmont Rd	Mall Rd	Sugar Grove Rd
101	WGS010	25	Scott Run Rd	WV100	US 19

105	ICS005	24	Mason Dixon Park Trail	US 19	State Boundary
106	705C003	21	Rawley Ln	Patteson Dr	Evansdale Dr
106	DCC011	21	Old Cheat Rd	Point Marion Rd	Cheat Rd
106	UMC011	21	Evansdale Dr	Monongahela Blvd	Riverview Dr(via WVU Parking Lot)
106	UMC012	21	Evansdale Dr	University Ave	Rec Center Dr
106	UMC018	21	Grant Ave	Trail Extension	3rd St
110	ICS003	19	Mason Dixon Hwy	US 19	CR 45
110	ICS004	19	Mason Dixon Hwy	CR 45	Buckeye Rd
110	ICS006	19	Mason Dixon Hwy	Buckeye Rd	State Boundary
110	ICS007	19	CR 45	US 19	Fairmont Rd



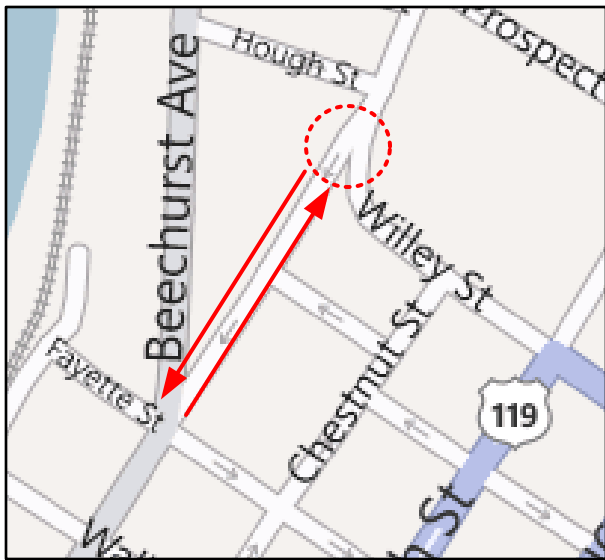
Downtown Morgantown Circulation Study

June 11, 2013

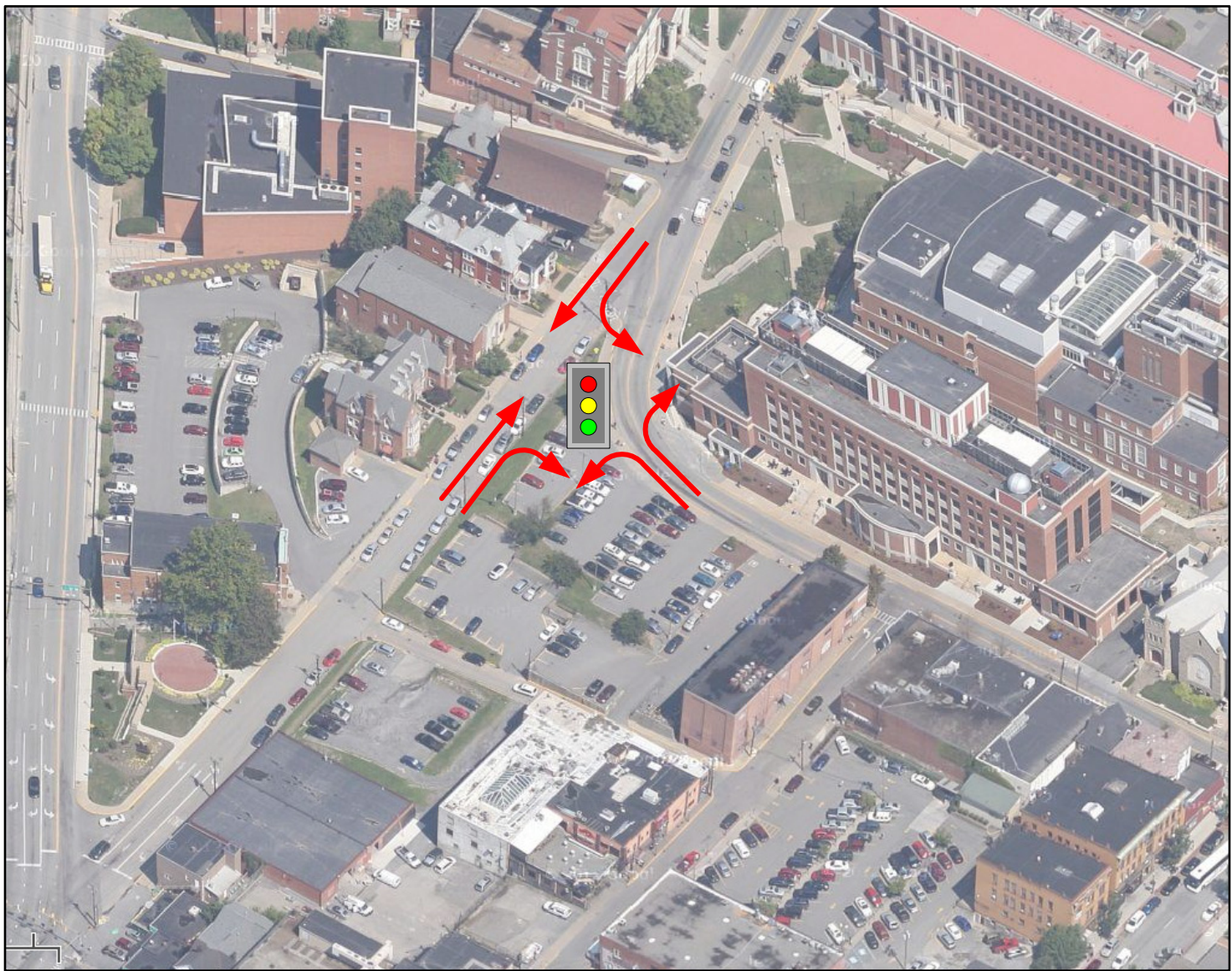
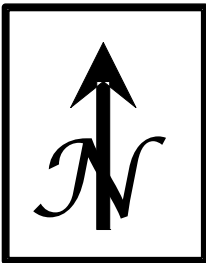
Conceptual Overview of Alternatives Being Considered

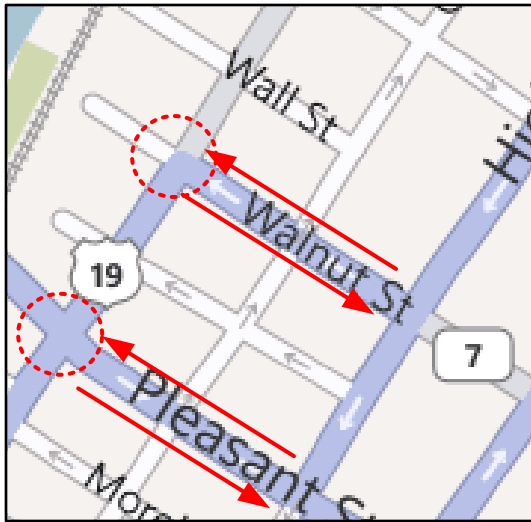
Page 1 of 5





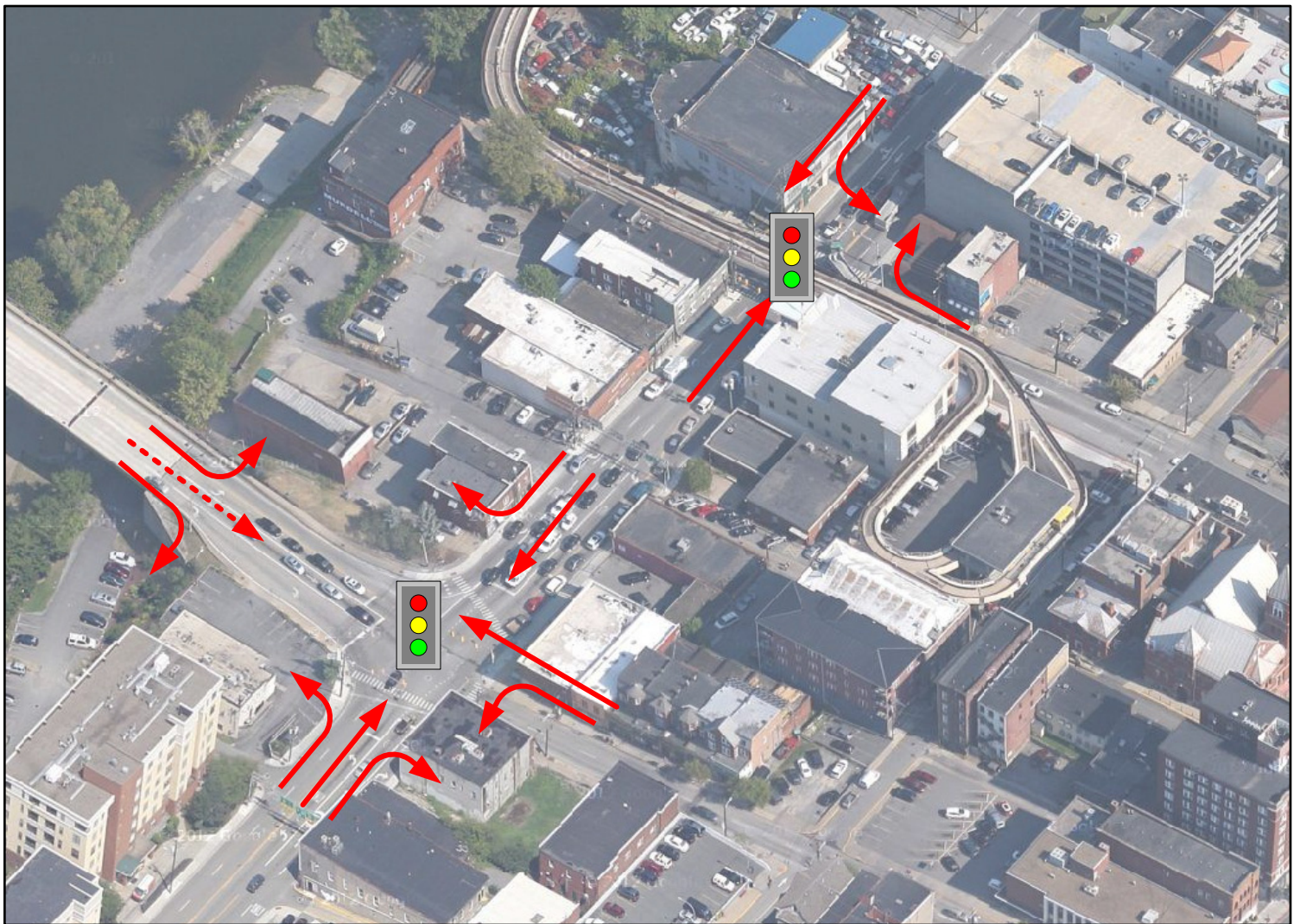
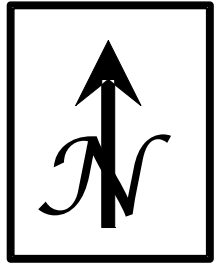
- Possible Modifications
- Convert University Ave. to 2-way
 - Re-align University/Willey intersection to be 3-way (full access)
 - Signalize intersection
 - Add Auxiliary Turn Lanes
 - Add Pedestrian Crossings

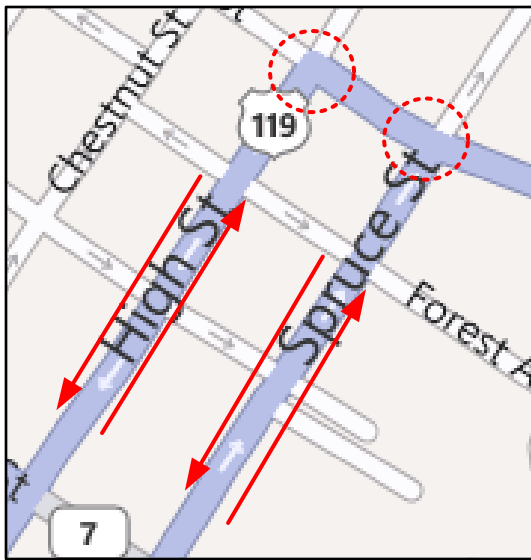




Possible Modifications

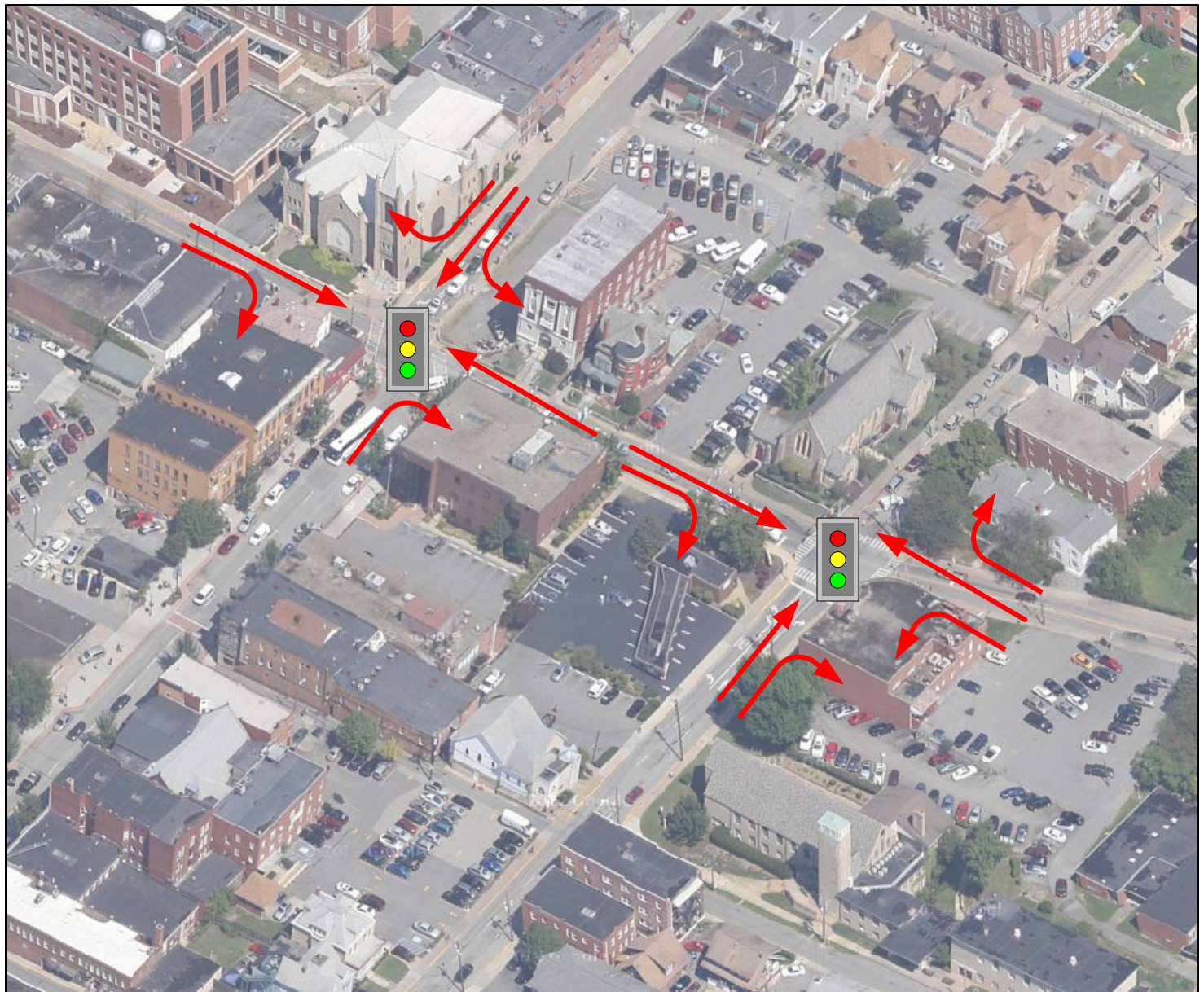
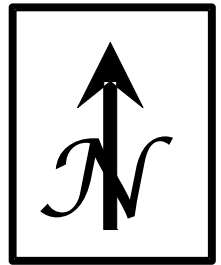
- Convert Walnut St. and Pleasant St. to 2-way
- Move southbound left-turn from Pleasant St. to Walnut St.
- Convert westbound Walnut St. to right-turn only
- Center eastbound lane on Pleasant St. could be convert to shared thru/ left or 2nd left (elimating thru)

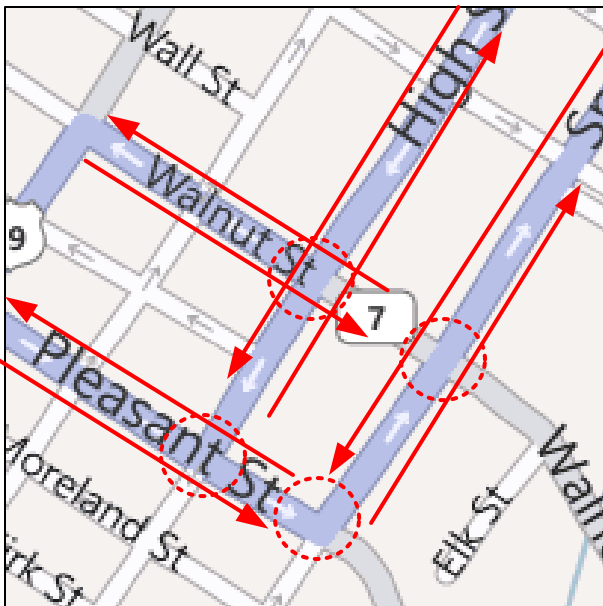




Possible Modifications

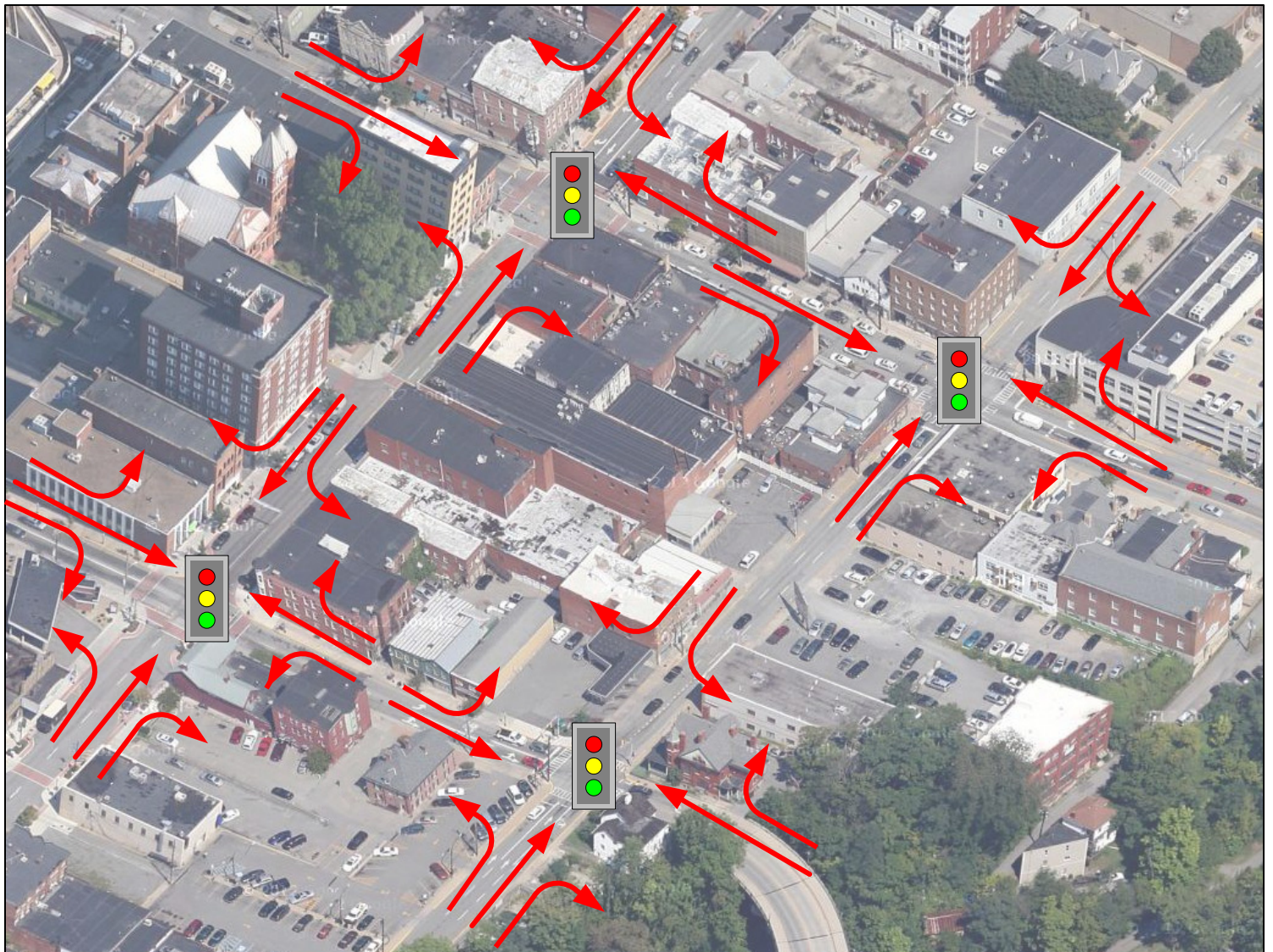
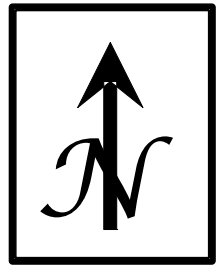
- Convert High St. and Spruce St. to 2-way south of Willey St.
- Move westbound left-turn on Willey St. from High St. to Spruce St.
- Eliminate northbound left-turn from Spruce St.









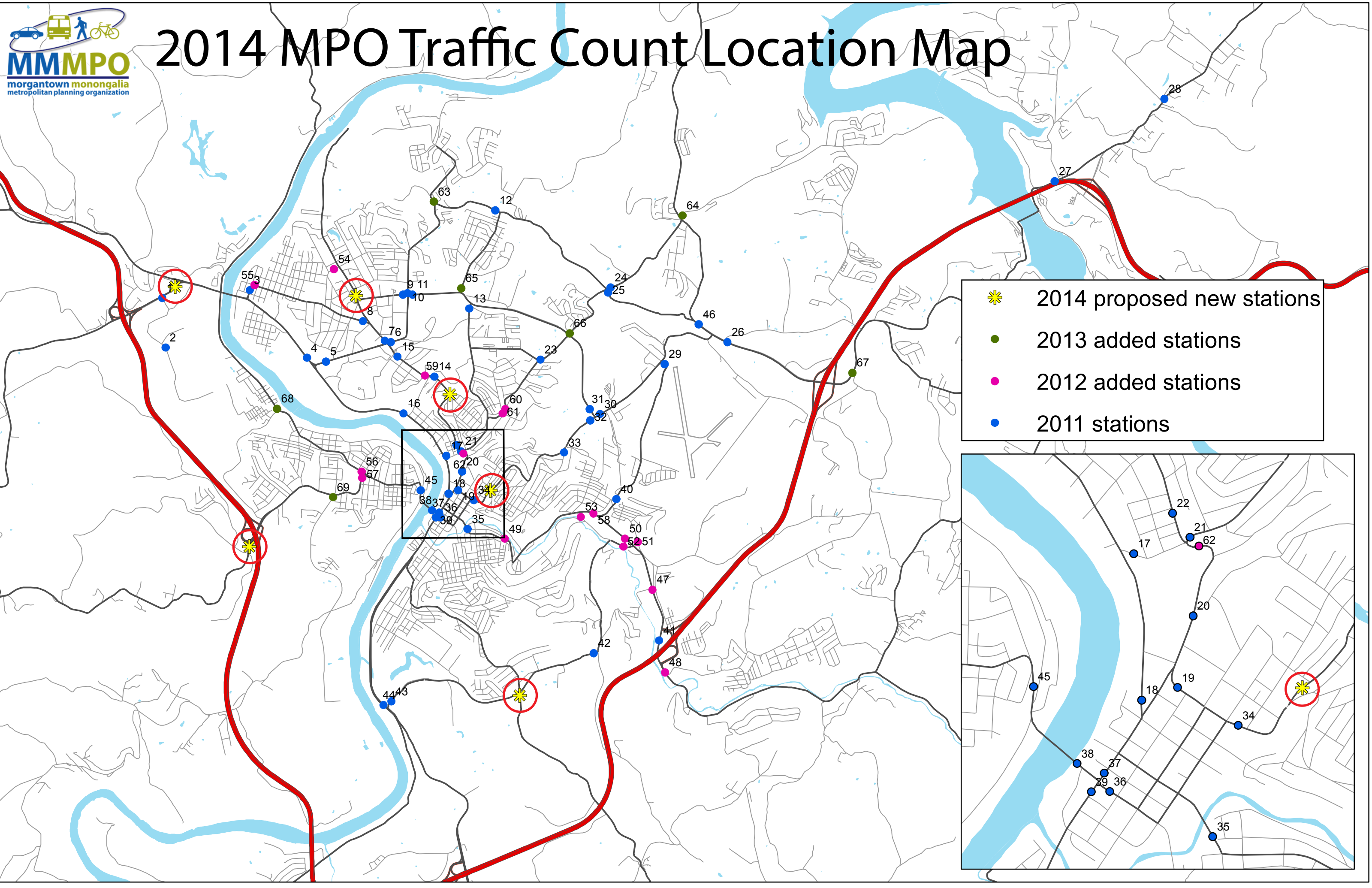
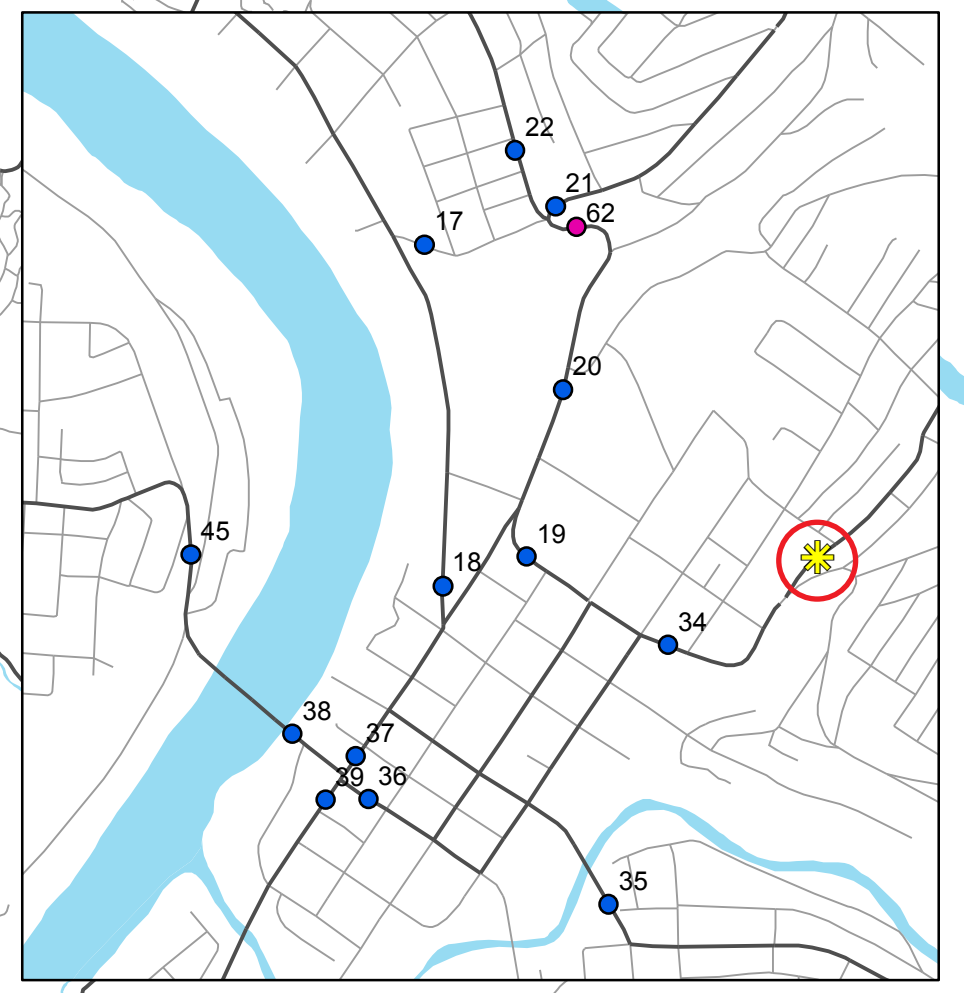
Possible Modifications

- Convert High St., Spruce St., Walnut St. and Pleasant St. to 2-way
- Configuration of these intersections will change to accommodate these movements, but specific turning movements are yet to be determined.
- It is anticipated that some left-turn movements will be prohibited to encourage use of other routes.



2014 MPO Traffic Count Location Map

-  2014 proposed new stations
-  2013 added stations
-  2012 added stations
-  2011 stations





2014 MPO Traffic Count Locations

Count Date: April 9 and 10, Wednesday and Thursday

(Draft)

Station ID	Map ID	Street	Description	Starting Year
3114001	1	University Town Center Dr	South of Chaplin Hill Rd	2011
3114002	2	University Town Center Dr	South of Mountaineer Dr	2011
3114003	3	Boyers Ave	Btw Leeway St and University Ave	2011
3114004	4	Monongahela Blvd	Northwest of Patterson Dr	2011
3114005	5	Patterson Dr	North of US 19 / Monongahela Blvd	2011
3114006	6	Van Voorhis Rd	Northeast of University Ave / Patterson Dr	2011
3114007	7	University Ave	Northwest of Patterson Dr	2011
3114008	8	University Ave	West of Collins Ferry Rd	2011
3114009	9	Burroughs St	West of Van Voorhis Rd	2011
3114010	10	Van Voorhis Rd	North of Burroughs St	2011
3114011	11	Chestnut Ridge Rd	East of Van Voorhis Rd	2011
3114012	12	West Run Rd	West of Riddle Ave	2011
3114013	13	Willowdale Rd	South of Chestnut Ridge Rd	2011
3114014	14	University Ave	Southeast of 8th St	2011
3114015	15	University Ave	Southeast of Medical Center Dr	2011
3114016	16	Beechurst Ave	North of 8th St	2011
3114017	17	Campus Dr	Northeast of US 19	2011
3114018	18	Beechurst Ave	North of Fayette St	2011
3114019	19	Willey St	Northeast of Chestnut St	2011
3114020	20	University Ave	South of College Ave	2011
3114021	21	Stewart St	East of University Ave	2011
3114022	22	University Ave	South of 2nd St	2011
3114023	23	Stewartstown Rd	Northeast of School St	2011

Continues to the next page

Station ID	Map ID	Street	Description	Starting Year
3114024	24	Stewartstown Rd	Northeast of West Run Rd	2011
3114025	25	West Run Rd	Southeast of Stewartstown Rd	2011
3114026	26	Cheat Rd	South of Old Cheat Rd	2011
3114027	27	Cheat Rd	North of County Route 88	2011
3114028	28	Fairchance Rd	North of County Route 69	2011
3114029	29	Hartman Run Rd	Southeast of Mileground Rd	2011
3114030	30	Mileground Rd	East of WV 705	2011
3114031	31	WV 705	North of Mileground	2011
3114032	32	Mileground Rd	South of WV 705	2011
3114033	33	Charles Ave	Southeast of US 119	2011
3114034	34	Willey St	Northeast of Spruce St	2011
3114035	35	Walnut St	North of Brockway Ave	2011
3114036	36	Pleasant St	Southeast of University Ave	2011
3114037	37	University Ave	Northeast of Pleasant St	2011
3114038	38	Pleasant St	Westover Bridge	2011
3114039	39	University Ave	South of Westover Bridge	2011
3114040	40	Hartman Run Rd	North of Richwood Ave	2011
3114041	41	Earl Core Rd	Btw EB & WB Ramps of I-68	2011
3114042	42	Greenbag Rd	West of Lower Aarons Creek	2011
3114043	43	Greenbag Rd	North of US 119	2011
3114044	44	University Ave	North of Greenbag Rd	2011
3114045	45	Holland Ave	South of W Park Ave	2011
3114046	46	Point Marion Rd	North of Mileground Rd	2011
3114047	47	Earl L Core Rd	Btw Eljadid St & Sturgiss Ave	2012
3114048	48	Earl L Core Rd	North of Brookhaven Rd	2012
3114049	49	Brockway Ave	East of Pennsylvania Ave	2012
3114050	50	Earl Core Rd	North of Greenbag Rd	2012
3114051	51	Sabraton Ave	Northeast of Earl Core Rd	2012
3114052	52	Deckers Creek Rd	Southwest of Earl Core Rd	2012
3114053	53	Deckers Creek Rd	Southeast of Powell Ave	2012
3114054	54	Aspen Rd	Btw Collins Ferry & Western	2012
3114055	55	University Ave	Btw Boyers & Pleasant	2012
3114056	56	Holland Ave	Northwest of Fairmont Rd	2012
3114057	57	Fairmont Rd	Southwest of Fairmont Rd	2012
3114058	58	Earl L Core Rd	Northeast of Hartman Run Rd	2012
3114059	59	University Ave	East of 8th St	2012
3114060	60	Stewart St	South of Stewart Ln	2012
3114061	61	Stewart St	Btw Hoffman Ave and Protzman St	2012
3114062	62	University Ave	Southeast of Stewart St	2012
3114063	63	Van Voorhis Rd	North of West Run Rd	2013
3114064	64	Canyon Rd	Northeast of Point Marion Rd	2013
3114065	65	Pineview Dr	North of WV 705	2013
3114066	66	Stewartstown Rd	Northeast of WV 705	2013

Continues to the next page

Station ID	Map ID	Street	Description	Starting Year
3114067	67	Cheat Rd	Southwest of S Pierpont Rd	2013
3114068	68	Dunkard Ave	North of Dents Run Blvd	2013
3114069	69	DuPont Rd	South of Fairmont Rd	2013
TBD	TBD	Chaplin Hill Rd	South of Monongahela Blvd	2014 Proposed
TBD	TBD	Collins Ferry Rd	North of Burroughs St	2014 Proposed
TBD	TBD	North Ave	East of University Ave	2014 Proposed
TBD	TBD	Richwood Ave	North of N. Willey St	2014 Proposed
TBD	TBD	Kingwood Pike	South of Greenbag Rd	2014 Proposed
TBD	TBD	Fairmont Ave	Northeast of Mall Rd	2014 Proposed

Prepared on Feb 24, 2014



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105
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MINUTES

MPO Transportation Technical Advisory Committee Meeting
Morgantown Airport Terminal Building 1st Floor
Morgantown Monongalia MPO Conference Room
January 13, 2013
1:30 PM

Members Present

Damien Davis-City of Morgantown, Terry Hough-City of Morgantown, Richard Wood-Monongalia County, Bill Austin-MMMPO, Jeff Meadows-Monongalia County Board of Education, Elwood Penn-WVDOH, Perry Keller-WVDOH, Fouad Shoukry-WVDOH, Jackie Marhefka-Morgantown Airport, Dave Bruffy-Mountain Line

Others Present

Jing Zhang-MMMPO

Call to Order

Bill Austin called the meeting to order at 1:33 PM. He noted that the attendees had not met Mr. Meadows who is taking Mr. Shuetzner's place representing the Board of Education to the TTAC. He requested that the TTAC members introduce themselves so everyone would know each other.

Approval of the Minutes

After the introductions Mr. Austin noted that the Minutes of the November meeting had been included in the agenda packet. He asked for any corrections the Committee members might have to the Minutes. There being no corrections Mr. Austin then called for a motion to approve the Minutes. Ms. Hough moved to approve the minutes; seconded by Mr. Wood. The motion was unanimously approved.

Transportation Improvement Program Amendments

Mr. Austin introduced the proposed amendments to the TIP. Mr. Austin stated that most of the proposed amendments are resurfacing projects which are outlined in the TTAC's Agenda packet including the map that was enclosed with it. He noted that the two most significant project

change was the addition of more funding for right of way acquisition on the Mileground +1 Project and the addition of a project for inspections and repairs of the PRT by WVU. He noted that DOH was requesting to increase the funding for right of way acquisition to just over \$11 million for the segment between Cheat Road (Point Marion Road) and Donna Avenue. Mr. Austin stated that this was necessary because the project as currently structured only had funding for the acquisition of Eastwood School the additional funding is required to acquire the right of way not associated with the school. He also noted that the WVU PRT Project is currently scheduled to be completed using University funds but that WVU is requesting that the Project be included in the TIP to allow public comment and to enhance the possibility that a portion of the funds could be reimbursable by the FTA.

After a short discussion Mr. Keller moved to recommend approval of the proposed TIP amendments to the MPO Policy Board. The motion was seconded by Mr. Fletcher. The motion was unanimously approved.

Draft FY 2014-2015 Work Program

Mr. Austin noted that he had included a draft of the FY 2014-2015 Work Program in the agenda packet. He noted that as outlined at the last meeting the draft UPWP included preparation of studies for intersections and corridors included in LRTP Project 38, develop a plan for the improvement of Green Bag Road, collection of additional pedestrian data and the preparation of a study on the proper location of the third bridge across the Monongahela. Mr. Austin noted that the proposed study for the location of the bridge would require detail between a planning level study and a NEPA level study. He anticipated the cost of the Study to be \$250,000 spread over two fiscal years. Mr. Keller noted that the Study would develop a matrix evaluating the various alternatives examined to inform any future study for the implementation of the project.

Mr. Fletcher asked that the UPWP reflect that the Grant Avenue project may not be the appropriate bicycle/pedestrian project for MPO Staff to work on since the area is in transition with ongoing development. He asked that the language be changed to reflect a more generic bicycle/pedestrian project. He also asked that MPO staff work with City staff to determine a protocol for when MPO staff would be asked to assist in the evaluation of the transportation impacts of proposed development projects. Mr. Austin stated that he would be glad to work with City staff on this question.

After further discussion Mr. Fletcher moved to recommend approval of the draft TIP to the MPO Policy Board. Ms. Hough seconded the motion. The motion was unanimously approved. Mr. Fletcher then asked that future TIP amendments include how they relate to the recommendations of the LRTP. Mr. Austin stated that he would include this in future reports.

Draft Morgantown Monongalia County Bicycle Route Map

Mr. Austin then introduced the Draft Morgantown Monongalia County Bicycle Route Map. He stated that with his assistance Mr. Zhang and Mr. Davis have been working with a steering committee to develop an Urban Area Bicycle Plan. He stated that the draft route map that had been included in the agenda packet would be submitted to the public for their comment at a public meeting to be held January 30th at the City of Morgantown Public Safety Building. MPO staff is not requesting a recommendation on the Route Map at this meeting but presenting it to the TTAC for comment prior to release to the public. He stated that the purpose of the Route Map is to focus on creating a safe cycling network that would allow access to the entire community while focusing scarce resources on the most important facilities rather than requesting that the whole street network become bicycle friendly.

Mr. Shoukry asked for clarification on how the routes were evaluated. Mr. Zhang stated that the Routes were evaluated and the recommendations were made in accordance with the American Association of State and Highway Transportation Officials 2012 “Guidelines for the Development of Bicycle Facilities.” Mr. Shoukry asked if there were documentation that the proposed facilities met AASHTO’s requirements. Mr. Zhang stated that there is documentation of how these facilities were designated that will be shared in the final report.

Mr. Fletcher noted that he did not quite understand what the various designations on the Route Map stood for. Mr. Zhang shared a poster board that showed the cross sections for the various types of facilities designated on the map.

Ms. Hough expressed concern about the need to purchase right of way for the designated facilities. She was also curious if Mr. Zhang had looked at the existing right of way on the roads with proposed facilities. Mr. Zhang noted that he had examined the entire proposed route network and there would be only a small amount of right of way needed to implement the plan. He stated that he could document these locations. Ms. Hough also expressed concerns with the maintenance of any proposed facility.

Mr. Fletcher noted that funding is limited for these types of improvements and he would like to make sure that the City Manager is aware of these efforts. Mr. Austin stated that he would be certain to inform the City Manager of the development of this plan. Mr. Austin also stated that after the meeting MPO staff would provide the TTAC information on the type of facilities proposed in the plan and the areas where right of way acquisition would be required.

Three Month Accident Summary Report

After the conclusion of the discussion of the draft Bicycle Route Map, Mr. Austin introduced the Three Month Accident Summary Report which had been included in the agenda packet. He stated that staff had been trying to get accident information from MECCA 911 to supplement the data the MPO receives from the State. MECCA 911 provided the MPO with three months of data

that Mr. Zhang had evaluated for these purposes. He noted that Mr. Zhang had only been able to identify the location of about a third of the accidents MECCA 911 had reported and that therefore the data is not of much use. He also noted that the data did not include the accident type as well. He stated that the only real use that might be made of this data would be to identify corridors that require further investigation.

Mileground Bicycle and Pedestrian Count Report

Mr. Austin then noted that at the previous meeting the TTAC had been provided with copies of the recently completed MPO Mileground Bicycle and Pedestrian Count Report. At the last meeting the TTAC discussed this methodology and after a short discussion Mr. Clement had recommended that the pedestrian traffic estimate be adjusted to reflect the actual daily counts relationship to the average annual daily traffic. Mr. Austin stated that staff had looked into Mr. Clement's suggested methodology and determined that there was not enough data available to use it for this report. He did state that the report had been modified to more clearly identify the methodology in a footnote. He asked that the TTAC recommend the acceptance of the report to the MPO Policy Board. Mr. Keller moved to recommend the acceptance of the report, seconded by Mr. Bruffy. The motion was unanimously approved.

Other Business

Mr. Austin opened the floor for other business the group might bring forward. Mr. Fletcher noted that he believes that there is an issue at the new signal at Suburban Lanes. He believes that traffic passing in front of the signal in the parking lot may be inadvertently triggering the signal. He has frequently observed the signal stopping traffic on WV 705 for no apparent reason. He also stated that he believes that the Stewartstown Road/Stewart Street at the intersection with WV 705 may be getting a higher priority than is actually justified by the traffic. Mr. Shoukry stated that WVDOH may not currently have jurisdiction over the new signal but that he would relay both of these concerns to DOH traffic operations.

Mr. Keller noted that there have been discussions in Charleston concerning the allocation of Federal Funds to the States MPO's and that this may be an issue that comes forward in the future. He stated that to date there have been few problems funding the MPO's operations but that as a minimum apportionment state WV has a limited budget from the Federal government for MPO's and with the addition of a new MPO in Beckley and the designation of the Huntington MPO (KYOVA) as a Transportation Management Association (TMA) there are new considerations in evaluating the need for these funds. He stated that this will be a topic of discussion in the future.

Mr. Austin noted that the MPO had received a request from DOH that we provide a letter in support of the five lane cross section on the center section of the Mileground +1 Project. He

DRAFT

noted that the MPO Policy Board had recommended that the center portion be four lanes with a median and that there should be a roundabout at Airport Boulevard. He stated that the issue will be forthcoming to the MPO probably at the March meeting. Mr. Bruffy asked if there any documentation provided to show why the MPO should change its recommendation. Mr. Keller stated that the DOH Traffic Operations had performed modeling suggesting that the roundabout would not work and that without the roundabout the median would not allow adequate access to the businesses along the facility. Mr. Austin stated that it was his understanding that Stantec (formerly known as ENTRANS) which performed the initial modeling on the project was doing a peer review on the Traffic Operations analysis which would be presented to the MPO for consideration.

Adjournment

There being no further business the meeting adjourned at 2:55 PM.