



243 High Street Room 110
Morgantown, WV 26505
(304) 291-9571
www.plantgether.org

Agenda

MPO Transportation Technical Advisory Committee Meeting
Conference Room
MPO Offices
243 High Street Room 110
Morgantown WV
November 7, 2018

1:30 PM

1. Call To Order
2. Approval of Minutes
3. MPO Meeting Calendar
4. Discussion of items for FY 2019-2020 Work Program
5. Update on Status of Bicycle and Pedestrian Study
6. WVDOH Update
7. Other Business
8. Meeting Adjournment



243 High Street Rm. 110
Morgantown, WV 26505
(304) 291-9571
www.planttogether.org

Memorandum

Date: November 1, 2018
To: Transportation Technical Advisory Committee Members
From: Bill Austin, AICP
Subject: November 7, 2018 TTAC Meeting Agenda Items

This memorandum is to inform you of the action items for the November 7th TTAC Meeting.

-MMMPO Meeting Calendar-Please find enclosed the draft MMMPO meeting calendar for 2019. We would appreciate your review and any comments you may have on the draft calendar

-Consideration of Metropolitan Transportation Plan First Tier Projects-MPO Staff has been contacted by a Policy Board Member who is requesting that that the MPO's Tier One designated projects be amended to include the Morgantown Industrial Park Access Project. In order to meet Federal guidelines Tier One projects have to be fiscally constrained. Including the Industrial Access project in the Tier One category will require removing one or more projects from the current Tier One List. Please find enclosed for your information the current list of Tier One projects and the executive summary of the Morgantown Industrial Park Study.

-Items for FY 2019-2020 Work Program-We would appreciate your providing us with your thoughts on items that should be included in the upcoming years Unified Planning Work Program. So far in the current fiscal year the MPO has completed the Morgantown Industrial Park Study, collected data for the City of Morgantown's Willey Street/Richwood Avenue intersection study, worked with the transportation equity group to develop an outreach program for underserved individuals, and selected a firm to conduct the Bicycle and Pedestrian Study. MPO staff has also performed regular administrative duties as well as worked on Federally mandated Performance Measures.

We anticipate that the Bicycle and Pedestrian Study will continue into the coming fiscal year and it should be completed by the fall of 2020. We anticipate that staff will also need to perform additional work on performance measures as data to evaluate the State's performance measures becomes more available. We expect that the work with the transportation equity group will move forward as well. Finally, we may consider adding a part-time employee who may be shared with Monongalia County.

The initial work anticipated for this employee would be website maintenance, the development of an ongoing newsletter, and data collection and aggregation.

Please be prepared to let us know concerns you may have with the ongoing work and of any items you would like the MPO to work on in the upcoming year. You can call me prior to the meeting if you would like to discuss the work program.



243 High St. Room 110
Morgantown WV, 26505
www.plantgether.org

MINUTES

MPO Transportation Technical Advisory Committee
MMMPO Conference Room
243 High St. Room 110, Morgantown, WV
October 9, 2018, 1:30 PM

Members Present

Bill Austin, Chandra Inglis Smith, Damien Davis, Bill Oliver, Chris Fletcher, Rich Wood, Brian Carr

Others Present

Jeff Robinette-FHWA, Lauri Andress-WVU, Sandra Fallon-WVU, John Whitmore, Jing Zhang-MMMPO

1. Call to Order

With a quorum present, Mr. Austin called the meeting of the TTAC to order at 1:30 PM.

2. Approval of the Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda packet. Mr. Fletcher then moved to approve the minutes as presented, seconded by Mr. Wood. With no discussion, the motion was unanimously approved.

3. Morgantown Industrial Park Access Study Transportation Plan Amendment

Mr. Austin noted that the the report of the Morgantown Industrial Park Access Study is included in the agenda package. He noted that the purpose of the study was to determine if there was significant transportation need to enhance access to the site. The study provides a preliminary estimate of future traffic for the area and recommends that the MPO's Transportation Improvement Plan be amended to include additional access to the Industrial Park with additional study being needed to identify a preferred alternative. Mr. Austin noted that the project will not be amended as a prioritized project and will not compete with other projects currently in the MPO's Metropolitan Transportation Plan.

Mr. Fletcher suggested three things to consider in future studies. 1) The City of Morgantown is doing a subarea study near the linear park along the Monongahela River. It is very likely that the zoning for that area will be changed from industrial use to mix-use development. From the land use perspective, a bridge over that area is not desirable; 2) future studies should involve fire departments in Westover and Morgantown to identify preferable emergency access to the park; 3) Access to the park should increase the separation of industrial traffic from residential traffic. Mr. Austin agreed and noted that these concerns will be included in future discussion of the project. Mr. Wood then moved to approve the minutes as presented, seconded by Mr. Fletcher. With no discussion, the motion was unanimously approved.

4. Public Involvement Policy Amendment

Mr. Austin noted that the MPO's Public Involvement Policy was reviewed as part of Mountain Line Transits triennial review by the Federal Transit Administration. During the conduct of the review it was recommended that the MPO add three items to the Public Involvement Policy. Those items were:

- Specify that public meetings will be held in convenient locations and at convenient times for the public.
- Specify that the public involvement activities would include the use of graphic presentations.
- Specify that the MPO will periodically review the policy to ensure that the policy is adequate.

Mr. Carr asked if ADA compliance is mentioned in the policy. Mr. Austin noted that MPO's Title VI plan covers the ADD compliance issue and ADA compliance is assumed in MPO's public involvement process. Mr. Fletcher moved to recommend approval of the proposed Public Involvement Policy Amendment; seconded by Mr. Davis. With no discussion, the motion was unanimously approved.

5. Bicycle and Pedestrian Plan UPWP Amendment

Mr. Austin noted that a full scope of work for the bicycle and pedestrian plan is included in the agenda packet. He noted that the City of Morgantown, WVU, Monongalia County, and Westover participated in the consultant selection process and have agreed to fund the Study. Each entity has had an opportunity to review the Scope of Work for the project. Among others, the scope of work includes a comprehensive inventory of and plan for the area's bicycle and pedestrian facilities, an evaluation of the needs of transportation disadvantaged communities, the development of a comprehensive model of the demand for bicycle and pedestrian facilities, and a capital improvement program for each of the area's jurisdictions for facilities to fill the gaps identified in the network. Mr. Austin noted that the consulting team initially proposed to perform the Study for \$290,000. MPO Staff worked to cut the price to \$265,606, as required by the FHWA and DOH. The work for the project will be conducted over two fiscal years. Mr. Austin also noted that the governing law of the contract is the West Virginia Law, and the MPO has full ownership of the data created in the planning process. Mr. Fletcher asked how the budget was reduced. Mr. Austin said it was reduced by reducing principal consultant hours and by adding MPO staff time.

Mr. Fletcher moved to recommend approval of the proposed Bicycle and Pedestrian Plan UPWP Amendment; seconded by Mr. Carr. With no discussion, the motion was unanimously approved.

6. Transportation Equity Project Presentation

Mrs. Address did a presentation on the Transportation Equity Project. The project is to improve the public involvement process of the MPO, especially to the disadvantaged population in the area.

9. Meeting Adjournment

The meeting adjourned at 3:20 PM.

Draft 2019 Morgantown Monongalia MPO Committee Meeting Schedule

MPO Policy Board

Unless noted otherwise meetings begin at 6 pm at Morgantown City Hall

Thursday, January 17, 2019

Thursday, March 14, 2019

Thursday, May 16, 2019

Thursday, June 20, 2019

Thursday, August 15, 2019

Thursday, October 17, 2019

Thursday, November 14, 2019

Citizens Advisory Committee

Unless noted otherwise meetings begin at 6 pm at the MPO's offices

Thursday, January 10, 2019

Thursday, March 7, 2019

Thursday, May 9, 2019

Thursday, June 13, 2019

Thursday, August 8, 2019

Thursday, October 10, 2019

Thursday, November 7, 2019

Technical Advisory Committee

Unless noted otherwise meetings begin at 1:30 at the MPO's Offices

Tuesday, January 8, 2019

Tuesday, March 5, 2019

Tuesday, May 7, 2019

Tuesday, June 11, 2019

Tuesday, August 6, 2019

Tuesday, October 8, 2019

Tuesday, November 5, 2019

Policy Advisory Committee

Meeting Locations and time TBD

Monday, January 7, 2019

Monday, October 14, 2019

Freight Advisory Committee

Unless noted otherwise meetings begin at 11 am at the MPO's Offices

Thursday, March 7, 2019

Thursday August 8. 2019

Morgantown Monongalia MPO

Morgantown Industrial Park Access Study

Executive Summary

Introduction

The Morgantown Industrial Park approached the Monongalia County Commission and the City of Westover to discuss the need for better access to the Industrial Park. The Industrial Parks concerns are based on the Industrial Parks plans to expand and the problems the Division of Highways has been having with maintaining River Road. The current closure of River Road has led to increased industrial traffic on DuPont Road in Westover. The closure also raises concerns about emergency services access to the industrial park in the event of an emergency.

The County Commission and the City of Westover asked MPO staff to study ways to improve access to the Industrial Park. The MPO staff proposed to identify possible ways to access the industrial park to ensure that as many cost effective means for addressing the concerns above are provided to future decision makers.

The purpose of the MPO Industrial Park Access Study is to identify and evaluate alternative ways to access the Morgantown Industrial Park. It is a planning level study focusing on assessing the viability of adding a Morgantown Industrial Park Access Project to the MPO's Metropolitan Transportation Plan.

The alternative access intends to address the following three issues:

- The negative impact to Westover caused by increasing truck traffic using DuPont Rd and Fairmont Rd to access I-79.
- DuPont Road is currently the only effective access to the park due to the closure of River Road between DuPont Rd and Holland Rd. Limited access raises concerns about accessibility to the park in event of an emergency.
- The future expansion of the park may require enhanced access from the park to I-79.

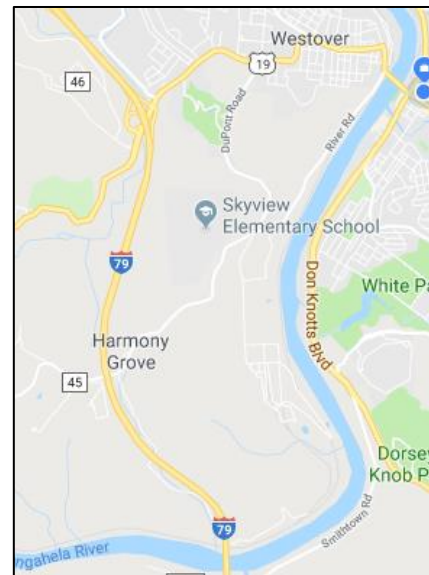
These concerns were validated at public meeting in Westover City Hall on September 20th.

Further public comment was gathered at the MPO's Citizens Advisory Committee meeting on October 11, 2018.

The study area includes the City of Westover, the Morgantown Industrial Park, and the west side of I-79 between the Exit 152 and Exit 148. The major street network consists of the following streets:

- River Rd from Price Hill Rd to Holland Ave
- Fairmont Rd from River Rd to the east of Mall Rd
- DuPont Rd
- S Dents Run Rd
- Westover Bridge

The study area is shown in the map on the right.

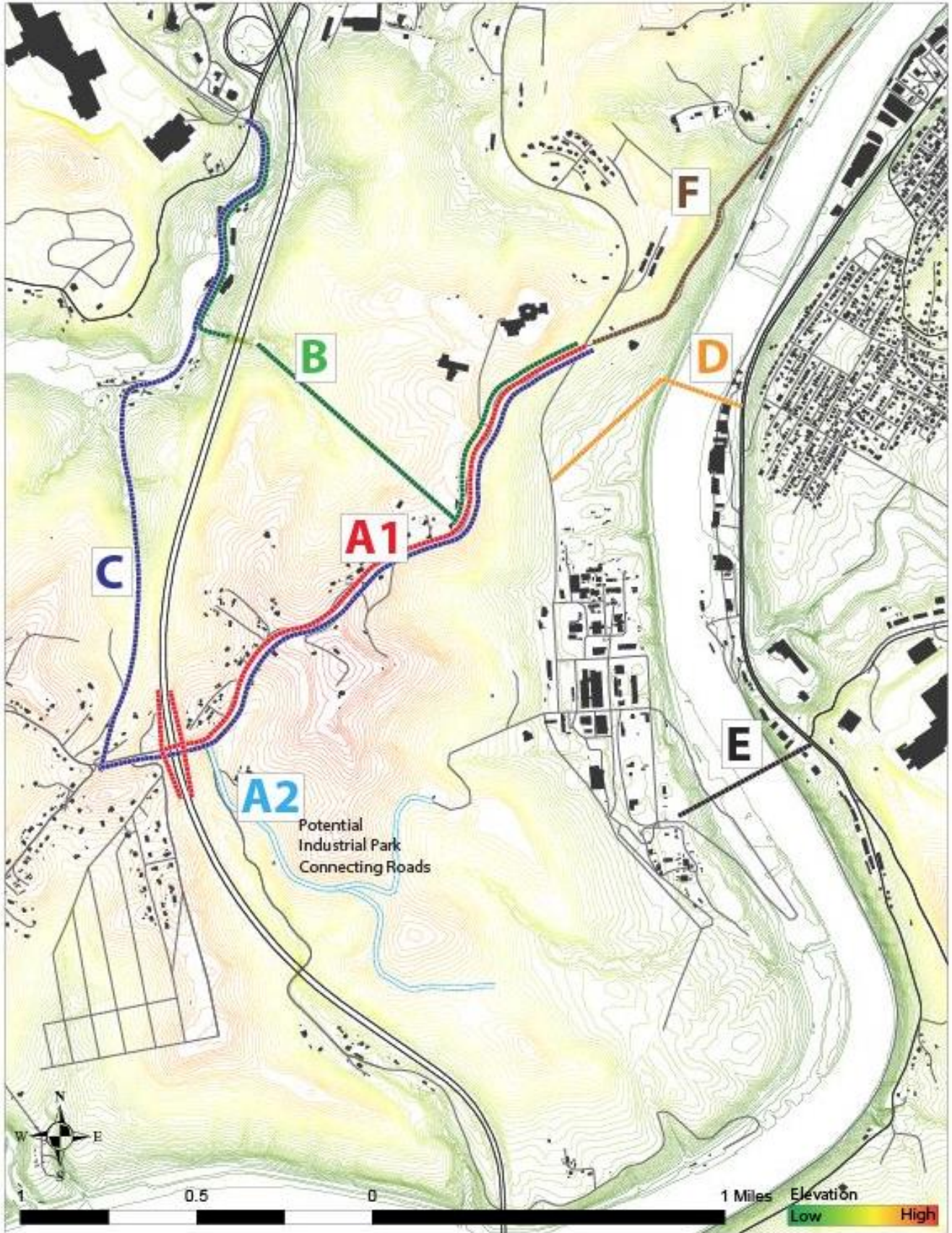


Recommendations

This study identified and evaluated seven alternatives ways to access the Morgantown Industrial Park. Upon reviewing the findings from the study process, the MPO staff recommends amending the MPO’s Metropolitan Transportation Plan to include a project to enhance accessibility to the Morgantown Industrial Park. The MPO staff further recommends that all alternatives identified in the study should be considered in future access studies. The MPO staff does not recommend a preferred alternative in this study.

A project to enhance access to the Morgantown Industrial Park should address the following issues:

Project Name	Morgantown Industrial Park Access Improvements
Project Purpose	<ul style="list-style-type: none"> • Reducing the impact of truck traffic on Fairmont Rd and DuPont Rd in Westover. • Supporting future expansion of the Morgantown Industrial Park. • Improving the accessibility to communities along River Rd in the west side of I-79. • Providing alternative access to the Morgantown Industrial Park in event of an emergency.
Project Location	<p>Option A1- uses existing overpass to create a full diamond interchange at River Rd on I-79 and use River Rd as the access to the Industrial Park.</p> <p>Option A2- uses existing overpass to create a full diamond interchange at River Rd on I-79 and use River Rd as the access to the Industrial Park. Uses new access road in the park to provide a direct access to I-79.</p> <p>Option B- construct a new connecting road between River Rd and S Dents Run Rd, using an existing under-pass under I-79. Specific roadway alignment requires future investigation for this option.</p> <p>Option C- construct a new connecting road between River Rd and S Dents Run Rd on the west side of I-79 between the Price Hill Rd intersection and S Dents Run Rd.</p> <p>Option D- construct a bridge across the Mon River connecting the DuPont Rd and the Don Knotts Blvd near the BFS gas station.</p> <p>Option E- construct a bridge across the Mon River connecting connecting the Industrial Park to the Greenbag Rd/Don Knotts Blvd intersection.</p> <p>Option F- Repair and improve the capacity of River Rd between DuPont Rd and the Westover Bridge</p>
First Implementation Action	Conduct a study to identify the preferred alternative. If a new interchange on I-79 is proposed, the study should fulfill the requirements of an Interchange Justification Report (IJR) as required by the Federal Highway Administration.
LRTP Goals Directly Supported	1, 2, 3, 4, 5, 6, 8
FHWA Planning Factors Supported	a, b, c, d, e, f, g
Estimated Cost	15 million to 40 million, depending on the Option.



The table below is a summary of alternative impact in the study area, compared with no-built option, future year daily total traffic volume. Actual traffic volumes are provided in the following pages.

Traffic Impact Key:

						
significant increase	moderate increase	slight increase	no major impact	slight decrease	moderate decrease	significant decrease

	River Rd, west of I-79	River Rd between DuPont Rd and River Rd Bridge over I-79	River Rd between DuPont Rd and the Westover Bridge	DuPont Rd	Fairmont Rd in between DuPont Rd and the I-79 interchange	Fairmont Rd, west of Mall Rd.	Fairmont Rd, between Westover Bridge and DuPont Rd	Westover Bridge	I-79, north of the exit at Fairmont Rd	I-79, south of the exit at Fairmont Rd, north of River Rd Bridge over I-79	I-79, south of River Rd Bridge over I-79	New Construction
Alt. A1-River Rd												
Alt. A2-MIP Connecting Rd												
Alt. B-Dents Run Tunnel												
Alt. C-S Dents Run Rd												
									Don Knotts Blvd, north of the proposed bridge	Don Knotts Blvd, south of the proposed bridge		
Alt. D-Bridge to Plaza												
Alt. E-Bridge to Greenbag Rd												

It is estimated that

- Alt. A1 and A2 will significantly the traffic on River Rd, west of I-79 and I-79, south of the River Rd Bridge, while decreasing or making no major impact on the traffic on other roads in the study area.
- Alt. B and C will generally decrease or making no major impact on the traffic on the roads in the study area.
- Alt. D will significantly increase the traffic on River Rd and DuPont Rd.
- Alt. E has less impact than Alt D, while will significantly increase traffic on DuPont Rd.
- In general, Fairmont Rd in Westover will not be significantly impact by the alternatives identified in the

Conclusion

This study was conducted to determine the need for an amendment of the Morgantown Monongalia Metropolitan Planning Organizations Transportation Plan to include additional access to the Morgantown Industrial Park. The Study examined seven alternatives including the “no build” option of upgrading River Road to eliminate slides that have limited access to the Morgantown Industrial Park and forced all traffic including heavy truck traffic and emergency services vehicles to exclusively use DuPont Road.

The results of the Study show that there is a significant need to provide reliable access to the Industrial Park. This result is due to the need for reliable emergency services access from at least two different roads and to diffuse truck traffic in Westover proper as well as to accommodate future growth at Morgantown Industrial Park. Any of the “build alternatives” examined in this study could accommodate the future traffic projected for the area and either of the new bridges proposed over the Monongahela River could reduce projected traffic on the existing Westover Bridge. However all of the build alternatives also face concerns about the benefit provided in relation to the potentially high cost of construction. The cost benefit ratios for the new bridge alternatives are of particular concern. Similarly, the alternatives proposing a new interchange with I-79 have concerns with the spacing of the interchanges in the network- if the study area is not reclassified as urban in the next Census a proposed interchange will not meet AASHTO standards, there are also concerns with the potential grades of the ramps on the proposed interchanges.

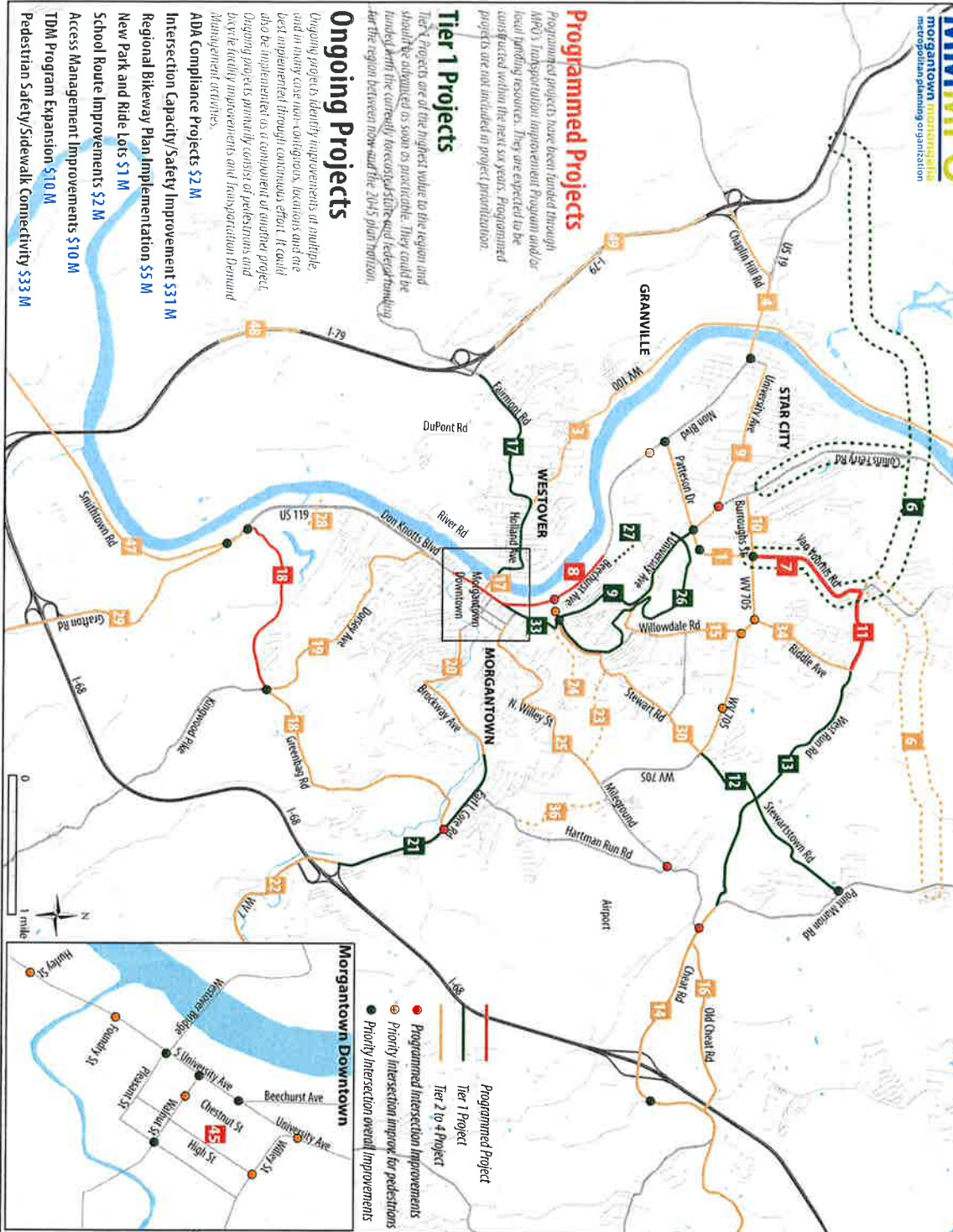
The no-build alternative could also be made to work with future traffic. However, if the no-build alternative is determined to be the preferred alternative there is a very real concern that the intersection of River Road and Fairmont Road which is in very close proximity to the Monongahela River Bridge could become a serious choke point on the network because the intersection will most likely need to be signalized. This choke point could potentially impact the transportation network on both sides of the river including downtown Morgantown and traffic well into downtown Westover.

For the reasons noted above this study is recommending that the Metropolitan Transportation Plan be amended to include additional access to the Morgantown Industrial Park. The study does not recommend any particular alternative because all of the alternatives under consideration have significant concerns that can be addressed, but that are beyond the scope of this study to address. Therefore, this study recommends that a more detailed engineering study addressing these issues be performed to determine a preferred alternative.



Morgantown Monongalia MPO • 2017-2045 Metropolitan Transportation Plan Update

Programmed and Proposed Transportation Improvement Projects



Programmed Projects

Programmed projects have been funded through MPO's Metropolitan Improvement Program and/or local funding resources. They are expected to be completed within the next six years. Programmed projects are not included in project prioritization.

Tier 1 Projects

Tier 1 Projects are of the highest value to the region and should be advanced as soon as practicable. They could be funded with the currently forecast state and federal funding for the region between now and the 2045 plan horizon.

Ongoing Projects

Ongoing projects identify improvements at multiple and in many case non-contiguous locations and are best implemented through continuous effort. It could also be implemented as a component of another project. Ongoing projects primarily consist of pedestrian and bicycle facility improvements and transportation demand management activities.

- ADA Compliance Projects \$2 M
- Intersection Capacity Safety Improvement \$31 M
- Regional Bikeway Plan Implementation \$5 M
- New Park and Ride Lots \$1 M
- School Route Improvements \$2 M
- Access Management Improvements \$10 M
- TDM Program Expansion \$10 M
- Pedestrian Safety/Sidewalk Connectivity \$33 M



Project ID	Project Name	Estimated Cost
7	Van Voorhis Rd Improvements	\$10 million
8	Beechurst Ave Improvements	\$7 million
11	West Run Improvements- Western Section	\$12 million
18	Greenbag Rd Improvements Phase I	\$15 million
45	Downtown Signalization/Street Changes	\$2 million
6	I-79 Access Improvements Phase I	\$110-120 m
33	Grumbert's Island Grade Separation	\$3 million
12	Stewartstown Rd Improvements	\$12 million
13	West Run Rd Improvements-Eastern Section	\$3 million
21	Earl Cone Road (WV 7) - Northern Section	\$9 million
9	University Ave Corridor Improvements Phase I	\$36 million
17	Fairmont Rd/Holland Ave Improvements Phase I	\$11 million
26	North Side Connector Bus Rapid Transit	\$1 million
27	Grant Ave Bicycle/Pedestrian Connector	\$0.9 million
1	WV 705 Corridor (spot improvements)	\$55 million
6	I-79 Access Improvements Phase II	\$25 million
20	Brockway Rodgers/Powell Ave (WV -7)	\$6 million
28	White Park/Caperon Trail Connection	\$0.5 million
30	Stewart Street Improvements	\$11 million
9	University Ave Improvements Phase II	\$10 million
18	Greenbag Rd Improvements Phase II	\$8 million
47	Smithtown Rd Improvements	\$12 million
14	Cheat Rd Improvements	\$6 million
15	Willey St Improvements	\$13 million
15	Willowdale Rd/North Av Sidewalk Improvements	\$4 million
34	Riddle Street/Pineview Dr Improvements	\$4 million
17	Fairmont Rd/Holland Ave Improvements Phase II	\$17-25 m
19	Dorsey Ave Sidewalk Improvements	\$4 million
48	I-79 Westover Section Improvements	\$4 million
49	I-79 Granville Section Improvements	\$15 million
4	Burroughs St Improvements	\$4 million
4	I-79/Chaplin Hill Rd Interchange Improvements	\$22 million
3	Lasselle Union Rd (WV-100) Improvements	\$22 million
24	Pretzman/Falling Run Ped/Bicycle Connector	\$1 million
22	New connection-Willey St to Downtown Campus	\$6 million
26	New connection-Milleground to Hartman Run Rd	\$17 million
29	Grafton Rd (US 119)	\$5 million
22	Earl Cone Road (WV 7) -Southern Section	\$9 million
16	Old Cheat Rd/Cheat Rd Bike Lanes	\$7 million