



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

Agenda

Policy Board Meeting
Council Chambers
Morgantown City Hall
389 Spruce Street
Morgantown WV
November 15, 2018

6 PM

1. Call To Order
2. Public Comments
3. Committee Reports
 - a. Citizens Advisory Committee.
 - b. Finance
 - c. Executive Directors Report
4. MPO Meeting Calendar
5. Metropolitan Transportation Plan Tier One Project List
6. Discussion of items for FY 2019-2020 Work Program
7. Appointment of Officer Nominating Committee
8. Update on Status of Bicycle and Pedestrian Study
9. Other Business
10. Meeting Adjournment



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Memorandum

Date: November 8, 2018

To: MPO Policy Board Members

From: Bill Austin, AICP

Subject: November 15, 2018 TTAC Meeting Agenda Items

This memorandum is to inform you of the action items for the November 15th Policy Board 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. Please note that the calendar shows the June meeting on June the twenty seventh due to the regular meeting day being West Virginia Day. We would appreciate feedback on whether the Policy Board would like to meet that day or consider canceling the June meeting.

-Consideration of Metropolitan Transportation Plan First Tier Projects-MPO Staff has been contacted by a Policy Board Member who is requesting that the Policy Board consider amending the MPO's Tier One Projects to include the Morgantown Industrial Park Access Project. In order to meet Federal guidelines Tier One projects have to be fiscally constrained by the amount of Federal funding the MPO is anticipated to receive over the next 25 years. 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 consideration of this request the current list of Tier One projects and the information presented to the public during the 2017 update of the Metropolitan Transportation Plan. Also included for your consideration is the executive summary of the Morgantown Industrial Park Study.

In discussing the request the TTAC expressed concern that the addition of the proposed project to the Tier One list would require the removal of a project or projects from the Tier One list. The projects on the Tier One list had recently been extensively reviewed with the public as part of the recent update of the Metropolitan Transportation Plan. To date there has not been a comparable public outreach on modifying the Tier One List to include this project.

The Transportation Technical Advisory Committee recommended that the Policy Board consider adding the Morgantown Industrial Park Access Project to the list of projects to be funded by other sources. This was how the new interchange at West Ridge which was funded by tax increments financing was included in the MPO's Plan. The TTAC also suggested that the Policy Board could include the Project as a Tier Two project. Tier Two projects do not have to be fiscally constrained. Either designation would make the project eligible for additional study and other funding sources in the future. The CAC did not have a quorum. Several members of the CAC expressed concerns similar to the TTAC's.

-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 are considering 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.

**Morgantown Monongalia
Metropolitan Planning Organization Policy Board
October 18, 2018 minutes**

Members Present:

Chairman Mike Kelly-Board of Education, Vice-chair Jennifer Selin-City of Morgantown, Treasurer Mayor Patricia Lewis-Granville, Mayor Bill Kawecki-City of Morgantown, Chris Kinsey-WV DOH, Dominick Claudio-Star City, Commissioner Edward Hawkins-Monongalia County, Ron Justice-WVU, Commissioner Sean Sikora-Monongalia County

MPO Director: Bill Austin

Members Absent:

Delegate Joe Statler-Blacksville, Commissioner Tom Bloom-Monongalia County, Dave Bruffy-Mountain Line, Councilperson Ryan Wallace -City of Morgantown, Councilperson Janice Goodwin-City of Westover

1. Call to Order

With a quorum present, Chairman Kelly called the Policy Board meeting to order at 6:00 PM.

2. Public Comment Period

Anthony Sellaro, a residence in the Suncrest Area, talked about the Collins Ferry Rd/University Ave intersection project. He noted that all the business owners in the intersection area are against installing a round-about at that intersection, as proposed by the WV DOH. He said it will hurt the business and the university will lose parking spaces. He noted that one issue in that area is traffic back-up on Pocahontas Ave.

Mr. Sellaro said that the Huntington Bank is willing to sell a part of its property currently used as its drive through. He suggested that the DOH buy that piece of the property and create a new Collins Ferry entrance road by building a T-intersection with the University Ave near the current Huntington Bank drive-through parking lot. This option also includes closing the current entrance to Collins Ferry Rd from University Ave and closing the Collins Ferry Rd access to Pocahontas Ave and Devon Rd. He said that this option will create a safer and more efficient travel environment for cars, school buses, trucks, and pedestrians. He said this option is supported by the affected community and business owners.

Chairman Kelly thanked Mr. Sellaro for his presentation.

3. Approval of Minutes

Chairperson Mike Kelly noted that the minutes of the last meeting were included in the agenda packet. Dominick Claudio moved to approve the minutes as presented, seconded by Commissioner Sean Sikora with no discussion, the motion was unanimously approved.

4. Committee Reports

a. Citizens Advisory Committee

Bill Rice, Chairman of the CAC, noted that the CAC recommended approval of the Morgantown Industrial Park Access Study Transportation Plan Amendment, Public Involvement policy Amendment, and Bicycle and Pedestrian Plan UPWP Amendment. Mr. Rice noted that the Industrial Park Access study had very successful community participation, and the study recommended an additional access to the

industrial park. Mr. Rice noted that two guests attended the CAC meeting. He encouraged community participation in the transportation planning process.

b. Finance Report

Treasurer Mayor Lewis noted the financial report as follows:

-- Beginning balance in August \$ 28,738.49 with expenditures of \$ 17,548.51 and one deposits of \$17,320.73, leaving a balance of \$28,510.71 at the beginning of September.

-- Beginning balance in September 28,510.71 with expenditures of \$ 18,971.39 and one deposit of \$ 25,483.59, leaving a balance of \$ 35,022.91.

Mr. Justice moved to accept the Finance Report as presented; seconded by Dominick Claudio. With no discussion, the motion unanimously passed.

c. Executive Directors Report

Mr. Austin noted that the two guests at the CAC meeting are working on a transportation equity project with the MPO. The purpose of the project is to improve public participation to the transportation planning process, especially for the disadvantaged population in the area.

Mr. Austin noted that the Morgantown Industrial Park Access Study had two public meetings. The first public meeting was held at the Westover City Hall; the second meeting was held jointly with the CAC meeting. Mr. Austin noted that nothing in the report conflicted with what we heard from the public meeting.

Mr. Austin noted that the agenda package includes a letter to the Division of Highway. The letter is documentation of administrative adjustments to be made in the MPO's TIP. Mr. Austin then read the proposed adjustments specified in the letter. Mayor Kawecki asked about the scope of Greenbag Rd Right-of-way purchase. Mr. Austin noted that the scope has been finalized, but it will be in the area of the Mississippi Ave intersection, the Dorsey Ave intersection, and the Greenbag Rd intersection. Mayor Kawecki asked if the Collins Ferry project is the one that connects to the trail to the new Suncrest elementary school. Mr. Austin noted that it is.

5. Morgantown Industrial Park Access Study Transportation Plan Amendment

Mr. Austin noted that an executive summary of the report on the industrial park access study has been included in the agenda package. The purpose of the study is to determine if there is significant transportation need to enhance access to the site. The Study recommends that the Urban Area Transportation Plan be amended to include additional access to the Industrial Park with an additional study being needed to identify a preferred alternative. The CAC and the TTAC recommended adoption of the reports recommendation, that the Metropolitan Transportation Plan be amended to include additional access to the Morgantown Industrial Park.

Mr. Justice moved to adopt the report recommendation; seconded by Commissioner Sikora. With no discussion, the motion unanimously passed.

6. 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.

The CAC and the TTAC unanimously recommended that the Policy Board adopt the revised policy.

Mr. Justice moved to adopt the proposed Public Involvement Policy amendments; seconded by Commissioner Sikora. With no discussion, the motion unanimously passed

7. Bicycle and Pedestrian Plan UPWP Amendment

Mr. Austin noted that the Bicycle and Pedestrian Plan consultant selection committee has recommended that Alta Consulting in partnership with Stantec be selected to prepare the MPO's Bicycle and Pedestrian Plan. 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. The consulting team initially proposed to perform the Study for \$290,000. MPO Staff worked to cut the price to \$265,606 as requested by WV DOH and FHWA. The work for the project will be conducted over two fiscal years. The TTAC and the CAC recommend amending the FY 2018-19 UPWP to include \$165,606 for the Bicycle and Pedestrian Study in this fiscal year with another \$100,000 to be programmed in the upcoming year. A full scope of work for the project is included with the agenda. Mayor Kawecki moved to approve the Bicycle and Pedestrian Plan UPWP Amendment seconded by Vice-chair Selin. With no discussion, the motion unanimously passed

8. Authorization for MPO line of credit application and establishment of a line of credit

Mr. Austin noted that over the last several years delays in reimbursements for the MPO's expenses have created situations where the MPO has had cash flow issues. These issues have led to the MPO delaying payment to consulting firms on several occasions. The MPO has also missed payroll on two occasions because of these issues. This issue was discussed with the MPO's officers and a representative of the Monongalia County Commission. The group recommended that the MPO look into acquiring a line of credit to ensure the MPO's financial stability. We have discussed the possibility of the creation of a line of credit for the MPO with United Bank, home of the MPO's checking account. United Bank is willing to work with us to create a \$30,000 line of credit to ensure the MPO's financial stability. This amount is well above the MPO's average reimbursement request from the State and it is about equal to two months payroll and recurring expenses. The interest rate we have discussed with them is prime plus one half percent.

The MPO staff is requesting that the Policy Board formally authorize the Executive Director to apply for a line of credit of up to \$30,000 and if the application is approved to enter into an agreement for the credit line. This action will require an approved resolution by the Policy Board authorizing the Executive Director to complete the application and to ask for the creation of the Credit Line. It is also suggested that the Board direct the Executive Director to consult with the Chairman and the Treasurer before using the Credit Line.

Chairman Kelly noted that the credit line increase does not mean that the MPO needs to borrow money to operate. It only increases the MPO's borrowing capacity in emergency situations.

Mayor Kawecki asked about the cost of increasing the credit line. Mr. Austin noted that there is no cost to MPO if the MPO do not use the money.

Mayor Kawecki moved to approve the authorization for MPO line of credit application and establishment of a line of credit; seconded by Commissioner Sikora. With no discussion, the motion unanimously passed

9. Other Business

Commissioner Sikora noted that the contract of the pedestrian and bicycle study does not mention gathering information from the county. Mr. Austin noted that collecting information from the county is assumed in the contract, because the MPO uses the county GIS database for data collection.

11. Meeting Adjournment

Meeting adjourned at 6:54 PM.

Morgantown - Mon County Trans. Planning Org.
 Checking Account
 As of October 31, 2018

1:34 PM
 11/05/2018
 Accrual Basis

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Centra-Checking (voucher checks)								35,022.91
Check	10/01/2018	9056	Centra Bank - Mastercard	Travel \$1012.45, Dom Post Sub. \$80, Website \$168	√	Travel (Travel)	-1,260.45	33,762.46
Check	10/15/2018	9057	City of Morgantown	User Fee	√	Salary	-78.00	33,684.46
Check	10/15/2018	9058	J. William B. Austin	Mileage WVDOH Complete Streets Mtg.	√	Travel (Travel)	-224.54	33,459.92
Check	10/15/2018	9059	Public Employees Insurance Agency		√	Salary	-1,831.06	31,628.86
Check	10/15/2018	9060	Retiree Health Benefit Trust Fund		√	Salary	-366.00	31,262.86
Check	10/15/2018	9061	WV Newspaper Publishing Co.	Meeting Advertisement	√	Administrative Overhead	-64.81	31,198.05
Check	10/15/2018	5648	J. William B. Austin		√	Salary	-2,150.15	29,047.90
Check	10/15/2018	5649	Jing Zhang		√	Salary	-1,528.44	27,519.46
Check	10/15/2018	941	IRS		√	Salary	-1,243.48	26,275.98
Check	10/15/2018	5650	ICMA. Retirement Corp		√	Salary	-1,648.60	24,627.38
Deposit	10/24/2018		City of Westover	Alta Bicycle and Pedestrian Study	√	PL Funds Match	1,080.13	25,707.51
Deposit	10/29/2018		City of Morgantown	Alta Bicycle and Pedestrian Study	√	PL Funds Match	7,750.70	33,458.21
Check	10/30/2018	941	IRS	Electronic Transfer	√	Salary	-1,243.46	32,214.75
Check	10/30/2018	103118	WV Dept of Tax and Revenue	Electronic Transfer		Salary	-488.00	31,726.75
Check	10/30/2018	9063	Fringe Benefits Management Company			Salary	-355.32	31,371.43
Check	10/30/2018		United Bank	Fee for Line of Credit	√	Administrative Overhead	-300.00	31,071.43
Check	10/31/2018	5651	J. William B. Austin	Electronic Transfer	√	Salary	-2,150.15	28,921.28
Check	10/31/2018	5652	Jing Zhang	Electronic Transfer	√	Salary	-1,528.45	27,392.83
Check	10/31/2018	5653	ICMA. Retirement Corp			Salary	-1,648.60	25,744.23
Check	10/31/2018	9062	Centra Bank - Mastercard	Syncro Signal Warrant Module		Computer Software	-549.00	25,195.23
Total Centra-Checking (voucher checks)								25,195.23
TOTAL								



Metropolitan Transportation Plan Update 2016-2045

Recommended Projects

Programmed (funded) Projects

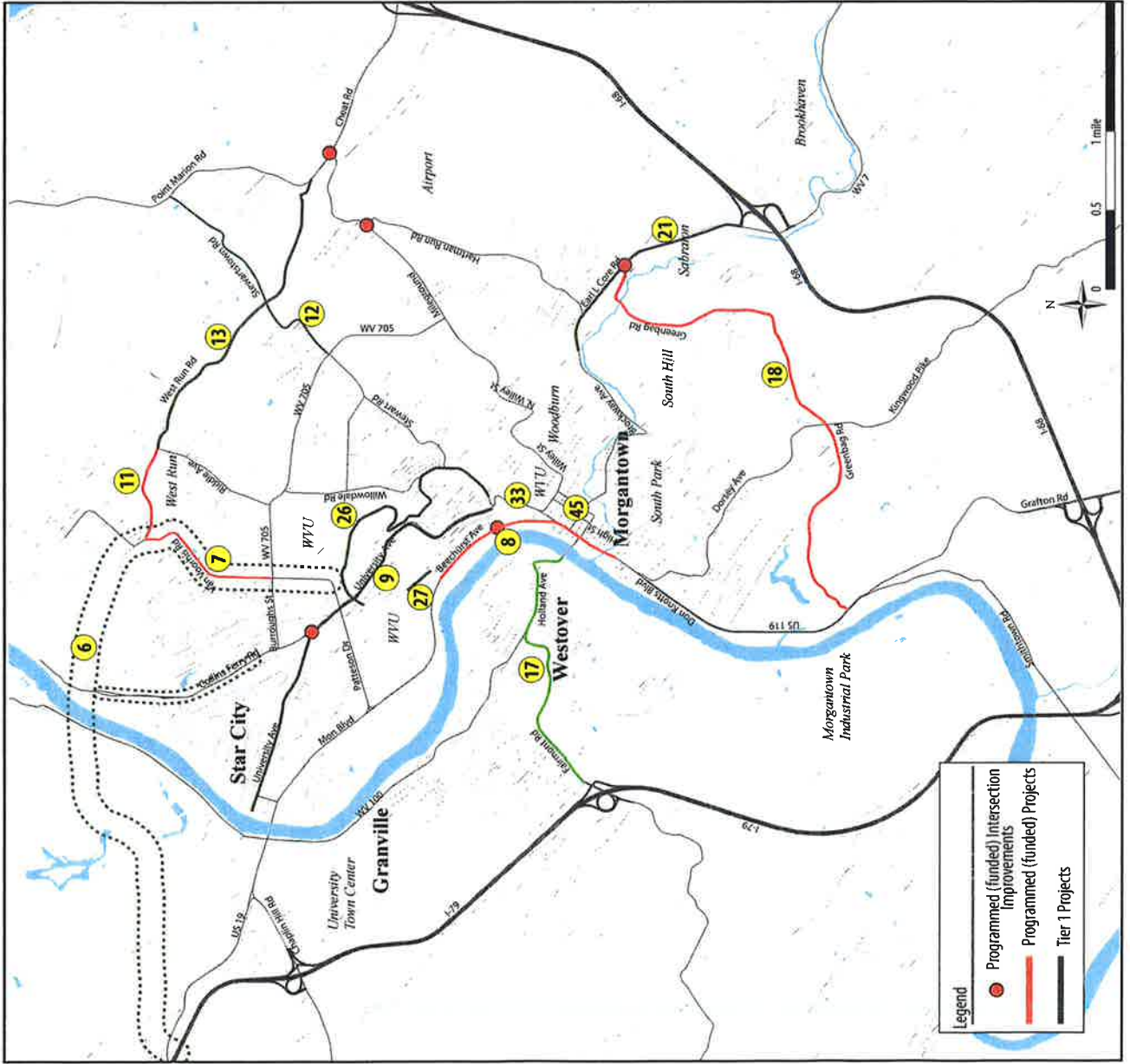
Programmed projects have been funded through MPO's Transportation Improvement Program and/or local funding resources. They are expected to be constructed within next six years. Programmed projects are not included in project prioritization.

Project ID	Project Name	Estimated Cost	2013 LRTP Priority
7	Van Voorhis Rd Improvements	\$10 M	Tier 1
8	Beechurst Ave Improvements	\$7 M	Tier 1
11	West Run Improvements -Western Section	\$12 M	Tier 1
18	Greenbag Rd Improvements	\$15 M	Tier 1
45	Downtown Morgantown Signalization And Street Changes	\$2 M	Tier 1

Tier 1 Projects

Tiered projects are prioritized in four tiers. 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 forecasted state and federal funding for the region between now and the 2045 plan horizon.

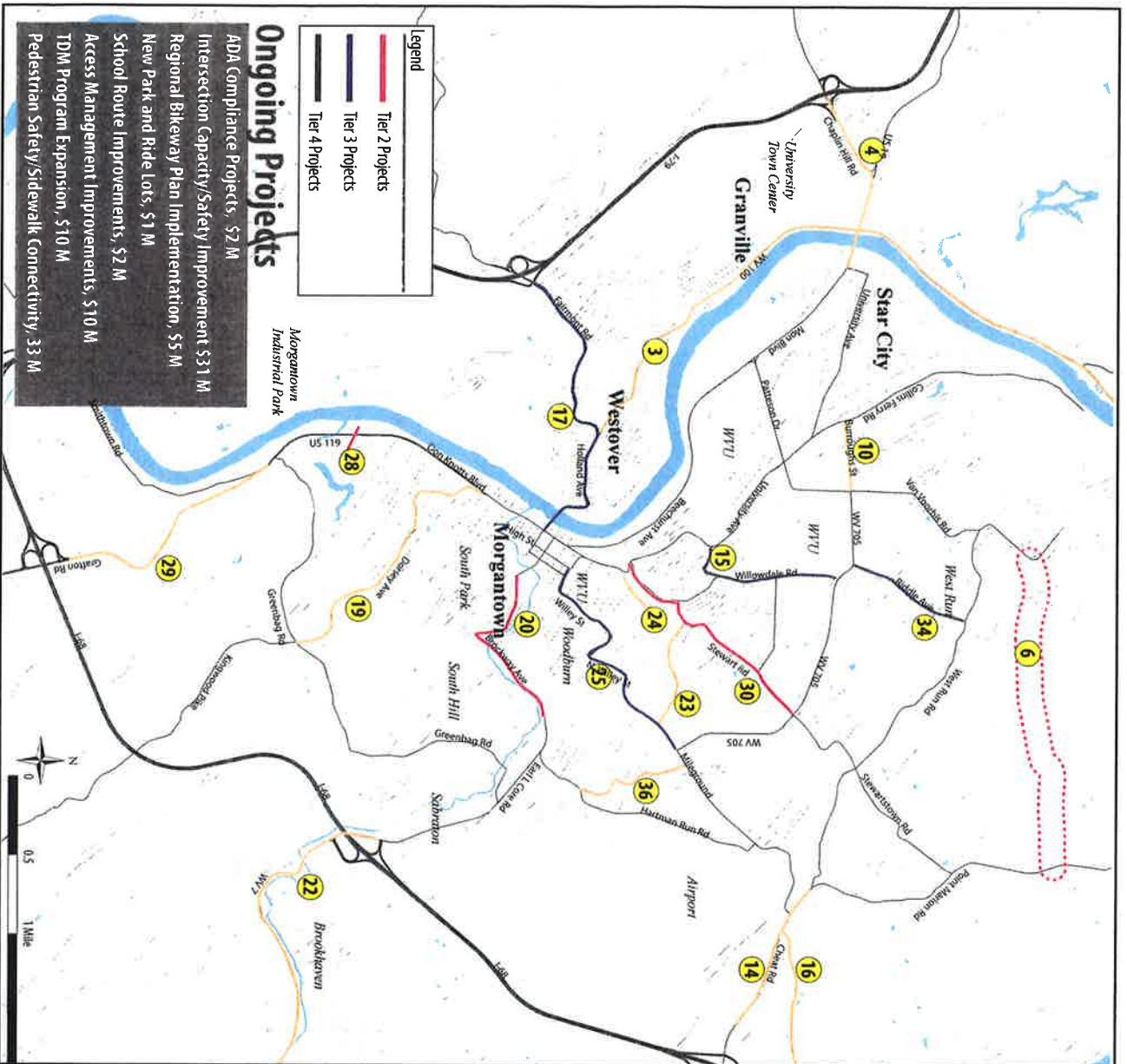
Project ID	Project Name	Estimated Cost	2013 LRTP Priority
9	University Ave Complete Street Improvements	\$36 M	Tier 2
26	North Side Connector Bus Rapid Transit	\$1 M	Tier 1
27	Grant Ave Bicycle/Pedestrian Connector	\$0.9 M	Tier 1
13	West Run Rd Improvements -Eastern Section	\$3 M	Tier 1
6	I-79 Access Improvements Phase I	\$110-120 M	Tier 1
12	Stewartstown Rd Improvements	\$12 M	Tier 2
17	Fairmont Rd/Holland Ave Improvements Phase I	\$11 M	Tier 3
21	Earl Core Road (WV 7) -Northern Section	\$9 M	Tier 2
33	Grumbein's Island Grade Separation	\$3 M	Tier 2





Metropolitan Transportation Plan Update 2016-2045

Recommended Projects



Ongoing Projects

- ADA Compliance Projects, \$7.2M
- Intersection Capacity/Safety Improvement \$31.1M
- Regional Bikeway Plan Implementation, \$5.5M
- New Park and Ride Lots, \$1.1M
- School Route Improvements, \$2.1M
- Access Management Improvements, \$10.1M
- TDM Program Expansion, \$10.1M
- Pedestrian Safety/Sidewalk Connectivity, 3.3M

Tier 2 to Tier 4 Projects

Tier 2 to Tier 4 include projects that are important to the region. Their implementation is largely contingent on the available funding beyond the forecasted state and federal funding.

Project ID	Project Name	Estimated Cost	2013 LRP Priority	Proposed 2016 MTP Update Priority
28	White Park/Caperton Trail Connection	\$0.5 M	Tier 1	Tier 2 ¹
20	Broadway Rodgers/Powell Ave (WV-7)	\$6 M	Tier 3	Tier 2
30	Stewart Street Improvements	\$11 M	Tier 4	Tier 2
6	I-79 Access Improvements Phase II	\$25 M	Tier 1	Tier 2 ²
25	Willey St Improvements	\$13 M	Tier 4	Tier 3
15	Willowdale Rd/Grove St/North Av Sidewalk Improvements	\$4 M	Tier 3	Tier 3
34	Riddle Street/Pineview Dr Improvements	\$4 M	Tier 4	Tier 3
17	Fairmont Rd/Holland Ave Imprv Phase II	\$17-25M	Tier 3	Tier 3
10	Burroughs St Improvements	\$4 M	Tier 4	Tier 4
4	I-79/Chaplin Hill Rd/US-19 Interchange Improvements	\$22 M	Tier 4	Tier 4
3	Lasselle Union Rd (WV-100) Improvements	\$22 M	Tier 4	Tier 4
24	Prozman/Falling Run Pedestrian and Bicycle Connector	\$1 M	Tier 4	Tier 4
14	Cheat Rd Improvements	\$6 M	Tier 3	Tier 4 ¹
19	Dorsey Ave Sidewalk Improvements	\$4 M	Tier 4	Tier 4
23	New Connection-Willey St to Downtown Campus Area	\$6 M	Tier 4	Tier 4
36	New Connection-Mileground Rd to Hartman Run Rd	\$17 M	Tier 4	Tier 4
29	Grifton Rd (US 119)	\$5 M	Tier 4	Tier 4
22	Earl Core Road (WV-7) -Southern Section	\$9 M	Tier 4	Tier 4
16	Old Cheat Rd/Cheat Rd Bike Lanes	\$7 M	Tier 3	Tier 4 ¹

Alternative Funding Dependent Projects

These projects are considered of high value to the region but cannot realistically be funded from traditional state and federal funding resources.

5	Business district connecting roadway-West of Granville	\$18 M
31	PRT Extension-Univ. Health Center to Mon General Hospital	\$57 M
32	PRT Extension-Mon General Hospital to Glenmark Centre	\$103 M
35	PRT Connection New Business Park to Evansdale Campus	\$80 M
37	Extension of Airport Industrial Rd to WV-7 in Sabraton	\$12 M
42	Enhanced Bus Service	\$88 M

¹Recommended to a lower tier by updated evaluation criteria including community survey. ²Tier 2 due to budgetary constraints



Metropolitan Transportation Plan Update 2016-2045

Community Survey Results

Total Responses: 725

= Community Preference Score

= Number of Respondents (Percentage of Respondents to the Question)

General Concerns

- The accessibility of major grocery stores and parks
- Improve accessibility and traffic near the hospital areas
- Connectivity between the Evansdale and Downtown Campus
- The accessibility of shopping malls
- Improve accessibility to trails from adjacent neighborhood
- Extend bus service hours
- Increase service to student housing (West Run, Pineview)
- Alternative truck routes
- Safe routes to schools
- Improve road pavement and sight distance
- Improve accessibility to I-79 and I-68
- Improve walkability of the Downtown area
- Improve the road condition in the western part of the County
- Provide crosswalks on major intersection in the Urban area
- Improve accessibility to Bartlett House (homeless shelter)

The Community Preference Score formula

Road and Intersection

Priority one X 5 points + Priority two X 4 points +

Priority three X 3 point + Priority four X 4 point + Priority five X 1 point = **Community Preference Score**

Pedestrian, bicycle, and transit

Priority one X 3 points + Priority two X 2 points + Priority three X 1 point = **Community Preference Score**

All Modes	Preferred Corridor Improvements	Preferred Intersection Improvements
	Mileground Rd, 1,143 , 321 (5.4%)	WV 705/Burroughs 292 , 85 (1.4%)
+	WV 705, 1,107 , 315 (5.3%)	Easton Hill Intersection Area 204 , 68 (1.1%)
	University Ave, 840 , 238 (4.0%)	Collins Ferry/University 164 , 43 (7%)
+	Beechurst Ave, 583 , 160 (2.7%)	S. University/Westover Bridge 145 , 41 (7%)
	West Run Rd, 400 , 125 (2.1%)	WV 7/Greenbag Rd 144 , 42 (7%)
	Van Voorhis Rd, 323 , 95 (1.6%)	Mileground/Hartman Run 129 , 36 (6%)
	WV7-Eastbound, 387 , 131 (2.2%)	Mileground/Roundabout 123 , 34 (6%)
	Stewartstown Rd, 213 , 71 (1.2%)	WV 705/University 121 , 34 (6%)
	Monongahela Blvd 152 , 53 (9%)	Beechurst/University 114 , 30 (5%)
	Greenbag Rd 130 , 42 (7%)	Grumbain's Island 102 , 34 (6%)

Transit	Preferred Improvement Areas
	Hospital Area 69 , 35 (1.3%)
	Univ.Towncenter/New Interchange 69 , 41 (1.5%)
	Downtown Area 64 , 35 (1.3%)
	Suncrest Area 48 , 27 (1.0%)
	South Park/Greenmont Area 42 , 24 (9%)
	Suncrest Towncenter 42 , 27 (1.0%)
	Cheat Lake Area 30 , 19 (7%)
	Evansdale Campus Area 30 , 16 (6%)
	Van Voorhis Rd 29 , 16 (6%)
	Star City 28 , 14 (5%)

Pedestrian	Preferred Corridor Improvements	Preferred Intersection Improvements
	University Ave, 471 , 207 (4.7%)	Grumbain's Island, 169 , 70 (1.6%)
	WV 705, 301 , 137 (3.1%)	University/Westover Bridge, 70 , 28 (6%)
	Downtown Area, 225 , 101 (2.3%)	WV 705/Burroughs, 67 , 33 (7%)
	Van Voorhis Rd, 132 , 53 (1.2%)	University/WV 705, 64 , 28 (6%)
	Patterson Dr, 131 , 66 (1.5%)	Mon Blvd/Evansdale Dr, 31 , 14 (3%)
	Coliseum Area, 95 , 44 (1.0%)	WV 705/Don Nehlen, 24 , 9 (2%)
	Mileground Rd, 72 , 40 (9%)	WV 705/Pineview, 23 , 10 (2%)
	Star City/Suncrest Area, 61 , 31 (7%)	University/Walnut, 22 , 9 (2%)
	Beechurst Ave, 55 , 26 (6%)	WV 705/Suncrest Towncenter, 21 , 9 (2%)
		University/Collins Ferry, 20 , 8 (2%)

Bicycle	Preferred Improvement locations
	University Ave 183 , 80 (30%)
	WV 705 109 , 54 (20%)
	Downtown Area 91 , 38 (1.4%)
	Beechurst Ave 74 , 38 (1.4%)
	Van Voorhis Rd 66 , 27 (10%)
	Mileground Rd 55 , 27 (10%)
	Patterson Dr, 55 , 32 (12%)
	Monongahela Blvd, 42 , 19 (7%)
	Greenbag Rd, 21 , 11 (4%)
	Stewartstown Rd 20 , 11 (4%)

Community Survey Results

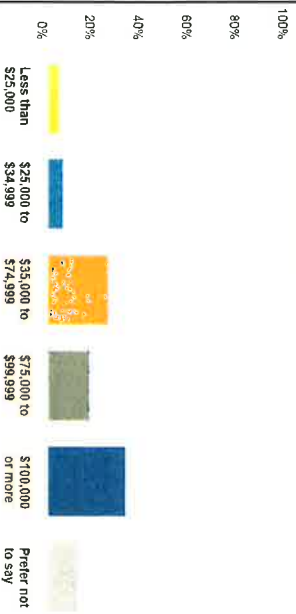
Total Responses: 725

Respondent Profile

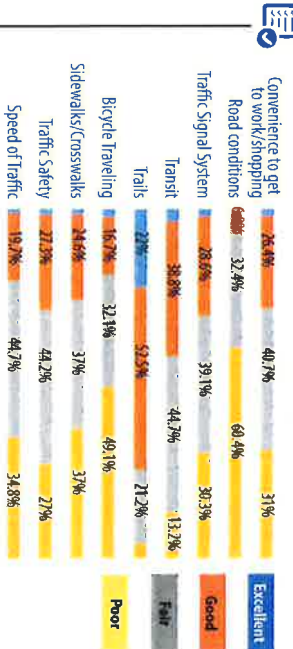


- 69%:** Long term residents (>5 years)
- 87.6%:** respondents are white (County: 90.4%)
- 9.5%:** walk to work or school on a daily basis
- 11.2%:** walking or bicycling for recreation
- 98%:** have at least one registered car in household
- 17%** from Suncrest, **10%** from Cheat Lake
- 7%** from South Park, **5%** from Westover

Annual Household Income



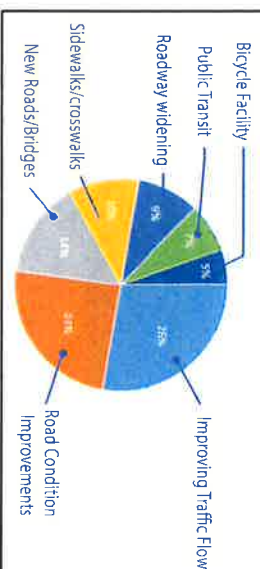
Evaluate Existing Transportation System



Transportation Investment Preferences



(Percentage of Funding, Total = 100%)



Multimodal Transportation Improvement Preferences

(The percentage of respondents who consider it is somewhat likely or very likely for them to increase their use of alternative transportations if certain improvements were made)

Ranking	Pedestrian Facility
1	Total Respondents: 619 Pedestrian friendly land use (71%)
2	More sidewalks (69%)
3	Open public spaces (68%)
4	Safer pedestrian crossing (66%)
5	Extended trail system (58%)
6	n/a
7	n/a
8	n/a
9	n/a

Bicycle Facility

- Total Respondents: 582
- Extended trail system (54%)
- Bicycle friendly land use (51%)
- Paved shoulders (50%)
- Bicycle lanes (48%)
- Bicycle parking (41%)
- Bicycle route map (39%)
- Bicycle signage (39%)
- Share the road marking (35%)
- Bicycle traffic skill course (26%)

Transit Service

- Total Respondents: 586
- Extended PRT lines (54%)
- Route information (47%)
- Frequent bus service (47%)
- Extended PRT time (45%)
- Extended bus lines (43%)
- Bus shelters (30%)
- Park-&-rides location (26%)
- Vanpool (16%)
- n/a

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.

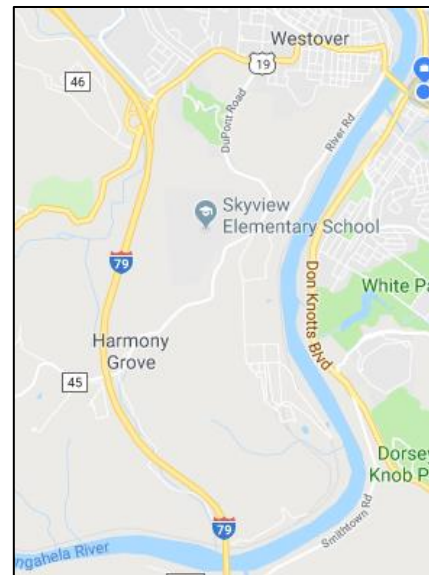
These concerns were validated at public meeting in Westover City Hall on September 20th.

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.

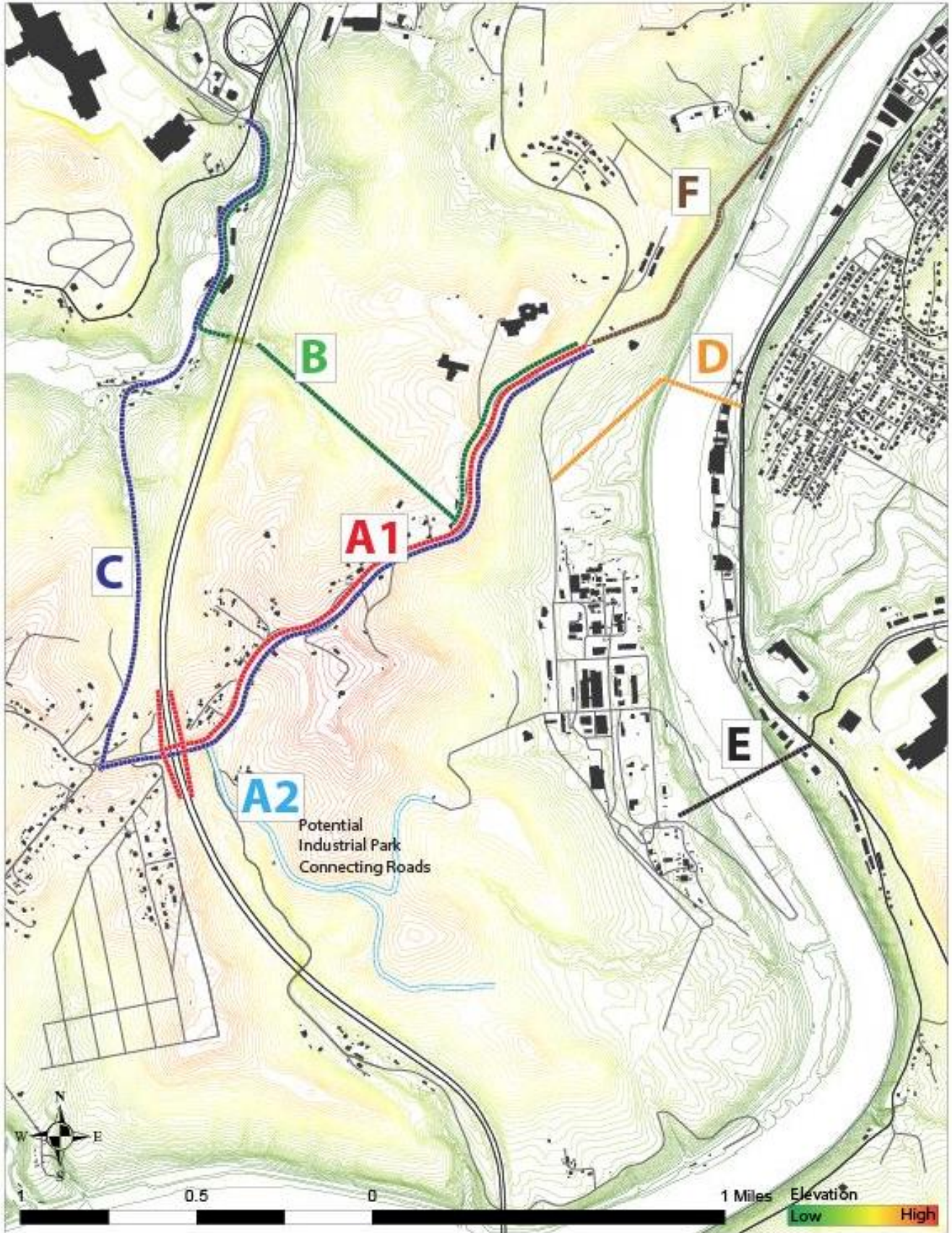


Recommendations

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.

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 27, 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