



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

Agenda

MPO Citizens Advisory Committee Meeting
Conference Room
MPO Offices
Monongalia County
243 High Street Room 110
Morgantown WV
October 13, 2016
6:00 PM

1. Call To Order
2. Approval of Minutes
3. TIP Adjustment Informational Item
4. I-79 Access Study Update
5. Update on Metropolitan Transportation Plan
6. Project Update WVDOH
7. Other Business
8. Meeting Adjournment



243 High Street Room 110
Morgantown, WV 26505
(304) 291-9571

Memorandum

Date: October 7, 2016

To: Citizens Advisory Committee Members

From: Bill Austin, AICP

Subject: October 13, 2016 CAC Agenda

CAC members please find below a short description of the items to be discussed at the CAC meeting to be held October 13, 2016 at the MPO's Offices at 6:00. Please let me know if you will be unable to attend this meeting.

-Approval of Minutes-Please note that we did not have a quorum at the August meeting. The June Minutes need to be approved.

-TIP Adjustments-The Division of Highways has requested that the TIP be adjusted for changes to the following projects:

-Beechurst/Campus Drive Intersection Realignment-Project CMAQ0019408D Total Cost \$30,000 and Project CMAQ0019409D Total Cost \$60,000 Move to FY 2017

-Foundry Street Linkage Trail-Project TAP 2014218DTC Move to FY 2017 Total Cost \$28,000

-Star City Trail Connector-Project NRT2015295DTC Move to FY 2017-Total Cost \$60,000

-University Avenue Intersection Improvement-Project CMAQ 0055037D-Total Cost \$1,900,000

This is an informational item only. There is no action to be taken on these adjustments.

-I-79 Access Study Update-Please find included with the Agenda packet handout materials from the ongoing I-79 Access Study. These materials will be presented at the public meeting to be held at Mountaineer Station on October 11th between 4 and 7 pm.

-Metropolitan Transportation Plan Update-Please find enclosed with the Agenda a memorandum from MPO Staff discussing the progress of the Update. More information will be available at the meeting



82 Hart Field Road Suite 105
Morgantown WV, 26505
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MINUTES

MPO Citizens Advisory Meeting
Morgantown Airport Terminal Building 1st Floor
Morgantown Monongalia MPO Conference Room
June 9, 2016
6:00 PM

Members Present

Bill Rice (Chair), Matt Cross, Ed Sneckenberger, Chip Wamsley, Maria Smith, Christiaan Abildso

Members Absent

Joe Patten, Chris Azzaro, Charles Renner

Others Present

Darin Glitz, Bill Austin-MMMPO, Jing Zhang-MMMPO

1. Call to Order

Mr. Rice, the Chairmen of the Citizens Advisory Committee, called the meeting to order at 6:05 PM.

2. Approval of the Minutes

Mr. Rice noted that the minutes of the November meeting were included in the agenda packet. Mr. Abildso moved to approve the minutes as corrected; seconded by Mr. Sneckenberger. With no discussion, the motion was unanimously approved.

3. TIP Amendments

Mr. Austin noted that the Division of Highways has requested a project for TIP Amendments. It is a slide repairing and resurfacing project near the River Road and DuPont Road intersection. Mr. Abildso asked if this project is located on a primary truck route. Chairman Rice noted that the project street has been heavily used by commercial trucks. Mr. Abildso suggested that rerouting the truck traffic may be more cost-effective than fixing the problem. Mr. Sneckenberger moved to recommend approval of the TIP Amendments to the Policy Board; seconded by Mr. Wamsley. With no further discussion, the motion was approved with Mr. Abildso voting no.

4. MPO Traffic Count Report

Mr. Austin noted that a draft Traffic Count Report of 2016 is included in the agenda package for review. The report contains detailed information for each count station, including directional volume, peak hours, and 24 hour traffic volume by 15 minute interval. MPO Staff will request 10 locations for recount in this fall to insure the correctness of the data. Mr. Abildso moved to accept the draft Traffic Count Report; seconded by Mr. Wamsley. With no discussion, the motion was unanimously approved.

5. UPWP Amendment

Mr. Austin noted that changing conditions have prompted MPO staff to request that the MPO amend two line items in the FY 2016-2017 Unified Planning Work Program. The first one is to include an additional \$212,500 in the Consulting Services Line item to fulfill the MPO's contractual obligation to our consultants.

Mr. Austin noted that it is a rescheduling of funding originally programed in the FY 2014-2015 UPWP with no change in the total cost of the contractual service. He noted that the MPO has the local match required for this amendment to the UPWP, no additional match will be required.

The second line item change is to revise the Health Insurance line item. MPO Staff originally projected that PEIA premiums would increase by 3%. Current discussions in Charleston indicate that the premiums may increase by 12% or more. MPO Staff recommends that this line item be increased by \$2,000 to anticipate any changes to PEIA premiums that may come forward. This change will not require an increase in local matching funds. Mr. Sneckenberger moved to recommend approval of the UPWP Amendment to the Policy Board; seconded by Mr. Abildso. With no discussion, the motion was unanimously approved.

6. University Avenue Complete Streets Study Revision

Mr. Austin noted that the Policy Board requested MPO staff revise some parts of the Study to address comments received by the Policy Board. Mr. Austin then described each change that was made in the draft report since the last Policy Board meeting.

Mr. Glitz noted that the since there is no supporting data or analysis to justify the proposed changes on Beverly Ave and the Beverly Ave/University Ave intersection, the report should drop its recommendations in the Beverly Ave area, particularly the recommendation of converting Beverly Ave into a one-way street. Mr. Austin noted that the consultant of the study has conducted a preliminary engineering assessment in the Beverly Ave area, including LOS/delay analysis under existing condition and an assessment of the topography, and has made recommendations based on those findings. Mr. Austin then noted that the proposal is not conclusive or final. Its implementation would be dependent on the findings of future traffic studies addressing the issue at the Beverly Ave/3rd Street/University Ave intersection. Chairman Rice noted that the MPO is primarily a policy decision making body and the study is to provide the concept of one alternative. The final design is at the discretion of the City.

Mr. Abildso moved to recommend adoption of the report to the Policy Board; seconded by Mr. Wamsley. With no discussion, the motion was unanimously approved.

7. I-79 Access Study Update

Mr. Austin noted that the MPO staff have met the consultant and DOH staff in Charleston and discussed preliminary findings from the traffic analysis on the alternatives identified in the Study. Considered alternatives include bridges crossing at various locations over Mon Blvd and a new interchange on I-79. The modeling information will be presented for public review. Stakeholder's meeting, steering committee meeting, and public meeting will be held in July and August.

8. Status Report on ongoing projects

Mr. Austin noted that Campus Drive project is delayed. The project at the intersection of Mileground Rd and Cheat Rd will be constructed next summer. The intersection will be closed for 3 weeks during its construction. Mr. Austin then noted that the DOH has adopted an alternative to improve the intersection of WV 7 and Greenbag Rd. The construction is scheduled in Oct, 2017. The DOH is also developing a corridor plan to improve the operation on WV 7 in the Sabraton area, including a right turn lane at the WV 7/Hartman Run Rd.

Chairman Rice noted that Mr. Austin will do a presentation to the Chamber of Commerce on the Long Range Transportation Plan update. Chairman Rice noted that the county commission is developing a bill to increase property tax for infrastructure improvements. He commended the effective coordination among different entities in the County.

11. Meeting Adjournment

There being no further business. The meeting adjourned at 7: 11 PM.



Public Meeting #2

Welcome

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

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

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

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

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

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

Background

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

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

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

Purpose and Need

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

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

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

Alternatives Considered

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Preliminary Cost Estimates

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

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

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

Project Next Steps

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

Why should you be involved in the project?

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

Project Schedule

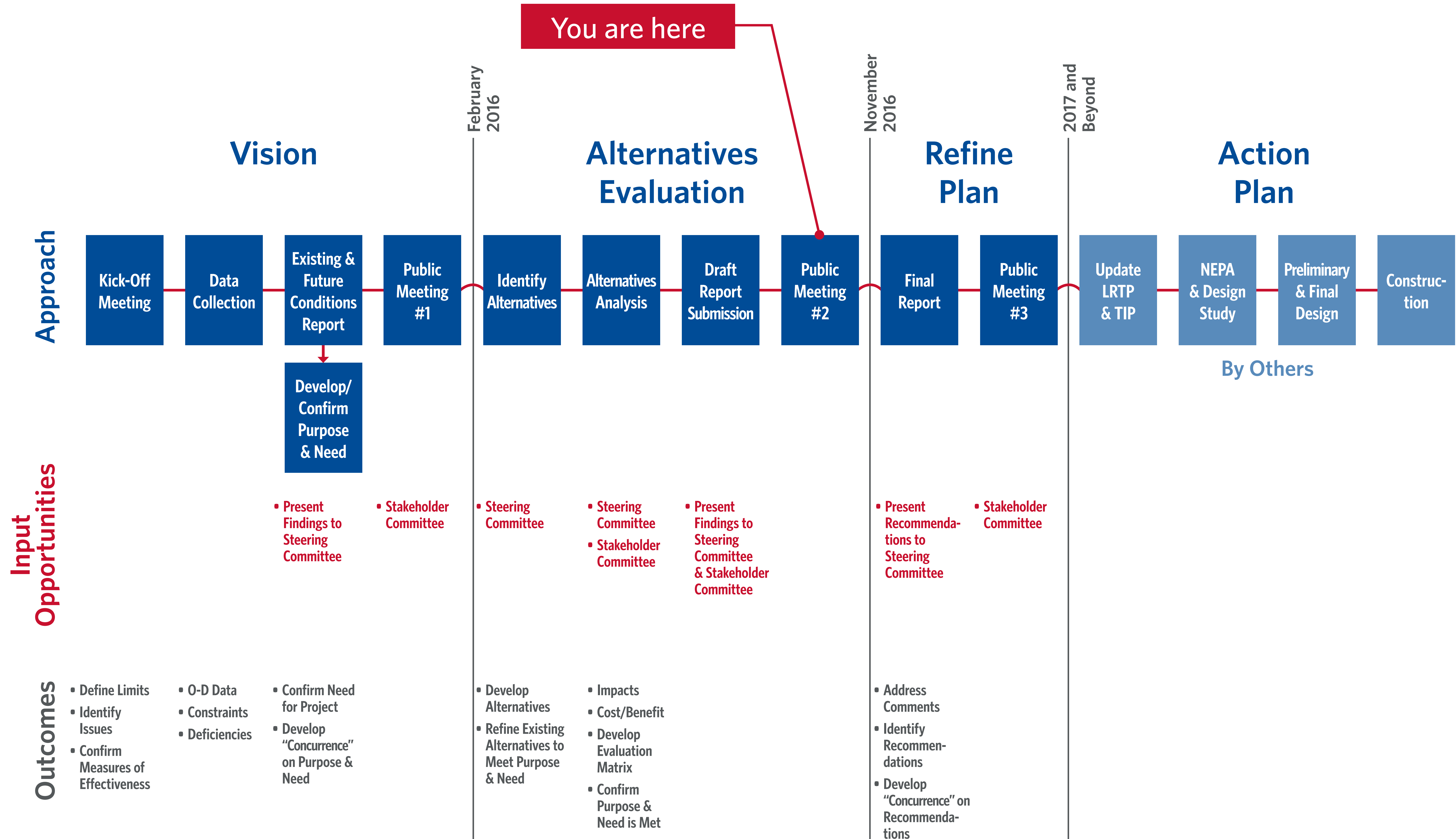
Milestone	Date
Notice to Proceed	April 1, 2015
Existing and Future Conditions Report	October 2015
Public Meeting #1	December 2015
Receive comments (Report & Public Meeting)	January 2016
Draft I-79 Access Study Report	October 2016
Public Meeting #2	October 2016
Receive comments (Report & Public Meeting)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

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

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



Project Timeline



Evaluation Matrix

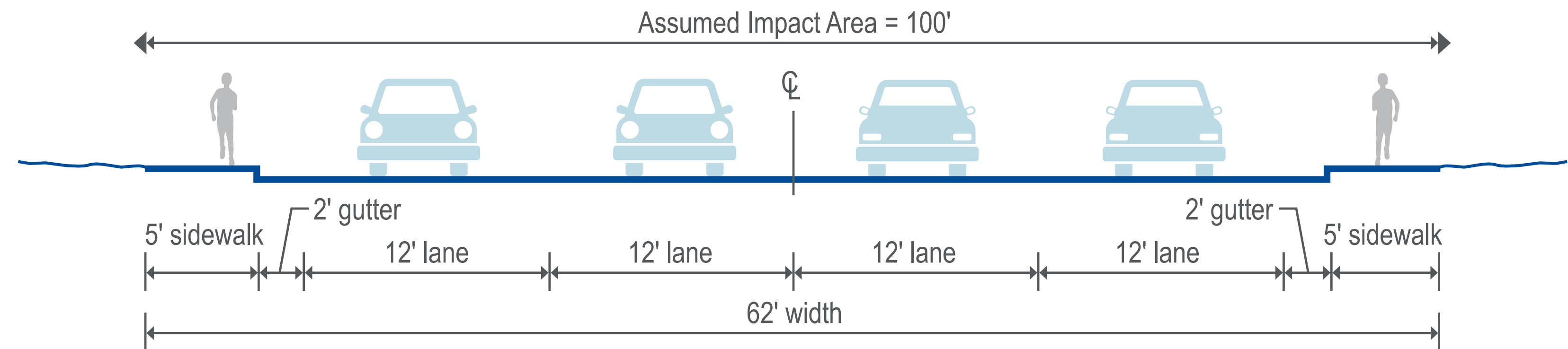


Evaluation Criteria		Weighted Value	No-Build	TSM	Build Alternative												
					1	2	3	4	5	6	7	8	9	10	11	12	
Operations	Reduces travel times to I-79	30%	5	4	Eliminated from further consideration	2	1	Eliminated from further consideration	Eliminated from further consideration	3	4	Eliminated from further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

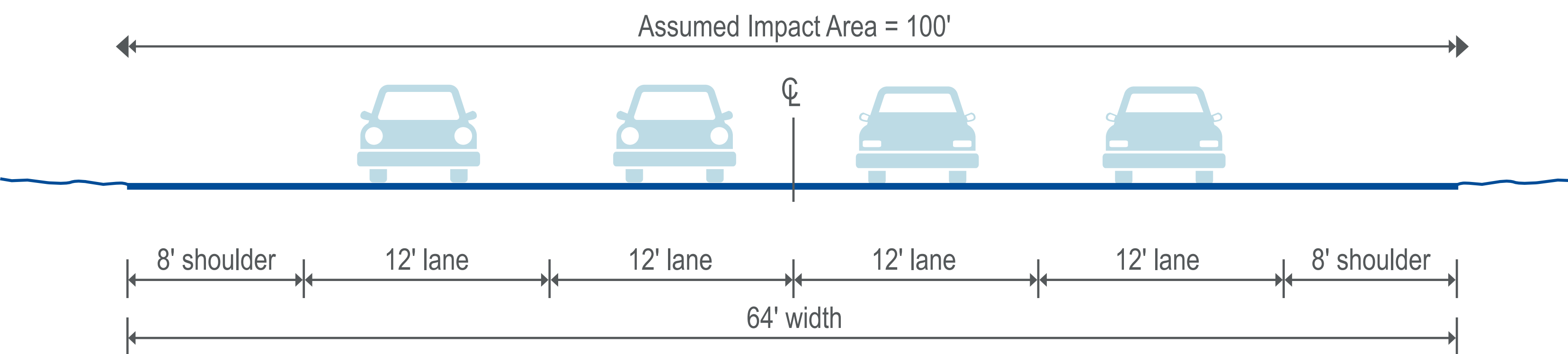
Typical Sections

Major Roadways

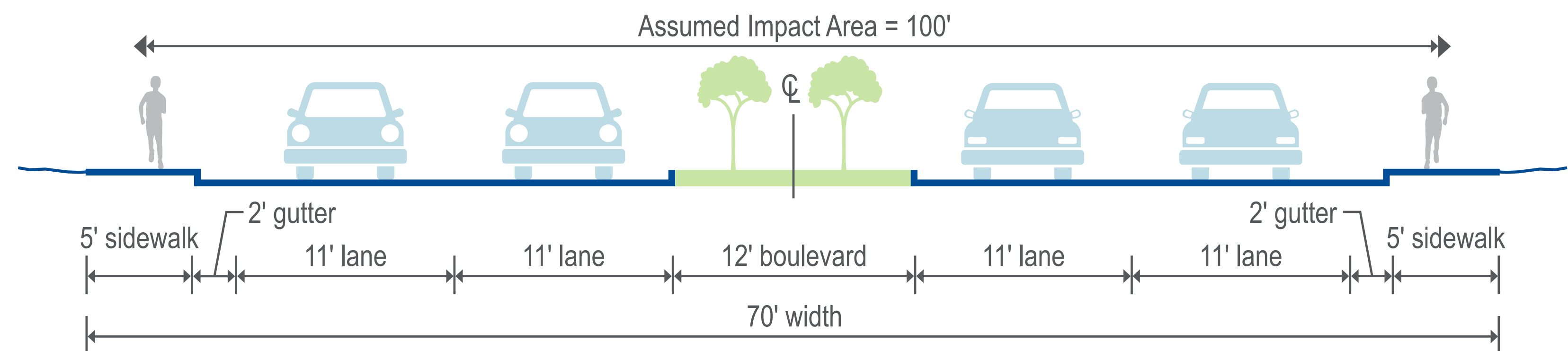
The major roadways are proposed to have posted speeds of 40-55 mph, depending on location. The four lane with boulevard option allows for flexibility of lane assignment and the potential to accommodate bicycles. The major roadways would be designed with access management to control the number of driveways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



Four Lane with Sidewalk



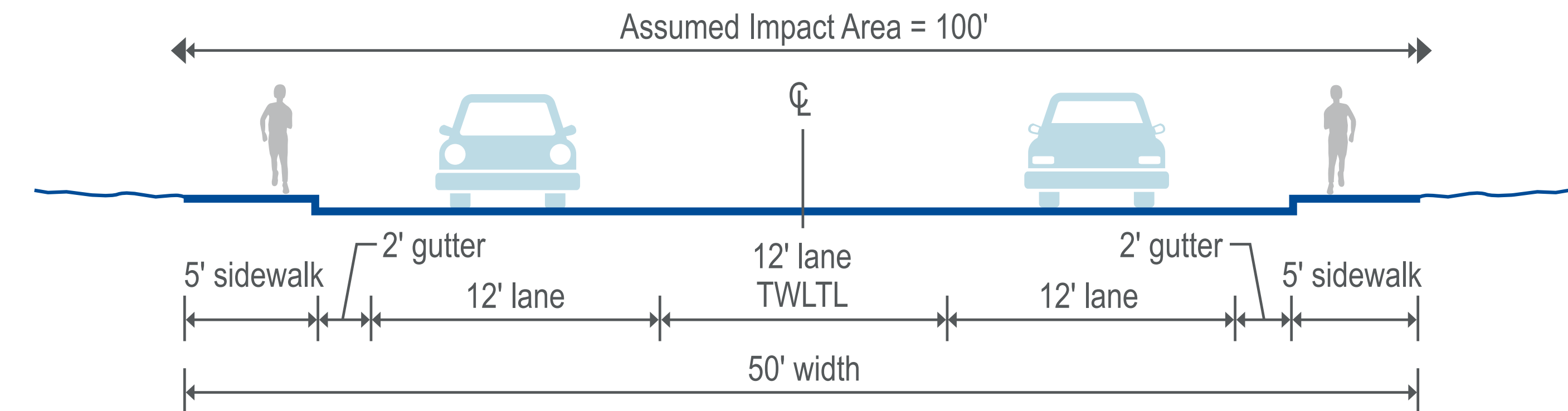
Four Lane with Shoulder



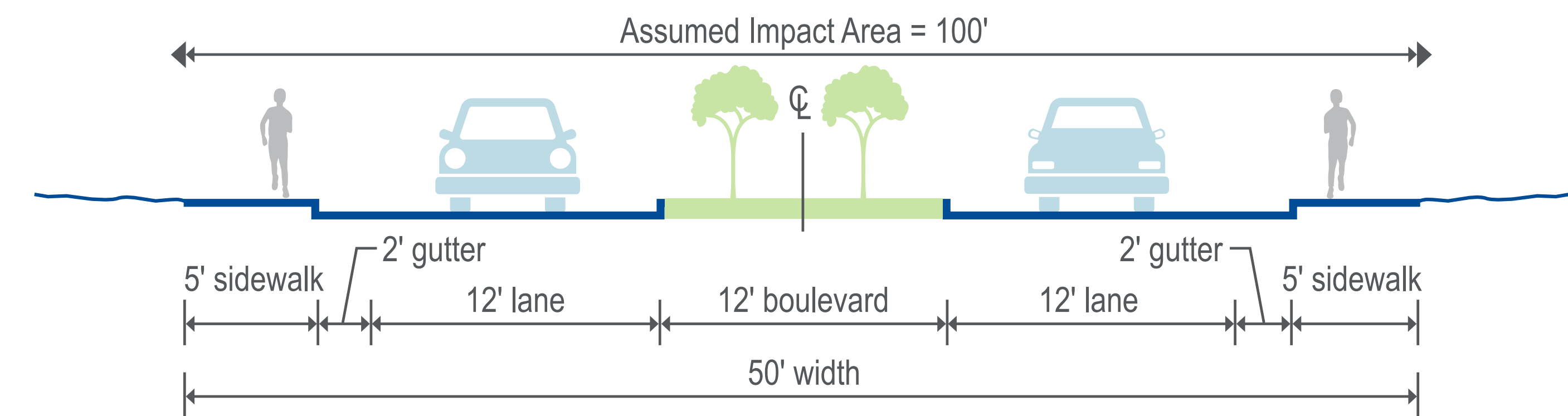
Four Lane with Boulevard

Local/Residential Roadways

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



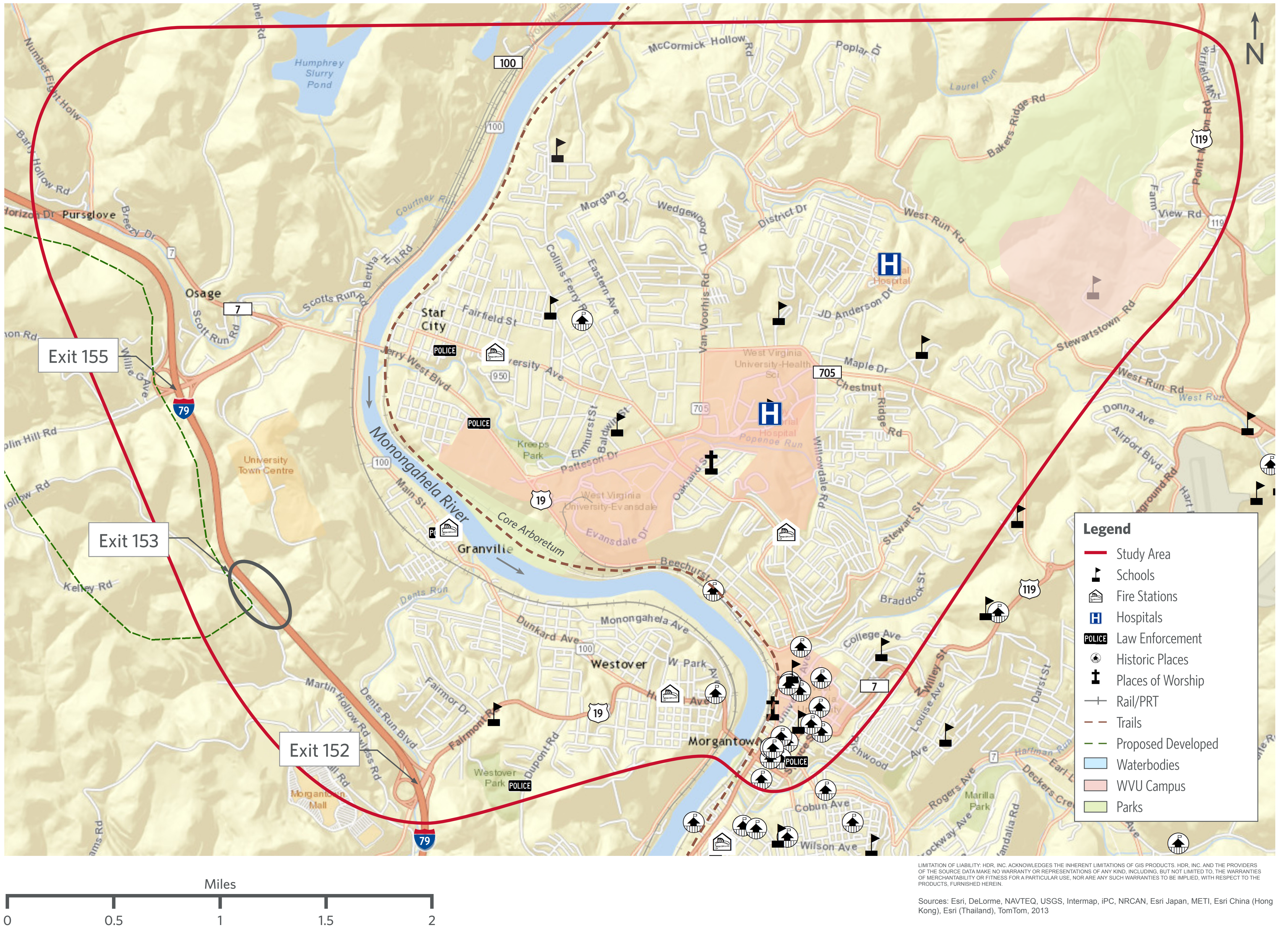
Three Lane with Sidewalk



Three Lane with Boulevard

I-79 Access Study

Study Area



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

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

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

Project Purpose and Need

PROJECT PURPOSE AND NEED

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

PROJECT DEVELOPMENT

Steering Committee Meeting #1 – October 2015

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

Public Meeting #1 – December 2015

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

Steering Committee Meeting #2 – January 2016

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

Stakeholder Committee Meeting #1 – March 2016

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

MMMP – WV DOT Coordination Meeting – June 2016

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

Steering Committee Meeting #3 – July 2016

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

Stakeholder Committee Meeting #2 – August 2016

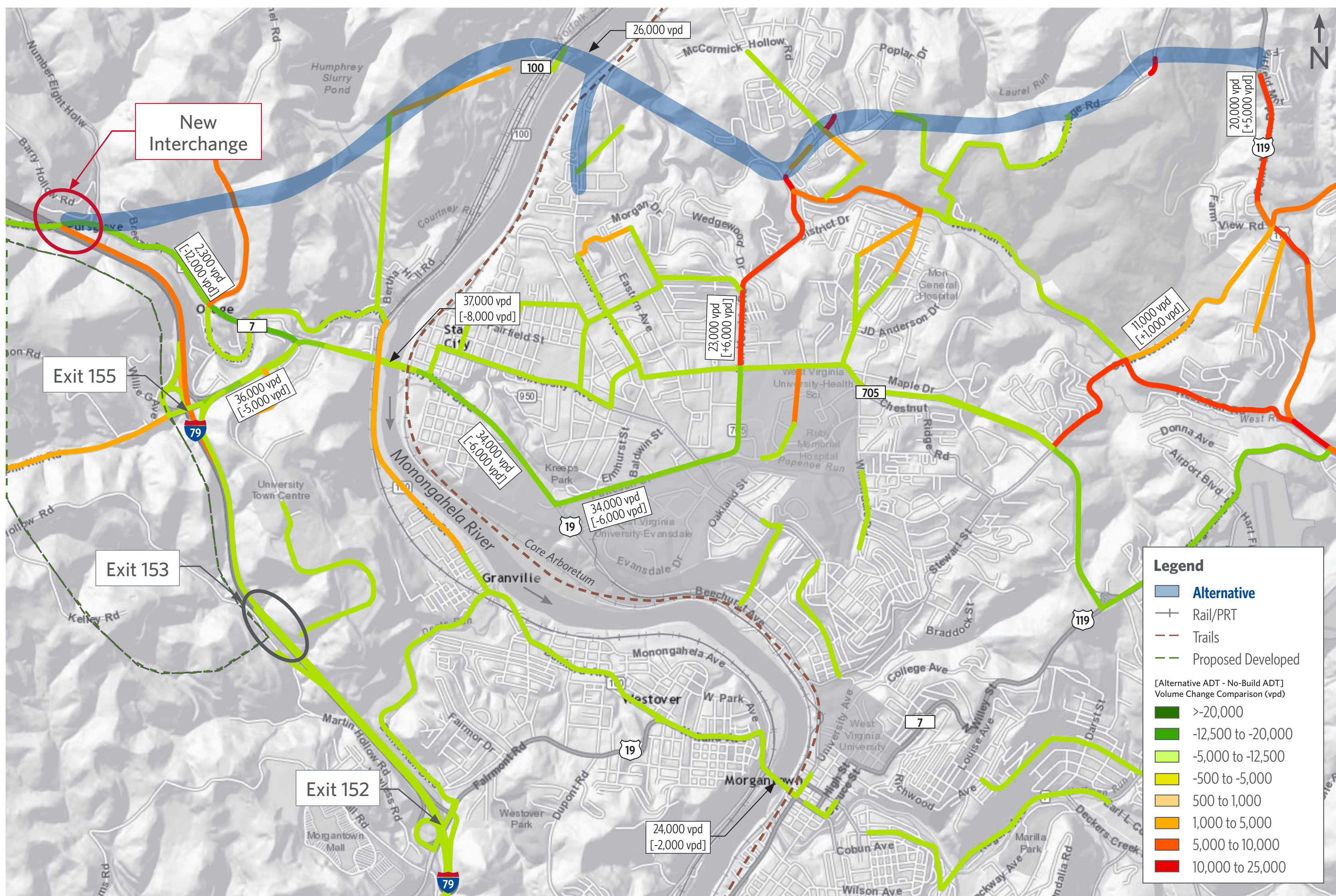
- Recap and review of alternatives presented.
- Evaluation matrix criteria and category weights revealed.

Steering Committee Meeting #4 – September 2016

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

Stakeholder Committee Meeting #3 – September 2016

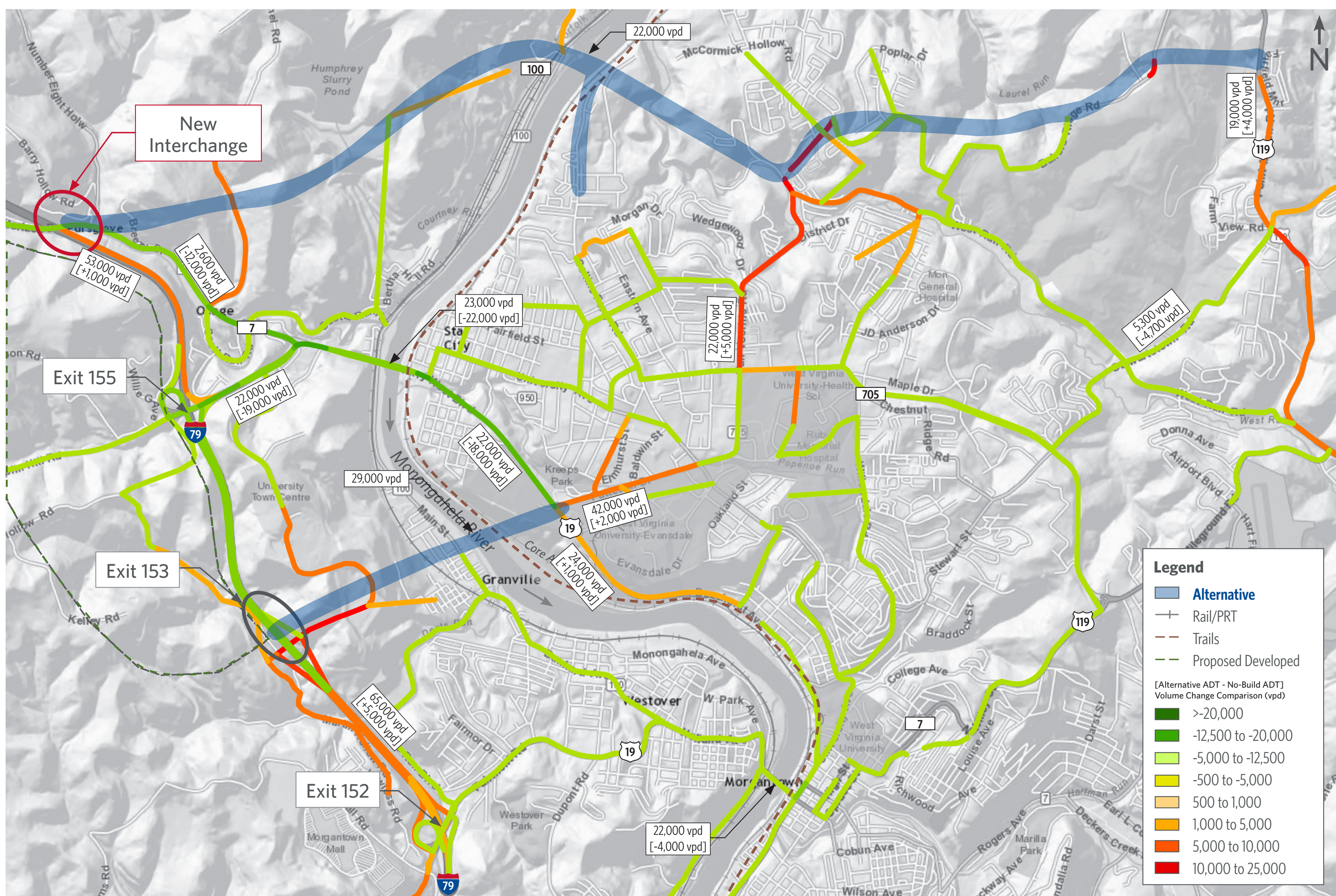
- Alternative impact results and evaluation matrix presented.
- Draft Public Meeting #2 materials presented.



▲ ALTERNATIVE 2

Cost: \$115-125M

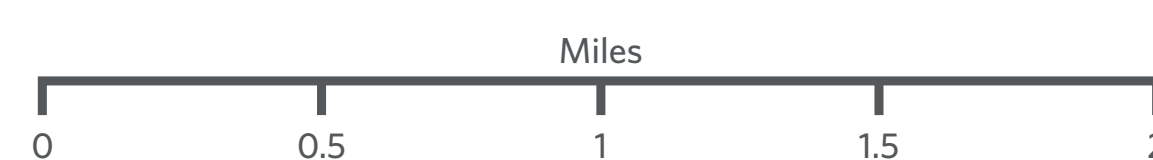
- The main corridor will be four-lanes. The connection to Collins Ferry Road will be three-lanes.
- Additional ancillary improvements include widening of Stewartstown Road to three-lanes and the addition of turn lanes and signalization at the intersection with US 119.

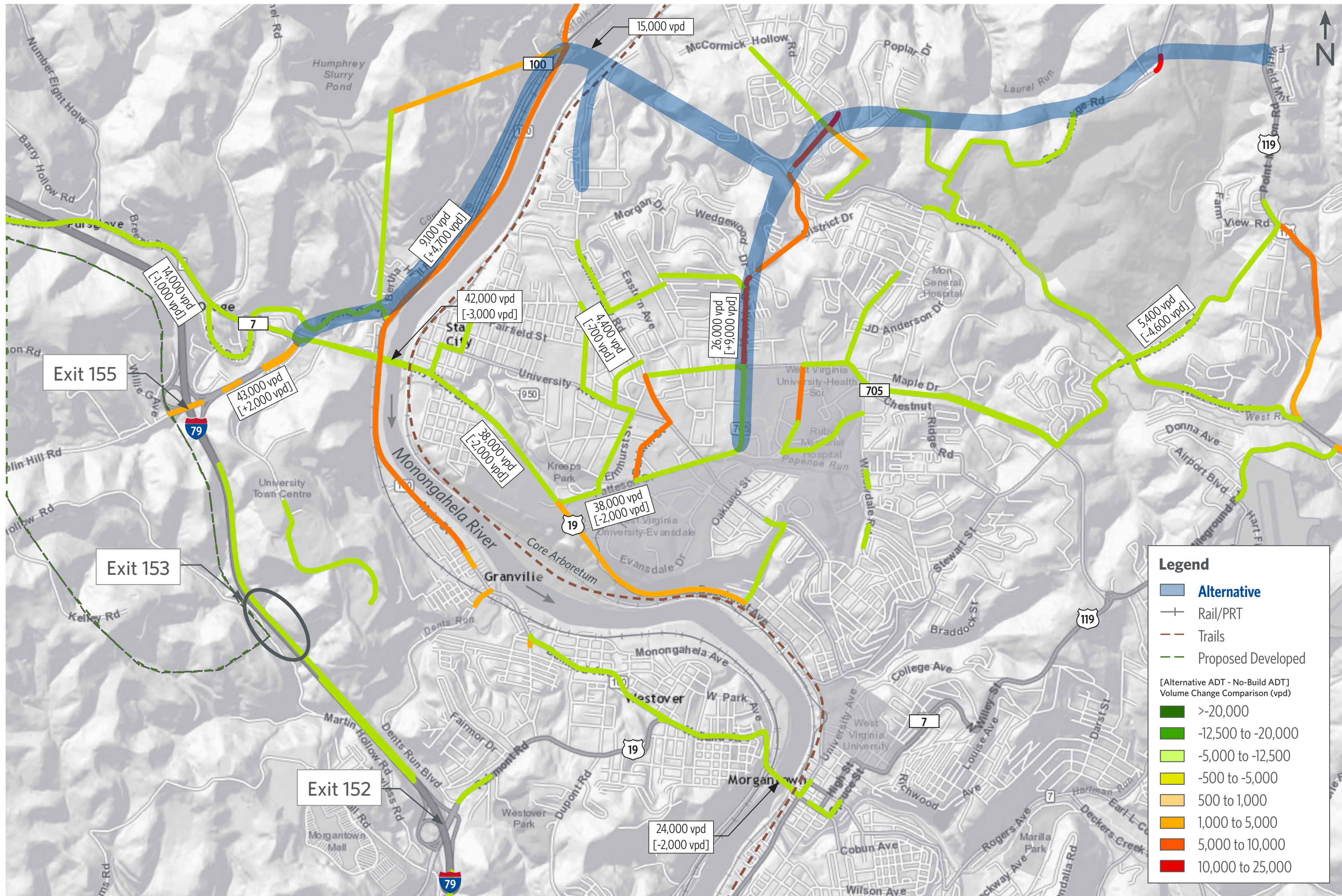


▲ ALTERNATIVE 3

Cost: \$175-185M

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

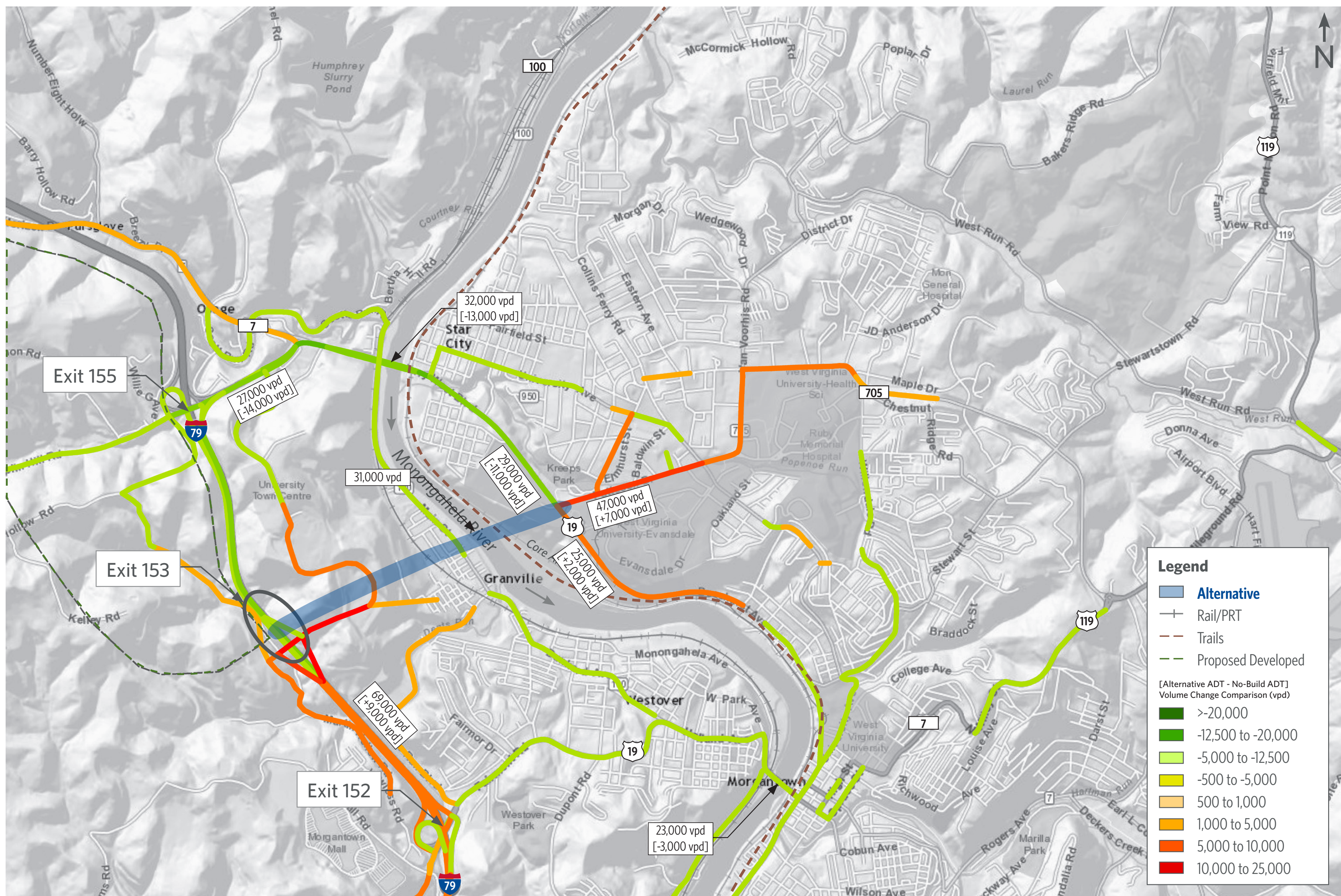




▲ ALTERNATIVE 6

Cost: \$125-135M

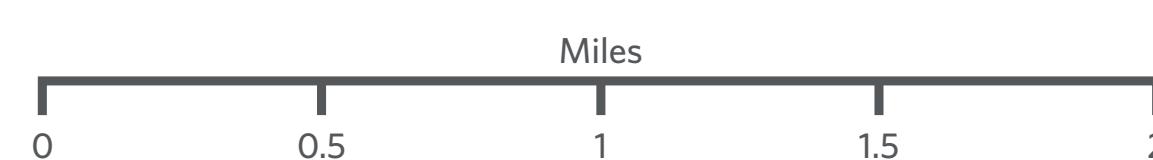
- The main corridor will be four-lanes. Van Voorhis Road will be widened to four-lanes and the connection to Collins Ferry Road will be three-lanes.
- Additional ancillary improvements include the addition of turn lanes and signalization at the intersection with US 119. The signals along Chaplin Hill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



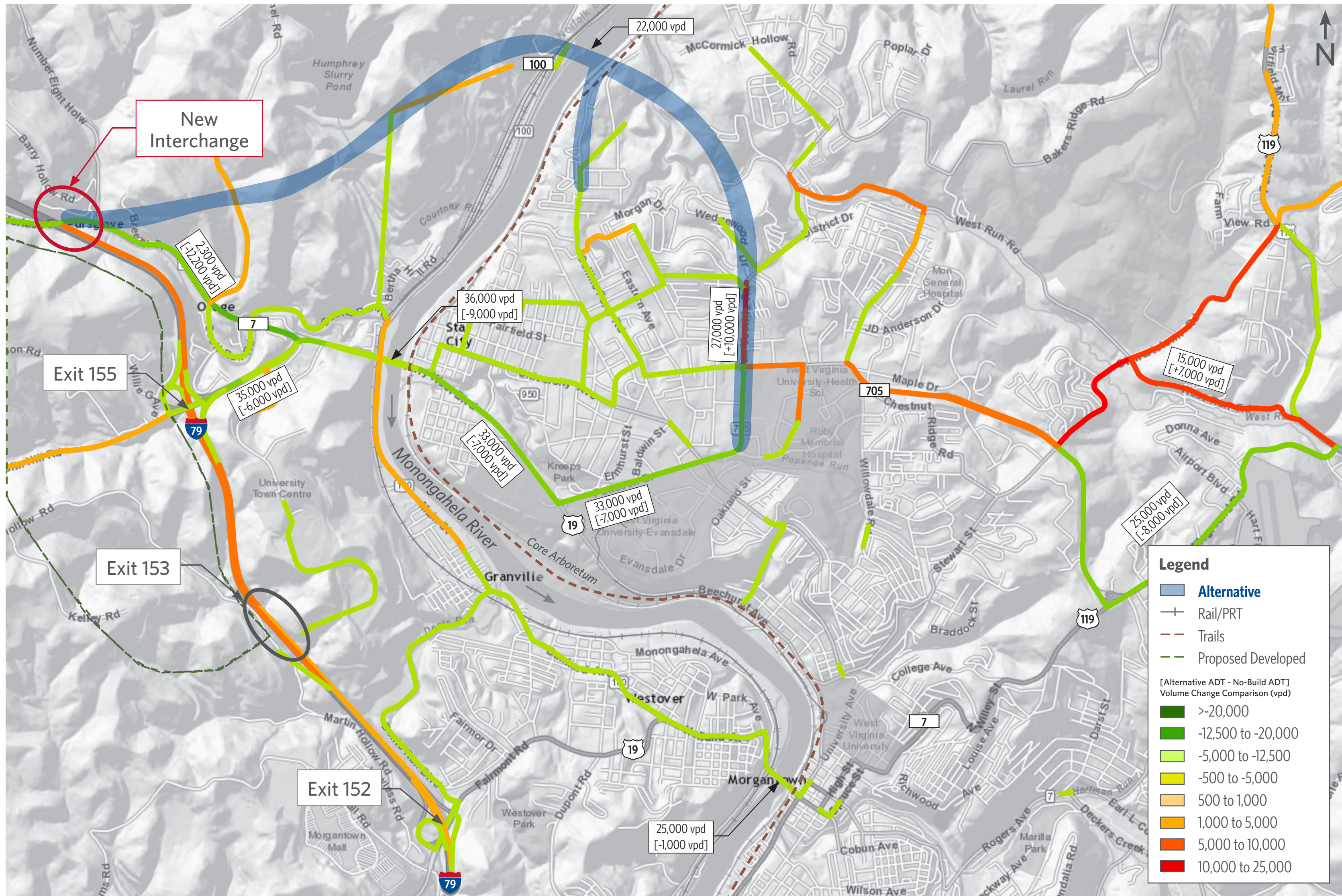
▲ ALTERNATIVE 7

Cost: \$135-145M

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



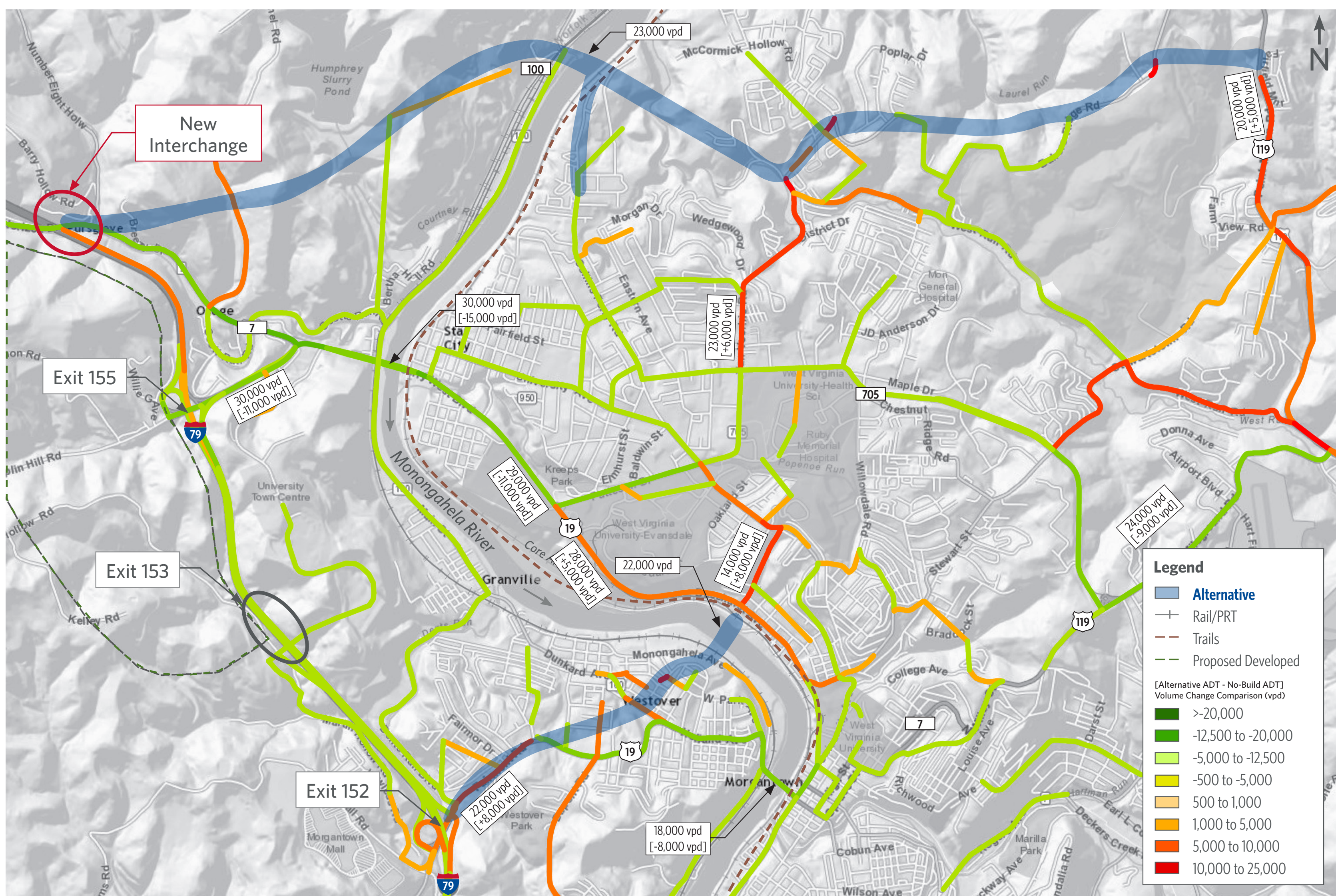
LIMITATION OF LIABILITY: HDR, INC. ACKNOWLEDGES THE INHERENT LIMITATIONS OF GIS PRODUCTS. HDR, INC. AND THE PROVIDERS OF THE SOURCE DATA MAKE NO WARRANTY OR REPRESENTATIONS OF ANY KIND, INCLUDING, BUT NOT LIMITED TO, THE WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE. HDR AND ANY SUCH WARRANTIES TO BE IMPLIED, WITH RESPECT TO THE PRODUCTS, FURNISHED HEREIN.
Sources: Esri, Delorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013



▲ ALTERNATIVE 10

Cost: \$110-120M

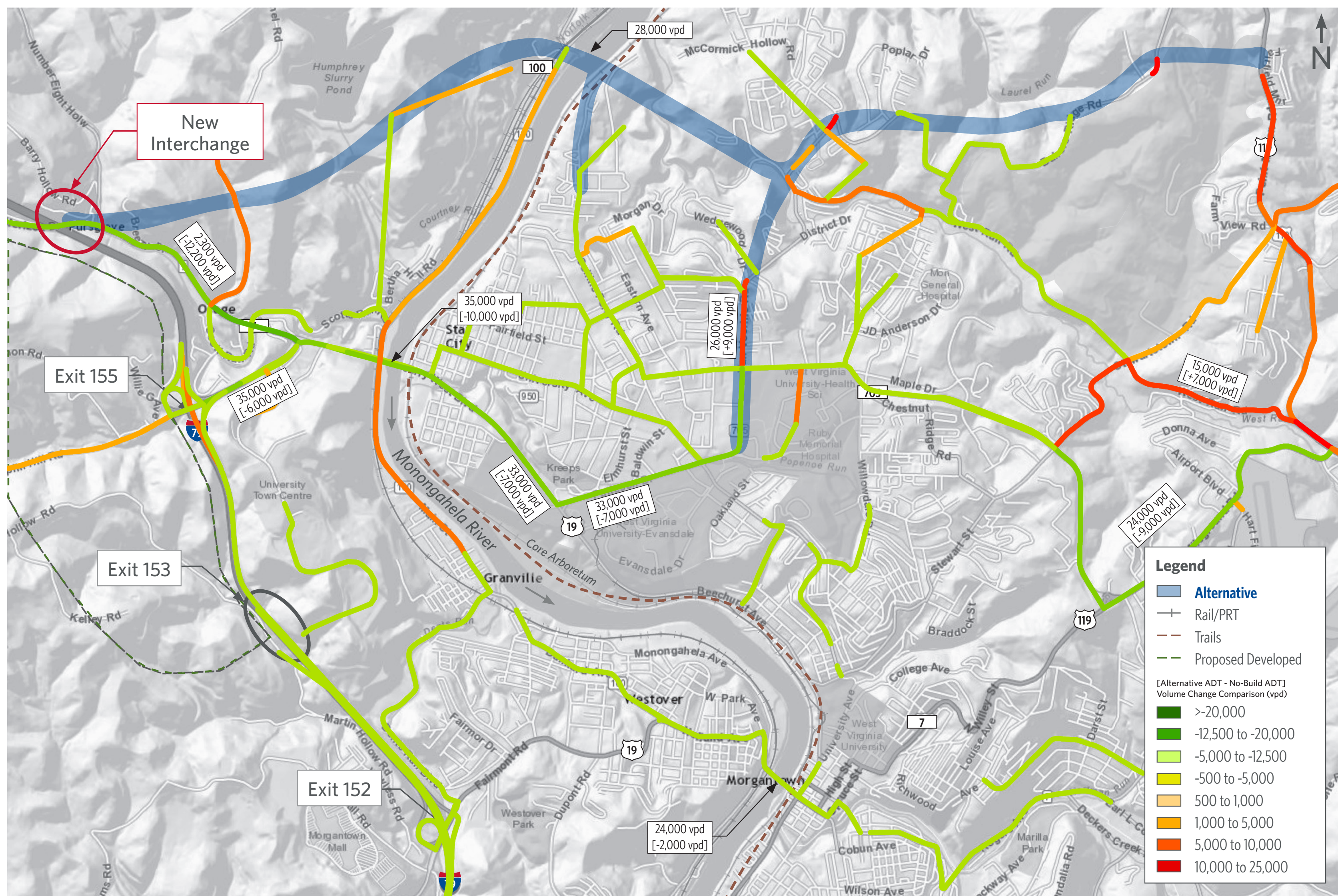
- The main corridor, including Van Voorhis Road, will be four-lanes. The connection to Collins Ferry Road will be three-lanes.
- Additional ancillary improvements include optimizing the signals on Patteson Drive and WV 705. Additional turn lanes at the new intersection with Van Voorhis Road will also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



▲ ALTERNATIVE 11

Cost: \$200-210M

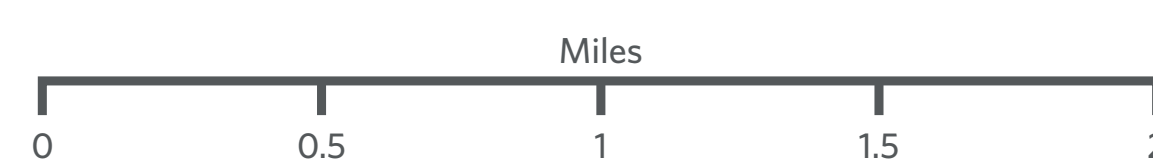
- The main corridor will be four-lanes. Van Voorhis Road will be widened to four-lanes and the connection to Collins Ferry Road will be three-lanes.
- There will be two new river crossings.
- Additional ancillary improvements include the addition of turn lanes and signalization at the intersection with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



▲ ALTERNATIVE 12

Cost: \$135-145M

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





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

Memorandum

Date: October 4, 2016

To: Transportation Technical Advisory Committee Members

From: MPO Staff

Subject: Metropolitan Transportation Plan Update-Community Outreach Status Report

The memo summarizes the MPO's outreach efforts for the Metropolitan Transportation Plan Update project in September and presents a preliminary analysis of the survey being conducted for the Update. There is also an outline of steps to be conducted in October.

-Community Outreach. In September, electronic copies of and the survey link to the public questionnaire were distributed to the community, and the survey was promoted in the media including the following activities:

- MPO website and Facebook page
- Morgantown Pedestrian Safety Board and Bicycle Board
- Morgantown public media
- Mountain line transit public media
- WVU Transportation and Parking
- Dominion Post and WAJR

To date the MPO has renovated the MPO's website, and published it on September 1, 2016. The website features enhanced graphics, transportation planning related functions, and a more user-friendly platform. There have been more than one thousand clicks on the website.

-Community Outreach. The MPO has received 549 completed online surveys. The outcome of the survey from September 1 to October 4 is summarized as the following:

Respondents Demographic Profile

- The majority of respondents (63.93%) have lived in the Morgantown area more than 5 years. (Q1)
- 87.73% of respondents are white. (Q7)
- 11.51% of respondents' annual household income is less than \$35,000.
- Nearly half of respondents' (48.35%) annual household income is more than \$75,000. (Q4)

Transportation Pattern

- The majority of respondents (74.26%) have 1-2 registered motor vehicles. (Q3)
- 64.83% of respondents spend 10-40 minutes commuting to or from work. (Q5)
- Nearly 10% of respondents walk or ride a bicycle to go to work or school. (Q6)
- Nearly 10% of respondents walk or ride a bicycle for recreational purposes. (Q6)

Transportation Funding Priorities (Q8)

Top five priorities for transportation funding are

- Improving traffic flow: 27% of total funding
- Roadway condition improvements: 24% of total funding
- New roads and/or bridges: 13% of total funding
- Sidewalks/crosswalks improvements: 11% of total funding
- Roadway widening: 9% of total funding

Existing Transportation System (Q10)

- Nearly half of respondents (50.81%) considered the overall transportation system in the Morgantown area fair.
- 36.09% of respondents considered the overall transportation system in the Morgantown area poor.
- 44% of the respondents considered the speed of traffic fair.
- 45% of the respondents considered the speed of traffic fair.
- 48.54% respondents considered bicycle traveling poor.
- 56.49% respondents considered the trail system good.
- 62.12% of respondents considered the road conditions poor.

Walking (Q13)

- 72% of respondents considered more pedestrian friendly land use development would be somewhat likely or very likely to increase their use of walking.
- 70% of respondents considered more sidewalks would be somewhat likely or very likely to increase their use of walking.
- 69% of respondents considered more open public spaces as somewhat likely or very likely to increase their use of walking.

Bicycling (Q16)

- 54% of respondents considered an extended trail system to be somewhat likely or very likely increase their use of bicycles.
- 52% of respondents considered more bicycle friendly land use development to be somewhat likely or very likely to increase their use of bicycles.
- 49% of respondents considered more bicycle lanes to be somewhat likely or very likely to increase their use of bicycles.

Transit Services (Q19)

- 56% of respondents considered extension of PRT lines would make it somewhat likely or very likely to increase their use of public transit.
- 48% of respondents considered more frequent PRT service would make it somewhat likely or very likely to increase their use of public transit.
- 47% of respondents considered more frequent bus service would make it somewhat likely or very likely to increase their use of bus service

Please see the Attachment for a detailed summary of the survey response.

--Next Step

- a. Paper copies of the survey will be distributed to public libraries. Survey Posters will be posted in grocery stores and neighborhood convenient stores.
- b. MPO staff will reach out to the trucking industries in the Morgantown area to collect freight related inputs to the MTP update.
- c. MPO staff will conduct a full analysis on the survey responses after the survey is closed on November 1. The full analysis will include:
 - Identify the place residence of the survey takers.
 - Summarize the top five roadway and/or intersections improvements (Question 11)
 - Summarize the top three pedestrian facility improvements (Question 14)
 - Summarize the top three bicycle facility improvements (Question 17)
 - Summarize the top three transit facility improvements (Question 20)
 - Full analysis on the improvement preference within each transportation category.
- d. MPO staff will prepare a summary of existing unfunded from the current LRTP and new projects from the I-79 Access Study for preliminary review in November.