APPENDIX H

PUBLIC OPEN HOUSE DOCUMENTATION
Thank you for attending tonight’s open-house meeting to review the Draft 2012 - 2040 Long Range Transportation Plan (LRTP). The LRTP is a federally required long-range strategy and capital improvement program to guide the expenditure of federal transportation funds over the next 28-years. This plan updates the region’s 2007 LRTP by considering changing regional needs, projected population, and transportation funding forecasts. Displayed here tonight for your review and comments are:

**LRTP Goals and Objectives** – Set the direction for the LRTP based on the community’s vision for the region.

**Recommended LRTP Planning Strategies** – Guide the planning efforts of the MMMPO over the next 5 years.

**Recommended LRTP Projects** – A list of priority “fundable” projects (Tier 1) based on state forecasts of available transportation funding over the 28-year term of the plan. It also identifies other valuable projects (Tiers 2-5) that should be pursued if local and/or other revenue sources become available.

The Draft LRTP is the culmination of a year-long planning process. The LRTP is rooted in the community’s vision for the region identified through a comprehensive regional visioning process. The process, called “Crossroads — It’s Time to Chart Our Future,” engaged a diverse group of stakeholders, citizens and community leaders to identify the needs, aspirations and the preferred direction of future growth for Monongalia County. The Crossroads vision process included four rounds of public involvement opportunities: 1) Stakeholder Interviews, 2) Idea Gathering Workshops, 3) Understanding Future Growth Workshop, and 4) Community Choices Workshop. Everyone with an interest in the future of Greater Morgantown was invited to attend the public workshops.

The Draft LRTP development was guided by a Transportation Advisory Group, which is made up of the MPO’s Policy Board and standing committees including representatives of state and local governments, WVU, Mountain Line Transit Authority, local business leaders, and concerned citizens.

The LRTP will be used as a tool to address regional transportation needs as the area continues to grow and develop. The LRTP provides the basis for the region’s Transportation Improvement Program (TIP), a short-range capital improvement program for implementing street/highway, transit, and bikeway projects.

*For more information please visit the website [www.plantogether.org](http://www.plantogether.org) or contact the MMMPO at info@plantogether.org or (304) 291-9571.*
Transportation Vision Statement

Through the Crossroads Regional Visioning Process the community has communicated the following vision statement for the transportation system for the Morgantown-Monongalia Metropolitan Planning Area:

*The Morgantown Monongalia area will have a complete and attractive transportation system with reduced congestion. The system will support and guide future growth by integrating the use of private vehicles, with public transportation, biking, and walking.*

Transportation Goals

The following eight transportation goals for the region have been developed based on this vision, the goals and objectives communicated by the community through the Crossroads regional vision process, local stakeholder interviews, collaboration with the Transportation Advisory Group, and in consideration of the SAFETEA-LU eight metropolitan planning factors which must be addressed according to Federal guidance. These goals are intended to be the basis for decision-making related to region’s Long Range Transportation Plan. The numbering of the goals is in no way an indication of priority or a ranking of importance.
Goal #1: A multimodal transportation system that efficiently moves people and goods

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>MEASUREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1A: To eliminate/reduce current congestion and multimodal traffic flow restrictions on arterial and collector roadways</td>
<td>Change in delay and travel time for pedestrians</td>
</tr>
<tr>
<td>Objective 1B: To ensure that future development and related transportation improvements address capacity and connectivity needs proactively rather than reactively</td>
<td>Change in number of transportation improvements built prior to and concurrently with growth and development (rather than reactive to)</td>
</tr>
<tr>
<td>Objective 1C: Improve ingress/egress to the most densely developed / highest activity areas of region (the core)</td>
<td>Change in time to travel to and from core</td>
</tr>
<tr>
<td>Objective 1D: Provide adequate transportation capacity and access to support current businesses</td>
<td>Change in access to current clusters of businesses</td>
</tr>
<tr>
<td>Objective 1E: Focus capacity improvements for all modes in areas of desired future growth and development that support the public’s vision for the region</td>
<td>Change in number of improvements planned, designed, and/or constructed in areas of desired growth</td>
</tr>
</tbody>
</table>

Goal #2: A transportation system in which all modes are highly integrated and connected

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>MEASUREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 2A: To allow for convenient transfer from one mode to another in the region (i.e. biking to bus, vanpooling to bus, etc) to maximize travel efficiency</td>
<td>Change in number of multimodal trips</td>
</tr>
<tr>
<td>Objective 2B: To encourage the use of the most efficient mode based on the distance and characteristics of a particular trip</td>
<td>Change in number of people walking for trips one-mile or less</td>
</tr>
<tr>
<td>Objective 2C: Increase the geographic area in which people have convenient access to non-automobile modes</td>
<td>Change in number of travel options to individuals in all populated areas</td>
</tr>
<tr>
<td>Objective 2D: Reduce reliance on automobile for travel</td>
<td>Change in number of person trips by non-automobile modes</td>
</tr>
<tr>
<td>Objective 2E: Better serve those who do not/cannot own and drive a personal automobile.</td>
<td>Change in number of opportunities to travel for those who do not drive</td>
</tr>
<tr>
<td>Objective 2F: To allow for efficient transfers of goods between modes (air, pipeline, river rail)</td>
<td>Change in quantity of people and goods transferred by these modes</td>
</tr>
<tr>
<td>Objective 2G: Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities</td>
<td>Change in linear feet of sidewalks that connect destinations/attractios</td>
</tr>
<tr>
<td>Objective 2H: Increase use of existing rail-trails for transportation purposes</td>
<td>Number of trail users with trip purposes of commuting, shopping, entertainment</td>
</tr>
</tbody>
</table>
### Goal #3: A multimodal transportation system that safely moves people and goods

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>MEASUREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 3A: To minimize crashes, especially injury/fatality crashes by 50% through improvement of high crash locations and improvement of local enforcement of traffic laws and education of transportation system users</td>
<td>Change in frequency and rate of crashes (all modes)  Change in frequency of injury/fatality crashes (all modes)</td>
</tr>
<tr>
<td>Objective 3B: To ensure that future growth and related transportation improvements address transportation safety needs in planning and design</td>
<td>Change in crash frequency and rates in areas affected by development and growth  Transportation improvements built prior to and concurrently with growth and development (rather than in reaction to growth)</td>
</tr>
</tbody>
</table>

### Goal #4: A transportation system that maximizes the efficiency of freight movement through and within the region with minimal impacts on neighborhood and campus areas, especially areas of higher bicycle and pedestrian demand

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>MEASUREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 4A: Reduce truck traffic in residential neighborhoods and on other streets where significant numbers of bicycles and pedestrians are present</td>
<td>Change in number of trucks in neighborhoods  Change in number of trucks in other pedestrian/bicycle activity areas</td>
</tr>
<tr>
<td>Objective 4B: Improve truck access to key industrial areas</td>
<td>Change in time to deliver freight  Change in amount of freight moved  Change in amount of freight dependent industries</td>
</tr>
<tr>
<td>Objective 4C: Increase options for freight movement that minimizes truck traffic on non-interstate roadways</td>
<td>Change in amount of freight moved by non-truck mode</td>
</tr>
</tbody>
</table>

### Goal #5: Greater collaboration between local agencies, state officials, and private interests in the pursuit and funding of transportation improvements

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>MEASUREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 5A: More effective and less costly transportation improvements by capitalizing on common goals and needs between communities and agencies in the region</td>
<td>Change in number of policies and projects co-sponsored by multiple jurisdictions  Change in number of projects funded by multiple jurisdictions  Change in number of projects that physically cross jurisdictional lines</td>
</tr>
<tr>
<td>Objective 5B: Higher quality transportation system improvements due to cost sharing and collaboration</td>
<td>Change in the ratio of funding by state sources versus local sources for projects  Change in public opinion related to quality of transportation improvements  Change in number of projects and programs jointly funded by multiple jurisdictions</td>
</tr>
<tr>
<td>Objective 5C: Transportation improvements that support the public's long-term vision for the region</td>
<td>Change in number of regional goals supported by projects  Change in public satisfaction related to transportation projects</td>
</tr>
</tbody>
</table>

### Goal #6: A Transportation system that is attractive, sustainable, and livable.

<table>
<thead>
<tr>
<th>OBJECTIVES</th>
<th>MEASUREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 6A: Integrate the local context of the area into the planning, design, and construction of transportation improvements</td>
<td>Change in the quality and livability of the built environment  Change in public satisfaction related to transportation projects  Change in property values</td>
</tr>
<tr>
<td>Objective 6B: Include sustainability features in design of</td>
<td>Change in storm water run-off  Change in vehicle emissions impact on  Change in negative impacts to environment due</td>
</tr>
</tbody>
</table>
Objectives and Measurements:

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective 6C:</strong> Address multimodal system needs in all planning, design, and construction of transportation improvements</td>
<td>Change in number of non-automobile focused transportation projects planned, designed, and constructed</td>
</tr>
</tbody>
</table>

**Goals #7: Reduce automobile trip demand, especially during peak travel hours**

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective 7A:</strong> Reduce the need to construct costly transportation and parking infrastructure improvements</td>
<td>Change in project funding required to meet the region’s transportation and parking needs</td>
</tr>
<tr>
<td><strong>Objective 7B:</strong> Invest in transportation improvements that encourage and support development/land use patterns that decrease need to travel</td>
<td>Change in number of projects that support mixed-use, transit oriented, and non-auto centric land development</td>
</tr>
<tr>
<td><strong>Objective 7C:</strong> Reduce automobile emissions and improve air quality</td>
<td>Change in air-quality measures</td>
</tr>
<tr>
<td><strong>Objective 7D:</strong> Increase trips made by walking by 50%</td>
<td>Change in walking trips</td>
</tr>
<tr>
<td><strong>Objective 7E:</strong> Increase trips made by bicycle by 5%</td>
<td>Change in bicycle trips</td>
</tr>
<tr>
<td><strong>Objective 7F:</strong> Increase number of trips made by public transit by 200%</td>
<td>Change in bus trips</td>
</tr>
<tr>
<td><strong>Objective 7G:</strong> Increase work telecommuting and virtual lectures (WVU)</td>
<td>Change in number of employees working from home or other remote locations</td>
</tr>
<tr>
<td><strong>Objective 7H:</strong> Increase average vehicle occupancy by 100%</td>
<td>Change in average occupants per vehicle</td>
</tr>
</tbody>
</table>

**Goals #8: A multimodal transportation system that enhances the homeland security of the region**

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Measurements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective 8A:</strong> Heighten awareness of homeland security needs related to transportation</td>
<td>Change in occurrences of security issues being considered</td>
</tr>
<tr>
<td><strong>Objective 8B:</strong> Improve understanding of critical transportation system related homeland security issues in the region</td>
<td>Change in knowledge of critical homeland security issues</td>
</tr>
<tr>
<td><strong>Objective 8C:</strong> Incorporate homeland security needs in transportation project planning, design, and construction</td>
<td>Change in number of projects and policies that include homeland security considerations</td>
</tr>
</tbody>
</table>
These strategies are intended to guide the MPO’s planning efforts during the LRTP period. These activities are important to achieving the goals and objectives of the recommended LRTP. Some of these activities are stand-alone planning efforts, but many are pre-cursors or support activities to projects identified in the “LRTP Projects List.”

**Regional Sidewalk Connectivity Plan** – Expand the Connecting Network Sidewalks (CNS) from the Morgantown Pedestrian Safety Plan to include the urban portions of the region and select rural/suburban portions of the region where pedestrian traffic is anticipated to develop. The plan should include a 10-year action plan to implement improvements necessary to complete the CNS. This strategy should be coordinated with the Local Funding Committee’s efforts to identify local funding opportunities to advance the Regional Pedestrian Safety and Sidewalk Connectivity Program (Project #39). Priorities should be established and projects identified to be completed under the ADA Connectivity Initiative (Project #2), and Safe Routes to School Improvements (Project #43). *Related to LRTP capital projects 2, 39, and 43.*

**Regional Bike Plan** – Building on the Morgantown Bicycle Plan, develop a “Regional Connecting Bike Route Network” (same concept as the CNS) and a 10-year implementation plan that identifies specific signage, markings, spot roadway improvements, trail improvements, etc. meeting current state of the practice. The plan should also include an education program and campaign to promote cycling, improve awareness of traffic laws and appropriate operational practices to improve safety. A local law enforcement plan and officer education program to help curb bicyclist, pedestrian and automobile driver behavior that is dangerous for cycling should also be part of the plan. *Related to LRTP capital project 40.*

**Access Management Plan** – Complete a study of key corridors in the region to identify current access management deficiencies. Include data driven prioritization based on related crashes and congestion, and develop policy for access control, planning, design and retrofits. Identify priority locations and a 10-year implementation plan. *Related to LRTP capital project 44.*

**Complete the Streets Initiative** – Develop an action plan to increase and leverage local funding sources, and coordination and implementation processes, for local agencies to partner with WVDOH on projects to share costs related to complete street enhancements. *Related to the majority of the LRTP capital projects.*

**Local Transportation Funding/Legislative Committee** – Establish a group of concerned citizens, elected officials, local transportation funding and legislative experts to meet regularly and develop an action plan to increase local agency (non-state/federal) transportation funding sources, and to maximize state/federal transportation funding expenditures in the region. A key component to this strategy is for this committee to engage state legislature for changes to state laws to allow greater flexibility for local agencies to raise local funds for projects. *Related to the majority of the LRTP capital projects.*

**Safe Routes to School Committee** – Develop a committee and identify funding sources to help local schools develop Safe Routes to School Travel Plans and apply for federal funding assistance with improvements. *Related to LRTP capital project 43.*

**Regional Freight Movement Plan** – Collect data and perform more detailed analysis of existing freight movement characteristics (truck, air, rail, pipeline, etc.), current truck volumes, current problems related to freight movement, existing and projected attractors and generators, market trends, and current and preferred
routes. Coordinate with local stakeholders, industry representatives, WVDOH, and local agencies to develop improvements and strategies to increase global competitiveness of the region while encouraging truck traffic to use desired routes.

**Regional Parking Management Plan** – Develop a “Park Once” policy for the urban area and a plan to manage parking and to incentivize rideshare/carpooling/walking/biking/transit to minimize parking (which encourages auto traffic) in congested areas. *Related to LRTP capital project 46.*

**Region-wide Traffic Signal Upgrades** – Undertake a study of all signalized intersections in the region. Develop an aggressive short-term plan to upgrade all signals to utilize state-of-the-art vehicle detection and vehicle responsiveness systems, corridor and system timing optimization, and central system control. Integrate priority timings for bus system where feasible. *Related to LRTP capital project 38.*

**Regional Transportation Systems Management Plan** – Develop region-wide micro-simulation analysis and site-specific alternative feasibility studies (primarily intersections) to develop a plan to maximize the capacity and safety of the transportation system through a series of intersection and other spot improvements to the system. *Related to most LRTP capital projects.*

**Regional Crash Data and Analysis Program** – Develop a program to improve crash data collection and analysis procedures and to develop an annual regional high-crash and priority improvement list. *Related to most LRTP capital projects.*

**Regional Bicycle and Pedestrian Data Collection Program** – Modify the current traffic data collection program to also include bicycle and pedestrian data. *Related to most LRTP capital projects.*

**Regional Multimodal Travel Forecasting Model Development** – Expand current TransCAD regional travel forecasting model to include transit, bike, and pedestrian trip generation and assignments to better reflect the nature of travel in the greater Morgantown area. *Related to most LRTP capital projects.*

**Regional Transit Plan** – Conduct a study that would objectively look at the combined MLTA and WVU transit systems and develop joint short and long term strategies to increase ridership/provide better transit service in the region. Work collaboratively with the Local Transportation Funding Committee and WVDOH to develop funding strategies for system expansion. *Related to LRTP capital projects 26, 31, 32, 35, 41, and 42.*

**Monongahela River Crossing Study** – Perform a comprehensive study to select a preferred location for an additional bridge crossing of the Monongahela River to provide additional capacity and travel options from the downtown and campus areas to I-79. The study should include a stakeholder and public involvement process. *Related to LRTP capital project 6.*
Long Range Transportation Plan (LRTP) Projects List

The draft LRTP Project List includes the recommended projects to be pursued in the future with project prioritization by “tier.” See maps and project descriptions for more detailed information about each project in the list. The project “tiers” are defined as follows:

Tier 1 - Recommended for Funding with Projected Available State and Federal Revenues

The first tier contains projects that could be funded with the currently forecasted state and federal funding for the region between now and the plan horizon (2040). This tier consists of the projects that are of the highest priority to the region and that should be advanced as soon as practicable.

Tiers 2 through 4

These projects are of high value to the region but could not be funded within the plan funding constraints. The highest priority “unfunded” projects are identified as “Tier 2,” the next highest priority are in “Tier 3” and the lowest priority are in “Tier 4.”

Alternative Funding Required

These projects are considered of high value to the region but cannot realistically be funded from traditional state and federal funding resources. Other funding avenues such as local taxes and fees, private funding, tax increment financing districts (TIF), Federal grant programs, and other potential funding sources will be explored for these projects.

Project Evaluation Criteria

This table explains the criteria used to score each of the projects under consideration for the LRTP. These scores are primarily based on the judgment of the consultant team informed by basic technical information and analysis. These scores are represented as stars (★) in the summary table. These scores, project costs, geographic distribution, and additional professional judgment informed the proposed project tiers presented in the project list.

### Goals Score
Score = Number of LRTP Goals Directly Supported divided by 2

### Regional Mobility Score

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Project expected to impact a large number of users</td>
</tr>
<tr>
<td>3</td>
<td>Project expected to impact a large to moderate number of users</td>
</tr>
<tr>
<td>2</td>
<td>Project expected to impact a moderate to small number of users</td>
</tr>
<tr>
<td>1</td>
<td>Project expected to impact a small number of users</td>
</tr>
</tbody>
</table>

### Feasibility Score

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Project appears to be feasible</td>
</tr>
<tr>
<td>• low level of engineering complexity / risk</td>
<td></td>
</tr>
<tr>
<td>• no anticipated major public opposition</td>
<td></td>
</tr>
<tr>
<td>• minimal private property impacts</td>
<td></td>
</tr>
<tr>
<td>• minimal anticipated negative environmental impacts</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Project is likely feasible with one or more of the following true:</td>
</tr>
<tr>
<td>• moderate level of engineering complexity</td>
<td></td>
</tr>
<tr>
<td>• potential for some moderate public opposition</td>
<td></td>
</tr>
<tr>
<td>• moderate level of property impacts</td>
<td></td>
</tr>
<tr>
<td>• moderate level of environmental impacts possible</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Project may or may not be feasible, or may be only partially feasible with one or more of the following true:</td>
</tr>
<tr>
<td>• high level of engineering complexity / risk</td>
<td></td>
</tr>
<tr>
<td>• potential for significant public opposition</td>
<td></td>
</tr>
<tr>
<td>• high level of property impacts</td>
<td></td>
</tr>
<tr>
<td>• high level of environmental impacts possible</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Project not likely to be feasible with one or more of the following true:</td>
</tr>
<tr>
<td>• very high level of engineering complexity / risk</td>
<td></td>
</tr>
<tr>
<td>• potential for widespread public opposition</td>
<td></td>
</tr>
<tr>
<td>• very high level of property impacts</td>
<td></td>
</tr>
<tr>
<td>• very high level of environmental impacts possible</td>
<td></td>
</tr>
</tbody>
</table>

### TAG Preference Score
Quartile results from Transportation Advisory Group (TAG) Project Ranking Exercise at 11/15/2012. Meeting (lowest quartile = 1 star, 2nd quartile = 2 star, etc.). 20 members of the TAG participated. The TAG is made up of the MPO Policy Board and standing committees of the MPO which include representatives of state and local government, WVU, Mountain Line Transit Authority, and concerned citizens.
## DRAFT Long Range Transportation Plan Projects List (11-26-2012)

<table>
<thead>
<tr>
<th>Tier</th>
<th>Project #</th>
<th>Project / Corridor</th>
<th>Planning Level Cost Estimate</th>
<th>Goals Score</th>
<th>Regional Mobility Score</th>
<th>Feasibility Score</th>
<th>TAG** Preference Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>ADA Connectivity Initiative</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>New Bridge over Monongahela River and Roadway Connection to I-79</td>
<td>$45,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Van Voorhis Road Improvements</td>
<td>$10,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Beechurst Avenue Improvements</td>
<td>$7,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>West Run Improvements - Western Section</td>
<td>$12,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>West Run Road Improvements - Eastern Section</td>
<td>$3,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18</td>
<td>Greenbag Road Improvements</td>
<td>$15,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>26</td>
<td>WVU Campus Bus Rapid Transit</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>White Park / Caperton Trail Connection</td>
<td>$50,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>38</td>
<td>Intersection Capacity and Safety Improvement Program</td>
<td>$32,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>40</td>
<td>Regional Bikeway Plan Implementation Program</td>
<td>$5,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>43</td>
<td>School Route Improvements (K-8)</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>45</td>
<td>Downtown Morgantown Signalization and Street Changes</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 2 Total</td>
<td></td>
<td></td>
<td>$136,050,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 2</td>
<td>4</td>
<td>I-79 / Chaplin Hill Road / US-19 / Lazzelle-Union Road Interchange Access</td>
<td>$22,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>University Avenue Improvements</td>
<td>$20,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Stewartstown Road Improvements</td>
<td>$12,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>21</td>
<td>Earl Core Road (WV-7) North of I-68</td>
<td>$9,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>27</td>
<td>Grant Avenue Bicycle / Pedestrian Connector</td>
<td>$900,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>Grumbein’s Island Grade Separation</td>
<td>$10,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>41</td>
<td>New Park and Ride Lots</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>46</td>
<td>Transportation Demand Management Program Expansion</td>
<td>$10,000,000 $350K/yr</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 2 Total</td>
<td></td>
<td></td>
<td>$84,900,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 3 Total</td>
<td></td>
<td></td>
<td>$111,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 3</td>
<td>10</td>
<td>Burroughs Street</td>
<td>$4,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>Cheat Road Improvements</td>
<td>$6,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>Willowdale Road Sidewalk Improvement</td>
<td>$4,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>Old Cheat Road / Cheat Road Bike Lanes</td>
<td>$7,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>Fairmont Road / Holland Avenue (US-19)</td>
<td>$11,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>Brockway Rogers / Powell Avenues (WV-7)</td>
<td>$6,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 3 Total</td>
<td></td>
<td></td>
<td>$84,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 4 Total</td>
<td></td>
<td></td>
<td>$115,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 4</td>
<td>5</td>
<td>New I-79 Interchange at Business Park Site and Connecting Roadways</td>
<td>$43,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>Dorsey Avenue Sidewalk Improvements</td>
<td>$4,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>22</td>
<td>Earl Core Road (WV-7) South of I-68</td>
<td>$9,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>New Road Connection from Willey Street to Downtown Campus Area</td>
<td>$6,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>24</td>
<td>Protzman / Falling Run Pedestrian and Bicycle Connector</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>Willey Street Improvements</td>
<td>$13,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>29</td>
<td>Grafton Road (US-119)</td>
<td>$5,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>Stewart Street Improvements</td>
<td>$11,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>34</td>
<td>Riddle Street Improvements</td>
<td>$4,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>36</td>
<td>Mileground Road / WV-705 Connector to Hartman Run Road</td>
<td>$17,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>44</td>
<td>Access Management Improvement Program</td>
<td>$10,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 4 Total</td>
<td></td>
<td></td>
<td>$84,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 5 Total</td>
<td></td>
<td></td>
<td>$149,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 5</td>
<td>31</td>
<td>PRT Extension from University Health Sciences to Monongalia General Hospital to Glenmark Centre</td>
<td>$103,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>PRT Extension from Monongalia General Hospital to Glenmark Centre</td>
<td>$103,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>PRT Extension New Business Park to Evansdale Campus</td>
<td>$80,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>37</td>
<td>Airport Industrial Road extension to WV-7</td>
<td>$12,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>39</td>
<td>Regional Pedestrian Safety and Sidewalk Connectivity Program</td>
<td>$33,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>42</td>
<td>Enhanced Bus Service</td>
<td>$88,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternative Funding Dependent Total</td>
<td></td>
<td></td>
<td>$416,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Assumes 100% State/Federal funding sources and is based on current funding projections for the LRTP horizon (through 2040) of approximately $136,000,000.
** Transportation Advisory Group (members of the MPO standing committees).
*** Not Scored - Proposed from input gathered at the Transportation Advisory Group 11/15/12 Meeting.
DRAFT Long Range Transportation Plan Project Descriptions  
11/28/12

MAPPED PROJECTS

1. WV-705 Corridor  
(Patteson/Van Voorhis/ Chestnut Ridge)  
**Location:** WV-705 from Monongalia Boulevard to Stewartstown Road  
**Purpose:** Improve traffic/people carrying capacity in the region’s most heavily traveled corridor.  
**Improvements:**  
- Add one lane of through capacity in each direction – The additional lane could be a High Occupancy Vehicle (HOV) lane that only buses and automobiles with 3 or more occupants could legally use (2 occupants or less would have to use other 2 general purpose lanes). The purpose of the HOV lane is to add vehicular capacity in this overcapacity corridor in a way that also gives a distinct travel time advantage to transit and vanpooling/carpooling to maximize total person trips that can be handled in the corridor.  
- Upgrade existing sidewalks where needed to provide continuous attractive facilities for pedestrian traffic and to create an enhanced environment for transit users.  
- Improved pedestrian crossings  
- Provide improved bike facilities either in the form of bike lanes or shared HOV lanes.  
- Improve access management in areas where currently deficient.  
- Increase automobile capacity at key intersections with priority given to buses/HOV. This could involve improvement to side streets.  
- Provide bus stops and shelters at key locations.  

**First implementation action:** A preliminary engineering study of the corridor to comprehensively evaluate the benefits, feasibility and cost of these improvements - Crash data, peak hour traffic forecasts, bike and pedestrian facility needs and options, right-of-way and access impacts, pedestrian crossing locations, and other factors should be evaluated. The study process should engage key stakeholders, property owners, and users (the public) to obtain input and to build local buy-in and support of the recommendations of the study. The study could identify a phased approach where intersection capacity improvements, widening in key areas, key access improvements, signalization improvements, and bus queue jumps could be prioritized and constructed over several years.  

**Key implementation factors:** Local acceptance, acceptable property impacts, acceptable impacts to access, pedestrian crossings, and construction feasibility. Careful planning of pedestrian crossings with the widened roadway is a critical consideration. Grade separated options should be considered.  

**Estimated Cost:** $55,000,000  
**Primary Travel Modes Improved:** Auto, Transit, Bicycle, Pedestrian  
**LRTP Goals Directly Supported:** 1, 2, 3, 4, 5, 7  
**FHWA Planning Factors Supported:** 1, 2, 3, 4, 5, 6, 7, 8

2. ADA Compliance Projects  
**Location:** Region-wide  
**Purpose:** To complete accessible walkway connections to provide safer and more convenient routes for pedestrian travel, particularly for those with disabilities.  
**Improvements:**  
- Repair and replace existing deficient sidewalks  
- Construct sidewalk connections in key locations  
- Improve curb ramps  
- Improve key pedestrian crossings  

**First implementation item:** Determine priority locations and apply for funding.  

**Key implementation factors:** Local agreement on priority locations.  

**Estimated Cost:** $22,000,000  
**Primary Travel Modes Improved:** Pedestrian  
**LRTP Goals Directly Supported:** 1, 2, 3, 4, 5, 6, 7  
**FHWA Planning Factors Supported:** 1, 2, 3, 4, 5, 6, 7, 8

3. Lazzelle Union Road  
(WV-100)  
**Location:** US-19 to PA state line.  
**Purpose:** To provide a bike commuter and recreational route west of the Monongahela River. To improve roadway for freight movement/truck traffic.  
**Improvements:**  
- Repair truck damage to pavement  

**Estimated Cost:** $22,000,000  
**Primary Travel Modes Improved**
• Widen roadway to provide bike lanes or other bike accommodations

First Implementation Action: Detailed engineering review and cost estimates.

Key Implementation Factors: Addition of bike lanes should be achieved as an enhancement to a maintenance project to repair the roadway pavement.

I-79/Chaplin Hill Road/US-19/Lazzelle Union Road Interchange and Access Improvements

Limits: The system includes:
• the interchange of I-79 and Chaplin Hill Road,
• the intersection of Chaplin Hill Road and University Town Center Boulevard,
• the intersection of Monongahela Boulevard (WV-7/US-19) and Chaplin Hill Road,
• the intersection of Monongahela Boulevard and Boyers Avenue

Purpose: To improve traffic capacity and safety.

Improvements:
• Reconfiguration of the interchange
• Grade separation of Chaplin Hill Road from University Town Center Road
• Lane additions to increase capacity
• Upgrade of intersection of Monongahela Boulevard and Chaplin Hill Road
• Upgrade of the intersection of US-19 and Boyers Avenue
• Signal system coordination and optimization
• Integrate bicycle/pedestrian improvements

First implementation action: Perform comprehensive preliminary engineering study to evaluate alternatives to improve this interchange and access system. New and innovative options for the interchange and connectivity should be explored to minimize construction costs and negative impacts in the study area.

Key implementation factors: Optimal solution could vary significantly based on other factors such as potential land use and interchange changes (TIF district improvements) and the related connection from the interchange to Patteson Boulevard.

New I-79 Interchange at Business Park Site and Connecting Roadways

Location: Approximately ½ way between the existing I-79 interchanges at Chaplin Hill Road and Fairmont Road (US-19)

Purpose: To support economic development and to provide an additional point of access to I-79 (reduce demand at current interchanges).

Improvements:
• New interchange in conjunction with the proposed business park development
• Access roadways including a connection to University Town Center
• New access roadway located west of I-79 through new business park connecting to Chapel Hill Road
• Park and ride lot

First implementation action: Interchange Justification Study to evaluate design needs of new interchange and internal roadways.

Key implementation factors: Legislative approval of TIF and coordination with local agencies for roadway connections.
Option A

New Bridge over Monongahela River and Roadway Connection to I-79

West Run Extension and Lazelle Union Road (WV-100) Connection to US 19

Location: Extension of West Run Road along a new alignment west from Van Voorhis Road to Lazelle Union Road (WV-100) including a new bridge over the Monongahela River.

Purpose: To provide an additional traffic capacity from/to I-79 from/to the heavy employment areas north of WV-705.

Improvements:
- New 4-lane roadway with access limited to 4 locations: at its termini with Van Voorhis Road and Lazelle Union Road, and at two access points spaced approximately 2000' apart between the termini.
- Widen Lazelle Union Road to 4-lanes plus turn lanes at key locations between new bridge and US-19. Access limited to 3 full-movement access points approximately 2000 feet apart between US-19 and the proposed West Run Road extension.
- Include parallel bike/pedestrian facilities (Potential: multiuse path on one side and sidewalk the other side).

First implementation action: A preliminary engineering study to verify the number of needed lanes, to determine the optimal alignment to minimize negative impacts, and to determine optimal intersection types and configurations for peak hour traffic operations. The study could identify a phased approach where, only two lanes and interim intersection types built initially with right-of-way obtained for the ultimate needs in the corridor.

Key implementation factors: Local acceptance, acceptable environmental impacts, ability to obtain needed right of way, design of intersection with Lazelle Union Road.

Estimated Cost: $71,000,000

Primary Travel Modes Improved
- Auto
- Transit
- Bicycle
- Pedestrian

LRTP Goals Directly Supported
- 1,2,3,4,5,8

FHWA Planning Factors Supported
- 1,2,3,4,5,6

Option B

New Bridge over Monongahela River and Roadway Connection to I-79

Direct Roadway Connection from New I-79 Interchange to Monongahela Boulevard

Location: From proposed business park access roadway (that connects directly to new interchange) to Monongahela Boulevard at Patteson Boulevard.

Purpose: To provide and additional portal into the urban core area to relieve traffic from current portals from I-79 and to reduce traffic on the Monongahela Boulevard and Beechurst Corridors. To provide a multimodal connection to the park and ride at new interchange to reduce vehicular demand into the core.

Improvements:
- New 4-lane roadway
- New bridge over Monongahela River
- Parallel bike lanes, sidewalks and/or multi use path
- Aesthetic gateway design

First implementation action: Alignment study to evaluate traffic capacity design needs and to choose an alignment and bridge location that minimizes negative property impacts and environmental impacts.

Key implementation factors: Local acceptance of impacts, cost, impacts to WVU property and operations at Coliseum.

Estimated Cost: $49,000,000

Primary Travel Modes Improved
- Auto
- Transit
- Bicycle
- Pedestrian

LRTP Goals Directly Supported
- 1,2,3,4,5,8

FHWA Planning Factors Supported
- 1,2,3,4,6

Option C

New Bridge over Monongahela River and Roadway Connection to I-79

Location: From Beechurst Avenue at 8th Street to new interchange at I-79

Purpose: To provide additional connection between I-79 to Morgantown and Campus. To reduce traffic volumes on Beechurst Avenue south of 8th Street and on Westover Bridge, and on Monongahela Boulevard at Patteson Drive.

Improvements:
- New bridge over Monongahela River
- Reconstructed intersection at Beechurst Avenue and 8th Street
- New intersection at extended 8th Street and Riverside Avenue
- Improve roadways including improved intersections, sidewalks, and bike lanes
  - Riverside Avenue from new intersection with 8th Street to intersection with Dunkard Avenue
  - Dunkard Avenue from Riverside Drive to Dents Run Boulevard
  - Dents Run Boulevard to roadway connection to TIF development roadways
  - Bus stops and shelters at key locations
- New roadway connection between Dents Run Boulevard to TIF development

Estimated Cost: $32,000,000

Primary Travel Modes Improved
- Auto
- Transit
- Bicycle
- Pedestrian

LRTP Goals Directly Supported
- 1,2,3,4,5,6,8
### 8th Street Bridge over Monongahela River and Roadway Connection to TIF Development Area Interchange to I-79

**First implementation item:** Alignment and feasibility studies for the bridge and new roadway connection. Engineering study of needed turn lane additions and intersection upgrades, sidewalk locations, lane widening, and geometric improvements to Riverside Avenue, Dunkard Avenue, and Dents Run Boulevard that includes property impacts and costs.

**Key implementation factors:** Environmental feasibility, local acceptance of impacts, property acquisition.

### Van Voorhis Road Improvements

**Limits:** From WV-705 to West Run Road

**Purpose:** To provide improved multimodal connectivity from the campus area to the residential areas to the north in a way that incentivizes transit usage and reduces automobile demand.

**Improvements:**
- Improve traffic lanes (pavement, drainage, width)
- Provide bicycle and pedestrian connectivity from WV-705 to White Oak Drive
- Provide bus only lane southbound with priority traffic signal phase for buses at WV-705 intersection
- Provide bus stops at key locations

**First implementation actions:** Preliminary engineering study of feasibility of bus lane and appropriate length, options for providing bicycle and pedestrian connectivity such as: 15 foot wide lane on northbound side, sidewalk on one or both sides, and/or a parallel multiuse trail. Logical limits of improvements based on walkable/bikeable slopes should also be verified.

**Key implementation factors:** Coordination with MLTA to ensure utilization of proposed bus lane.

### Beechurst Avenue Improvements

**Limits:** From Foundry Street to 8th Street

**Purpose:** To improve automobile capacity and travel time and maintain pedestrian and bicycle traffic through corridor

**Improvements:**
- Additional lanes/turn lanes to improve capacity
- Access management
- Replace sidewalks
- Provide bus stops with shelters at key locations

**First implementation action:** Perform a planning and preliminary engineering study of corridor that will include an assessment of capacity and safety needs, a detailed review of existing right-of-way, and the use and value of adjacent properties. The study must evaluate a comprehensive set of potential alternatives that maximize traffic capacity and maintains acceptable bicycle and pedestrian movement through the corridor. Access management options should be explored. The study should include an intense public/stakeholder/property owner involvement process that identifies potential partnership opportunities in redeveloping properties along the corridor and providing needed right-of-way. To-scale mapping based on ground survey and right-of-way research must be included.

**Key implementation factors:** Identifying a cost feasible alternative that has acceptable impacts to adjacent properties, increases automobile capacity in the corridor, and maintains acceptable levels of service for bicycles and pedestrians.

### University Avenue Improvements

**Location:** From Boyers Avenue to Fayette Street

**Purpose:** To provide a bicycle and pedestrian focused corridor and improve traffic capacity.

**Improvements:**
- Provide completed sidewalks on both sides of street for entire length
- Provide 15 foot lanes in uphill direction for bicycle climbing by widening and/or restriping:
  - Boyers Avenue to Congress Avenue
  - Mulberry Street to Laurel Street
  - Koontz Ave to Patteson Boulevard

**Estimated Cost**

<table>
<thead>
<tr>
<th>Item</th>
<th>Estimated Cost</th>
<th>Primary Travel Modes Improved</th>
<th>LRTP Goals Directly Supported</th>
<th>FHWA Planning Factors Supported</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>$10,000,000</td>
<td>Auto, Transit, Bicycle, Pedestrian</td>
<td>1,2,3,5,6,7</td>
<td>2,4,5,6,7,8</td>
</tr>
<tr>
<td>8</td>
<td>$7,000,000</td>
<td>Auto, Transit, Bicycle, Pedestrian</td>
<td>1,2,3,5,6,7</td>
<td>2,4,5,6,7,8</td>
</tr>
<tr>
<td>9</td>
<td>$20,000,000</td>
<td>Auto, Transit, Bicycle, Pedestrian</td>
<td>1,2,3,5,6,7</td>
<td>2,4,5,6,7,8</td>
</tr>
</tbody>
</table>
- Include bicycle route signing and marking in corridor
- Improve pedestrian crossings throughout corridor
- Improve automobile capacity (turn lanes, improved intersections, etc.) and safety (pedestrian crossings, sight distance, etc.) at key intersections (i.e. law school, Patteson Blvd., Collins Ferry)
- Provide identifiable bus stop locations and shelters at key locations

First implementation action: Perform preliminary engineering study to identify (through data and analysis) the optimal solution for the corridor including traffic forecasts and capacity analysis, pedestrian and bicycle safety and flow needs, right-of-way and cost impacts of solutions, etc.

Key implementation factors: Property impacts and costs related to widening of roadway/right-of-way.

| Location: From Collins Ferry Road to WV-705/Van Voorhis Road | Estimated Cost | $4,000,000 |
| Purpose: To increase capacity to address existing capacity deficiency. | Primary Travel Modes Improved | Auto |
| Improvements: | LRTP Goals Directly Supported | 1,2,3,5,6,7 |
| • Improve automobile capacity at intersections with Collins Ferry Road and WV-705 | FHWA Planning Factors Supported | 2,4,5,6,7 |
| • Provide left turn lanes at key intersection/driveways | | |
| • Limit and/or combine access points | | |
| • Maintain and widen sidewalk on south side of street | | |
| • Add sidewalk to north side of street | | |
| First implementation action: Perform preliminary engineering analysis to determine most critical needs and potential solutions and impacts in corridor. | | |
| Key implementation factors: Acceptance of improvements by residents along corridor. Potential property impacts of widening for turn lanes and/or sidewalks. | | |

| Location: From VanVoorhis Road to Stewartstown Road | Estimated Cost | $12,000,000 |
| Purpose: To increase traffic capacity and to improve pedestrian and bike traffic flow. | Primary Travel Modes Improved | Auto, Pedestrian |
| Improvements: | LRTP Goals Directly Supported | 1,2,3,5,6,7 |
| • Add capacity through key turn lane additions and intersection improvements | FHWA Planning Factors Supported | 2,3,4,5,6,7 |
| • Widen lanes to 15 feet wide lanes on inclines for adequate bicycle overtaking width | | |
| • Improve geometry (sight distance, curvature, lane widths, shoulders, etc.) | | |
| • Explore potential for parallel multiuse path in corridor | | |
| First implementation actions: Engineering study of needed turn lane additions and intersection upgrades, lane widening, and geometric improvements that includes property impacts and costs. Feasibility study for parallel multiuse path in corridor. | | |
| Key implementation factors: Impacts to adjacent properties and cost. | | |

| Location: From WV-705 to Point Marion Road (US-119) | Estimated Cost | $12,000,000 |
| Purpose: To provide additional people moving capacity from I-68 to campus area and employment areas north of WV-705. | Primary Travel Modes Improved | Auto, Transit, Pedestrian |
| Improvements: | LRTP Goals Directly Supported | 1,2,3,5,6,7 |
| • Add one through traffic lane in each direction from WV-705 to West Run Road | FHWA Planning Factors Supported | 1,2,4,5,6,7,8 |
| • Provide turn lanes where appropriate | | |
| • Implement a defined access management corridor plan | | |
| • Rightmost lane between West Run Road and WV-705 to be HOV lane and/or provide bus queue jump at WV-705 | | |
- Limit access points to one full movement intersection between WV-705 and West Run Road
- Limit access points to two full movement access points between West Run Road and Point Marion Road
- Construct outside lanes 15 feet wide on inclines for adequate bicycle overtaking width
- Construct sidewalk on west side of street

**First implementation actions:** Preliminary engineering study to determine intersection and capacity needs, access management concepts, HOV/BRT feasibility and benefits, costs, right-of-way and environmental impacts.

**Key implementation factors:** Acceptance of any negative impacts versus benefits, HOV/BRT benefits and acceptability, maintaining adequate access.

<table>
<thead>
<tr>
<th><strong>West Run Road Improvements - Eastern Section</strong></th>
<th><strong>Location:</strong> From Stewartstown Road to Point Marion Road</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Purpose:</strong> To increase traffic capacity and to improve transit, pedestrian, and bike traffic flow.</td>
<td></td>
</tr>
<tr>
<td><strong>Improvements:</strong></td>
<td></td>
</tr>
<tr>
<td>- Add capacity through key turn lane additions and intersection improvements</td>
<td></td>
</tr>
<tr>
<td>- Widen lanes to 15 feet wide on inclines for adequate bicycle overtaking width</td>
<td></td>
</tr>
<tr>
<td>- Improve geometry (right distance, curvature, lane widths, shoulders, etc.)</td>
<td></td>
</tr>
<tr>
<td>- Explore potential for parallel multiuse path in corridor</td>
<td></td>
</tr>
<tr>
<td>- Explore providing queue jump lanes at intersections for expedited bus service</td>
<td></td>
</tr>
</tbody>
</table>

**First implementation actions:** Engineering study of needed turn lane additions and intersection upgrades, lane widening, and geometric improvements that includes property impacts and costs.

**Key implementation factors:** Impacts to adjacent properties and cost.

<table>
<thead>
<tr>
<th><strong>Cheat Road Improvements</strong></th>
<th><strong>Location:</strong> From I-68 interchange to West Run Road</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Purpose:</strong> Improve traffic/people carrying capacity in heavily traveled corridor. To encourage transit use, and van/carpooling from park and ride at Glenmark Centre.</td>
<td></td>
</tr>
<tr>
<td><strong>Improvements:</strong></td>
<td></td>
</tr>
<tr>
<td>- Add one lane of through capacity in each direction – The additional lane would be a High Occupancy Vehicle (HOV) lane that only buses and automobiles with 3 or more occupants could legally use (2 occupants or less would have to use other 2 general purpose lanes). The purpose of the HOV lane is to add vehicular capacity in this overcapacity corridor in a way that also gives a distinct travel time advantage to transit and vanpooling/carpooling to maximize total person trips that can be handled in the corridor.</td>
<td></td>
</tr>
<tr>
<td>- Explore option of rightmost lane as an HOV/BRT lane</td>
<td></td>
</tr>
<tr>
<td>- Improve signal with Glenmark Center to provide bus priority</td>
<td></td>
</tr>
<tr>
<td>- Add bike lanes</td>
<td></td>
</tr>
</tbody>
</table>

**First implementation actions:** Engineering study to determine required widening and potential use of existing shoulder for HOV/BRT use in lieu of widening.

**Key implementation factors:** HOV/BRT benefits and acceptability.

<table>
<thead>
<tr>
<th><strong>Willowdale Road/ Grove Street/North Avenue Sidewalk Improvements</strong></th>
<th><strong>Location:</strong> From University Avenue to WV-705</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Purpose:</strong> To provide a convenient/inviting corridor for pedestrians.</td>
<td></td>
</tr>
<tr>
<td><strong>Improvements:</strong></td>
<td></td>
</tr>
<tr>
<td>- Complete sidewalks connections on both sides of street</td>
<td></td>
</tr>
</tbody>
</table>

**First implementation actions:** Preliminary engineering investigation of the preferred locations for sidewalk additions, impacts, and costs.

**LRTP Goals**

- **Directly Supported**
  - 1, 3, 5
- **FHWA Planning Factors Supported**
  - 1, 2, 4, 5, 6, 7, 8

<table>
<thead>
<tr>
<th><strong>Estimated Cost</strong></th>
<th><strong>Primary Travel Modes Improved</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>$3,000,000</td>
<td>Auto, Transit, Bicycle, Pedestrian</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Estimated Cost</strong></th>
<th><strong>Primary Travel Modes Improved</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>$6,000,000</td>
<td>Auto, Transit, Bicycle, Pedestrian</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Estimated Cost</strong></th>
<th><strong>Primary Travel Modes Improved</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>$4,000,000</td>
<td>Pedestrian</td>
</tr>
</tbody>
</table>

**LRTP Goals**

- **Directly Supported**
  - 1, 2, 3, 5, 6, 7
- **FHWA Planning Factors Supported**
  - 1, 2, 4, 5, 6, 7, 8
### Key implementation factors: Acceptability of property impacts and cost feasibility.

#### Old Cheat Road / Cheat Road Bike Lanes

**Location:** From Cheat Lake bridge to western intersection of Cheat Road and Old Cheat Road

**Purpose:** To provide a more inviting bike route for commuters from the Cheat Lake area.

**Improvements:**
- Widen roadway to provide bike lanes

**First implementation actions:** Engineering study to determine the required widening needs and costs.

**Key implementation factors:** Identification of funding.

---

### Estimated Cost: $7,000,000

Primary Travel Modes Improved: Bicycle

LRTP Goals Directly Supported: 1,2,3,5,6,7

FHWA Planning Factors Supported: 1,2,4,5,6,7,8

---

### Fairmont Road / Holland Avenue (US-19)

**Location:** Through Westover from the I-79 interchange to the Westover Bridge

**Purpose:** To improve automobile traffic capacity and safety and increase travel by pedestrians and bicyclists.

**Improvements:**
- Improve access management by reducing and consolidating access points
- Improve intersections and traffic signal timings and coordination
- Provide additional turn lanes where beneficial
- Provide 15 feet wide lanes or bike lanes on inclines and other difficult areas for adequate bicycle overtaking width
- Provide complete sidewalks on both sides of the street
- Provide bus stops and shelters at key locations

**First implementation actions:** Perform preliminary engineering study to identify optimal solutions for the corridor that includes crash analysis, traffic forecasts and capacity analysis, pedestrian and bicycle safety and flow needs, identification of access management deficiencies, locations for bicycle climbing lanes, right-of-way and cost impacts of solutions, etc.

**Key implementation factors:** Property impacts and costs related to widening of roadway/right-of-way.

---

### Estimated Cost: $11,000,000

Primary Travel Modes Improved: Auto, Transit, Bicycle, Pedestrian

LRTP Goals Directly Supported: 1,2,3,5,6,7

FHWA Planning Factors Supported: 1,2,4,5,6,7,8

---

### Greenbag Road Improvements

**Location:** From Don Knotts Boulevard (US-119) to Sabraton Avenue (SR-7)

**Purpose:** To enhance route as an attractive alternative for automobiles and especially trucks (in lieu of traveling downtown). To increase travel by pedestrians and bicyclists.

**Improvements:**
- Improve intersection of Earl Core Road (WV-7) and Greenbag Road to better accommodate truck turns
- Improve intersections in corridor
- Widen roadway to a minimum of two 11' lanes with 4-5' paved shoulders including wider (15 feet wide) lanes on inclines for adequate bicycle overtaking width
- Construct sidewalks in targeted locations (focused on key sidewalk network connections)
- Provide bus stops with shelters at key locations
- Strengthen pavement where needed
- Include truck route signage

**First implementation actions:** Perform preliminary engineering study to determine most appropriate intersection configurations, pedestrian and bicycle safety and connectivity needs, locations for...
### Key implementation factors:
- Property impacts and costs related to widening of roadway/right-of-way.

#### Dorsey Avenue
- **Location:** High Street to Greenbag Road

#### Brockway Rodgers/Powell Avenues (WV-7)
- **Location:** Walnut Street to Deckers Creek Road (Old Rte 7)

#### Earl Core Road (WV-7) - Northern Section
- **Location:** Deckers Creek Road (Old Rte 7) to I-68

---

### Improvement Details

#### Dorsey Avenue
- **Improvements:** Complete the sidewalks on at least one side of the Street
- **First implementation action:** Preliminary engineering investigation of the preferred locations for sidewalk additions, impacts, and costs.
- **Key implementation factors:** Acceptability of property impacts and cost feasibility.

#### Brockway Rodgers/Powell Avenues (WV-7)
- **Purpose:** To provide pedestrian and bike connectivity from Sabraton to downtown.
- **Improvements:**
  - Improve connections to Decker’s Creek Trail
  - Improve and complete sidewalk connections
  - Provide bus stops with shelters at key locations
- **First implementation action:** Preliminary engineering study to determine most appropriate locations to provide/improve trail connections and to improve sidewalk connectivity and to determine right-of-way impacts and costs.
- **Key implementation factors:** Acceptability of property impacts and cost feasibility.

#### Earl Core Road (WV-7) - Northern Section
- **Purpose:** To provide pedestrian and bike connectivity from Sabraton to downtown, to improve traffic flow and safety, and to provide attractive truck access to Greenbag Road
- **Improvements:**
  - Improve intersection with Greenbag Road to better accommodate trucks.
  - Corridor signal optimization
  - Reduce access conflicts (consolidation of duplicate access points, redesign of driveways)
  - Add continuous sidewalks on both sides of Earl Core Road
  - Improve capacity and safety in corridor
  - Add turn lanes where appropriate
  - Improve connectivity to Decker’s Creek Trail at key locations
  - Provide bus stops with shelters at key locations
- **First implementation action:** Preliminary engineering study that includes needed intersection capacity and safety improvements based on crash data and traffic volumes, identification of existing
### Earl Core Road (WV-7) - Southern Section

| Location: | I-68 to Deckers Creek Boulevard |
| Purpose:  |  Improve traffic capacity and flow |

**Improvements:**
- Consolidate and redesign driveways
- Add turn lanes (potentially a center two-way left turn lane for entire length)
- Add sidewalks on at least one side of roadway

**First implementation action:** Preliminary engineering study that includes needed intersection capacity and safety improvements based on crash data and traffic volumes, identification of existing access management deficiencies, coordination with local property owners to optimize access design and sidewalk locations, and identifications of costs and property impacts.

**Key implementation factors:** Coordination with local property owners for access improvements and sidewalk installation, and potential property impacts for capacity improvements.

**Factors Supported:** 1,2,4,5,6,7,8

**Estimated Cost:** $9,000,000

### New Road Connection from Willey Street to Downtown Campus Area

| Location: | From Willey Street approximately ¼-mile south of WV-705 to Protzman Street or Falling Run Road. |
| Purpose:  | To provide a more efficient connection between Mileground area and downtown campus for autos, buses, bicyclists, and pedestrians. Reduce traffic volumes at WV-705/Stewartstown Road Intersection. Provide a direct route to campus that bypasses downtown. |

**Improvements:**
- New two-lane roadway with 11 feet wide traffic lanes
- 10 feet wide multiuse trail on one side of roadway
- Strict access management (no access points allowed)

**First implementation actions:** Alignment study to determine best alignment and termination points and treatments, environmental impacts, and costs.

**Key implementation factors:** Providing the transportation connection without violating the communities desire to preserve the "Reserved Open Area" and "Limited Growth" through which the aliment would traverse (see land use concept map from Visioning process). Completing the pedestrian and bicycle connectivity to University Avenue will be important to make this project successful.

**Factors Supported:** 1,2,3,5,6

**Estimated Cost:** $6,000,000

### Protzman/Falling Run Pedestrian and Bicycle Connector

| Location: | From the western terminus of Project # 23 to University Avenue. |
| Purpose:  | To connect multiuse trail of Project 23 to the downtown campus area. |

**Improvements:**
- 10-12' wide multiuse trail/path parallel to existing streets
- Sidewalks adjacent to street on one side

**First implementation actions:** Engineering study of feasible locations for proposed improvements and impacts/costs.

**Factors Supported:** 1,2,4

**Estimated Cost:** $1,000,000
### Willey Street Improvements

**Location:** From High Street to WV-705

**Purpose:** To increase traffic capacity of Willey Street and to improve auto capacity and pedestrian and bike traffic flow from neighborhoods to downtown and the Mileground.

**Improvements:**
- Add capacity through key turn lane additions and intersection improvements
- Add key connections to complete the sidewalks
- Widen lanes to 15 feet wide lanes on inclines for adequate bicycle overtaking width
- Improve geometry (sight distance, curvature, lane widths, shoulders, etc.)
- Provide bus stops and shelters at key locations.

**First implementation actions:** Engineering study of needed turn lane additions and intersection upgrades, sidewalk locations, lane widening, and geometric improvements that includes property impacts and costs.

**Key implementation factors:** Impacts to adjacent properties and cost.

### WVU Campus Bus Rapid Transit Connector

**Location:** From Evansdale Campus to Downtown Campus

**Purpose:** To improve capacity of transit service between WVU campuses.

**Improvements:**
- Designation of combination of WVU and City streets
- Construct missing roadway sections required for completing the route

**First implementation actions:** Engineering study of the feasibility and cost of the concept.

**Key implementation factors:** Coordination between MLTA, WVU, and the City.

### Grant Avenue Bicycle/Pedestrian Connector

**Location:** From end of Grant Avenue to Riverview Drive

**Purpose:** To provide bicycle and pedestrian connection between Downtown and the WVU Evansdale Campus.

**Improvements:**
- Construct multiuse trail

**First implementation actions:** Preliminary engineering study to determine the most appropriate alignment, impacts, right-of-way needs, and costs.

**Key implementation factors:** Right-of-way acquisition (if not already publicly owned).
<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Purpose</th>
<th>Improvements</th>
<th>First implementation actions</th>
<th>Key implementation factors</th>
<th>Estimated Cost</th>
<th>Primary Travel Modes Improved</th>
<th>LRTP Goals Directly Supported</th>
<th>FHWA Planning Factors Supported</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Park / Caperton Trail Connection</td>
<td>From White Park to Caperton Trail</td>
<td>To provide connectivity from White Park and adjacent neighborhoods to the regional trail system.</td>
<td>• Construct multiuse trail</td>
<td>Preliminary engineering study to determine the preferred alignment, crossing treatment at Don Knotts Boulevard, impacts, right-of-way needs, and costs.</td>
<td>Crossing of Don Knotts Boulevard.</td>
<td>$50,000</td>
<td>Bicycle, Pedestrian</td>
<td>1,2,3,5,6,7</td>
<td>2,3,4,5,6</td>
</tr>
<tr>
<td>Grafton Road (US-119)</td>
<td>From Scotts Avenue to Greenbag Road</td>
<td>To increase automobile capacity to address existing capacity deficiency and to provide bike connectivity.</td>
<td>• Complete 4-lane roadway • Provide turn lanes where appropriate • Limit any new full access points to no closer than 2000 feet from an existing full access point • Bike lanes or climbing lanes</td>
<td>Preliminary engineering study to identify capacity and delay deficiencies in more detail, impacts, costs, and access point locations.</td>
<td>Identifying the true need for this improvement in more detailed studies. Establishing access management in short-term to avoid future access problems.</td>
<td>$5,000,000</td>
<td>Auto, Bicycle</td>
<td>1,2,3,4,7</td>
<td>1,2,4,5,6,8</td>
</tr>
<tr>
<td>Stewart Street Improvements</td>
<td>From High Street to WV-705</td>
<td>To increase traffic capacity and to improve pedestrian and bike traffic flow from neighborhoods to downtown and WV-705.</td>
<td>• Add capacity through key turn lane additions and intersection improvements • Add key sidewalk connections to complete the sidewalks • Widen lanes to 15 feet wide lanes on inclines for adequate bicycle overtaking width • Improve geometry (sight distance, curvature, lane widths, shoulders, etc.) • Provide bus stops and shelters at key locations</td>
<td>Engineering study of needed turn lane additions and intersection upgrades, sidewalk locations, lane widening, and geometric improvements that includes property</td>
<td></td>
<td>$11,000,000</td>
<td>Auto, Bicycle, Pedestrian, Transit</td>
<td>1,2,4,5,6,8</td>
<td>1,2,4,5,6,8</td>
</tr>
<tr>
<td>Location: From University Health Sciences to Mon General Hospital</td>
<td>Estimated Cost</td>
<td>Primary Travel Modes Improved</td>
<td>LRTP Goals Directly Supported</td>
<td>FHWA Planning Factors Supported</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purpose: To provide high capacity person moving connection between these locations to reduce automobile traffic demand within the core campus and employment areas.</td>
<td>$57,000,000</td>
<td>Transit</td>
<td>1,2,3,5,6,7</td>
<td>1,2,4,5,6,7,8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improvements:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Extension of PRT system</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Stations at each location</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Assumes a system that includes wireless communications and battery powered vehicles (expansion cost greatly reduced over current technology)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First implementation actions: Alignment study to determine the most cost effective route.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Key implementation factors: Feasibility of construction and cost.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location: From Mon General Hospital to Glenmark Centre</th>
<th>Estimated Cost</th>
<th>Primary Travel Modes Improved</th>
<th>LRTP Goals Directly Supported</th>
<th>FHWA Planning Factors Supported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose: To provide high capacity person moving connection between these locations to reduce automobile traffic demand to and from the core campus and employment areas from I-68.</td>
<td>$103,000,000</td>
<td>Transit</td>
<td>1,2,3,5,6,7</td>
<td>1,2,4,5,6,7,8</td>
</tr>
<tr>
<td>Improvements:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Extension of PRT system</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Stations at each location</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Assumes a system that includes wireless communications and self-powered (battery) vehicles.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First implementation actions: Alignment study to determine the most cost effective route.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Key implementation factors: Feasibility of construction and cost.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location: Grumbein’s Island on University Avenue</th>
<th>Estimated Cost</th>
<th>Primary Travel Modes Improved</th>
<th>LRTP Goals Directly Supported</th>
<th>FHWA Planning Factors Supported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose: To separate vehicular traffic on University Avenue from pedestrian crossing traffic to improve traffic flow and reduce pedestrian/auto conflicts.</td>
<td>$10,000,000</td>
<td>Auto, Pedestrian, Transit</td>
<td>1,2,3,5,6,7</td>
<td>1,2,4,5,6,7,8</td>
</tr>
<tr>
<td>Improvements: Grade separation of roadway from pedestrian crossing.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First implementation actions: Completion of traffic operations study and prepare final plans based on preliminary engineering report.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Key implementation factors: Coordination between WVU, City, and State.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Riddle Street/ Pineview Drive Improvements

**Location:** From WV-705 to West Run Road

**Purpose:** To improve pedestrian and bike traffic flow from neighborhoods to WV-705.

**Improvements:**
- Add sidewalk to at least one side of street
- Widen lanes to 15 feet wide lanes on inclines for adequate bicycle overtaking width
- Provide bus stops and shelters at key locations

**First implementation actions:** Engineering study of most desirable sidewalk locations and lane widening that includes property impacts and costs.

**Key implementation factors:** Impacts to adjacent properties and cost.

**Estimated Cost:** $4,000,000

### PRT Connection New Business Park to Evansdale Campus

**Location:** From new park and ride lot in TIF district business park to Coliseum parking lot, to Evansdale Campus.

**Purpose:** To provide a transit connection to the park and ride at new interchange to reduce vehicular demand into the core.

**Improvements:**
- New PRT track integrated with the construction of the new roadway and bridge connection.
- Station at business park - Park and Ride
- Station at Coliseum parking lot
- Station near Evansdale Campus Drive
- Connection to Engineering PRT station

**First implementation actions:** Preliminary engineering study of potential ridership and implementation cost and feasibility.

**Key implementation factors:** Likely not feasible with current PRT system infrastructure, but could become feasible if system moves to self-powered vehicles with wireless controls. Cost would then only be cost of guideway, vehicles, and stations, which is the estimated cost included in this description. Alternative alignments could be explored depending on the selected location of a new river crossing (see Project #6).

**Estimated Cost:** $80,000,000

### New Roadway Connection from Mileground Road to Hartman Run Road

**Location:** From intersection of WV-705 and Mileground Road to Hartman Run Road near Fulmer Street

**Purpose:** To provide an efficient alternative route for traffic from the Mileground to Sabraton for all modes including trucks.

**Improvements:**
- New 2-lane roadway with turn lanes at appropriate locations
- Sidewalk on one side
- Multiuse trail on one side
- Bus stops and shelters at key locations

**First implementation item:** Alignment and feasibility study for the roadway connection

**Key implementation factors:** Construction feasibility, property impacts, public acceptance, and cost.

**Estimated Cost:** $17,000,000
Extension of Airport Industrial Road to WV-7 in Sabraton

| Location: | From terminus of planned industrial road east of airport to WV-7 in Sabraton |
| Purpose: | To provide an efficient alternative route for traffic from Cheat Road to Sabraton |
| Improvements: | • New 2-lane roadway with turn lanes at appropriate locations. |
| First implementation item: | Alignment and feasibility study for the roadway connection. |
| Key implementation factors: | Construction feasibility, property impacts, public acceptance, and cost. |

Estimated Cost: $12,000,000

Primary Travel Modes Improved: Auto

LRTP Goals Directly Supported: 1,3,4,5

FHWA Planning Factors Supported: 1,2,4
### UNMAPPED PROJECTS

<table>
<thead>
<tr>
<th>Project/Corridor</th>
<th>Description</th>
</tr>
</thead>
</table>
| **Intersection Capacity and Safety Improvement Program** | Location: Numerous intersections throughout the region  
Purpose: To systematically improve capacity and/or safety at key intersections in the region.  
Improvements: Short to medium term improvements to intersections to reduce crashes and to increase system capacity and automobile travel efficiency. The improvements could include:  
• Traffic signal optimization through additional and improved detection, improved control equipment and software, optimized phasing and timing.  
• Addition of turn lanes and/or through lanes.  
• Correction of geometric deficiencies  
• Change in traffic control (roundabout, traffic signal, stop sign, yield)  
• Improved pedestrian crossings  
• Improved bicycle accommodations  
The preferred improvements could, but would not necessarily have to, be developed as part of a larger corridor study. The intent of this plan item is to develop feasible short to medium term improvements that can be implemented quickly to improve safety and capacity.  
First implementation actions:  
• Prioritization of intersections in the region based on a comprehensive study of:  
  • Crash data including rankings based on number of crashes, crash rates, and severity (injury/fatality) rates.  
  • Existing congestion levels (delay per vehicle, backups)  
• Detailed safety and congestion studies of the top 5 to 10 intersections each year. These studies should evaluate crash data and operational data in detail to identify contributing factors, potential countermeasures, intersection improvement alternatives, short and long term needs, etc. Preferred alternatives should then be programmed and implemented.  
• Coordination with the findings of the Downtown Signalization Study (RTI/WVU), which is exploring options for some of the key intersections listed below.  
Key implementation factors:  
• Prioritizing locations  
• Identifying short to medium term solutions that also fit within the long term needs of the corridor  
• Acceptable impacts to adjacent properties  
Initial intersection list for safety and congestion studies:  
• Monongahela Boulevard / Patteson Drive  
• Patteson Drive / Laurel Street  
• University Avenue / Collins Ferry Road  
• University Avenue / Patteson Drive  
• Van Voorhis Road / Chestnut Ridge / Burroughs Street  
• Van Voorhis Road / Christy Street  
• Van Voorhis Road / West Run Road  
• Van Voorhis Road / Elmer Prince  
• WV-705 / Stewartstown Road  
• West Run Road / Stewartstown Road  
• Stewartstown Road / Point Marion Road  
• Point Marion Road / West Run Road  
• University Avenue / Campus Drive  
• University Avenue / Beechurst Avenue/Fayette Street  
• University Avenue / 8th Street  
• Beechurst Avenue / Campus Drive  
• Greenbag Road and Don Knotts Boulevard |
### Regional Pedestrian Safety and Sidewalk Connectivity

**Location:** Region-wide  
**Purpose:** To complete sidewalk connectivity to provide safer and more convenient routes for pedestrian travel.  
**Improvements:**  
- Repair and replace existing deficient sidewalks  
- Widen and improve key sidewalk sections  
- Construct new sidewalks in key locations  
- Improve safety at locations of high pedestrian crashes  
- Improve key pedestrian crossings  

**Initial intersections identified for pedestrian crossing and safety improvements:**  
- Foundry Street / University Avenue (US-119)  
- Pleasant Street / University Avenue (US-119)  
- Walnut Street / University Avenue (US-119)  
- Spruce Street / Walnut Street  
- High Street / Willey Street  
- University Avenue / College Avenue  
- Willey Street / Prospect Street  
- Spruce Street / Pleasant Street  
- Beechurst Avenue / Campus Drive  
- Beechurst Avenue / 3rd Street  
- Beechurst Avenue / 6th Street  
- Chestnut Ridge Road / Van Voorhis Road  
- High Street / Walnut Street  
- High Street / Fayette Street  
- University Avenue / Prospect Street  

**First implementation item:** Extend the City of Morgantown Connecting Network Sidewalks (CNS) plan to include the rest of the region. Develop an action plan that includes identifying potential funding sources, sponsoring agencies, design responsibilities, etc.  
**Key implementation factors:** Identifying local funding sources and defining implementation responsibilities.

### Regional Bikeway Plan Implementation

**Location:** Region-wide  
**Purpose:** To implement a logical and interconnected bikeway system for the region.  
**Improvements:**  

---

**Estimated Cost**  
$33,000,000  
Primary Travel Modes Improved: Pedestrian  
LRTP Goals Directly Supported: 1,3,5,6,7  
FHWA Planning Factors Supported: 1,2,4,5,6,7,8,
- Bike lanes
- Multiuse trails
- Bike route pavement markings
- Bike route signage

**First implementation actions:** Complete the Regional Bikeways Plan as described in the non-mapped strategies.

**Key implementation factors:** Identification of funding.

### 41 New Park and Ride Lots

**Location:** As indicated on map.

**Purpose:** To provide locations for commuters and visitors to park and carpool, use transit, or bike.

**Improvements:**
- Sign existing parking areas (public-private partnership) that are underutilized on weekdays during work hours.
- New construction not expected

**First implementation item:** Approach private owners and discuss terms.

**Key implementation factors:** Reaching agreements with owners. Promotion and awareness of the locations and advantages of utilizing them.

### 42 Enhanced Bus Service

**Location:** Region-wide

**Improvements:**
- Provide 10 to 15 minute headways for the following three identified transit routes (see "Bus Service Enhancement" map):
  - East-West Corridor
  - North-South Corridor
  - West Run, Mountaineer Station Loop
- Provide identifiable and attractive bus stop locations
- Provide convenient connections to Mountaineer Station and Walnut Street PRT Station (requires some construction)

**First implementation item:** Identify funding sources beyond current federal sources.

**Key implementation factors:** Public support for additional local funding. Developing an appropriate implementation phasing plan.

---

| Estimated Cost | $1,000,000 |
| Primary Travel | Auto, Transit |
| LRTP Goals | 1,2,3,5,6,7 |
| FHWA Planning Factors Supported | 1,2,4,5,6,7,8 |

| Estimated Cost | $88,000,000 |
| Primary Travel | Auto, Transit |
| LRTP Goals | 1,2,3,5,6,7 |
| FHWA Planning Factors Supported | 1,2,4,5,6,7,8 |

---

| Estimated Cost | $1,000,000 |
| Primary Travel | Auto, Transit |
| LRTP Goals | 1,2,3,5,6,7 |
| FHWA Planning Factors Supported | 1,2,4,5,6,7,8 |
### School Route Improvements

**Location:** All K-8 schools.

**Purpose:** To enhance safety and personal health of school children and to reduce automobile trips through a greater number of children walking and/or biking school.

**Improvements:** Would primarily focus on elementary schools and improvements could include:

- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools

**First implementation actions:** Establish safe routes to school plan through working with safe routes to school committee (see non-capital improvements strategy). The Pedestrian Safety Board’s plan can be used as a significant resource since it addresses pedestrian needs in the vicinity of many schools. Apply for Transportation Alternatives (MAP-21) funding.

**Key implementation factors:** Prioritization and funding of improvements. Identification of local matching funds (potential 20% match required).

### Access Management Improvements

**Location:** Region-wide

**Purpose:** To improve multimodal safety, capacity, and to improve property values and attractiveness of development areas.

**Improvements:**

- Removal and consolidation of excess access points
- Improved driveway designs
- Addition of turn lanes at key locations
- Medians to restrict turning movements
- U-turn locations

**First implementation item:** Complete Access Management Study (see non-mapped strategies)

**Key implementation factors:** Coordination with property owners and stakeholder during the study phase.

### Downtown Morgantown Signalization and Street Changes

**Location:** Morgantown Central Business District (CBD)

**Purpose:** To improve multimodal safety, capacity, and to improve attractiveness of downtown area.

**Improvements:**

- Improved signal system
- Improved multimodal traffic flows and circulation
- Improved multimodal safety
- Improved streetscape

**First implementation item:** Complete ongoing traffic study and selection of preferred improvements.

**Key implementation factors:** Coordination with property owners and stakeholder during the study phase.
**TDM Program Expansion**

**Location:** Region-wide

**Purpose:** Reduce the total number of automobile trips in the region (goal of 3% reduction in peak hours) through aggressive Transportation Demand Management (TDM) to reduce congestion and reduce the need for costly infrastructure improvements.

**Improvements:**
- Expand the Commuter Choices program as a formal transportation management association (TMA)
- Form strategic partnership between WVU and Commuter Choices
- Facilitate access to current transit service, both in terms of geographic proximity and with fare payment incentives, to allow Mountain Line Transit Authority services to play a greater role in meeting commuter transportation needs
- Develop land use policies and zoning regulations that offer parking reductions, intensity bonuses or other development incentives to applicants who commit to funding TDM, transit or other alternative commuting strategies for a given period of time.
- Develop educational programs targeted at the commuting population of the Morgantown region that illustrate the benefits of TDM

**First implementation item:** Identify program funding. Explore:
- Taxes or surcharges on public and private parking infrastructure.
- Levying Transportation impact fees on new development that to fund multi-modal options and services
- Explore private and public grants

**Key implementation factors:** Public agency and private entity buy-in and support.

---

**Estimated Cost**

$10,000,000

10% State/Federal
90% Local

**Primary Travel Modes Improved**

- Auto
- Transit
# Morgantown-Monongalia Draft Long Range Transportation Plan

**Public Open-House**

December 5, 2012, 5:00 - 8:00 p.m.

City of Morgantown's Public Safety Building, 300 Spruce Street

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
<th>Address</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. John Smith</td>
<td>Self</td>
<td>1000 Whatever Street, Apt. 201, Morgantown, 26505</td>
<td><a href="mailto:John.Smith@email.com">John.Smith@email.com</a></td>
</tr>
<tr>
<td>2. Ann Kennedy</td>
<td>CoCom</td>
<td>243 High Street, Morgantown 26505</td>
<td></td>
</tr>
<tr>
<td>3. George Meloy</td>
<td>Self</td>
<td>701 Alle Rd, Morgantown, WV 26506</td>
<td></td>
</tr>
<tr>
<td>4. Joe Fisher</td>
<td>WVU/MPO</td>
<td>508 Vantage Dr, Morgantown</td>
<td><a href="mailto:Joe.Fisher@wvu.edu">Joe.Fisher@wvu.edu</a></td>
</tr>
<tr>
<td>5. Anthony Jaser</td>
<td>Self</td>
<td>133 Rystin Place, Morgantown, WV</td>
<td><a href="mailto:ajaser@mix.wvu.edu">ajaser@mix.wvu.edu</a></td>
</tr>
<tr>
<td>6. Rich Wood</td>
<td>MCPC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Will Harris</td>
<td>WVU/APP</td>
<td>8576 Mason-Dixon Hwy</td>
<td><a href="mailto:wharris9@mix.wvu.edu">wharris9@mix.wvu.edu</a></td>
</tr>
<tr>
<td>8. Emily Vasile</td>
<td>Self</td>
<td>120 Sycamore Ave, Morgantown, WV 26501</td>
<td><a href="mailto:emilyvasile@gmail.com">emilyvasile@gmail.com</a></td>
</tr>
<tr>
<td>9. Ben Conley</td>
<td>The Competent</td>
<td>240 Palisades Drive, Morgantown, WV 26505</td>
<td><a href="mailto:bconley@domain.compost.com">bconley@domain.compost.com</a></td>
</tr>
<tr>
<td>10. Jessica Lawrence</td>
<td>Self</td>
<td>800 Jabs St, Morgantown, WV 26505</td>
<td><a href="mailto:justina@fro.com">justina@fro.com</a></td>
</tr>
<tr>
<td>11. Dan Spence</td>
<td>MCTA</td>
<td>505 Howard Ave, Morgantown, WV 26505</td>
<td><a href="mailto:dspence@mctamediag.com">dspence@mctamediag.com</a></td>
</tr>
<tr>
<td>12. Dave Brady</td>
<td>MCTA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Sue Byrne</td>
<td>ACC</td>
<td>793 Smith Ave, Morgantown, WV 26501</td>
<td></td>
</tr>
<tr>
<td>14. Allie Beadle</td>
<td>Self</td>
<td>1202 Long St</td>
<td><a href="mailto:Allie.Beadle@email.com">Allie.Beadle@email.com</a></td>
</tr>
<tr>
<td>15.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Morgantown-Monongalia Draft Long Range Transportation Plan  
Public Open-House 
December 5, 2012, 5:00 - 8:00 p.m.  
City of Morgantown’s Public Safety Building, 300 Spruce Street

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
<th>Address</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. John Smith</td>
<td>Self</td>
<td>1000 Whatever Street, Apt. 201, Morgantown, 26505</td>
<td><a href="mailto:John.Smith@email.com">John.Smith@email.com</a></td>
</tr>
<tr>
<td>2. Cindy Frich</td>
<td>Legislator</td>
<td>1248 Bakers Ridge Rd, Morgantown, 26505</td>
<td><a href="mailto:cindyfrich@yahoo.com">cindyfrich@yahoo.com</a></td>
</tr>
<tr>
<td>3. Joe Satterlee</td>
<td>The Mount</td>
<td>97 Long Drain Road Cole WV, 26541</td>
<td></td>
</tr>
<tr>
<td>4. Aaron Sutch</td>
<td>The Mount</td>
<td>235 1st St, St. Minn, 26505</td>
<td></td>
</tr>
<tr>
<td>5. Anthony Giambro</td>
<td>self</td>
<td>441 Congress Ave, Star City WV 26505</td>
<td></td>
</tr>
<tr>
<td>6. David McK (</td>
<td></td>
<td>1111 Spruce St</td>
<td></td>
</tr>
<tr>
<td>7. Kevin Scott Poe</td>
<td>self</td>
<td>3016 Fairmont Rd, MFO, WV 26501</td>
<td>Kevin Scott <a href="mailto:Poe@gmail.com">Poe@gmail.com</a></td>
</tr>
<tr>
<td>8. Frank Gmeindl</td>
<td>self</td>
<td>401 Wilson Ave, Morgantown, WV 26501</td>
<td><a href="mailto:f.gmeindl@gmail.com">f.gmeindl@gmail.com</a></td>
</tr>
<tr>
<td>9. Taylor Kasler</td>
<td>self</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Christopher Re</td>
<td>self</td>
<td>16 Garfield St 26501</td>
<td>Caleb <a href="mailto:rocks@yahoo.com">rocks@yahoo.com</a></td>
</tr>
<tr>
<td>11. Jon Duvante</td>
<td>self</td>
<td>Morgantown</td>
<td>Jon <a href="mailto:duvante@comcast.net">duvante@comcast.net</a></td>
</tr>
<tr>
<td>12. George Tilley</td>
<td>self</td>
<td>173 Poplar Dr, Morgantown</td>
<td></td>
</tr>
<tr>
<td>13. John Wagoner</td>
<td>self</td>
<td>1204 B. Van Norden Rd, Morgantown</td>
<td></td>
</tr>
<tr>
<td>15. Alanna Hale</td>
<td>self</td>
<td>101 N. cut 497 1 Morgantown, WV</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Morgantown-Monongalia Draft Long Range Transportation Plan

### Public Open-House

**December 5, 2012, 5:00 - 8:00 p.m.**

**City of Morgantown's Public Safety Building, 300 Spruce Street**

### CROSSROADS

It's time to chart our future.

### Contact Information

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
<th>Address</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. John Smith</td>
<td>Self</td>
<td>1000 Whatever Street, Apt. 201, Morgantown, 26505</td>
<td><a href="mailto:John.Smith@email.com">John.Smith@email.com</a></td>
</tr>
<tr>
<td>2. Gabriel Anastasio</td>
<td>Self</td>
<td>913 Grant Morgantown 26505</td>
<td><a href="mailto:gabestal@gmail.wvu.edu">gabestal@gmail.wvu.edu</a></td>
</tr>
<tr>
<td>3. Thomas Martin</td>
<td>Self</td>
<td>N/A</td>
<td><a href="mailto:tmart28wv@gmail.com">tmart28wv@gmail.com</a></td>
</tr>
<tr>
<td>4. Justin Oscar</td>
<td>Self</td>
<td>535 Woodland Cir</td>
<td><a href="mailto:mctull@gmail.com">mctull@gmail.com</a></td>
</tr>
<tr>
<td>5. RE MERTNECH</td>
<td>Self</td>
<td>35 Elizabeth Valley Rd, Morgantown 26502</td>
<td></td>
</tr>
<tr>
<td>6. William Fischbein</td>
<td>Self</td>
<td>1204 S Van Voorhis Pk, Morgantown</td>
<td></td>
</tr>
<tr>
<td>7. Ella Belling</td>
<td>Self</td>
<td>429 Grand St, Morgantown 26501</td>
<td><a href="mailto:elobelling@gmail.com">elobelling@gmail.com</a></td>
</tr>
<tr>
<td>8. Tim Clyshon</td>
<td>Self</td>
<td>227 Jones Ave, Morgantown WV 26502</td>
<td><a href="mailto:treight@gmail.wvu.edu">treight@gmail.wvu.edu</a></td>
</tr>
<tr>
<td>9. Ali Almutalibay</td>
<td>Self</td>
<td>436 Miller St, Apt. 5, Morgantown WV 26502</td>
<td><a href="mailto:amutalibay@mix.wvu.edu">amutalibay@mix.wvu.edu</a></td>
</tr>
<tr>
<td>10. Luke Holing</td>
<td>Self</td>
<td>387 High St Apt 7, Morgantown WV 26502</td>
<td><a href="mailto:lthidig@mix.wvu.edu">lthidig@mix.wvu.edu</a></td>
</tr>
<tr>
<td>11. Steve Solomon</td>
<td>Self</td>
<td>1758 Mileground Map Rd, WV</td>
<td><a href="mailto:steves@somewhere.com">steves@somewhere.com</a></td>
</tr>
<tr>
<td>12. Judith Kirig</td>
<td>Self</td>
<td>413 Linden St, 26501</td>
<td><a href="mailto:jkierig@gmail.com">jkierig@gmail.com</a></td>
</tr>
<tr>
<td>13. Hugh Kierig</td>
<td>Self</td>
<td>413 Linden St, 26501</td>
<td><a href="mailto:hugh.kierig@gmail.com">hugh.kierig@gmail.com</a></td>
</tr>
<tr>
<td>14. Chris Flechter</td>
<td>Self</td>
<td>City of Morgantown 389 Spruce St, Morgantown WV 26505</td>
<td><a href="mailto:cflechter@city.of.morgantown.org">cflechter@city.of.morgantown.org</a></td>
</tr>
<tr>
<td>15. Katie Selin</td>
<td>Self</td>
<td>1224 Fairlawn Ave, Morgantown WV 26505</td>
<td><a href="mailto:kselin10@gmail.com">kselin10@gmail.com</a></td>
</tr>
<tr>
<td>16. Kristin Selin</td>
<td>Self</td>
<td>1234 Fairlawn Ave, Morgantown WV 26505</td>
<td><a href="mailto:kselin10@mix.wvu.edu">kselin10@mix.wvu.edu</a></td>
</tr>
<tr>
<td>Name</td>
<td>Representing</td>
<td>Address</td>
<td>Email</td>
</tr>
<tr>
<td>--------------------</td>
<td>--------------</td>
<td>----------------------------------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>John Smith</td>
<td>Self</td>
<td>1000 Whatever Street, Apt. 201, Morgantown, 26505</td>
<td><a href="mailto:John.Smith@email.com">John.Smith@email.com</a></td>
</tr>
<tr>
<td>Jeff Beyer</td>
<td>Self</td>
<td>223 Cherry St, Morgantown, 26506</td>
<td><a href="mailto:jeffery@mix.wvu.edu">jeffery@mix.wvu.edu</a></td>
</tr>
<tr>
<td>Cassie Cussins</td>
<td>Self</td>
<td>133 Lyman Place, Morgantown, 26505</td>
<td><a href="mailto:cussins@mix.wvu.edu">cussins@mix.wvu.edu</a></td>
</tr>
<tr>
<td>Brandy Harris</td>
<td>Self</td>
<td>2596 Mason Dixon Hwy, Cora, WV 26541</td>
<td><a href="mailto:bbetter@mix.wvu.edu">bbetter@mix.wvu.edu</a></td>
</tr>
<tr>
<td>Barbara Preilla</td>
<td>Self</td>
<td>116 Diamond Ct, Morgantown, WV 26505</td>
<td>preilla.o.aol.com</td>
</tr>
<tr>
<td>Margaret Stout</td>
<td>Self</td>
<td>458 Morgan St, Mt. Hope, WV 26505</td>
<td><a href="mailto:margaret.stout@email.wvu.edu">margaret.stout@email.wvu.edu</a></td>
</tr>
<tr>
<td>Nancy Abrams</td>
<td>Self</td>
<td>1309 Jacobs Dr, Morgantown, WV 26505</td>
<td><a href="mailto:nabrams6@comcast.net">nabrams6@comcast.net</a></td>
</tr>
<tr>
<td>Don Reinke</td>
<td>Self</td>
<td>955 Hartman Run Rd, STE 200, 26505</td>
<td><a href="mailto:info@morgantown.org">info@morgantown.org</a></td>
</tr>
<tr>
<td>Bill Rice</td>
<td>Self</td>
<td>1225 Kaskey Rd, D66 Rd, 26505</td>
<td></td>
</tr>
<tr>
<td>Richard Lonn</td>
<td>UVM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Blair</td>
<td>Self</td>
<td>6200 Mid Atlantic Dr.</td>
<td></td>
</tr>
<tr>
<td>Tom Shauberger</td>
<td>Self</td>
<td>812 Ridgeway Ave.</td>
<td></td>
</tr>
<tr>
<td>Hodja Ghadimi</td>
<td>Self</td>
<td>704 M Alder Hall, WV University</td>
<td></td>
</tr>
<tr>
<td>Perry Keller</td>
<td>UVM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bill Kaeckli</td>
<td>SPAN</td>
<td>SOUTH PARK</td>
<td><a href="mailto:SPANWV@YAHOO.COM">SPANWV@YAHOO.COM</a></td>
</tr>
</tbody>
</table>

Page 4 of 5
### Public Open-House

**Morgantown-Monongalia Draft Long Range Transportation Plan**

**Public Open-House**

**December 5, 2012, 5:00 - 8:00 p.m.**

**City of Morgantown’s Public Safety Building, 300 Spruce Street**

---

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
<th>Address</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Smith</td>
<td>Self</td>
<td>1000 Whatever Street, Apt. 201, Morgantown, 26505</td>
<td><a href="mailto:John.Smith@email.com">John.Smith@email.com</a></td>
</tr>
<tr>
<td>Marti Shambarger</td>
<td>City Ch. 1st</td>
<td>812 Ridgeway Ave, Morgantown 26505</td>
<td><a href="mailto:marti.shambarger@comcast.net">marti.shambarger@comcast.net</a></td>
</tr>
<tr>
<td>Michael Chow</td>
<td>Morgantown Police</td>
<td>101 West 2nd Ave, Morgantown, WV 26505</td>
<td><a href="mailto:mchow@city.morgantown.wv">mchow@city.morgantown.wv</a></td>
</tr>
<tr>
<td>William Bryan</td>
<td>Self</td>
<td>647 Southview St, Morgantown 26505</td>
<td><a href="mailto:william490@gmail.com">william490@gmail.com</a></td>
</tr>
<tr>
<td>Jason M. Donahue</td>
<td>Self</td>
<td>645 Southview St, Morgantown 26505</td>
<td><a href="mailto:jason@foehreality.com">jason@foehreality.com</a></td>
</tr>
<tr>
<td>Jenny Selin</td>
<td>City Cncl</td>
<td>1224 Fairlawn                                         26505</td>
<td><a href="mailto:jselin@hotmail.com">jselin@hotmail.com</a></td>
</tr>
<tr>
<td>Jim Korcas</td>
<td>Morgantown Police</td>
<td>402 Box 4172, Morgantown 26504</td>
<td><a href="mailto:jkorcas@gmail.com">jkorcas@gmail.com</a></td>
</tr>
<tr>
<td>Bill Becker-NASA</td>
<td>Safety Board</td>
<td>304 Drop Center CIR, Morgantown 26508</td>
<td><a href="mailto:Becker@NASA.EDU">Becker@NASA.EDU</a></td>
</tr>
</tbody>
</table>

---

Page 5 of 5
Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

It would be beneficial to install electric vehicle charging stations in the downtown area as well as key outlier locations (football stadium/hospital).

All comments on this draft must be received by December 12, 2012.
Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plantogether.org; in-person, by mail or by phone to:

Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Suite 105
Morgantown, WV 26505
Phone (304) 291-9571

Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

I strongly support Tier 1 projects with exceptions noted below. Very much appreciate how pedestrian needs are incorporated into most Tier 1 projects. Recommend that no project be funded w/o pedestrian/bike component unless contraindicated. Project 30 is excellent. We need to break projects 15, 19, & 24 are all pedestrian oriented and should be moved to Tier 1 to impact reliance on motor car usage.

Project 26 should be removed from Tier 1. Limited focus and duplication of other transportation forms in the same corridor.

To the resistance to bike use. The terrain in Boulder Colorado is no more or less than Morgantown and their university is a "bike" campus.

All comments on this draft must be received by December 12, 2012.
Comment Sheet

Morgantown-Monongalia Draft Long Range Transportation Plan
Public Open-House
December 5, 2012

<table>
<thead>
<tr>
<th>Print Name:</th>
<th>Margaret Stout</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>458 Morgan St, Morgantown, WV 26505</td>
</tr>
<tr>
<td>Date:</td>
<td>12-5-12</td>
</tr>
</tbody>
</table>

Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plantogether.org, in person, by mail or by phone to:

<table>
<thead>
<tr>
<th>Bill Austin, AICP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Director</td>
</tr>
<tr>
<td>Morgantown Monongalia MPO</td>
</tr>
<tr>
<td>82 Hart Field Road Suite 105</td>
</tr>
<tr>
<td>Morgantown, WV 26505</td>
</tr>
<tr>
<td>Phone (304) 291-9571</td>
</tr>
</tbody>
</table>

Some questions to consider as you review the plan are:
1. Overall, does the plan move the region in the right direction and why?
2. What projects or strategies do I strongly support and why?
3. What projects or strategies do I strongly oppose and why?
4. Are there any projects or strategies that I believe are missing?
5. How would I modify or revise any of the proposed projects or strategies?
6. What will we have to do as a region to make this plan successful?

Language is different from a typical strategy plan - Goals need "To action..." added to each one. Objectives need to be more concrete (eliminate "to") and have directional measurements - not "change" - increase; decrease, etc. Measurements need to address all aspects, e.g. if affordability is a barrier, to personal vehicle then measurements need to address affordability. "Minimize by 50%" or "Reduce by 50%" - So in short, you need a really good editor to clean this up based on strategic planning expertise.

Truck traffic needs to minimize impact on businesses as well (direct vs delivery).

OK, so the participatory process generated goals, objectives and indicators. Projects are not clearly keyed to them. Having every project 'forwarded' most or all goals is inappropriate. Please do the analytical work to see what can get funded (projects) to specific goals, objectives & measurements/indicators. Make in on what is prioritized, not "contributed to" in some small manner.

For implementation, emphasize the need for collaborative resource development.

All comments on this draft must be received by December 12, 2012.
I am glad to see the Tier 1 projects reflecting the results of the public meetings in which pedestrian and bicycle accommodations were expressed desires. More saturation of vehicles cannot be eased with more road construction. We need to decrease the quantity of cars as well. I like the HOV proposal for alleviating congestion.

All comments on this draft must be received by December 12, 2012.
Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

The plan appears to move the region in the right direction but must really emphasize Smart Growth strategies in order to address urban sprawl. I support expansion of vehicle sharing programs, build-out of increased public transport (including PRT expansion) options as well as designing a more bicycle and pedestrian-friendly transport network.

It may also be helpful to consider build-out of electric vehicle infrastructure to include chargers for both personal and public vehicles.

All comments on this draft must be received by December 12, 2012.
Comment Sheet

Morgantown-Monongalia Draft Long Range Transportation Plan
Public Open-House
December 5, 2012

Print Name: Kevin Scott Poe Date: Dec 5 2012
Address: 3016 Fairmont Rd, Morgantown, WV 26501

Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plantogether.org; in-person, by mail or by phone to:

Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Suite 105
Morgantown, WV 26505
Phone (304) 291-9571

Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

1) Yes, but the plan needs teeth and a strong political and financial support to bring to reality.
2) A bridge connecting Patterson to I-79 (6B), we need to find an easier way to get people in and out of town. All the growth is on the North side of town.
3) University Ave improvements. 9) $20 million is a lot of money to spend for little in gain. Only affects traffic on Unive Ave and does not improve out/in flow of traffic.
4) Move airport out of city. Free up space, safety and an opportunity to build a planned airport west of Morgantown.
5) N/A
6) Secure funding through legislature (Fed + State) and get citizens behind it. (PR campaign).

All comments on this draft must be received by December 12, 2012.
Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

The plan does a good job of prioritizing projects. It troubles me when projects - West Run, for example - benefit developers and the transient population the house - while downtown communities are not served.

It's also tough to make the area truly pedestrian/bike friendly because of the topography. The greatest challenge is how to pay for improvements in an era when people oppose paying taxes.

Although this is slightly off-topic, I'm a big proponent of green space - there are a couple of projects on the list that do not serve green space preservation, i.e., encroachment on the University Farm.

All comments on this draft must be received by December 12, 2012.
Print Name: Bill Bryan  
Address: 647 South St. Morgantown, WV 26505  
Date: 5 Dec 2012

Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plantogether.org; in-person, by mail or by phone to:

Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Suite 105
Morgantown, WV 26505
Phone (304) 291-9571

Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

I applaud the expansion plan. It is badly needed. I would like to make the following comments. Pedestrians especially those who work or walk need traffic calming. Sidewalks are good but not necessary on back streets. Sidewalks on highly traveled streets make no difference to the unpleasantness of uncalmed traffic noise, speed, calming stoplights & stop signs. The 2012 forms are a long term resource for green space & education. Well planned access ways may be put through around them but there is no need to urbanize the forms.

I am willing to pay my share of taxes should such be deemed necessary. Implementation this plan. The University should discourage students bring vehicles to campus. Area residents should be encouraged to use public transport & be discouraged from using private vehicles just for travel to town.

All comments on this draft must be received by December 12, 2012.
Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

I like the idea of local governments working together to get things done.

I like the connector sidewalk plan (Bike plan)

I like to see an 8th St. Bridge along US 25 new road somewhere from Mill Creek to downtown with the dense population in this area it is necessary.

All comments on this draft must be received by December 12, 2012.
Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

The strategies relating to local funding and state and federal funding needs to explicitly include a provision for state and federal funds can be used for "complete streets" components.

The protection of local residential areas from cut through traffic needs to be good.

The use of the Mileground to Hartman Road Loop corridor should receive high priority than 4th and 5th.

Option C is the best option for a first-state bridge in Morgantown making congestion in the downtow, improve trust service potential for buses and private auto more compact living residential/commercial environment.

All comments on this draft must be received by December 12, 2012.

Volunteer Road upgrades for all forms of transportation is a kit piece.
Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

The plan definitely is multimodal and as such will provide alternatives to enable the people to choose the alternative that works best for them.

I would like to see a portion of any funding for any project be explicitly reserved for transit and non-motorized components so that the "sidewalks won't be cut from the project because it went over-budget.

I would also like to see more explicitly in the plan a plan for securing the funding. That is, make a project for getting funding.

All comments on this draft must be received by December 12, 2012.
Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plantogether.org; in-person, by mail or by phone to:

Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Suite 105
Morgantown, WV 26505
Phone (304) 291-9571

Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

I WOULD LOVE TO SEE A PRT EXTENSION INCLUDING A PARK & RIDE @ UNIVERSITY TOWN CENTER IN CONJUNCTION W/ BASEBALL STADIUM AND NEW INTERCHANGE, BRIDGE OVER MON RIVER.

UPGRADES & WITH THE PLANNED IMPROVEMENTS TO PRT (NEW GUIDANCE & PROPULSION SYSTEMS; NEW VEHICLES), EXTENSION OF GUIDeway SHOULD BE MUCH LESS EXPENSIVE THAN ORIGINAL BUILD COSTS (NO WIRING/POWER IN GUIDeway).

WOULDN'T THERE BE AN OPPORTUNITY TO LEVERAGE GRANT MONEY FOR ALTERNATIVE ENERGY VEHICLES, PUBLIC TRANS., RESEARCH DOH, THE DEVELOPERS ETC?

MY 2¢ WORTH: Thanks!

All comments on this draft must be received by December 12, 2012.
Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plantogether.org, in-person, by mail or by phone to:

Bill Austin, AICP  
Executive Director  
Morgantown Monongalia MPO  
82 Hart Field Road Suite 105  
Morgantown, WV 26505  
Phone (304) 291-9571

Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

Overall the Plan promotes a good mix of modes in all times. I would suggest that project #26 in time I would not be effective in cutting travel time and reducing congestion, I would recommend that the Campus Connector Project #27 be moved to the time 1 in its place. The Grant Ave Connector will impact in a greater sense more people traveling between the two campuses.

Also suggest a name for #26 that does not include the name WVU as I think that most people would assume it is WVU endorsed.

The greatest challenge for the Plan will be its implementation. The most mode aspect means that the communities of the region must step up and fund. However it is essential that collectively

All comments on this draft must be received by December 12, 2012.
we recognize we cannot build our way
out and are stuck for a community our size.

Frequent travel is possible.

P.S. On Mon River Bridge, need
that promotes Party Ride at new business
Park. Baseball stadium and new bridge
more expansion for possible?}

Now, let's be there!
Print Name: Ella Belling

Address:

Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plantogether.org, in-person, by mail or by phone to:

Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Suite 105
Morgantown, WV 26505
Phone (304) 291-9571

Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

- Project 18 - Please take a closer look at trail crossing (Beauregard Trail) and consider manual operated crossing lights for trail users as you push more traffic onto this road. It's likely getting more ped/bike commuters than schedules reads.
- Project 38 - include all rail-trail crossing as commuter ways and consider them as equal to any bike/ped improvements on roadways i.e. Old Route 7 crossing, Greenbag crossing, Shimp School Rd crossing etc.
- Project 27 - would like to see this moved up to Tier 1 especially with more WVU developments on Evansdale Campus.
- Project 60 - Mon River Bridge prefer Option C but uncertain of goals - do not support the idea of bringing more traffic into downtown and think if you build they will come.
- Project 13 - West Run Road improvements. We need to put brakes on outside development that is now requiring the costs of new infrastructure. If people choose to develop outside city area, they need to feel the "cost" of lessered support/benefits of living within the city circle.
- Project 23 - Against any new roads esp those which take farmland. Zoning needs to also be a part of transportation discussion.
- Project 40 - outside of Mon County but big impact thinking need to prioritize Sheepskin Trail which links Mon County, Pint Marion Fayette County and back to Mon County link to the Cheat River Community.

All comments on this draft must be received by December 12, 2012.
Larger thinking across states might bring bigger funding opportunities, e.g., TIGER grants (Philadelphia Circuit example). Please consider the goal of encouraging alternative transportation and not simply building bigger infrastructures to grow bigger development.
Print Name: Emily Visiki  Date: 12/5
Address: 1201 E. Vault Ave. Morgantown, WV 26505

Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plantogether.org; in-person, by mail or by phone to:

Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Suite 105
Morgantown, WV 26505
Phone (304) 291-9571

Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

I strongly support my plan improves the region in the right direction by addressing issues of traffic congestion and overall satisfaction (hecticness and pedestrian) first and foremost by incorporating bike facilities, pedestrian crossings and sidewalk accessibility.

I strongly support my plan incorporates road improvements because of the development and current lack of pedestrian/bike facilities, extending all the way to new student housing.

University AP improvements are crucial for safety, as well. Campus safety should be a priority. Walking up and down the road improvements, I like the inclusion of bike and pedestrian facilities incorporated in a way that won't affect or meet traffic signals.

I'm not sold on the need for a new bridge and am fearful that it will only add more traffic. I like the proposed best and would encourage...

All comments on this draft must be received by December 12, 2012.
Complete Streets
SRTS
Traffic Signal Upgrades

route 7

Added
Ped
bike facilities in it to encourage non-vehicular traffic.

6) Keep engaging the public w/open houses before, during, and after these projects are implemented. Hold meetings in various locations to get more feedback from non-usual folks (schools, neighborhood groups, churches, etc.). Keep collaborating with the state to ensure stakeholder support.
Comment Sheet

Morgantown-Monongalia Draft Long Range Transportation Plan
Public Open-House
December 5, 2012

Print Name: Jenny Selin  Date: Dec 5
Address: 1224 Fairlawn

Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plan2gether.org; in-person, by mail or by phone to:

Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Suite 105
Morgantown, WV 26505
Phone (304) 291-9571

Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

lighting for rail trail to addition areas that impact bikes & pedestrians to encourage use for transportation year around - darker times of year need lights

Great Ideas -

Need Funding

All comments on this draft must be received by December 12, 2012.
Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

Good work by the Planning Committee. IF OUR COACH TRANSPORTATION WE NEED REMOVE EARS FROM THE ROAD. THEREFORE IT IS IMPERATIVE TO MOVE PROJECT 27 TO TIER 1. THE COST OF $20,000 IS MODERATE COMPARED TO MOST PROJECTS. THIS PROJECT HAS THE POTENTIAL TO REMOVE THOUSANDS OF CARS FROM THE MORGANTOWN ROADS.

I oppose PROJECTS 11 & 13 as TIER 1 PROJECTS. WHY SHOULD THE STATER LOCAL COMMUNITY SUBSIDIZE THE DEVELOPERS WHO SELL HOURLY MIRAGE OR NEW DWELLINGS WHILST PROVIDING A WAY/MEAN TO MY RECOCI denotes THE DEVELOPERS "contributed" $200,000 TO THE STATE. WE ENHANCE THE ROADS TO ADDRESS THE INCREASE IN TRAVEL. THE DEVELOPERS BUILT IT, LET THEM SOLVE THEIR OWN MESS.

I strongly support the GREEN BROWN ROAD IMPROVEMENTS. THIS ROAD CAN SERVE TRUCK TRAFFIC BUT CANNOT ACCOMMODATE ALL TRUCKS AS IT PRESENTLY EXISTS.

IMPERATIVE TO COMPLETE ADA CONNECTIVITY INITIATIVE IMMEDIATELY.

I support the Van door BRS improvements, but to do so in such a way as to accommodate bicycle, pedestrian, and the West Virgina Overton Trail will enable folks in both wards to safely access the Overton Trail. Good thinking.

All comments on this draft must be received by December 12, 2012.
Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

Money is driving the projects we'll which purpose to meet and the goals?

- A 2000 foot bridge across the Mon is a good idea.

- Reasonable investments in Greenbg Rd. would help address truck traffic in Morgantown.

- We need as a 1st priority the political will to organize institutional & business leaders to develop alternative private funding sources for new infrastructure.

All comments on this draft must be received by December 12, 2012.
Please provide your comments. Use the back of this sheet or additional pages if necessary. You may also submit your comments via email to info@plantogether.org, in-person, by mail or by phone to:

Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Suite 105
Morgantown, WV 26505
Phone (304) 291-9571

Some questions to consider as you review the plan are: 1) Overall, does the plan move the region in the right direction and why? 2) What projects or strategies do I strongly support and why? 3) What projects or strategies do I strongly oppose and why? 4) Are there any projects or strategies that I believe are missing? 5) How would I modify or revise any of the proposed projects or strategies? 6) What will we have to do as a region to make this plan successful?

#6 We need another bridge over the river wherever it goes. (Feasibility)

#9 University Ave - Bypass needs to happen

All comments on this draft must be received by December 12, 2012.
Bill Austin

From: Nancy Ganz [suncrestna@gmail.com]
Sent: Wednesday, December 12, 2012 3:57 PM
To: Bill Austin; Matthew Cross; jsnecker@yahoo.com
Subject: LRTP

Bill,

Just to mention, that I think Matt Cross sent you comments from our Dec. 5 Suncrest Meeting. This Association represents residents in both 4th and all of 7th Ward.

Numerous interested residents attended the information session on Wed. and were concerned about several issues and passed a unanimous motion to send comments to the MPO with the following overview comments on how any of the proposed projects in the LRTP should be implemented:

The concerns were to include local neighbors in the phases of the plans that effect them specifically.

the Neighbors are concerned about the following:

1) protect existing neighborhoods
2) manage storm-water runoff,
3) provide alternative transportation
4) promote bike/pedestrian capacities

The first tier plan for VanVoorhis provides illustration of the neighbor’s comments. The adjoining roadways experience un-addressed cut through traffic and drainage. These road are in bad condition and are too heavily traveled for their size.

There is not alternative transportation adequate to meet the needs of residents.

The property owners were granted exceptions to putting in the required sidewalks. The potholes and re-asphalt project as well as the narrowness of the roadway make it difficult for bikes. Also the angled ingress, egress, entrances in front of stop bars, the number of entrances at Burroughs make bike safety and pedestrian safety difficult.

At any given time there are back-ups, accidents and people trying to walk up and down in the ditches.

Further study and community input and involvement could possibly prevent repeating mistakes in design and implementation.

Thanks,
nancy Ganz for Suncrest.

Matt Cross, Chris Gluck, Roy Nutter, and Ed Sneckenberger are more versed on these issues and could provide excellent input into the detailed planning!
I was at the public meeting & wish to make additional comments, following discussion at the Suncrest Neighborhood meeting & thought.

I oppose the plan because I think the basic philosophy is unsustainable. Briefly stated I feel that we need to think many fewer cars. Trying to ease present traffic congestion by providing more/better roads simply allows people to use cars more. In addition, I believe the sustainable solutions both short & long term lie in much more community effort & much less money, infrastructure/technology. Undoubtedly the MMMPO has discussed this. I assume the vast majority of residents in our area pay lip service to alternatives to the automobile, and are willing to allow the existence/development of such alternatives. This, in my opinion is the present plan. My thought is that sooner or later we must turn around, i.e., people walking, cycling, and using mass transit should be the vast majority and allow cars.

Sincerely, Bill Bryan, 647 Southview Street, 26505
Hi Bill,

I would like to add the following comment about the updated LRTP projects to the three comments that I made on November 28, 2012; shown below.

4. It is noted that the list of improvements for the Burroughs Street Project (#10) includes "provide left turn lanes at key intersection/driveways". Burroughs is a short two-lane street where any left turn lanes at its few intersections could only serve undesired cut-through traffic through the neighborhood. And certainly it seems unnecessary to add a left-turn lane for any of the driveways along Burroughs Street. It is suggested that this improvement be removed from the list for the Burroughs Street Project.

Ed Sneckenberger

From: John E. Sneckenberger [mailto.jsnecken@yahoo.com]
Sent: Wednesday, November 28, 2012 5:02 PM
To: Bill Austin
Subject: Comments on Updated Project LRTP Documents

Hi Bill,

The updated documents do seem to correct many of the issues with the LRTP documents that were raised at the Nov 15th meeting. Below are three comments for your consideration about the updated documents:

1. It was good to see the Van Voorhis Road Improvement Project (#7) raised to 'Tier 1'. Does the $5M reduction in funding ($15M decreased to $10M) for the project reflect the amount of current funding that DOT has already designated for the project? The Van Voorhis Road situation needs attention.

2. It would seem that the WV705 Improvements project (#1) really needs to be higher than Tier 3. Does the Van Voorhis Road Improvement Project (#7) include funds to enhance the intersection with WV705? If not, could the Intersection Capacity and Safety Improvement Program (#38) provide such funds? This dangerous intersection and related roads need improvement.

3. It is noted that the three bridge/road projects (#5, #2 and #35) as previously proposed needed $71M, $43M and $32M, respectively. The effort to 'equalize' these three projects at $45M is commendable, but does require that the Tazelle-Union Road (WV100) project (#3) be included in 'Tier 1' in order for the new bridge project (#6A) to be meaningful.

Ed Sneckenberger
Regional Freight Movement Plan – Collect data and perform more detailed analysis of existing freight movement characteristics (truck, air, rail, pipeline, etc.), current truck volumes, current problems related to freight movement, existing and projected attractors and generators, market trends, and current and preferred routes. Coordinate with local stakeholders, industry representatives, WVDOH, and local agencies to develop improvements and strategies to increase global competitiveness of the region while encouraging truck traffic to use desired routes. Name change and some specifics added to 9-28-12 Strategy.

Regional Parking Management Plan – Develop a “Park Once” policy for the urban area and a plan to manage parking and to incentivize rideshare/ carpooling/ walking/biking/ transit to minimize parking (which encourages auto traffic) in congested areas. Related to LRTP capital project 46. No changes to 9-28-12 Strategy.

Region-wide Traffic Signal Upgrades – Undertake a study of all signalized intersections in the region. Develop an aggressive short-term plan to upgrade all signals to utilize state-of-the-art vehicle detection and vehicle responsiveness systems, corridor and system timing optimization, and central system control. Integrate priority timings for bus system where feasible. Related to LRTP capital project 38. No changes to 9-28-12 Strategy.

Regional Transportation Systems Management Plan – Develop region-wide micro-simulation analysis and site specific alternative feasibility studies (primarily intersections) to develop a plan to maximize the capacity and safety of the transportation system through a series of intersection and other spot improvements to the system. Related to most LRTP capital projects. No changes to 9-28-12 Strategy.

Regional Crash Data and Analysis Program – Develop a program to improve crash data collection and analysis procedures and to develop an annual regional high-crash and priority improvement list. Related to most LRTP capital projects. No changes to 9-28-12 Strategy.

Regional Bicycle and Pedestrian Data Collection Program – Modify the current traffic data collection program to also include bicycle and pedestrian data. Related to most LRTP capital projects.

Regional Multimodal Travel Forecasting Model Development – Expand current TransCAD regional travel forecasting model to include transit, bike, and pedestrian trip generation and assignments to better reflect the nature of travel in the greater Morgantown area. Related to most LRTP capital projects. No changes to 9-28-12 Strategy.

Regional Transit Plan – Conduct a study that would objectively look at the combined MLTA and WVU transit systems and develop joint short and long term strategies to increase ridership/ provide better transit service in the region. Work collaboratively with the Local Transportation Funding Committee and WVDOH to develop funding strategies for system expansion. Related to LRTP capital projects 26, 31, 32, 35, 41, and 42. Title changed and some specifics added to 9-28-12 Strategy.

Monongahela River Crossing Study – Perform a comprehensive study to select a preferred location for an additional bridge crossing of the Monongahela River to provide additional capacity and travel options from the downtown and campus areas to I-79. The study should include a stakeholder and public involvement process. Related to LRTP capital project 6. New addition to 9-28-12 Strategies.
Comments on 11-28-12 Strategies compared to 9-28-12 Strategies

A meaningful LRTP needs specific strategies for going forward. As recognized at the November 15, 2012 meeting of the Advisory Group, the 9-28-12 strategies needed to be more specific. However, the 11-28-12 strategies, except for the first two strategies for sidewalks and bike routes, very little details have been added to the draft strategies. Specifically, no details were added to six of the strategies. It is critical to the MM MPO that the consultant complete this important aspect of the LRTP.

Regional Sidewalk Connectivity Plan – Expand the Connecting Network Sidewalks (CNS) from the Morgantown Pedestrian Safety Plan to include the urban portions of the region and select rural/suburban portions of the region where pedestrian traffic is anticipated to develop. The plan should include a 10-year action plan to implement improvements necessary to complete the CNS. This strategy should be coordinated with the Local Funding Committee’s (?) efforts to identify local funding opportunities to advance the Regional Pedestrian Safety and Sidewalk Connectivity Program (Project #39). Priorities should be established and projects identified to be completed under the ADA Connectivity Initiative (Project #2), and Safe Routes to School Improvements (Project #43). Related to LRTP capital projects 2, 39, and 43. Some specifics added to 9-28-12 Strategy.

Regional Bike Route Plan – Building on the Morgantown Bicycle Plan, develop a “Regional Connecting Bike Route Network” (same concept as the CNS) and a 10-year implementation plan that identifies specific signage, markings, spot roadway improvements, trail improvements, etc. meeting current state of the practice. The plan should also include an education program and campaign to promote cycling, improve awareness of traffic laws and appropriate operational practices to improve safety. A local law enforcement plan and officer education program to help curb bicyclist, pedestrian and automobile driver behavior that is dangerous for cycling should also be part of the plan. Related to LRTP capital project 40. Title changed and some specifics added to 9-28-12 Strategy.

Access Management Plan – Complete a study of key corridors in the region to identify current access management deficiencies. Include data driven prioritization based on related crashes and congestion, and develop policy for access control, planning, design and retrofits. Identify priority locations and a 10-year implementation plan. Related to LRTP capital project 44. Last sentence added to 9-28-12 Strategy.

Complete the Streets Initiative – Develop an action plan to increase and leverage local funding sources, and coordination and implementation processes, for local agencies to partner with WVDOH on projects to share costs related to complete street enhancements. Related to the majority of the LRTP capital projects. No additions to 9-28-12 Strategy.

Local Transportation Funding/Legislative Committee – Establish a group of concerned citizens, elected officials, local transportation funding and legislative experts to meet regularly and develop an action plan to increase local agency (non-state/federal) transportation funding sources, and to maximize state/federal transportation funding expenditures in the region. A key component to this strategy is for this committee to engage state legislature for changes to state laws to allow greater flexibility for local agencies to raise local funds for projects. Related to the majority of the LRTP capital projects. Title changed and some specifics added to 9-28-12 Strategy.

Safe Routes to School Committee – Develop a committee and identify funding sources to help local schools develop Safe Routes to School Travel Plans and apply for federal funding assistance with improvements. Related to LRTP capital project 43. One word added to 9-28-12 Strategy.
Thank you all for such hard work on the LRTP. I have the following feedback - my personal view, not reflecting my role as Pedestrian Safety Board chair:

1) remove a bridge (project #6) and both West Run improvements (projects 11 & 13) from tier 1 and list them as "alternative funding dependent" and use that $60,000,000 on the following projects in order as far as the money will go (and move them up to Tier 1). In order of importance in my opinion in reducing transportation demand on roads and improving non-motorized users' safety:

#19 Dorsey Ave sidewalk ($4,000,000)
#9 Univ Ave ($20,000,000)
#24 Pretzman/Falling Run ped/bike connector ($1,000,000)
#15 Willowdale sidewalk improvement ($4,000,000)
#41 Park & Ride ($1,000,000)
#46 Old Cheat Rd/Cheat Rd bike lanes ($7,000,000)
#20 Brockway/Rogers/Powell ($6,000,000)
#21 Earl Core North of I-68 ($6,000,000)
#33 Grumbeins ($10,000,000)
SUM: $59,000,000

Thank you. I am enthusiastic about the multi-modal focus of the projects!

Christiaan
I oppose implementation of all of your planning to date, and of all of your pending LRTP amendments, because they are all in the category of "cart before the horse." It makes absolutely no sense to plan and seek funding for modifications of existing roads/bridges or construction of new ones, prior to first creating and implementing a plan that will prevent the many thousands of vehicles from all directions that enter and/or pass through Morgantown at least five days per each week that West Virginia University is in regular session, from doing so.

Persons who have lived and worked in metropolitan areas much larger than Morgantown, as I have, know that construction and mandatory use of well planned fringe parking areas, connected by a circumferential highway and served by mass transit, is the key to that prevention. Without first taking those steps, none of your plans will eliminate our horrendous traffic problem and facilitating continued growth to the west of Morgantown, or in any/all other directions, will only compound it. We live in topography that amounts to a huge bowl that is already overflowing with vehicles and the pollution they produce, and no matter how many new roads/bridges you build within that bowl, you will never solve that problem and the attendant huge expenditures of public funds will have been wasted. THINK FIRST OUTSIDE THE RIM OF THE BOWL! GET THE HORSE IN FRONT OF THE CART!

Charles C. Sell
Westover
304-296-8488
Mr. Austin:

I chose "frustration" as my subject because:

1. I spent a half hour repeatedly trying to download the LRTP documents via Google Chrome and Internet Explorer, using both the link on the newspaper's website and your plan together site. All I got was "not found." I won't attend the 12/5 meeting (with now only some 24 hours left) unprepared to speak intelligently to the particulars of your plans.

2. Since you have advised me that your plans already relegate fringe parking lots to Tier Two and that WVDOT's statewide plan for them includes only "one location in the vicinity of Cheat Lake in our area," I really see my attendance as pointless.

3. My thinking re mandatory use of fringe parking and mass transit doesn't involve a governmental edict. It involves government negotiating with those area public and private entities, such as WVU, its Hospitals, Inc. and the other largest area employers to cease creating more and more parking spaces for students and employees within the "bowl." Instead, in my view, we must persuade them to vastly reduce the number of parking spaces now available within the "bowl" and relocate/disperse them outside it.

4. If you have ever experienced an inversion in the greater Morgantown area, as I have, you must know what we are headed for in the not-too-distant future if we don't accomplish the latter ASAP.

Thanks for responding.
Bill Austin

From: Murdock, Gary [murdockg@wvuhealthcare.com]
Sent: Tuesday, December 04, 2012 6:04 PM
To: Bill Austin
Subject: RE: Updated Project LRTP Project List

Bill,

I think this list looks pretty good. It is a difficult task of getting all the issues down and set at least some priorities. I believe this is a good list.

Gary

From: Bill Austin [mailto:baustin@labyrinth.net]
Sent: Monday, November 26, 2012 5:12 PM
Cc: Thieken, Steve
Subject: FW: Updated Project LRTP Project List

Transportation Advisory Group Members,

Please find attached the final draft LRTP projects for the upcoming December 5th public meeting. Please review these drafts and let me know if you have any comments or corrections that need to be made by the close of business Wednesday. We anticipate posting this list along with the Strategies document on the MPO website Thursday for public comment.

Thank you for your assistance in this matter. Please do not hesitate to contact me if I may be of any assistance or if you have any questions or concerns.

Respectfully,

Bill Austin, AICP
Executive Director
Morgantown Monongalia MPO
82 Hart Field Road Ste. 105
Morgantown, WV 26505
304-291-9571
304-692-7225 Mobile

"Whenever you find yourself on the side of the majority, it’s time to pause and reflect." -Mark Twain

"Sometimes good things fall apart so better things can fall together." -Marilyn Monroe
Bill Austin

From: Jason Day [expresswaywash@gmail.com]
Sent: Wednesday, December 05, 2012 4:44 PM
To: Bill Austin
Subject: RE: Quick question

Thank you for the response. Unfortunately I won't be able to attend.

I am concerned about another bridge adjacent to current bridge leaving Morgantown...my business along with sheetz are an impulse business and would be greatly affected by diminishing traffic. Any growth in our area will be on the other side of the interstate or ontop of the hill. All flow will go the easier way in and out...our type of customers do not go out of their way for service...if an easier way to get in and out of Morgantown is made available my business would suffer greatly.

Take care,
Jason Day

On Dec 5, 2012 10:26 AM, "Bill Austin" <baustin@labyrinth.net> wrote:

Mr. Day,

We are developing the area's long range transportation plan which plans projects out to 2040. There are several potential locations under discussion for a new bridge and the draft Plan proposes that the MPO and or the WVDOT Division of Highways (DOH) sponsor an in depth environmental study of which location would be the best for the area. A study of this nature would take several years and it would include quite a bit of public involvement. Once a study is completed the DOH would need to fund the project which could also take a great deal of time. After DOH agrees to fund the project it usually takes about 7 years for the project to be constructed. Ultimately, if things were things were to move as quickly as humanly possible a new bridge could be constructed in between 10 to 15 years. This is highly unlikely a more realistic timeframe would be that the construction would be about 20 years away. It should also be noted that our traffic projections in the vicinity of your business do not significantly decrease if a new bridge is constructed. This is because of the existing businesses and proposed growth around your location.

I hope this answers your question. If you would like more information please attend our public meeting this evening at the City of Morgantown Public Safety Building, 300 Spruce Street, between 5 and 8 PM. You may also visit our websites:

www.plantogether.org

It has the documents we will be presenting at tonight's meeting available for download.

Thank you for your interest. Please do not hesitate to contact me if i may be of any assistance.
Bill Austin, AICP  
Executive Director  
Morgantown Monongalia MPO  
82 Hart Field Road Ste. 105  
Morgantown, WVA 26505  
304-291-9571  
304-692-7225 Mobile

“Whenever you find yourself on the side of the majority, it’s time to pause and reflect.” -Mark Twain

“Sometimes good things fall apart so better things can fall together.” -Marilyn Monroe

---

From: Jason Day [mailto:expresswaywash@gmail.com]  
Sent: Wednesday, December 05, 2012 10:03 AM  
To: info@plantogether.org  
Subject: Quick question

Mr. Austin

Was listening to 1440 yesterday and it was mentioned that a new bridge over the mon could be a possibility...located parallel to current bridge but would go from coliseum through Granville. Is this a real possibility and if so what would be the time frame? I own the car wash by Sheetz and feel like all the plans being talked about will take business away from us.

Thank you,
Jason Day  
Expressway Car Wash
Dear Sir or Madam:

I would like to comment on the long range growth/transportation plan. My family has lived in Morgantown for several years now while my wife finishes school. While we do not plan to remain in Morgantown permanently, I would like to offer my thoughts and suggestions to you.

I read the plan on your website, and a lot of the ideas are very good ideas and are ideas that are needed. I wanted to comment on a couple in particular. I'm a little disappointed that the upgrades to Stewartstown Road was put in Tier 2. I feel that Stewartstown needs attention. We have been living at Bon Vista and if we want to go out at rush hour it is almost impossible. A lot of the problem is a lot of people use West Run as a bypass to the Mileground, plus with West Run Apartments and Copper Beach Townhomes going in has added to the traffic. I agree with your plan of the need for additional travel lanes, and one thing that I didn't notice was the intersection with 705 needs improved as well. Going out of the complex toward 705, if we need to turn left onto 705 to go toward the Mileground is nearly impossible, especially during the evening rush hour. There needs to be a left turn lane and left turn arrow for traffic coming up the hill toward 705 like there is for the other 3 directions. At a minimum could the left turn lane and left turn arrow at the intersection with 705 be bumped up a little? I feel even that small improvement could help tremendously.

The upgrade to 705 that was discussed was a good idea as well. I was thinking at least initially you could easily expand 705 to 3 lanes between Stewartstown Rd and either Willowdale Rd or Pineview Drive. A lot of the traffic is hospital related traffic anyway, and it would ease that a little.

I think they should look at adding a left turn lane on Mon Blvd between the Coliseum and Boyers Ave. I think it would help with a lot of the accidents in that area.

The expanded PRT is a very good idea as well, although pricey, it along with park and rides, could help reduce traffic and congestion.

I noticed there were several uses of possible HOV lanes. I'm not sure how I feel that this would work, most places only require 2 people to use HOV lanes, and I think if you were to go this route that should be the number to use. The other thing is enforcement, how would the 2 people (or 3 if you keep it at 3) rule be enforced and the lanes not be abused. Also would the lanes be only for rush hour or for all times of the day? I think this would be more effective if you had the HOV lanes run from the Interstate exits to wherever they would terminate or connect the different exits (ie 168 exit 7 to 179 exit 155) or something like that.

One last thing, I really think there needs to be more public information regarding accidents, road construction, road conditions in the winter time, etc. Rarely do you here anything on the radio about that, and if that information could be put out there and people could have time to adjust their travel routes and plans. I think that better public information and traffic updates would make travelling, shopping, etc in the Morgantown area better, and help reduce congestion by giving people time to change their route to avoid a certain area(s).

Perhaps a facebook, twitter pages could be used or some sort of app or webpage or better and more timely announcements on the radio along with the electronic signs, such as is on the Interstate in a couple of places.

Thank you for your time and reading my suggestions.

Lester Lewis
1325 Stewartstown RD, Apt F3
Morgantown WV 26505