Morgantown Monongalia Metropolitan Planning Organization

2016-2045 Metropolitan Transportation Plan Update

1st TTAC Internal Review

MPO Conference Room
Morgantown Airport Terminal Building
82 Hart Field Rd Suite 105
August 9, 2016 | 1:30 PM

Agenda

1. Introduce the Metropolitan Transportation Plan Update Process

2. Review Goals, Objectives, and Ranking Criteria

3. Update on the Status of Tier 1 Projects in the Current Plan

4. Review Community Outreach Material

5. Initial Comments on the Update

Morgantown Monongalia Metropolitan Planning Organization

2016-2045 Metropolitan Transportation Plan Update

1st TTAC Internal Review

Memorandum

Date: July 29, 2016

To: Metropolitan Transportation Plan Update Committee Members

From: MPO Staff

Subject: August 9, 2016, Internal Review Meeting Agenda

Please find below a short description of the items to be considered at the August 9, 2016 Internal Review Meeting for the MPO's Metropolitan Transportation Plan Update. The meeting will be held at the MPO Conference Room at the Morgantown Airport Terminal Building at 1:30 PM.

--Introduce the Metropolitan Transportation Plan Update Process. Please find enclosed a draft meeting schedule. It is anticipated that internal reviews will be conducted at regular TTAC meeting in August, November, January, and March. Public meetings will be held in October and February. Also enclosed is a schedule of the tasks that MPO staff will undertake during the update process.

--Goals, Objectives, and Ranking Criteria Review. Please review the goals and objectives defined in the previous Long Transportation Transportation Plan adopted in 2013. To reflect expanded planning consideration factors under the FAST Act, MPO staff recommend adding two objectives. They are storm water impact mitigation and tourism enhancement. Goals and Objectives will be presented to the public in October and will be considered for revision in the next internal review meeting.

Based on those planning factors, MPO staff developed a set of project ranking criteria for the Update. The ranking criteria is an informational item and no action is required at this meeting. It is respectfully requested that, after the meeting, committee members assign a score to each criterion to reflect its desirable weight in prioritization. MPO staff will send an online survey to committee members for the criteria ranking. The criteria score will be discussed and decided in the next internal review meeting.

--Status of Tier 1 Project. MPO staff summarized major progress made for the tier 1 projects since the adoption of current long range transportation plan in 2013. A map of tier 1 projects is attached.

MPO staff updated environmental justice block groups based on 2014 American Community Survey and used EJSCREEN to assess potential impact of each tier 1 project. Please review the results of those analysis. Assessment methodologies and process are explained.

--Community Outreach Material Review. Please review the community outreach material, which include a public questionnaire, a project website, and a brochure. Once approved by internal review committees, the material will be released to the public.

--Initial Comments on the Update. The internal review committee members are encouraged to provide any comments on the Update process to improve the metropolitan transportation plan.

Morgantown Monongalia Metropolitan Planning Organization

2016-2045 Metropolitan Transportation Plan Update

Planning Process-Meeting Schedule

Updated by July 18, 2016

1st Internal Review Meetings | August, 2016

- Introduce the Metropolitan Transportation Plan Update process
- Review the goals, objectives, and ranking criteria
- Review the status of tier 1 projects in the current plan.
- Review community outreach material (surveys, brochure, and website)
- Identify initial concerns and recommendations for the Update

Community Outreach/Release of Community Survey | August, 2016 (after 1st Internal Review Meetings)

1st Public Meeting | October, 2016

2nd Internal Review Meeting | November, 2016

- Review the report on existing conditions
- Review proposed changes in the Update (1st review)
- Review community outreach material and the report on community outreach
- Define and prioritize project ranking criteria

3rd Internal Review Meetings | January, 2017

- Review the update on the Regional Travel Demand model (based on the I-79 Access Study)
- Review proposed changes in the Update (2nd review)
- Tier 1 project prioritization

2nd Public Meeting | January/February, 2017

Summary of Community Outreach | February, 2017

Special Internal Review Meetings | February, 2017 (if necessary)

- Review final changes to the Updates

4th Internal Review Meetings | March, 2017

- Adoption of the Metropolitan Transportation Plan Update

Morgantown Monongalia Metropolitan Planning Organization

2016-2045 Metropolitan Transportation Plan Update

Planning Process-Task Schedule

Updated by July 28, 2016

		2016						2017		
		July	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**March**
General Management		X	X	X	X	X	X	X	X	X
Community Involvement	Internal Committee Review		X			X		X		X
	Public Meeting				X				X	
	Freight Stakeholder Meeting					X				
	Community Survey	X	X	X	X	X	X	X		
	Public outreach (Brochure, Website, etc.)	X	X	X	X	X	X	X	X	
Technical Analysis	Travel demand Model Update			X	X	X	X			
	Existing Condition Analysis	X	X	X	X					
	Environmental Justice Analysis	X	X			X		X	X	
	Project Evaluation				X		X			
Policy Update	Goals and Objectives Review		X	X	X	X				
	Project Rank Criteria Review		X	X	X	X				
	Project Prioritization						X	X	X	
	Plan Update Review						X	X	X	X
Documentation		X	X	X	X	X	X	X	X	X

Morgantown Monongalia Metropolitan Planning Organization

2016-2045 Metropolitan Transportation Plan Update

Goals and Objectives Review

Based on 2013-2040 Long Range Transportation Plan

Draft, Updated by July 12, 2016

Goal #1: A multimodal transportation system that efficiently moves people and goods

- Objective 1 A: To eliminate/reduce current congestion and multimodal traffic flow restrictions on arterial and collector roadways
- Objective 1 B: To ensure that future development and related transportation improvements address capacity and connectivity needs proactively rather than reactively
- Objective 1 C: Improve ingress/egress to the most densely developed/highest activity areas of region
- Objective 1 D: Provide adequate transportation capacity and access to support current businesses
- Objective 1 E: Focus capacity improvements for all modes in areas of desired future growth and development that support the public's vision for the region

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

- Objective 2 A: 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
- Objective 2 B: To encourage the use of the most efficient mode based on the distance and characteristics of a particular trip
- Objective 2 C: Increase the geographic area in which people have convenient access to non-automobile modes
- Objective 2 D: Reduce reliance on automobile for travel
- Objective 2 E: Better serve those who do not/cannot own and drive a personal automobile
- Objective 2 F: To allow for efficient transfers of goods between modes (air, pipeline, river, rail)
- Objective 2 G: Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities
- Objective 2 H: Increase use of existing rail-trails for transportation purposes

Goal #3: A multimodal transportation system that safely moves people and goods

- Objective 3 A: To minimize crashes, especially injury/fatality crashes, by 50% through improvements to high crash locations, improvements to local enforcement of traffic laws, and education of transportation system users
- Objective 3 B: To ensure that future growth and related transportation improvements address transportation safety needs in planning and design

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

- Objective 4 A: Reduce truck traffic in residential neighborhoods and on other streets where significant numbers of bicycles and pedestrians are present
- Objective 4 B: Improve truck access to key industrial areas
- Objective 4 C: Increase options for freight movement that minimizes truck traffic on non-interstate roadways

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

- Objective 5 A: More effective and less costly transportation improvements by capitalizing on common goals and needs between communities and agencies in the region
- Objective 5 B: Higher quality transportation system improvements due to cost sharing and collaboration
- Objective 5 C: Transportation improvements that support the public's long-term vision for the region

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

- Objective 6 A: Integrate the local context of the area into the planning, design, and construction of transportation improvements
- Objective 6 B: Include sustainability features in design of transportation improvements that minimize environmental impacts
- Objective 6 C: Address multimodal system needs in all planning, design, and construction of transportation improvements
- *Objective 6 D: Reduces or mitigate the storm water impacts of surface transportation
- *Objective 6 E: Enhance travel and tourism in the Morgantown Monongalia urban area

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

- Objective 7 A: Reduce the need to construct costly transportation and parking infrastructure improvements
- Objective 7 B: Invest in transportation improvements that encourage and support development/land use patterns that decrease need to travel
- Objective 7 C: Reduce automobile emissions and improve air quality
- Objective 7 D: 50% increase in trips made by walking
- Objective 7 E: 5% of all trips made by bicycle by 2025
- Objective 7 F: Increase number of trips made by public transit by 200%
- Objective 7 G: Increase work telecommuting and virtual lectures (WVU)
- Objective 7 H: Increase average vehicle occupancy by 50%

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

- Objective 8 A: Heighten awareness of homeland security needs related to transportation
- *Objective 8 B: ~~Improve understanding of critical transportation system-related homeland security issues in the region,~~ Improves transportation system resiliency and reliability
- Objective 8 C: Incorporate homeland security needs in transportation project planning, design, and construction

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*MPO Staff suggest to add or modify this objective for the Update. The FACT Act adopted in 2015 expended planning consideration factors to include this issue.

Morgantown Monongalia Metropolitan Planning Organization

2016-2045 Metropolitan Transportation Plan Update

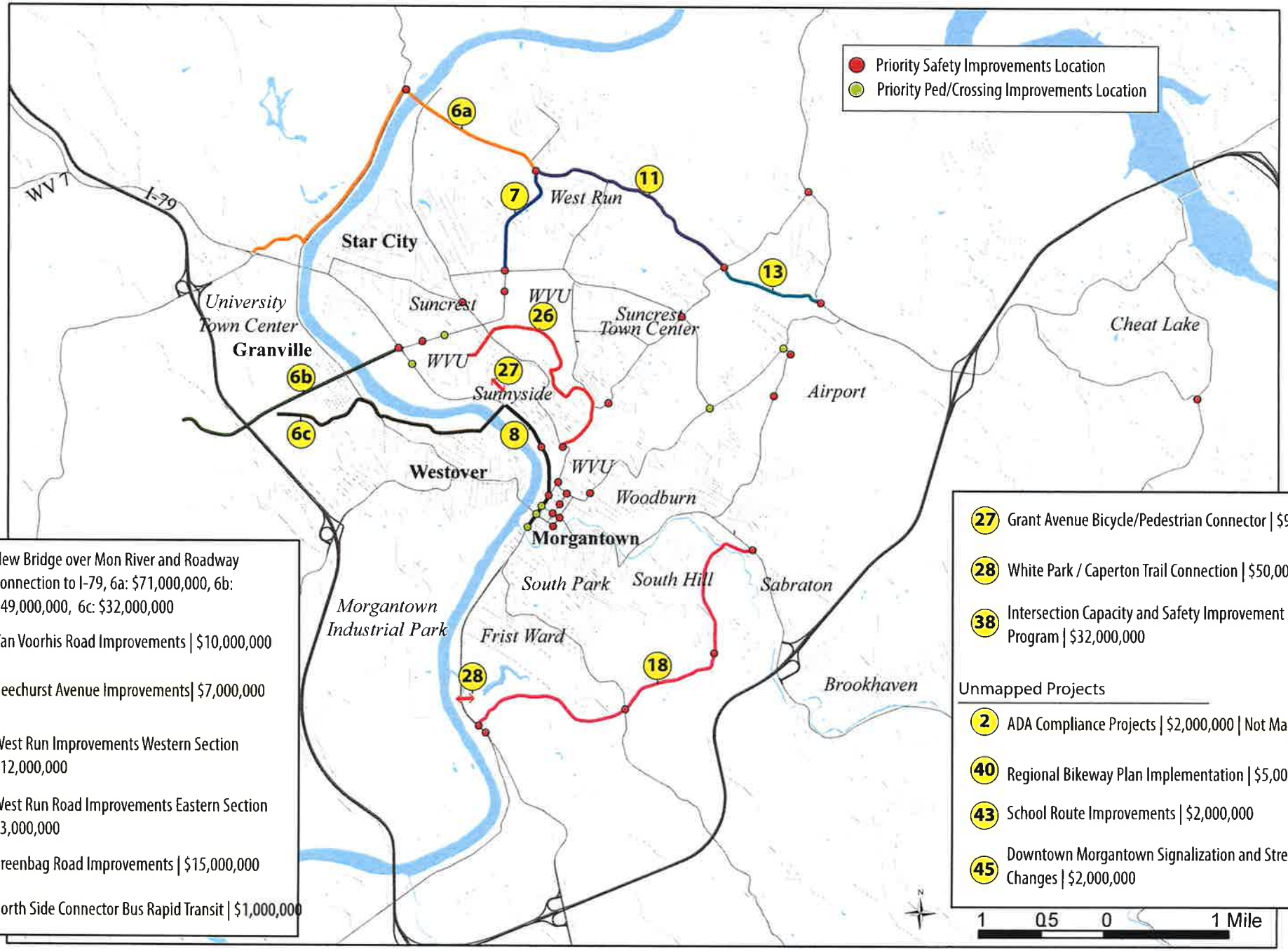
Project Ranking Criteria

(Based on FHWA Metropolitan Planning Factors)

Draft, Updated by July 12, 2016

Evaluation Criteria	Score
TOTAL POSSIBLE POINTS	**100**
SYSTEM PRESERVATION & ENHANCEMENT	
Project improves existing route	+
Project improves traffic flow	+
Project reduces or mitigate the storm water impacts of surface transportation	+
Project has sustainable operations/ongoing maintenance support	+
QUALITY GROWTH & SUSTAINABLE DEVELOPMENT	
Project improves access to encouraged/controlled growth area	+
Project supports infill/redevelopment	+
Project located near mixed-use, high density areas	+
Project contributes to roadway network connectivity	+
ECONOMIC PROSPERITY	
Project located near existing jobs/high job growth areas	+
Project improves access to retails/activity center	+
Project enhances travel and tourism	+
Project endorsed by the Chamber of Commerce	+
MULTI-MODAL OPTIONS	
Project is located within a planned/existing multi-modal corridor	+
Project reduced inter-modal conflict (e.g. traffic signals, intersection improvements)	+
Project includes transit accommodations (e.g. signal priority, pullouts, shelters)	+
Project includes pedestrian amenities	+
Project includes bicycle facility improvements	+
Project makes a connection to another modal facility	+
SAFETY & SECURITY	
Project includes geometrical improvements for the safety of drivers, pedestrians, and cyclists.	+
Projects includes signage/wayfinding	+
Project includes appropriate traffic calming techniques	+
Projects address a high crash location (intersection/corridor)	+
Projects improves transportation system resiliency and reliability	+
Projects reduces the safety of drivers, pedestrians, or cyclists	-
FREIGHT & GOODS MOVEMENTS	
Project improves route with significant existing/anticipated truck movements	+
Project improves access to major good/freight distribution centers	+
Project address existing/anticipated freight-passenger conflict	+
EQUITY, HEALTH & ENVIRONMENT	
Project improves accessibility for low-income/minority communities	+
Project corrects ADA Non-compliance	+
Project includes transportation choices for the disable/aging population	+
Project promotes physical activity	+
Project improves access to healthy food and health facilities	+
Project has potential negative impact on natural or socio-cultural resources	-
COMMUNITY SUPPORT & CONSISTENCY	
Project is considered as top local priority by public officials	+
Project has documented supports/needs from the community	+
Project has been considered in funding/grant applications	+
Project has been proposed in other plans/studies other than the LRTP	+

2016-2045 Metropolitan Transportation Plan Update
Current Tier 1 Project Map



- 6 New Bridge over Mon River and Roadway Connection to I-79, 6a: $71,000,000, 6b: $49,000,000, 6c: $32,000,000
- 7 Van Voorhis Road Improvements | $10,000,000
- 8 Beechurst Avenue Improvements| $7,000,000
- 11 West Run Improvements Western Section $12,000,000
- 13 West Run Road Improvements Eastern Section $3,000,000
- 18 Greenbag Road Improvements | $15,000,000
- 26 North Side Connector Bus Rapid Transit | $1,000,000
- 27 Grant Avenue Bicycle/Pedestrian Connector | $900,000
- 28 White Park / Caperton Trail Connection | $50,000
- 38 Intersection Capacity and Safety Improvement Program | $32,000,000

Unmapped Projects

- 2 ADA Compliance Projects | $2,000,000 | Not Mapped
- 40 Regional Bikeway Plan Implementation | $5,000,000
- 43 School Route Improvements | $2,000,000
- 45 Downtown Morgantown Signalization and Street Changes | $2,000,000

Morgantown Monongalia Metropolitan Planning Organization

2016-2045 Metropolitan Transportation Plan Update

Project Status and Evaluation (Tier 1 Project Only)

Draft, Updated by July 13, 2016

Project Number	Project (Cost Estimate)	Status Update		
		Type	Scope	Sources
2	ADA Compliance Project ($2,000,000)	Subarea Plan	Opportunities for sidewalk/crosswalk improvements in Westover and Granville	Westover-Granville Pedestrian Study
		Subarea Plan	Opportunities for sidewalk/crosswalk improvements on Greenbag Rd	Greenbag Rd Corridor Study
		Design Proposal	Opportunities for sidewalk/crosswalk improvements on University Ave	University Ave Street Study
		Construction	Sidewalk/crosswalk on Mileground Rd (committed)	WV Division of Highways
		Construction	Sidewalk/crosswalk on Beechurst Ave	WV DOH/City of Morgantown
6	New Bridge over Mon River and Roadway Connection to I-79, ($32,000,000-$71,000,000)	Purpose and Need Study	Identify and document the purpose and need for additional accesses to I-79 and evaluate potential routes and their impact on traffic, environment, and social economics.	I-79 Access Study (ongoing)
7	Van Voorhis Road Improvements, ($10,000,000)	Programming	Widening, Engineering(2018), Right of Way(2019), Construction (2020)	MMMPO TIP Amendments
		Construction	Drainage and resurfacing, including providing paved shoulders for bicycle and pedestrian travel.	WV Division of Highways, MUB
		Construction	Bicycle May Use Full Lane Signs and sharrows (committed)	WV DOH/City of Morgantown
8	Beechurst Ave Improvements ($7,000,000)	Design Proposal	Adding a dedicated left turn lane at the intersection of Campus Dr and Beechurst Ave.	WV Division of Highways
		Design Proposal	Pedestrian crossing on Beechurst Ave between Fayette St and Walnut Street. Signal optimization at the intersection of Beechurst Ave and Walnut Street.	Private developer
		Programming	Spot Improvements beginning at 6th Street, Engineering(2019), Right of Way(2020), Construction (2021)	MMMPO TIP Amendments
		Construction	Resurfacing and restriping from Campus Dr to Hough St, including converting the TWLTL to a southbound through lane	WV Division of Highways
		Construction	Resurfacing and sidewalk ADA compliance on Beechurst Ave from 8th Street to Campus Dr.	WV Division of Highways City of Morgantown
		Construction	Bicycle May Use Full Lane signs (committed)	City of Morgantown
11	West Run Improvements-Western Section ($12,000,000)	Design Proposal	Roadway widening (adding a TWLTL) Install sidewalk on one side of the street. Install Bicycle May Use Full Lane signs.	WV Division of Highways
		Programming	Widening, Engineering(2020), Right of Way(2020), Construction (2021)	MMMPO TIP Amendments

Project Number	Project (Cost Estimate)	Update		
		Type	Scope	Sources
13	West Run Improvements-Eastern Section ($3,000,000)	None		
18	Greenbag Rd Improvements ($15,000,000)	Subarea Plan	Total 11 projects were recommended to improve all modes of transportation in the Greenbag corridor.	Greenbag Rd Corridor Study
		Programming	Improvement and widening, Engineering(2018), Right of Way(2019), Construction (2020)	MMMPO TIP Amendments
26	North-side Connector Bus Rapid Transit ($1,000,000)	Design Proposal	Bus stops locations and Bus Rapid Transit routes were identified and recommended.	University Ave Complete Street Study
27	Grant Avenue Bicycle/Pedestrian Connector ($1,000,000)	Design Proposal	The potential alignment of the connector and accompanying amenities were identified and recommended in the University Ave Complete Street Corridor Study.	University Ave Complete Street Study
28	White Park/Caperton Trail Connection ($50,000)	None		
38	Intersection Capacity and Safety Improvements Program ($31,000,000)	Design Proposal	University Ave-WV 705 Intersection	University Ave Complete Street Study
		Design Proposal	University Ave-3rd St Intersection	University Ave Complete Street Study
		Design Proposal	University Ave-Campus Dr Intersection	University Ave Complete Street Study
		Design Proposal	University Ave-Beechurst Ave Intersection	University Ave Complete Street Study
		Design Proposal	University Ave-College Ave Intersection	University Ave Complete Street Study
		Design Proposal	Greenbag Rd-US 119 Intersection	Greenbag Rd Corridor Study
		Design Proposal	Greenbag Rd-Dorsey Ave Intersection	Greenbag Rd Corridor Study
		Design Proposal	Holland Ave and Fairmont Rd Intersection	Westover-Granville Pedestrian Study
		Design Proposal	Greenbag Rd-WV 7 Intersection (committed)	WV Division of Highways
		Design Proposal	Beechurst Ave and Campus Dr Intersection	WV Division of Highways
		Design Proposal	Mileground Rd-Cheat Rd Intersection (committed)	WV Division of Highways
		Design Proposal	Mileground Rd-Airport Blvd (committed)	WV Division of Highways
		Design Proposal	Mon Blvd-Boyers Ave Intersection	WV Division of Highways
		Design Proposal	WV 7-Brookhaven Rd Intersection (committed)	WV Division of Highways
		Design Proposal	Univ. Ave-Collins Ferry Rd Intersection (ongoing)	WV Division of Highways
		Design Proposal	WV 705-Van Voorhis Rd Intersection (ongoing)	WV Division of Highways
		Design Proposal	US 119-Smithtown Rd Intersection(ongoing)	WV Division of Highways
		Design Proposal	I-68 Exit 7 EB-Cheat Rd Intersection	WV Division of Highways
		Construction	Mon Blvd-Chaplin Hill Rd Intersection	WV Division of Highways
		Construction	Cheat Rd-N Pierpont Rd Intersection	WV Division of Highways
		Construction	Mon Blvd-Evansdale Dr Intersection	West Virginia University
		Construction	WV 705-Fine Art Dr intersection	West Virginia University

Project Number	Project (Cost Estimate)	Update		
		Type	Scope	Sources
40	Regional Bicycle Plan Implementation ($5,000,000)	Design Proposal	Regional bicycle network was identified. It was based on the bicycle commuter map developed by the Morgantown Bicycle Board.	Regional Bicycle Plan
		Design Proposal	A Multi-use bridge connecting Greenmont neighborhood to Deckers Creek Trail.	City of Morgantown
		Programming	Morgantown Bike Sign. Install signs and pavement markings at various locations. Construction (2026)	MMMPO TIP Amendments
		Construction	Bicycle May Use Full Lane signs and Sharrows on major city streets	City of Morgantown
43	School Route Improvements	Design proposal	Improvements of sidewalks and bicycle routes near schools were identified	Regional Bicycle Plan Morgantown Pedestrian Safety Plan
45	Downtown Morgantown Signalization and Street Changes	Design proposal	Optimize downtown signal coordination system	WV Division of Highways
		Programming	Signal system upgrade, Construction (2016)	MMMPO TIP Amendments
		Construction	BMUFL signs and sharrows in downtown area (committed)	City of Morgantown
		Construction	Signage improvements on High St and Kirk St	City of Morgantown
		Construction	Streetscape improvements	City of Morgantown

Morgantown Monongalia Metropolitan Planning Organization

2016-2045 Metropolitan Transportation Plan Update

2013-240 LRTP Tier Projects-EJ Status and Cost, EJSCREEN

Updated by July 26, 2016

Assessment Methodologies

The environmental justice assessment includes three parts

EJ Block Group Analysis

EJ Block Group Analysis is a system level evaluation on the relations between proposed projects and environmental justice populations. It documents the special relations of proposed projects and EJ Block Groups and the level of planned transportation investment in the area's EJ and non-EJ neighborhoods. Both positive and negative impact of an investment are considered.

EJSCREEN Analysis

EJSCREEN is an environmental justice mapping and screening tool developed by the US Environmental Protection Agency. It provides a nationally consistent dataset and approach for combining environmental and demographic indicators. The use of EJSCREEN in metropolitan planning process is recommended by the Federal Highway Administration.

The environmental justice analysis of the Update considers both positive and negative impact of each proposed project on the environmental justice population.

Supplemental Mapping Analysis

MPO staff will provide thematic maps that supplemental information on social and economic status in the area. The purpose of those maps is to offer a broader perspective on the environmental issues that was not not covered in the EJ Block Group Analysis and EJSCREEN Analysis.

Assessment Process

The environmental justice analysis of this plan consists of three stages. The process is designed in a way to ensure that environmental justice consideration is an integrated part of the decision making process and had continuing influence on the initiation, evaluation, and prioritization of projects proposed in the plan.

July--August

- Update and review the Environmental Justice Block Group map based on current demographic data.
- Assess the relation of geographic locations between Tier 1 projects recommended in the 2013 LRTP and the updated EJ Block Group map
-

September--November

- Reach out to the community to identify potential environmental justice concerns.
- Evaluate the positive and negative impact of any changes proposed during this time frame.

December--February

- Assess the positive and negative impact of Tier 1 projects recommended in the Update in terms of environmental justice.

Analysis Results

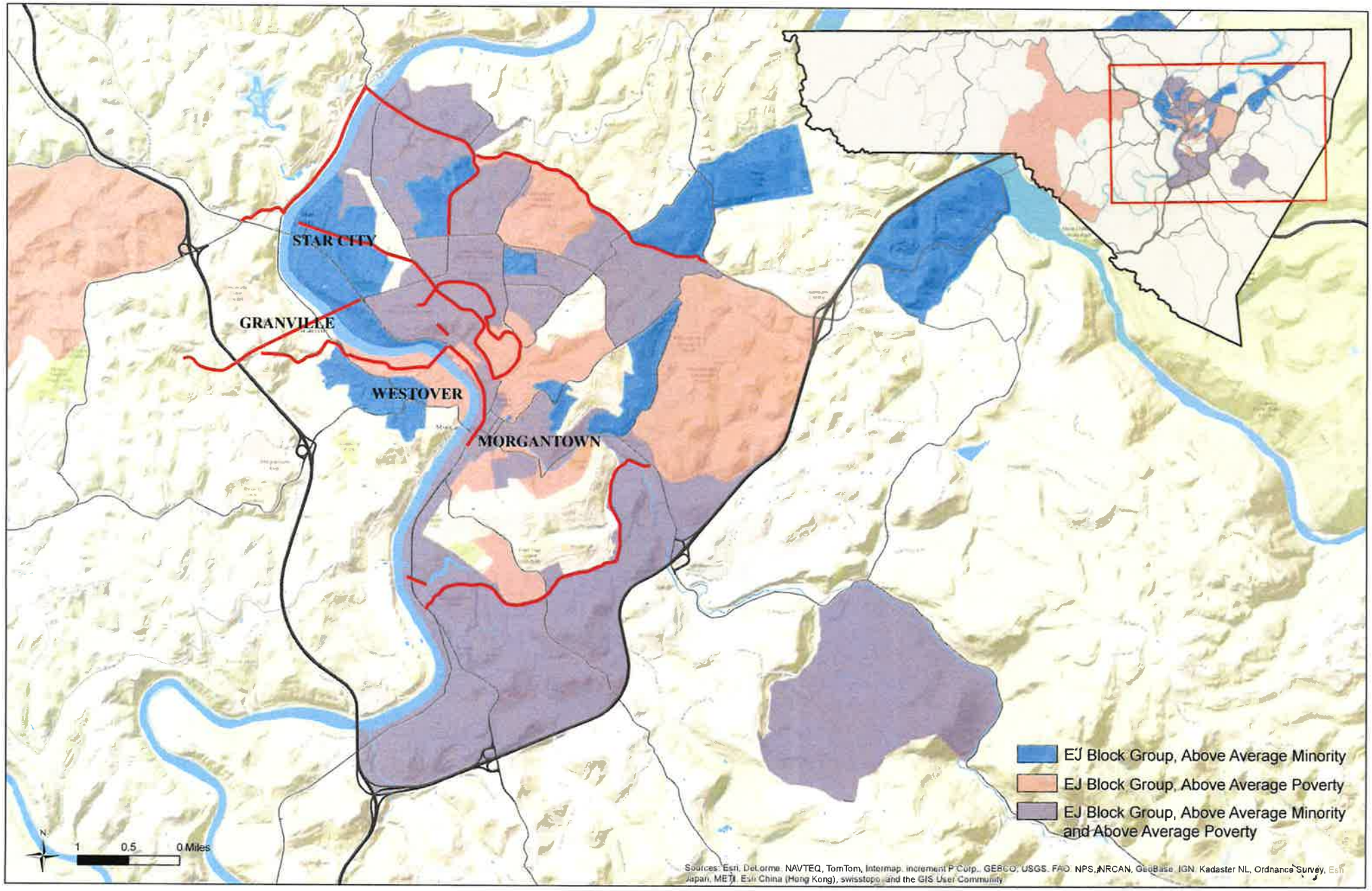
Update on Environmental Justice (EJ) Block Groups

The MPO staff has updated the EJ Block Groups based on 2014 American Community Survey (ACS) conducted by the U.S. Census Bureau.

An EJ Block Group is a census block group with a population that has EITHER a higher percentage of households in poverty than the county average OR a higher percentage of minority residents than the county average. According to 2014 ACS, the county average poverty rate increased from 21% to 23%; and the county average minority rate decreased from 10.2% to 9.2%.

The following table shows the relation of each tier 1 project proposed in the current plan and its location in terms of EJ Block Groups.

Project #	Project	Cost Estimate	Relation with EJ Block Groups
7	Van Voorhis Rd Improvements	$10,000,000	Within
8	Beechurst Avenue Improvements	$7,000,000	Within
13	West Run Road Improvements-Eastern Section	$3,000,000	Within
11	West Run Road Improvements-Western Section	$12,000,000	Within
26	North Side Connector Bus Rapid Transit	$1,000,000	Within
28	White Park/Caperton Trail Connection	$50,000	Within
18	Greenbag Rd Improvements	$15,000,000	Within
27	Grant Avenue Bicycle/Pedestrian Connector	$900,000	Within
45	Downtown Morgantown Signalization and Street Changes	$2,000,000	Within
38	Intersection Capacity and Safety Improvement Program	$31,000,000	Partially within
2	ADA Connectivity Initiative	$2,000,000	Partially within
40	Regional Bikeway Plan Implementation Program	$5,000,000	Partially within
43	School Route Improvements (K-8)	$2,000,000	Partially within
6	New Bridge over Mon Rider and Roadway Connection to I-79	$45,000,000	Partially within


STAR CITY
GRANVILLE
WESTOVER
MORGANTOWN
EJ Block Group, Above Average Minority
EJ Block Group, Above Average Poverty
EJ Block Group, Above Average Minority and Above Average Poverty
N
1
0.5
0 Miles
Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

Morgantown Monongalia Metropolitan Planning Organization

2016-2045 Metropolitan Transportation Plan Update

Tier 1 Project Evaluation-EJSCREEN and American Community Survey Summary Report

Project #	Orginial Priority	Project Name	Population (0.25 mile radius)	Population Density (per sq. mile)	Households	Per Capita Income	Minority Percentage	Demographic Index Total	Demographic Index Rank	Minority Population %ile in State	Minority Population %ile in EPA Region	Low Income Population %ile State	Low Income Population %ile in EPA Region	Linguistically Isolated Population %ile in State	Linguistically Isolated Population %ile in EPA Region	Population With Less Than High School Education %ile in State	Population With Less Than High School %ile in EPA Region	Population over 64 years of age %ile in State	Population over 64 years of age %ile in EPA Region	Environmental Index Total	Environmental Index Rank	EJ Index for PM 2.5 %ile in State	EJ Index for PM 2.5 %ile EPA Region	EJ Index for NATA Diesel PM %ile in State	EJ Index for NATA Diesel PM %ile in EPA Region	EJ Index for Traffic Proximity and Volume %ile in State	EJ Index for Traffic Proximity and Volume %ile in EPA Region	Notes
2	--	ADA Connectivity Initiative	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	does not apply
6	7	New Bridge and Roadway Connection to I-79	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	currently under the I-79 Access Study
7	1	Van Voorhis Rd Improvements	4,139	5,389	1512	$24,854	24%	564	4	94	55	70	82	98	83	7	18	20	37	385	6	86	68	62	63	51	55	--
8	2	Beechurst Ave Improvements	4,420	7,662	1,421	$14,996	17%	542	6	88	45	98	98	89	57	21	41	1	4	525	1	95	76	97	77	98	82	--
11	4	West Run Improvements-Western Section	2,503	3,865	996	$30,462	21%	532	8	92	51	60	77	92	65	13	30	18	34	292	7	76	63	42	56	19	36	--
13	9	West Run Improvements-Eastern Section	1,493	3,950	580	$25,332	17%	464	9	89	46	68	81	87	55	5	15	4	14	281	8	72	60	42	56	17	34	--
18	3	Greenbag Rd Improvements	3,355	2,137	809	$25,421	18%	608	2	90	48	69	82	88	57	48	67	21	38	482	4	88	69	88	69	94	74	--
26	8	North-side Connector Bus Rapid Transit	9,527	7,465	2,341	$15,384	13%	546	5	84	40	96	96	96	75	16	35	2	6	413	5	90	70	93	72	39	49	--
27	5	Grant Avenue Bicycle/Pedestrian Connector	3,057	10,155	523	$17,336	17%	539	7	88	46	94	94	97	79	9	22	2	8	236	9	63	56	33	51	8	25	--
28	6	White Park/Caperton Trail Connection	213	288	89	$23,491	29%	640	1	96	60	67	81	87	55	50	69	29	46	513	3	95	75	95	74	96	78	--
38	--	Intersection Capacity and Safety Improvements	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	does not apply
40	11	Regional Bicycle Plan Implementation	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	does not apply
43	--	School Route Improvements	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	does not apply
45	10	Downtown Morgantown Signalization and Street Design	4,686	8,601	1,338	$15,923	16%	569	3	88	44	96	96	93	68	23	44	4	13	523	2	95	76	97	78	97	80	--

Sources:

Demographic data: U.S. Census Bureau, American Community Survey (ACS) 2010-2014, data was computed/EJSCREEN ACS Summary Report

Environmental data: U.S. Environmental Protection Agency, Environemntal Justice EJSCREEN Version 2016

Learn about the project, get the latest news, provide comments and subscribe to updates. plantogether.org

WE NEED YOUR HELP

How can the transportation system can better serve you ?

How would you rate the transportation system in the Morgantown Monongalia area?

How would you prioritize transportation projects to make our area better?

What improvements are needed to make you feel more comfortable walking/bicycling?

Please tell us how you think and how we can improve by taking a survey at:

www. plantogether.org

Scan for digital survey

or go to

plantogether.org

Printed surveys are available.
Calling (304) 291-9571
for more informations

The success of this plan depends on community engagement. Please share with your friends and family, and encourage them to get involved too.

(304) 291-9571

For questions, comments or to request a group presentation

your ideas about transportation

The Long Range Transportation Plan Update is a community-driven process to reshape our vision for a better transportation system to support our community growth.

Metropolitan Transportation Plan Update

2016 - 2045

MMMPO
morgantown monongalia
metropolitan planning organization

82 Hart Field Road Suite 105 | Morgantown, WV 26505 | www.plantogether.org

2016 2020 2025 2030 2035 2040 2045

Metropolitan Transportation Plan Update

The Long Range Transportation Plan establishes a set of transportation infrastructure investment strategies for the next 30 years. The Update will investigate the impact of growth in our region, engage our community in conversation about appropriate transportation solutions and priorities.

Key Milestones

- JUNE — Update Begins
- AUG — Existing Condition Analysis
- OCT — Community Input
- DEC 2016 — Project Evaluation
- FEB 2017 — Project Prioritization
- MAR — Adoption

Understanding the Needs

The Update will identify and document the need for transportation infrastructure improvements based on the input from community, stakeholders, and technical analysis. The needs identified will be used to justify future transportation investments in the region.

Assessing the Progress

The Update will evaluate the current conditions of the transportation system and access the improvements that have been made since 2013.

Defining and Evaluating Projects

By engaging the community, the Update will define and evaluate the projects proposed in the previous Long Range Transportation Plan and update the those projects as well as recommending new projects.

Prioritizing Projects and Programs

One significant outcome of the Update will be a new set of prioritized projects, which are recommended for funding using forecasted available state and federal funds

The Current Long Range Transportation Plan

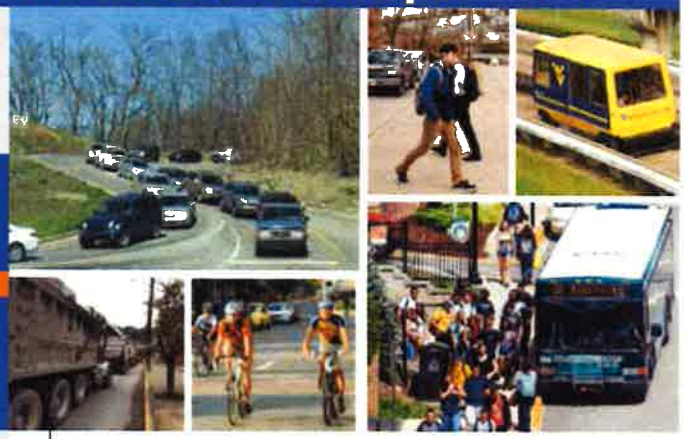
In 2013, the Policy Board of the MPO adopted a 2013-2040 Long Range Transportation Plan. It included 44 projects to improve transportation infrastructure in the community. 14 projects were listed as Tier 1 projects and recommended for funding with forecasted available state and federal funds.

How is a transportation project developed?

We Are Here

- Vision, Goals, Needs
- ↓
- Improvement Strategies
- ↓
- Long Range Transportation Plan (projects are recommended for funding)
- ↓
- Transportation Improvement Program (projects are funded)
- ↓
- Project Development/Construction

Integrate of All Modes of Transportation



Regional Efforts with State and Local Partners

The Transportation Plan Update will be prepared in collaboration with the West Virginia Division of Highways, the City of Morgantown, Star City, Town of Granville, City of Westover, West Virginia University, the Monongalia County Commission, the Mountain Line Transit Authority, and the Morgantown Area Chamber of Commerce.

Mountain Line Transit Authority

Morgantown Area Chamber of Commerce

WVDOT

West Virginia University

plantogether.org

2016-2045 Metropolitan Transportation Plan Update
Public Questionnaire

MMMPO morgantown monongalia metropolitan planning organization

Part A: Personal Information

You can also take this survey on **www.plantogether.org**

1. **How long have you lived in the Morgantown Monongalia metropolitan area? (check one)**
   - ☐ Less than one year
   - ☐ 1-5 years
   - ☐ More than 5 years
   - ☐ Do not live in the area
2. **Please indicate your place of residence (For example: Suncrest, Westover, or Mileground)**

   _____
3. **How many registered motor vehicles are in your household?**
   - ☐ None
   - ☐ 1 to 2
   - ☐ 3 to 4
   - ☐ 5 or more
4. **What is your annual household income?**
   - ☐ Less than $25,000
   - ☐ $25,000 to $34,999
   - ☐ $35,000 to $74,999
   - ☐ $75,000 to $99,999
   - ☐ $100,000 or more
   - ☐ Prefer not to say
5. **Generally, how long do you take to commute to or from work?**
   - ☐ Less than 10 minutes
   - ☐ 10 to 20 minutes
   - ☐ 20 to 40 minutes
   - ☐ 40 to 50 minutes
   - ☐ Greater than 50 minutes
   - ☐ Question does not apply
6. **What mode of travel do you most often use to do the following activities? (check one for each row)**

	Drive alone	Carpool	Transit	Bicycle	Walk
Work/school	☐	☐	☐	☐	☐
Shopping	☐	☐	☐	☐	☐
Recreation	☐	☐	☐	☐	☐
Errands	☐	☐	☐	☐	☐

7. **What is your race/ethnicity?**
   - ☐ White
   - ☐ Black
   - ☐ Hispanic
   - ☐ Prefer not to say
   - ☐ Others

Part B: Transportation Funding Priorities

8. If you had control over the transportation budget, how would you rank the following in importance (1 being most important, 9 being least important).

___ Neighborhood traffic safety & calming	___ Bicycle facility improvements	___ Improve public transit
___ Sidewalks/crosswalks improvements	___ Roadway condition improvements	___ Roadway widening
___ New roads and/or bridges	___ Improving traffic flow	___ Other: please identify

Part C: Existing Transportation Facilities

9. **Overall, how would you rate the transportation system in the Morgantown Monongalia County area?**
   - ☐ Excellent
   - ☐ Good
   - ☐ Fair
   - ☐ Poor
10. **How would you rate the following in the Morgantown Monongalia area?**

	Excellent	Good	Fair	Poor
Speed of traffic	☐	☐	☐	☐
Traffic safety	☐	☐	☐	☐
Sidewalks/crosswalks	☐	☐	☐	☐
Bicycle traveling	☐	☐	☐	☐
Trails	☐	☐	☐	☐
Transit	☐	☐	☐	☐
Traffic signal system	☐	☐	☐	☐
Road conditions	☐	☐	☐	☐
Convenience to get to work and shopping	☐	☐	☐	☐

11. **Please list the top five roadways and/or intersections in the area where you think improvements are most needed.**

    1. _____
    2. _____
    3. _____
    4. _____
    5. _____

Part D: Walking

12. **Do you currently walk to do the following activities in the Morgantown Monongalia area? If yes, how often?**

	N/A	Daily	Few times a Week	Few times a month
Work	☐	☐	☐	☐
Shopping	☐	☐	☐	☐
Recreation	☐	☐	☐	☐
Others	☐	☐	☐	☐

13. **How likely would you be to increase your use of walking if the following improvements were made?**

	Not likely	Somewhat likely	Very likely
Extended trail system	☐	☐	☐
More sidewalks	☐	☐	☐
Safer pedestrian crossing	☐	☐	☐
More pedestrian friendly land use development	☐	☐	☐
More open public spaces	☐	☐	☐

14. **Please list the top three locations where you think pedestrian improvements are most needed.**

    1. _____
    2. _____
    3. _____

Part E: Bicycling

15. **Do you currently ride a bicycle to do the following activities in the Morgantown Monongalia area? If yes, how often?**

	N/A	Daily	Few Times a Week	Few Times a month
Work	☐	☐	☐	☐
Shopping	☐	☐	☐	☐
Recreation	☐	☐	☐	☐
Others	☐	☐	☐	☐

16. **How likely would you be to increase your use of walking if the following improvements were made?**

	Not Likely	Somewhat Likely	Very Likely
Bike lanes	☐	☐	☐
Bicycle signage	☐	☐	☐
Share the road markings	☐	☐	☐
Bicycle route map	☐	☐	☐
Paved shoulders	☐	☐	☐
Extended trail system	☐	☐	☐
Bicycle traffic skill courses	☐	☐	☐
Bike parking	☐	☐	☐
More bicycle friendly land use developments	☐	☐	☐

17. **Please list the top three roads and/or intersections where you think bicycle facilities are most needed to improve.**

1. _____
2. _____
3. _____

Part F: Transit Services

18. **Do you use local bus/PRT service? If yes, how often?**

	N/A	Daily	Few Times a Week	Few Times a month
Work	☐	☐	☐	☐
Shopping	☐	☐	☐	☐
Going to school	☐	☐	☐	☐
Others	☐	☐	☐	☐

19. **How likely would you be to increase your use of transit if the following improvements were made?**

	Not Likely	Somewhat Likely	Very Likely
More transit route	☐	☐	☐
Extended PRT route	☐	☐	☐
More frequent bus service (e.g every 15 minutes)	☐	☐	☐
More frequent PRT service	☐	☐	☐
Vanpool	☐	☐	☐
More park-and-rides locations	☐	☐	☐
Bus shelters	☐	☐	☐
Better route information	☐	☐	☐

20. **Please list the top three locations (neighborhoods, developments, or streets) where you think regular bus service (less than every 30 minutes) is needed.**

1. _____
2. _____
3. _____

Thank you for completing this questionnaire. Please fold and mail the questionnaire to the address listed below.

_____
_____
_____
_____

Place Stamp Here

Your Ideas about Transportation

Scan the code
Take the survey

Morgantown Monongalia
Metropolian Planning Organization
82 Hart Field Rd, Suite 105
Morgantown, WV 26505

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is a regional transportation planning agency. This document is a part of the MMMPO's 2016-2045 Metropolitan Transportation Plan Update. It was prepared in cooperation with the City of Morgantown, Monongalia County, the Morgantown Area Chamber of Commerce, the Mountain Line Transit Authority, and West Virginia Department of Transportation.

The Morgantown Monongalia MPO is committed to the value of equal opportunity, which ensures non-discrimination in the access to, the benefits of, and the opportunities to participate in the activities of our program.