

2055 Metropolitan Transportation Plan Minor Update

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Morgantown Monongalia Metropolitan Planning Organization (MMMPO)



Agenda

Overview (Purpose + Engagement)

Validation + New Needs

Project Highlights

Public Participation

Refine Priorities



Overview - Purpose

- The Metropolitan Transportation Plan is developed and produced by the MPO with 20 years as its timeline/horizon.
 - Updates every 5 years
- Identifies how the region intends to invest in the transportation system.
- Considers how roadways, transit, nonmotorized transportation, and intermodal connections are able to improve the operational performance of the multimodal transportation system.
 - Freight is an important consideration in multimodal systems.
- 49 USC 5303(i) - This is the federal regulation that specifies what must be included in the MTP.
- The MTP should include:
 - Performance Measures
 - Goals established in Federal Regulations
 - Goals established by local stakeholders in the planning process



Overview - Components

- In 2025, the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) undertook a minor update of its long-range planning document, resulting in the 2025-2055 Metropolitan Transportation Plan (MTP).
- This update was conducted in-house by MMMPO staff, serves as a strategic calibration of the previous 2050 MTP (formerly the Long-Range Transportation Plan), which was adopted in 2022.

MMMPO 2050 MTP

Date: May 2022



2055 Metropolitan Transportation Plan

Adopted by the MMMPO Policy Board in November 2025

Overview - What Has Changed

New information, data, and analysis since the last MTP adoption in 2022:

- DOT crash data 2019-2023, including non-motorized crashes.
- Updated Travel Demand Model (TDM) from the MPO's Downtown Traffic Study.
- TransModeler Analysis from Downtown Traffic Study
- Committed and ongoing TIP projects and county/municipal projects.
- New land-use development in the MMMPO area
- Other transportation-related plans include the WVDOH Morgantown Pedestrian Safety Study, EV Inventory & Preliminary New Location Study, Monongalia County 2023 Comprehensive Plan, and Morgantown 2033 Comprehensive Plan.
- US Census and other federal data.



Overview - Timeline

Plan Development Schedule

- **Early January**, Document/Data Review and Integration
- **August 19**, First Public Meeting @ Mountain Line Transit Terminal
- **September 2**, Pop-up Display @PRT Mountaineer Station
- **September 11**, Second Public Meeting @ Morgantown City Hall
- By the **end of September**, the draft MTP for comments
- **October 6**, Steering Committee Meeting
- **October 22**, Third Public Meeting @ Riverfront Historical Bus Depot
- **November 4th, 4pm - 7pm**, Virtual Public Meeting via Google Meet
- Submit for adoption by the **MMMPO Policy Board at the November 2025** meeting or, if necessary, at the **January 2026** meeting.
 - MTP was recommended for approval by the TTAC and CAC at **November meetings**.



Public Participation - Events

Public Meetings:

- **August 19**, First Public Meeting @ Mountain Line Transit Terminal
- **September 2**, Pop-up Display @PRT Mountaineer Station
- **September 11**, Second Public Meeting @ Morgantown City Hall
- **October 22**, Third Public Meeting @ Riverfront Historical Bus Depot
- **November 4th, 4pm - 7pm**, Virtual Public Meeting via Google Meet

Surveys:

- **Community Survey-** This survey encouraged community members to share their vision for the future of transportation in our region and to tell us what matters most to you and how we can better serve the community. There were 120 responses.
- **Project Survey-** This survey encouraged community members to share their preferences and comment on the recommended projects, and suggest any new ones. Their input will help identify and prioritize high-impact projects for funding. There were 28 responses.

Online Website:

- Launched in late July of 2026. Had information on project purpose, dates and locations of upcoming meetings, meeting results, related documents, and ways to get involved with the update of the MTP.



Public Participation - Examples



MMMPO Public Meeting #3: Metropolitan Transportation Plan Update

Join us to learn about the 2025 - 2055 Metropolitan Transportation Plan (MTP) Update! Check out the list of proposed projects/areas to be included in the update below. Scan the QR code to visit the MTP website for details, plan timelines, and two public surveys.

Draft Recommended Subarea Improvements:

1. Downtown Morgantown Traffic Study
2. Brookhaven Rd Area Improvements
3. Subarea Conceptual Connections for Mon County
4. Star City / University Ave Pedestrian Facility Improvements



**October 22, 2025
4pm - 7pm**



**Historic Train Depot at Hazel
Ruby McQuain Park 185
Garrett Street
Morgantown WV, 26501**

www.plantogether.org/2055mtp



MMMPO Public Meeting #3: Transportation Plan Update

Your voice can drive the future!

Join us at the public meeting on the Transportation Plan and share your feedback on upcoming projects.

Don't miss your chance to shape tomorrow's roads today!

Visit our website: www.plantogether.org/2055mtp



**Historic Train Depot at
Hazel Ruby McQuain Park
185 Garrett Street
Morgantown WV, 26501**



**October 22nd, 2025,
4pm - 7pm**

Can't make the meeting? Check out these surveys!

Community Survey



Project Survey



The Morgantown Monongalia MPO ensures compliance with Title VI of the Civil Rights Act of 1964. If you need mobility assistance, sign language, or language interpretation, please contact us at least 4 business days before the scheduled meeting.



Tired of traffic? We are updating the Transportation Plan - Share your ideas and help shape the future of travel in our community!

Visit our website: www.plantogether.org/2055mtp

Project Survey

Share your preferences and comment on the recommended projects, and suggest any new ones.



Community Survey

Share your vision for the future of transportation in our region.



The Morgantown Monongalia MPO ensures compliance with Title VI of the Civil Rights Act of 1964. If you need assistance, please contact our office.



Public Participation - Feedback

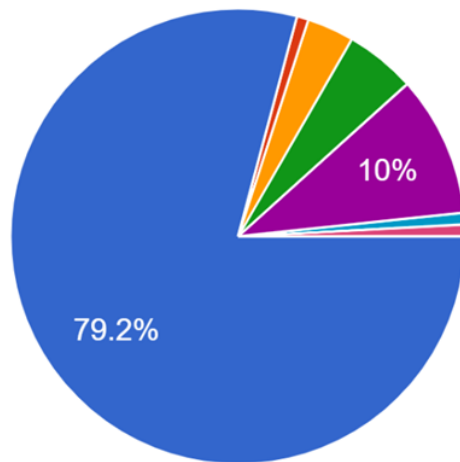
- Statistics
 - 159 total survey responses.
 - Survey open for 134 days.
 - A total of 49 people attended the in person public meetings.
- Comments asked for a **Greenbelt connection** and **pedestrian safety**. There was a big concern with the amount of **money** potentially being spent on these potential projects. There was frustration with how **car-centric cities** can be and with the level of **congestion** when driving around the area. All comments and data from the surveys, meetings, and online are available in Appendix A: Public Participation Documentation



Public Participation - Responses

What mode of transportation do you primarily use?

120 responses

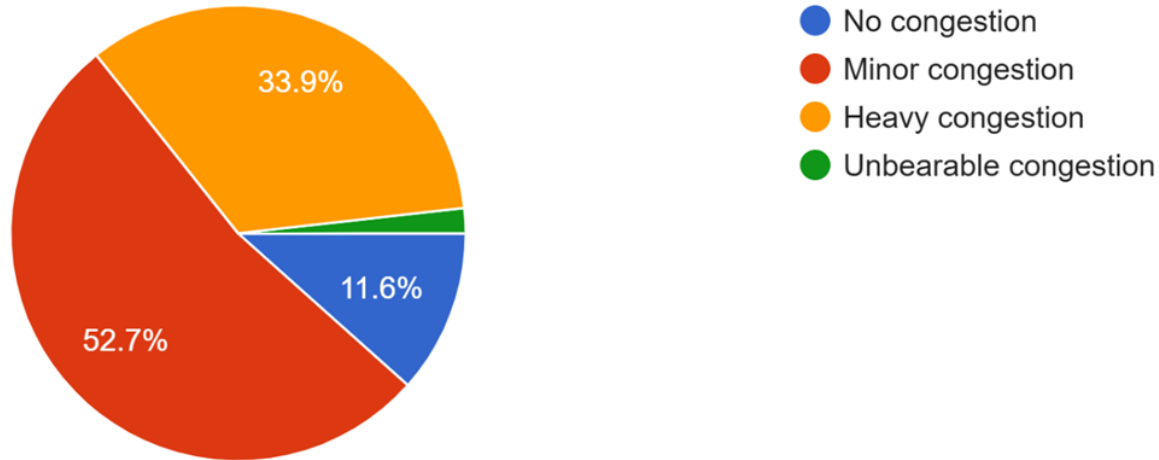


- Personal vehicle
- Carpool or rideshare
- Public Transportation (e.g., Bus)
- Bicycle
- Walk
- Work
- I would love to walk or use public transportation but it's not an option.

Public Participation - Responses

How would you rate the level of congestion on your way to/from work?

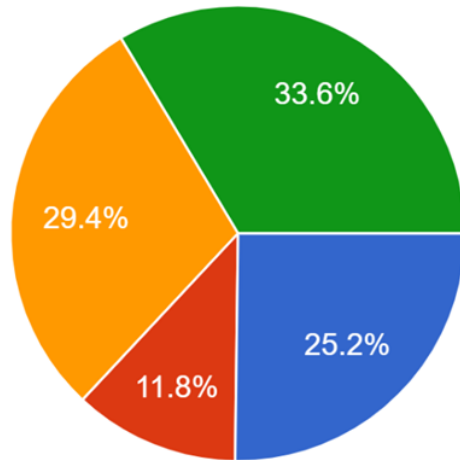
112 responses



Public Participation - Responses

Growth and development in Monongalia County is...

119 responses

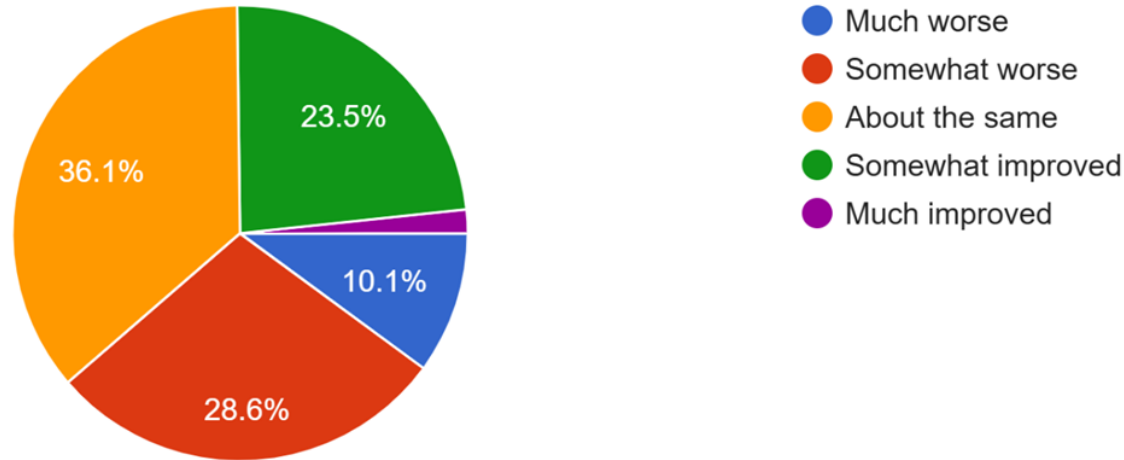


- Moving in the right direction
- Just right
- Moving in the wrong direction
- I'm not sure

Public Participation - Responses

Over the past 5 years, do you think the transportation system in the region is...

119 responses



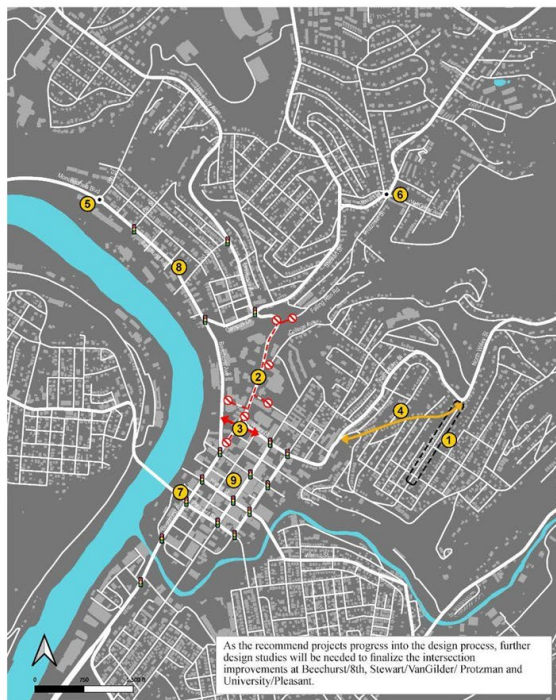
Public Participation - What We Learned

- People respond less to open ended questions, but they do provide specific feedback with open ended questions.
- Advertising on Social Media and the Dominion Post.
- More feedback online versus in person.
- Working with Partner Agencies to help spread the word.
- Educate the public!
- Next time-
 - Work more with West Virginia University
 - More Pop-Up events
 - Engage public earlier



Validation + New Needs - New Projects (Downtown)

Downtown Morgantown Traffic Study: Key Recommendations



The downtown traffic study was to address current and future mobility challenges, enhance multimodal safety, and support economic development in the Morgantown downtown area. Issues addressed in the study included the congestion created at the pedestrian crossing of University Avenue at the Mountainlair known as “Grumbein’s Island” and future redevelopment of an area in the vicinity of Richwood Avenue and Willey Street. Based on simulation results, stakeholder input, and the results of the evaluation process, the study team and steering committee recommended the following projects.

-  Signal timing optimization and corridor coordination.
- ① Monongahela Boulevard Road Diet
- ② Closure of University Ave to vehicular traffic between Beechurst Ave and College Ave, along with other vehicle access points to Grumbein’s Island.
- ③ Realignment of portions of Willey Street with a new connection to Beechurst Avenue.
- ④ Realignment of US 119 to Snider Street; convert Willey Street to a local connection
- ⑤ Convert Beechurst/8th intersection to a roundabout
- ⑥ Convert Stewart/Protzman intersection to a roundabout
- ⑦ Intersection Improvements at University/Pleasant
- ⑧ Converting Beechurst to an Reduced Conflict Intersection (RCI) corridor where minor streets left-turn movements are redirected to adjacent intersections as U-turns
- ⑨ Improved bicycle and pedestrian access:
 - New crosswalks in Downtown and along Beechurst Avenue
 - Lead pedestrian intervals (LPIs) and pedestrian recalls at Downtown signals
 - RTOR (Right Turn on Red) restrictions at key intersections

Planning Level Cost Estimation

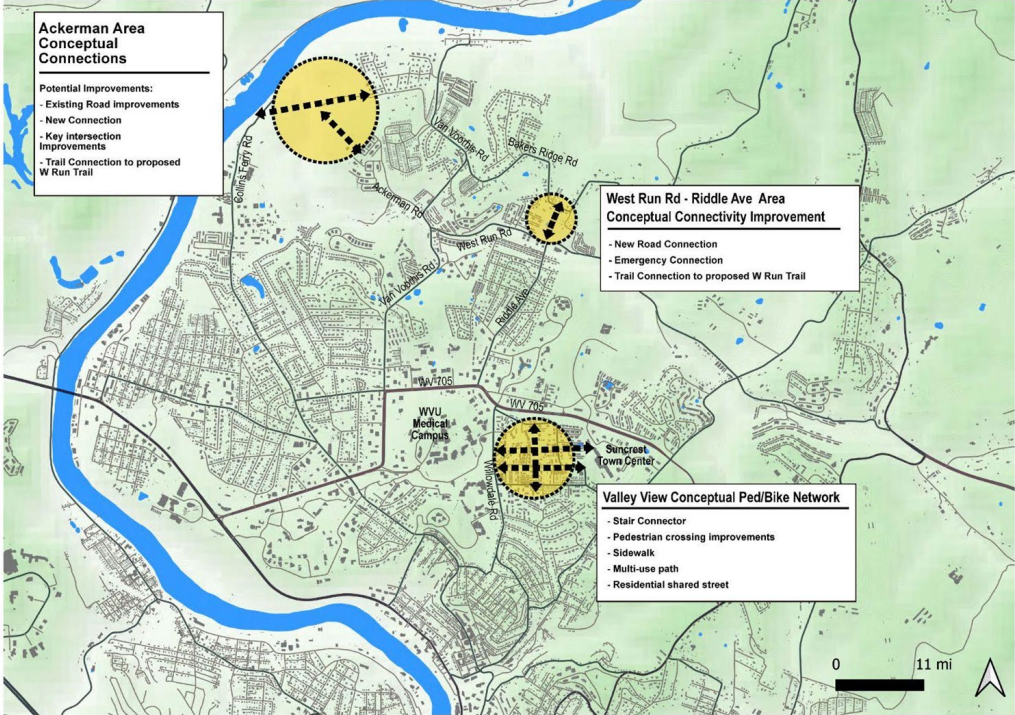
Signal Timing and Multimodal Improvements: \$1M—\$5M
Grumbein’s Island Closure: \$6M—\$12M
Realignment of US 119 to Snider Street: \$10M—\$20M
Intersection/Beechurst Corridor Improvements: \$12M—\$24M

Final Recommendation:

- Signal optimization and multimodal improvements
- Grumbein’s Island closure
- Realignment of US 119 to Snider Street
- Intersection Improvements

Not recommended to be carried forward: One-way street conversions

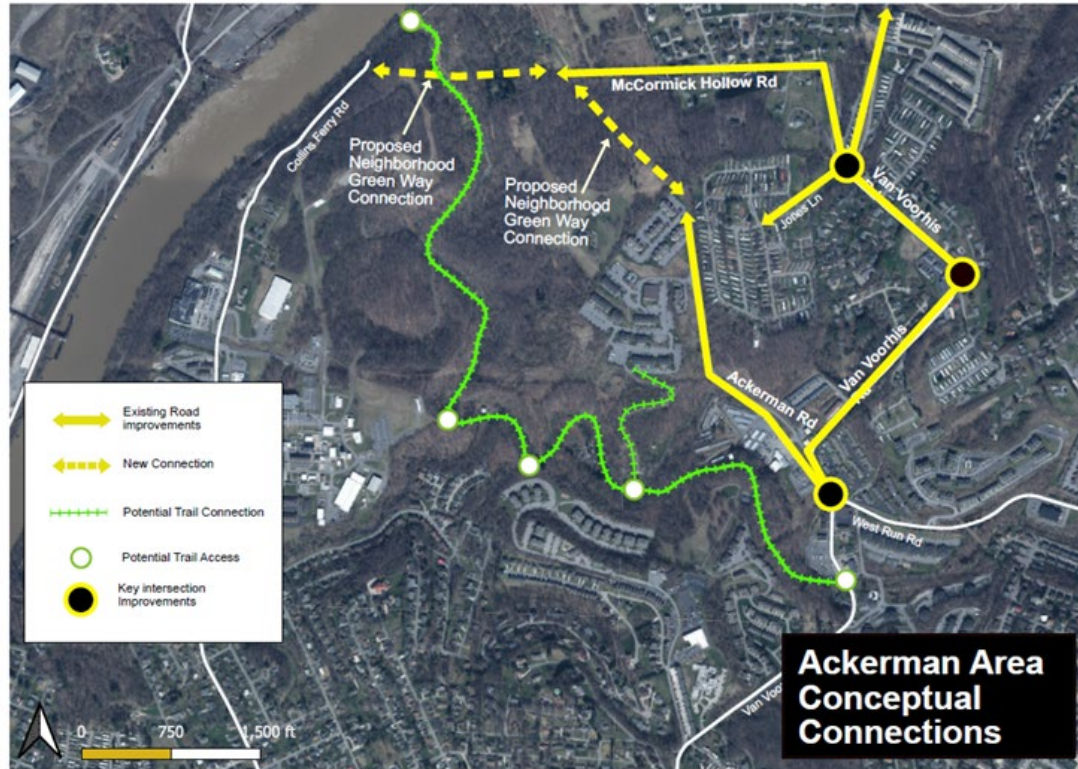
Validation + New Needs - New Projects (County)



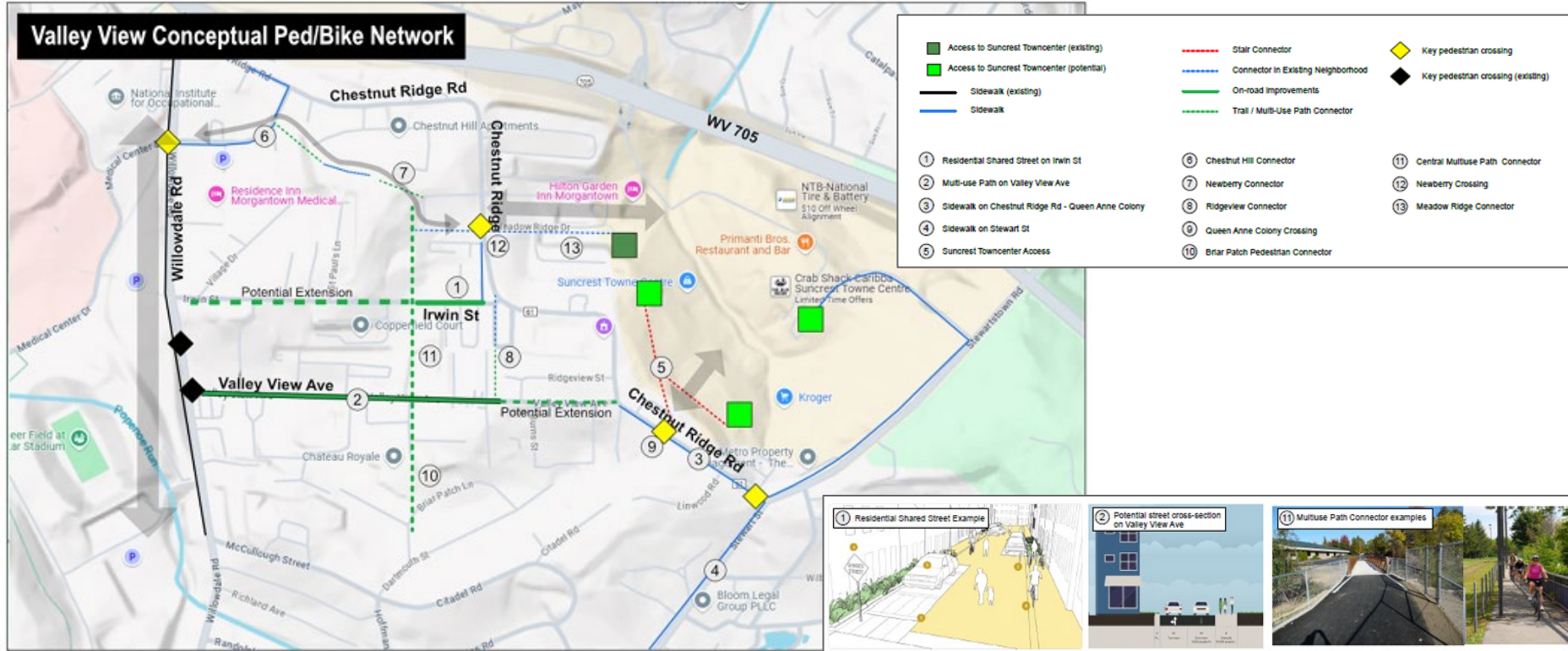
Validation + New Needs - New Projects (County)



Validation + New Needs - New Projects (County)



Validation + New Needs - New Projects (County)



Validation + New Needs: Valley View Ped/Bike Improvements

Valley View Pedestrian and Bicycle Network Selected Features for Budgeting	Cost Estimation
Multi-Use Path on Valley View Ave	\$1,000,000
North-South Connector, Paved & unpaved	\$200,000
Sidewalk on Chestnut Ridge Rd from Irwin St to Newberry Apartments	\$200,000
Off-road pedestrian path to Suncrest Towncenter from Stewartstown Rd	\$50,000
Sidewalk on Stewartstown Rd from Chestnut Ridge Rd to Suncrest Towncenter	\$1,000,000
Access point improvement to Suncrest Towncenter.	\$50,000

Validation + New Needs - New Projects (Brookhaven)

Brookhaven Rd Improvements

Potential capacity improvements on Brookhaven Rd to accommodate land use development on Brookhaven Rd.

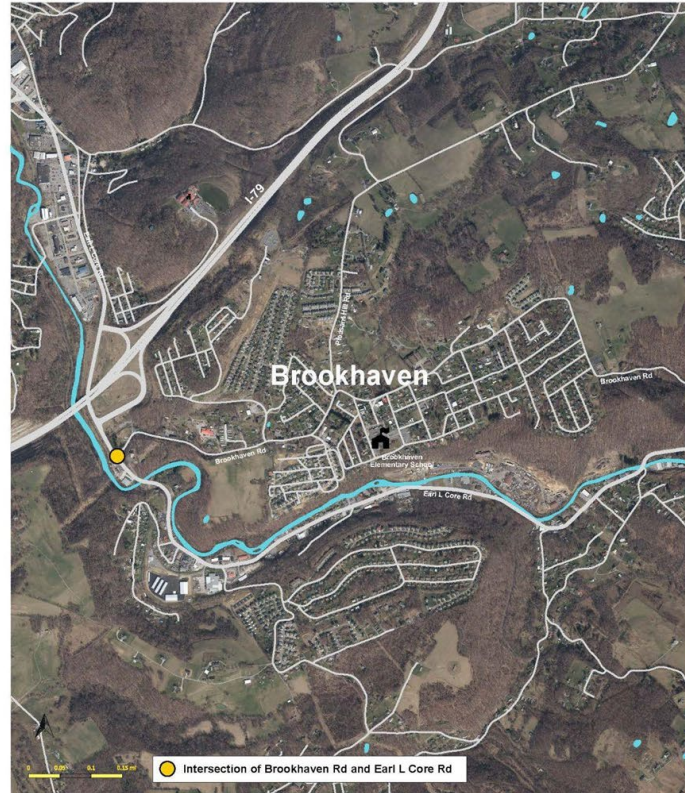
Identified Issues

- Intersection delays at the Earl L Core Rd intersection.
- Poor sight lines and visibility.
- Tight curb radii for large vehicle turning movements at major intersections on Brookhaven Rd.
- Limited capacity to accommodate new development.

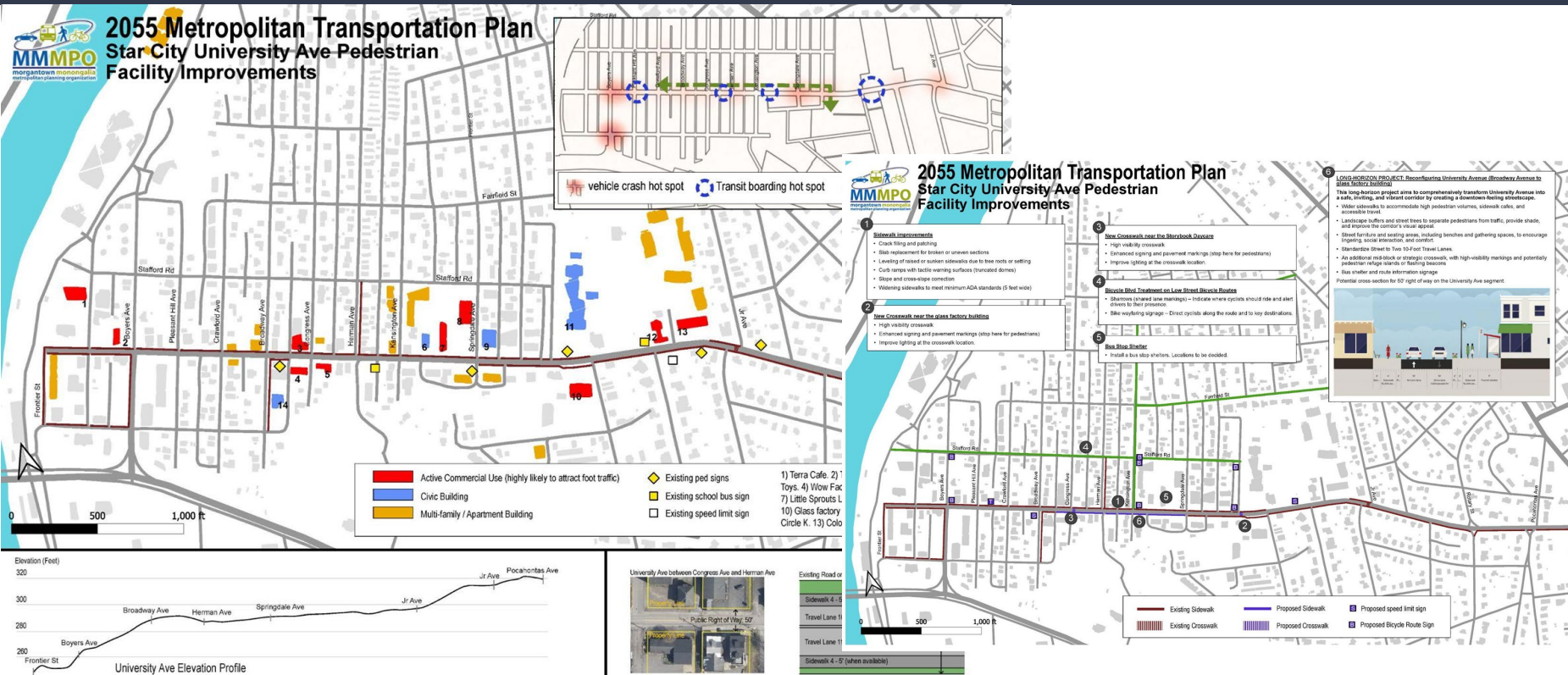
Potential Improvements

- Installing traffic signal at the Earl Core Rd Intersection (scheduled project by WV DOH).
- Adding turn lanes and improving curb radii at key intersections along Brookhaven Rd.
- Lighting improvements for visibility.
- Upgrading storm-water infrastructure.
- Install guardrails at strategic locations to reduce the risk of crashes, especially single-vehicle crashes.

2019 - 2023 Crash Location on Brookhaven Rd



Validation + New Needs - New Projects (Star City)



Refine Priorities - New Considerations

Safety: 25% **(+4%)**

Reliability: 10% (-6%)

Maintenance: 10% (-5%)

Model Choice: 15% **(+1%)**

Local Priority: 20% **(+6%)**

Fairness: 10% (Same)

Consistency: 10% (Same)

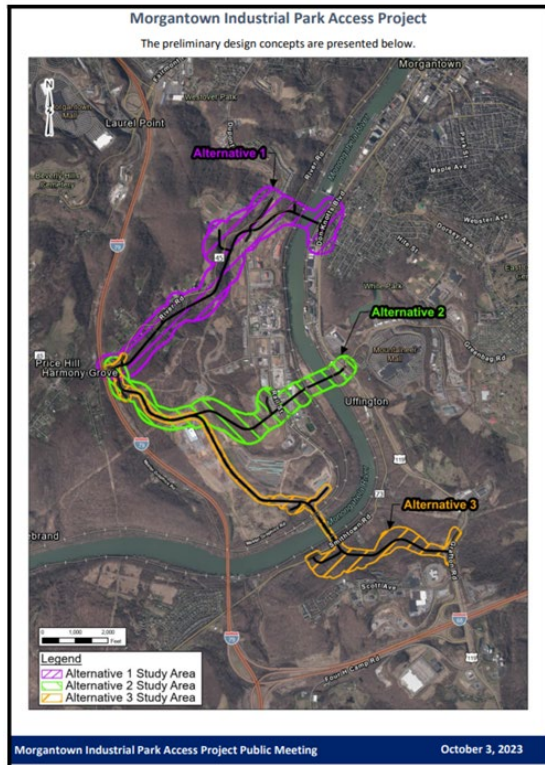
Refine Priorities - The Spreadsheet

		Base year total		Tier 1		Tier 2		Tier 3		Suballocated		Total balance					
		\$861,684,776		Balance		-\$166,999		-\$152,270		\$237,000		\$2,819,956		\$2,730,686		\$478,582,270	
Project ID	Project Name	Cost Est (BY)	Score	2050 Tier	2055 Tier	Change	Icon	Tier 1 Ranking									
C9	New Roadway Connection- Mountain Valley Drive Extension	\$40,093,841	4.51	AFD	AFD	No Change											
C8	Extension of Airport Industrial Road to WV-7 in Salazar	\$13,868,793	4.17	AFD	AFD	No Change											
C12	PRT Extension - Segment 1	\$73,474,578	2.98	AFD	AFD	No Change											
C13	PRT Extension - Segment 2	\$132,710,169	2.60	AFD	AFD	No Change											
M2609	Valley View Pedestrian and Bicycle Network Improvements*	\$2,500,000	8.55	n/a	AFD	New to AFD	N/A										
M2607	West Run Rd - Riddle Ave Area Connectivity Improvements	\$0	5.33	n/a	AFD	New to AFD	N/A										
M2608	Ackerman Area Connectivity Improvements	\$0	5.22	n/a	AFD	New to AFD	N/A										
M64	Willey St Midgrade Rd Improvements	\$14,795,283	8.71	Tier 1	Combined	Combined	N/A										
M7	Richwood-North Willey Intersection Improvements	\$1,496,226	7.18	Tier 1	Combined	Combined	N/A										
M23	Grumbine Island Improvement (to combine with MTP2502)	\$3,422,059	6.97	Tier 2	Combined	Combined	N/A										
M8	University-Prospect Intersection Improvements	\$633,824	6.76	Tier 2	Combined	Combined	N/A										
M22	Don Knotts-University-Pleasant Pedestrian Improvements	\$431,618	6.66	Tier 2	Combined	Combined	N/A										
M23	University Ave-College Ave Pedestrian Improvements	\$291,176	6.37	Tier 2	Combined	Combined	N/A										
M9	Stewart-Prozman Intersection Improvements	\$1,220,339	3.20	Tier 4	Combined	Combined	N/A										
M1	Oration-Smithtown-Don Knotts Intersection Improvements (Check TIP)	\$1,989,623	6.09	Tier 1	Completed	Completed	N/A										
M26	Pamson Dr-Merrill Way Pedestrian Improvements	\$247,794	7.69	Tier 2	Completed	Completed	N/A										
M24	Point Marion-Stewarttown Intersection Improvements	\$2,107,000	9.17	Tier 1	Suballocated	Tier 1 to Suballocated											
M2601	Signal Timing Optimizations in Morgantown Downtown Area* C	\$3,000,000	9.99	n/a	Tier 1	New to T1	N/A										
M2680	Souder Street Realignment C	\$15,000,000	7.05	n/a	Tier 1	New to T1	N/A										
M2682	Grumbine's Island Closure*	\$9,000,000	10.19	n/a	Tier 1	New to T1	N/A										
M73b	WV-701 Corridor Improvements	\$14,478,302	11.69	Tier 1	Tier 1	No Change											
M50	Fairmont Rd/Holland Ave Improvements	\$12,518,868	10.10	Tier 1	Tier 1	No Change											
M51a	Greenbag Rd Improvements - Segment 3	\$5,329,245	7.93	Tier 1	Tier 1	No Change											
M51b	Greenbag Rd Improvements - Segment 2	\$11,742,453	7.89	Tier 1	Tier 1	No Change											
MTP2510	Design Study - White Park-Caperton Multimodal Trail Connection	\$293,019	7.39	Tier 1	Tier 1	No Change											
M106	Dupont Road Improvements	\$8,277,358	7.11	Tier 1	Tier 1	No Change											
M20	WV-7-Deckers Creek-Maternal Pedestrian Improvements	\$376,245	5.68	Tier 1	Tier 1	No Change											
M52	Earl Cove Road (WV 7) - Northern Section Improvements	\$10,243,396	10.47	Tier 1	Tier 1	No Change											
M25	Chesnut-Walnut Pedestrian Improvements	\$104,412	7.85	Tier 2	Tier 2	No Change											
M12	Van Voorhis-West Run Intersection Improvements	\$471,324	6.02	Tier 2	Tier 2	No Change											
M49c	University Ave Complete Street Improvements - Segment 3	\$17,429,412	11.46	Tier 2	Tier 2	No Change											
M45	Van Voorhis Road Improvement - Segment 2	\$6,442,647	11.33	Tier 2	Tier 2	No Change											
M59	Dersey Ave Sidewalk Improvements	\$4,591,397	9.00	Tier 2	Tier 2	No Change											
M69	Cheat Rd Improvements	\$6,842,279	8.81	Tier 2	Tier 2	No Change											
M49a	University Ave Complete Street Improvements - Segment 1	\$17,311,765	8.68	Tier 2	Tier 2	No Change											
M49b	University Ave Complete Street Improvements - Segment 2	\$6,309,118	8.67	Tier 2	Tier 2	No Change											
M63	Brookway-Rodgers Powell Ave (WV 7) Improvements	\$6,842,279	8.55	Tier 2	Tier 2	No Change											
M21	University-Walnut Pedestrian Improvements	\$431,618	7.86	Tier 2	Tier 2	No Change											
M10	WV-701-Stewarttown Intersection Improvements	\$1,258,824	6.26	Tier 2	Tier 2	No Change											
M114	Don Knotts Blvd (US 19) Improvements	\$6,068,382	7.75	Tier 2	Tier 2	No Change											
M68	Riddle Ave/Pineview Dr Improvements	\$3,000,000	7.47	Tier 2	Tier 2	No Change											
M122	Trail Connection-Campus Connection	\$2,500,000	7.07	Tier 2	Tier 2	No Change											
M27	Pamson Dr-University Ave-Van Voorhis Rd Pedestrian Improvements	\$293,382	6.75	Tier 2	Tier 2	No Change											
M11	WV-701-Burroughs-Van Voorhis Intersection Improvements	\$1,947,794	6.45	Tier 2	Tier 2	No Change											
M72	North Side Connector Bus Rapid Transit	\$1,141,176	6.13	Tier 2	Tier 2	No Change											
M71	White Park-Caperton Trail Multimodal Connection - Bridge	\$2,189,706	5.50	Tier 2	Tier 2	No Change											
M24	High-Foundry Pedestrian Improvements	\$291,176	5.36	Tier 2	Tier 2	No Change											

		Fiscally Constrained		Unfunded, Future Project			
		Tier 1 (2027-31, 5Y)	Tier 2 (2032-41, 10Y)	Tier 3 (2042-55, 14Y)	Tier 4	Alternative Funding	
Revenue Projection		\$68,500,000	\$156,300,000	\$228,700,000	N/A	N/A	\$478,500,000
YOE		1.06	1.36	1.77	1.77		Total
Est. Project Cost		\$98,696,999	\$159,452,270	\$228,463,000	\$422,283,478	\$465,947,861	\$1,396,793,609
Balance		-\$166,999	-\$152,270	\$237,000	N/A	N/A	

		2025 Balance as of 2025 August		2026 Est.		2027 Est.	
		STBG	CRP	STBG	CRP	STBG	CRP
MPO Suballocated Funds Total		\$1,365,374	\$969,873	\$452,111	\$409,459	\$452,111	\$409,459
MPO Suballocated Funds for MTP (50%)		\$682,687	\$484,937	\$226,055	\$204,730	\$226,055	\$204,730
Total STBG Funding	\$2,721,706			Total CRP Funding	\$2,168,250		
Total STBG Funding for MTP Programming	\$1,360,853			Total CRP Funding for MTP Programming	\$1,099,125		
Project Cost	\$2,197,000.00					Total Suballocated	
Balance for MTP Programming						\$2,812,956	

Final Product - TMD Updates



Type	ID	Description	AB/BA Time	AB/BA Hourly Cap (Daily Cap)
Segment	2721	Connector in the Morgantown Industrial Park	1.3644	800 (8,000)
Segment	2723	Connector in the Morgantown Industrial Park and the Bridge	1.3781	800 (8,000)
Segment	2722	Connector between Smithtown Rd and Grafton Rd	0.9096	800 (8,000)
Centroid Connector	2724	Connect TAZ 142 to Node 3239 on Mon River Bridge access road in the Morgantown Industrial Park	—	—
Node	3044	Connect Smithtown Rd and Mon River Bridge	Intersection without Deploy	
Node	3045	Connect Grafton Rd and Mon River Bridge	Intersection without Deploy	
Node	3239	Connect TAZ 142 to access rd (Rail Rd) through Centroid Connector 2724	Intersection without Deploy	

Final Product - Recommendations

Downtown Microsimulation Study Recommendations

- Closure of Grumbein's Island
- Realignment of Willey Street to Snider Street
- Coordination and optimization of the signal system including leading pedestrian intervals at crossings
- Various intersection improvements
- Actions to reduce speed and improve Beechurst Avenue operations

Brookhaven Road Improvements

- These improvements are proposed in advance of anticipated growth along Brookhaven Road in the vicinity of WV 7.

Monongalia County Connectivity Improvements

- These proposed projects were developed in coordination with Monongalia County Planning. The improvements identify anticipated opportunities for non-motorized improvements. It is anticipated that these projects will be implemented as part of the growth in the target area. The subject areas are identified as Ackerman Area, West Run Pedestrian improvements and Valley View area improvements.

MTP 2055 Tier 1

Project ID	Project Name	Est. Cost*
<u>M2501</u>	<u>Signal Timing Optimization in Morgantown Downtown Area</u>	<u>\$3,180,000</u>
<u>M2503</u>	<u>Snider Street Realignment</u>	<u>\$15,900,000</u>
<u>M2502</u>	<u>Grumbein's Island Closure</u>	<u>\$9,540,000</u>
<u>M73b</u>	<u>WV-705 Corridor Improvements</u>	<u>\$15,347,000</u>
<u>M50</u>	<u>Fairmont Rd/Holland Ave Improvements</u>	<u>\$13,270,000</u>
<u>M51a</u>	<u>Greenbag Rd Improvements - Segment 3</u>	<u>\$5,649,000</u>
<u>M51b</u>	<u>Greenbag Rd Improvements - Segment 2</u>	<u>\$12,447,000</u>
<u>M2510</u>	<u>Design Study - White Park/Caperton Multimodal Trail Connection</u>	<u>\$300,000</u>
<u>M106</u>	<u>Dupont Road Improvements</u>	<u>\$8,774,000</u>
<u>M20</u>	<u>WV7-Deckers Creek-Mineral Pedestrian Improvements</u>	<u>\$402,000</u>
<u>M52</u>	<u>Earl Core Road (WV 7) - Northern Section Improvements</u>	<u>\$10,858,000</u>

*Estimated cost is adjusted by the Year of Expenditure factor and rounded to the nearest thousand.

Conclusion

- This was a MINOR MTP Update done in-house by staff.
- It validated the previous MTP while including new projects that arose.
- Saved money and time.
- Will help simplify next update.
- Questions?

