



EXECUTIVE SUMMARY

What is the MMMPO?

The Morgantown-Monongalia Metropolitan Planning Organization (MMMPO), established in 2003, is a **federally-designated agency** that coordinates the transportation planning activities for Monongalia County. The MMMPO prepares plans and administers programs to ensure that transportation projects and expenditures are based on a **continuing, cooperative, & comprehensive planning process**.

Who is part of the MMMPO?

The MMMPO is governed by its members, which include:

- Monongalia County
- Morgantown
- Westover
- Star City
- Granville
- Blacksville

Other voting members include the Mountain Line Transit Authority, West Virginia University, WVDOH, and the Monongalia County Board of Education.

What does the MMMPO do and why?

The MMMPO oversees the transportation planning process: three major plans and programs required of all MPOs.

- **Metropolitan Transportation Plan:** Long-range, fiscally-constrained transportation strategies for the region's *future transportation network*. The MTP complies with planning guidance from Federal Highways Administration (FHWA).
- **Transportation Improvement Program:** Short-range program of prioritized and funded transportation improvement projects that reflect MPO priorities, *meet current needs*, and are fiscally feasible.
- **Unified Planning Work Program:** Short-range program identifying the transportation planning tasks and activities to be accomplished in the upcoming fiscal year (or two years).

MTP Goals:

Select objectives per goal listed below. See MTP Ch. 2 for full list of objectives.

SAFETY: a safe, secure system that reduces fatalities and severe injuries.

- *Reduce the number of crashes and serious injuries across all modes of travel.*

MOBILITY CHOICES: an integrated and connected multimodal system.

- *Improve and expand infrastructure for pedestrians, bicyclists, transit users, and people with disabilities.*

SYSTEM RELIABILITY: improve the reliability of people and goods movement regionally.

- *Increase options for freight movement that minimize truck traffic on non-interstate roadways.*

SYSTEM PRESERVATION: maintain transportation infrastructure in a good state of repair.

- *Replacing bridges to minimize the number and deck area of bridges in "Poor" condition.*

EQUITY: healthy, convenient, and equitable transportation choices for underserved communities.

- *Create new opportunity for access to key destinations and jobs for underserved or disadvantaged populations.*

ECONOMIC VITALITY: a system that supports economic development goals and improves regional competitiveness.

- *Improve truck access to key industrial areas, and provide alternative truck routes that avoid our downtown areas.*

LIVABILITY: a transportation system and region that is attractive, sustainable, and contributes to regional well-being.

- *Address multimodal system needs in all planning, design, and construction of transportation improvements.*

PUBLIC OUTREACH:

Advisory Committee

The Advisory Committee (AC) acted as an advisory board for the project: reviewing progress, giving direction and input, and providing feedback. AC members were also helpful to publicize the project website, survey, and public meeting opportunities with their constituents. The committee met with the project team **five (5)** times over the process.

Committee Representation:

- Granville
- Morgantown-Monongalia MPO
- Monongalia County
- Morgantown
- Mountain Line Transit Authority
- Westover
- WVDOH
- West Virginia University
- Mon Valley Greenspace Coalition
- Star City
- Monongalia County Board of Education
- Blacksville
- FHWA
- Morgantown Area Partnership

Outreach Activities:

(Open from June 2021 - January 2022)

PROJECT WEBSITE:

- www.MMMPO2050.com
- **966** unique visitors

ONLINE SURVEY:

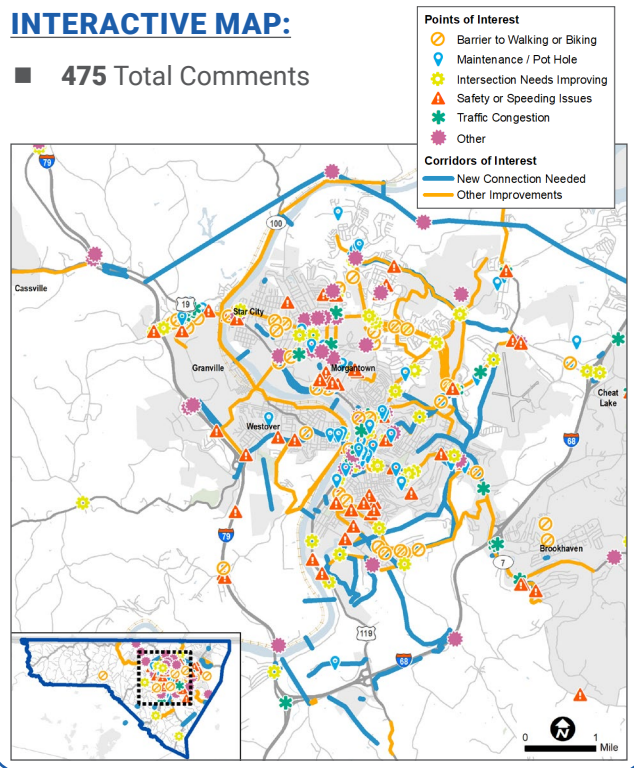
- 15 Questions
- **377 Responses**
- Contributed to project understanding, & prioritization

FOCUS GROUPS:

- **15** Groups hosted
- **103** Attendees

INTERACTIVE MAP:

- **475** Total Comments



Public Meetings:

PUBLIC WORKSHOP:

- **2** Virtual Sessions
- August 2021
- Focused on identifying challenges & opportunities

WINTER WORKSHOPS:

- WVU pop-up event & evening workshop
- December 2021
- Feedback on transportation gaps/needs

OPEN HOUSE:

- February 2022
- Public reviewed & commented on draft recommendations, local priorities, & implementation

Key Takeaways:

(Summary of recurring themes from ALL public outreach activities)



Need for multimodal improvements to serve all users.



Adequate maintenance of area roadways is lacking.
(particularly for pavement, striping, shoulder width, and ditch sections.)

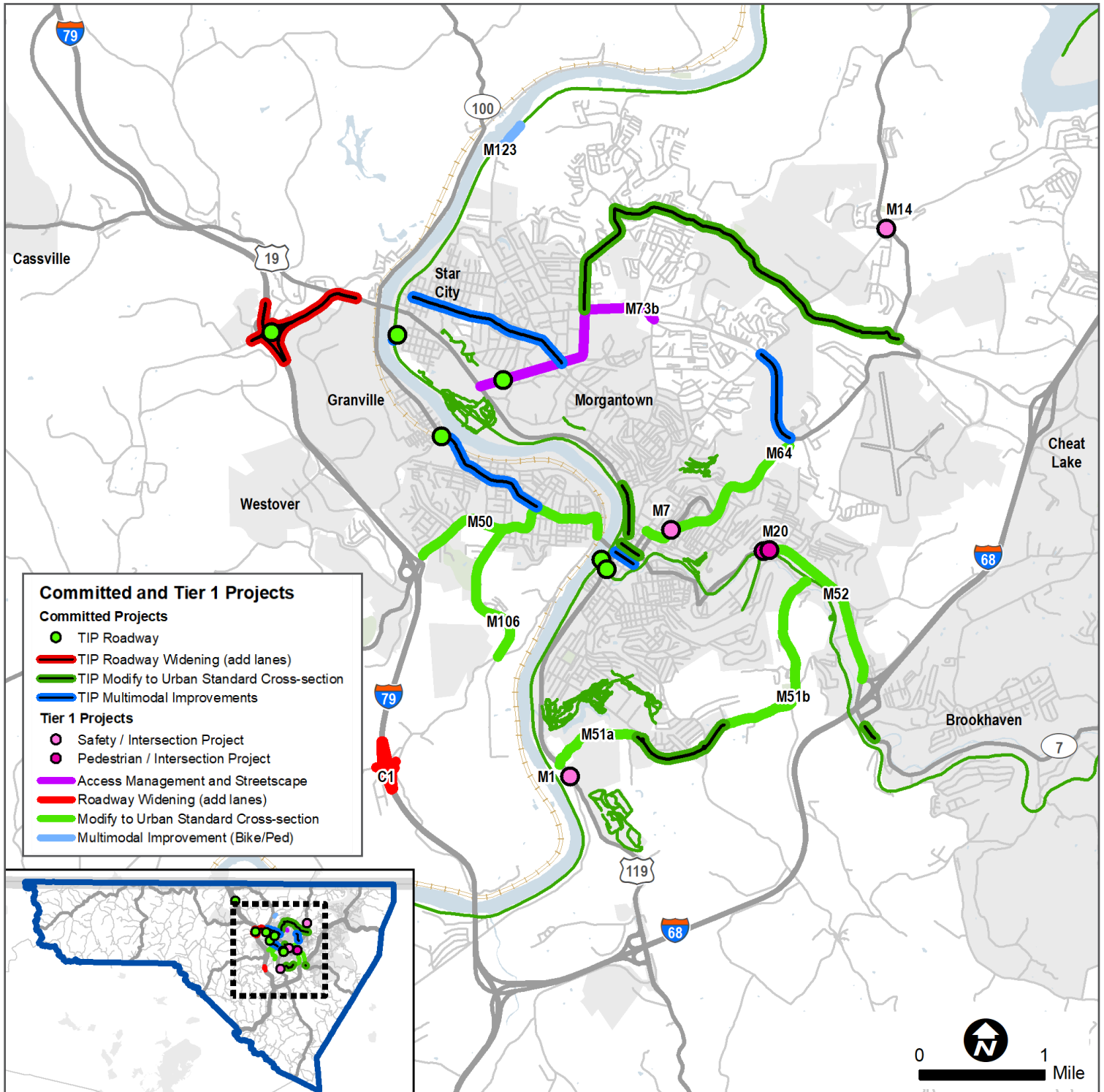


Enhance the existing network and roadway infrastructure.



Mobility is constrained by the area's terrain & physical features.

COMMITTED & TIER 1 PROJECTS:



NOTE: Committed Projects include *Funded* Transportation Improvement Plan (TIP) needs, managed by West Virginia Department of Highways (WVDOT).

Tier 1 Projects represent high priority needs from regional stakeholders (Advisory Committee & MPO Policy Board Members).

If I were mayor for one day...“I’d provide more frequent buses on Route 38.”
- WVU Student

“Its important that Morgantown be more pedestrian-friendly.”
- Survey Feedback

TIER 1 (TIP + INTERIM YEAR 2030) PROJECTS				
MTP ID	Project / Location / Description	Category	Length	Project Cost
-	Current TIP Projects Various roadways and multimodal projects already programmed for construction in the TIP. Including, but not limited to the Roads to Prosperity projects: Greenbag Road Segment 1, West Run Road (eastern and western sections), Van Voorhis Road Segment 1, Mileground Road, I-79 exit 155 reconstruction, and Beechurst Avenue/Campus Drive.	Varies	-	\$118,950,000
M73b	WV 705 Corridor Improvements From Monongahela Blvd to Mon General Dr / Don Nehlen Dr	Access Management	1.82	\$15,300,000
M52	Earl Core Road (WV 7) - Northern Section Improvements From Deckers Creek Blvd to I-68 Interchange	Modify / Capacity	1.45	\$10,900,000
M50	Fairmont Rd / Holland Ave Improvements From I-79 Interchange to Westover Bridge	Modify / Capacity	1.79	\$13,300,000
M64	Willey St / Mileground Rd Improvements From High St to WV 705	Modify / Capacity	1.67	\$15,700,000
M14	Point Marion - Stewartstown Intersection Improvements Intersection of Point Marion Rd at Stewartstown Rd	Safety / Intersection	-	\$2,100,000
M106	Dupont Road Improvements Intersection of Point Marion Rd at Stewartstown Rd	Safety / Intersection	1.24	\$8,800,000
M7	Richwood - North Willey Intersection Improvements Intersection of Richwood Street and North Willey Street	Safety / Intersection	-	\$1,600,000
M51b	Greenbag Rd Improvements Segment 2 From Lucky Ln to Earl Core Rd (WV 7)	Modify / Capacity	1.86	\$12,400,000
M51a	Greenbag Rd Improvements Segment 3 From Don Knotts Blvd (US 119) to Mississippi St	Modify / Capacity	0.75	\$5,600,000
M20	WV7 - Deckers Creek - Mineral Pedestrian Improvements Intersection of Mineral Ave at Deckers Creek Blvd	Pedestrian Safety / Intersection	-	\$400,000
C1	Industrial Park Access Improvements - Harmony Grove Interchange Exit 150 (River Road) <i><Tax Increment Financing (TIF)></i>	New Roadway Connection	-	\$10,400,000 <i>\$31,200,000</i>
M1	Grafton - Smithtown - Don Knotts Intersection Improvements Intersection of Grafton Rd / Don Knotts Blvd at Smithtown Rd	Safety / Intersection	-	\$2,100,000
M123	Trail Connection - Collins Ferry to Mon River North Trail From Collins Ferry Rd to Mon River North Trail	Multimodal (Trail)	0.27	\$500,000
-	Design Study - White Park / Caperton Multimodal Trail Connection White Park to Caperton Trail with pedestrian crossing over US 119	Study	-	\$300,000
-	Downtown Microsimulation Model Downtown Morgantown	Study	-	\$500,000

WHERE CAN I FIND OUT MORE?

For additional project info on Tiers 2-4, see MTP Report, Ch. 6 [HERE](#).

	Total Projects	Projected Revenues	YOE Project Costs
TIP (Committed)	19	\$118,950,000	\$118,950,000
Tier 1 (2030)	14	\$99,900,000	\$99,875,000
<i>Alternative Funding</i>	<i>1</i>	<i>+\$31,200,000</i>	<i>+\$31,200,000</i>
Tier 2 (2040)	31	\$155,675,000	\$155,675,000
Tier 3 (2050)	12	\$161,850,000	\$161,850,000
Tier 4 (Illustrative)	27	--	\$471,800,000
Alternate Funding Dependent	6	--	\$600,300,000

Fiscally-constrained projects, by funding Tier.

Unfunded, future projects.