

West Virginia University
The Student Assembly - Student Government Association
Assembly Proclamation: AP-2025-10-02

**AN ASSEMBLY PROCLAMATION TO SUPPORT THE
RECOMMENDATIONS REGARDING INFRASTRUCTURE IN THE
MORGANTOWN MONONGALIA METROPOLITAN AREA WHILE
INCORPORATING STUDENT ACCESS AND SAFETY CONCERNS**

Short Title:	MMMPO Infrastructure Recommendations
Author(s):	Bryan Cole, Senator
Sponsor(s):	Sydney Hickle, Senator Ava Hill, College Senator (Statler) Zadie Worley, College Senator (Eberly) Olivia E. Robinson, President Pro Tempore (Eberly)
Contributor(s):	
Committee Endorsement:	Safety
First Reading Date:	10/15/2025
Second Reading Date:	N/A, Intent to Fast Track
Date of Approval:	10/15/2025
Presidential Signature:	

Whereas, the West Virginia University Mission Statement reads “As a land-grant institution, the faculty, staff and students at West Virginia University [shall] commit to creating...healthcare and prosperity for all by providing access and opportunity; by advancing high-impact research; and by leading transformation in West Virginia and the

world through local...[and] state engagement.”¹; and,

Whereas, the West Virginia University Student Government Association (SGA) Vision Statement reads “To be a Student Government Association that serves the students, West Virginia University, and the State of West Virginia by;...creating a campus that can accommodate everyone, actively engaging all 55 counties in West Virginia, supporting economic development...fostering healthy lifestyles, and developing innovative partnerships with students, faculty, staff and other key stakeholders.”²; and,

Whereas, the Morgantown Monongalia Metropolitan Planning Organization (MMMPO), in partnership with traffic engineering firm Kimley-Horn, has concluded a two-year regional traffic microsimulation study analyzing the efficiency of traffic, safety of citizens, and pedestrian accessibility of major intersections and travel corridors in downtown Morgantown and the Monongalia Metropolitan area³; and,

Whereas, the \$500,000 study utilized traffic modeling software and relied on real-time pedestrian and vehicle data across dozens of sites to evaluate current and future traffic conditions, particularly in high-congestion, high-risk areas near the West Virginia University (WVU) campus⁴; and,

Whereas, the findings of the study identify several intersections & travel corridors in need of urgent and long-term structural reconfiguration, specifically: University Avenue, Willey Street, Beechurst Avenue, Richwood Avenue, Snider Street, Falling Run Road, and Monongahela Boulevard⁵; and,

Whereas, the implementation of roundabouts at the intersections of Beechurst Avenue & 8th Street, the 5-way intersection of Stewart Street, Protzman Street, Van Gilder Avenue, and Hoffman Avenue, and the University Avenue, Pleasant Street, and Westover Bridge is expected to reduce vehicle idling, lower crash frequency, improve overall pedestrian accessibility, and contribute to long-term emissions reductions⁶; and,

Whereas, the study further recommends the critical pedestrian crossing infrastructure

¹ [West Virginia University Mission Statement](#)

² [Student Government Association Vision Statement](#)

³ [Microsimulation Study Article](#)

⁴ [Microsimulation Powerpoint Slides](#)

⁵ [Microsimulation Executive Summary](#)

⁶ Appendix A

in front of the Mountainlair called “Grumbein’s Island” shall be closed through the closure of University Avenue to vehicular traffic between College Avenue and Beechurst Avenue, with realignment of Willey Street and new pedestrian corridors⁷; and,

Whereas, the recommendation from Kimley-Horn to the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is to include signal optimization, multimodal improvements, the closure of Grumbein’s island to vehicular traffic, the realignment of U.S. Route 119 to Snider Street, and multiple improvements to intersections⁸; and,

Whereas, students, faculty, staff, and residents of the Morgantown area rely heavily on these corridors for daily commutes, access to essential services, and recreational activity, and therefore have a direct stake in the future configuration and safety of the transportation network; and,

Whereas, through direct engagement with students, the Student Government Association has received consistent feedback expressing concern about the potential impact of the proposed closure of University Avenue on vehicular access to the Mountainlair parking garage; and,

Whereas, the closure would require vehicles to travel up to the Mileground (U.S. 119) and descend via College Avenue, which currently presents several safety and accessibility challenges including vegetation overgrowth from a retaining wall that narrows the northbound lane, making passage for larger vehicles difficult, and inconsistent speed enforcement that allows vehicles to take turns at unsafe speeds, occasionally clipping into the opposite lane; and,

Whereas, the only alternative access route to the Mountainlair would be through the back exit, via Prospect Street to North High Street, which is currently marked “Do Not Enter” and functions as a one-way exit only, with roadways not adequately designed to safely accommodate incoming traffic; and,

Whereas, these conditions raise legitimate concerns regarding student safety, accessibility, and traffic flow, particularly for students with disabilities, commuters, delivery vehicles, and others who rely on dependable vehicular access to central

⁷ Appendix B

⁸ Appendix C

campus facilities; and,

Whereas, the potential closure of University Avenue and redirection of traffic to Falling Run Road would undermine the purpose of the pedestrian bridge, a \$1.6 million project opened in August 2007 advocated for by the Student Government Association, originally constructed to provide safe passage for students crossing between Oglebay Hall and the [Old] Business and Economics Building over a heavily trafficked corridor; and,

Whereas, students have emphasized that while the long-term pedestrianization of University Avenue aligns with WVU's mission of sustainability, accessibility, and safety, the transition phase must include safe and practical vehicular options for those who still require access to the Mountainlair garage; and,

Whereas, one proposed solution to balance these goals would be to restrict traffic at the intersection of College Avenue and University Avenue, diverting all traffic traveling south on University Avenue toward the Mountainlair onto College Avenue by installing traffic signage and delineators to separate the existing left-turn lane from the through-lane, and adding a security gate similar to the gate in front of Towers on the Evansdale Campus to regulate authorized vehicle access⁹; and,

Whereas, this proposed redirection would allow continued controlled access to the Mountainlair parking garage without full vehicular passage in front of the Mountainlair itself, maintaining pedestrian safety while preserving vehicle functionality for students, staff, and emergency services; and,

Whereas, maintaining the realignment of Willey Street with a two-way connection between Willey Street and University/Beechurst, as referenced in Kimley-Horn's study, where a portion of the parking lot adjacent to the West Virginia Junior College would be taken for redesign is an acceptable and complementary adjustment, as it prevents direct through-traffic in front of the Mountainlair while maintaining efficient traffic circulation in the downtown core; and,

Therefore, be it proclaimed by the Student Assembly of West Virginia University:

Section 1: The Student Government Association formally endorses the recommendations set forth in the Morgantown Monongalia Metropolitan Planning

⁹ Appendix D

Organization (MMMPO) Microsimulation Study as presented by Kimley-Horn.

Section 2: The Student Government Association recognizes that the implementation of roundabouts, pedestrian corridors, realigned traffic flow, signal optimization, and more is essential to the long-term safety, sustainability, and efficiency of the Morgantown Monongalia Metropolitan transportation and infrastructure network.

Section 3: The Student Government Association calls on students, faculty, staff, and members of the community to actively participate in public comment during Morgantown Monongalia Metropolitan Planning Organization (MMMPO) meetings regarding the future of the infrastructure network of our community.

Section 4: The Student Government Association acknowledges and elevates the concerns of students regarding vehicular access to the Mountainlair and surrounding facilities. The Student Government Association urges that prior to the closure of University Avenue, the City of Morgantown and MMMPO should:

- Address existing hazards on College Avenue, including clearing overgrowth, widening lanes where feasible, and implementing speed control and enforcement mechanisms;
- Evaluate the structural feasibility and safety of rerouting vehicles through Prospect Street and North High Street;
- Consider the temporary redirection of traffic from University Avenue onto College Avenue using signage, delineators, and controlled gating mechanisms to allow continued access to the Mountainlair parking garage while maintaining pedestrian safety;
- Ensure that alternative access routes are available and safe for all users, including emergency, ADA, and delivery vehicles;
- Maintain regular communication and opportunities for student feedback throughout the planning and implementation phases.

Section 5: Upon passage and approval, this legislation shall be forwarded to:

Mandates:

Gary G. Furbee II, Vice President of Student Life

Carrie Showalter, Dean of Students

Dr. Thanh Le, Director, Student Engagement and Leadership (Advisor)

University President, Michael T. Benson

Daily Athenaeum

Colin Street, Student Body President

Rozaireo Jones, Student Body Vice President

Emma Davis, Executive Secretary

Charles “Chuck” Roberts, Associate Vice President for Facilities Operations

Bill Austin, MMMPO AICP Executive Director

Danielle Trumble, City of Morgantown Mayor

Thomas C. Bloom, Monongalia County Commissioner

Sean P. Sikora, Monongalia County Commissioner

Jeffrey L. Arnett, Monongalia County Commissioner

Jake Rogers, Historian

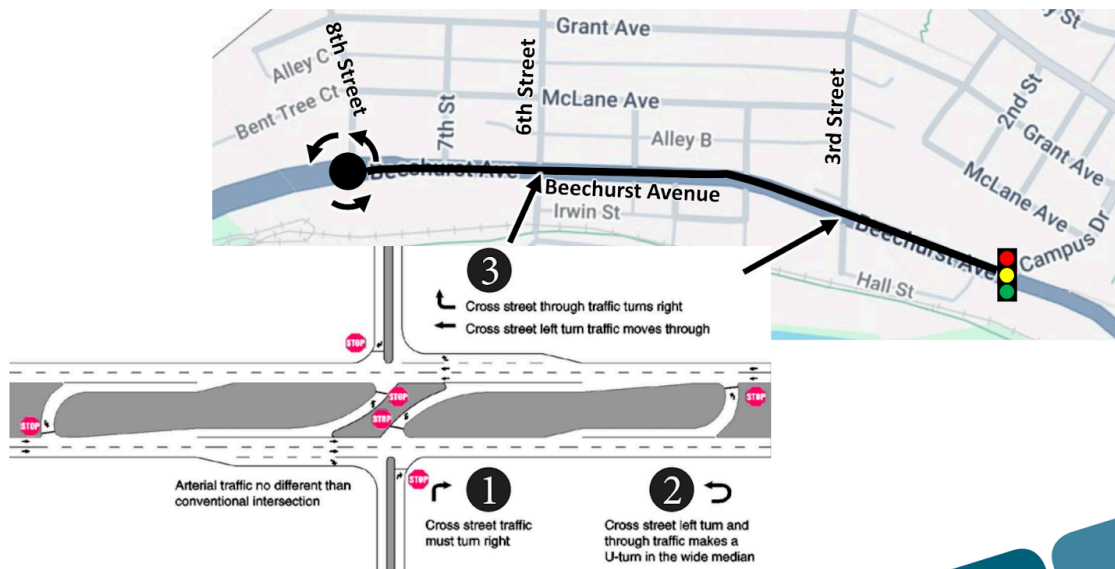
Ethan Enterline, Local Government Liaison

Jay Huff, State Government Liaison

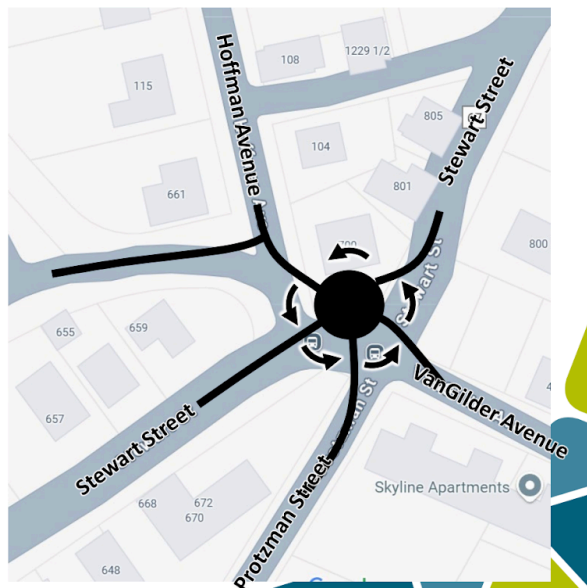
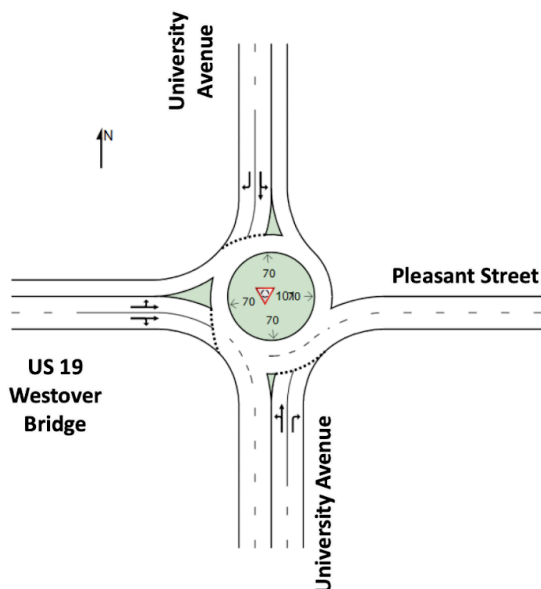
Michael Taylor, Federal Government Liaison

APPENDIX A – RECOMMENDATION OF INTERSECTION IMPROVEMENTS

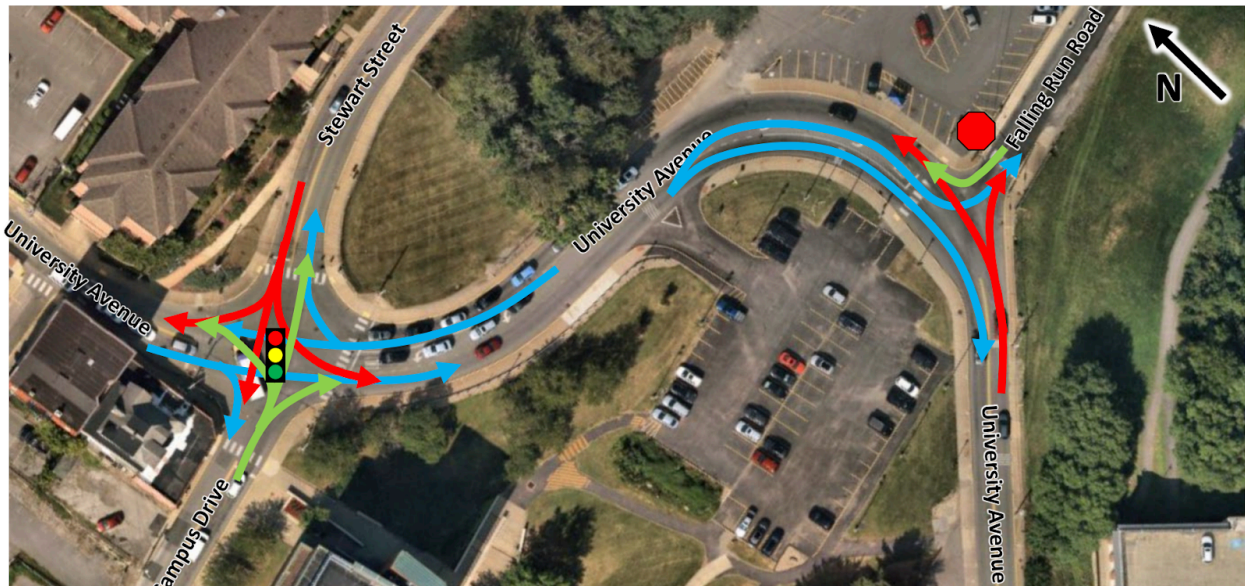
Scenario 5: Beechurst Corridor



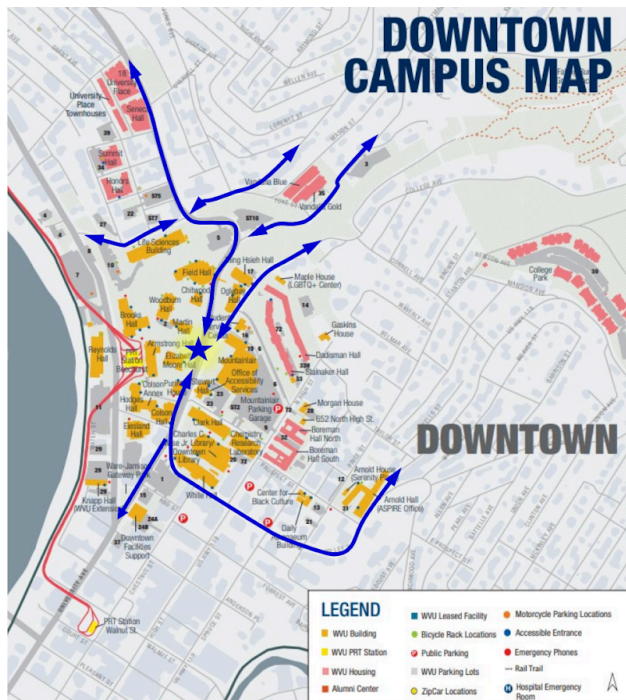
Scenario 5: Intersection Improvements



Scenario 5: Intersection Improvements



APPENDIX B – RECOMMENDATION OF GRUMBEIN’S ISLAND CLOSURE

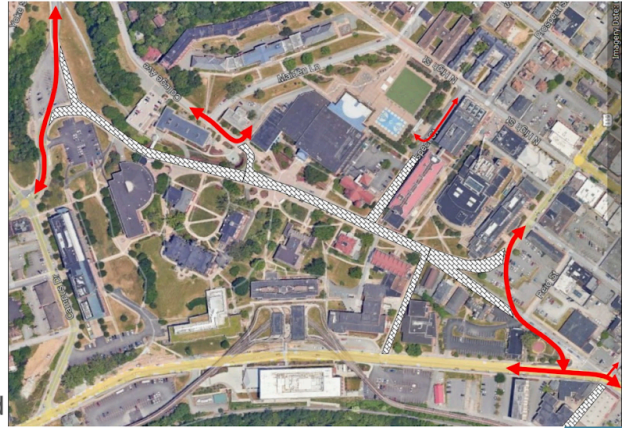


Grumbein's Island

- Centrally located on WVU's Downtown campus
- High pedestrian volumes create a "choke point" for north-south vehicular traffic
- Potential closure of island will need to answer the question – "where will drivers go, and what effect will that have on the network"?
- This study will use TransCAD and TransModeler to address this question

Modeling Scenario Options

1. Signal timing optimization and corridor coordination, and bicycle and pedestrian safety and access improvements
2. Grumbein's island closure
3. One-way street conversions
4. Willey Street improvements (capacity, realignment, or both)
5. Intersection improvements and Beechurst corridor improvements from campus to 8th
6. Combined Grumbein's island, Willey Street, and one-way conversion
7. Combined Grumbein's island, Willey Street, and Intersection Improvements



Volume Forecast Changes: Overall downtown network volumes anticipated to decrease by approximately 2% over the course of the day

APPENDIX C – FINAL RECOMMENDATION

Recommendations

- Include Scenario 7 in long range planning for Morgantown
 - Scenario 1 – Signal optimization and multimodal improvements
 - Scenario 2 – Grumbein's Island closure
 - Scenario 4B – Realignment of US 119 to Snider Street
 - Scenario 5 – Intersection Improvements
- Scenario 7 can be phased as standalone projects
- Not recommended to be carried forward
 - Scenario 3 – one-way street conversions

APPENDIX D – SGA'S PROPOSED SOLUTION TO MOUNTAINLAIR ACCESS

