



243 High Street Room 026  
Morgantown, WV 26505  
(304) 291-9571  
[www.plantgether.org](http://www.plantgether.org)

## Agenda

Citizens Advisory Committee  
243 High Street Room 026 and by WEBEX  
Morgantown WV  
January 11, 2024

6:00 PM

1. Call To Order
2. Approval of Minutes
3. Safety Performance Measure Targets
4. Patteson Drive/Maple Drive Pedestrian Study
5. Draft 2018-2022 Crash Report
6. Draft Unified Planning Work Program Summary
7. Other Business
8. Meeting Adjournment



## CITIZENS ADVISORY COMMITTEE MEETING

November 9<sup>th</sup>, 2023

This meeting was held virtually at <https://morgantownmonongaliampo.my.webex.com/meet/baustin> and in person at 243 High St (Court House), Room 026 in downtown Morgantown.

### Members Present:

Christiaan Abildso (Chairman), Chip Wamsley, Thomas Zeni, Kelli LaNeve, Heather Morgan

**Others Present:** Bill Austin, Jacqueline Peate, Jing Zhang

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### 1. Call to Order

The CAC meeting was held virtually and in person. The phone number and web address to access the teleconference were publicized. With a quorum present, Mr. Abildso called the meeting of the CAC to order at 6:04 PM.

### 2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda package. Ms. LaNeve moved to approve the meeting minutes as edited; seconded by Ms. Morgan.

With no more discussion, the motion passed unanimously.

### 3. Transportation Improvement Program Adoption

Mr. Austin stated that enclosed with the agenda is the draft 2023-2028 TIP. This document has been advertised in accordance with the MPO's Public Involvement Policy. To date we have not received any comments from the public on this document. It is respectfully requested that the CAC recommend the adoption of this document.

Mr. Abildso stated that the obligation date for engineering for the Southern Bridge is listed as October and should be August. Mr. Austin stated it will be updated. Mr. Abildso asked why Harmony Grove is not included in the TIP Adoption. Mr. Austin clarified the CAC will vote on that matter next, and it will be added to the TIP.

Mr. Cross asked about Burroughs Street being pushed back to FY2024. Mr. Austin said this is his understanding based on the TIP.

Ms. Laneve moved to recommend to approve the TIP Adoption; seconded by Mr. Wamsley. Motion passed to approve with Engineering amendment fixed unanimously.

#### 4. TIP Amendments

Mr. Austin stated that the West Virginia Department of Transportation-Division of Highways has requested the following TIP Amendments since the development of the draft TIP. The proposed amendments are:

FY 2023-2024

Harmony Grove Interchange

Federal ID: NHPP0079109D. Engineering. FY2024. Construction new interchange. Funding Source: HNPP. Federal Funds: \$3,330,000; Total funds: \$3,700,000.

FY 2024-2025

Harmony Grove Interchange

Federal ID: NHPP0079110D. Right of Way. FY2025. Construction new interchange. Funding Source: HNPP. Federal Funds: \$495,000; total funds: \$550,000.

FY 2025-2026

Harmony Grove Interchange

Federal ID: NHPP0079111D. Construction. FY2026. Construction new interchange. Funding Source: HNPP. Federal Funds: \$22,500,000; total funds: \$25,000,000.

Mr. Austin stated that it is respectfully requested that the CAC recommend approval of the proposed TIP Amendments.

Mr. Abildso asked if the interchange justification has been completed, and Mr. Austin stated that it has not gone through.

Mr. Wamsley moved to recommend to approve the Harmony Groove TIP Amendments; seconded by Ms. Morgan.

With no further discussion, the motion passed unanimously.

#### 5. Transit Asset Management Targets

Mr. Austin stated that a memorandum is attached showing the 2024 TAM Targets for West Virginia. Transit Asset Management (TAM), is a model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies to keep transit networks in a State of Good Repair (SGR). WVDOT defines SGR (State of Good Repair) as a system meeting the following criteria: All assets are functioning at their ideal capacity within their design life. The state's asset management system, AVIS, includes consistent, accurate and relatively current information on the status of each capital asset covered by the TAM. Each system has a maintenance program to ensure maintenance is performed per manufacturer requirements and intervals. No rolling stock assets are placed in revenue service with identified safety defects. Mr. Austin also clarified these are state wide goals. The MMMPO is being asked to adopt the 2024 Target Goals, and respectfully requests that the CAC recommend approval of the TAM Targets.

Ms. Morgan moved to recommend to approve the TAM Targets; seconded by Mr. Wamsley.

Without further discussion, the motion passed unanimously.

#### **6. Draft Patteson Drive/Maple Drive Pedestrian Study**

Staff stated that the purpose of this study is to document pedestrian traffic and identify potential pedestrian safety issues in the WV 705 and Maple Dr/Mon General Dr/Willowdale Rd intersection area. Additionally, the study makes preliminary recommendations based on those findings in the study area. The study was initiated in response to a request from a member of the MPO's Citizens Advisory Committee (CAC) who had noticed safety concerns related to pedestrians crossing WV 705 near the Maple Drive intersection. Staff is encouraging feedback from the advisory committees.

Mr. Abildso suggested to add the specific hours Staff observed for more information. Staff stated this can be added to the report.

Mr. Zhang reported that he included crash and transit data to enhance the study. Mr. Abildso asked if there are specific businesses pedestrians are walking to. Staff responded saying many people walk to pharmacies in the area, in addition to medical centers, such as Mon General.

Ms. Morgan pointed out the failure of cars to yield to the only crosswalk in the area near Sheetz, and that they felt safer crossing at these locations when the cars are stopped than at the crosswalk near Sheetz.

The CAC recommended adding measures such as additional crosswalks, pedestrian warning signs, and traffic calming measures at the intersection of Mon General Dr. and Maple Dr. This intersection is tricky as ambulances drive in and out of the hospital utilizing Mon General Dr.

The advisory committee also recommended installing pedestrian activated signal and use concurrent pedestrian signal timing with a pedestrian leading phase at the segment of Pineview Drive at the intersection with WV 705 and Pineview Drive.

Mr. Abildso mentioned to tighten turning radius to slow down the speed of turning vehicles turning right from Mon General Dr. to WV 705.

After discussion, the CAC decided to postpone recommendation until January so Staff can add recommendations from the advisory committee.

Ms. Morgan moved to table the Study until January; seconded by Mr. Cross.  
Without further discussion, the motion passed unanimously.

#### **7. 2024 Meeting Calendar**

Mr. Austin presented the proposed 2024 Meeting Calendar. It is requested that the CAC recommend adoption of these meeting dates to the Policy Board.

Mr. Cross moved to recommend approval of the 2024 Meeting Calendar; seconded by Mr. Wamsley.

Without further discussion, the motion passed unanimously.

#### **6. Other Business**

Mr. Cross mentioned that a pedestrian got hit crossing the RRFB on Patteson and asked if anyone had heard about it. No other members or staff had heard of this incident, but will ask around.

Mr. Abildso asked if the current traffic counts were for the downtown microsimulation study, and Mr. Austin clarified they are WVDOH counts. Mr. Abildso asked about the narrow sidewalk on Beechurst, and expressed disappointment about the narrow shoulders on the Mileground.

Mr. Cross also asked about Signal timing at 705 and Stewartstown, and stated people are still backing up in that area.

#### **7. Meeting Adjournment**

The Meeting adjourned at 7:03 PM



## Memorandum

Date: January 2, 2024  
To: TTAC and CAC Members  
From: MPO Staff  
Subject: 2024 Safety Performance Targets for Monongalia County, West Virginia

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This Memorandum is to inform the Advisory Committees and Policy Board of the 2024 Safety Performance Targets for West Virginia. A Safety Performance Target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set period of time. The MMMPO is being asked to adopt the 2024 Target Goals presented in the table on page 2. These targets include annual and five-year target goals. Staff respectfully requests that the TTAC and CAC recommend approval of these goals.

### **Background**

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures (Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries). According to 23 CFR § 490.209, MPOs must establish safety performance targets within 180 days of the State DOT establishing and reporting targets in the State HSIP annual report. Part of the MPOs federal funds is utilized for these targets.

Since this is the first time WVDOH has established new Safety Performance Targets since the update of the State's Strategic Highway Safety Plan (SHSP) in 2022, some slight modifications were made to the target setting process. Due to the SHSP now being reflective of the National goal of achieving zero fatalities by 2050, projections were moved to reflect this goal. The baseline year for these new calculations was moved to 2021, the last year of data that was used for the SHSP development.

The Safety Performance Measures include Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries for both annual and five-year target goals. The tables then declare the Statewide Goals, data, and comments for the annual and five-year target goals.



## Morgantown Safety Performance Target Setting Table

### Morgantown Safety Performance Target Setting

Safety Performance Measure	Statewide Goal	Annual					Comments
		Original Baseline	New Baseline (2021)	2022 Annual Target (2024's Baseline)	2024 Annual Target	2050 Annual Goal	
Fatalities	Zero by 2050	16	9	9	7	0	Making Progress
Fatality Rate		1.761	1.259	1.259	1.028	0.00	
Serious Injuries	66% Reduction by 2050	43	37	37	32	12	Progress Made, but not as Significant as other Areas of State
Serious Injury Rate		4.506	5.177	5.177	4.49	1.52	
Non-Motorist Combined Fatalities and Serious Injuries	66% Reduction by 2050	4	6	6	4	2	New Baseline Higher than Original

Safety Performance Measure	Statewide Goal	5-Year Average					Comments
		Original Baseline	New Baseline (2017-2021)	2022 5-Year Avg Target (2018-2022) 2024's Baseline	2024 5-Year Avg Target	2046-2050 5-Year Avg Goal	
Fatalities	Zero Annually by 2050	16	9	8.9	8	0.57	Making Progress
Fatality Rate		1.81	1.005	1.116	1.095	0.071	
Serious Injuries	66% Reduction in Annual Total by 2050	103	35	34.9	31.7	13.9	Progressing Well
Serious Injury Rate		11.12	3.875	3.975	4.356	1.729	
Non-Motorist Combined Fatalities and Serious Injuries	66% Reduction in Annual Total by 2050	7.8	4.8	4.6	3.96	2.14	Little Progress



# **WV 705 and Maple Drive Intersection Area Pedestrian Safety Study**

October, 2023



## Contents

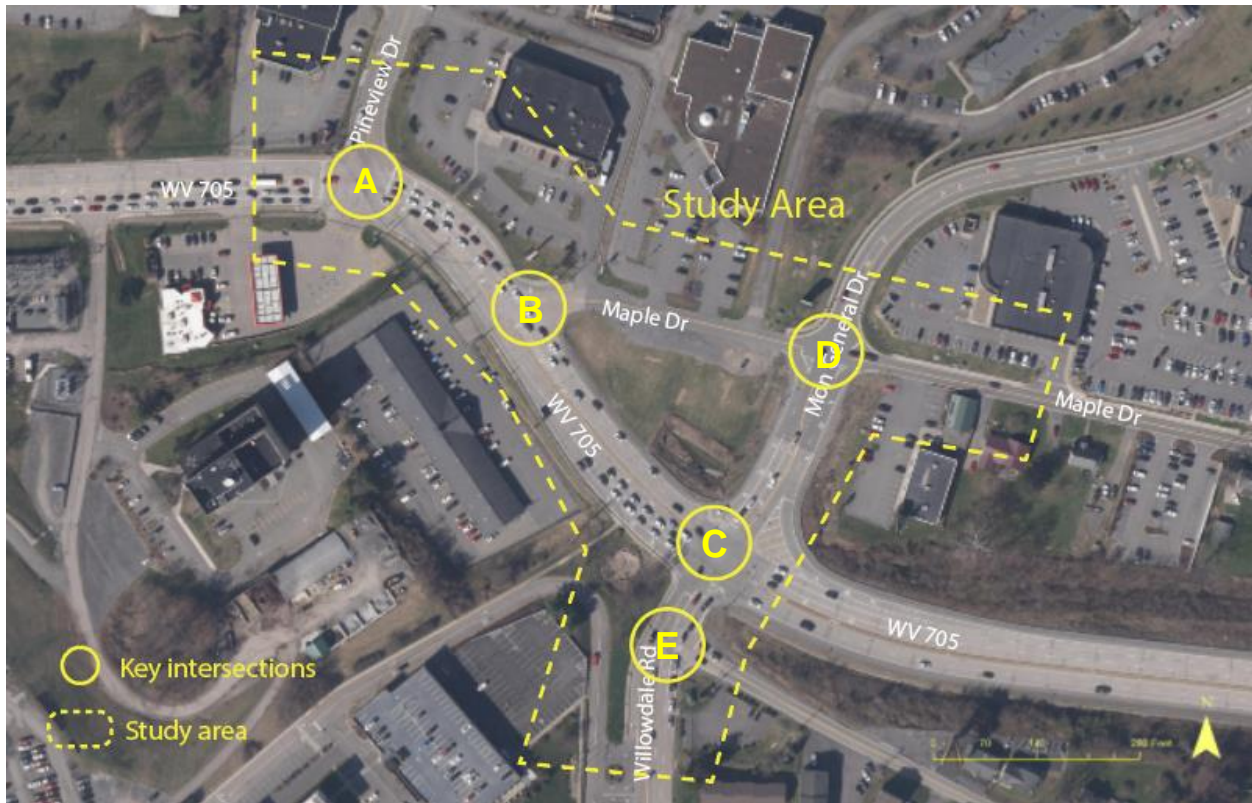
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# Introduction

The purpose of this study is to document pedestrian traffic and identify potential pedestrian safety issues in the WV 705 and Maple Dr/Mon General Dr/Willowdale Rd intersection area. Additionally, the study also makes preliminary recommendations based on the findings in the study area. The study was initiated in response to a request from a member of the MPO's Citizens Advisory Committee (CAC) who had noticed safety concerns related to pedestrians crossing WV 705 near the Maple Drive intersection.

## Study Area

Segment	Intersection
WV 705 from Pineview Dr to Mon General Dr Maple Dr from WV 705 to Mon General Dr (Oasis Cafe)	A.) WV 705 and Pineview Dr intersection B.) WV 705 and Maple Dr intersection C.) WV 705 and Mon General Dr D.) Maple Dr and Mon General Dr intersection E.) Willowdale Rd and Chestnut Ridge Rd

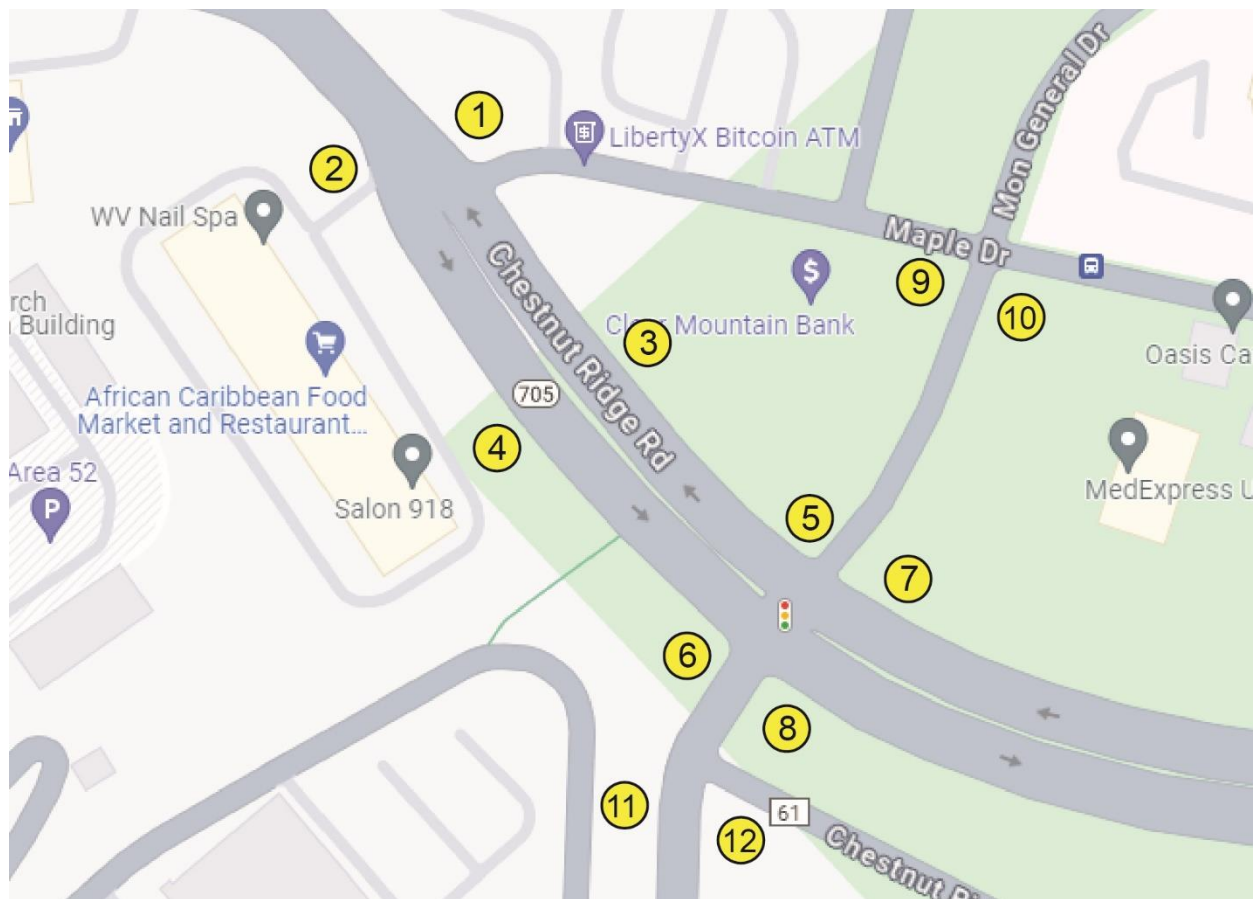


# Data Collection

## Pedestrian Traffic

MPO Staff collected data from September 12th through 13<sup>th</sup> from 9am – 12pm, and 12pm – 4:30pm. Refer to Figure 1 below for locations where data was collected. On September 12th, Staff observed where pedestrians crossed the road at areas 9, 10, 5, 7, 6, 8, 11, and 12. On September 13th, Staff observed where pedestrians crossed the road at areas 2, 1, 4, and 3.

Figure 1



## Pedestrian Activity

Table 1

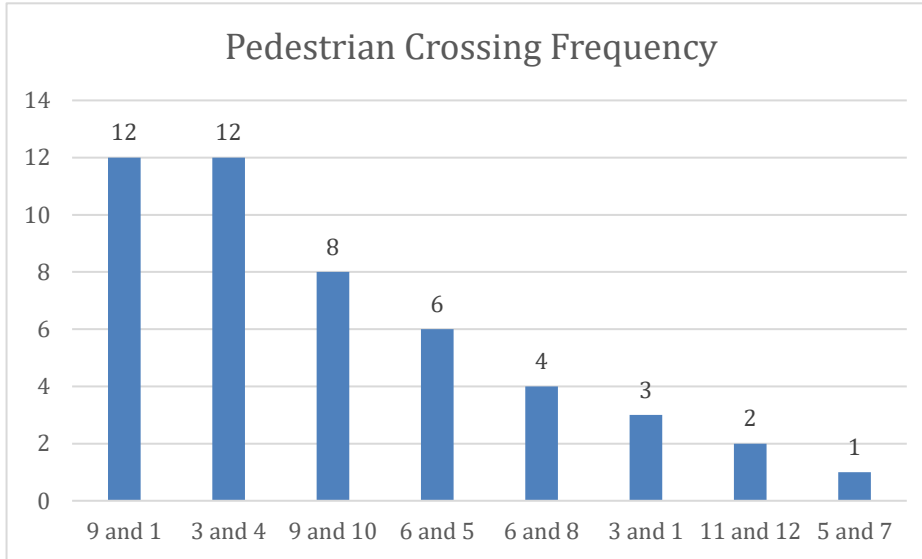
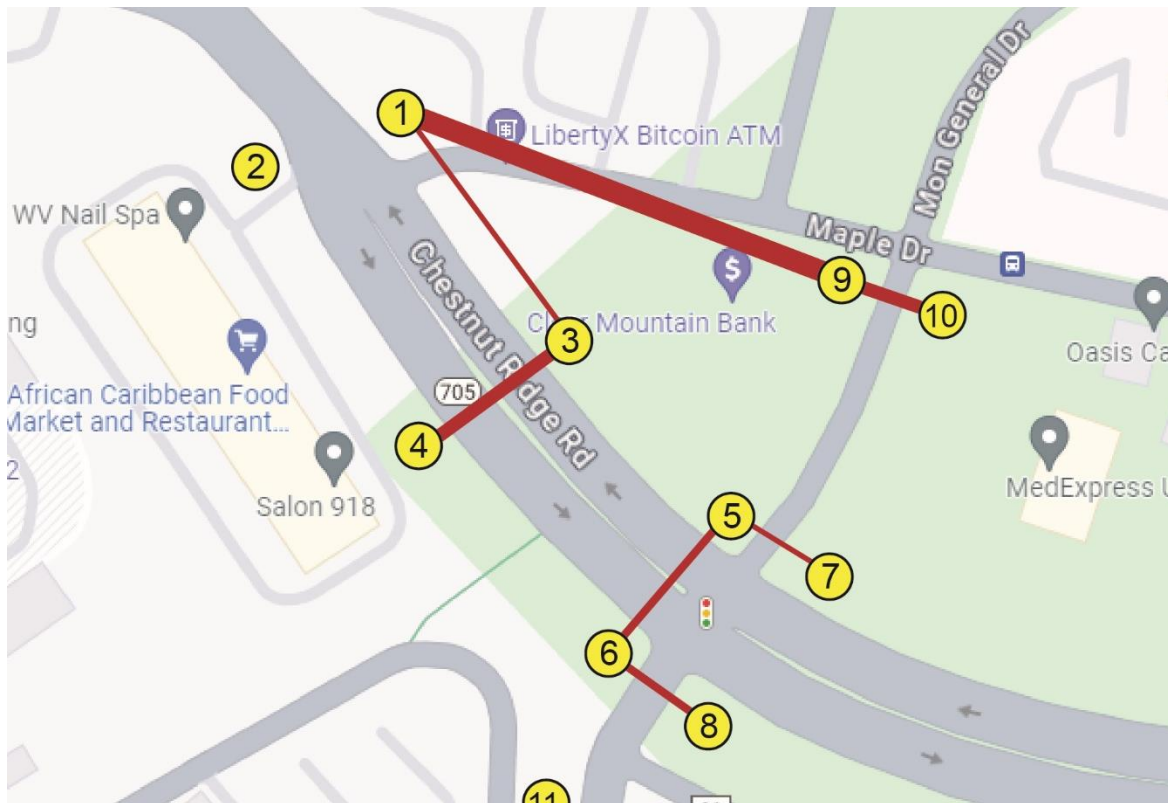


Table 1 illustrates the frequency of pedestrian crossings observed by MPO Staff at specific locations. For instance, between points 9 and 1, Staff identified 12 pedestrian crossings.

In Table 2, the thickness of the lines corresponds to the volume of pedestrian traffic, mirroring the data presented in Table 1.

Table 2



## Crashes Involving Non-motorists

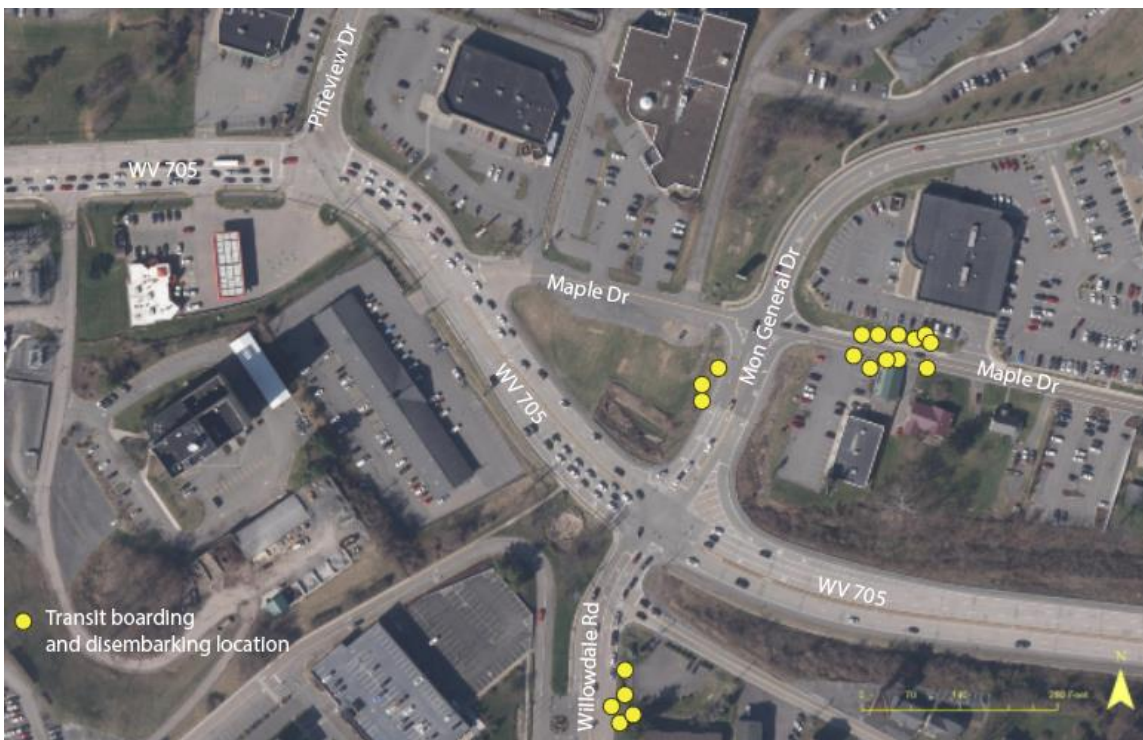
To enhance the study, crashes involving non-motorists are listed below. This data is significant in showing the dangers pedestrians face when navigating this intersection. Based on WV DOH crash data from 2018 to 2022, there were two crashes involving non-motorists in the study area. Both crashes caused injuries and they both happened during the day time.

Crash Location	Frequency
WV 705 and Maple Dr Intersection	1
WV 705 and Pineview Dr Intersection	1

## Transit Users

Staff also included data on transit users in the area to identify regularly occurring pedestrian traffic. Based on 2023 September passenger data provided by Mountain Line Transit Authority, MPO staff identified the following:

- There were a total of 55 boardings or alightings in the study area for the days observed in the study area, ranging from 1 to 8 boardings or alightings for any day and averaging 5 boardings or disembarks per day for those days.
- The time of boardings and alightings are nearly evenly split in the morning and afternoon.
- The following map shows the locations of boarding and alightings in the study area.



# Identified Issues

## *Background of Area*

This location is a heavily traveled area, with many people running and walking. Many pedestrians walk from apartment complexes to stores and the medical facilities in the area. The heavy flow of west bound vehicular traffic on 705 has limited visibility at the pedestrian crossings combined with a high-speed limit westbound (40 mph), presenting a potentially dangerous situation for pedestrians as there is only one concurrent crosswalk in the area, and it is not convenient for the majority of potential users, as our data collection shows.

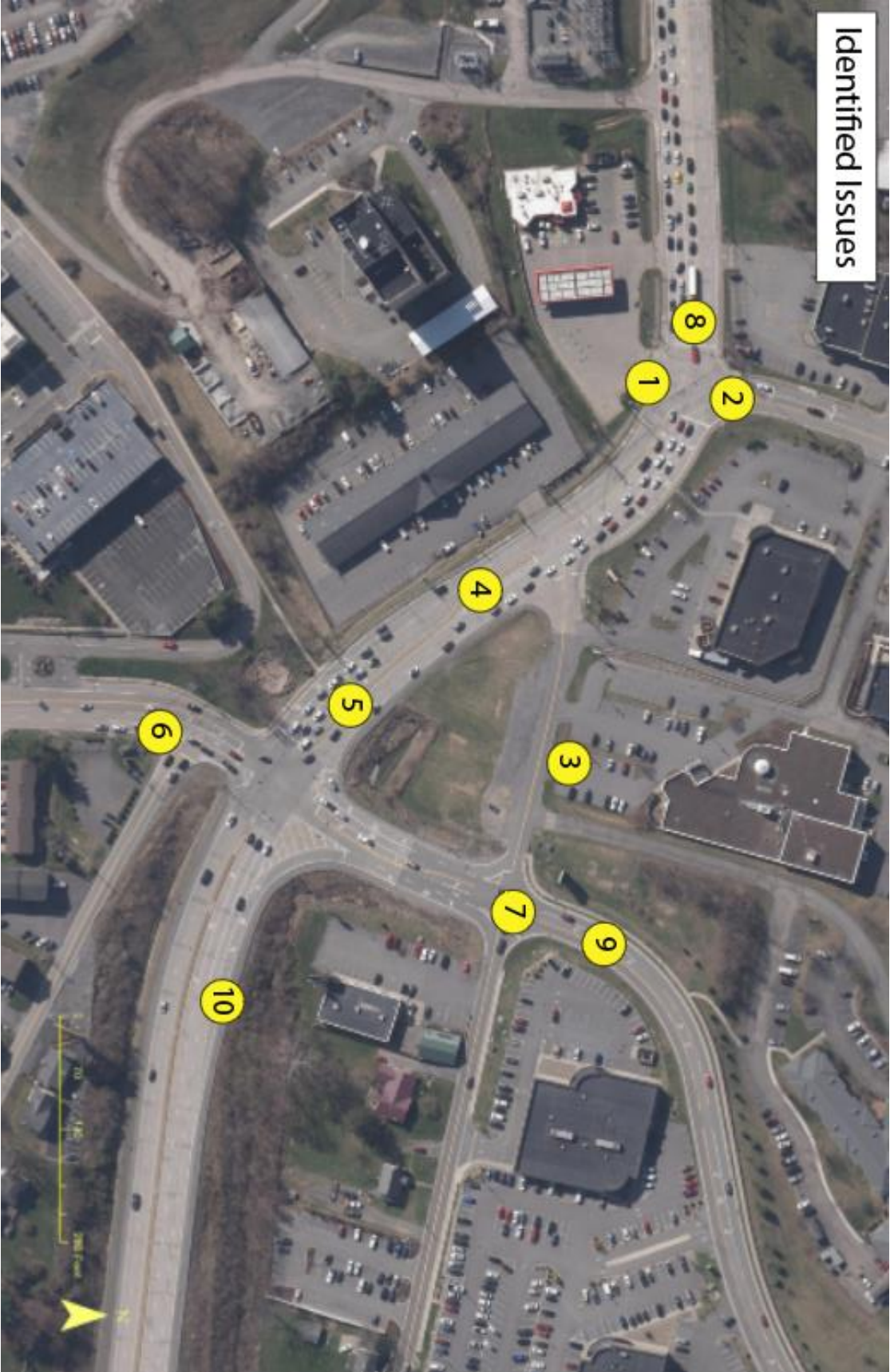
Based on the data collected by staff, we identified eight (8) major issues in the area, listed below. Many of these include areas where pedestrians are crossing heavy traffic areas without any facilities.

<b>Location ID</b> (Map on the next page)	<b>Location Description</b>	<b>Issue</b>
1	Driveway to Sheetz Gas Station	No crosswalk or pedestrian signal. A significant volume of pedestrians was observed utilizing the sidewalk on the south side of WV 705, which include crossing at this location.
2	The segment of Pineview Drive at the intersection with WV 705 and Pineview Drive.	No crosswalk or pedestrian signal, however there were sidewalks on both sides of the segment.
3	Maple Dr	Sidewalk disconnected on Maple Dr between WV 705/Maple Dr intersection and Maple Dr/Mon General Dr intersection.
4*	WV 705 near Maple Dr intersection	Pedestrian crossing without crosswalk in high traffic volume location.
5*	WV 705 near Mon General Dr intersection	Pedestrian crossing without crosswalk in high traffic volume location.
6	Willowdale Rd	Pedestrian crossing without crosswalk.
7	The north Mon General Dr leg at Mon General Dr/Maple Dr intersection	Pedestrian crossing without crosswalk.

8	The east WV 705 leg at WV 705/Pineview Dr intersection	At intersections with concurrent pedestrian and vehicle signals, an issue was identified wherein vehicles consistently fail to yield the right of way to pedestrians crossing.
9	North Mon General Dr	Observed speeding.
10	WV 705	Observed speeding.

\*A CAC member stated they felt safer crossing at these locations when the cars are stopped than at the crosswalk near Sheetz.

Identified Issues





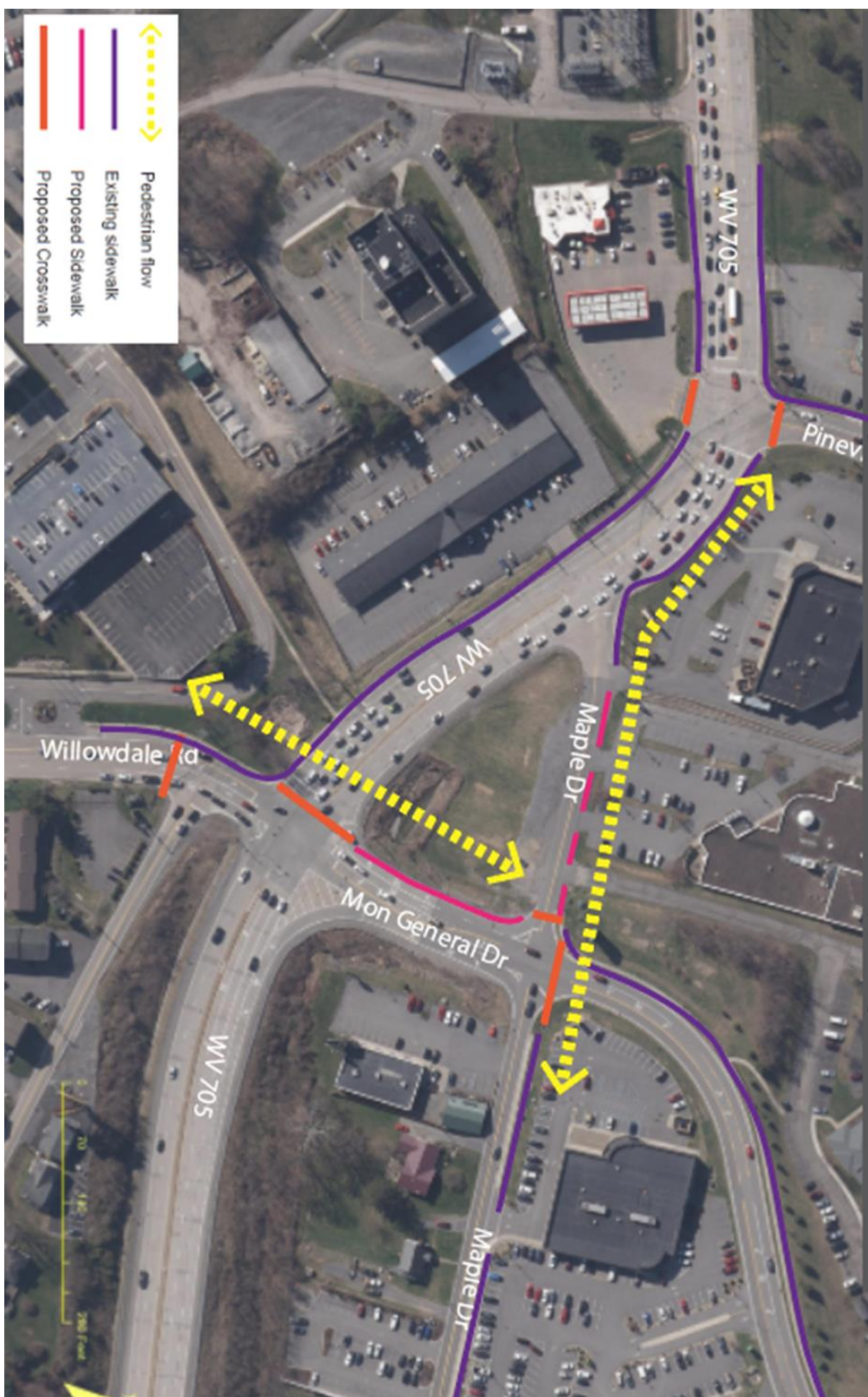
# Preliminary Recommendations

MPO Staff analyzed the collected data, crashes involving non-motorists, transit users, and identified issues and reviewed this information with the TTAC and CAC boards. Based on staff’s analysis and input from the TTAC and CAC, a list of preliminary recommendations to improve the safety of the area was created. This is listed below.

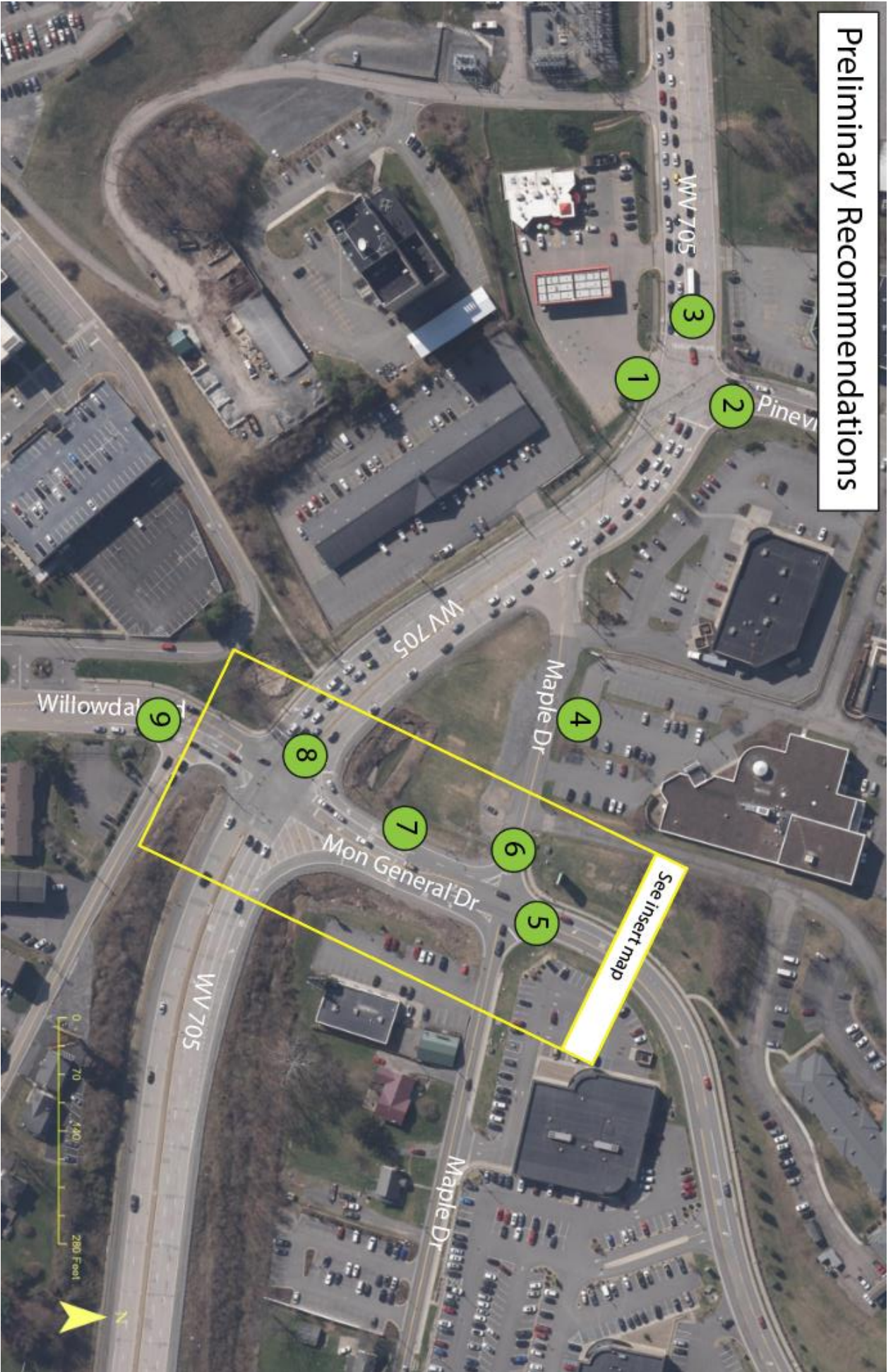
<b>Location ID</b>  (Map on the next page)	<b>Location Description</b>	<b>Improvements</b>
1	Driveway to Sheetz Gas Station	Install crosswalk. Install pedestrian signal and use concurrent pedestrian signal timing with a pedestrian leading phase.
2	The segment of Pineview Drive at the intersection with WV 705 and Pineview Drive.	Install crosswalk with ramps connecting the sidewalks on both sides of Pineview Dr. Install pedestrian activated signal and use concurrent pedestrian signal timing with a pedestrian leading phase.
3	The east WV 705 leg at WV 705/Pineview Dr intersection	Modify pedestrian signal with a pedestrian leading phase.
4	Maple Dr	Construct sidewalk on Maple Dr from WV 705/Maple Dr intersection to Maple Dr/Mon General Dr intersection.
5	The north Mon General Dr leg at Mon General Dr/Maple Dr intersection	Install crosswalk, include traffic calming measures, and add pedestrian warning signs for oncoming traffic.
6	The west Maple Dr leg at Mon General Dr/Maple Dr intersection	Install crosswalk, include traffic calming measures, and add pedestrian warning signs for oncoming traffic.

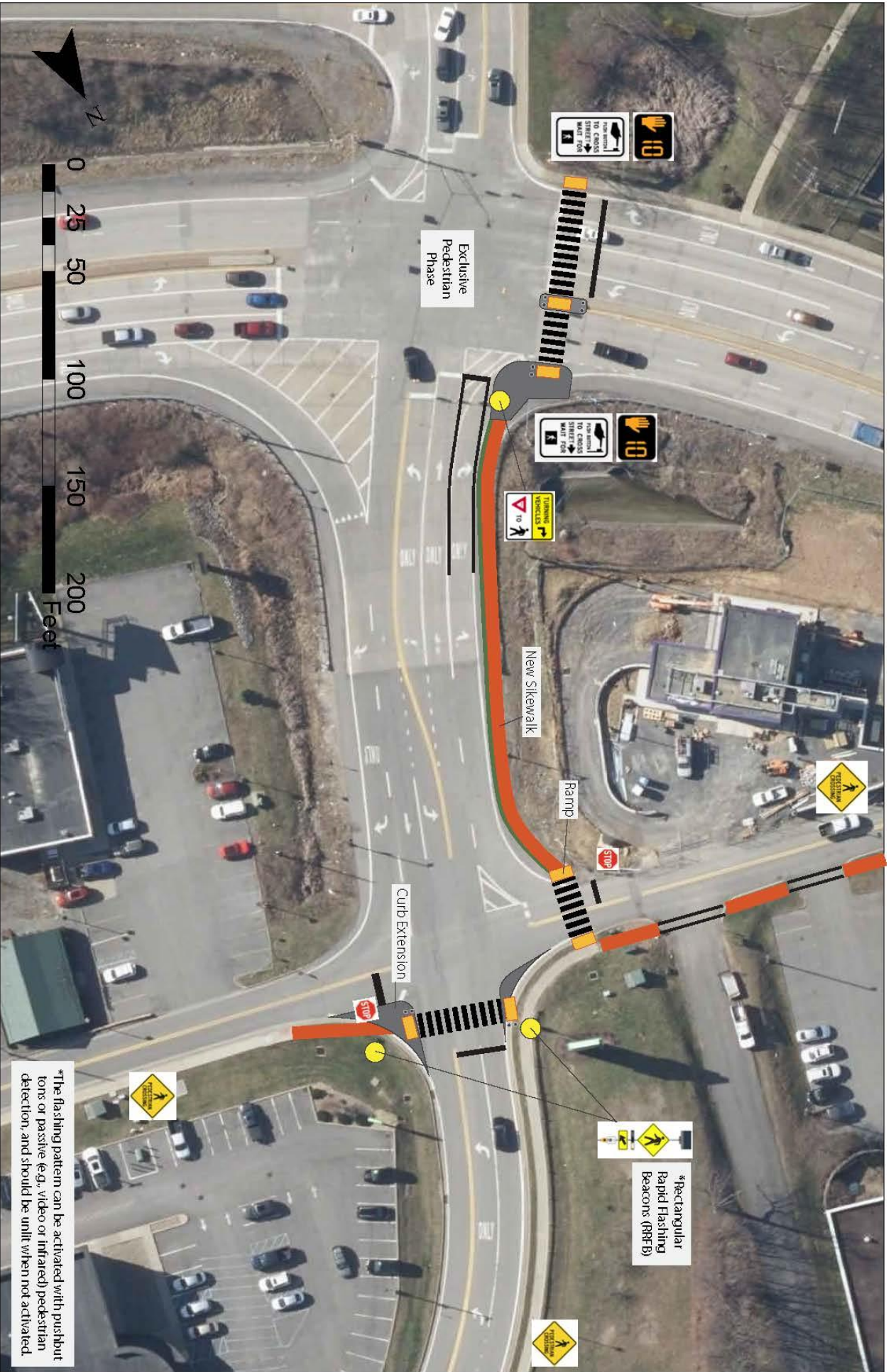
7	Mon General Dr	Construct sidewalk on the west side of Mon General Dr from the Maple intersection to the WV 705 intersection.
8	WV 705	Install crosswalk. Install on-demand (push button) pedestrian signal and use pedestrian exclusive timing. Tighten turning radius to slow down the speed of turning vehicles.
9	Willowdale Dr	Install pedestrian crossing warning sign. For the long term, install sidewalk on Chestnut Ridge and crosswalk on Willowdale connecting the sidewalk.

# Preliminary Concept of Pedestrian Safety Improvements



Preliminary Recommendations





\*The flashing pattern can be activated with pushbutton or passive (e.g., video or infrared) pedestrian detection, and should be until when not activated.

\*Rectangular Rapid Flashing Beacons (RRFB)



# **2018-2022 Crash Report**

January, 2024

*Draft*

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Appendix A Crash Location by Municipalities and Subareas

Appendix B: Crashes Involving Non-Motorist

Appendix C: Demographic Information Overlay

Appendix D: Areas of Concerns

*Appendixes are available on the MPO's website at [www.planttogether.org](http://www.planttogether.org)*

# 1. Introduction

The Morgantown Monongalia Metropolitan Planning Organization (MPO) Crash Report for the years 2018-2022 provides a comprehensive analysis of road traffic accidents and their associated trends within our region. This report serves as a resource for understanding patterns and causes, offering insights for both transportation planners and the public alike. By examining the data collected over these five years, the staff aims to promote a safer and more informed approach to urban and regional planning, ultimately working toward the goal of reducing accidents and enhancing road safety for all residents and commuters. The following sections provide a detailed examination of the crash data, including trends and potential contributing factors

The purpose of this crash report is to:

- comprehensively document regional crash trends, crash locations, and crash types.
- identify areas of concern for planning purposes, as well as propose potential engineering countermeasures aimed at enhancing safety within these identified areas.
- raise public awareness regarding frequent crash hotspots, particularly highlighting the prevalent types of crashes occurring in specific locations.

The data used in this crash report is provided by the West Virginia Department of Transportation. MPO staff removed certain crash records that were out of the county boundary based on their GPS coordinates.

The report is developed in collaboration with City of Morgantown staff. The MPO and the City of Morgantown will continue reviewing and analyzing the data, with the potential for updates to the report.

Customized crash data analysis for specific subareas, neighborhood, and corridors is available upon request.

## Online Interactive Crash Hotspot Map

MMMPO developed an online interactive crash hotspot map as a part of the crash report, made accessible to the public for easy reference of crash hotspots. It aims to enhance public awareness of prevalent crash locations and the specific types of incidents more likely to occur in those areas.

Map link:

<https://www.google.com/maps/d/u/2/edit?mid=1PIE9iK69gr8EBR-BBxNzSteLgqShiq4&usp=sharing>

The map is also available on the MMMPO's website at [www.planttogether.org](http://www.planttogether.org).

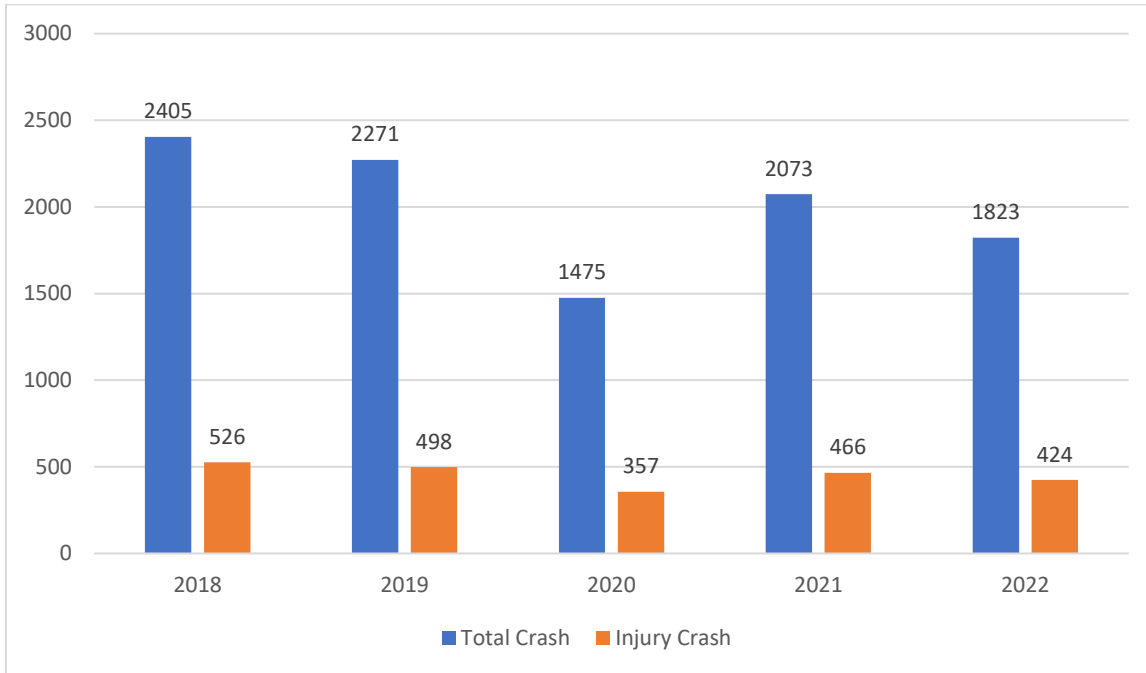


## 2. Overall Trending

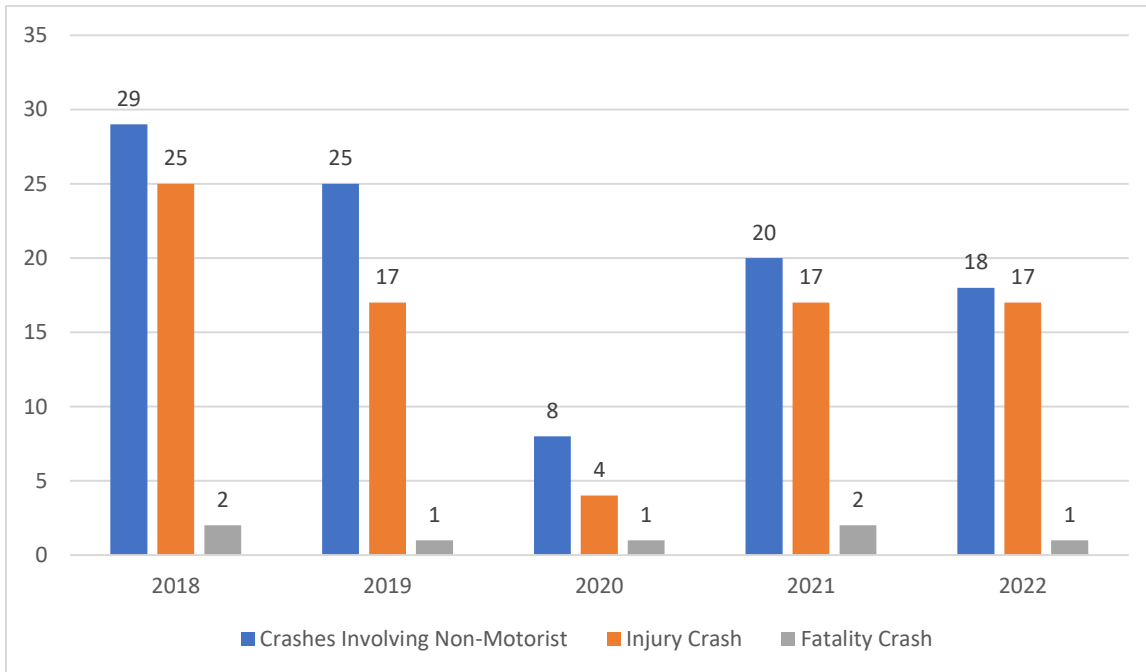
**Table: Crash types by year**

	2018	2019	2020	2021	2022	Five Year Total	5-year Average
Total Crash	2,405	2,271	1,457	2,073	1,823	10,029	2,006
Rear End	778	738	446	586	562	3,110	622
Single Vehicle Crash	574	576	426	573	465	2,614	523
Right Angle	311	274	175	265	221	1,246	249
Sideswipe, Same Direction	205	212	135	198	160	910	182
Angle, Front to Side Same Direction	122	142	63	100	95	522	104
Angle, Front to Side Opp. Direction	168	113	91	128	123	623	125
Sideswipe, Opposite Direction	84	77	41	77	76	355	71
Angle, Direction Not Specified	63	62	35	58	46	264	53
Head-On	80	58	48	69	74	329	66
Rear-to-Side	13	13	13	10	5	54	11
Rear-to-Rear	7	6	2	9	5	29	6
Fatality Crash	13	6	7	8	7	41	8.2
Injury Crash	526	498	357	466	424	2271	454.2
Crash Involving Non-motorists	29	25	8	20	18	100	20

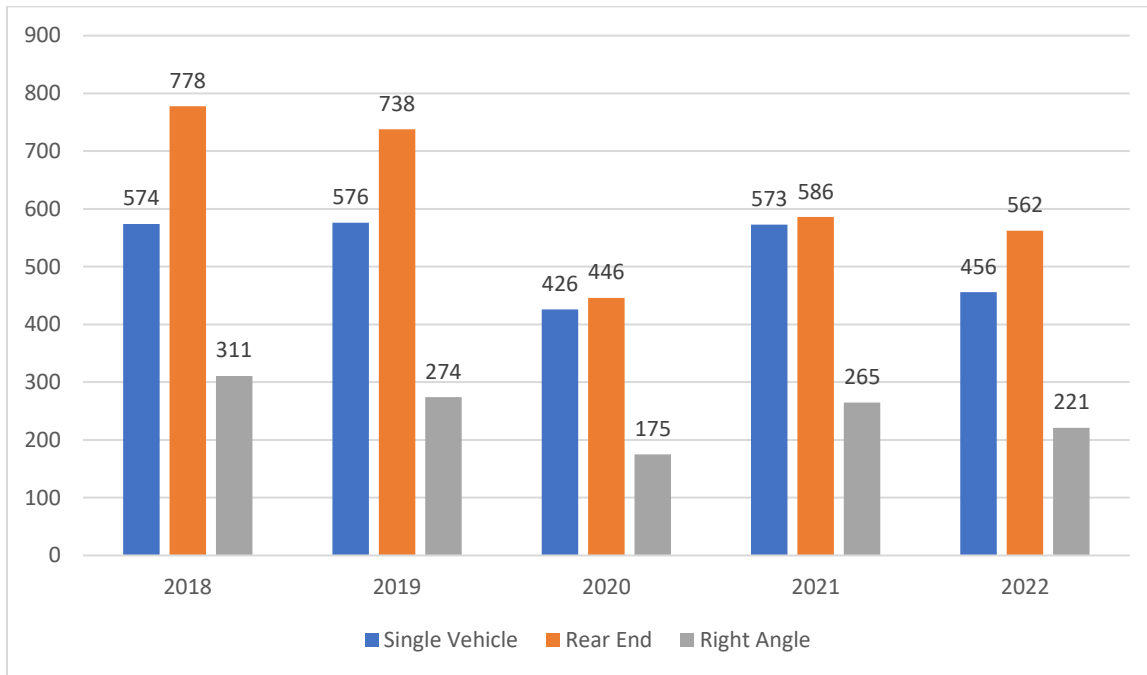
## Number of Crashes by Year and by Injury



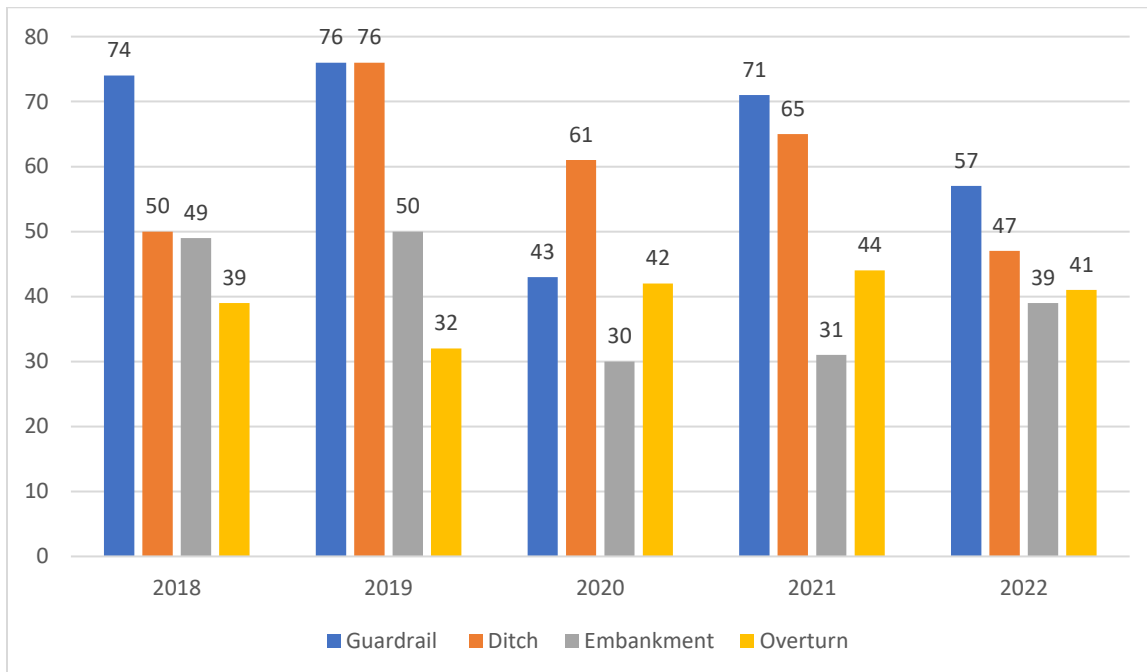
## Number of Crashes by Year and by Crashes Involving Non-motorists



## Number of Crashes by Year and Major Collision Types



## Number of Crashes by Year and Major First Harmful Event Types\*



Other major first harmful event types that are not included in the graphics are: 1) vehicle in transport, 2) parked vehicles, and 3) Utility Pole.

### 3 Recommendations

MPO staff identified top 10 safety corridor improvement and top 10 safety spot improvement, based the hotspots by crash types and first harmful events as shown in Appendix D – Areas of Concerns. The information is also available on an online interactive map at:

<https://www.google.com/maps/d/u/2/edit?mid=1PIE9iK69gr8EBR-BBxNzSteLgqShiq4&usp=sharing>

The locations are selected using a combination of the following criteria:

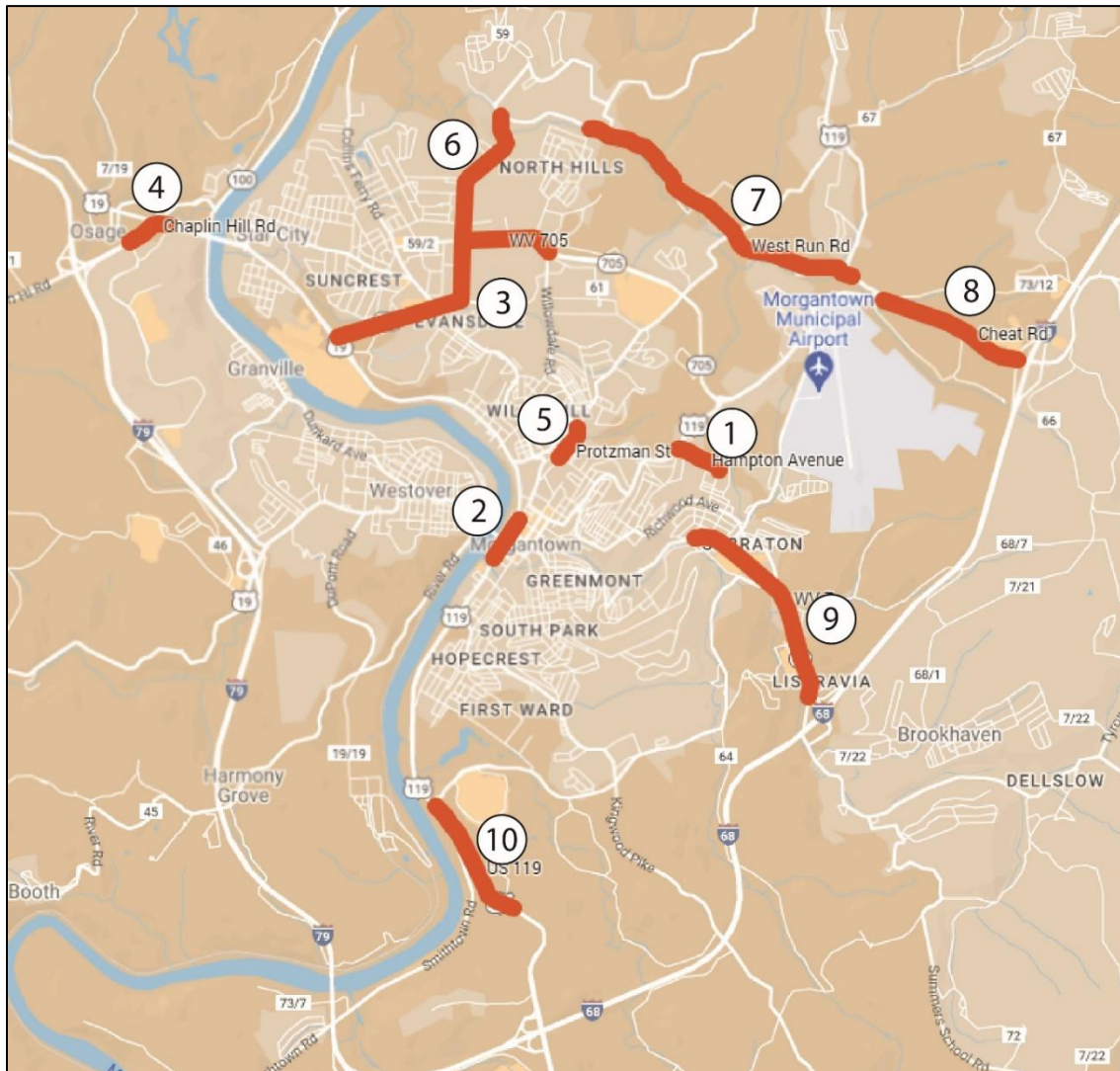
- **High Crash/Length Ratio for Specific Crash Types:** Emphasis is placed on crash types with a high likelihood of severe injuries, such as head-on collisions, right-angle crashes, and sideswipe opposite-direction crashes.
- **Multiple Category:** Locations are chosen if they are identified in multiple categories of crash hotspots, signifying a consistent pattern of safety concerns.
- **High Crash Rate per Million Vehicle Miles:** Special attention is given to locations with a high crash rate relative to the number of vehicle miles traveled, particularly for areas with low traffic volume but a disproportionately high incidence of crashes.

#### Top 10 Safety Improvement Corridors

(Location ID) Location Description	Primary Crash Type to Prevent	Potential Safety Concern
(1) Hampton Avenue, beginning at North Willey Street and extending eastward for 0.3 miles.	- Head on crash - Sideswipe (opposite direction) crash	- Inadequate lane separation - Narrow roadway width - Sharp curve
(2) University Ave from Fayette St to Foundry	- Head on crash - Rear end crash - Right angle crash - Sideswipe (same direction) crash	- Lane shifting and merging - Poor traffic flow
(3) WV 705 from Mon Blvd to Mon General Dr/Willowdale Rd	- Rear end crash - right Angle crash - Sideswipe (same direction) crash	- Lane shifting and merging - Poor traffic flow - Inadequate signal coordination
(4) Chaplin Hill Rd from Emmett Dr to University Town Centra Dr	- Rear end crash - Sideswipe (same direction)	- Poor traffic flow - Sharp curve - Lane shifting and merging
(5) Protzman St from Mason St to Yoke St	- Head on crash	- Inadequate lane separation - Narrow roadway width - Sharp curve
(6) Van Voorhis Rd from WV 705 to West Run Rd	- Single vehicle crash - Head on crash	- Inadequate lane separation - Narrow roadway width - Sharp curve
(7) West Run Rd from Point Marion Rd to Riddle St	- Single vehicle crash - Head on crash - Right angle crash	- Inadequate lane separation - Narrow roadway width - Sharp curve

(8) Cheat Rd from Point Mation Rd to I-68 Ramp	<ul style="list-style-type: none"> <li>- Single vehicle crash</li> <li>- Right angle crash</li> <li>- Sideswipe (same direction) crash</li> <li>- Right angle crash</li> </ul>	<ul style="list-style-type: none"> <li>- Lane shifting and merging</li> <li>- Inadequate lane separation</li> <li>- Narrow roadway width</li> <li>- Sharp curve</li> </ul>
(9) WV 7 from Decker's Creek Rd to I-68 Ramp	<ul style="list-style-type: none"> <li>- Head on crash</li> <li>- Rear end crash</li> <li>- Right angle crash</li> <li>- Single vehicle crash</li> <li>- Sideswipe (opposite direction) crash</li> </ul>	<ul style="list-style-type: none"> <li>- Poor traffic flow</li> <li>- Lane shifting and merging</li> <li>- Driveway access</li> </ul>
(10) (10) US 119 from Greenbag Rd, extending southward for 0.44 mile on Grafton Rd	<ul style="list-style-type: none"> <li>- Single vehicle crash</li> <li>- Right angle crash</li> <li>- Head on crash</li> </ul>	<ul style="list-style-type: none"> <li>- Sharp curve</li> <li>- Lane shifting and merging</li> <li>- Inadequate lane separation</li> <li>- Overturn/Ditch/Embankment hazard</li> </ul>

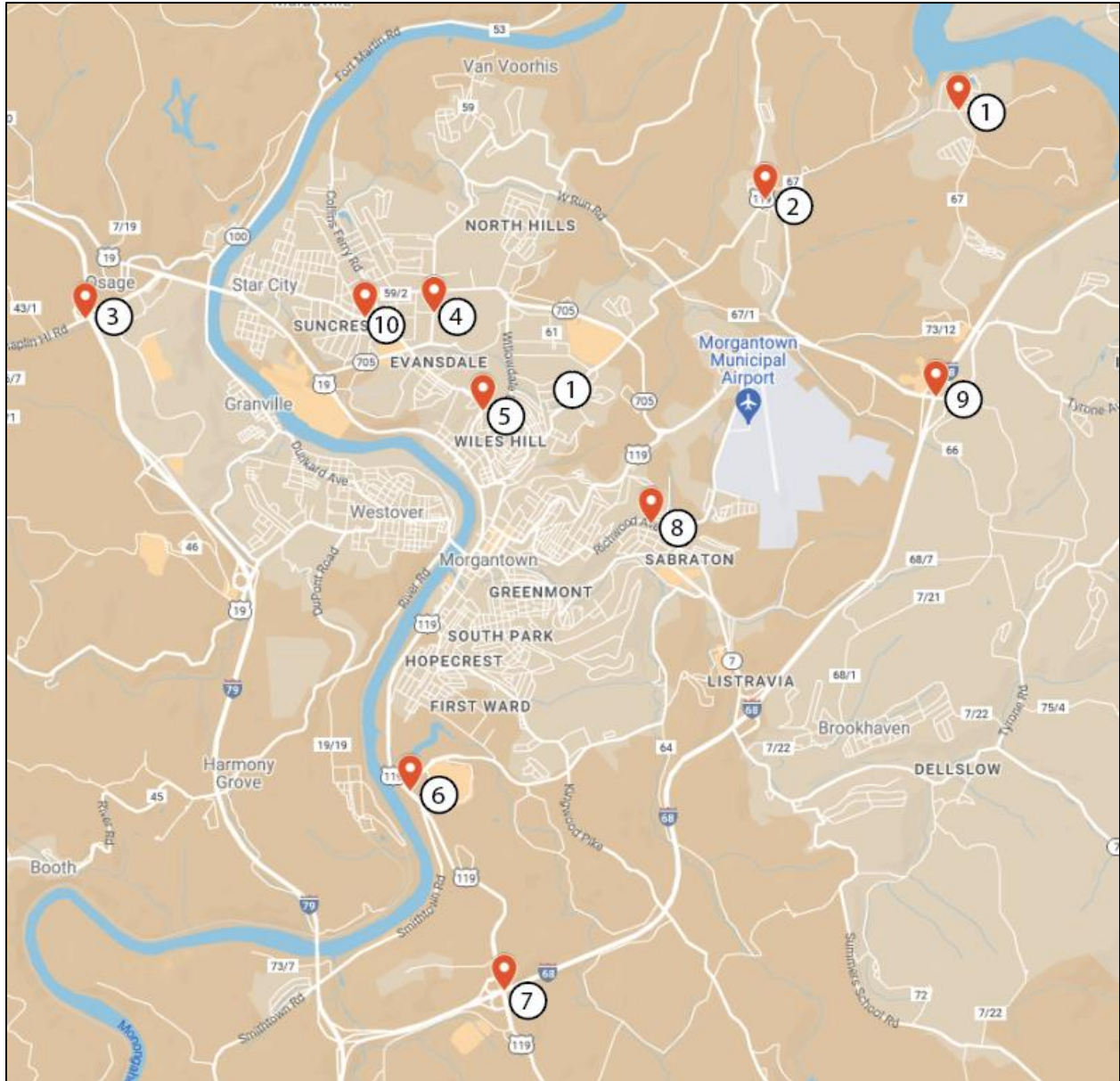
### Top 10 Safety Corridor Improvement Map



## Top 10 Safety Spot Improvement

(Location ID) Location Description	Primary Crash Type to Prevent	Potential Safety Concern
(1) Canyon Rd and Canyon School Rd	- Single vehicle crashes	<ul style="list-style-type: none"> <li>- Short sight distance</li> <li>- Slope and Sharp curve</li> <li>- High speed on Canyon Rd</li> </ul>
(2) Point Marion Rd and Canyon Rd	- Head on crash	<ul style="list-style-type: none"> <li>- short sight distance</li> <li>- Slope</li> <li>- Receiving lane alignment (east-west)</li> </ul>
(3) Chaplin Hill Rd and I-79 Exit 155 / Malone Dr Area	- Right angle crash	<ul style="list-style-type: none"> <li>- High speed traffic on Chaplin Hill Rd.</li> <li>- High traffic volume on Chaplin Hill Rd</li> </ul>
(4) WV 705 / Van Voorhis Rd and Christy St	- Right angle crash	<ul style="list-style-type: none"> <li>- High speed traffic on WV 705.</li> <li>- High traffic volume on WV 705.</li> <li>- Multilane crossing for left-turn traffic</li> </ul>
(5) University Ave and North St	- Head on crash	<ul style="list-style-type: none"> <li>- Short sight distance</li> <li>- Slope and Sharp curve</li> <li>- High speed on University Ave</li> </ul>
(6) Smithtown Rd and Grafton Rd / Don Knotts Blvd	<ul style="list-style-type: none"> <li>- Head on crash</li> <li>- Right angle crash</li> </ul>	<ul style="list-style-type: none"> <li>- Slope and high speed on Drafton Rd</li> <li>- Skewed intersection</li> </ul>
(7) Grafton Rd and I-68 Exit 1 Area	- Right angle crash	<ul style="list-style-type: none"> <li>- High sped traffic on Grafton Rd</li> <li>- High traffic volume on Grafton Rd</li> </ul>
(8) Richwood Ave and Darst St	- Right angle crash	- Slope on Richwood Ave
(9) Cheat Rd and I-68 Exit 7 Area	- Right angle crash	<ul style="list-style-type: none"> <li>- High speed traffic on Cheat Rd</li> <li>- High traffic volume on Cheat Rd</li> </ul>
(10) University Ave and Laurel St	- Right angle crash	<ul style="list-style-type: none"> <li>- Narrow roadway width</li> <li>- High speed traffic on University Ave</li> <li>- High volume of turning traffic from Pocahontas Ave</li> </ul>

# Top 10 Safety Spot Improvement Map



## Recommended Safety Improvement Relationship with MTP and TIP

The following table shows how the recommended safety improvements in this report correlates with the MPO's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

	(ID) Location	Included in MTP	Included in TIP
Corridor Improvement	(1) Hampton Avenue from North Willey Street extending eastward for 0.3 miles.	No	No
	(2) University Ave from Fayette St to Foundry	Yes	No
	(3) WV 705 from Mon Blvd to Mon General Dr/Willowdale Rd	Yes	Partially
	(4) Chaplin Hill Rd from Emmett Dr to University Town Centra Dr	Yes	No
	(5) Protzman St from Mason St to Yoke St	Yes	No
	(6) Van Voorhis Rd from WV 705 to West Run Rd	Yes	Yes
	(7) West Run Rd from Point Marion Rd to Riddle St	Yes	Yes
	(8) Cheat Rd from Point Mation Rd to I-68 Ramp	Yes	No
	(9) WV 7 from Decker's Creek Rd to I-68 Ramp	Yes	No
	(10) US 119 from Greenbag Rd, extending southward for 0.44 mile on Grafton Rd	Yes	Partially
Spot Improvement	(1) Canyon Rd and Canyon School Rd	No	No
	(2) Point Marion Rd and Canyon Rd	Yes	No
	(3) Chaplin Hill Rd and I-79 Exit 155 / Malone Dr Area	Yes	Yes
	(4) WV 705 / Van Voorhis Rd and Christy St	Yes	No
	(5) University Ave and North St	No	No
	(6) Smithtown Rd and Grafton Rd / Don Knotts Blvd	Yes	Yes
	(7) Grafton Rd and I-68 Exit 1 Area	Yes	No
	(8) Richwood Ave and Darst St	No	No
	(9) Cheat Rd and I-68 Exit 7 Area	Yes	No
	(10) University Ave and Laurel St	Yes	Yes





## Memorandum

Date: January 4, 2024  
To: Advisory Committee and Policy Board Members  
From: MPO Staff  
Subject: Draft Unified Work Program Summary

This Memorandum is to provide the MPO's Committee's with an overview of the 2024-2025 Unified Work Program as currently being prepared by staff. This memorandum includes draft budget tables and highlights of work to be performed during the upcoming fiscal year. A full UPWP will be presented for adoption in March.

### **Proposed work for the upcoming year:**

**-Administration:** Staff is proposing to perform the MPO's standard administrative and planning activities including maintaining the ongoing public involvement necessary to meet Federal and State requirements. This includes amendments to the Transportation Improvement Program and if necessary the Metropolitan Transportation Plan. Ongoing meeting requirements, Staff will organize, attend and prepare the agendas for the MPO's regularly scheduled public meetings including the Policy Board, TTAC and CAC meetings totaling 21 meetings a year. Staff will also work with the MPO's consultant to complete the ongoing Downtown Microsimulation Study. Staff will also monitor and participate in oversight of ongoing studies and project implementation activities including the two Greenbag Road design studies, the Morgantown Industrial Access Projects, and improvements to I-79 Exit 155 and the surrounding area. Staff will also monitor the implementation of planned projects including the completion of the Beechurst Avenue Project, the Greenbag Road Improvement Project, and the Van Voorhis improvement project. Staff will also work to identify projects eligible for grant applications and employ a consultant to assist in the preparation of any application determined to be eligible for a grant. The two top candidate projects for applications at this point are completing the construction of Greenbag Road and a design project for improvements to Fairmont Road in Westover. Other projects that may be appropriate for applications include the Willey Street improvement project and other projects that may be recommended by the Downtown Microsimulation Study. Staff will request input from the Policy Board, the public and the MPO's committee's for potential applications.

**-Data Collection and Analysis-**Staff will continue to update and refine crash data received from WVDOH. The MPO is proposing to provide \$5,000 in funding for the purchase of aerial photography with the Countywide Geographic Information system consortium. Staff will also look to have traffic counts conducted to augment the counts taken in 2024 in conjunction with the State's triannual traffic count program. Staff is also in discussions with the Mon River Trail Conservancy about the MPO providing some funding for the installation of counters on the Rail Trail in Monongalia County.

**-Planning Projects-**MPO Staff will provide planning assistance including the preparation small of plans to the member jurisdictions as requested. MPO staff will also collect data for prepare additional analysis needed to implement projects from the MPO's Metropolitan Transportation Plan and projects identified in the Downtown Microsimulation Study.

### **-Proposed FY 2024-25 Budget**

The tables on the following page show the anticipated budget for FY 2024-2025. A five percent cost of living increase is proposed for MPO Staff. The proposed budget would require the MPO to request \$20,000 in match from the City of Morgantown and Monongalia County. This is an increase of \$2,500 for each agency from previous years. This would be the first match increase the MMMPO has requested since 2009.

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**DRAFT Morgantown Monongalia MPO Operating Budget FY 2023-2024**

<b>Cost Allocation Rate Table</b>	
All work performed outside program areas shall be charged at an hourly rate to cover actual expenses. Reimbursement/allocation rates are as follows:	
<b>Position</b>	<b>Hourly Rate</b>
Executive Director	\$ 68.82 Incl. benefits + Overhead
Planner II	\$ 46.31 Incl. benefits + Overhead
Shared Planner (50% MPO)	\$ 43.00 Includes benefits + Overhead
Additional Travel	US Gov Rate as adjusted
Note: The Director and the Planner II are salaried positions. Therefore, all holidays, vacation and sick leave benefits are included in the base wage rate. Hourly rate is calculated using a 2080 hour work year as the base line for full time employees. For the shared employe a 1,040 hour work year is used.	

<b>Proposed Line Item Fixed Operating Expenses</b>				
<b>Category</b>	<b>Consolidated Federal Planning Funds</b>	<b>WVDOT</b>	<b>City/County MPO/Other</b>	<b>Total Cost Allocation</b>
<b>Salaries*</b>				
<b>Director</b>	\$ 87,472.56	\$ 10,934.07	\$ 10,934.07	\$ 109,341
<b>Planner 2</b>	\$ 50,016.96	\$ 6,252.12	\$ 6,252.12	\$ 62,521
<b>Shared Planner</b>	\$ 22,260.00	\$ 2,782.50	\$ 2,782.50	\$ 27,825
<b>Benefits (see below)</b>	\$ 67,107.82	\$ 8,388.48	\$ 8,388.48	\$ 83,885
<b>Contracted/Capital Expenses</b>				
<b>Contracted Services</b>	\$ 24,000.00	\$ 3,000.00	\$ 3,000.00	\$ 30,000
<b>Consulting Services*</b>	\$ 32,000.00	\$ 4,000.00	\$ 4,000.00	\$ 40,000
<b>Computer Equipment</b>	\$ 11,200.00	\$ 1,400.00	\$ 1,400.00	\$ 14,000
<b>Software</b>	\$ 5,000.00	\$ 500.00	\$ 500.00	\$ 5,000
<b>Public Notices/Publishing</b>	\$ 2,800.00	\$ 350.00	\$ 350.00	\$ 3,500
<b>Overhead</b>				
<b>Travel &amp; Training</b>	\$ 12,000.00	\$ 1,500.00	\$ 1,500.00	\$ 15,000
<b>Utilities (phone, internet, web site)</b>	\$ 1,600.00	\$ 200.00	\$ 200.00	\$ 2,000
<b>Copier lease, supplies, postage</b>	\$ 1,200.00	\$ 150.00	\$ 150.00	\$ 1,500
<b>Total</b>	\$ 316,657.34	\$ 39,457.17	\$ 39,457.17	\$ 394,572

Proposes 5% COLA for MPO Staff

<b>Employee Benefit Expenditure Detail</b>				
(Calculated on Total Wages = \$199,697)				
<b>Description</b>	<b>Consolidated Federal Planning Funds</b>	<b>WVDOT</b>	<b>City/County/ Other</b>	<b>Total Cost Allocation</b>
FICA (6.2%)	\$ 9,904.47	\$ 1,238.06	\$ 1,238.06	\$ 12,380.59
Worker's Compensation (2.3%)	\$ 3,674.24	\$ 459.28	\$ 459.28	\$ 4,592.80
Medicare (1.45%)	\$ 2,316.37	\$ 289.55	\$ 289.55	\$ 2,895.46
Retirement (12.0%)	\$ 19,169.94	\$ 2,396.24	\$ 2,396.24	\$ 23,962.43
Health Insurance 2023 + 10%	\$ 29,642.80	\$ 3,705.35	\$ 3,705.35	\$ 37,053.50
Dental & Vision Insurance	\$ 2,400.00	\$ 300.00	\$ 300.00	\$ 3,000.00
<b>Total Employee Benefit Package</b>				<b>\$ 83,884.77</b>