



2018-2022 Crash Report

January, 2024

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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

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>

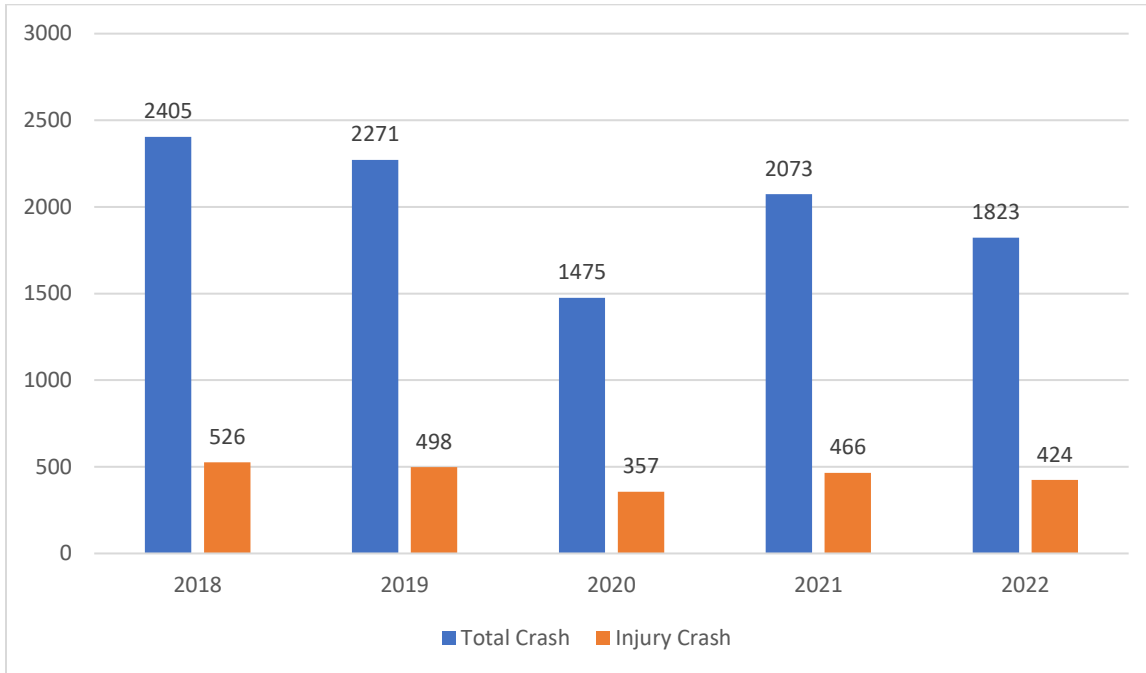
The map is also available on the MMMPO's website at www.planttogether.org.

2. Overall Trending

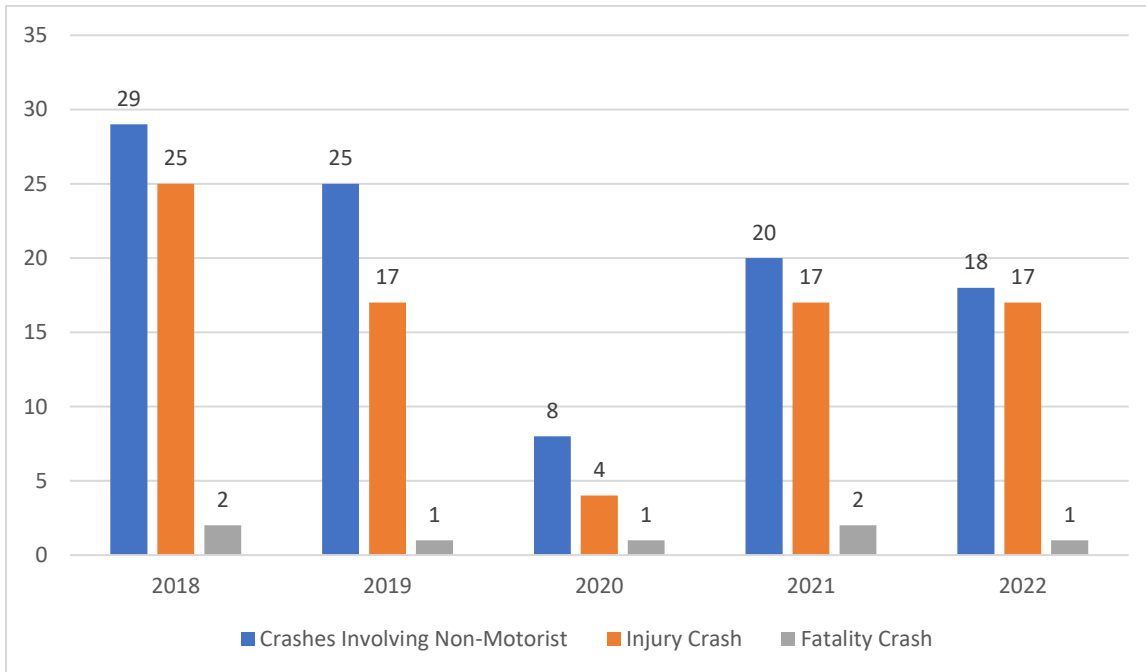
Table: Crash types by year

	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

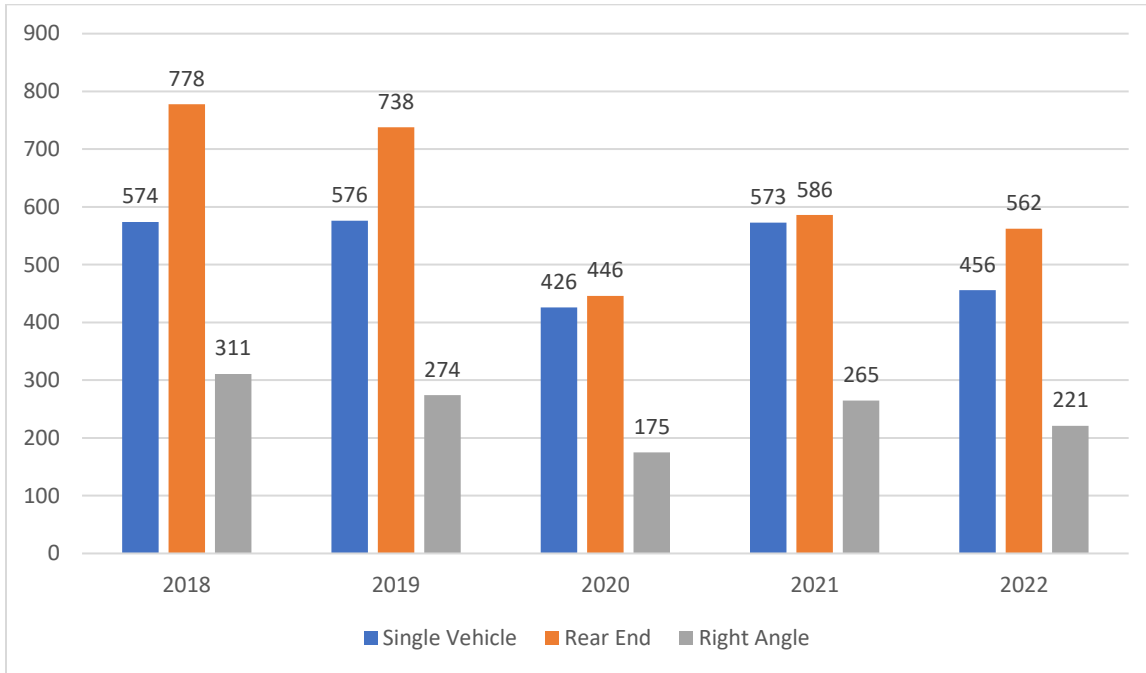
Number of Crashes by Year and by Injury



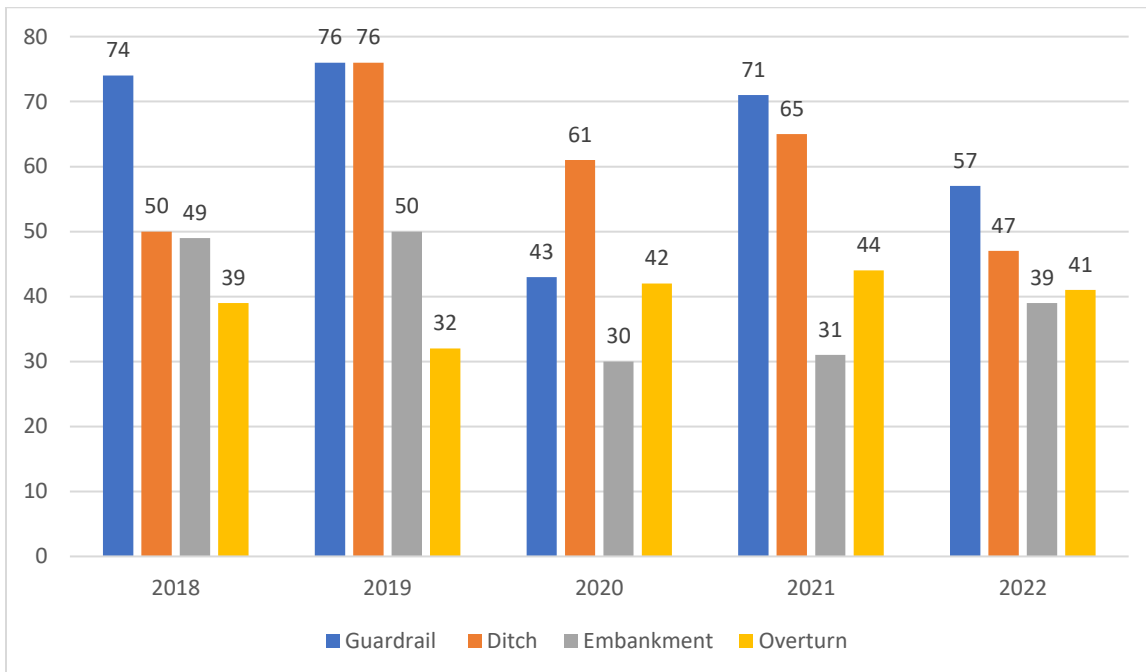
Number of Crashes by Year and by Crashes Involving Non-motorists



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:

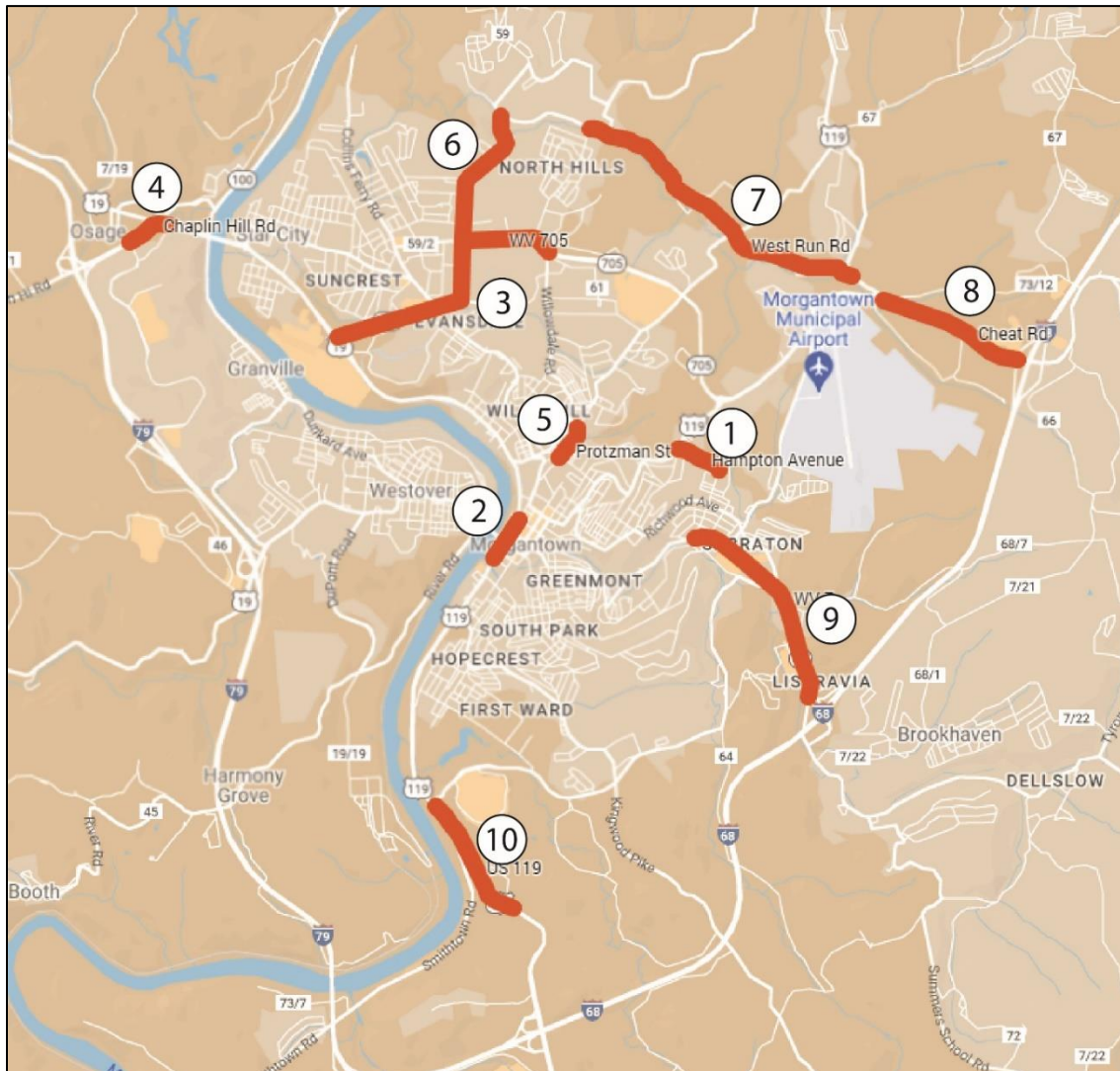
- **High Crash/Length Ratio for Specific Crash Types:** Emphasis is placed on crash types with a high likelihood of severe injuries, such as head-on collisions, right-angle crashes, and sideswipe opposite-direction crashes.
- **Multiple Category:** Locations are chosen if they are identified in multiple 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"> - Single vehicle crash - Right angle crash - Sideswipe (same direction) crash - Right angle crash 	<ul style="list-style-type: none"> - Lane shifting and merging - Inadequate lane separation - Narrow roadway width - Sharp curve
(9) WV 7 from Decker's Creek Rd to I-68 Ramp	<ul style="list-style-type: none"> - Head on crash - Rear end crash - Right angle crash - Single vehicle crash - Sideswipe (opposite direction) crash 	<ul style="list-style-type: none"> - Poor traffic flow - Lane shifting and merging - Driveway access
(10) (10) US 119 from Greenbag Rd, extending southward for 0.44 mile on Grafton Rd	<ul style="list-style-type: none"> - Single vehicle crash - Right angle crash - Head on crash 	<ul style="list-style-type: none"> - Sharp curve - Lane shifting and merging - Inadequate lane separation - Overturn/Ditch/Embankment hazard

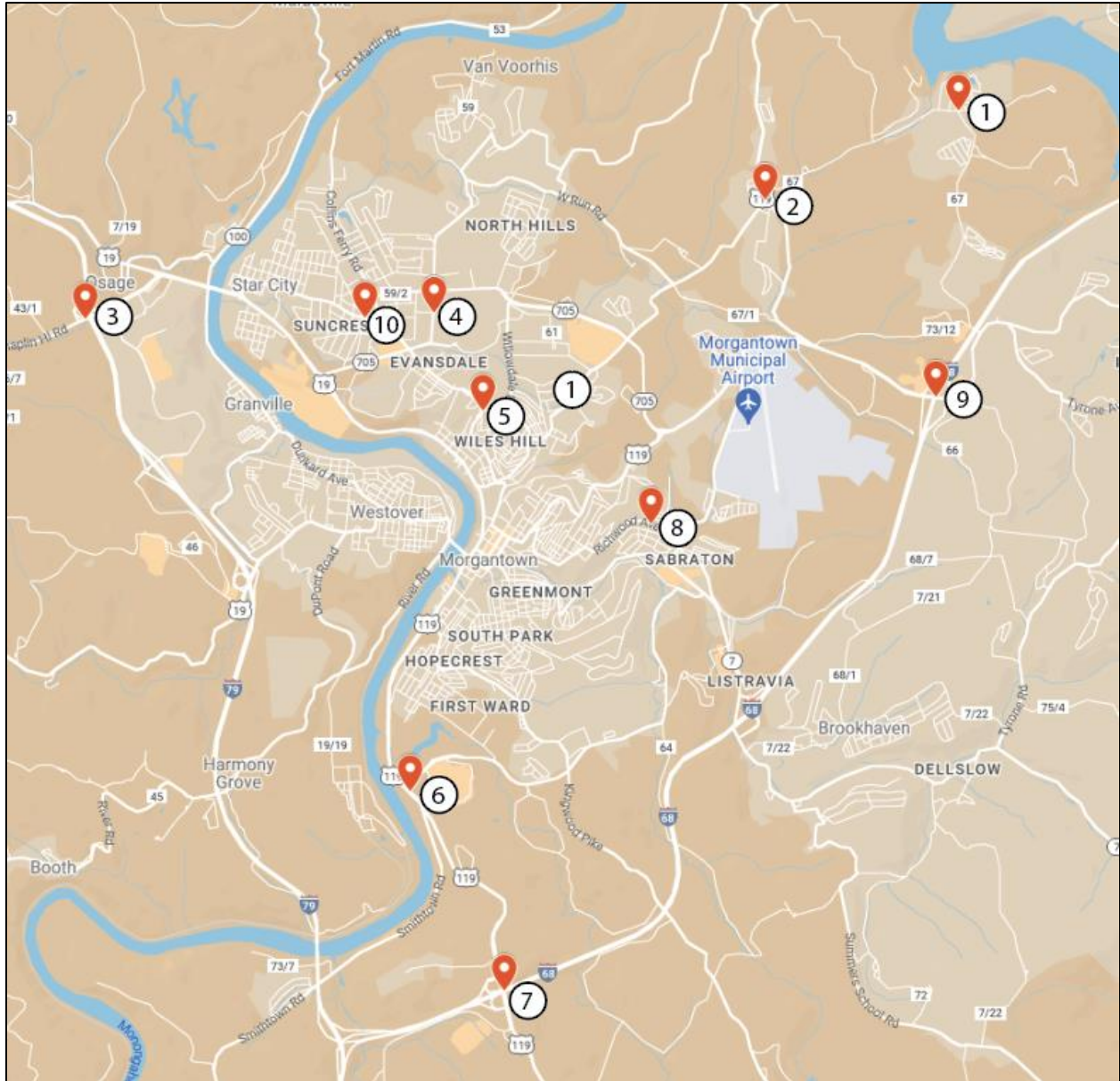
Top 10 Safety Corridor Improvement Map



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	- Short sight distance - Slope and Sharp curve - High speed on Canyon Rd
(2) Point Marion Rd and Canyon Rd	- Head on crash	- short sight distance - Slope - Receiving lane alignment (east-west)
(3) Chaplin Hill Rd and I-79 Exit 155 / Malone Dr Area	- Right angle crash	- High speed traffic on Chaplin Hill Rd. - High traffic volume on Chaplin Hill Rd
(4) WV 705 / Van Voorhis Rd and Christy St	- Right angle crash	- High speed traffic on WV 705. - High traffic volume on WV 705. - Multilane crossing for left-turn traffic
(5) University Ave and North St	- Head on crash	- Short sight distance - Slope and Sharp curve - High speed on University Ave
(6) Smithtown Rd and Grafton Rd / Don Knotts Blvd	- Head on crash - Right angle crash	- Slope and high speed on Drafton Rd - Skewed intersection
(7) Grafton Rd and I-68 Exit 1 Area	- Right angle crash	- High speed traffic on Grafton Rd - High traffic volume on Grafton Rd
(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	- High speed traffic on Cheat Rd - High traffic volume on Cheat Rd
(10) University Ave and Laurel St	- Right angle crash	- Narrow roadway width - High speed traffic on University Ave - High volume of turning traffic from Pocahontas Ave

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