



CRASH REPORT

Don Knotts Blvd / US 119 from Pleasant St to Smith Town Rd

(2015-2019, 5 years)

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1. Introduction

The report is to provide a planning level analysis of crash records on Don Knotts Blvd from 2015 to 2019. The segment is from the Pleasant St / Westover Bridge (US19) intersection to the Smithtown Rd (CR 73) / Grafton Rd (US119) intersection.

Crash data was provided by the WV DOT Division of Highways and the City of Morgantown. The city crash data was merged into the state crash data with duplicate records deleted¹.

Key findings identified in this report are:

- The subject segment of Don Knotts Blvd had total 364 recorded crashes from 2015-2019, with an average of 73 crashes per year. The crash rate per 100 million vehicle miles traveled (HMVMT) is 439.7 (State Average: 102), the injury rate per HMVMT is 95.2 (State Average: 28), and the fatality crash per HMVMT is 1.2. (State Average: 1.27²)
- Intersections with a high number of crashes were the Pleasant St intersection, the Smithtown Rd intersection, the Greenbag Rd intersection, and the Foundry St intersection.
- The segment between the Prairie Ave intersection and the Callen Ave intersection had a higher injury-to-crash ratio than other segments in the corridor.
- There were three recorded non-motorist crashes on Don Knotts Blvd. Two of them at the Pleasant St intersection; one at the Kirk St intersection. They were all in the Morgantown Downtown area.
- There was one fatal vehicle crash during the report period. It was at the Smithtown Rd intersection. The intersection also has a high injury-to-crash ratio (26/59).
- Compared with other intersections, the Smithtown Rd intersection has a large number of single vehicle crashes and head-on crashes.
- A significant percentage of crashes (46%) at the Greenbag Rd intersection were rear-end crashes.
- There is no obvious trend for the number of crashes during the report period of 5 years.

¹ The city database has 26 records that were not in the state database for a four-year timeframe (2016-2019). Only state database was used for the year of 2015. The number of potentially missing records in the state database for 2015 is considered minor.

² 2016-2018 Statewide Average Crash Rate: Urban Other Principal Arterial.

2. Corridor Summary

Corridor Character	Name	Don Knotts Blvd/University Ave/US 119
	Corridor Length	2.1 miles
	From	Westover Bridge/Pleasant Street Intersection
	To	Smithtown Rd/Grafton Rd Intersection
	Annual Daily Traffic Volume	21,600 ¹
	Intersection Density	7.6 per mile
	Land Use Characters	Transition from CBD/downtown to a spread-out pattern with highway access
	Sidewalks	Partial
	Dedicated Bicycle Facilities	None

Crash Data Summary	Total number of Crashes (Injury Crashes)	364 (79)
	Number of Crashes at or near an Intersection	352
	Number of Non-Motorist Crashes	3
	Crash Rate per 100 million VMT ²	439.7 (State Average: 102)
	Injury Crash Rate per 100 million VMT	95.4 (State Average: 28)
	Fatality Crash Rate per 100 million VMT	1.2 (State Average: 1.27)
	Number of Annual Average Crashes	73
	Intersections of High Number of Crashes (Number of Crashes)	Pleasant St (73), Smithtown Rd (59), Greenbag Rd (56), Foundry St (53)
	Frequent Manner of Collision (Number of Crashes)	Rear End (126), Right Anger (59), Sideswipe, Same Direction (42)

¹ Based on the three-year average (2017-2019) volume on Don Knotts Blvd, south of Westover Bridge. Source: MMMPO 2020 Traffic Report

² Crash rate per 100 million vehicle-miles of travel = Total number of crashes in the study period X 100,000,000 / (AADT volume * 365 x number of years of data x length of the roadway segment). Injury crash rate per 100 million VTM and fatality crash rate per 100 million VTM used similar calculation method. Source: FHWA Office of Safety

3. Crash by Intersection

The following table shows crashes at or near intersections. The table is ordered by intersections from north to south on Don Knotts Blvd.

<i>Intersecting Street</i>	<i>Total Crashes</i>	<i>Annual Average</i>	<i>Injury</i>	<i>Fatality</i>	<i>Non-Motorist Crashes</i>	<i>Major Crash Manner³</i>
<i>Pleasant St¹</i>	73	15	13	0	2	2, 4
<i>Moore St</i>	9	2	0	0	0	2
<i>Moreland St</i>	6	1	0	0	0	8
<i>Kirk St</i>	14	3	2	0	1	2
<i>Foundry St</i>	53	11	7	0	0	2, 10
<i>Prairie Ave</i>	6	1	3	0	0	3
<i>Hurley St</i>	9	2	1	0	0	10
<i>Mechanic St</i>	4	1	0	0	0	2
<i>Donley St</i>	3	1	0	0	0	4
<i>Dorsey Ave</i>	16	3	2	0	0	2
<i>Waterfront Place Dr</i>	11	2	3	0	0	2
<i>S Plaza Entrance</i>	8	2	2	0	0	2
<i>Callen Ave</i>	22	4	9	0	0	10, 2
<i>Univ. Toyota Entrance</i>	3	1	0	0	0	2
<i>Greenbag Rd</i>	56	11	11	0	0	2
<i>Smithtown Rd²</i>	59	12	26	1	0	2, 9

¹ Alternatively noted as Westover Bridge intersection in crash database.

² Alternatively noted as Grafton Rd intersection in crash database.

³ Manner of Collision: 2-Rear End, 3-Head-On, 4-Sideswipe, Same Direction, 8-Angle (Front to Side) Same Direction, 9-Angel (Front to Side) Opp. Direction, 10-Right Angle.

4. Crash by Year

The following table shows intersections of high crash frequency by year. The listed intersections constitute 68 percent of crashes during the report period in the corridor.

<i>Intersecting Street</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>Total</i>	<i>Average</i>
<i>Pleasant St</i>	14	21	14	7	17	73	15
<i>Smithtown Rd</i>	14	13	14	11	7	59	12
<i>Greenbag Rd</i>	11	12	12	14	7	56	11
<i>Foundry St</i>	3	20	5	13	12	53	11

5. Crash by Injury Rate

The following table shows intersection of high crash rates during the report period in the corridor.

<i>Intersecting Street</i>	<i>Injury Rate¹ (per 1,000 Crashes)</i>	<i>Total Crash (Injury Crash)</i>
<i>Prairie St</i>	500.0	6 (3)
<i>Smithtown Rd</i>	440.7	59 (26)
<i>Callen Ave</i>	409.1	22 (9)
<i>Waterfront Place Entrance</i>	272.7	11 (3)
<i>South Plaza Entrance</i>	250.0	8 (2)

6. Crash by Collision Type

The following table shows intersections of high number of crashes for each major type of collision manner in the corridor.

<i>Manner of Collision</i>	<i>Intersecting Street (Number of Crashes per each collision type)</i>
<i>Single Vehicle Crash</i>	Smithtown Rd (8)
<i>Rear End</i>	Pleasant St (26), Greenbag Rd (26)
<i>Head-on</i>	Smithtown Rd (9)
<i>Sideswipe, Same Direction</i>	Pleasant St (16)
<i>Angle, Front to Side</i>	Foundry St (11), Smithtown Rd (10)
<i>Right Angle</i>	Foundry St (18)

¹ Injury rate per 1000 crashes = (total number of injury crashes in the report period / total number of crashes in the report period) x 1,000.

