



82 Hart Field Road Suite 105  
Morgantown, WV 26508  
(304) 291-9571  
[www.plantgether.org](http://www.plantgether.org)

### Agenda

MPO Policy Board Meeting  
City of Morgantown  
Council Chamber  
389 Spruce Street  
January 17, 2013  
7:00 PM

1. Call To Order
2. Election of Officers
3. Approval of Minutes
4. Finance Report
5. Public Comment
6. Executive Directors Report
  - a) MPO Staffing and Budget Development
  - b) Connecting Communities Initiative
7. TIP Amendments-WVDOH, Bill Austin
8. Van Pool Program RFP-Bill Austin
9. Status Report on Urban Area Signalization Project-Dr. Andrew Nichols
10. Executive Session-Executive Directors Review
11. Other Business
12. Meeting Adjournment



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### Memorandum

Date: January 11, 2013  
To: Policy Board Members  
From: Bill Austin, AICP  
Subject: January 17, 2013 Policy Board Agenda

Please find below a descriptions of the action items to be considered at the January 17, Policy Board Meeting.

**-MPO Finance Report-**Please find attached the Finance Report for the MPO for the month of December 2012. MPO Expenditures totaled approximately \$37,500 during the month.

**-Transportation Improvement Program Amendments-** Please find following descriptions of TIP Amendments requested by WVU and the WVDOH for the Policy Boards consideration.

-WVU Transportation and Parking has proposed the following TIP Amendment

**West Virginia University Personal Rapid Transit (PRT) Control System Replacement-**Project to replace PRT Control System with state of the art control system-Total Project Cost \$36,000,000 Funding Sources: WVU PRT Funds \$36,000,000.

This project is an integral part of the University's long range plan for the PRT. The project is also consistent with the goals and objectives of the recently adopted LRTP. WVU anticipates seeking Federal Transit Administration assistance in implementing this project. Including the project in the TIP prior to receiving funding would enhance the prospects for Federal funds for the project. The MPO's Transportation Technical

Advisory Committee (TTAC) and the Citizens Advisory Committee both recommend approval of WVU's TIP Amendment to the MPO Policy Board.

The WVDOH project proposed for the Amendment is as follows:

**Monongahela Boulevard (US 19) add Auxiliary Lane between Patteson Drive (WV 705) and Boyers Ave.** a distance of .83 miles. Safety Improvement -Highway Safety Improvement Program (HSIP) Funding Project Number HSIP-0019(394)D) Total Cost \$1,700,000; Federal Funding \$1,530,000; Sponsor Funding (WV DOT) \$170,000.

This project proposes a center turn lane from the Patteson Drive/Monongahela Boulevard intersection to the intersection of Boyers Avenue and Monongahela Boulevard. The MPO Policy Board tabled this item pending the Division of Highways provision of additional information on the justification of this project. The DOH has provided the MPO with the following accident information on the project:

## **ACCIDENT SUMMARY**

<b>Intersection Reference:</b>	Monongahela Blvd. - between Patteson and Boyers From Milepost 13.34 to 14.19		
<b># OF COLLISIONS:</b>	99		
<b># OF YEARS IN STUDY:</b>	2		
<b>DHV:</b>	N/A		
<b>ADT:</b>	25700		
<b>INJURIES:</b>	38		
<b>INJURY CRASHES:</b>	21		
<b>FATALITIES:</b>	0		
<b>SEGMENT LENGTH:</b>	0.85		
<b>Accident Date Range</b>	05/01/10	TO	04/30/12

**Accident Rate=**  $(\#)/(1000000)/(2)(365)(ADT)(\text{Segment Length})$

<b>Accident Rate=</b>	621	<b>Accidents per 100 million vehicles</b>
<b>Statewide Average= (US Primary Urban Route)</b>	495	<b>Accidents per 100 million vehicles</b>
<b>Injury Crash Rate=</b>	132	<b>Injuries per 100 million vehicles</b>
<b>Statewide Average= (US Primary Urban Route)</b>	238	<b>Injuries per 100 million vehicles</b>

As noted in the summary data above the number of accidents on the corridor under consideration is significantly higher than the state average. However, the injury crash rate is significantly lower than the state average indicating that the type of accidents occurring in the corridor are minor. The table on the following page provides more insight into the severity and type of incidents that are occurring along the corridor:

SUMMARY SHEET	
Analyst:	Deanna
Report Beam	Deliere, WVDOH
Monongahela Blvd. - Between Boyers and Patteson	
Dates	2 years - 5/2010 to
Searched	5/2012

Collisions	99
Left turn	40
Rear end	52
Sideswipe	3
Right turn	4
Injuries	38
A	2
B	11
C	25
O	76

NOTE: Injury Types are defined as follows: A-Disabling Injury, B-Apparent Injury, C-Possible Injury, O-No Apparent Injury

As shown in the table above, the two primary types on incidents on the corridor are related to left turn movements (40% of total collisions) and rear end accidents (52% of total collisions.) WVDOH also provided the Cost Benefit Analysis of the project on the following page. As shown in this analysis it may be anticipated that the proposed project would benefit the public.

MPO Staff has requested that the Division of Highways address the following questions as a result of the December Policy Board Meeting. These questions included whether or not the DOH has considered the impact of the proposed center turn lane on pedestrian operations in the area, particularly in the area of the Coliseum and the ball field. Has there been an operational analysis of the potential conflict between vehicles attempting to access Shoney's and the Texas Roadhouse at the same time? The Policy Board Members were also concerned

## HIGHWAY SAFETY IMPROVEMENT PROGRAM Benefit Calculation

LOCATION: Mon Blv from Boyers to Patterson Drive

REMEDIAL ACTION: TWLTL

Crash study period:      Start Date      End Date      Number of years  
    May-10      thru      Apr-12      2.00

AADT Yearly Growth Factor :      1.40%

AADT Adjustment Factor = (AADT Growth Factor)<sup>2.00</sup> =      2.82%

Expected reduction in crashes:      31%

**EXPECTED SAFETY BENEFITS IN NUMBER OF CRASHES PREVENTED:**

<i>CRASH SEVERITY</i>	<i>NUMBER OF CRASHES</i>		<i>AADT ADJUSTMENT FACTOR</i>		<i>EXPECTED REDUCTION</i>		<i>CRASH REDUCTION BENEFIT</i>
FATAL CRASHES	0	x	2.82%	x	31%	=	0.00
A INJURY CRASHES	2	x	2.82%	x	31%	=	0.64
B INJURY CRASHES	11	x	2.82%	x	31%	=	3.51
C INJURY CRASHES	25	x	2.82%	x	31%	=	7.97
PDO CRASHES	76	x	2.82%	x	31%	=	24.22

**EXPECTED SAFETY BENEFITS IN DOLLARS SAVED, B:**

<i>CRASH SEVERITY</i>	<i>CRASH COST<sup>2</sup></i>		<i>CRASH REDUCTION BENEFIT</i>		<i>DOLLAR BENEFIT</i>
FATAL AND A CRASHES	\$ 279,792.75	x	0.64	=	\$ 178,362.71
B INJURY CRASHES	\$ 102,331.61	x	3.51	=	\$ 358,789.81
C INJURY CRASHES	\$ 58,160.62	x	7.97	=	\$ 463,454.01
PDO CRASHES	\$ 9,585.49	x	24.22	=	\$ 232,201.76

**TOTAL BENEFIT, B: \$ 1,232,808.28**

**EQUIVALENT UNIFORM ANNUAL BENEFIT (EUAB) =  $\frac{B}{\# \text{ of Years}}$  = B/2.00 = \$ 616,404.14**

**B/C RATIO =  $\frac{EUAB}{EUAC}$  = 3.84**

**NOTES:** Source: Federal Highway Administration "Treatment of Value of Life and Injuries in Preparing Economic Evaluations", Washington, D.C., January 2002.

how this project became a priority for the Area when it was not brought forward as a part of the LRTP Update process which included local WVDOH participation.

DOH has provided the following additional information by email in response to the concerns expressed by the Policy Board.

From an email sent by Perry Keller:

*Attached are crash summaries for the section of US 19 (Mon Blvd) from Boyers Ave to Patteson Drive (WVU Coliseum). Based upon this crash data, we are recommending a candidate safety project to construct a Two Way Left Turn Lane (TWLTL) for this 0.85 mile segment to accommodate turning traffic at WVU athletic facilities south of the Coliseum, commercial approaches, and several streets and secondary roads. The data indicates that the crash rate for this section is elevated compared to the statewide average for urban primary roadways, with several reported injuries. In general terms, providing a TWLTL would reduce the potential for rear end, angle, and left turn type crashes compared with the current 4-lane undivided configuration. District Four has provided estimates based upon two scenarios, maintaining event parking on the shoulder and providing a 4 foot shoulder without event parking. Considering the likely position of WVU, our feeling was that it is likely that DOH would choose to retain parking. The estimate to provide the TWLTL and retain parking is approximately \$1.7M, and could be reduced significantly if narrow shoulders (4') are acceptable.*

From an email sent by Bryan Radabaugh:

Please find below some additional information with regards to the Mon Blvd TWLTL project.

With regards to pedestrian safety, we do view a 5 lane configuration with a TWLTL in the center as a more feasible cross section to cross than the current four lane undivided section, due to the refuge area that the center turn lane provides for pedestrians. With respect to pedestrians that walk parallel to the roadway, the construction would provide for a paved shoulder along each side that could be walked along if desired. Pedestrian activity in this section of the corridor is currently quite low. That being said, we did not discount the fact that some individuals do travel by foot in this area and we do not feel the scope of this project degrades from the current ability to do so in this area.

Other alternatives that could potentially be considered would be dedicated left turn bays along the corridor into the approaches. This option would still cost the same as we would not taper the lanes in and out where these turn bays would exist due to the length of turn bays needed and we would essentially just have a gore area in the center where the turn bay was not required. This option would also create some overlap where approaches exist across from and adjacent to one another and would then force motorists turning left into some approaches to cross 3 lanes of traffic instead of two.

There are two other benefits we see with the proposed configuration of this corridor that we don't believe have been previously discussed:

- 1) The center turn lane also provides a refuge for motorists turning left out of approaches during heavy volumes to enter and then merge into traffic travelling the direction they are heading.
- 2) Although the current accident data does not reflect such type accidents, in general the 5 lane typical (2 lanes each direction with a center turn lane) is significantly statistically better than an undivided 4 lane (2 lanes in each direction) with regards to head on collisions.

During the discussion of the Project with the Transportation Technical Advisory Committee (TTAC) the Division of Highways noted that the proposed improvement would be performed within the existing right-of-way. They also noted that the travel lanes on Monongahela Boulevard would be narrowed from 13 feet to 11 feet potentially slowing traffic down along the corridor. By narrowing down the corridor DOH would only need to widen the roadway to 56' or 57' from the 50' of the existing corridor.

The TTTAC has recommended approval of the proposed Amendment with the request that the Division of Highways consider the following issues for the project:

- 1) Add a bicycle climbing lane to the southbound (uphill) shoulder of the corridor.
- 2) Pedestrian accommodations
- 3) Determine the feasibility of installing dedicated turn lanes at the current crossing locations rather than installing a two way turn lane.

The Citizens Advisory Committee made no recommendation on the project. The consensus of the Committee was that there was not enough information to determine if the proposed project is consistent with the MPO's Complete Streets Policy as well as with the multi-modal policies of the MPO's Long Range Transportation Plan. A motion to recommend that the Policy Board not approve the amendment failed with a tie vote.

Letters from the Morgantown Bike Board and Pedestrian Board are also included in the Agenda packet for your information.

**-Vanpool RFP-** The MPO still has \$50,000 in CMAQ funds available to encourage the formation of vanpools. MPO Staff has been working with a private consultant to develop an RFP for a firm or firms to operate vanpools in our area. It is hoped that this solicitation will encourage competition among vanpool providers in our area. The proposed RFP asks bidders to suggest strategies for the use of the CMAQ funds.

While this RFP is not specifically seeking technical services given the size of the RFP document (39 pages) it was felt most appropriate to develop a selection committee under the MPO's Professional Technical Services Procurement Policy. Rich Wood, Perry Keller, Hugh Kierig and Bill Austin made up the Committee. MPO Staff has also been seeking participation from Monhealth Systems and Mylan in the selection process. The RFP Procurement Committee has recommended that the Policy Board approve the release of the RFP. Please let me know if you would like a copy of this RFP. It is respectfully requested that the Policy Board approve the release of this RFP.

**-MPO Work Program for FY 2013-2014-** The MPO is in the process of developing a budget for the upcoming Fiscal Year. It is anticipated that the MPO Budget will decrease to approximately \$235,000 from \$370,000 during the upcoming Fiscal Year due to the completion of the LRTP Update.

Currently we are proposing the MPO Staff perform the following work in the upcoming fiscal year.

It is proposed that the MPO Executive Director will focus on:

-MPO Committee Operations-Policy Advisory Committee, TTAC, CAC and Policy Board meetings.

-Administration-Bills, and payroll and other duties as required.

-Revitalization of the Vanpool program and work with the Chamber of Commerce's Transportation Committee and the ongoing funding initiatives.

-Project Management for the work proposed for the MPO's Planner.

The MPO has been employing Jing Zhang as a contract employee for approximately four months. We are planning to bring him on as a fulltime MPO employee February. During his tenure he has performed the following work:

- 1) Update of Traffic count location map for 2010 and 2011,
- 2) Prepared an Existing Condition Physical Inventory of West Run Road and updated the 2010 Capacity Analysis of West Run Road,
- 4) Prepared an Existing conditions survey of off-road Bicycle Routes from the Vision 2000 Plan
- 5) Has redesigned and is maintaining the MPO website.

Currently Jing is working on:

-Geo-coding crash data from 2009 to 2011 in ArcMap.



-Preparing a Morgantown Walking/Biking/Transit Map. The map combines existing pedestrian facilities, bicycle routes, bus lines and stops, to illustrate a non-motorized transportation system in Morgantown area.

Proposed future tasks for Jing include:

- Preparing a study of pedestrian traffic on the Mileground
- Preparing a complete bicycle plan for the urban area based on his work on the Vision 2000 Plan,
- Ranking intersections for study utilizing the crash data recently provided by DOH.
- Preparing a complete street plan for University Avenue from WV 705 to Boyers Avenue (requested by the WVDOH District Office)
- Potentially working with WVDOH on an ADA Compliance Survey for the area
- Continue learning Transcad and the Florida Department of Transportation's LOSPLAN software for the evaluation of a streets level of service for automobiles, pedestrians and cyclists.

**Morgantown Monongalia MPO  
Minutes  
December 17, 2012  
City Council Chambers**

**MEMBERS PRESENT:** Asel Kennedy, Joseph Fisher, Perry Keller, Patty Lewis, Anthony Giambrone, David Bruffy, Mike Kelly, Anthony Giambrone, Jim Manilla, Wes Nugent

**MEMBERS ABSENT:**

**MPO Director:** Bill Austin

**1. CALL TO ORDER:** David Bruffy called the meeting to order at 7:00 PM.

**2. PUBLIC COMMENT:**

**Bill Rice / Bakers Ridge Road** – Spoke with Mr. Austin to question an item under the TIP Amendments regarding the roadway between the Coliseum and the Star City Bridge. This issue hasn't been brought before the CAC for any type of discussion. It was his understanding that if an item doesn't fulfill the LRTP and Complete Street requirements; it was to be brought to the CAC and TAC for discussion. Mr. Bruffy advised this issue will be discussed as a later agenda item.

**3. APPROVAL OF MINUTES:**

Mike Kelly moved to accept the November meeting minutes as submitted; seconded by Joe Fisher. With no discussion, the motion unanimously passed.

**4. FINANCIAL REPORT:**

**a. AUDIT:** Mrs. Lewis reported the results of the recent audit showed no discrepancies and no instances of non-compliance. Based on this recommendation, Mrs. Lewis moved to accept the audit results; seconded by Joe Fisher with no discussion, the motion unanimously passed.

**b. OCTOBER REPORT:** Mrs. Lewis reported a beginning balance for October of \$52,512.20, deposits of \$9480.73, disbursements of \$34,787.87 leaving an ending balance of \$27,293.16. Joe Fisher moved to approve the October financial report; seconded by Mike Kelly. With no discussion, the motion unanimously passed.

**c. NOVEMBER REPORT:** Beginning balance of \$27,293.16, no deposits, disbursements of \$13,926.63 leaving an ending balance as of November 30 of \$13,366.33. Joe Fisher moved to approve the November financial report; seconded by Mike Kelly. With no discussion, the motion unanimously passed.

## **5. EXECUTIVE DIRECTOR'S REPORT:**

**a.** Correspondence received from the Morgantown Chamber of Commerce detailing their formation of a transportation committee and to support the efforts of the MPO. They wish to assist in locating funding sources that may be available as well as working with the MPO on projects they wish to see completed. They support the signal systems on Beechurst and 705 becoming operational; upgrading West Run into a two lane road system; a new connection with I-79 North. Mr. Bruffy stated he has been working with, and involved in, all the meetings they have had. They want to be in sync with the MPO. They believe one of the biggest obstacles in the community is transportation.

Mr. Manilla believed this is a positive step; more creative ways to obtain funding is very important. Mr. Kennedy cautioned that any funding will need to go through the County Commission. He recommended that any discussions on funding include a Commissioner. The Policy Board okayed Mr. Bruffy and Mr. Austin working with the Chamber of Commerce's committee.

Mr. Austin noted Dr. Nichols will be attending the January meeting to discuss the downtown operational study and address the signalization issue.

**b.** Working to develop a Bicycle & Pedestrian Plan; will update at the January meeting.

**c.** Working on an RFP for additional van pool providers.

## **6. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS:**

**a.** Modification of I-68 ramp at Exit 1;

**b.** Installation of a traffic signal at the intersection of 857 and Canyon Road;

Mr. Austin noted these TIP amendments have not been before the CAC or TAC. The DOH asked them to be added to the agenda so action could be taken at the next meeting. These two projects are not controversial. He did note that the improvement on Mon Blvd, installing an additional lane between Patteson Drive and Boyers Avenue to make it a five lane cross section, is a larger issue than was initially determined.

Mr. Bruffy noted that since this project is a major roadway, being improved at a cost of \$1.7 million, and the fact that it has not been before either the CAC or TAC, more consideration should be given to it before acting on the TIP request. Mr. Kennedy felt too many things with this project are up in the air and recommends action should be postponed until the January meeting when more information is available.

Mr. Keller stated he discussed this issue with the engineers. It is an extension of the five lane from Boyers Avenue to Shoney's, where it becomes a four lanes. It is an extension of the five lane section through the rest of the corridor. No

construction will be done until Spring. Funds will be from Highway Safety Improvement.

It was determined that action would be taken on the two smaller TIP amendments. Mr. Keller will advise the District Engineer this issue will run through the CAC and TAC. It will be dealt with at the January 17, 2013 meeting.

Perry Keller moved to approve the TIP amendments; seconded by Mr. Giambrone. With no discussion, the motion unanimously passed.

Mr. Austin also noted administrative adjustments with the DOT include the Mileground Projects being moved into the Fiscal 2014 time period.

## **7. ADOPTION OF LONG RANGE TRANSPORTATION PLAN:**

**a.** Steve Thielen of Burgess and Niple reported that the basis of this plan is what the community wants as determined through a series of public hearings along with coordinated planning efforts with the City of Morgantown, Star City and communications with the other municipalities in the area. Mr. Keller stated, within the LRTP, the exact location of the river crossing is unsure; will look at several options in the LRTP.

Mr. Austin noted that intersection capacity improvement projects are high congestion areas that could be made better.

Mr. Keller moved to adopt the LRTP, which is an adoption of projects for the area prioritized in tiers, for the formation of the plan. Mr. Giambrone seconded the motion. With no discussion, the motion unanimously passed.

## **8. MPO ADMINISTRATIVE ACTIVITIES:**

**a. Adoption of 2013 calendar.** Joe Fisher moved to accept the calendar as presented; seconded by Mike Kelly. With no discussion, the motion unanimously passed.

**b. Appointment of Nominating Committee.** Mr. Fisher was asked to serve as Chair of the Nominating Committee. Mr. Kennedy will also serve. At this time, Mr. Bruffy thanked Mr. Kennedy for his years of service and dedication to the MPO.

**c. Executive Review.** Reviews of the Director will be emailed to Mr. Bruffy for him to compile and share with the Board at an Executive Session at the January meeting. (and exec. Session needs put on the agenda).

## **9. MPO BUDGET:**

**a.** Mr. Austin will meet with Mayor Manilla and Commissioner Callen and present a draft budget next month.

**10: ADJOURNMENT:** Meeting was adjourned at 7:45 PM.



Frank D. Gmeindl  
Chairman, Morgantown Municipal Bicycle Board  
491 Wilson Avenue  
Morgantown, WV 26501  
304-376-0446  
[frank.gmeindl@comcast.net](mailto:frank.gmeindl@comcast.net)

January 4, 2013

Bill Austin, Executive Director  
Morgantown Monongalia Metropolitan Planning Organization  
82 Hart Field Road Ste. 105  
Morgantown, WVA 26505

Subject: WVDOH proposed Two-Way Left Turn Lane (TWLTL) on Mon Blvd.  
between Boyers Av. and Patteson Dr.

The Morgantown Municipal Bicycle Board is disappointed that the WVDOH apparently did not consider bicyclists in their proposed Mon Blvd. TWLTL and recommends that the MPO encourage the WVDOH to amend their proposal to include (in accordance with the 2009 MUTCD and the 2011 AASHTO Guidelines for the Development of Bicycle Facilities)

- a minimum 8-foot wide bicycle-climbing lane on the uphill side of Mon Blvd. between Boyers Av. and Patteson Dr.;
- R4-11 Bicycles May Use Full Lane signs every 250 feet on the downhill side, and
- an 8-foot wide smooth paved shoulder on the downhill side.

The WVDOH proposed Mon Blvd. TWLTL conflicts with the Greater Morgantown Bicycle Plan that the WVDOH helped to create.

WVDOH proposes to narrow the shoulders to 4-feet. Narrowing the uphill shoulder to 4-feet will preclude making it a bicycle-climbing lane. The Greater Morgantown Bicycle Plan Engineering Action #17 is to install a bicycle-climbing lane on Monongahela Boulevard between Boyers Avenue and Patteson Drive. AASHTO recommends a minimum 5-foot width for bike lanes or wider when the bicycle lane is adjacent to high-speed motor traffic.

The proposed TWLTL will likely increase average motor vehicle speed. Narrowing the shoulders and increasing the speed in the travel lanes will increase risk to bicyclists and pedestrians who still choose to use the shoulders. Many will avoid this route altogether due to safety concerns.

Texas Roadhouse and from intersections including Canfield Av. and Saratoga Av. however since Type B and C cyclists will not use the roadway, the bicycle-climbing lane must maximize cyclist's visibility. Current sightlines are excellent however at a minimum, signage should be placed at these crossings to alert merging motorists that they're crossing a bike lane and to watch for bicyclists.

In addition to contradicting the Greater Morgantown Bicycle Plan, the WVDOH proposed Mon Blvd. TWLTL conflicts with the 2040 LRTP that WVDOH also helped to create. Tier 1 project #40 Regional Bikeway Plan Implementation Program includes projects from the Greater Morgantown Bicycle plan.

The WVDOH proposed Mon Blvd. TWLTL violates the Monongalia County and Morgantown Complete Streets Policies. The proposed TWLTL will make Mon Blvd. more dangerous to pedestrians and Type B cyclists.

In summary, Monongalia County and the City of Morgantown are striving to achieve a modern multi-modal transportation system. The proposed TWLTL project fails to consider the needs of bicyclists and pedestrians. The Bicycle Board requests you to encourage the WVDOH to amend their proposal to include (in accordance with the 2009 MUTCD and the 2011 AASHTO Guidelines for the Development of Bicycle Facilities)

- a minimum 8-foot wide bicycle-climbing lane on the uphill side of Mon Blvd. between Boyers Av. and Patteson Dr. and
- R4-11 Bicycles May Use Full Lane signs every 250 feet on the downhill side
- an 8-foot wide smooth paved shoulder on the downhill side.

If the WVDOH will not make these amendments to their proposal, the Bicycle Board requests that the MPO deny the WVDOH proposal to amend the TIP to add the proposed TWLTL project.

As you know, Morgantown achieved Bronze Level recognition as a Bicycle Friendly Community last year. The City intends to retain the award and even try for a Silver award in 2015 (see Greater Morgantown Bicycle Plan Encouragement Action #16). The WVDOH TWLTL as proposed is a step backward for a bicycle friendly community.

Frank Gmeindl  
Chairman, Morgantown Municipal Bicycle Board  
*Cyclists fare best when they act and are treated as vehicles*

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<sup>i</sup> Type A cyclists, according to AASHTO are “advanced or experienced riders that are generally using their bicycles as they would a motor vehicle. They are riding for convenience and speed and want direct access to destinations with a minimum of detour or delay. They are typically comfortable riding with motor vehicle traffic however, they need sufficient operating space on the traveled way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position”.

<sup>ii</sup> Type B cyclists, according to AASHTO are “basic or less confident adult riders that may also be using their bicycles for transportation purposes, e.g., to get to the store or to visit friends, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles. Thus, basic riders are comfortable riding on neighborhood streets and shared use paths and prefer designated facilities such as bike lanes or wide shoulder lanes on busier streets”.

January 10, 2013

To: Bill Austin,  
Executive Director,  
Morgantown Monongalia Metropolitan Planning Organization

Re: Proposed WVDOH project on US 19 (Monongahela Blvd) between WV 705 and Boyers Avenue in Morgantown

The West Virginia Division of Highways proposes to improve safety on 0.83 miles of Monongahela Blvd in Morgantown by widening it from a four-lane to a five-lane, Two Way Left Turn Lane (TWLTL) segment with narrowed shoulders that will allow for the width of a vehicle (for WVU event parking). The Morgantown Pedestrian Safety Board is pleased that the area has been targeted for safety improvements and see this as a significant opportunity to improve an important transportation corridor. However, following extensive discussion at our January 7, 2013 meeting, we are concerned that the proposal will likely have a negative impact on pedestrian safety and that it was developed without regard to the multi-modal approach that county residents have demanded in our Long Range Transportation Plan, Morgantown and Star City comprehensive plans which should be adopted in the coming weeks, and Complete Streets policies adopted by the City and the MMMPO.

Data provided by the DOH indicate the stretch of road had a crash rate roughly 43% higher and an injury crash rate 45% *lower* than that of similar roads in WV in 2010-2012. Unfortunately *no pedestrian crash data or pedestrian usage rates* were presented in the scant details of the project justification. Pedestrian activity is very high during WVU sporting events and is increasing as students use the shoulders for parking daily to access classes. Redesigning the roadway in the absence of pedestrian-related data is not justifiable and does not meet residents' needs.

Redesigning to a TWLTL will likely have the following effects:

- 1) decrease rear-end crash rates by removing left-turn traffic from thru lanes while increasing left-turn crashes as it increases conflict points at intersections;
- 2) increase average vehicle speed;
- 3) increase crash severity due to likely higher rates of speed in left-turn, T-Bone crashes;  
and
- 4) increase potential for greater severity of pedestrian-related crashes due to narrowed shoulders and higher rates of vehicle speed.

This section of roadway serves multiple modes, including bus routes, pedestrian walkway, and de facto parking for WVU events at the Coliseum and sports fields. The area is primed for increased development with multiple vacant commercial spaces in close proximity with hundreds of residences, the Mon River rail-trail, new WVU soccer facility (and Big XII effect on athletics), and the mixed-use redevelopment in Star City on the Riverfront and Boyers Avenue. In short, this will likely be a mixed-use development area where non-motorized transportation will be in high demand.

The recommended TWLTL lacks a multi-modal focus and will, we believe decrease safety for all users. It allows for no legal crossing of Monongahela Blvd for pedestrians and creates a



significant threat to people parking for WVU events and walking along the roadway in the narrow space between vehicles parked on the shoulder and 45 MPH traffic. Further, lighting is terrible and many events are at night, exacerbating the problem. Therefore we ask the WVDOH to incorporate the following into the project:

- 1) Install sidewalks on both sides of Monongahela Blvd that connect to existing sidewalks at the WVU Coliseum and at Boyers Avenue (and place those sidewalks in such a way that the shoulders or vehicles parked in them act as a buffer)
- 2) Install at least one pedestrian-actuated, signalized crossing with median refuge to allow for a legal, safe method for pedestrians to cross - the location of which should be at one of the major attractors in the area (Texas Roadhouse, state police station/WVU soccer stadium, and/or new WVU soccer practice facility/Chips Hollow Road)
- 3) Install pedestrian scale lighting to ensure the safety of non-motorized users and improve the aesthetics of a major corridor into Morgantown
- 4) Create dedicated pull outs for bus shelters on both sides of the road
- 5) Design uphill lane as a climbing lane for cyclists in accordance with Bicycle Board recommendations

Unless the above considerations are made, we respectfully ask the MMMPO to deny the WVDOH proposal to amend the TIP due to the project's lack of consideration for multi-modal uses and disregard for local transportation and comprehensive plans. Once these are adopted and the project revised, it is our recommendation for the MMMPO to then consider the TIP amendment to add the proposed project as appropriately redesigned.

Sincerely,

Christiaan Abildso  
Chair, Morgantown Pedestrian Safety Board  
*Walk More, Safely*

Type	Date	Num	Name	Memo	Cr	Split	Amount	Balance
<b>Centra-Checking (voucher checks)</b>								
Check	11/30/2012	5153	J. William B. Austin	Electronic Transfer	✓	Salaries	-1,967.25	17,139.65
Check	11/30/2012	5154	Jing Zhang	Electronic Transfer	✓	Contract Labor (Contract	-1,208.25	15,931.40
Check	11/30/2012	5155	ICMA, Retirement Corp		✓	Retirement Account	-1,123.29	14,808.11
Check	11/30/2012	5156	WV Dept of Tax and Revenue		✓	Payroll Liabilities	-434.00	14,374.11
Check	11/30/2012	941	IRS		✓	Payroll Liabilities	-1,007.58	13,366.53
Deposit	12/14/2012		WVDOH	Deposit	✓	Reimbursed Expenses (R	28,384.97	41,751.50
Check	12/14/2012	8295	Centra Bank - Mastercard	Trip to Charleston and	✓	Travel (Travel)	-322.20	41,429.30
Check	12/14/2012	8296	Burgess and Niple	L RTP Update	✓	Consulting (Consulting Ex	-20,000.00	21,429.30
Check	12/14/2012	8297	Digital Connections		✓	Telephone (Telephone)	-154.52	21,274.78
Check	12/14/2012	8298	Fringe Benefits Management Comp	Novemember	✓	Employee Health Insuranc	-281.60	20,993.18
Check	12/14/2012	8299	Fringe Benefits Management Comp	December	✓	Employee Health Insuranc	-281.60	20,711.58
Check	12/14/2012	8300	J. William B. Austin	Trip to Charleston	✓	Travel & Ent (Travel and I	-164.00	20,547.58
Check	12/14/2012	8301	Literati Information Technology, LLC		✓	Equipment Repairs (Equip	-93.33	20,454.25
Check	12/14/2012	8302	Morgantown Municipal Airport		✓	Rent (Rent)	-745.00	19,709.25
Check	12/14/2012	8303	Public Employees Insurance Agency		✓	Employee Health Insuranc	-863.94	18,845.31
Check	12/14/2012	8304	Service Plus		✓	Accounting (Accounting F	-108.55	18,736.76
Check	12/14/2012	8305	Teed Associates		✓	Accounting (Accounting F	-3,500.00	15,236.76
Check	12/14/2012	8306	WV Newspaper Publishing Co.		✓	Public Notices	-411.90	14,824.86
Check	12/14/2012	941	Internal Revenue Service	IRS	✓	Payroll Liabilities	-810.83	14,014.03
Check	12/14/2012	5159	ICMA, Retirement Corp		✓	Retirement Account	-1,123.29	12,890.74
Check	12/14/2012	5157	J. William B. Austin		✓	Salaries	-1,967.25	10,923.49
Check	12/14/2012	5158	Jing Zhang		✓	Salaries	-638.63	10,284.86
Check	12/28/2012	8307	Comcast	Install and 1st month tel & inter	✓	Internet	-353.72	9,931.14
Check	12/28/2012	8308	Morgantown Municipal Airport		✓	Rent (Rent)	-720.00	9,211.14
Check	12/28/2012	8309	WV Newspaper Publishing Co.		✓	Public Notices	-246.74	8,964.40
Check	12/28/2012		Brckstreet Mutual Insurance Comp	Wrk Cmp Ins. 1st qtr. I	✓	Other Expenses (Other E:	-296.00	8,668.40
Check	12/30/2012	5160	J. William B. Austin	Electronic Deposit	✓	Salaries	-1,967.25	6,701.15
Check	12/30/2012	5161	Jing Zhang	Electronic Deposit	✓	Contract Labor (Contract	-1,208.25	5,492.90
Check	12/30/2012	5162	ICMA, Retirement Corp		✓	Retirement Account	-1,123.29	4,369.61
Check	12/30/2012	5163	WV Dept of Tax and Revenue		✓	Payroll Liabilities	-355.00	4,014.61
Check	12/30/2012	941	IRS		✓	Payroll Liabilities	-1,007.58	3,007.03
Deposit	12/30/2012		Mountain Line Transit	Deposit-Transit Modeli	✓	Consulting (Consulting Ex	4,818.00	7,825.03
Deposit	12/30/2012		Monongalia County Planning Comm	Deposit-Internet and pl	✓	Internet	176.86	8,001.89
<b>Total Centra-Checking (voucher checks)</b>								<b>8,001.89</b>

TOTAL

**Monthly Cost Allocation Worksheet**  
**Morgantown / Monongalia County Transportation Planning Organization**

FHW/FTA		Category	Expenditures												Total Expenditures	Remaining Budget
Element	Description	FY 2011/2012 Budget	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13		
<b>1000</b>	<b>Administration / Coordination</b>	\$ 158,552.00	9,340.66	10,489.53	7,689.05	11,417.88	9,107.87	14,817.56	0.00	0.00	0.00	0.00	0.00	0.00	\$ 62,862.55	\$ 95,689.45
1100	Salaries	\$ 120,152.00	7221.18	8476.18	6067.42	8560.72	7868.03	8174.46	0.00	0.00	0.00	0.00	0.00	0.00	\$ 46,367.99	\$ 73,784.01
1110	Contracted Services	\$ 15,000.00		893.40	407.65	377.50	1049.35	3701.88							\$ 6,429.78	\$ 8,570.22
1200	Office Rent	\$ 8,400.00	1490.00	720.00	720.00	780.00		1465.00							\$ 5,175.00	\$ 3,225.00
1210	Utilities	\$ 5,000.00	261.48	261.77	493.98	269.83	190.49	331.38	0.00	0.00	0.00	0.00	0.00	0.00	\$ 1,808.93	\$ 3,191.07
	Phone	\$ 4,500.00	225.53	225.87	458.03	233.88	154.54	331.38							\$ 1,629.23	\$ 2,870.77
	Web Hosting	\$ 500.00	35.95	35.90	35.95	35.95	35.95								\$ 179.70	\$ 320.30
1250	Office Management	\$ 1,000.00	0.00	0.00	0.00	148.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 148.26	\$ 851.74
	Copier	\$ 500.00	0.00												\$ -	\$ 500.00
	Supplies/Postage	\$ 500.00	0.00			148.26									\$ 148.26	\$ 351.74
1300	Public Notices/Fees	\$ 1,000.00		77.48				658.64							\$ 736.12	\$ 263.88
1400	Travel / Training	\$ 8,000.00	368.00	60.70		1,281.57		486.20							\$ 2,196.47	\$ 5,803.53
<b>2000</b>	<b>Analysis / Data Development</b>	\$ 22,500.00	470.00	1,200.00	1,991.48	0.00	1,200.00	1,400.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 6,261.48	\$ 16,238.52
2100	Equipment/Software/Analysis	\$ 8,000.00	0.00	1,200.00	1,991.48		1,200.00	800.00							\$ 5,191.48	\$ 2,808.52
2150	Subarea Plans	\$ 5,000.00	470.00					600.00							\$ 1,070.00	
2200	Consulting Services	\$ 9,500.00													\$ -	\$ 9,500.00
<b>3000</b>	<b>Transportation Plan Update*</b>	\$ 163,000.00		11,993.75		17,382.15		20,000.00							\$ 49,375.90	\$ 113,624.10
<b>4000</b>	<b>Transit</b>	\$ 15,000.00	240.00	862.50	562.50	1,800.00	862.50	300.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 4,627.50	\$ 10,372.50
44.21.00	Program Support & Administration	\$ 5,000.00	240.00	862.50	562.50	1,800.00	862.50	300.00							\$ 4,627.50	\$ 372.50
44.23.02	Regional Trans. Plan - Project	\$ 10,000.00													\$ -	\$ 10,000.00
44.24.00	Short Range Transit Planning	\$ -													\$ -	\$ -
<b>5000</b>	<b>TIP</b>	\$ 6,400.00	420.00	337.50	300.00	938.82		420.00							\$ 2,416.32	\$ 3,983.68
<b>6000</b>	<b>Unified Planning Work Program</b>	\$ 5,000.00	0.00	0.00	0.00			520.00							\$ 520.00	\$ 4,480.00
<b>Total</b>		<b>\$ 370,452.00</b>	<b>\$ 10,470.66</b>	<b>\$ 24,883.28</b>	<b>\$ 10,543.03</b>	<b>\$ 31,538.85</b>	<b>\$ 11,170.37</b>	<b>\$ 37,457.56</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 126,063.75</b>	<b>\$ 244,388.25</b>

NOTE: Staff time dedicated to Line Items 2000, 2150, 4000, 5000, and 6000 not included in Salary Total

\$ -

Monthly Eligible at 90 %      \$ 37,457.56