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Agenda

MPO Transportation Technical Advisory Committee Meeting
MPO Conference Room
Morgantown Airport Terminal Building
January 8, 2012
1:30 PM

1. Call To Order
2. Approval of Minutes
3. Transportation Improvement Program Amendments-WVDOH, WVU
4. Van Pool RFP Status Report-Bill Austin
5. MPO Work Status Report-Bill Austin, Jing Zhang
6. Discussion of 2013-2014 MPO Unified Planning Work Program-Bill Austin
7. Connecting Communities Initiative-Bill Austin, Perry Keller
8. Other Business
9. Meeting Adjournment



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Memorandum

Date: January 3, 2013

To: Transportation Technical Advisory Committee Members

From: Bill Austin, AICP

Subject: January 8, 2013 TTAC Agenda

Please find below a short description of the action items to be considered at the January 8, TTAC Meeting to be held at the MPO Office in the Conference Room at 1:30 PM.

-Transportation Improvement Program Amendments- Please find following descriptions of TIP Amendments requested by WVU and the WVDOH for the TTAC's consideration.

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 (WVDOH) \$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

Intersection Reference: Monongahela Blvd. - between Patteson and
Boyers
From Milepost 13.34 to 14.19

| | |
|--------------------------------|----------------------|
| # OF COLLISIONS: | 99 |
| # OF YEARS IN STUDY: | 2 |
| DHV: | N/A |
| ADT: | 25700 |
| INJURIES: | 38 |
| INJURY CRASHES: | 21 |
| FATALITIES: | 0 |
| SEGMENT LENGTH: | 0.85 |
| Accident Date Range | 05/01/10 TO 04/30/12 |

Accident Rate= $(\#)/(1000000)/(2)(365)(ADT)(Segment\ Length)$

Accident Rate= 621 **Accidents per 100 million vehicles**

Statewide Average= 495 **Accidents per 100 million vehicles**
(US Primary Urban Route)

Injury Crash Rate= 132 **Injuries per 100 million vehicles**

Statewide Average= 238 **Injuries per 100 million vehicles**
(US Primary Urban Route)

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.

However, there were several questions raised at the MPO Policy Board that MPO Staff has requested that the Division of Highways address. These questions include 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 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.

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)^{2.00} = 2.82%

Expected reduction in crashes: 31%

EXPECTED SAFETY BENEFITS IN NUMBER OF CRASHES PREVENTED:

| CRASH SEVERITY | NUMBER OF CRASHES | | AADT ADJUSTMENT FACTOR | | EXPECTED REDUCTION | = | CRASH REDUCTION BENEFIT |
|------------------|-------------------|---|------------------------|---|--------------------|---|-------------------------|
| 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:

| CRASH SEVERITY | CRASH COST ² | | CRASH REDUCTION BENEFIT | | DOLLAR BENEFIT |
|---------------------|-------------------------|---|-------------------------|---|----------------|
| 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.

-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 Universities 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.

-Vanpool RFP Status- 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 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 make up the Committee. MPO Staff has also been seeking participation from Monhealth Systems and Mylan in the selection process. The Selection Committee is scheduled to meet prior to the TTAC meeting. It is hoped they will have a report on the draft RFP at the TTAC meeting.

-MPO Work Status Report-The MPO has been employing Jing Zhang as a contract employee for approximately four months. He was recently brought on as a fulltime MPO employee. During his tenure he has performed the following work:

- 1) Update of Traffic count location map for 2010 and 2011,
- 2) Prepare an Existing Condition Inventory of West Run Road
- 3) Update of 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.

Hard copies of the first four items work will be presented to the TTAC at the Meeting.

Currently, Jing is working on geolocating crash data from 2009 to 2011 in ArcMap. Jing is also 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. Jing is also learning TransCAD for operational level transportation analysis. He is also learning LOSPLAN Florida Department of Transportation software which identifies the automobile, bicycle and pedestrian levels of service on streets for generalized planning and preliminary engineering projects.

Proposed future tasks for Jing include preparing a study of pedestrian traffic on the Mileground and 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. We would appreciate other suggestions of tasks for Jing during the current and upcoming fiscal year.