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Agenda

MPO Citizens Advisory Committee Meeting
MPO Conference Room
Morgantown Airport Terminal Building
January 10, 2012
6:30 PM

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



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Memorandum

Date: January 3, 2013
To: Citizens Advisory Committee Members
From: Bill Austin, AICP
Subject: January 10, 2013CAC Agenda

Please find below a short description of the action items to be considered at the January 10, TTAC Meeting to be held at the MPO Office in the Conference Room at 6:30 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 (WVDOT) \$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.

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.

The CAC is asked to make a recommendation to the Policy Board on the proposed item.

-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. MPO Staff recommends that the CAC recommend approval of WVU's TIP Amendment to the MPO Policy Board.

-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. Staff will report on this meeting at the CAC 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.