



# 2040 LRTP Project 38 Priority Evaluation

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## Introduction

This report has been prepared to provide an evaluation tool for prioritizing intersection and corridors listed in Project 38 in 2040 Long Range Transportation Plan. It is meant to inform committee members with fact-based data, to facilitate informed decision making.

The prioritization of projects and intersections will advise the WV Department of Transportation on project programming the area. MPO staff will evaluate each project in the LRTP in the order established by this prioritization.

The pedestrian and bicycle safety scores presented in the report are based on the Pedestrian and Bicyclist Intersection Safety Indices (2007) developed for the Federal Highway Administration. Pedestrian safety variables used include type of intersection control, number of through lanes, 85<sup>th</sup> percentile vehicle speed, main street traffic volume, and area type. Bicycle safety variables used include presence of bicycle lane, main and cross street traffic volumes, number of through lanes, and presence of on-street parking, main street speed limit, and others. **For rating purposes, the lower the score, the safer the area under study. A score of 1 is the safest possible condition. A score of 6 is an unsafe condition.**

Although the safety indices allow MPO staff proactively prioritize intersections with respect to pedestrian and bicycle safety, it should be noted that:

- To validate the safety scores for pedestrians and bicyclists, local experience needs to be consulted to provide the contextual knowledge of the condition of each intersection with respect to pedestrians and bicyclists.
- Some elements negatively impacting the safety of pedestrians and bicyclists are not counted in the safety scores. These factors include, but are not limited to, excessive slopes, limited sight distances, and prevailing turning vehicular traffic.
- Pedestrian safety score has only been calculated at intersections where at least one leg is equipped with crosswalk markings.

In addition, numbers and scores shown in the evaluation matrix are intended to serve only as an advisory element, to provide background information for the decision making process. It does not dictate the final priority score and ranking of projects.

## LRTP Project 38 Priority Evaluation Matrix

Intersection #	Intersection Name <sup>(1)</sup>	Total Crash <sup>(2)</sup>	Injuries <sup>(3)</sup>	Pedestrian Crossing Improvement <sup>(4)</sup>	Pedestrian Safety Score <sup>(5)(6)(7)</sup>	Bicycle Safety Score <sup>(8)(9)</sup>	Record Your Score Here From 1 (least/lowest) to 10 (most/highest)			
							Feasibility	Mobility	Preference	Priority Score
1	West Run Rd & Van Voorhis Rd	2	0	N/A	N/A	2.03				
2	West Run Rd & Stewartstown Rd	33	10	N/A	N/A	2.38				
3	West Run Rd & Point Marion Rd	10	5	N/A	N/A	2.25				
4	Stewartstown Rd & Point Marion Rd	13	5	N/A	N/A	2.73				
5	Van Voorhis Rd & WV 705	84	22	N/A	3.10	3.22				
6	Stewartstown Rd & WV 705	53	27	N/A	N/A	3.36				
7	Patteson Dr & Monongahela Blvd	145	36	N/A	N/A	3.05				
8	University Ave & Collins Ferry Rd	12	3	N/A	2.10	2.23				
9	Patteson Dr & Laurel St	49	21	Yes	N/A	2.66				
10	Patteson Dr & Baldwin St	15	1	N/A	N/A	2.66				
11	Monongahela Blvd & Evansdale Dr	19	2	Yes	N/A	2.73				
12	Christy St & Van Voorhis Rd	52	18	N/A	N/A	2.66				
13	Hartman Run Rd & Hart Field Rd (North)	2	1	N/A	N/A	2.11				
14	Hartman Run Rd & Hart Field Rd (South)	1	0	N/A	N/A	2.11				
15	Stewarts St & Protzman St	13	1	N/A	N/A	1.96				
16	Stewarts St & University Ave	14	4	N/A	2.10	2.40				
17	Campus Dr & Beechurst St	28	9	N/A	2.16	2.46				
18	University Ave & Prospect St	9	1	N/A	2.10	2.05				
19	University Ave & Beechurst St	51	7	N/A	2.23	2.97				
20	University Ave & Walnut St	28	10	Yes	2.55	2.77				
21	University Ave & Pleasant St	50	25	Yes	2.60	2.96				
22	University Ave & Foundry St	21	9	Yes	2.45	2.56				
23	High St & Willey St	19	4	N/A	2.10	2.05				
24	High St & Fayette St	23	10	N/A	2.00	2.17				
25	High St & Walnut St	26	2	N/A	2.25	2.30				
26	Spruce St & Walnut St	38	6	N/A	2.10	2.20				
27	Spruce St & Pleasant St	28	6	N/A	2.17	2.08				
28	Willey St & Prospect St	7	4	N/A	N/A	1.92				

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Intersection #	Intersection Name	Total Crash	Injuries	Pedestrian Crossing Improvement	Pedestrian Safety Score	Bicycle Safety Score	Record Your Score Here			
							From 1 (least/lowest) to 10 (most/highest)			
							Feasibility	Mobility	Preference	Priority Score
29	Greenbag Rd & Earl L Core Rd	29	10	N/A	N/A	2.56				
30	Greenbag Rd & Diamond Ave	0	0	N/A	N/A	1.98				
31	Greenbag Rd & Dorsey Ave	8	3	N/A	N/A	2.45				
32	Grafton Rd & Smithtown Rd	23	16	N/A	N/A	2.50				
33	Cheat Rd & N Pierpont Rd	5	3	N/A	N/A	2.23				
34	Cheat Rd & Tyrone Avery Rd	8	2	N/A	N/A	2.06				
35	Tyrone Rd & Tyrone Avery Rd	1	0	N/A	N/A	2.01				
36	Fort Martin Rd & WV 100	5	2	N/A	N/A	1.91				

<sup>(1)</sup>Listed Intersections are the priority safety improvements locations as listed in LRTP (2013-2040).

<sup>(2)</sup>Crash data is from WV DOH Crash Data Base (2009-2011).

<sup>(3)</sup>Only motorist injuries are listed. For non-motorist injuries, consult each evaluation information sheet.

<sup>(4)</sup>identified as a priority pedestrian crossing improvements location in LRTP (2013-2040)

<sup>(5)</sup>The Pedestrian Safety Score is the average of scores for all legs with pedestrian crossing marking at the subject intersection, each of which is calculated using Pedestrian Bicyclist Intersection Safety Indices Methodology developed for the Federal Highway Administration.

<sup>(6)</sup>Only legs with crosswalk marking are counted.

<sup>(7)</sup>The higher the score, the lower the safety. (1=safest and 6=least safe).

<sup>(8)</sup>The Bicycle Safety Score is the average of scores for all through movements at the subject intersection, each of which is calculated using Pedestrian Bicyclist Intersection Safety Indices Methodology developed for the Federal Highway Administration.

<sup>(9)</sup>Some location-specific elements impacting bicycle safety are not counted, such as slope and short sight distance.

## Intersection Priority Evaluation Information Sheets

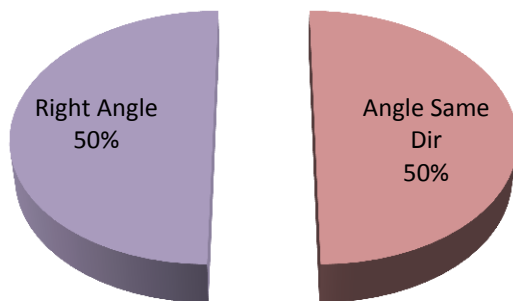
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
2	0(0)	0	N/A due to no crossing marking	<b>2.03</b> <sup>(2)</sup>   Highest Score: 3.1 (South Leg, Through Movement )

Collision Types



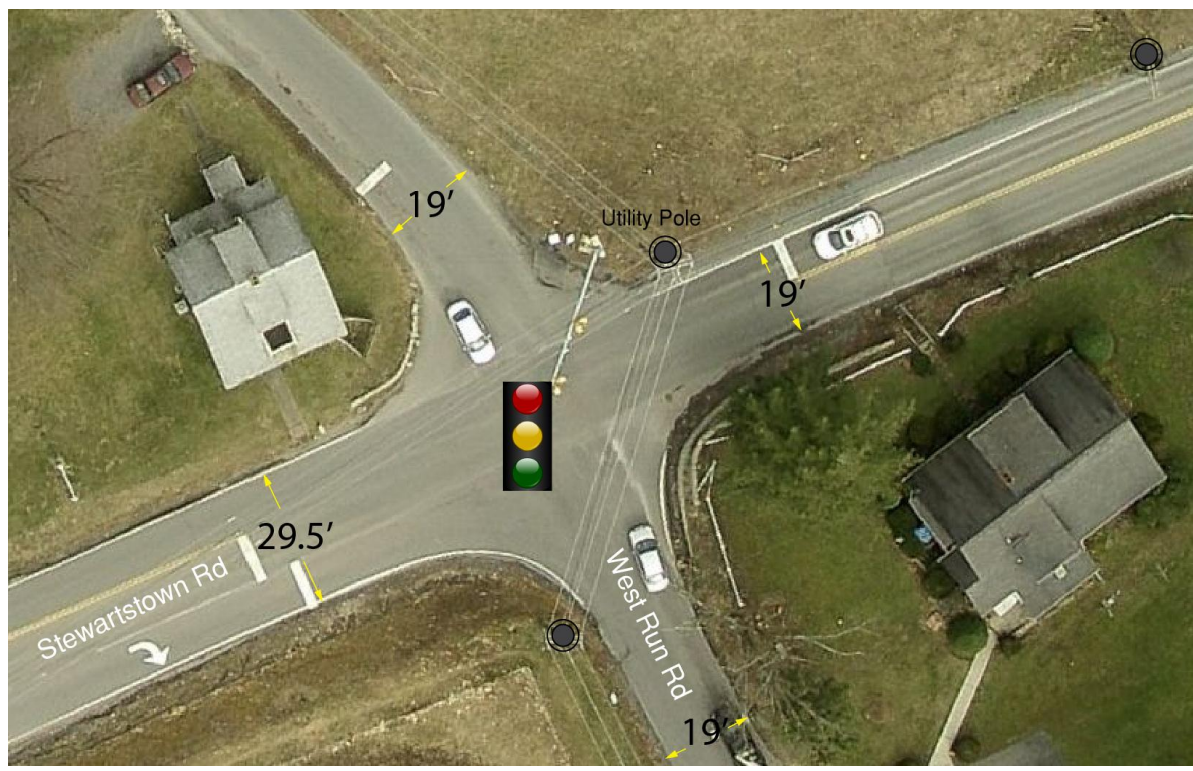
**Key Finding:**  
 Key negative elements are large turning radius, excessive slope, narrow roadway, and short sight distance.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope, short sight distance, and skewed turning movement.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

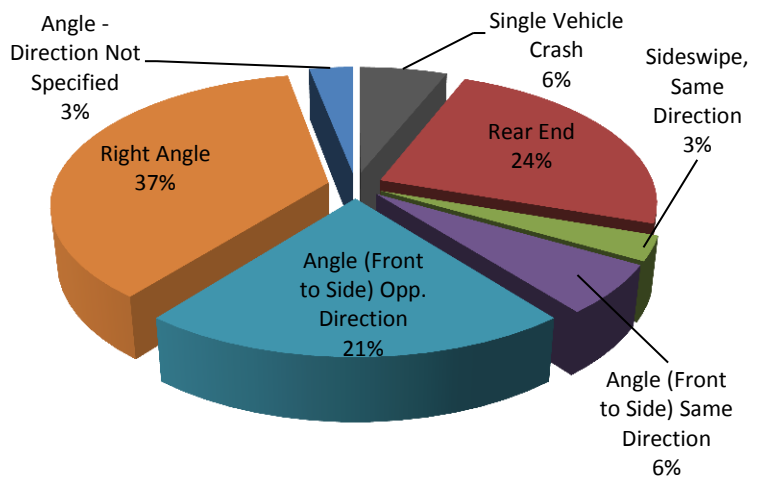
Intersection Aerial View



Accident Summary (09-11)<sup>(3)</sup>

Crash	Injuries(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
33	10(0)	0	N/A due to no crossing marking	<b>2.38<sup>(2)</sup></b>   Highest Score: 3.3 (Four Legs, Through Movement )

**Collision Types**



**Key Finding:**  
 Key negative are narrow roadway and limited sight distance.

Accident data collected prior to installation of signal.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope, short sight distance, and narrow street.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

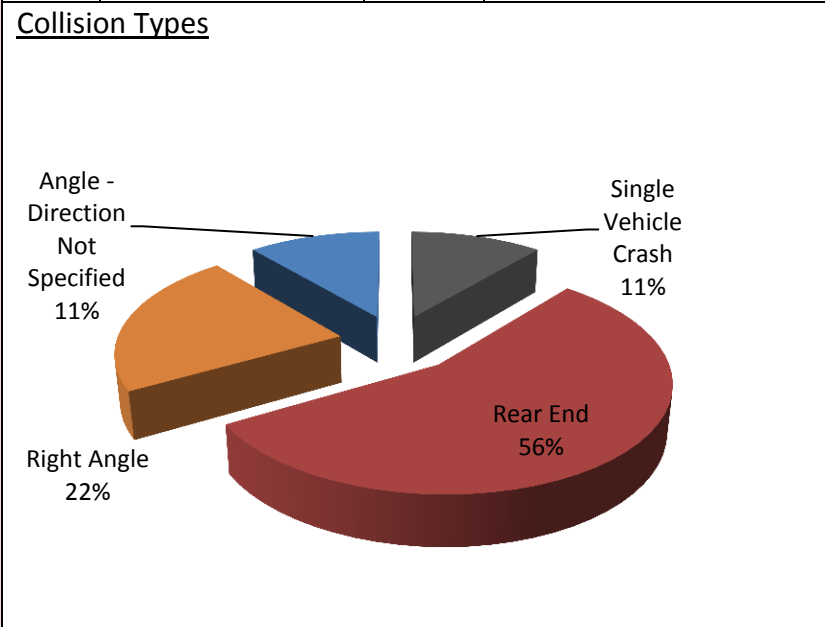


Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injuries(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
10	5(0)	0	N/A due to no crossing marking	2.25 <sup>(2)</sup>   Highest Score: 3.1 (North Leg, Through Movement )



**Key Finding:**  
Key negative elements are narrow roadway, excessive slope (above 12 degree from Point Marion Rd to West Run Rd), large turning radius, the limited sight distance, and speed difference.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope, short sight distance, and skewed turning movement.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

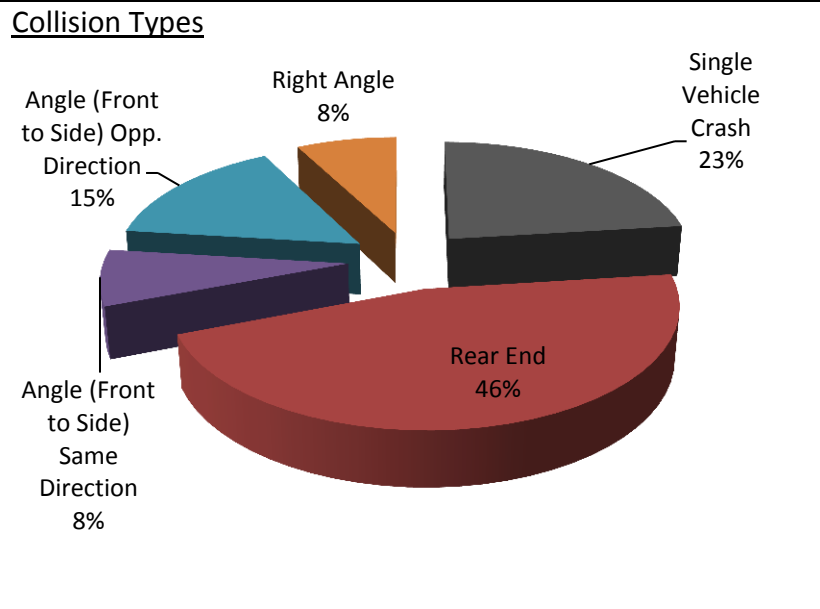
Reporting Date: 6/26/2013

Intersection Aerial View



Crash	Injuries(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
13	5(0)	0	N/A due to no crossing marking	2.73 <sup>(2)</sup>   Highest Score: 3.8 (East, West Leg, Through Movement)

Accident Summary (09-11)<sup>(3)</sup>



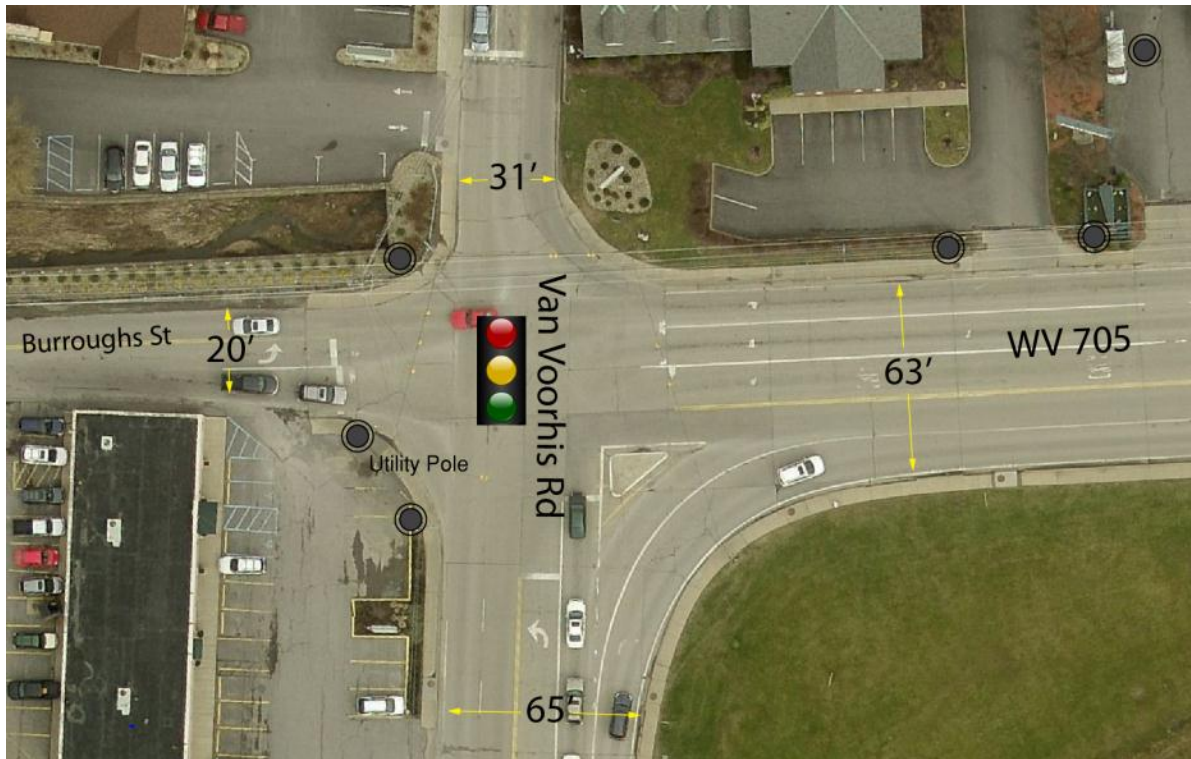
**Key Finding:**  
Key negative elements are high number of access points, the narrow roadway, excessive slope, and limited sight in particular, this is a five legged intersection not counting convenience store driveway.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are excessive slope, skewed turning angles, and limited sight distance.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

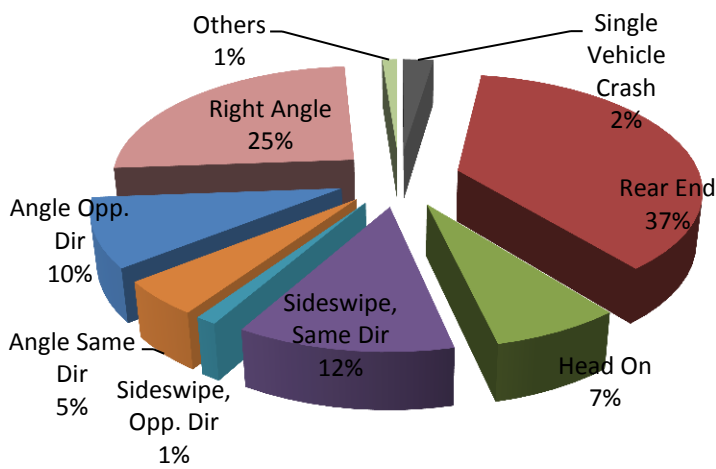
Intersection Aerial View



Accident Summary (09-11) (3)

Crash	Injuries(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
84	22(0)	0	3.10	3.22 <sup>(2)</sup>   Highest Score: 4.3 (South, East Leg, Through Movement)

**Collision Types**



**Key Finding:**  
Key negative elements are non-traditional traffic pattern of this intersection and the high traffic volume on WV 705. The dominant movement is WV 705 requiring a left turn at the intersection.

Pedestrian safety is greatly impacted by the right turning movement from Van Voorhis Rd to WV 705. Element impacting bicycle safety but not included in the calculation of bicycle safety score is dominant vehicular turning movement.

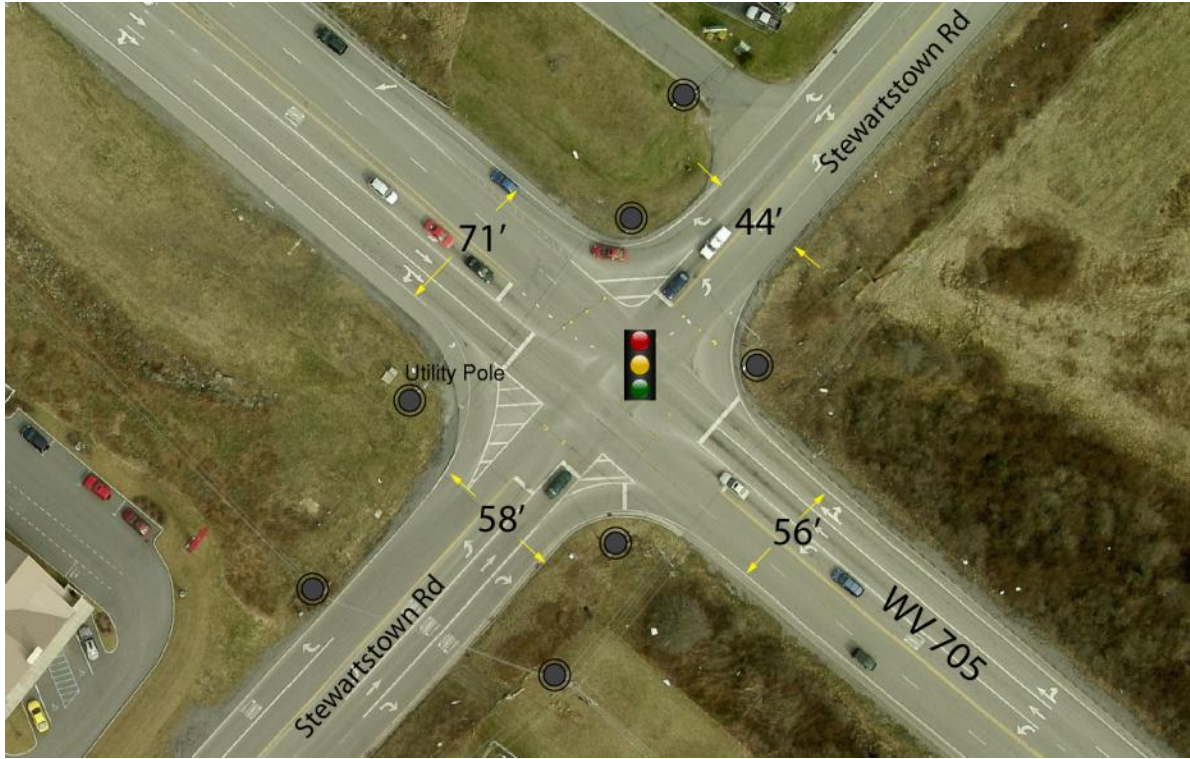
<sup>(1)</sup> 1=Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

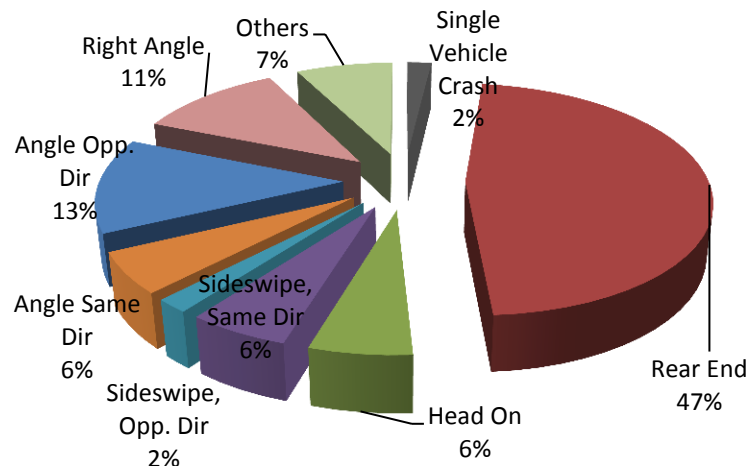
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injuries(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
53	27(0)	0	N/A due to no crossing marking	3.36 <sup>(2)</sup>   Highest Score: 4.1 (All Legs, Through Movement)

**Collision Types**



**Key Finding:**  
Key negative elements are high traffic speed, limited sight distance, and high traffic volume.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope and short sight distance on the northeast leg.

<sup>(1)</sup> 1=Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

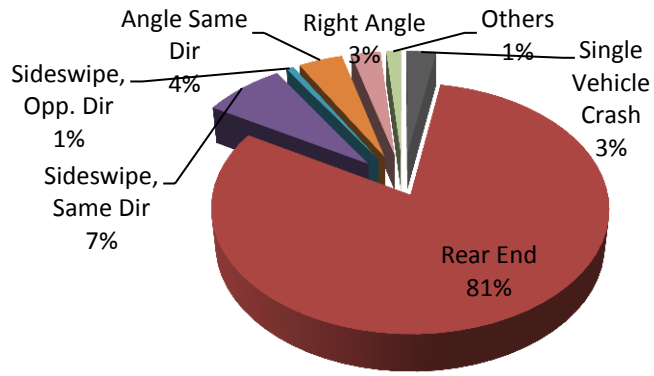
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injuries(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
145	36(1)	0	3.05	3.31 <sup>(2)</sup>   Highest Score: 4.3 (South, North Leg, Through Movement)

**Collision Types**



**Key Finding:**  
 Key negative elements are high traffic speed and high traffic volume.  
 There is a high volume of pedestrian traffic observable at the intersection.  
 Element impacting bicycle safety but not included in the calculation of bicycle safety score is dominant vehicular turning movement.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injuries(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>										
12	3(0)	0	2.10 <sup>(2)</sup>	2.23 <sup>(2)</sup>   Highest Score: 3.0 (South, North Leg, Through Movement)										
<p><u>Collision Types</u></p> <table border="1"> <caption>Collision Types Data</caption> <thead> <tr> <th>Collision Type</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Right Angle</td> <td>41%</td> </tr> <tr> <td>Angle Opp. Dir</td> <td>25%</td> </tr> <tr> <td>Others</td> <td>17%</td> </tr> <tr> <td>Rear End</td> <td>17%</td> </tr> </tbody> </table>				Collision Type	Percentage	Right Angle	41%	Angle Opp. Dir	25%	Others	17%	Rear End	17%	<p><b>Key Finding:</b> Key negative is the unusual configuration of this intersection.</p> <p>Element impacting bicycle safety but not included in the calculation of bicycle safety score is the unusual configuration of this intersection</p>
Collision Type	Percentage													
Right Angle	41%													
Angle Opp. Dir	25%													
Others	17%													
Rear End	17%													

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

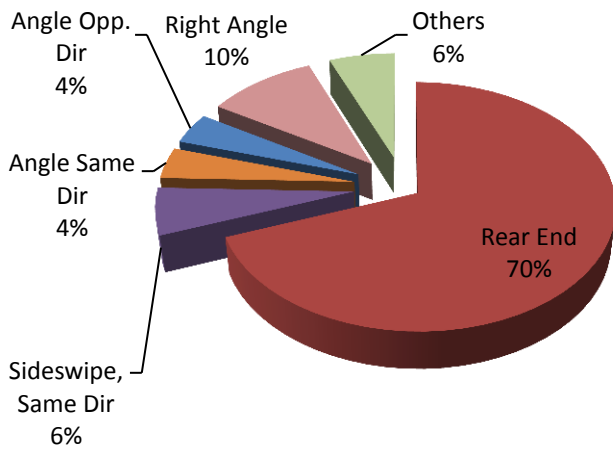
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injuries(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
49	21(0)	0	N/A due to no crossing marking	2.66 <sup>(2)</sup>   Highest Score: 3.2 (East, West Leg, Through Movement)

**Collision Types**



**Key Finding:**  
Key negative elements are the frequent left-turn traffic and reported crossing pedestrians.

Frequent pedestrian crossing was reported at this location when school in session.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are speed difference between the two roads and frequent left turn vehicular traffics.

<sup>(1)</sup> 1= Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

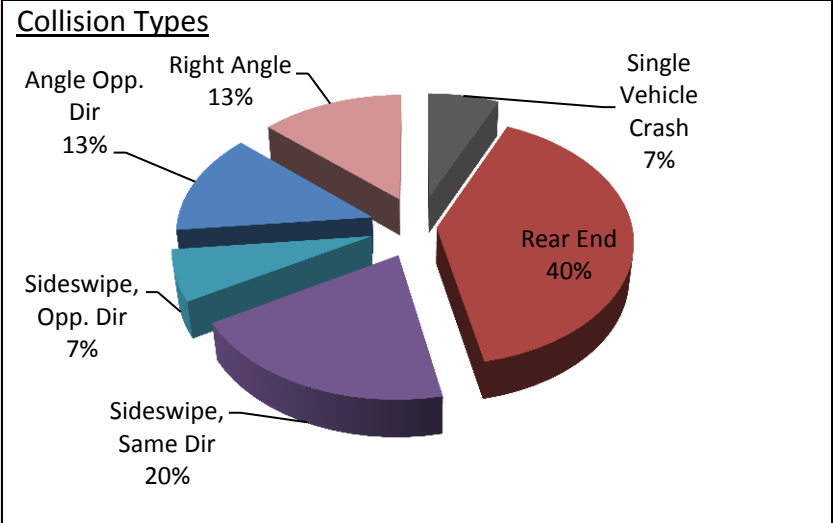
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Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injuries(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
15	1(0)	0	N/A due to no crossing marking	2.66 <sup>(2)</sup>   Highest Score: 3.2 (East, West Leg, Through Movement)



**Key Finding:**  
Key negative elements are frequent left-turns and high traffic speed on Patteson Dr.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are the speed difference between the two roads and frequent left turn vehicular traffics.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013



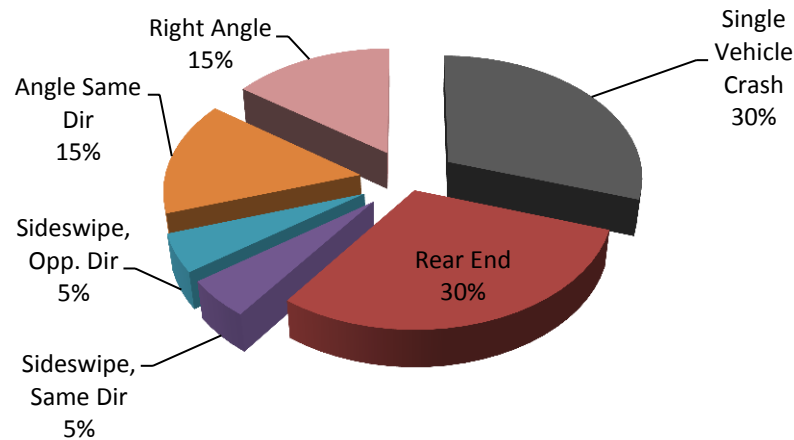
Intersection Aerial View



Accident Summary (09-11) (3)

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
19	2(0)	0	N/A due to no crossing marking	2.73 <sup>(2)</sup>   Highest Score: 3.7 (South Leg, Through Movement)

**Collision Types**



**Key Finding:**  
Key negative elements are the high speed traffic on Monongahela Blvd and short sight distance.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are the speed difference between the roads, limited sight distance, and slope.

Pedestrians are frequently observed at this intersection.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

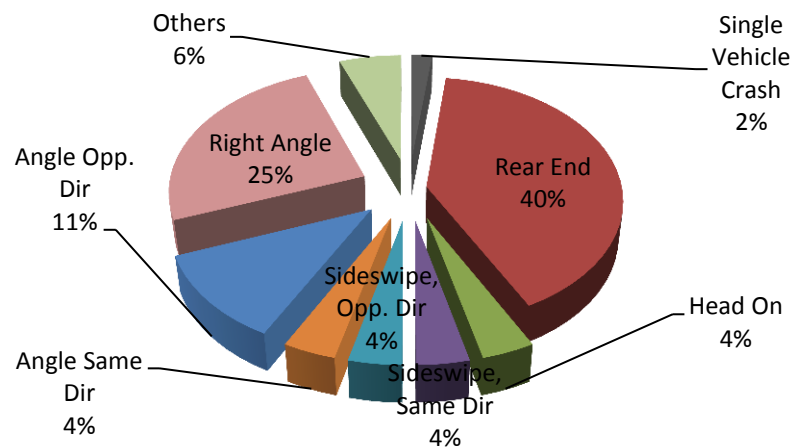
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
52	18(1)	0	N/A due to no crossing marking	2.66 <sup>(2)</sup>   Highest Score: 3.4 (North Leg, Through Movement)

**Collision Types**



**Key Finding:**

The key negative elements are its proximity to driveway and the cross-street, and the conflict between the high speed traffic on Van Voorhis Rd and the traffic entering or merging from Christy St.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are the speed differential between the two roads and frequent left turns.

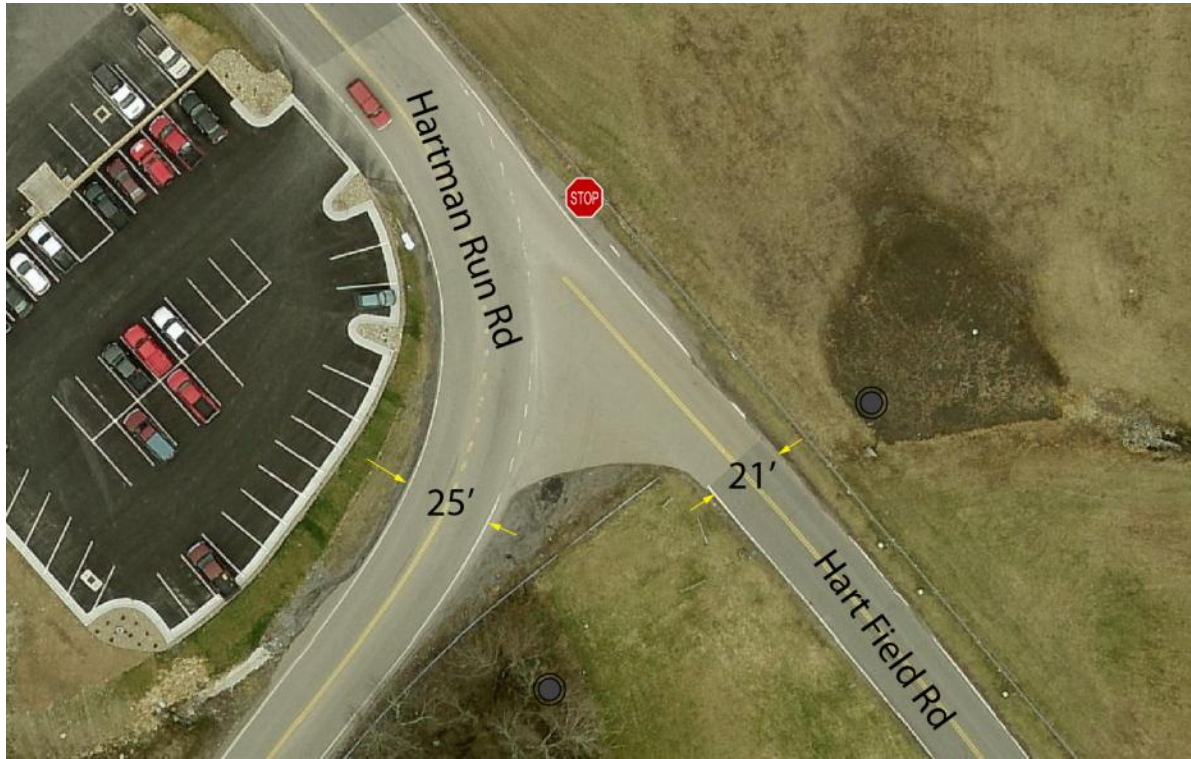
<sup>(1)</sup> 1=Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

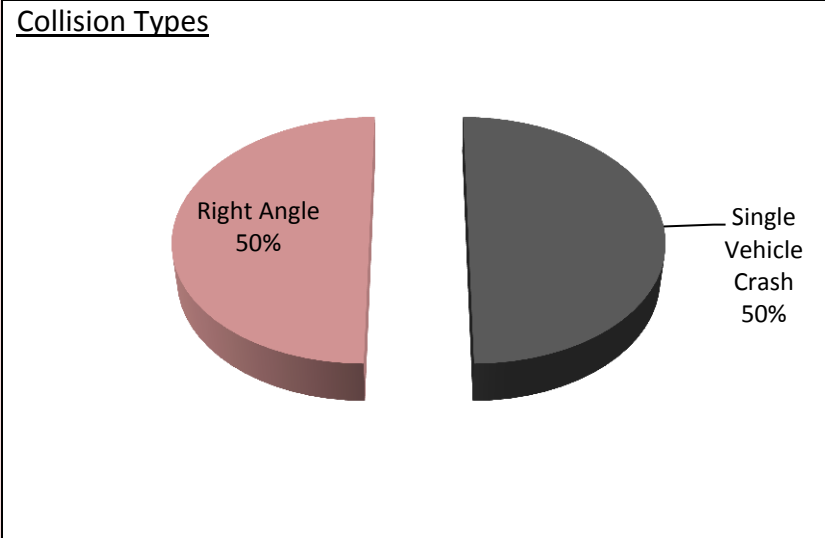
Reporting Date: 6/26/2013

Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
2	1(0)	0	N/A due to no crossing marking	2.11 <sup>(2)</sup>   Highest Score: 2.8 (South, North Leg, Through Movement)



**Key Finding:**  
 Key negative elements are the speed difference between the roads, large turning radius, slope of Hartman Run Rd and limited sight distance.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope and the short sight distance on Hartman Run Rd.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

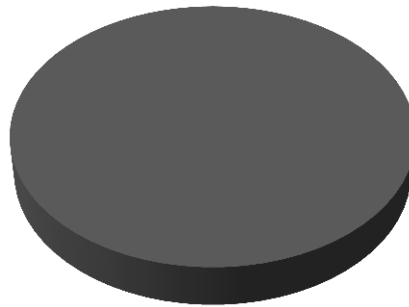
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
1	0(0)	0	N/A due to no crossing marking	2.11 <sup>(2)</sup>   Highest Score: 2.8 (South, North Leg, Through Movement)

Collision Types



Single Vehicle Crash 100%

Key finding:  
Key negative elements are speed differential and limited sight distance due to the slope.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope and the speed difference between the roads.

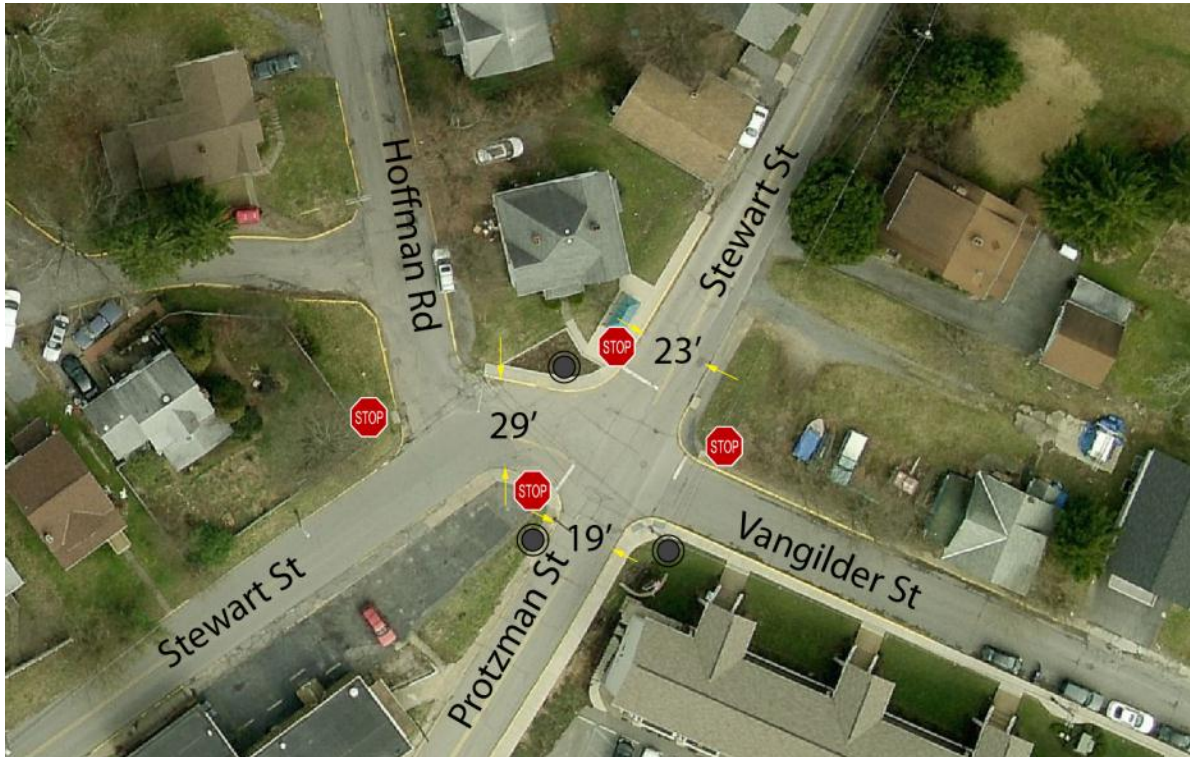
<sup>(1)</sup> 1=Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

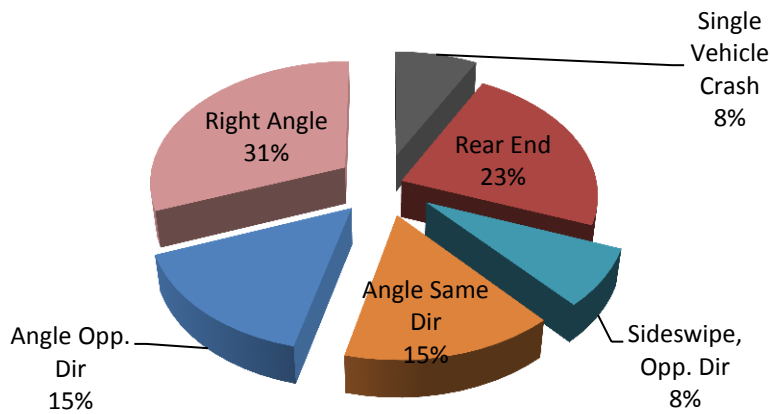
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
13	1(0)	0	N/A due to no crossing marking	1.96 <sup>(2)</sup>   Highest Score: 2.7 (South Legs, Left Turn Movement)

**Collision Types**

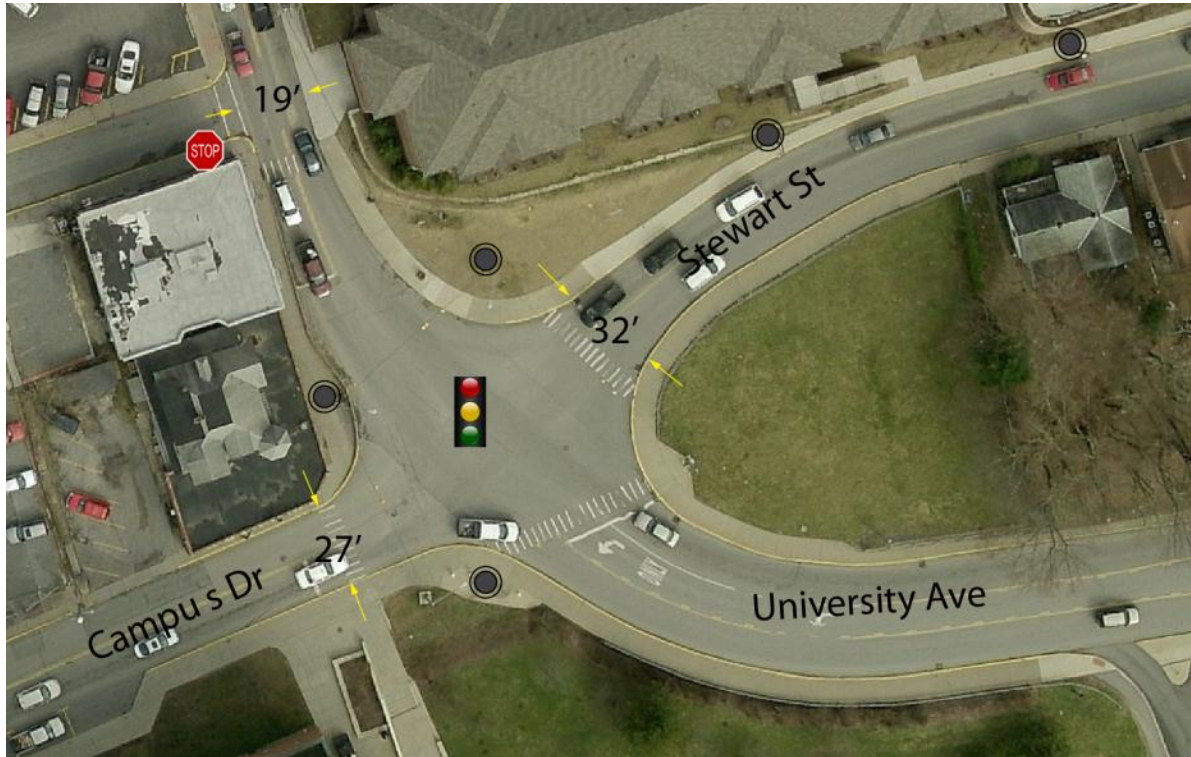


**Key Finding:**  
 Key negative elements are the unusual traffic pattern (five legged intersection), excessive slope, narrow street, and limited sight distance.  
  
 Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope and short sight distance, especially on the Protzman St leg.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

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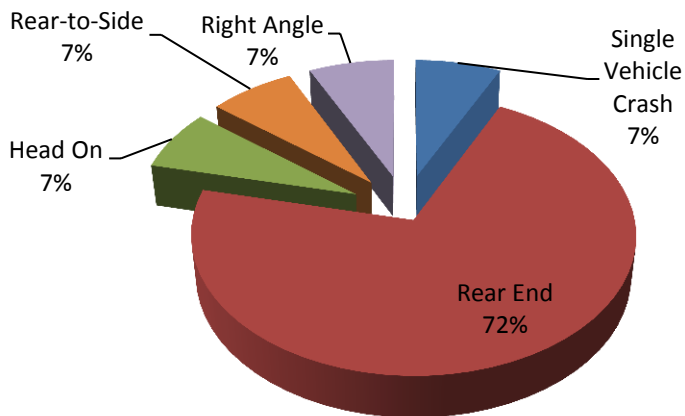
Intersection Aerial View



Accident Summary (09-11) (3)

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
14	4(0)	0	2.1 <sup>(2)</sup>	2.40 <sup>(2)</sup>   Highest Score: 3.4 (All Legs, Through Movement)

**Collision Types**



**Key Finding:**  
Key negative elements are excessive slope, narrow street, and low sight distance from Campus Dr.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope and limited sight distance.

<sup>(1)</sup> 1=Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

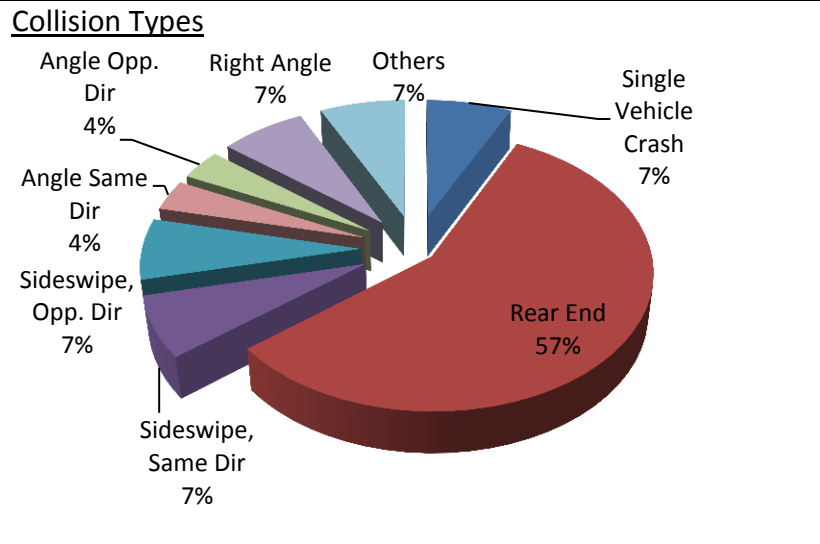
Reporting Date: 6/26/2013

Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
28	9(1)	0	2.16 <sup>(2)</sup>	2.46 <sup>(2)</sup>   Highest Score: 3.6 (South Leg, Through Movement)



**Key Finding:**  
Key negative elements are excessive slope, large turning radius, and short sight distance.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope, short sight distance, and skewed turning.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

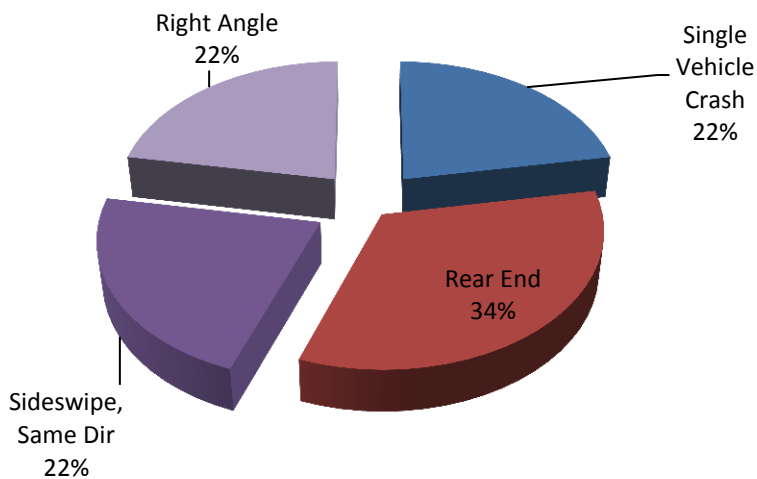
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
9	1(2)	0	2.1 <sup>(2)</sup>	2.05 <sup>(2)</sup>   Highest Score: 2.7 (North Leg, Left Turn Movement)

**Collision Types**



**Key Finding:**  
Key negative elements are the heavy pedestrian traffic and turning traffic merging into University Ave.

The intersection carries high volume of pedestrian traffic.

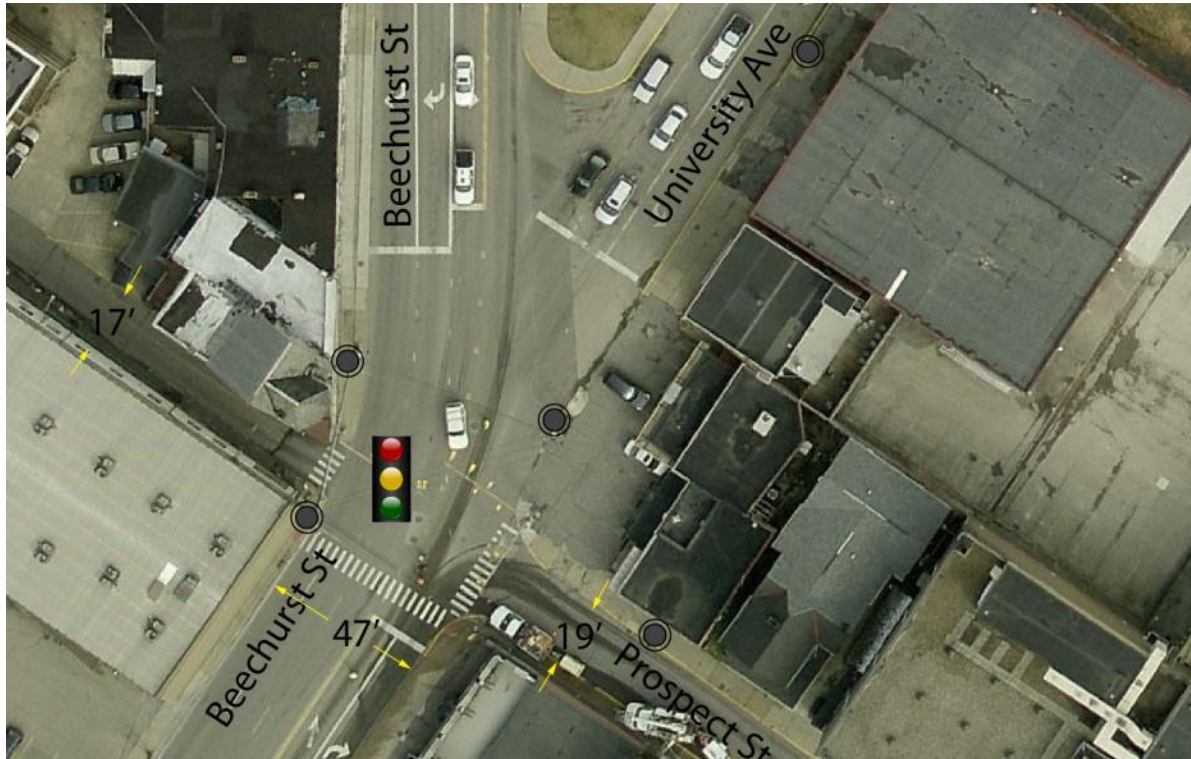
Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope and conflict with pedestrian traffic, especially when school is in session.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

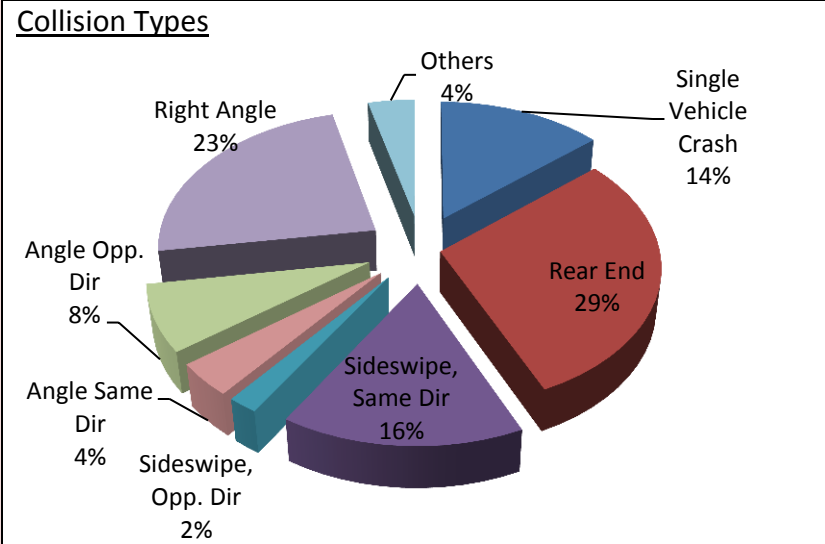


Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
51	7(0)	0	2.23 <sup>(2)</sup>	2.97 <sup>(2)</sup>   Highest Score: 3.9 (West, Leg, Through Movement)



**Key Finding:**  
Key negative elements are the sharp angle between Beechurst St and University Ave which creates a limited sight distance and the unusual configuration of this intersection.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope, unusual configuration of this intersection, and limited sight distance.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

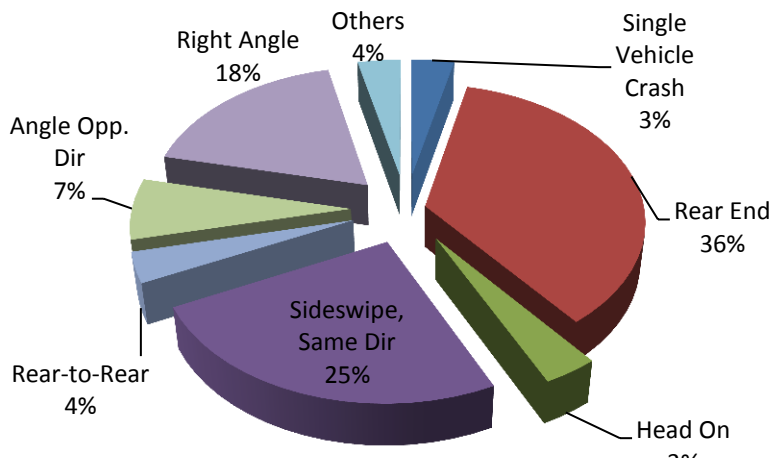
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
28	10(1)	0	2.55 <sup>(2)</sup>	2.77 <sup>(2)</sup>   Highest Score: 3.7 (South Leg, Through Movement)

**Collision Types**



**Key Finding:**

Key negative elements are high traffic volume, weave movement on University Ave and tuning movement from Walnut St.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are weave movement of vehicular traffic and turning movement from Walnut St.

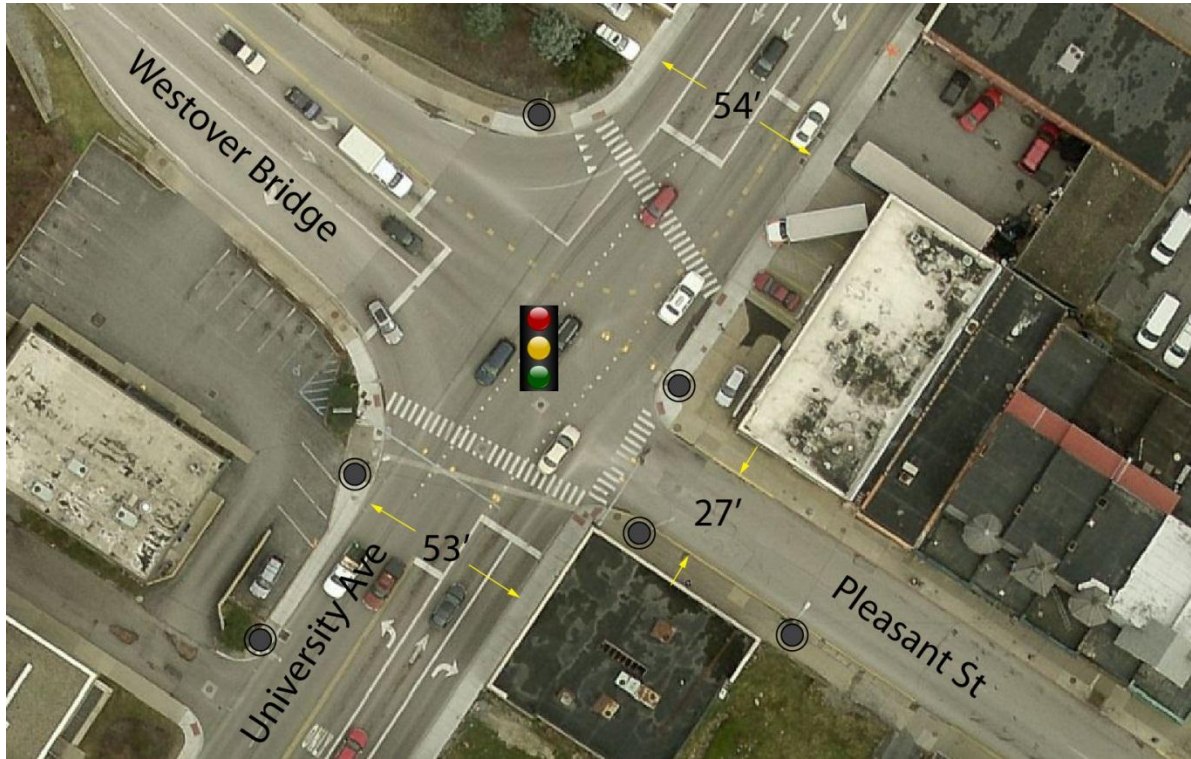
<sup>(1)</sup> 1=Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

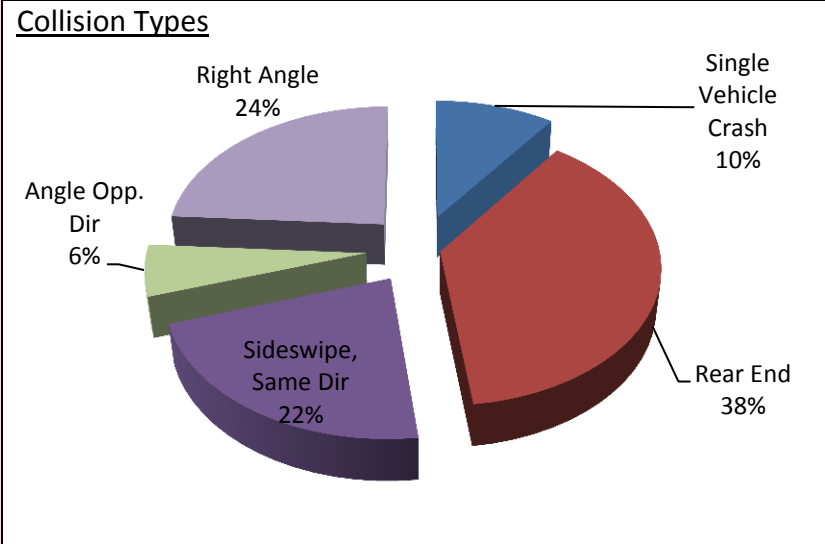
Reporting Date: 6/26/2013

Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
50	25(4)	0	2.60 <sup>(2)</sup>	2.96 <sup>(2)</sup>   Highest Score: 4.1 (East, North Leg, Through Movement)



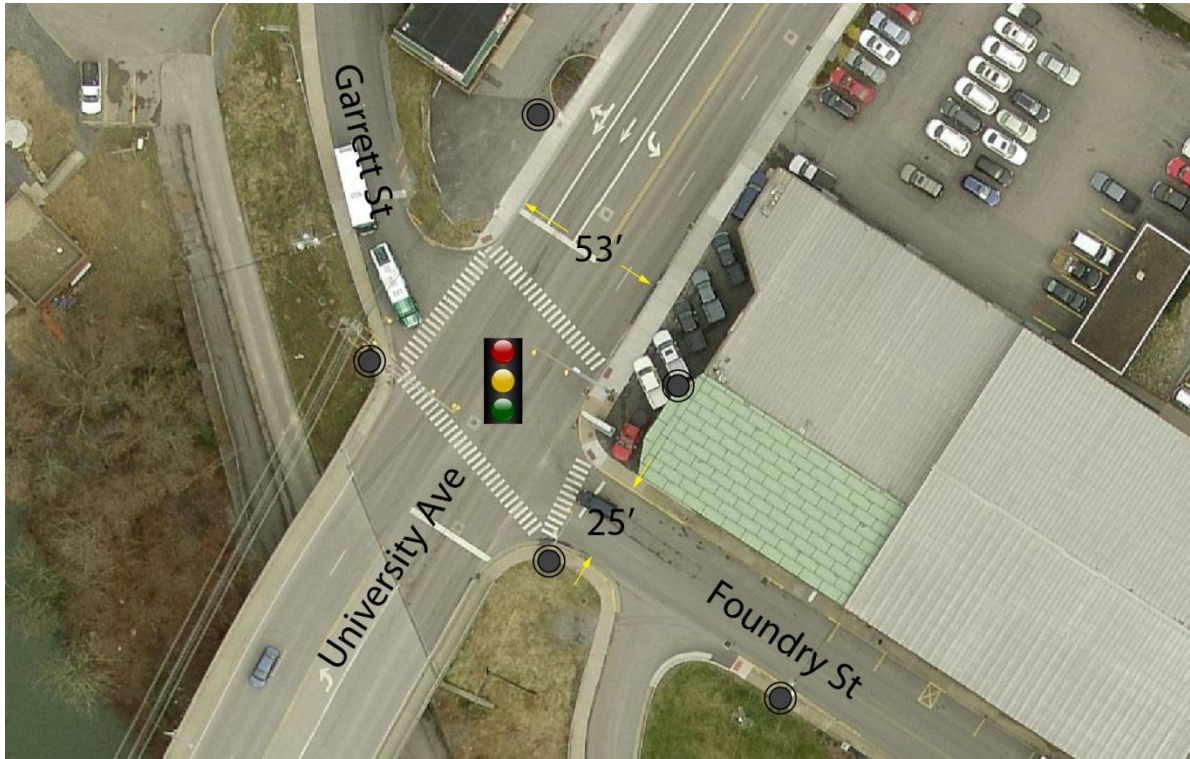
**Key Finding:**  
Key negative elements are high traffic volume and unusual configuration.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are the high volume of traffic making turning movements and limited sight distance from Pleasant St.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

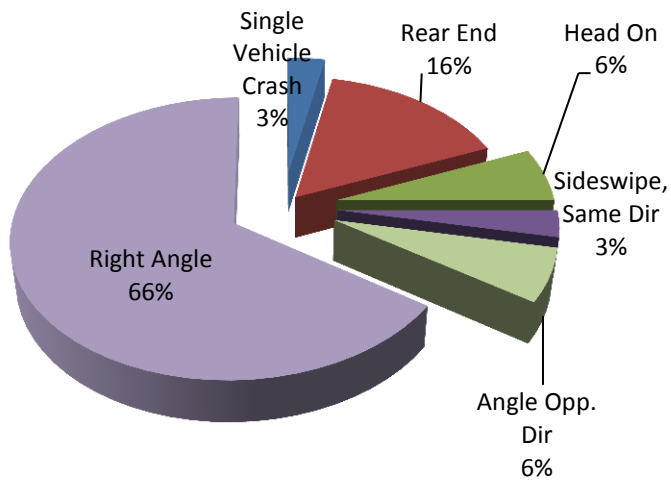
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
21	9(0)	0	2.45 <sup>(2)</sup>	2.56 <sup>(2)</sup>   Highest Score: 3.6 (West Leg, Through Movement)

**Collision Types**



**Key Findings:**  
Key negative elements are the high traffic volume on University Ave and the traffic merging from Foundry St and Garrett St.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

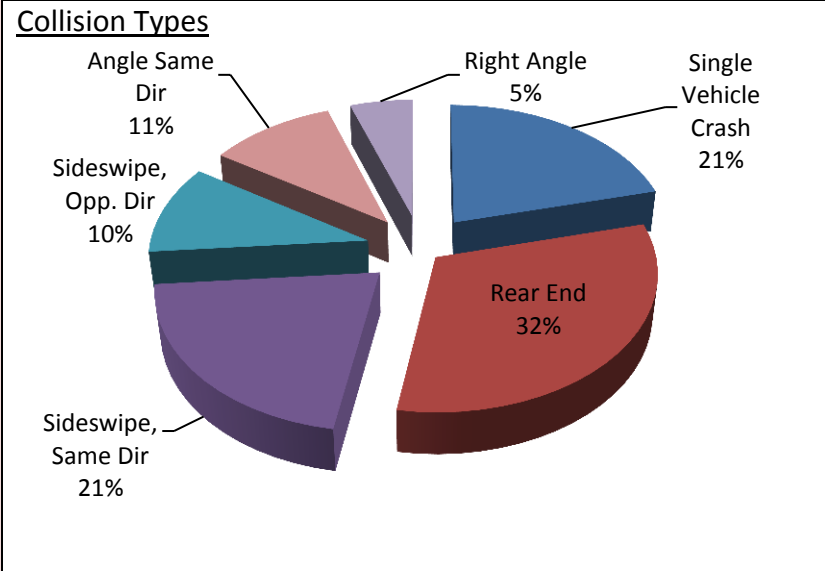
Reporting Date: 6/26/2013

Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
19	4(1)	0	2.10 <sup>(2)</sup>	2.05 <sup>(2)</sup>   Highest Score: 2.7 (North Leg, Through Movement)



**Key Finding:**  
Key negative elements are narrow street and the conflict with pedestrian traffic. Offset of High Street at this intersection also limits visibility.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are the frequent conflict with pedestrian traffic and the offset of High Street at this intersection.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

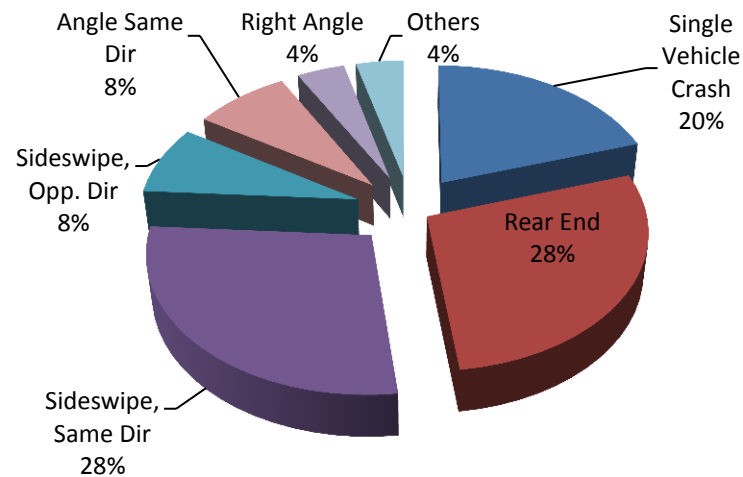
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
23	10(5)	0	2.00 <sup>(2)</sup>	2.17 <sup>(2)</sup>   Highest Score: 2.7 (West Leg, Through Movement)

**Collision Types**



**Key Finding:**  
Key negative elements are narrow street and the conflict with pedestrian traffic and limited sight distance.

<sup>(1)</sup> 1=Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

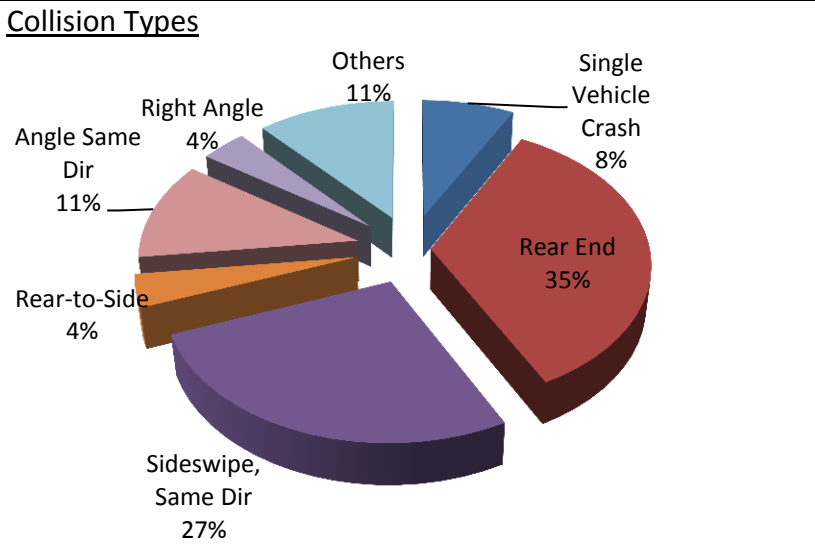
Reporting Date: 6/26/2013

Intersection Aerial View



Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
26	2(2)	0	2.25 <sup>(2)</sup>	2.30 <sup>(2)</sup>   Highest Score: 2.8 (Nouth Leg, Through Movement)

Accident Summary (09-11)<sup>(3)</sup>



**Key Finding:**  
Key negative elements are narrow street and the conflict with pedestrian traffic.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

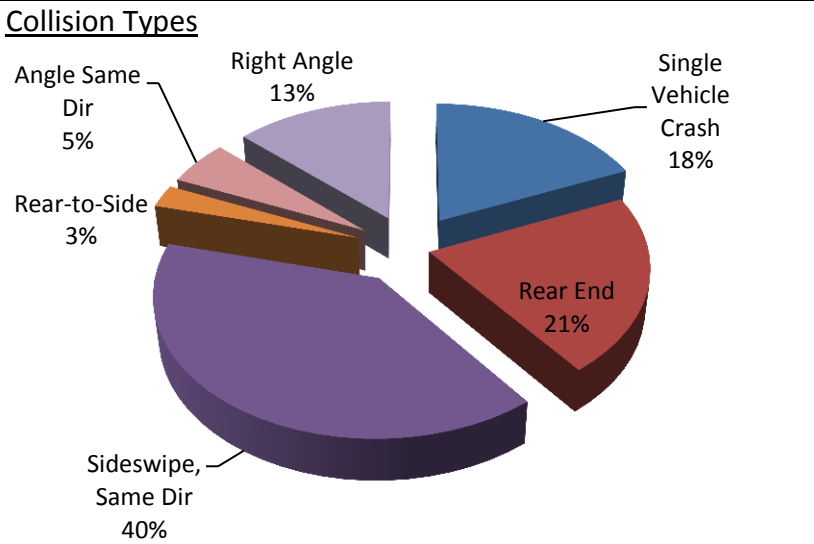
Reporting Date: 6/26/2013

Intersection Aerial View



Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
38	6(4)	0	2.10 <sup>(2)</sup>	2.20 <sup>(2)</sup>   Highest Score: 2.6 (South, East Leg, Through Movement)

Accident Summary (09-11)<sup>(3)</sup>



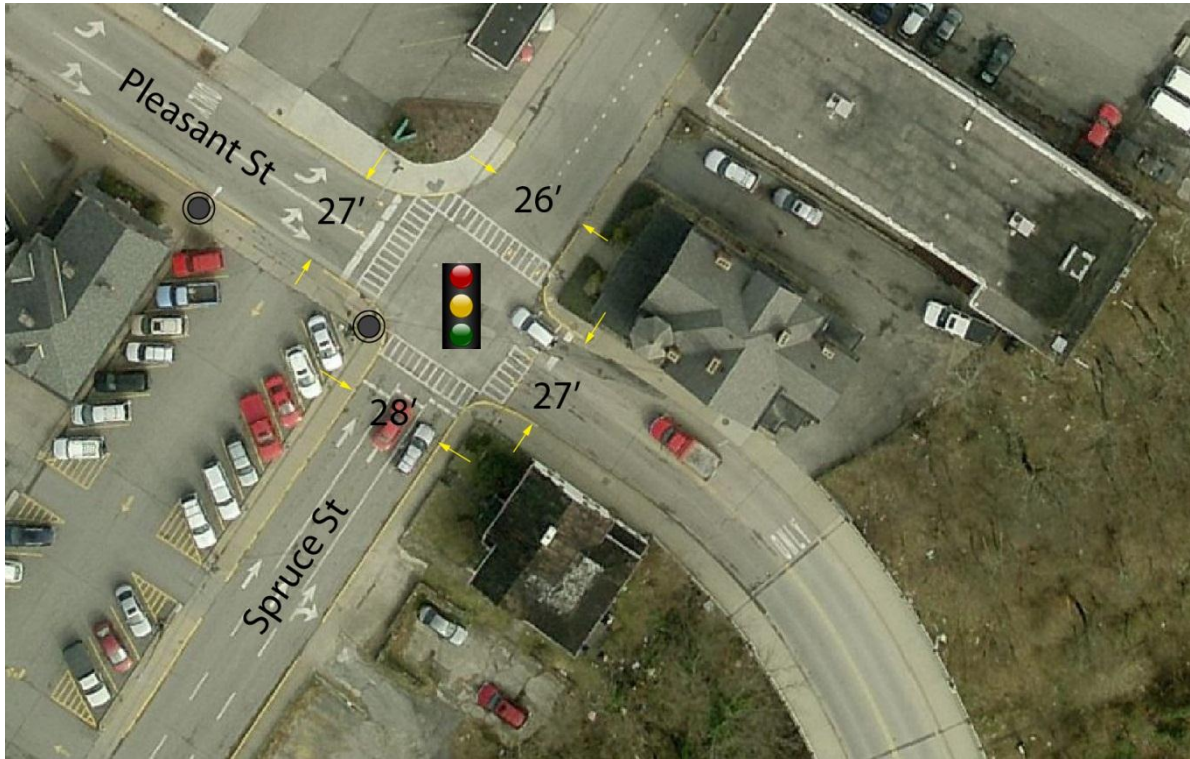
**Key Finding:**  
Key negative elements are vehicular weave movements and large turning movement.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013



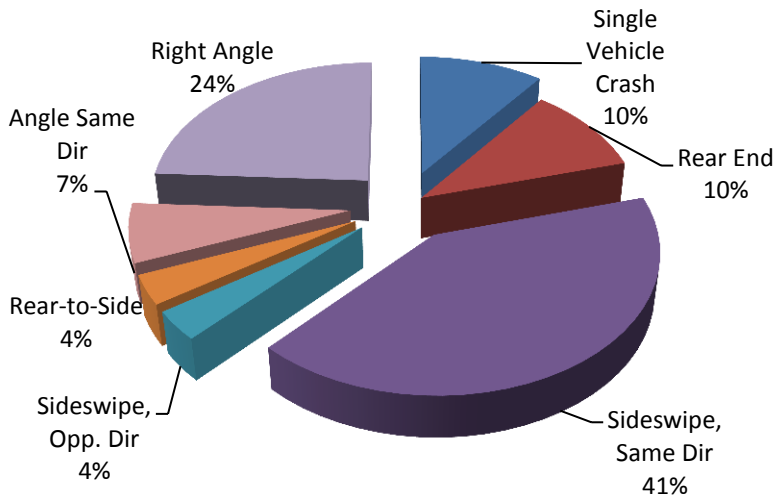
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
28	6(1)	0	2.17 <sup>(2)</sup>	2.08 <sup>(2)</sup>   Highest Score: 2.6 (South Leg, Through Movement)

**Collision Types**



**Key Finding:**  
The key element that negatively impacts the intersection safety is vehicular weave movement.

<sup>(1)</sup> 1= Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

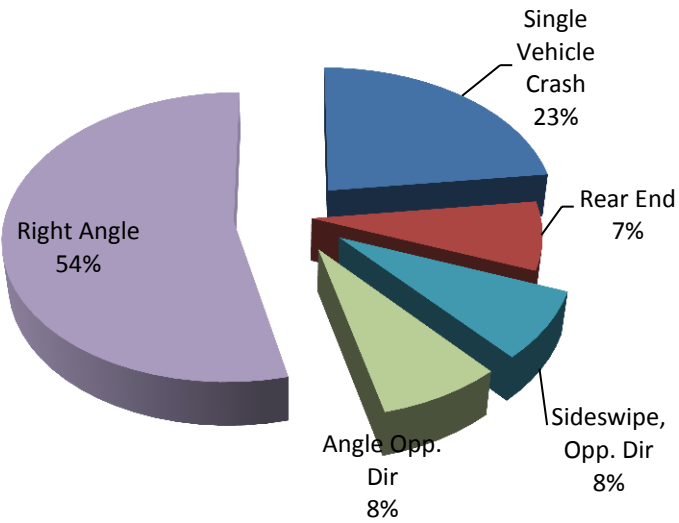
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
7	4(3)	0	N/A due to no crossing marking	1.92 <sup>(2)</sup>   Highest Score: 2.4 (North Leg, Through Movement)

Collision Types

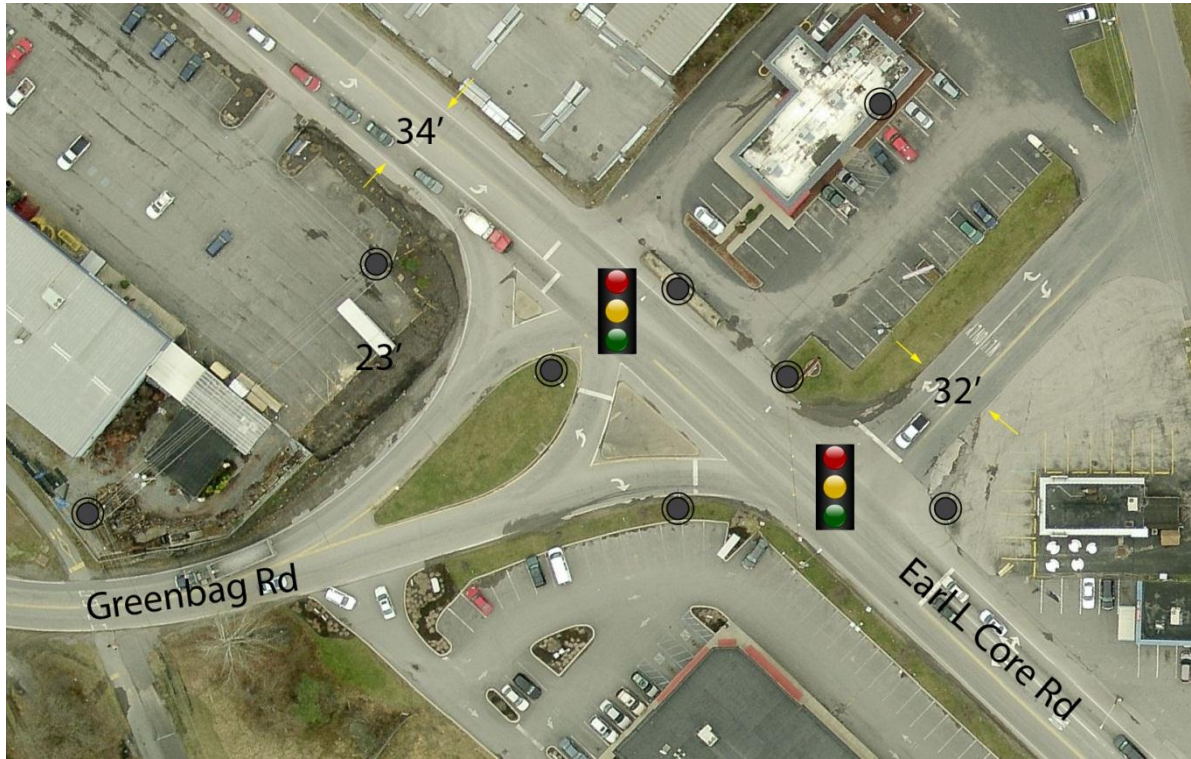


**Key Finding:**  
Key negative elements are weave movement and the conflict between pedestrian traffic and vehicular traffic.  
  
High volume of crossing pedestrian exists when school is in session.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

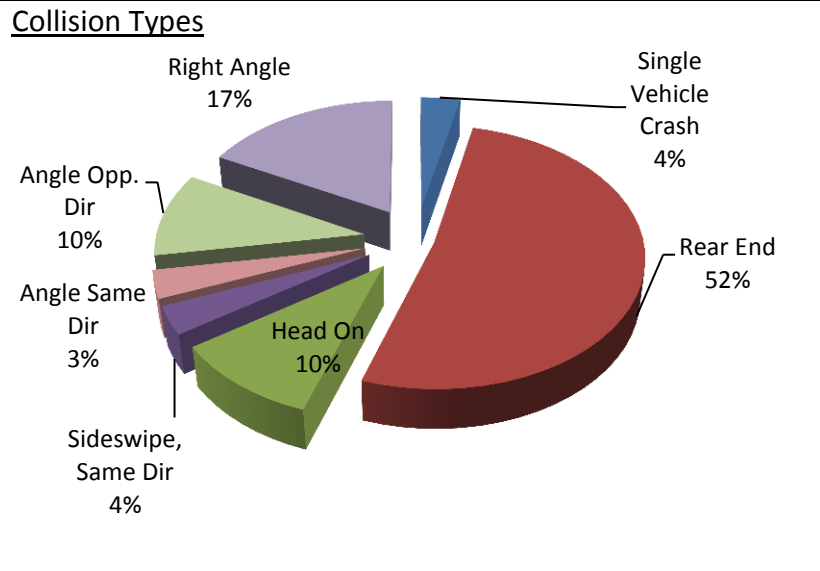
Reporting Date: 6/26/2013

Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
29	10(0)	0	N/A due to no crossing marking	2.56 <sup>(2)</sup>   Highest Score: 3.4 (South Leg, Through Movement)

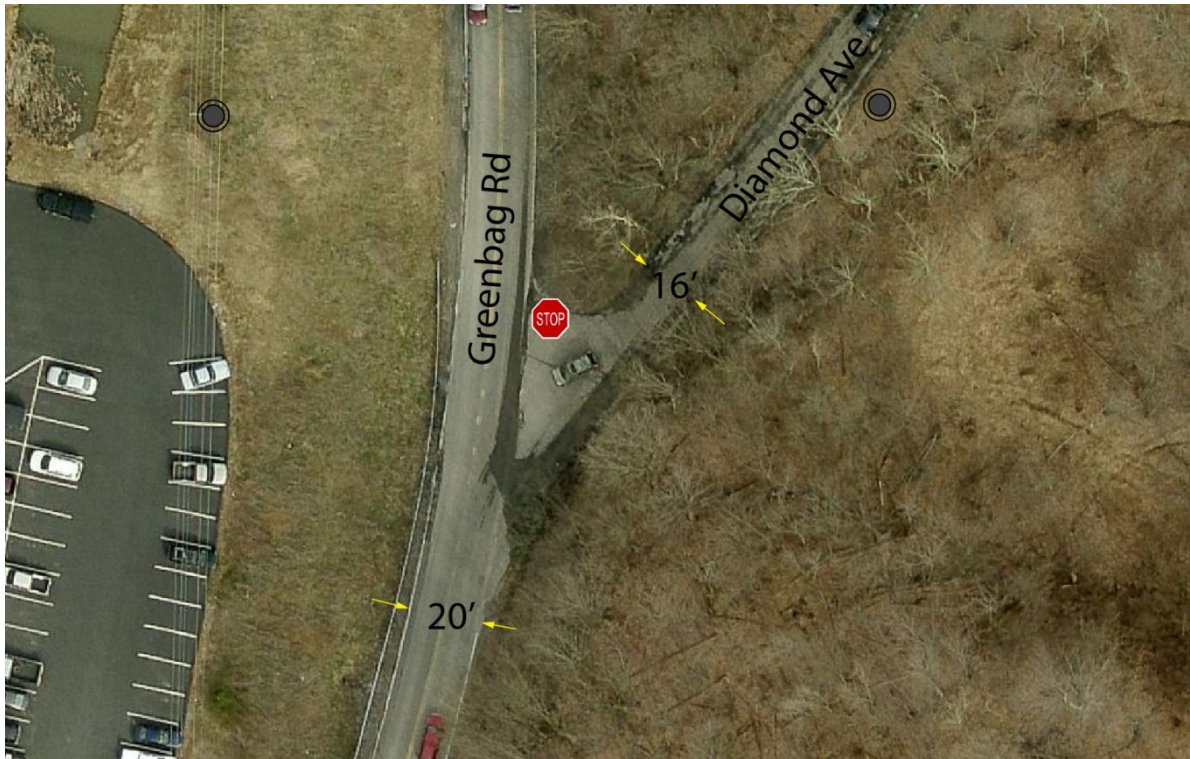


**Key Finding:**  
 Key negative elements are the unusual design of this intersection including adjacent driveway and heavy traffic volume on Earl L Core Rd.  
 Elements impacting bicycle safety but not included in the calculation of bicycle safety score are the unusual configuration, and the heavy truck volume at this intersection.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

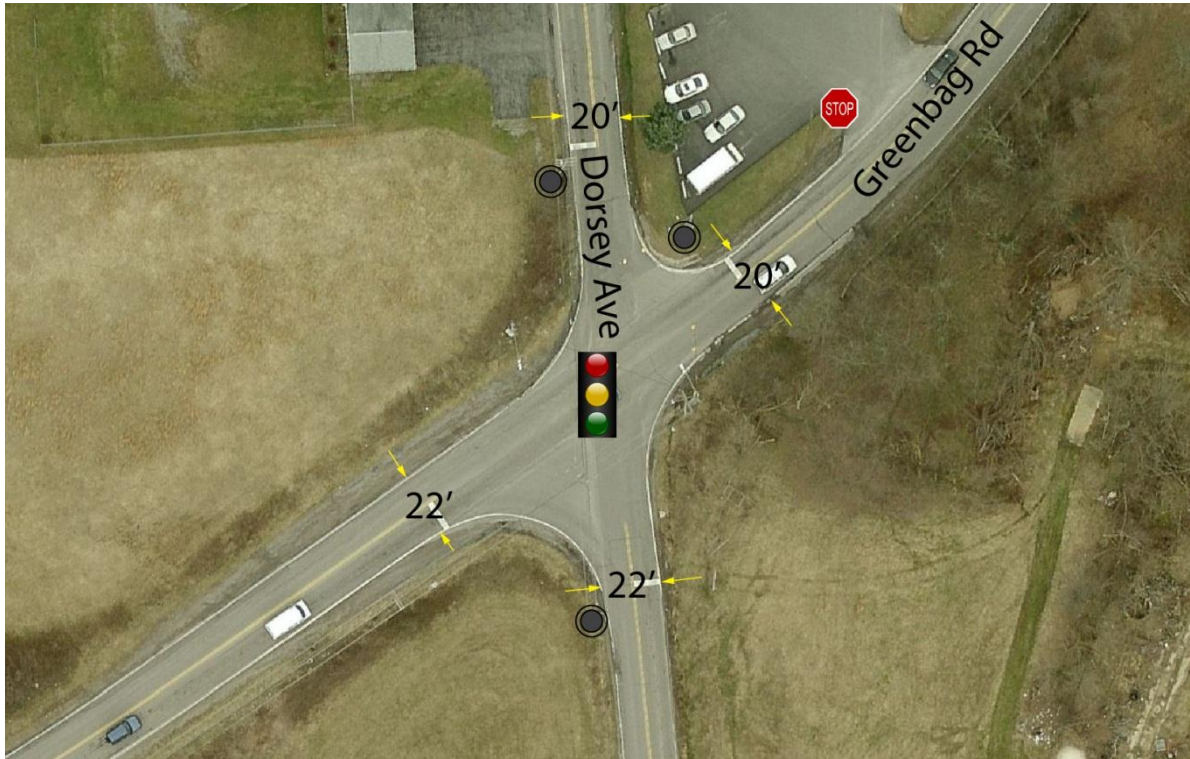
Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
0	0(0)	0	N/A due to no crossing marking	1.98 <sup>(2)</sup>   Highest Score: 2.4 (North Leg, Through Movement)

<p><u>Collision Types</u></p>	<p><b>Key Finding:</b> Key negative elements are speed difference, large turning radius, and excessive slope at Diamond Ave leg (more than 12 degree).</p> <p>Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope and limited sight distance.</p>
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<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

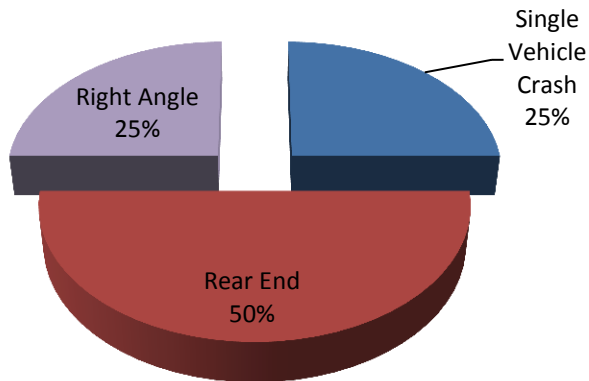
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
8	3(0)	0	N/A due to no crossing marking	2.45 <sup>(2)</sup>   Highest Score: 3.6 (East Leg, Through Movement)

Collision Types



**Key Finding:**  
Key negative elements are speed difference, narrow roadway, and skewed angle of the intersection.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope, narrow streets, and the limited sight distance.

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

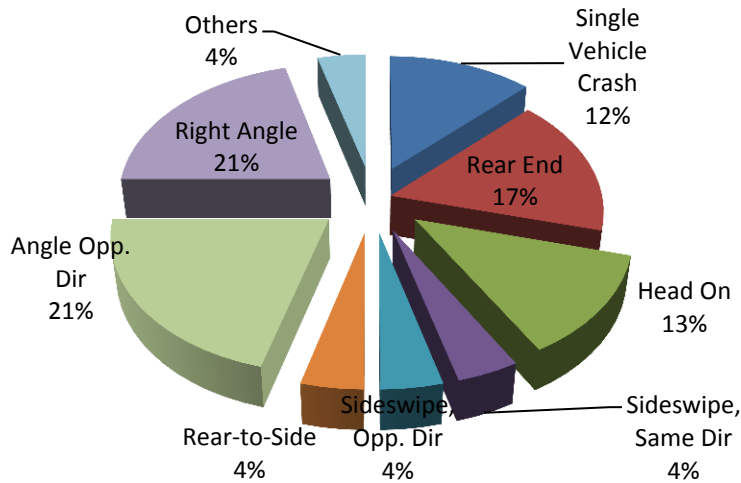
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
23	16(0)	0	N/A due to no crossing marking	2.50 <sup>(2)</sup>   Highest Score: 3.4 (North Leg, Through Movement)

**Collision Types**



**Key Finding:**

Key negative elements are speed difference, the unusual skew of the intersection, and the large turning radius between Grafton Rd and Smithtown Rd.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are excessive slope, and the unusual skewed turning between Grafton Rd and Smithtown Rd.

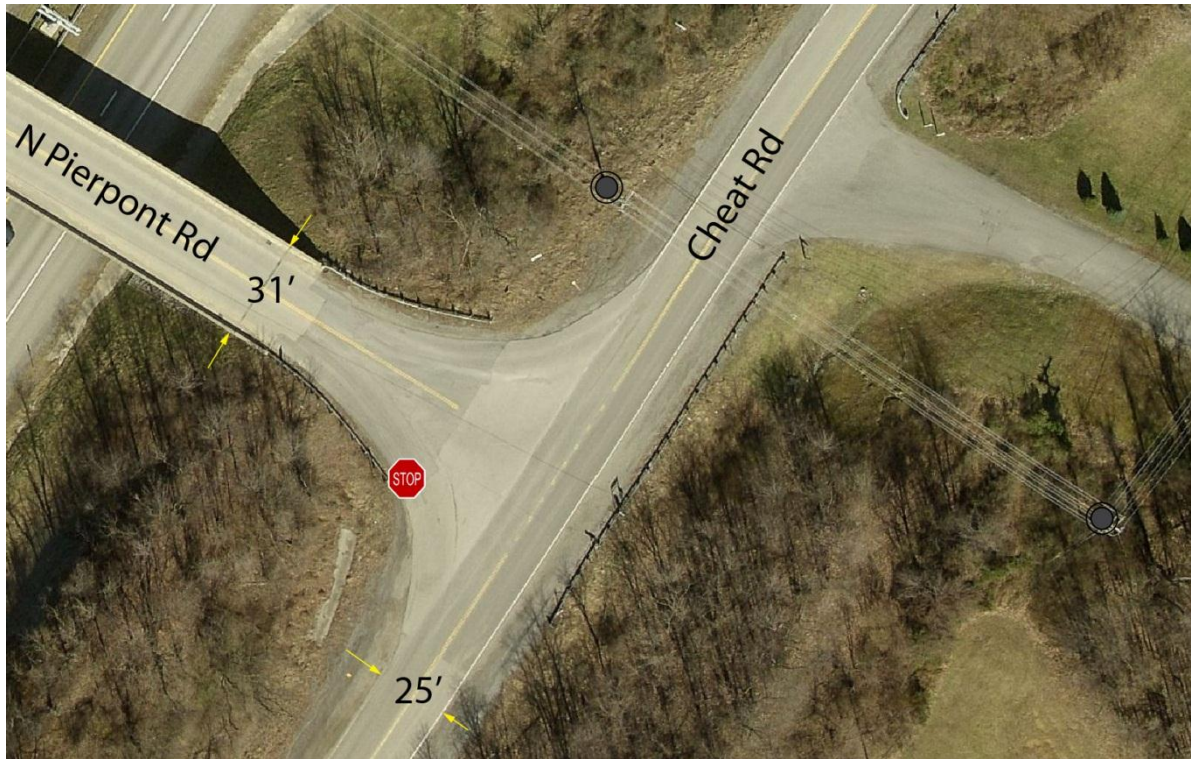
<sup>(1)</sup> 1=Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013

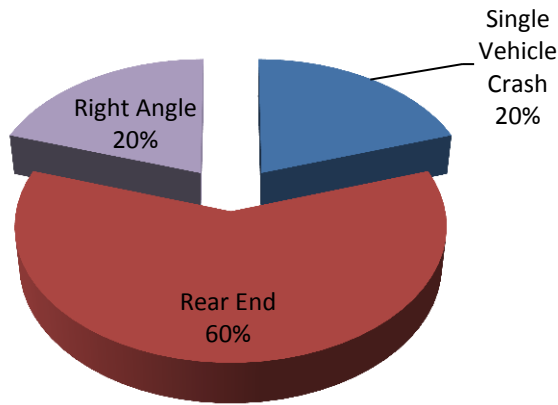
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
5	3(0)	0	N/A due to no crossing marking	2.23 <sup>(2)</sup>   Highest Score: 3.4 (South Leg, Through Movement)

Collision Types



**Key Finding:**  
Key negative elements are speed difference and limited sight distance.

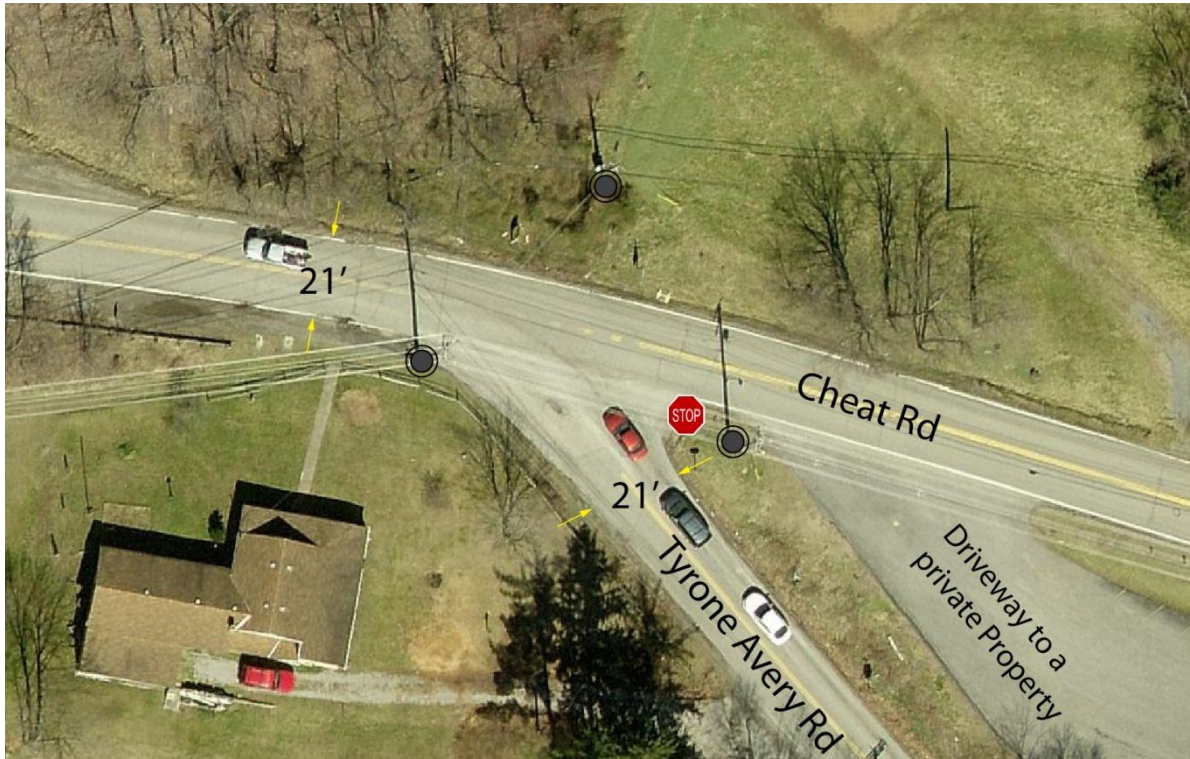
<sup>(1)</sup>1=Safest, 6=Least Safe

<sup>(2)</sup>The average score of all legs at an intersection.

<sup>(3)</sup>See the endnotes for source and data information

Reporting Date: 6/26/2013

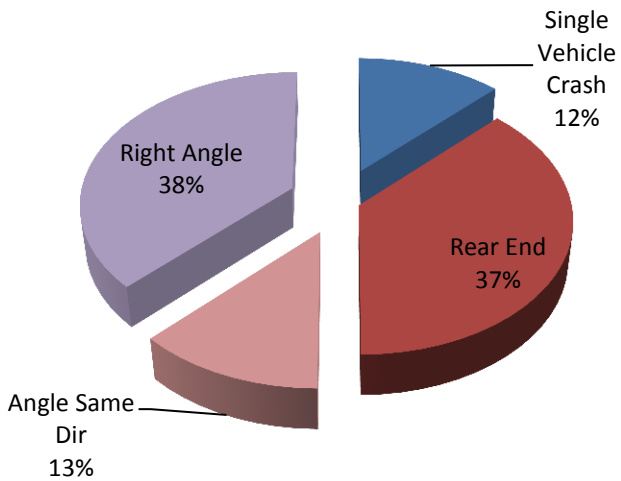
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
8	2(0)	0	N/A due to no crossing marking	<b>2.06</b> <sup>(2)</sup>   Highest Score: 3.2 (West Leg, Through Movement)

**Collision Types**



**Key Finding:**  
 Key negative elements are speed difference, excessive slope at Tyrone Avery Rd leg, and the unusual skew of the intersection (135 degree) which causes a sight distance issue.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are excessive slope, and the skewed turning between the two roads

<sup>(1)</sup> 1=Safest, 6=Least Safe  
<sup>(2)</sup> The average score of all legs at an intersection.  
<sup>(3)</sup> See the endnotes for source and data information

Reporting Date: 6/26/2013



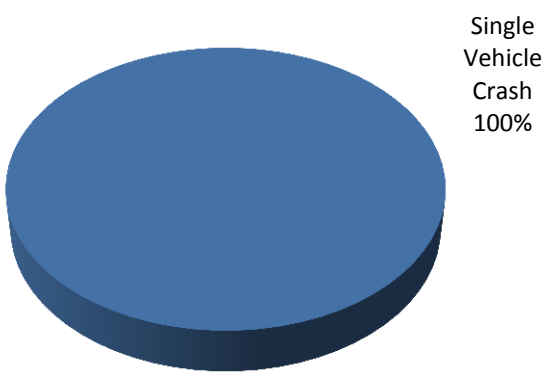
Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>
1	0(0)	0	N/A due to no crossing marking	2.01 <sup>(2)</sup>   Highest Score: 2.9 (North Leg, Through Movement)

Collision Types



**Key Finding:**  
 Key negative elements are speed difference, excessive slope, and the unusual skew of intersection.

Elements impacting bicycle safety but not included in the calculation of bicycle safety score are slope, the speed difference between the two roads, skewed turning angle, and limited sight distance.

<sup>(1)</sup>1=Safest, 6=Least Safe  
<sup>(2)</sup>The average score of all legs at an intersection.  
<sup>(3)</sup>See the endnotes for source and data information

Reporting Date: 6/26/2013

Intersection Aerial View



Accident Summary (09-11) <sup>(3)</sup>

Crash	Injury(Nonmotorist)	Fatality	Pedestrian Safety Score <sup>(1)</sup>	Bicyclist Safety Score <sup>(1)</sup>										
5	2(0)	0	N/A due to no crossing marking	1.91 <sup>(2)</sup>   Highest Score: 2.9 (South Leg, Through Movement)										
<p><b>Collision Types</b></p> <table border="1"> <caption>Collision Types Data</caption> <thead> <tr> <th>Collision Type</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Single Vehicle Crash</td> <td>40%</td> </tr> <tr> <td>Rear End</td> <td>20%</td> </tr> <tr> <td>Sideswipe, Opp. Dir</td> <td>20%</td> </tr> <tr> <td>Others</td> <td>20%</td> </tr> </tbody> </table>				Collision Type	Percentage	Single Vehicle Crash	40%	Rear End	20%	Sideswipe, Opp. Dir	20%	Others	20%	<p><b>Key Finding:</b> Key negative elements speed difference, large turning radius, and narrow roadway.</p> <p>Elements impacting bicycle safety but not included in the calculation of bicycle safety score are narrow streets, and the skewed turning between the two roads</p>
Collision Type	Percentage													
Single Vehicle Crash	40%													
Rear End	20%													
Sideswipe, Opp. Dir	20%													
Others	20%													

<sup>(1)</sup> 1=Safest, 6=Least Safe

<sup>(2)</sup> The average score of all legs at an intersection.

<sup>(3)</sup> See the endnotes for source and data information

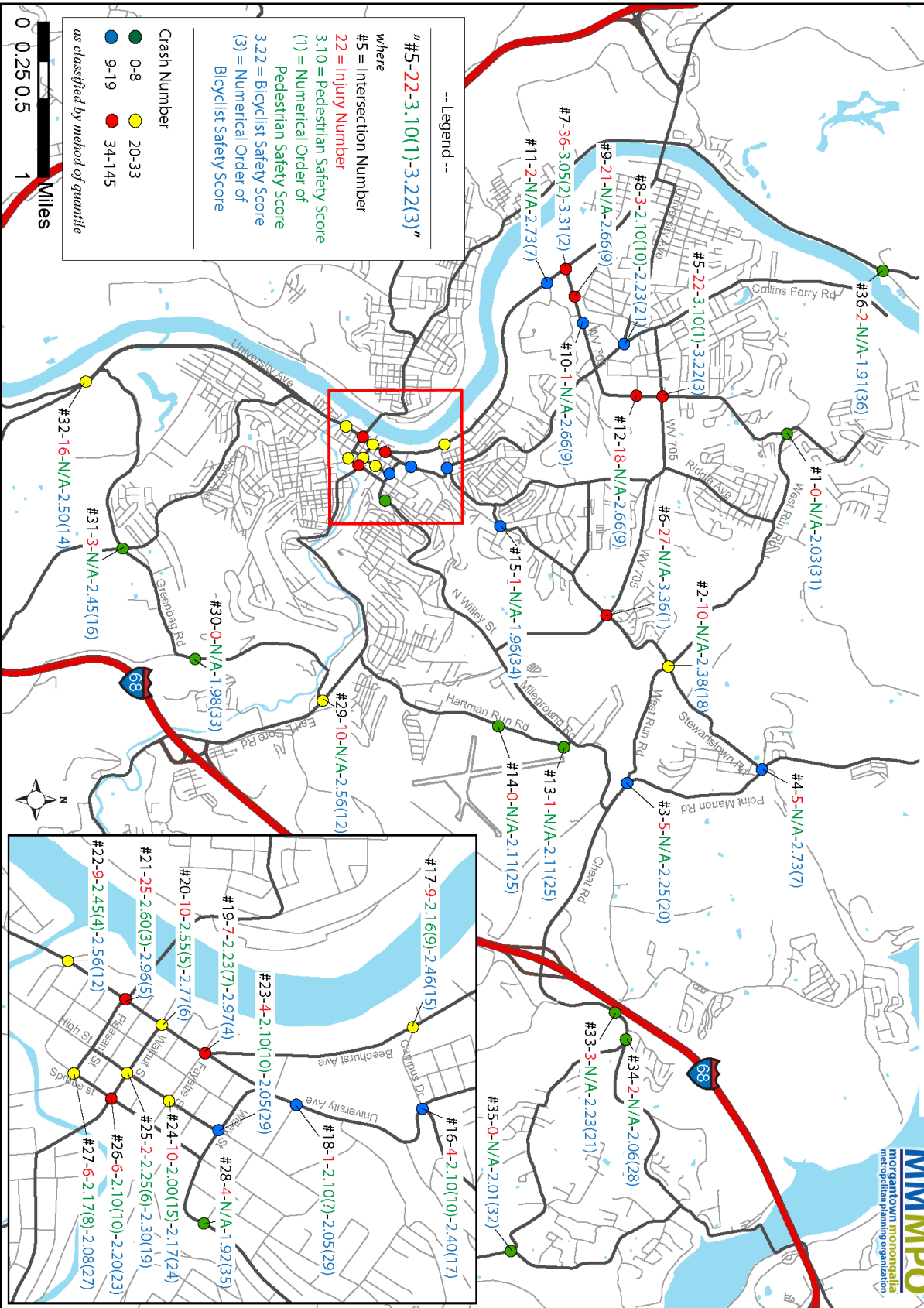
Reporting Date: 6/26/2013

--End Notes--

- (1) Roadway width is measured from 2012 Monongalia County Pictometry.
- (2) Accident summary is based WV Department of Highway Crash Data Base (2009-2011).
- (3) The Pedestrian Safety Score is the average of scores for all legs with pedestrian crossing marking at the subject intersection, each of which is calculated using Pedestrian Bicyclist Intersection Safety Indices Methodology developed for the Federal Highway Administration.
- (4) The Bicycle Safety Score is the average of scores for all through movements at the subject intersection, each of which is calculated using Pedestrian Bicyclist Intersection Safety Indices Methodology developed for the Federal Highway Administration.
- (5) ADT volumes used in calculating Pedestrian and Bicycle Safety Score are based on 2013 Traffic Count or MPO Traffic Modeling Scenario 1 in Long Range Transportation Plan (2013-2040)

## Intersection Evaluation Map

# L RTP Project 38 Intersection Priority Evaluation Map



## Appendix 1: Tabulation of Pedestrian & Bicyclist Safety Scores

#1: West Run Rd + Van Voorhis Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.03</b>
	T	3.1	
	R	1.8	
East Leg	L	1.6	
	T	N/A	
	R	1.5	
North Leg	L	1.7	
	T	2.5	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
N/A due to no crossing marking			

#2: West Run Road + Stewartstown Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2.1	<b>2.38</b>
	T	3.3	
	R	1.7	
East Leg	L	2.2	
	T	3.3	
	R	1.8	
North Leg	L	2	
	T	3.3	
	R	1.5	
West Leg	L	2.2	
	T	3.3	
	R	1.8	
Pedestrian Safety Score			
N/A due to no crossing marking			

#3: West Run Rd + Point Marion Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2	<b>2.25</b>
	T	2.4	
	R	N/A	
East Leg	L	N/A	
	T	N/A	
	R	N/A	
North Leg	L	N/A	
	T	3.1	
	R	2.4	
West Leg	L	1.6	
	T	N/A	
	R	1	
Pedestrian Safety Score			
N/A due to no crossing marking			

#4: Stewartstown Rd + Point Marion Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2.7	<b>2.73</b>
	T	3.7	
	R	2.1	
East Leg	L	2.3	
	T	3.8	
	R	1.7	
North Leg	L	2.7	
	T	3.7	
	R	2.1	
West Leg	L	2.4	
	T	3.8	
	R	1.8	
Pedestrian Safety Score			
N/A due to no crossing marking			

#5: Van Voorhis Rd + WV 705			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	3.3	<b>3.22</b>
	T	4.3	
	R	2.6	
East Leg	L	3.7	
	T	4.3	
	R	2.3	
North Leg	L	3.2	
	T	4.1	
	R	1.8	
West Leg	L	3.2	
	T	4.1	
	R	1.8	
Pedestrian Safety Score			
<b>3.10</b>			

#6: Stewartstown Rd + WV 705			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	3.7	<b>3.36</b>
	T	4.1	
	R	2.3	
East Leg	L	3.4	
	T	4.1	
	R	2.4	
North Leg	L	3.7	
	T	4.1	
	R	2.6	
West Leg	L	3.4	
	T	4.1	
	R	2.4	
Pedestrian Safety Score			
N/A due to no crossing marking			

#7: Patteson Dr. + Monongahela Blvd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	3.5	<b>3.31</b>
	T	4.3	
	R	2.6	
East Leg	L	3.5	
	T	3.8	
	R	2.6	
North Leg	L	3.5	
	T	4.3	
	R	2.3	
West Leg	L	3	
	T	3.8	
	R	2.6	
Pedestrian Safety Score			
<b>3.05</b>			

#8: West Run Rd + Point Marion Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.23</b>
	T	3	
	R	1.8	
East Leg	L	1.8	
	T	N/A	
	R	1.5	
North Leg	L	2.3	
	T	3	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
<b>2.10</b>			

#9: Patteson Dr + Laurel St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.66</b>
	T	N/A	
	R	N/A	
East Leg	L	N/A	
	T	3.2	
	R	2.1	
North Leg	L	3	
	T	N/A	
	R	1.7	
West Leg	L	2.8	
	T	3.2	
	R	N/A	
Pedestrian Safety Score			
N/A due to no crossing marking			

#10: Patteson Dr + Baldwin St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.66</b>
	T	N/A	
	R	N/A	
East Leg	L	N/A	
	T	3.2	
	R	2.1	
North Leg	L	3	
	T	N/A	
	R	1.7	
West Leg	L	2.8	
	T	3.2	
	R	N/A	
Pedestrian Safety Score			
N/A due to no crossing marking			

#11: Monongahela Blvd + Evansdale Dr			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.73</b>
	T	3.7	
	R	2.3	
East Leg	L	2.8	
	T	N/A	
	R	1.7	
North Leg	L	2.8	
	T	3.1	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
N/A due to no crossing marking			

#12: West Run Rd + Point Marion Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	3.2	<b>2.66</b>
	T	2.7	
	R	N/A	
East Leg	L	N/A	
	T	N/A	
	R	N/A	
North Leg	L	N/A	
	T	3.4	
	R	2.7	
West Leg	L	2.3	
	T	N/A	
	R	1.7	
Pedestrian Safety Score			
N/A due to no crossing marking			



#13: Hartman Run Rd + Hart Field Rd (North)			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.11</b>
	T	2.8	
	R	1.6	
East Leg	L	1.7	
	T	N/A	
	R	1.9	
North Leg	L	1.9	
	T	2.8	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
N/A due to no crossing marking			

#14: Hartman Run Rd + Hart Field Rd (South)			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.11</b>
	T	2.8	
	R	1.6	
East Leg	L	1.7	
	T	N/A	
	R	1.9	
North Leg	L	1.9	
	T	2.8	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
N/A due to no crossing marking			

#15: Stewart St + Protzman St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2.7	<b>1.96</b>
	T	2.4	
	R	1.6	
East Leg	L	1.5	
	T	2.2	
	R	1.3	
North Leg	L	1.7	
	T	2.4	
	R	1.6	
West Leg	L	2.1	
	T	2.4	
	R	1.6	
Pedestrian Safety Score			
N/A due to no crossing marking			

#16: Stewart St + University Ave			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2.2	<b>2.40</b>
	T	3.4	
	R	1.6	
East Leg	L	2.2	
	T	3.4	
	R	1.6	
North Leg	L	2.2	
	T	3.4	
	R	1.6	
West Leg	L	2.2	
	T	3.4	
	R	1.6	
Pedestrian Safety Score			
<b>2.10</b>			

#17: Campus Dr + Beechurst Ave			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.46</b>
	T	3.6	
	R	1.9	
East Leg	L	2.2	
	T	N/A	
	R	1.6	
North Leg	L	2.5	
	T	3	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
<b>2.16</b>			

#18: University Ave + Prospect St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.05</b>
	T	2.3	
	R	1.9	
East Leg	L	2.3	
	T	N/A	
	R	1.5	
North Leg	L	2.7	
	T	1.6	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
<b>2.1</b>			

#19: University Ave + Beechurst St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	3.4	<b>2.97</b>
	T	3.7	
	R	2.1	
East Leg	L	2.6	
	T	3.5	
	R	2.4	
North Leg	L	3.4	
	T	3.7	
	R	1.9	
West Leg	L	3.4	
	T	3.9	
	R	1.7	
Pedestrian Safety Score			
<b>2.23</b>			

#20: University Ave + Walnut St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	3.2	<b>2.77</b>
	T	3.7	
	R	1.9	
East Leg	L	N/A	
	T	3.6	
	R	1.9	
North Leg	L	3	
	T	N/A	
	R	2	
West Leg	L	3.4	
	T	2.3	
	R	N/A	
Pedestrian Safety Score			
<b>2.55</b>			

#21: University Ave + Pleasant St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.96</b>
	T	N/A	
	R	N/A	
East Leg	L	3	
	T	4.1	
	R	2.1	
North Leg	L	3	
	T	4.1	
	R	2.1	
West Leg	L	3	
	T	3.4	
	R	1.9	
Pedestrian Safety Score			
<b>2.60</b>			

#22: University Ave + Foundry St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.56</b>
	T	3.5	
	R	2.1	
East Leg	L	2.5	
	T	N/A	
	R	1.7	
North Leg	L	2.8	
	T	2.9	
	R	N/A	
West Leg	L	2.5	
	T	3.6	
	R	1.5	
Pedestrian Safety Score			
<b>2.45</b>			

#23: High St + Willey St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.05</b>
	T	N/A	
	R	N/A	
East Leg	L	2.2	
	T	1.9	
	R	N/A	
North Leg	L	2	
	T	2.7	
	R	1.5	
West Leg	L	N/A	
	T	2.5	
	R	1.6	
Pedestrian Safety Score			
<b>2.1</b>			

#24: High St + Fayette St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.17</b>
	T	N/A	
	R	N/A	
East Leg	L	N/A	
	T	N/A	
	R	N/A	
North Leg	L	2.4	
	T	2.1	
	R	N/A	
West Leg	L	N/A	
	T	2.7	
	R	1.5	
Pedestrian Safety Score			
<b>2</b>			

#25: High St + Walnut St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.30</b>
	T	N/A	
	R	N/A	
East Leg	L	2.4	
	T	2.2	
	R	N/A	
North Leg	L	N/A	
	T	2.8	
	R	1.8	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
<b>2.25</b>			

#26: Spruce St + Walnut St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2.2	<b>2.20</b>
	T	2.6	
	R	1.6	
East Leg	L	2.6	
	T	2.6	
	R	1.6	
North Leg	L	N/A	
	T	N/A	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
<b>2.10</b>			

#27: Spruce St + Pleasant St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>2.08</b>
	T	2.6	
	R	1.5	
East Leg	L	N/A	
	T	N/A	
	R	2	
North Leg	L	N/A	
	T	N/A	
	R	N/A	
West Leg	L	2.3	
	T	2	
	R	N/A	
Pedestrian Safety Score			
<b>2.17</b>			

#28: Willey St + Prospect St			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	1.9	<b>1.92</b>
	T	1.8	
	R	N/A	
East Leg	L	N/A	
	T	N/A	
	R	N/A	
North Leg	L	N/A	
	T	2.4	
	R	1.6	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
N/A due to no crossing marking			

#29: Greenbag Rd + Earl L Core Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	3	<b>2.56</b>
	T	3.4	
	R	2.1	
East Leg	L	2.6	
	T	N/A	
	R	1.5	
North Leg	L	2.7	
	T	3.6	
	R	2.1	
West Leg	L	2.8	
	T	N/A	
	R	1.8	
Pedestrian Safety Score			
N/A due to no crossing marking			

#30: Greenbag Rd + Diamond Ave			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>1.98</b>
	T	3	
	R	1.8	
East Leg	L	1.5	
	T	N/A	
	R	1.5	
North Leg	L	1.7	
	T	2.4	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
N/A due to no crossing marking			

#31: Greenbag Rd + Dorsey Ave			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2.2	<b>2.45</b>
	T	3.4	
	R	1.8	
East Leg	L	2.2	
	T	3.6	
	R	1.6	
North Leg	L	2.2	
	T	3.4	
	R	1.6	
West Leg	L	2.4	
	T	3.4	
	R	1.6	
Pedestrian Safety Score			
N/A due to no crossing marking			

#32: Grafton Rd + Smithtown Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2.6	<b>2.50</b>
	T	2.8	
	R	N/A	
East Leg	L	N/A	
	T	N/A	
	R	N/A	
North Leg	L	N/A	
	T	3.4	
	R	2.1	
West Leg	L	2.3	
	T	N/A	
	R	1.8	
Pedestrian Safety Score			
N/A due to no crossing marking			

#33: Cheat Rd + N Pierpont Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2	<b>2.23</b>
	T	2.8	
	R	N/A	
East Leg	L	N/A	
	T	N/A	
	R	N/A	
North Leg	L	N/A	
	T	3.4	
	R	1.9	
West Leg	L	1.6	
	T	N/A	
	R	1.7	
Pedestrian Safety Score			
N/A due to no crossing marking			

#34: Cheat Rd + N Pierpont Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	1.7	<b>2.06</b>
	T	N/A	
	R	1.6	
East Leg	L	1.7	
	T	2.6	
	R	N/A	
North Leg	L	N/A	
	T	N/A	
	R	N/A	
West Leg	L	N/A	
	T	3.2	
	R	1.6	
Pedestrian Safety Score			
N/A due to no crossing marking			

#35: Tyrone Rd + Tyrone Avery Rd			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	2.1	<b>2.01</b>
	T	2.3	
	R	N/A	
East Leg	L	N/A	
	T	N/A	
	R	N/A	
North Leg	L	N/A	
	T	2.9	
	R	1.5	
West Leg	L	2	
	T	N/A	
	R	1.3	
Pedestrian Safety Score			
N/A due to no crossing marking			

#36: Fort Martin Rd + WV 100			
Bicyclist Safety Score			
Intersection Leg	Turn Dir.	Score	Ave. Score
South Leg	L	N/A	<b>1.91</b>
	T	2.9	
	R	1.7	
East Leg	L	1.5	
	T	N/A	
	R	1.5	
North Leg	L	1.6	
	T	2.3	
	R	N/A	
West Leg	L	N/A	
	T	N/A	
	R	N/A	
Pedestrian Safety Score			
N/A due to no crossing marking			

## Appendix 2: Intersection by Numerical Order of Pedestrian Safety Scores

Road Name	Pedestrian Safety Ranking	Pedestrian Safety Score	Int. #	Bicycle Safety Score	Bicycle Safety Ranking
Van Voorhis Rd & WV 705 (Chestnut Ridge Rd)	1	3.1	5	3.22	3
Patteson Dr & Monongahela Blvd	2	3.05	7	3.31	2
University Ave & Pleasant ST	3	2.6	21	2.96	5
University Ave & Walnut St	4	2.55	20	2.77	6
University Ave & Foundry St	5	2.45	22	2.56	11
High St & Walnut St	6	2.25	25	2.3	19
University Ave & Beechurst St	7	2.23	19	2.97	4
Spruce St & Pleasant St	8	2.17	27	2.08	27
Campus Dr & Beechurst St	9	2.16	17	2.46	14
Stewarts St & University Ave	10	2.1	16	2.4	16
University Ave & Collins Ferry Rd	11	2.1	8	2.23	21
Spruce St & Walnut St	12	2.1	26	2.2	23
University Ave & Prospect St	13	2.1	18	2.05	29
High St & Willey St	14	2.1	23	2.05	30
High St & Fayette St	15	2	24	2.17	24
Stewartstown Rd & WV 705	N/A	N/A	6	3.36	1
Stewartstown Rd & Point Marion Rd	N/A	N/A	4	2.73	7
Patteson Dr & Laurel St	N/A	N/A	9	2.66	8
Patteson Dr & Baldwin St	N/A	N/A	10	2.66	9
Christy St & Van Voorhis Rd	N/A	N/A	12	2.66	10
Greenbag Rd & Earl L Core Rd	N/A	N/A	29	2.56	12
Grafton Rd & Smithtown Rd	N/A	N/A	32	2.5	13
Greenbag Rd & Dorsey Ave	N/A	N/A	31	2.45	15
West Run Rd & Stewartstown Rd	N/A	N/A	2	2.38	17
Monongahela Blvd & Evansdale Dr	N/A	N/A	11	2.37	18
West Run Rd & Point Marion Rd	N/A	N/A	3	2.25	20
Cheat Rd & N Pierpont Rd	N/A	N/A	33	2.23	22
Hartman Run Rd & Hart Field Rd (North)	N/A	N/A	13	2.11	25
Hartman Run Rd & Hart Field Rd (South)	N/A	N/A	14	2.11	26
Cheat Rd & Tyrone Avery Rd	N/A	N/A	34	2.06	28
West Run Rd & Van Voorhis Rd	N/A	N/A	1	2.03	31
Tyrone Rd & Tyrone Avery Rd	N/A	N/A	35	2.01	32
Greenbag Rd & Diamond Ave	N/A	N/A	30	1.98	33
Stewarts St & Protzman St	N/A	N/A	15	1.96	34
Willey St & Prospect St	N/A	N/A	28	1.92	35
Fort Martin Rd & WV 100	N/A	N/A	36	1.91	36

### Appendix 3: Intersection Ranking by Morgantown Pedestrian Safety Plan

Road Name	City Ped. Board Priority Ranking <sup>(1)</sup>	% of Ped. Crash <sup>(4)</sup>	Ped. Safety Score Ranking	Pedestrian Safety Score	Int. #	Bicycle Safety Score	Bicycle Safety Ranking
Van Voorhis Rd & WV 705 (Chestnut Ridge Rd)	1	N/A	1	3.1	5	3.22	3
Campus Dr & Beechurst St	2	2.2%	9	2.16	17	2.46	14
University Ave & Prospect St	2	1.8%	13	2.1	18	2.05	29
University Ave & Pleasant St	5	3.5%	3	2.6	21	2.96	5
University Ave & Walnut St	9	N/A	4	2.55	20	2.77	6
University Ave & Foundry St	15	N/A	5	2.45	22	2.56	11
University Ave & Beechurst St	15	2.2%	7	2.23	19	2.97	4
University Ave & Collins Ferry Rd	22	N/A	11	2.1	8	2.23	21
High St & Walnut St	* <sup>(2)</sup>	1.8%	6	2.25	25	2.3	19
Spruce St & Pleasant St	*	2.2%	8	2.17	27	2.08	27
Spruce St & Walnut St	*	4.0%	12	2.1	26	2.2	23
High St & Willey St	*	3.5%	14	2.1	23	2.05	30
High St & Fayette St	*	1.8%	15	2	24	2.17	24
Patteson Dr & Laurel St	□ <sup>(3)</sup>	N/A	N/A	N/A	9	2.66	8
Patteson Dr & Baldwin St	□	N/A	N/A	N/A	10	2.66	9
Christy St & Van Voorhis Rd	□	N/A	N/A	N/A	12	2.66	10
Willey St & Prospect St	□	3.1%	N/A	N/A	28	1.92	35

<sup>(1)</sup> Citywide priority ranking is based on the Morgantown Pedestrian Safety Plan adopted by the City of Morgantown.

<sup>(2)</sup> Does not apply but very important because of high pedestrian use and number of pedestrian crashes, as indicated by Morgantown Pedestrian Safety Board.

<sup>(3)</sup> Indicated in Morgantown Pedestrian Safety Plan as “new crosswalks” of priority.

<sup>(4)</sup> Intersection with 4 or more pedestrian involved traffic crash. Data was provided by Morgantown Pedestrian Safety Board.



#### Appendix 4: Intersection by Numerical Order of Bicyclist Safety Scores

Bicycle Safety Ranking	Bicycle Safety Score	Int. #	Road Name	Pedestrian Safety Score	Pedestrian Safety Ranking
1	3.36	6	Stewartstown Rd & WV 705	N/A	N/A
2	3.31	7	Patteson Dr & Monongahela Blvd	3.05	2
3	3.22	5	Van Voorhis Rd & WV 705 (Chestnut Ridge Rd)	3.1	1
4	2.97	19	University Ave & Beechurst St	2.23	7
5	2.96	21	University Ave & Pleasant ST	2.6	3
6	2.77	20	University Ave & Walnut St	2.55	4
7	2.73	4	Stewartstown Rd & Point Marion Rd	N/A	N/A
8	2.66	9	Patteson Dr & Laurel St	N/A	N/A
9	2.66	10	Patteson Dr & Baldwin St	N/A	N/A
10	2.66	12	Christy St & Van Voorhis Rd	N/A	N/A
11	2.56	22	University Ave & Foundry St	2.45	5
12	2.56	29	Greenbag Rd & Earl L Core Rd	N/A	N/A
13	2.5	32	Grafton Rd & Smithtown Rd	N/A	N/A
14	2.46	17	Campus Dr & Beechurst St	2.16	9
15	2.45	31	Greenbag Rd & Dorsey Ave	N/A	N/A
16	2.4	16	Stewarts St & University Ave	2.1	10
17	2.38	2	West Run Rd & Stewartstown Rd	N/A	N/A
18	2.37	11	Monongahela Blvd & Evansdale Dr	N/A	N/A
19	2.3	25	High St & Walnut St	2.25	6
20	2.25	3	West Run Rd & Point Marion Rd	N/A	N/A
21	2.23	8	University Ave & Collins Ferry Rd	2.1	11
22	2.23	33	Cheat Rd & N Pierpont Rd	N/A	N/A
23	2.2	26	Spruce St & Walnut St	2.1	12
24	2.17	24	High St & Fayette St	2	15
25	2.11	13	Hartman Run Rd & Hart Field Rd (North)	N/A	N/A
26	2.11	14	Hartman Run Rd & Hart Field Rd (South)	N/A	N/A
27	2.08	27	Spruce St & Pleasant St	2.17	8
28	2.06	34	Cheat Rd & Tyrone Avery Rd	N/A	N/A
29	2.05	18	University Ave & Prospect St	2.1	13
30	2.05	23	High St & Willey St	2.1	14
31	2.03	1	West Run Rd & Van Voorhis Rd	N/A	N/A
32	2.01	35	Tyrone Rd & Tyrone Avery Rd	N/A	N/A
33	1.98	30	Greenbag Rd & Diamond Ave	N/A	N/A
34	1.96	15	Stewarts St & Protzman St	N/A	N/A
35	1.92	28	Willey St & Prospect St	N/A	N/A
36	1.91	36	Fort Martin Rd & WV 100	N/A	N/A