Traffic Calming Recommended Plan
Morgantown, WV

V 2.0

Version 2: May 5, 2009
Updates to Woodburn
May 5, 2009
Updates to Wiles Hill

Presented to: Morgantown City Council Oct 28, 2008
Approved by: Morgantown Traffic Commission Oct 8, 2008
Goals of Traffic Calming

• Support the local Morgantown neighborhoods to improve livability (this includes walk ability)

• Support MPO and DoH to “improve continuous traffic flow” on all State owned roads

• Most importantly, support neighborhoods by reducing and preventing cut-through traffic in Morgantown neighborhoods
PROBLEM

• **Speeding** complaints in neighborhoods has become an epidemic

• **Traffic Volume** in the neighborhoods has contributed to the volume of “speeding” complaints to the City Council and to the Traffic Commission
Immediate Recommendations

1. “25 means 25” Campaign

- A public relations blitz regarding stepped up speeding enforcement
  - Announce in papers and on radio
    (similar to DUI checkpoint announcements)
- An Enforcement blitz in announced areas
  - To enforce the speed limit in neighborhoods.
    - i.e. 25 mph is the MAXIMUM according to state law
  - To enforce stop signs in neighborhoods

- (Later, more active enforcement in neighborhoods)
Immediate Recommendations

2. **Install STOP BARs** at all stop signs in the city

- Improved visibility
- “no excuse” enforcement possible
- Contributes to impeding traffic in the neighborhoods
- Contributes to moving traffic to the main arteries
- Obvious contribution to safety
Completed Traffic Calming Projects

• Willowdale Road
  – Installed lane dividers and Operational
  – (Being re-evaluated by Ron Eck, Retired-WVU)

• Mississippi St and White Park
  – Installed and operational

• East Brockway Ave and Marilla Park
  – Installed and operational

• Evansdale
  – Installed and operational
East Brockway Ave. in Marilla Park traffic calming

1. Speed hump
1. Speed hump
2. Speed table with crosswalk
3. Speed table
4. Raised intersection
5. Intersection modified for improved safety.
Methods of Traffic Calming

- There are many methods to calm traffic
1 Raised Intersection
2 Bulb out
3 Chicane or choker
4 Modified T intersection with crosswalk
5 Speed Hump or Speed Table
6 Painted Road Narrowing
7 Stop Bar
8 Modified T Intersection
9 Gateway Platform
Traffic Circle with pedestrians
Phase 2
Traffic Calming Projects

• Wiles Hill
  – Recommendations accepted from WHNA
  – Still needs to be reviewed by WHNA

• Woodburn
  – Recommendations accepted from WAN
  – Still needs to be reviewed by WAN

• South Park
  – Submitted and reviewed by SPAN

• Suncrest Area
  – Submitted and reviewed by SNA
- Installation of speed humps at selected locations on neighborhood streets,
- Installation of raised cross walks at selected locations on neighborhood streets,
- Improved enforcement of speed limits and stop signs by law enforcement officers.
1. Right turn only from Hampton Ave. onto Willey St.
2. One-way for last 100ft. from Des Moines to Hampton to prevent cutback traffic to Willey St.
3. No right turn on Red from Richwood Ave Eastbound to Darst St.
4. Raised intersection at Darst St. and Montrose St.
1. Raised intersection with neighborhood entrance gateway.
2. Modified T-intersection
3. Speed humps or speed table
4. Sidewalk on Johnson Ave. from Louise Ave. to Charles Ave.
5. Speed table with crosswalk at bottom of stairs on Richwood Ave.
6. No left turn from Charles Ave. onto Willey St. and include a neighborhood entrance gateway.
7. Replace “Do Not Enter” signage at Willey St. onto Monongalia Ave.
1. Street parking changed to alternating sides on Grand St. and Park St. (shown in green).
2. Raised intersection at Wilson Ave. and Grand St.
3. Raised intersection at Park St. and Morris St.
4. Raised intersection at Park St. and Hagans St.
5. Raised intersection at Grand St. and Hagans St.
6. Raised intersections and crosswalks in front of Morgantown High School at Wilson Ave. & Elm St. and Wilson Ave. & Cedar St.
Suncrest neighborhood traffic calming
Suncrest Neighborhood Traffic Calming Four Zones
Recommendation for WVDoH

- **A traffic circle at Collins Ferry, University Ave and Baldwin St**

Should be installed to relieve congestion on University and on Collins Ferry.

This should:
- Make the intersection considerably safer
- Assist continuous traffic flow on two main arteries of Morgantown.
- Assist local traffic calming efforts by assisting continuous traffic flow on the main arteries of Morgantown.
1. Gateway platform at Mulberry St. and Cambridge Ave.
2. Gateway platform at Kenmore St. and Cambridge Ave.
3. Gateway platform at Rotary St. and Cambridge Ave.
4. Modified T-intersection with crosswalk at Laurel St. and Fairlawns Ave.
5. Raised intersection at Laurel St., Parkview Dr. and Elmhurst St.
6. Raised intersection at Baldwin St. and Krepps St.
7. Raised intersection at Baldwin St. and Takoma St.
1. Bulbout or curb extensions at Fenwick St. and Harvard Ave.
2. Bulbout or curb extensions at Fairfield St. and Plymouth St.
3. Painted road narrowing or speed humps on Junior Ave.
4. Improved sight lines and stop bars at Rotary St. and Kiwanis Ave.
5. Painted road narrowing along Pocahontas St.
1. Modified T-intersection at Woodland Dr. and Woodland Circle
2. Modified T-intersection at Eastern Ave. and Valley Rd.
3. Raised intersection at Aspen St. and Eastern Ave.
4. Modified T-intersection at Dogwood Ave. and Lashley St.
5. Modified T-intersection at Killarney Dr. and Dogwood Ave.
6. Speed humps on Valleyview St. & Clearview St.
7. Chicanes on Southview St.
8. Bulbout or curb extensions at Killarney Dr. and Colonial Dr.
Suncrest neighborhood traffic calming - Windsor Ave.

1. Modified T-intersection at Windsor Ave. and Cypress St.
2. Modified T-intersection at Windsor Ave. and Munsey St.
1. Speed hump
2. Speed table with crosswalk
3. Speed table
4. Raised intersection
5. Intersection modified for improved safety.
<table>
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<tr>
<th>Measure</th>
<th>Speed Reduction</th>
<th>Volume Reduction</th>
<th>Noise Increase</th>
<th>Pollution Increase</th>
<th>Loss of Parking</th>
<th>Access Restriction</th>
<th>Emergency Impacts</th>
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## Estimated Total Costs

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