



## Wiley St-Richwood Ave Intersection Improvement Study

### Public Meeting

*The event will be held as a part of the Woodburn Neighborhood Association Meeting*

**Crosley's Banquet Center, 616 Richwood Ave, Morgantown, WV**

**Monday, June 3, 2019, 6:30 – 7:30 pm**



Contacts:  
Bill Austin, AICP  
Executive Director  
Morgantown Monongalia MPO  
243 High Street Room 110  
Morgantown, WV 26505

Office: 304-291-9571

Submit your comment online at

**[www.plantgether.org/comments](http://www.plantgether.org/comments)**

Comments Due:

**Thursday, June 6, 2019**

## Purpose of the Public Meeting

The purpose of this meeting is to provide information on the proposed improvements to the intersection of Willey St and Richwood Ave. This meeting is an opportunity for the community to provide comments on proposed alternatives and additional input on how to improve the intersection. Comments received during the meeting and from online will be documented in the final study report.

## About the Project

The purpose of the Study is to determine the impact of correcting the subject intersection's unsafe skew on traffic operation in the area and to determine the impact of any correction on the larger transportation network including transit, pedestrians, and bicycles.

Specifically, the study intends to identify alternatives that

- Support future development in the study area.
- Improve traffic operation efficiency and safety.
- Improve pedestrian safety and transit operations.

The study area is shown below:



Alternatives considered

- **Signal Warrant.** Evaluate if the existing and proposed traffic pattern meet any warrants for a traffic signal at the study intersection
- **Street Realignment, Street Closure, One-way-street.** Identify and evaluate potential roadway changes on E Prospect, Richwood Ave, and Willey Street.
- **Pedestrian Infrastructure Improvement.** Identify opportunities to improve pedestrian travel in the study area, including enhanced crosswalks, pedestrian signage, lighting, and ADA compliance
- **Access Management.** Evaluate the need for access management in the study area.

## Identified Issues

The following issues were identified during the data collection and evaluation process:

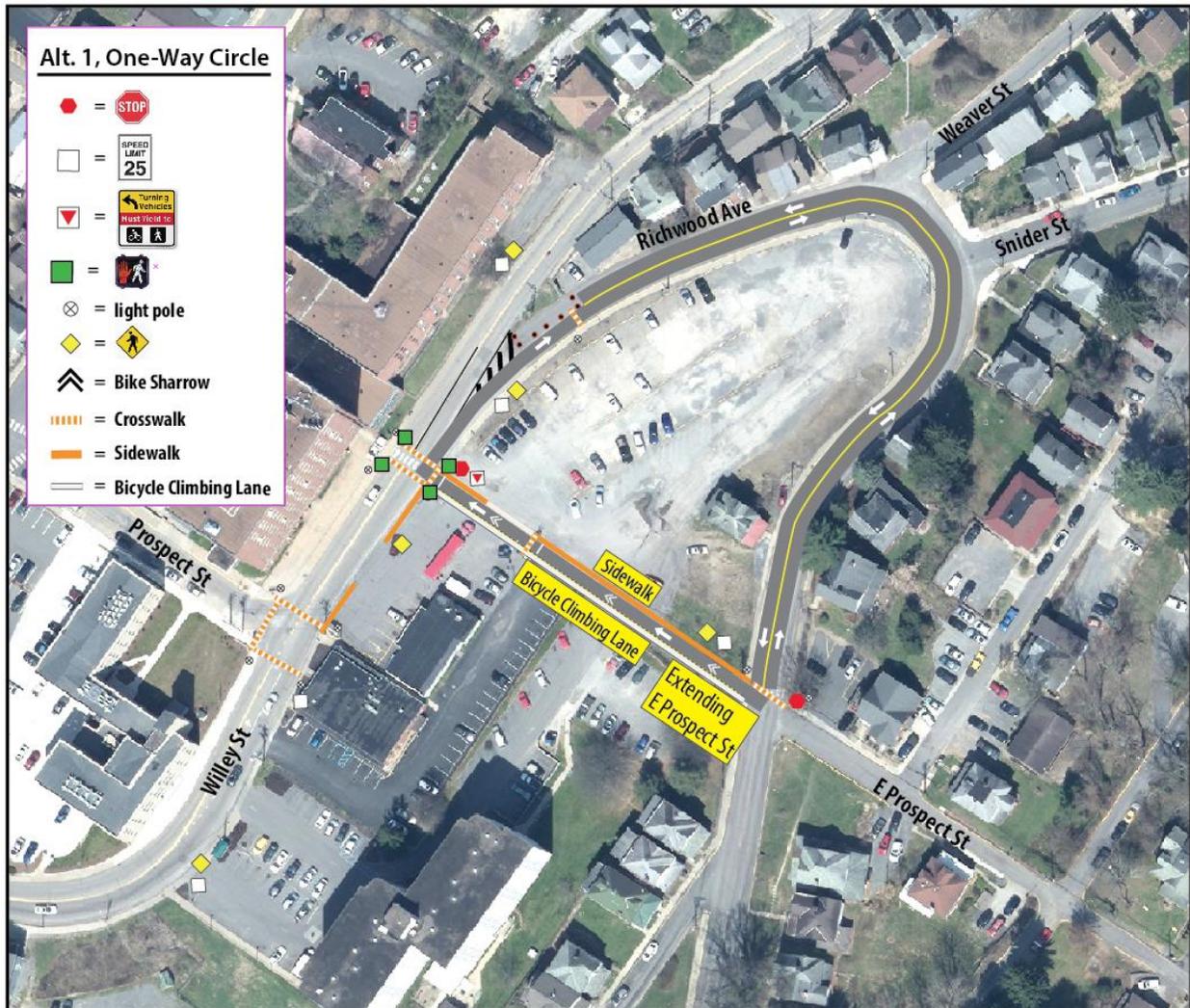
- **Safety at the Willey St/Richwood Ave intersection**  
The intersection is skewed and on a steep slope. Due to the skew of the intersection and the curvature of Willey Street, motorists entering Willey St from Richwood Ave have limited vision, which increases safety concerns for both motorists and pedestrians.
- **Pedestrian crossing Safety on Willey St near the Little General store**  
High pedestrian volumes were observed during AM and PM hours. There is a crosswalk, but in most cases, pedestrians do not use it to cross the street. The location meets the 2009 MUTCD Pedestrian signal warrant, for both four-hour-volumes and peak-hour volumes.
- **Insufficient lighting on Willey St near the Little General store**  
Many crashes occurred at night when it is dark and visibility is low. MPO staff observed that in evenings, NB motorists on Willey are often blinded by the lights from the SB vehicles on Richwood Ave, making it difficult for motorists to identify pedestrians crossing the street. While there are street lights attached to utility poles in the intersection area, lighting is not sufficient to provide a safe travel environment for pedestrians.
- **Road safety at the Willey St/Price St intersection**  
There is a sight line concern at the intersection of Willey St and Price St. This intersection has exceptionally high crash frequency (rear end and opposite direction angle), compared to other intersections within the project area.
- **Pedestrian-vehicle conflict on the parking lot of the Little General store**  
The parking lot of the Little General Store was frequently used by the store customers. Several pedestrian-vehicle near misses were observed due to pedestrians passing through the area.

The following opportunities were identified during the data collection and evaluation process:

- **Increasing traffic operation capacity**  
Currently, the southbound left-turn from Willey St to Richwood Ave and southbound right-turn from Richwood Ave to Willey St movements are prohibited at the intersection of Willey St and Richwood Ave due to safety concerns. Improving the intersection geometry and allowing the prohibited turns will increase the operational capacity of the intersection.
- **Optimizing land use**  
The triangle area at the intersection of Willey St-Richwood is used as an unpaved surface parking lot. Many empty parking spaces were observed throughout the day. The triangle area could be used for more productive purposes. (District: Third Ward, Map: 26, Parcel: 412)
- **E Prospect Street (Paper Street)**  
A paper street exists between E Prospect St and Willey St. Currently the paper street is marked as a pedestrian walking path across the parking lot in the project area.

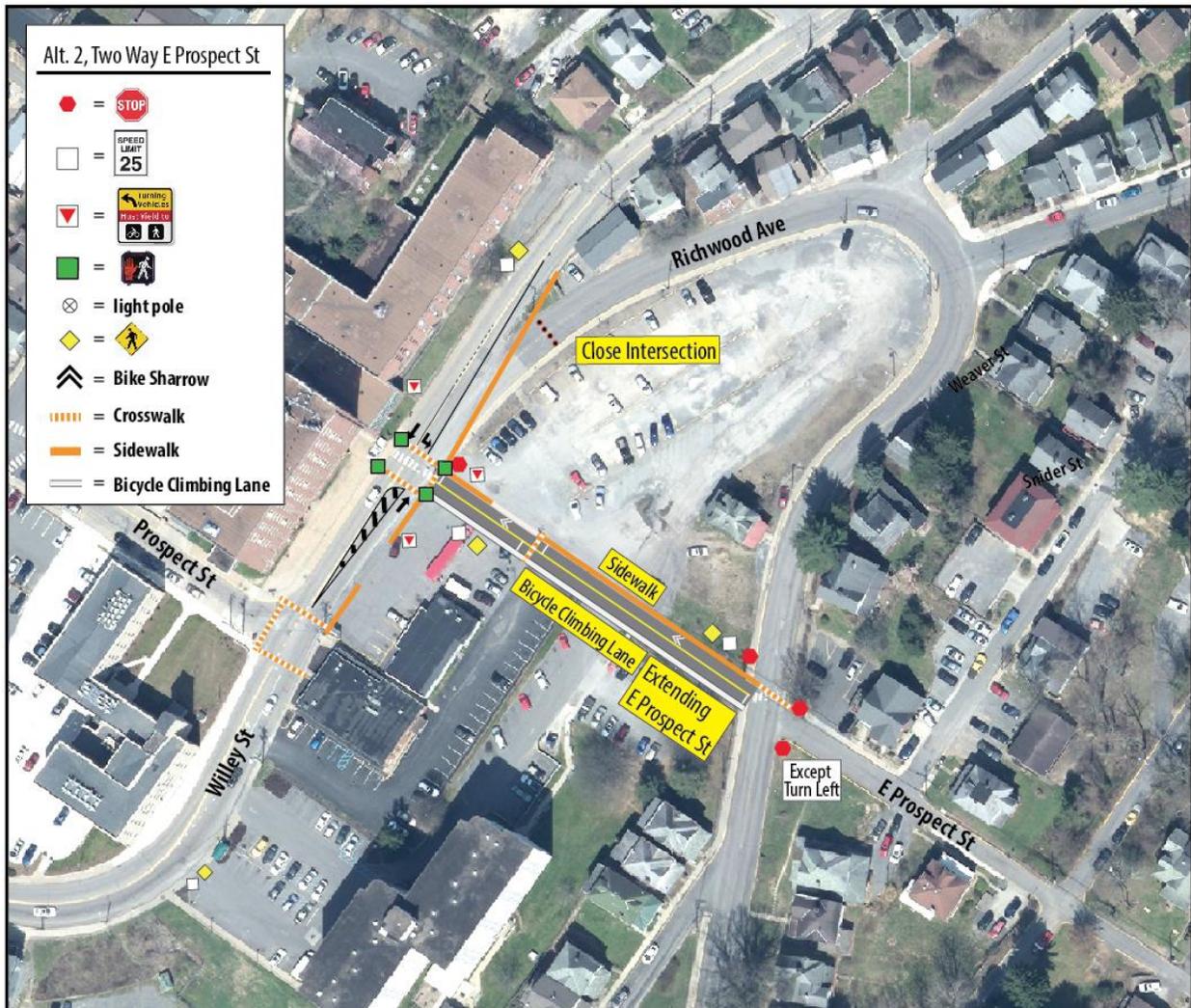
## Alternative 1-One Way Circle (Short Term)

- Converting the Richwood Ave between Willey St and E Prospect St into a one-way street. (two way access only for traffic to Weaver St and Snider St)
- Extending E Prospect St to Willey St as a one-way street.
- Create a standard stop-controlled T intersection at the E Prospect St and Willey St.
  - Free-flow on Willey St and stop-control on E Prospect St
  - Improving lights for pedestrians safety
  - Install pedestrian signal and high-visibility crosswalk
- Provide additional crosswalks on Willey St near the intersection Willey St and Prospect St.
- Add pedestrian warning signs in the intersection area
- Reduce the speed limit on Willey St and Richwood Ave to 25 MPH in the intersection area.
- Add an additional driveway to access the parcel 412 (District 3, Map: 26)



## Alternative 2-Two Way E Prospect St (Long Term)

- Close the intersection of Willey St and Richwood Ave
- Extend E Prospect St to Willey St as a two-way street.
- Create a four-way intersection at Richwood Ave and E Prospect St
  - Free flow for right-turn traffic from E Prospect St to Richwood Ave and left-turn traffic from Richwood Ave to E Prospect St.
- On the extended E Prospect St
  - Install right turn/left turn vehicles-yield-to-pedestrian signs
- Create a three-way intersection at the E Prospect St and Willey St.
  - Free-flow on Willey St and stop-control on E Prospect St
  - Add dedicated left-turn bay on Willey St.
  - Install pedestrian signal and high-visibility crosswalk
- Extend sidewalk on Willey St. Provide additional crosswalk on Willey St near the intersection Willey St and Prospect St.
- Reduce the speed limit on Willey St to 25 MPH in the intersection area.
- Add an additional driveway to access the parcel 412 (District 3, Map: 26)





# Willey St-Richwood Ave Intersection Improvement Study

## Public Meeting

Crosley's Banquet Center  
616 Richwood Ave, Morgantown, WV  
Monday, June 3, 2019, 6:30 – 7:30 pm

The following issues were identified during the data collection and evaluation process:

### Safety at the Willey St/Richwood Ave intersection

The intersection is skewed and on a steep slope. Due to the skew of the intersection and the curvature of Willey Street, motorists entering Willey St from Richwood Ave have limited vision, which increases safety concerns for both motorists and pedestrians.

### Pedestrian crossing Safety on Willey St near the Little General store

High pedestrian volumes were observed during AM and PM hours. There is a crosswalk, but in most cases, pedestrians do not use it to cross the street. The location meets the 2009 MUTCD Pedestrian signal warrant, for both four-hour-volumes and peak-hour volumes.

### Insufficient lighting on Willey St near the Little General store

Many crashes occurred at night when it is dark and visibility is low. MPO staff observed that in evenings, NB motorists on Willey are often blinded by the lights from the SB vehicles on Richwood Ave, making it difficult for motorists to identify pedestrians crossing the street. While there are street lights attached to utility poles in the intersection area, lighting is not sufficient to provide a safe travel environment for pedestrians.

### Road safety at the Willey St/Price St intersection

There is a sight line concern at the intersection of Willey St and Price St. This intersection has exceptionally high crash frequency (rear end and opposite direction angle), compared to other intersections within the project area.

### Pedestrian-vehicle conflict on the parking lot of the Little General store

The parking lot of the Little General Store was frequently used by the store customers. Several pedestrian-vehicle near misses were observed due to pedestrians passing through the area.

The following opportunities were identified during the data collection and evaluation process:

### Increasing traffic operation capacity

Currently, the southbound left-turn from Willey St to Richwood Ave and southbound right-turn from Richwood Ave to Willey St movements are prohibited at the intersection of Willey St and Richwood Ave due to safety concerns. Improving the intersection geometry and allowing the prohibited turns will increase the operational capacity of the intersection.

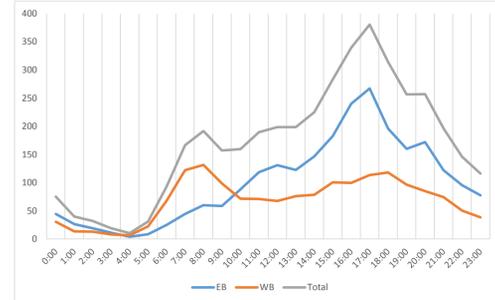
### Optimizing land use

The triangle area at the intersection of Willey St-Richwood is used as an unpaved surface parking lot. Many empty parking spaces were observed throughout the day. The triangle area could be used for more productive purposes. (District: Third Ward, Map: 26, Parcel: 412)

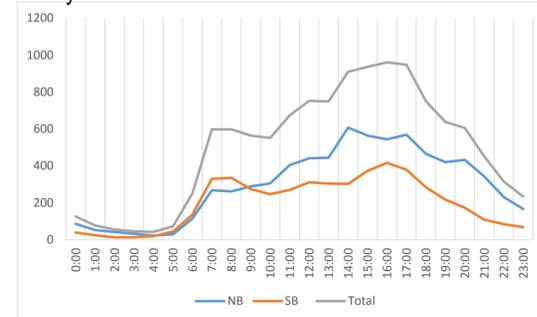
### E Prospect Street (Paper Street)

A paper street exists between E Prospect St and Willey St. Currently the paper street is marked as a pedestrian walking path across the parking lot in the project area.

Richwood Ave Directional Volume

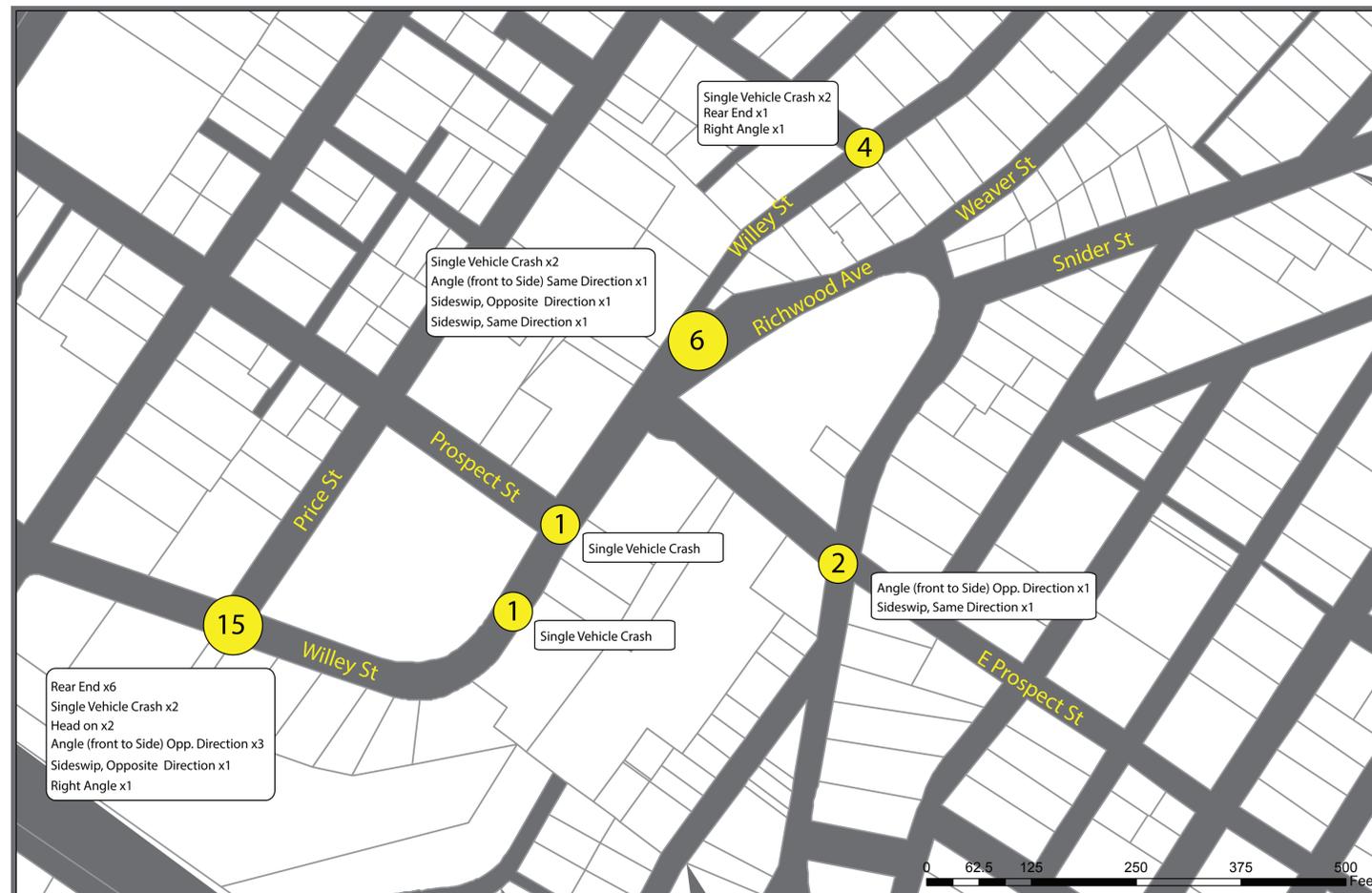


Willey St Directional Volume



Pedestrian Crossing on Willey St

|               |     |
|---------------|-----|
| 7:30-8:30 AM  | 129 |
| 8:30-9:30 AM  | 153 |
| 9:30-10:30 AM | 219 |
| 3:30-4:30 PM  | 245 |
| 4:30-5:30 PM  | 242 |
| 5:30-6:30 PM  | 286 |



# Alternative 1

## One Way Circle (Short Term)

-  = 
-  = 
-  = 
-  = 
-  = **light pole**
-  = 
-  = **Bike Sharrow**
-  = **Crosswalk**
-  = **Sidewalk**
-  = **Bicycle Climbing Lane**

- Convert Richwood Ave between Willey St and E Prospect St into a one-way street. (two way access only for traffic to Weaver St and Snider St)
- Extend E Prospect St to Willey St as a one-way street.
- Create a standard stop-controlled T intersection at the E Prospect St and Willey St intersection
  - Free-flow on Willey St and stop-control on E Prospect St
  - Improving lighting for pedestrians safety
  - Install pedestrian signal and high-visibility crosswalk
- Provide additional crosswalks on Willey St near the intersection of Willey St and Prospect St.
- Add pedestrian warning signs in the intersection area
- Reduce the speed limit on Willey St and Richwood Ave to 25 MPH in the intersection area.
- Add an additional driveway to access parcel 412 (District 3, Map: 26)

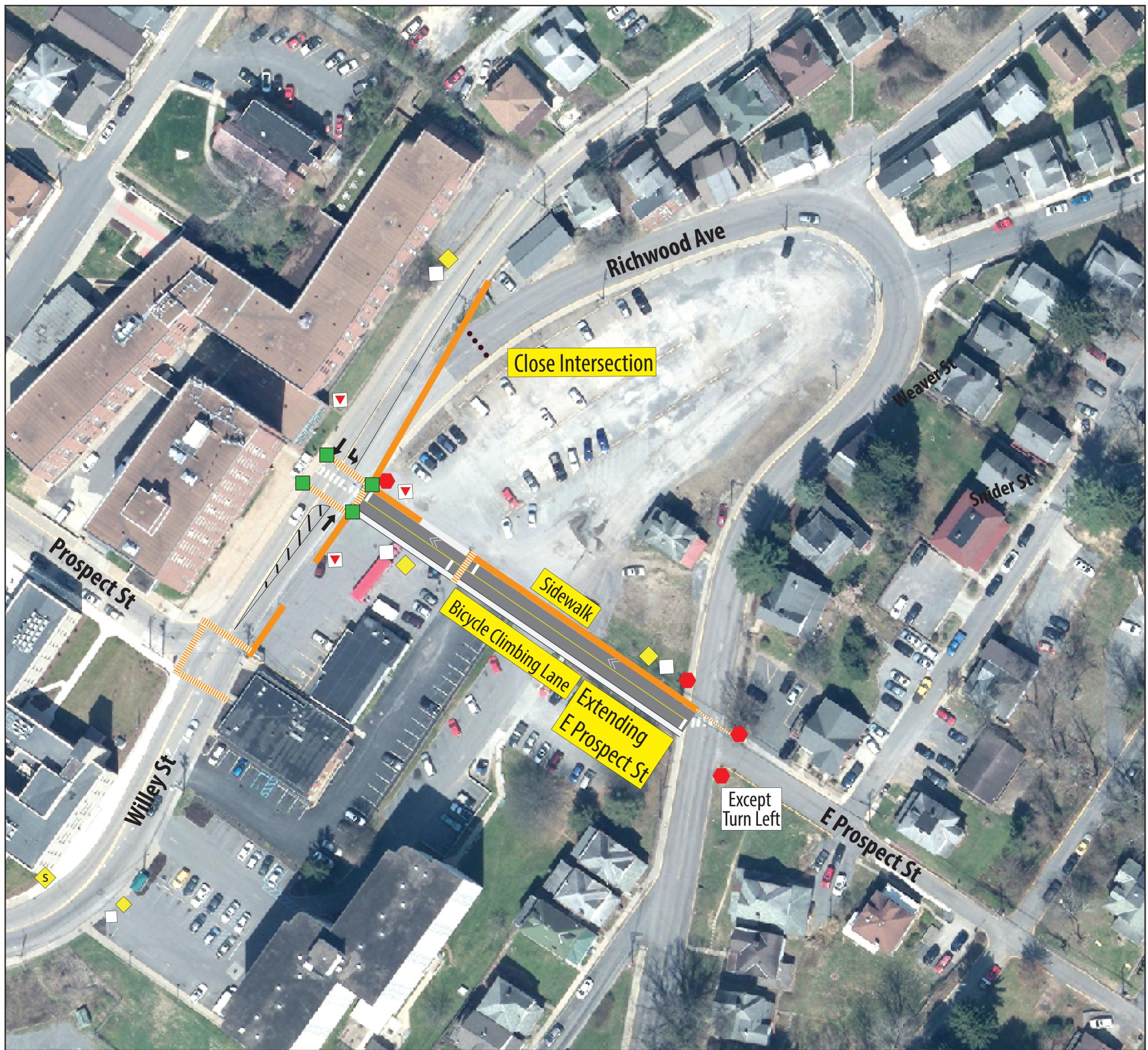


# Alternative 2

## Two Way E Prospect St (Long Term)

-  = 
-  = 
-  = 
-  = 
-  = **light pole**
-  = 
-  = 
-  = **Bike Sharrows**
-  = **Crosswalk**
-  = **Sidewalk**
-  = **Bicycle Climbing Lane**

- Close the intersection of Willey St and Richwood Ave
- Extend E Prospect St to Willey St as a two-way street.
- Create a four-way intersection at Richwood Ave and E Prospect St
  - Free flow for right-turn traffic from E Prospect St to Richwood Ave and left-turn traffic from Richwood Ave to E Prospect St.
- On the extended E Prospect St
  - Install right turn/left turn vehicles-yield-to-pedestrian signs
- Create a three-way intersection at the E Prospect St and Willey St.
  - Free-flow on Willey St and stop-control on E Prospect St
  - Add dedicated left-turn bay on Willey St.
  - Install pedestrian signal and high-visibility crosswalk
- Extend sidewalk on Willey St. Provide additional crosswalk on Willey St near the intersection of Willey St and Prospect St.
- Reduce the speed limit on Willey St to 25 MPH in the intersection area.
- Add an additional driveway to access parcel 412 (District 3, Map: 26)



## Jing Zhang

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**From:** no-reply@parastorage.com  
**Sent:** Thursday, June 06, 2019 9:11 AM  
**To:** jzhang@plantogether.org  
**Subject:** New message via your website, from [REDACTED]

**A site visitor** just submitted a new Contact Form  
<https://www.plantogether.org/>

### Message Details:

[REDACTED]  
[REDACTED]  
Subject: Intersection of Willey St and Richwood Ave

Message: I guess I'm glad something is being done, but even just a "use right turn signal" sign for traffic approaching from downtown could have made a huge difference here. If you want to save some money, I'd give that a shot first! I live in Woodburn up E. Prospect and the only reason I've ever seen congestion there is because most vehicles don't signal when they turn right from Willey onto Richwood, making it impossible for traffic on Richwood to flow smoothly onto Willey. Presumably this phenomenon also interferes with bike traffic, though I don't see much of that. In my experience, most bicyclists are already using the parking lot in essentially the same way some of these plans outline.

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## Jing Zhang

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**From:** no-reply@parastorage.com  
**Sent:** Thursday, June 06, 2019 2:25 PM  
**To:** jzhang@plantogether.org  
**Subject:** New message via your website, from [REDACTED]

A site visitor just submitted a new Contact Form  
<https://www.plantogether.org/>

### Message Details:

[REDACTED]

Subject: Willey Street/Richwood Avenue  
Message: Hello, I am the Sixth Ward Representative for the City of Morgantown Traffic Commission. I live in Jerome Park and use the Willey Street and Richwood Avenue intersection fairly frequently. I reviewed the documentation provided from the public meeting on 6/3/2019. It appears from a simple online records search that the triangle area parcel at the intersection is owned by Chico Enterprises, Inc., or Chico's Bakery. I would encourage for Chico's to be contacted in order to discuss a potential acquisition of the parcel, which is a terribly under-utilized space in a prime location (even during the school year, it remains mostly empty), before moving forward with the long term alternative. I would also like to request that cost estimates be provided for both alternatives, as well as details regarding potential funding for these projects as the improvements would occur on both state- and city-owned streets. Thank you, Erica Bowe Sixth Ward Representative, City of Morgantown Traffic Commission

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**Jing Zhang**

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**From:** no-reply@parastorage.com  
**Sent:** Thursday, June 06, 2019 11:38 PM  
**To:** jzhang@plantogether.org  
**Subject:** New message via your website, from [REDACTED]

**A site visitor** just submitted a new Contact Form  
<https://www.plantogether.org/>

**Message Details:**

[REDACTED]

**Subject:** Willey/Richwood Plans

Message: I agree with the need for improvements at the Willey/Richwood intersection. I support Alternative #2. If you're going to build a new connector roadway, do it right and make it 2-way. Plans for signalization of the new E Prospect/Willey intersection are as clear as mud. The diagrams and text talk about putting up a pedestrian signal but having traffic be stop sign-controlled. This is contrary to guidance under the MUTCD Sections 4C.05, 4C.06, and 4F.02. If you're going to have a pedestrian signal, vehicular traffic should also be signal-controlled. I could support a traffic signal at this intersection if it meets the warrants and is coordinated with other nearby signals along Willey Street. I would not support a half-signal contrary to the MUTCD.

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## Jing Zhang

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**From:** no-reply@parastorage.com  
**Sent:** Friday, June 07, 2019 9:35 AM  
**To:** jzhang@plantogether.org  
**Subject:** New message via your website, from [REDACTED]

**A site visitor** just submitted a new Contact Form  
<https://www.plantogether.org/>

### Message Details:

[REDACTED]

Subject: Willey Street - Richwood Avenue

Message: Good morning, I think Alternative 2 is better in the long run, I wish something could be done sooner, but the long term planning of Alternative 2 is the better plan. Thank you Mike Janes 701 Richwood Ave.

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