COMPLETE STREETS ADVISORY BOARD
2018 ANNUAL REPORT

BACKGROUND

The provisions of W.Va. Code §17-4A (the *Complete Streets Act*) stipulate that all transportation projects receiving federal or state funds should strive to improve safety, access and mobility for users of all ages and abilities, defined to include pedestrians, bicyclists, public transportation vehicles and their passengers, motorists, movers of commercial goods, persons with disabilities, older adults and children. Accommodation of all users should be considered in the planning, design, construction, reconstruction, rehabilitation, maintenance and operations of any state, county or local transportation facilities receiving funds from the Division of Highways (DOH). Further, the DOH is encouraged to 1) create a safe, comprehensive, integrated and connected network to accommodate all users in a manner that is suitable to the rural, suburban or urban context; and 2) to use the latest and best design standards as they apply to bicycle, pedestrian, transit and highway facilities.

The 16-member Complete Streets Advisory Board (the "Board") was established by the West Virginia Legislature to 1) provide and facilitate communication, education and advice between the DOH, counties, municipalities, interest groups and the public; 2) to make recommendations to the DOH, counties and municipalities for restructuring procedures, updating design guidance, providing educational opportunities to employees and creating new measures to track the success of multimodal planning and design; and 3) to submit to the Joint Committee on Government and Finance, through the DOH, an annual report.

ACTIVITIES

The Board held its first meeting October 18, 2018, in Huntington, West Virginia, and discussed potential future activities, including development of a Statewide policy for Complete Streets, increasing public awareness, and reviewing funding strategies. During that same meeting, a representative of the Appalachian Regional Commission made a presentation.

In addition to the administration of the federally and State-funded highway program, the DOH is implementing the Roads to Prosperity initiative throughout the State in an effort to improve safety, access and mobility for the traveling public. The scope of projects that have been completed or that are under construction by the DOH include new corridors along new alignments, expansion of existing facilities, operational improvements, resurfacing, maintenance and other similar activities.

Appropriate consideration is given to the inclusion of bicycle, pedestrian, and public transit accommodations, in accordance with the DOH Design Directives. The DOH Transportation

Alternatives (TA) program provides funding that may be used for construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation including new or reconstructed sidewalks, walkways, or curb ramps, bicycle infrastructures, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; and for construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs. Several TA projects funded through the FY2018 program involve construction or reconstruction of pedestrian access routes along DOH roadways.

The DOH made no revisions during the reporting period to any Design Directive or other design guideline to facilitate complete streets implementation. To date, no multimodal performance indicators have been developed by the Board or by the Division of Highways concerning bicycle or pedestrian travel, or for public transit utilization. The intent of the Board is to review this issue and propose appropriate indicators that may be considered for implementation.

Several of the larger transit authorities in West Virginia have provided data concerning utilization of transit bus bicycle racks. Generally, the racks are well-used for transporting bicycles as well as mobility devices, with the transit authorities reporting utilization of the racks varying from about 10 to 35 times per day. Utilization is lower during the winter months, which is to be expected. A summary of crashes occurring on public streets and highways in West Virginia is included in this report.

NEXT STEPS

The Board intends to meet on a regular basis and develop recommendations for consideration by the DOH and others, as appropriate, for implementation of Complete Streets concepts.

West Virginia Division of Highways

Traffic Engineering Division

Summary of Crashes Occuring occurring on Public Streets and Highways

Date Range 01/01/2018 - 12/31/2018

Crashes:	36,205		
Injury Crashes:	9,491	*Injuries:*	13,971
Fatal Crashes:	265	*Fatalities:*	294
Property Damage Only Crashes:	26,449		
Vehicles Involved:	62,188	*Non-Motorists Involved:*	433

Manner of Collision		
Single Vehicle Crash	12,868	35.54%
Rear End	9,010	24.89%
Head On	1,124	3.10%
Sideswipe Same Dir.	3,260	9.00%
Sideswipe Opp. Dir.	1,667	4.60%
Rear to Side	341	4.60%
Rear to Rear	103	0.28%
Angle (Front to Side) Same Dir.	1,488	4.11%
Angle (Front to Side) Opp. Dir.	1,665	4.11%
Right Angle	3,820	4.11%
Angle Direction Not Specified	859	4.11%

Relation to Junction / Junction Type		
Non-Junction	**24,096**	**66.55%**
Non-Interchange Area Junction	**10,294**	**28.43%**
Intersection	0	0.00%
Intersection-Related	0	0.00%
Interstate to Interstate	0	0.00%
Railroad Grade Crossing	0	0.00%
Median Crossover Related	0	0.00%
Bus or Res Driveway / Alley	0	0.00%
Other Non-Interchange	0	0.00%
Interchange Area Junction	**1,807**	**4.99%**
Thru Roadway	1,366	75.59%
Merge/Diverge Area	4,299	237.91%
Intersection	9,359	517.93%
Intersection-Related	4,348	240.62%
Entrance/Exit Ramp	14,268	789.60%
Other Part of Interchange	464	25.68%

Intersection Type		
4-Way Intersection	5,193	37.89%
T Intersection	4,293	31.32%
Y Intersection	357	2.60%
Part of Interchange	147	1.07%
Roundabout	42	0.31%
5-Point or More	43	0.31%

First Harmful Event		
Overturn/Rollover	1,201	3.32%
Fire / Explosion	9	0.02%
Immersion	10	0.03%
Jackknife	43	0.12%
Cargo Loss / Shift	61	0.17%
Person Fell / Jumped from Veh	20	0.06%
Thrown or Falling Object	72	0.20%
Other Non-Collision	749	2.07%
Pedestrian	269	0.74%
Pedalcycle	82	0.23%
Railroad Vehicle	9	0.02%
Animal	1,252	3.46%
Motor Vehicle in Transport	21,301	58.83%
Parked Vehicle	1,711	4.73%
Work Zone / Maint Equipment	25	0.07%
Other Non-Fixed Obj.	284	0.78%
Impact Attenuator	19	0.05%
Bridge Overhead Structure	21	0.06%
Bridge Pier or Support	22	0.06%
Bridge Rail	103	0.28%
Culvert	153	0.42%
Curb	103	0.28%
Ditch	1,523	4.21%
Embankment	1,300	3.59%
Guardrail Face	1,247	3.44%
Guardrail End	215	0.59%
Cable Median Barrier	241	0.67%
Concrete Traffic Barrier	444	1.23%
Other Traffic Barrier	25	0.07%
Tree (Standing)	960	2.65%
Utility Pole / Light Support	1,007	2.78%
Traffic Sign Support	253	0.70%
Traffic Signal Support	21	0.06%
Other Post, Pole, or Support	202	0.56%
Fence	439	1.21%
Mailbox	141	0.39%
Other Fixed Object	668	1.85%

Location of First Harmful Event		
On Roadway	28,532	78.81%
Shoulder	2,781	7.68%
Median	444	1.23%
Roadside	3,208	8.86%
Gore	21	0.06%
Separator	43	0.12%
In Parking Lane or Zone	249	0.69%
Off Roadway, Loc Unknown	589	1.63%
Outside Right-of-Way	234	0.65%
Unknown	104	0.29%

West Virginia Division of Highways

Traffic Engineering Division

Date Range 01/01/2018 - 12/31/2018

Summary of Crashes Occuring occurring on Public Streets and Highways

Lighting Condition		
Daylight	25,758	71.14%
Dark - Lighted	3,179	8.78%
Dark - Not Lighted	5,958	16.46%
Dawn	724	2.00%
Dusk	521	1.44%
Other	65	1.44%

Environmental Contributing Circumstances		
None	28,615	79.04%
Weather Conditions	5,532	15.28%
Physical Obstructions	210	0.58%
Glare	231	0.64%
Animal(s) in Roadway	1,382	3.82%
Other	414	1.14%

Weather Condition		
Clear	22,388	61.84%
Cloudy	5,665	15.65%
Fog / Smog / Smoke	349	0.96%
Rain	6,122	16.91%
Sleet / Hail / Freezing Rain	567	1.57%
Snow	1,968	5.44%
Blowing Snow	127	0.35%
Severe Crosswinds	36	0.10%
Blowing Sand / Soil / Dirt	2	0.01%
Other	140	0.39%

Roadway Surface Condition		
Dry	24,483	67.62%
Wet	8,721	24.09%
Snow	1,145	3.16%
Slush	375	1.04%
Ice / Frost	1,071	2.96%
Water (Standing / Moving)	105	0.29%
Mud, Dirt, Gravel, Sand	122	0.34%

Roadway Contributing Circumstances		
None	29,529	81.56%
Surface Condition (Wet, Icy, etc)	5,741	15.86%
Debris	152	0.42%
Ruts, Holes, Bumps	138	0.38%
Worn, Travel Polished Surface	18	0.05%
Obstruction in Road	166	0.46%
Pavement Markings Not Visible	28	0.08%
Shoulders	238	0.66%
Problem w/ Traffic Control Device	10	0.03%
Work Zone	224	0.62%
Non-Highway Work	5	0.01%
Other	142	0.39%

Work Zone Related		
Yes	609	1.68%
No	35596	98.32%

School Zone Related		
Yes	97	0.27%
No	36108	99.73%

School Bus Involved		
No	35,964	99.33%
Yes, Directly	189	0.52%
Yes, Indirectly	52	0.14%

Road Surface Type		
Asphalt	34,411	95.04%
Concrete	1,403	3.88%
Gravel	255	0.12%
Dirt	58	0.70%
Brick	42	0.16%
Other	36	0.10%

Highway Classification		
Interstate	4,776	13.19%
US Routes	8,859	24.47%
WV Routes	10,002	27.63%
County/HARP Routes	7,629	21.07%
City Streets	4,915	13.58%

Reported By		
State Police	5,965	16.48%
City Police	14,862	41.05%
County Sheriff Dept	15,254	42.13%
Other	124	0.34%

Month					
January	3,098	8.56%	July	2,803	7.74%
February	2,611	7.21%	August	3,173	8.76%
March	2,930	8.09%	September	3,177	8.78%
April	2,569	7.10%	October	3,495	9.65%
May	2,997	8.28%	November	3,288	9.08%
June	2,914	8.05%	December	3,150	8.70%

Day		
Monday	5,324	14.71%
Tuesday	5,490	15.16%
Wednesday	5,475	15.12%
Thursday	5,595	15.45%
Friday	6,239	17.23%
Saturday	4,488	12.40%
Sunday	3,594	9.93%

Time of Day (By Hour)

	12 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 6	6 - 7	7 - 8	8 - 9	9 - 10	10 - 11	11 - 12
AM	619	490	445	405	406	650	1,171	1,907	1,657	1,513	1,635	1,887
	1.71%	1.35%	1.23%	1.12%	1.12%	1.80%	3.23%	5.27%	4.58%	4.58%	4.52%	5.21%
PM	2,372	2,262	2,467	2,867	2,935	2,941	2,103	1,507	1,295	1,131	880	660
	6.55%	6.25%	6.81%	7.92%	8.11%	8.12%	5.81%	4.16%	3.58%	3.58%	2.43%	1.82%