



243 High Street Room 110
Morgantown, WV 26505
(304) 291-9571
www.plantgether.org

Agenda

MPO Policy Board Meeting
WEBEX Digital Meeting
May 21, 2020
6 PM

1. Call To Order
2. Public Comment
3. Approval of Minutes
4. Committee Reports
 - a. Citizens Advisory Committee
 - b. Finance Report
 - c. Executive Directors Report
5. Introduction of new employee
6. Update on Mountain Line Transit Study-Mr. Bruffy
7. TIP Amendments
8. Coordinated Human Services Transit Plan
9. Amendment of Bicycle and Pedestrian Plan
10. Acceptance of the 2019 Traffic Count Report
11. Update on Ongoing projects-WVDOH
12. Recognition of Outgoing CAC Chairman
13. Other Business
14. Meeting Adjournment



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Memorandum

Date: May 14, 2020
To: Policy Board Members
From: Bill Austin, AICP
Subject: May 21, 2020 Policy Board Meeting Agenda Items

This memorandum is to inform you of the action items for the May 21, 2020 Policy Board Meeting to be held in the MPO's Offices 243 High Street at 6 PM. You may access the meeting by following the link or calling the number provided in the transmittal email.

-TIP Amendments

The West Virginia Department of Transportation-Division of Highways has requested the following TIP Amendments.

2020 DELETE

-Deckers Creek Landslide Repair NRT2017161D
Engineering. Total Cost \$45,000, Federal Funds \$36,000

2020 ADD

-**Cheat Road (CO857)** Resurface-Begin MP 10.44 for 0.78 mile
STP0857023D
Construction. Total Cost \$529,400, Federal Funds \$423,520

-**University Ave (US019)**-Campus Dr Widen Roadway-Begin MP 11.44 for 0.4 mile
NHPP0019481D
Construction. Total Cost \$6,100,000, Federal Funds \$4,880,000

-I-79 Uffington Bridge Substructure Repair-MP 148.81 for 0.16 mile NHPP0079????-
Engineering Total Cost \$20,000 Federal Funds \$16,000
Right of Way Total Cost \$10,000 Federal Funds \$8,000
Construction Total Cost \$200,000 Federal Funds \$ 160,000

Please note that the Deckers Creek landslide repair project has been folded into another project making the project being deleted superfluous. The TTAC and the CAC recommend adoption of the TIP Amendments noted above.

-Draft Coordinated Human Services Transit Plan-Local human services transportation providers are required to update their Coordinated Human Services Transportation Plan approximately every four years. The West Virginia Department of Transportation Public Transit Division has this task performed for each agency in the State through a consulting contract.

Please find our area's updated Plan attached to the transmittal email. In order to save space the appendices for the Plan are not attached. A pdf of the Plan including the appendices is available upon request. The draft Plan establishes goals and objectives for Mountain Line and the MPO to maintain and grow our human services transportation as well as alternative forms of transportation including the Van Pool program. The TTAC and the CAC unanimously recommended adoption of this Plan to the Policy Board.

-Amendment of Bicycle and Pedestrian Plan-This item was originally included in the agenda packet for the March Policy Board meeting. It was carried over to the May meeting due to the unusual circumstances of the March meeting. The Amendment is to add the recommendations of the January Policy Board prioritization meeting to the Bicycle and Pedestrian Plan. The language that we are requesting the Policy Board to adopt is presented as part of the attached Bicycle and Pedestrian Plan's Executive Summary under the heading "MPO Policy Board Implementation Strategy".

The TTAC and CAC have both recommended adoption of the "MPO Policy Board Implementation Strategy" as part of the Bicycle and Pedestrian Plan.

-Acceptance of 2019 Traffic Count Report-This item was carried over from the March Policy Board meeting. The Report includes a summary of all of the MPO's traffic counts taken for the last three years. This makes this a very large document. For this reason we have included a link to the document in the transmittal email for this agenda. The TTAC and the CAC have both unanimously recommended that the Policy Board accept this document.

-Recognition of Outgoing CAC Chairman-As the Policy Board members may recall Mr. Rice submitted his resignation as Chairman of the Citizens Advisory Committee at the March meeting. Please find enclosed with the agenda package a Resolution thanking Mr. Rice for his service to the Policy Board.



MINUTES

Policy Board Meeting

City Council Chambers 389 Spruce St.

By Phone Call

March 19, 2019

6:00 PM

Member Present

Chairman Joe Statler, Vice-Chair Commissioner Tom Bloom-Monongalia County, Treasurer Mayor Patricia Lewis-Granville, Commissioner Edward Hawkins-Monongalia County, Commissioner Sean Sikora-Monongalia County, Councilperson David Harshbarger-City of Morgantown, Councilperson Janice Goodwin-City of Westover, Councilperson Steven Blinco, Star City, Ron Justice-West Virginia University, Brian Carr-WV DOH, Dave Bruffy-Mountain Line, Mayor Bill Kawecki-City of Morgantown, Councilperson Jenifer Selin-City of Morgantown.

Member Absent: Mike Kelly-Board of Education

1. Call to Order

With quorum present, Chairman Statler called the meeting to order.

Chairman Statler noted that due to the COVID 19 pandemic, this Policy Board meeting is being held as a teleconference.

Mr. Austin noted that because of the changed circumstance, it is recommended that the agenda of policy board meeting be revised as the following: 2. Public Comment Period; 3. Citizens Advisory Report; 4. Transportation Improvement Program; 5. Draft Unified Planning Work Program; 6. Bylaws amendment; and 7. Meeting adjourn.

Councilperson Goodwin made a motion to adopt the revised meeting agenda as proposed; seconded by Councilperson Blinco. Without discussion, the motion unanimously passed.

2. Public Comment Period

No public comment.

Mr. Austin noted that his email address is being posted on the live video screen. The public can send their comment to the email address. He will check his email periodically and report to the policy board if he received any comments during the meeting.

3. Citizens Advisory Committee Report

Mr. Rice, the Chairman of the Citizens Advisory Committee, noted that the committee recommended approval of draft TIP and UPWP to the Policy Board. He noted that the TIP now has two tables for the same projects. One table is sorted by project names and the other table is sorted by the date of amendment or obligation date. Mr. Rice noted that the new format will help the public better track the development of listed projects.

Mr. Rice noted that he will be moving to the State of New York to join his family and he is resigning as the Chairman of the CAC. Chairman Statler on behalf of the MPO's Policy Board expressed gratitude to Mr. Rice for his service and leadership in the community.

4. Transportation Improvement Program

Mr. Austin noted that the draft TIP for FY's 2020-2023 was included in the agenda package. He noted that the MPO needs to adopt a new TIP at this meeting to be fully coordinated with the newly adopted State Transportation Improvement Program. The revised TIP does not reflect significant changes to the existing projects. However, several completed projects were removed from the tables. The most significant change to the TIP is that it includes two tables identifying the same projects. The first table identifies the projects by project names. The second table shows the projects by the date that they were included in the TIP and the date (if any) funds have been obligated to projects.

Mr. Austin noted that the MPO made the revised TIP available to the public in mid-January to meet the requirements of the MPO's Public Involvement Policy. To date the draft TIP has received no public comments. The TTAC and the CAC respectfully unanimously recommended approval of the TIP to the Policy Board

Councilperson Selin moved to adopt the TIP as presented, seconded by Mr. Justice. Without discussion, the motion unanimously passed.

5. Draft Unified Planning Work Program

Mr. Austin noted that the draft FY 2020-2021 Unified Planning Work Program was included in the agenda package. The primary new initiative in the UPWP is the beginning of the update of the Metropolitan Transportation Plan to develop an updated regional travel demand model, a new effort to identify the community's goals and objectives and to incorporate the results of the ongoing transit study and the recently adopted Bicycle and Pedestrian Plan into the Highway element of the MTP. The UPWP include 2% salary increase of the MPO's employees to keep up with the inflation of cost of living.

Commissioner Bloom moved to adopt the UPWP as presented; seconded by Mayor Kawecki. Without discussion, the motion unanimously passed.

6. Bylaws Amendment

Mr. Statler noted that he was recusing himself from consideration of this item since it directly affected his status. Mr. Austin noted that the bylaws amendment recommended by the Bylaws Committee is included in the agenda package. The committee consisted of Chairman Statler, Commissioner Bloom, Councilperson Selin, and Board Member Kelly. It includes a change in the Executive Directors title to Executive Director/Secretary as well as in his duties to act as spokesperson for the MPO. It is also proposed to remove the provision that an un-elected member appointed by a municipality cannot vote making an appointed member a voting member. It also provides for a two-year term for an appointed member who may be reappointed at the expiration of his term. The proposed changes also clarify that meeting notices and agenda's may be provided electronically.

Mr. Austin noted that given the current pandemic emergency, it is proposed to add a clarification to the bylaws, specifying that the MPO's Chairman and Executive Director could take necessary actions to ensure the financial security of the MPO's employees.

Mayor Kawecki moved to approve the recommended bylaws amendment; seconded by Commissioner Sikora. Mayor Kawecki noted that areas outside the City of Morgantown often do not have formally established neighborhood associations. He asked how the notion of neighborhood association on page 7 could be applied to those areas. Mr. Austin noted that some other forms of neighborhood organizations, such homeowner associations and community advocacy groups, could be recognized as neighborhood associations under Section 5 in the bylaws.

Councilperson Selin asked how the usage of the executive director's position title can be distinguished from that of the secretary. Mr. Austin noted that during daily MPO's operation, the position functions as the MPO's executive director. During board meetings, the position function as the secretary to the board.

Without further discussion, the motion unanimously passed.

7. Other Business

Mayor Kawecki asked about the COVID19 impacts on ongoing projects. Mr. Carr noted that he does not have any specific information regarding projects in the Morgantown area. Mr. Carr noted that he will keep the board informed of any delays or changes to local ongoing projects caused by the pandemic.

Mr. Bruffy noted that the Mountain Line Transit is publicizing a survey for the transit study. The survey is accessible on the Mountain Line's website at www.busrider.org. The public can also call the Mountain Line number 304-291-7433 to request a hard copy via mail.

Mr. Austin noted that several ongoing roadway projects in the area are moving into the construction phase, including the WV 7-Greenbag Rd intersection project, the Mileground project, and the Collins Ferry Rd-University Ave intersection project.

Mr. Austin noted that the WV DOH and WVU are working together on the emergency landslide repair project on Mon Blvd. Chairman Statler noted that the landslide hazard has been a continuing issue in the community and he is pleased to see the collaboration between WVU and WV DOH on this issue.

Councilperson Selin noted that the landslide issue is of high concern in this area and that the temporary fix of the issue should lead to a long-last solution that will permanently solve the landslide issue on Mon Blvd.

Mr. Carr noted that there is a minor map error in the UPWP. Mr. Austin noted that the error will be corrected.

Mayor Kawecki asked how the University is promoting the census to students. Mr. Justice noted that the WVU is using all communication tools available to reach out to students for the census survey. The school is actively looking at alternative ways to communicate with students in face of the pandemic.

Mayor Kawecki asked what platform the University is using to communicate with students and staff. Mr. Justice noted that his department is using the Zoom. He does not know what tools other departments of the University is using.

Mr. Austin expressed his personal appreciation to Mr. Rice for his leadership in the CAC over the last decade.

8. Adjustment

The meeting adjourned at 6:44 PM.

MORGANTOWN MONONGALIA
METROPOLITAN PLANNING ORGANIZATION POLICY BOARD
JANUARY 16, 2020 MINUTES

Members Present:

Chairperson Jennifer Selin, Vice Chairman Joe Statler, Treasurer Mayor Patricia Lewis-Granville, Steven Blinco, Star City, Commissioner Tom Bloom-Monongalia County, Dave Bruffy-Mountain Line, Brian Carr-WV DOH, Commissioner Edward Hawkins-Monongalia County, , Councilperson David Harshbarger-City of Morgantown, Ron Justice-West Virginia University, Bill Kawecki-Mayor of Morgantown, Mike Kelly-Board of Education, Commissioner Sean Sikora-Monongalia County

MPO Director: Bill Austin

Members Absent:

Councilperson Janice Goodwin-City of Westover

1. Call to Order

With a quorum present, Chairperson Selin called the Policy Board meeting to order at 6:00 PM.

2. Public Comment

Bill Rice noted that he is on the Chamber of Commerce Transportation Committee. He noted that the Mileground project is very important to the community and encouraged that the City of Morgantown assist the DOH to solve the right-of-way issues in the Mileground project.

JoNell Strough, the Chair of Mon Valley Green Space Coalition, noted that the Pedestrian and Bicycle Plan identified many needs to improve walking and cyclizing environment in the community. She encouraged the Board prioritize projects that will provide key connections among the neighborhoods, including connections between trails and parks, routes to schools, and links between park/trail and neighborhoods.

Mathew Cross, the Chairman of the Morgantown Pedestrian Safety Board, expressed his appreciation to the committee members and the consultants working on the Pedestrian and Bicycle Plan. He noted that the traffic signal at the intersection of Campus Drive and Beechurst Ave should be adjusted to alleviate the backup of the northbound traffic on Beechurst Ave during peak hours.

Catherin Madison, a resident of 825 Madison Ave, noted that the Jerome Park Neighborhood Association concerns about the safety of pedestrians crossing the Don Knotts Blvd between the Caperton Trail and the Rail-Trail Connector in the White Park. The association recommends installing a crosswalk as a short-term solution to improve the safety at that location.

2. Executive Session per WV 6-9A-4-2a Personnel Matters

Mr. Justice made a motion to move the meeting into Executive Session per WV 6-9A-4-2a Personnel Matters; seconded by Mayor. Kawecki. With no discussion, the motion unanimously passed.

The meeting went into the executive Session.

Mr. Justice made a motion to move meeting out of executive session; seconded by Commissioner Sikora. With no discussion, the motion unanimously passed.

3. Election of Officers

Mr. Justice noted that the Officer Nominating Committee nominate Mr. Statler for Chairperson, Commissioner Bloom for Vice-Chairperson, and Mayor Lewis for Treasure. Mr. Justice made a motion to approve the nomination; seconded by Mr. Kelly; The motion was approved by acclamation.

Chairman Starter expressed his appreciation to Councilperson Selin for her service in the past year.

5. Reports

a. Citizens Advisory Committee

Bill Rice, the Chair of Citizens Advisory Committee, noted that the committee reviewed the draft TIP update and suggested that the TIP project table be sorted by the amendment dates and obligation dates.

b. Finance Committee

Mayor Lewis presented the Finance Report for November as the following:

-- Beginning balance in November \$47,388.46 with expenditures of \$43,199.62, leaving a balance of \$4,188.84 at the beginning of November.

-- Beginning balance in December \$4,188.84 with expenditures of \$30,247.04 and two deposits of \$31,849.24, leaving a balance of \$5,791.04 at the beginning of January.

Mr. Kelly moved to accept the Finance Report as presented; seconded by Councilperson Selin. With no discussion, the motion unanimously passed.

c. Executive Director

Mr. Austin noted that the MPO expects large bills in the next month, as the MPO is finishing up the bicycle and pedestrian study and will pay for the traffic counts that have not been paid for due to a billing error by the traffic count consultant. The MPO will probably need to use the line of credit in February.

Mr. Austin noted that the consultant held the first field review for the Van Voorhis PIE study earlier this month. The West Run PIE study has been wrapped up and the project is moving forward to the general obligation bounds. The Mileground project has been narrowed down to ten parcels for right-of-way acquisition.

Mr. Austin noted that he will be out of office from Wednesday to Friday next week due to family loss. He will take vacation for the first week of April.

Mr. Austin noted that he attended the WV MPO Association meeting. The topic of the meeting included STIP and the definition of groupable projects. The association is working with WV LTAP to host an annual conference from May 5th to 7th at Shepherdstown. Many entities have been invited to participate in conference, including WV Association of Public Transportation Providers and WV Complete Street Commission.

Councilperson Selin noted that the agenda does not have the item for approval of minute. She noted that on the second page of the minutes, the word “transportation” was misspelled as “transpiration”. Mr. Austin noted that the minutes will be corrected and re-presented to the Board in the next meeting for approval.

Mayor Kawecki asked about the management of traffic signals on major corridors in the area. Mr. Austin noted that the signal system is currently monitored by the DOH district office. It has been adjusted manually. The MPO has several informal discussions on issue with the DOH to optimize the signal systems in the area.

6. Audit

Mr. Austin noted that a copy of the MPO’s Audit for last fiscal year is included in the agenda package. There were no findings in the report. It is respectfully requested that the Policy Board accept the audit.

Mr. Justice moved to accept the Audit as presented; seconded by Commissioner Bloom. With no discussion, the motion was unanimously approved.

7. Draft 2020 Unified Planning Work Program

Mr. Austin noted that the draft FY 2020-2021 Unified Planning Work Program (UPWP) is included in the agenda package. Besides regular ongoing tasks, staff will perform additional work on performance measures as data to evaluate the State’s performance measures becomes available and to develop MPO specific performance measures. The draft UPWP includes continuing the part-time employee at a cost of approximately \$20,000 with proportional benefits shared with Monongalia County. This position has been advertised. The initial work anticipated for this employee would be website maintenance, social media outreach, the development of an ongoing newsletter, and data collection. The draft UPWP budgets a 2% cost of living pay increase for MPO personnel.

Commissioner Sikora asked about the hiring process of the new employee. Mr. Austin noted that the MPO received 7 applications, some of which are highly qualified. He is working with the director of the County Planning Commission on the hiring process.

8. Bicycle and Pedestrian Plan Priorities

Mr. Austin noted that this agenda item is contingent on the successful completion and summary of the prioritization process to be undertaken by the Policy Board at its January 13th meeting. The prioritization process has not been completed.

9. Transit Plan Update

Mr. Austin noted that the transit plan consultant is doing data collection with the Mountain Line, and evaluating existing transit routes. The study steering committee will hold its next meeting in early March.

10. Other Business

Chairperson Statler suggested that the policy board get a weekly update on the status of Mileground Project, passing on any information on the progress of the project. It will help local collaboration to move the Mileground project forward. Chairperson Statler noted that the project has taken more than 7 years.

Mr. Austin noted that it is not untypical for such a project to take multiple years as it has to go through NEPA process and other federal regulations. Mr. Carr agreed and noted that the prolonged process is unavoidable.

Chairperson Statler suggested that the MPO strengthen its collaboration with the transportation committee of Chamber of Commerce in terms of information sharing and consensus building. Commissioner Bloom noted that it is essential for the region to have a unified voice in Charleston. Mayor Kawecki agreed and noted that the committee has been considered as an advisory group to the policy board.

Mayor Kawecki noted that there have been difficulties for the City of Morgantown to relocate the utilities on Mileground Rd. Councilperson Selin noted that the City is developing an agreement with the Mon Power on the utility issue to move the Mileground project forward.

Commissioner Bloom noted that he learned from Robert Miller, the director of WV Route 2/I_68 Authority, that the DOH will conduct a study for the I-68 corridor. Mr. Austin noted that the group has tentatively set up a meeting on January 24 in Charleston. Chairman Statler and Mr. Austin will represent the MPO at the meeting.

Mr. Bruffy noted that the Mountain Line is implementing a bus pass property tax program. Anyone who pay property tax in the county will be eligible for a bus pass with unlimited rides. More information of the program is available on the Mountain Line's website at busride.org. He encouraged public participation to the program.

Mayor Kawecki expressed his concern over Mr. Statler's roles as the legislation representative for the county and the Chairperson of the MPO.

11. Meeting Adjournment

Meeting adjourned at 9:10 PM.

MORGANTOWN MONONGALIA
METROPOLITAN PLANNING ORGANIZATION POLICY BOARD
NOVEMBER 21, 2019 MINUTES

Members Present:

Chairperson Jennifer Selin, Treasurer Mayor Patricia Lewis-Granville, Steven Blinco, Star City, Commissioner Tom Bloom-Monongalia County, Brian Carr-WV DOH, Commissioner Edward Hawkins-Monongalia County, Councilperson Janice Goodwin-City of Westover, Councilperson David Harshbarger-City of Morgantown Ron Justice-West Virginia University, Bill Kawecki-Mayor of Morgantown, Mike Kelly-Board of Education, Commissioner Sean Sikora-Monongalia County

MPO Director: Bill Austin

Members Absent: Vice Chairman Joe Statler, Dave Bruffy-Mountain Line

1. Call to Order

With a quorum present, Chairperson Selin called the Policy Board meeting to order at 6:00 PM.

2. Public Comment Period

No public comments.

3. Approval of Minutes

Chairperson Selin noted that the minutes of the last meeting were included in the agenda packet. Mayor Kawecki moved to approve the minutes as presented, seconded by Commissioner Bloom. With no discussion, the motion was unanimously approved.

4. Committee Reports

a. Citizens Advisory Committee

Bill Rice, Chairman of the Citizens Advisory Committee, noted that the CAC recommended approval of the proposed TIP amendments. He noted that combined with previously committed funds, the River Rd project will cost approximately \$10 million. The project is expected to improve River Rd from DuPont Rd to Westover Bridge to meet the state standard of accommodating truck traffic.

Mr. Rice noted that the CAC recommended adoption of the pedestrian and bicycle plan. The Committee supports the complete street concept and believe the plan will be of benefit to the community.

b. Finance Report

Mayor Lewis presented the Finance Report for October as the following:

-- Beginning balance in August \$27,078.82 with expenditures of \$34,939.18 and three deposits of \$55,248.76, leaving a balance of \$47,388.4 at the beginning of November.

Commissioner Bloom moved to accept the Finance Report as presented; seconded by Mr. Kelly. With no discussion, the motion unanimously passed.

c) Executive Director Report

Mr. Austin noted that he will meet DOH staff in Charleston to discuss STIP development process, statewide funding formula for TIP projects, and groupable project. The meeting is on December 2. He will also attend a meeting of WV MPO association in Huntington, WV, on December 5.

Mr. Austin noted that he has received a letter from the DOH regarding the Mileground Project. The letter is included in the agenda package. Mr. Kelly suggested posting the letter on the MPO's website. Mr. Austin agreed.

Commissioner Bloom expressed his concern over this letter, noting that the DOH should have more specific schedule for this project which has been a high priority for this region. The project delay is disappointing and unacceptable. Commissioner Bloom noted that the County Commission has scheduled a meeting with DOH tomorrow to discuss go-bond projects in this region. Mayor Kawecki noted that the City of Morgantown is supportive to the go-bond projects and is willing to work with the County and DOH to implement those projects.

Mr. Austin noted that the MPO will update its Metropolitan Transportation Plan next year. It has been tentatively discussed that the MPO coordinate with the County, the City of Morgantown, Start City, Westover, and Granville in their effort to update their comprehensive plans. Using transportation as a unifying factor will help to develop more consistent and effective plans in the region.

Chairperson Selin agreed and noted that such coordination will make the planning process less expensive and more productive for everybody.

5. TIP Amendments

Mr. Austin noted that the WVDOH requested TIP Amendments, which include adding River Road Slide Repairs to FY 2020 TIP and deleting US 19 Beechurst Avenue-Campus Drive Intersection Project from FY 2020 TIP. The DOH has requested that a large number of projects be moved by Administrative Adjustment for the FY 2020. Two major projects to be adjusted are Van Voorhis Road GO Bond Project and Greenbag Road GO Bond Project.

Mayor Kawecki moved to approve the TIP Amendments as presented; seconded by Mr. Kelly. With no discussion, the motion unanimously passed.

Mr. Austin noted the changes to be made in the TIP under the MPO's administrative adjustment procedure.

Commissioner Bloom asked about the delay of the Greenbag Rd project as shown in the TIP amendment. Mr. Austin noted that it might be caused by additional environmental concerns for the project.

Commissioner Bloom noted that many projects that are important to the community have been pushed back. He noted that those delays are frustrating and there is lack of appropriate justifications.

Mr. Carr noted that financial constraint is the common cause of project delay. Project delays in the past can have ripple effect on subsequent projects in the TIP. He noted that it is a statewide issue and the DOH is working to improve the project delivery process. Mr. Carr noted that potential environmental impact is a major consideration for project involving federal funds.

6. Adoption of Bicycle and Pedestrian study

Commissioner Bloom made a motion to split the vote on the adoption of Bicycle and Pedestrian Study into two parts: the pedestrian portion of the plan and the bicycle portion of the plan; seconded by Commissioner Howkins. Commissioner Bloom noted that the board is not allowed to debate on this motion according to the Robert's Rules of Order followed by the MPO.

Mr. Kelly, Mr. Blinco, Commissioner Bloom, Commissioner Howkins, Councilperson Goodwin, and Mr. Justice voted for the motion. Chairperson Selin, Mayor Kawecki, Mayor Lewis, Councilman Harshbarger, Commissioner Sikora, and Mr. Carr voted against the motion. The motion did not have the majority of the votes. The motion failed.

Mr. Austin noted that the plan is a complete inventory of bicycle and pedestrian needs for the urban area. It identifies potential projects to improve bicycle and pedestrian travel as a mode of transportation based on network deficiency, trip generation, and community needs. The next step of this study is to prioritize projects identified in the study.

Mr. Kelly asked if the plan can be modified by the Policy Board in the future. Mr. Austin noted that the plan can be amended to reflect the preference of the board. The board has the power to refuse to approve federal funding for a project in the TIP, if the board find that project is not appropriate.

Mr. Carr noted that it is important for local entities to coordinate when applying for grant for TAP projects. Community support is a key criteria in evaluating a project for TAP funding. It is best for an applicant to have the MPO's endorsement before applying for TAP grant.

Mayor Kawecki noted that many projects in the past were done without planning in advance. This plan will provide clear guidance on how to build a transportation network for bicyclist and pedestrians in the region. The plan is a well-founded and it can be modified due to changing circumstance in the future.

Mr. Blinco noted that pedestrian safety is the top priority for the Star City. It is what the residents are asking for and it should be reflected in the project prioritization in the plan.

Mr. Justice noted that to make more informed decisions, the board members should be briefed on the priority considered by each entity before prioritizing the recommended projects. He noted that mutual support among communities in this region is key to success in accomplishing a project.

Chairperson Selin noted that most the projects proposed in the plan are for retrofitting developed areas and addressing network deficiencies. It helps the community to build consensus on what should be done to improve multimodal transportation travel in the area, which will make the community more attractive to people at all ages.

Mayor Kawecki moved to adopt the bicycle and pedestrian study, seconded by Councilperson Harshbarger. The motion passed with Commissioner Bloom and Commission Hawkins voting against the motion and Councilperson Goodwin abstaining.

Mr. Austin noted that he will contact board members to set up a meeting in December or early January for the project prioritization of this study.

7. HSIP 2020 Goals

Mr. Austin noted that the MPO is required to update the Highway Safety Improvement Program Goals each year. The FHWA has adopted a vision of zero deaths and serious injuries on the national transportation network as part of FHWA's Strategic Plan. MPO staff is recommending that the MPO adopt the State of West Virginia's HSIP 2019 goals with the understanding that these goals are to work toward the vision of zero fatalities and serious injuries on the State's and the nation's transportation network. The State of West Virginia's goals for 2019 are included in the agenda package.

Mr. Justice moved to adopt the HSIP 2020 Goals as presented, seconded by Commission Hawkins. With no discussion, the motion was approved.

8. 2020 MPO Calendar

Mr. Austin noted that the MPO's draft 2020 meeting calendar is included in the agenda package. The schedule avoids meeting dates on holidays such as Election Day and West Virginia Day. Mr. Kelly moved to adopt the 2020 MPO Calendar as presented, seconded by Mr. Justice. With no discussion, the motion was approved.

9. Update on Mountain Line Transit Study

Mr. Austin noted that the steering committee of the study held the first meeting yesterday. During the meeting, the consultant introduced the study process and the scope of work. The study will identify potential improvements for transit facilities and routes in the area. Mr. Justice noted that the transit system is operating very well and the community is fortunate to have it.

10. Requests for 2020-2021 Unified Planning Work Program

Mr. Austin noted that MPO staff is preparing a draft work program to present to the MPO Policy Board in January. Mr. Austin asked board members for any work on transportation planning projects that the members' agency would like the MPO to perform in the upcoming year. Mr. Austin noted that MPO staff will be preparing for the MPO's Metropolitan Transportation Plan Update in 2020. The update will integrate the outcomes from the Pedestrian and Bicycle Study and the Medium-range Transit Study for the Mountain Line Transit. The update will focus on bringing the MPO's travel demand model up-to-date in order to identify or reconfirm highway improvement projects. It will emphasize extensive public involvement.

This is an informational item and requires no action from the board.

11. Appointment of Officer Nominating Committee

Chairperson Selin noted that the board will elect new officers at the January meeting. Mr. Justice, Councilperson Goodwin, and Mr. Kelly volunteered to serve on the Nominating Committee to select officers.

12. Other Business

Mr. Rice asked if the MPO's advisory committees are expected to participate in the project prioritization process for the bicycle and pedestrian study. Mr. Austin noted that he will solicit input from committee members and invite them to participate in the process. The Committee members will also review the recommendations prior to adoption.

Councilperson Selin noted that the board will hold an executive session in the next meeting to evaluate the performance of MPO's Executive Director. Evaluation forms will be distributed to board members after this meeting.

13. Meeting adjournment

Meeting adjourned at 8:35 PM.

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Centra-Checking (voucher checks)								40,260.22
Deposit	04/09/2020		Monongalia County	Match for 2020-21	√	Local Gov't Membership Dues (Membership Du	17,500.00	57,760.22
Deposit	04/09/2020		WVDOH	Deposit	√	PL Funds (Funds)	35,305.68	93,065.90
Check	04/14/2020	9225	ALTA Planning and Design	Bicycle and Pedestrian Plan	√	Consulting (Consulting Expense)	-4,651.64	88,414.26
Check	04/14/2020	9226	Dell Business Credit	MPO portion of J. Shuey Computer	√	Computer Hardware	-1,030.89	87,383.37
Check	04/14/2020	9227	Public Employees Insurance Agency		√	Salary	-1,914.60	85,468.77
Check	04/14/2020	9228	Retiree Health Benefit Trust Fund		√	Salary	-336.00	85,132.77
Check	04/14/2020	9229	Service Plus	Bookkeeping	√	Accounting (Accounting Fees)	-123.20	85,009.57
Check	04/14/2020	5780	Jessica D. Shuey	Electronic Transfer	√	Salary	-1,227.13	83,782.44
Check	04/14/2020	5781	Jing Zhang	Electronic Transfer	√	Salary	-1,561.79	82,220.65
Check	04/14/2020	5782	J. William B. Austin	Electronic Transfer	√	Salary	-2,209.07	80,011.58
Check	04/14/2020	5783	ICMA. Retirement Corp		√	Salary	-2,066.76	77,944.82
Check	04/14/2020	941	IRS	Electronic Transfer	√	Salary	-1,517.88	76,426.94
Check	04/23/2020	9224	City of Morgantown	User Fee	√	Salary	-84.50	76,342.44
Check	04/28/2020	9230	Centra Bank - Mastercard	Adobe Lic and Call Service		Computer Software	-26.25	76,316.19
Check	04/28/2020	9231	Fringe Benefits Management Company			Salary	-1,054.70	75,261.49
Check	04/28/2020	9232	United Bank			Line of Credit Payment (Line of Credit Authorize	-500.00	74,761.49
Check	04/30/2020	5787	J. William B. Austin	Electronic Transfer	√	Salary	-2,258.42	72,503.07
Check	04/30/2020	5788	Jessica D. Shuey	Electronic Transfer	√	Salary	-1,127.82	71,375.25
Check	04/30/2020	5789	Jing Zhang	Electronic Transfer	√	Salary	-1,561.78	69,813.47
Check	04/30/2020	941	IRS	Electronic Transfer		Salary	-1,440.84	68,372.63
Check	04/30/2020	5790	ICMA. Retirement Corp			Salary	-2,066.76	66,305.87
Check	04/30/2020	043020	WV Dept of Tax and Revenue	Electronic Transfer		Salary	-591.00	65,714.87
Total Centra-Checking (voucher checks)								65,714.87
TOTAL								

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Centra-Checking (voucher checks)								
Deposit	03/10/2020		United Bank	Line of Credit	√	Other Income (Other Income)	10,000.00	17,459.98
Deposit	03/11/2020		Monongalia County	Jessica Shuey through 6/30/2020	√	Salary	3,230.64	20,690.62
Check	03/12/2020	9215	Dominion Post	Transit Plan Ad	√	Public Notices	-212.94	20,477.68
Check	03/12/2020	9219	Retiree Health Benefit Trust Fund		√	Salary	-336.00	20,141.68
Check	03/12/2020	9220	Public Employees Insurance Agency		√	Salary	-1,862.00	18,279.68
Check	03/12/2020	5769	J. William B. Austin	Electronic Transfer	√	Salary	-2,209.06	16,070.62
Check	03/12/2020	5770	Jing Zhang	Electronic Transfer	√	Salary	-1,561.79	14,508.83
Check	03/12/2020	5771	ICMA, Retirement Corp		√	Salary	-1,666.76	12,842.07
Check	03/12/2020	5772	Service Plus		√	Accounting (Accounting Fees)	-125.90	12,716.17
Check	03/12/2020	941	IRS	Electronic Transfer	√	Salary	-1,268.24	11,447.93
Deposit	03/23/2020		WVDOH	Deposit	√	PL Funds (Funds)	39,886.38	51,334.31
Check	03/30/2020	9221	Centra Bank - Mastercard	Software and fee	√	Computer Software	-51.75	51,282.56
Check	03/30/2020	9222	Fringe Benefits Management Company		√	Salary	-355.32	50,927.24
Check	03/30/2020	9223	United Bank		√	Line of Credit Payment (Line of Credi	-500.00	50,427.24
Check	03/30/2020	5773	J. William B. Austin	Electronic Transfer	√	Salary	-2,209.06	48,218.18
Check	03/30/2020	5774	Jing Zhang	Electronic Transfer	√	Salary	-1,561.79	46,656.39
Check	03/30/2020	5775	Jessica D. Shuey	Electronic Transfer	√	Salary	-1,807.41	44,848.98
Check	03/30/2020	941	IRS	Electronic Transfer	√	Salary	-1,725.00	43,123.98
Check	03/30/2020	5778	ICMA, Retirement Corp		√	Salary	-2,266.76	40,857.22
Check	03/30/2020	033020	WV Dept of Tax and Revenue	Electronic Transfer	√	Salary	-597.00	40,260.22
Total Centra-Checking (voucher checks)								40,260.22

TOTAL

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Centra-Checking (voucher checks)								26,688.57
Deposi	02/13/2020		United Bank	Deposit	√	Deposit from Line of Credit (MPO Line of cr	20,000.00	46,688.57
Check	02/14/2020	9204	Alta Planning and Design		√	Consulting (Consulting Expense)	-20,678.36	26,010.21
Check	02/14/2020	9205	Dominion Post		√	Public Notices	-72.46	25,937.75
Check	02/14/2020	9206	J. William B. Austin	Mileage for Charleston Mon Co Day	√	Travel & Ent (Travel and Entertainment)	-193.20	25,744.55
Check	02/14/2020	9207	Jing Zhang	Mileage for TIP in Libraries		Public Notices	-40.80	25,703.75
Check	02/14/2020	9208	Public Employees Insurance Agency		√	Salary	-1,862.70	23,841.05
Check	02/14/2020	9209	Retiree Health Benefit Trust Fund		√	Salary	-336.00	23,505.05
Check	02/14/2020	9210	Service Plus		√	Accounting (Accounting Fees)	-168.20	23,336.85
Check	02/14/2020	5763	J. William B. Austin	Electronic Transfer	√	Salary	-2,209.07	21,127.78
Check	02/14/2020	5764	Jing Zhang	Electronic Transfer	√	Salary	-1,561.79	19,565.99
Check	02/14/2020	941	IRS	Electronic Transfer	√	Salary	-1,268.22	18,297.77
Check	02/14/2020	5765	ICMA. Retirement Corp		√	Salary	-1,666.76	16,631.01
Check	02/28/2020	9211	Centra Bank - Mastercard	Travel Expenses and Web hosting		Travel (Travel)	-278.33	16,352.68
Check	02/28/2020	9212	Fringe Benefits Management Company			Salary	-355.32	15,997.36
Check	02/28/2020	9213	United Bank	Interest on LOC	√	Administrative Overhead	-41.53	15,955.83
Check	02/28/2020	9214	WV Board of Risk & Insurance Management			Administrative Overhead	-1,290.00	14,665.83
Check	02/28/2020	5766	J. William B. Austin	Electronic Transfer	√	Salary	-2,209.07	12,456.76
Check	02/28/2020	5767	Jing Zhang	Electronic Transfer	√	Salary	-1,561.78	10,894.98
Check	02/28/2020	941	IRS	Electronic Transfer		Salary	-1,268.24	9,626.74
Check	02/28/2020	5768	ICMA. Retirement Corp			Salary	-1,666.76	7,959.98
Check	02/28/2020	02282	WV Dept of Tax and Revenue	Electronic Transfer		Salary	-500.00	7,459.98
Total Centra-Checking (voucher checks)								7,459.98

TOTAL

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Centra-Checking (voucher checks)								6,155.89
Deposit	01/02/2020		WVDOH	Deposit	√	PL Funds (Funds)	38,879.68	45,035.57
Check	01/11/2020	9188	City of Morgantown	User Fee	√	Salary	-78.00	44,957.57
Check	01/15/2020	5757	J. William B. Austin	Electronic Transfer	√	Salary	-2,269.07	42,688.50
Check	01/15/2020	5758	Jing Zhang	Electronic Transfer	√	Salary	-1,561.79	41,126.71
Check	01/15/2020	5759	ICMA. Retirement Corp		√	Salary	-1,666.76	39,459.95
Check	01/15/2020	941	IRS	Electronic Transfer	√	Salary	-1,268.22	38,191.73
Check	01/15/2020	9189	Alta Planning and Design	Bicycle and Pedestrian Study	√	Consulting (Consulting Expense)	-12,000.00	26,191.73
Check	01/15/2020	9190	Balestra Harr and Scherer CPA	2019 Audit	√	Accounting (Accounting Fees)	-3,000.00	23,191.73
Check	01/15/2020	9191	Caliper Corporation	Regional Travel Demand Model	√	Computer Software	-1,500.00	21,691.73
Check	01/15/2020	9192	Dominion Post	Planner 1 Advertisement	√	Public Notices	-662.36	21,029.37
Check	01/15/2020	9193	Dominion Post	Policy Board Meetings Notice	√	Public Notices	-58.38	20,970.99
Check	01/15/2020	9194	Public Employees Insurance Agency		√	Salary	-1,862.70	19,108.29
Check	01/15/2020	9195	Retiree Health Benefit Trust Fund		√	Salary	-336.00	18,772.29
Check	01/15/2020	9196	Service Plus	Oct Nov Dec	√	Accounting (Accounting Fees)	-337.57	18,434.72
Check	01/15/2020	9197	WV State Auditor	2019 Audit	√	Accounting (Accounting Fees)	-240.00	18,194.72
Check	01/15/2020	9198	J. William B. Austin	Mileage WVAMPO Meeting Huntington	√	Travel (Travel)	-239.20	17,955.52
Deposit	01/16/2020		WVDOH	Deposit	√	PL Funds (Funds)	26,775.47	44,730.99
Check	01/30/2020	9199	Centra Bank - Mastercard	Website \$144, Adobe software 22, Ad fo	√	Web Hosting	-276.25	44,454.74
Check	01/30/2020	9200	Fringe Benefits Management Company		√	Salary	-355.32	44,099.42
Check	01/30/2020	9202	traffic Group	2019 Traffic Counts	√	Consulting (Consulting Expense)	-5,300.00	38,799.42
Check	01/30/2020	9203	traffic Group	2018 Traffic Counts	√	Consulting (Consulting Expense)	-4,905.00	33,894.42
Check	01/30/2020	5760	J. William B. Austin	Electronic Transfer	√	Salary	-2,209.06	31,685.36
Check	01/30/2020	5761	Jing Zhang	Electronic Transfer	√	Salary	-1,561.79	30,123.57
Check	01/30/2020	5762	ICMA. Retirement Corp		√	Salary	-1,666.76	28,456.81
Check	01/30/2020	941	IRS	Electronic Transfer	√	Salary	-1,268.24	27,188.57
Check	01/30/2020	01302	WV Dept of Tax and Revenue	Electronic Transfer	√	Salary	-500.00	<u>26,688.57</u>
Total Centra-Checking (voucher checks)								26,688.57

TOTAL



Resolution
of the
Morgantown Monongalia
Metropolitan Planning Organization

*Whereas, **Bill Rice**, has shown great dedication and interest in improving transportation in the City of Morgantown and Monongalia County serving as Chairman of the Citizens Advisory Committee; and,*

*Whereas, **Mr. Rice**'s dedication and leadership has provided this Board with insight into the wishes of the public on how best to improve transportation for all residents of the area; and,*

*Whereas, **Mr. Rice** is now leaving the Morgantown Monongalia Metropolitan Planning Organization Citizens Advisory Committee;*

Be it hereby resolved that

Mr. Bill Rice

is recognized for his years of devotion and dedication to improving transportation for all citizens of Morgantown and Monongalia County.

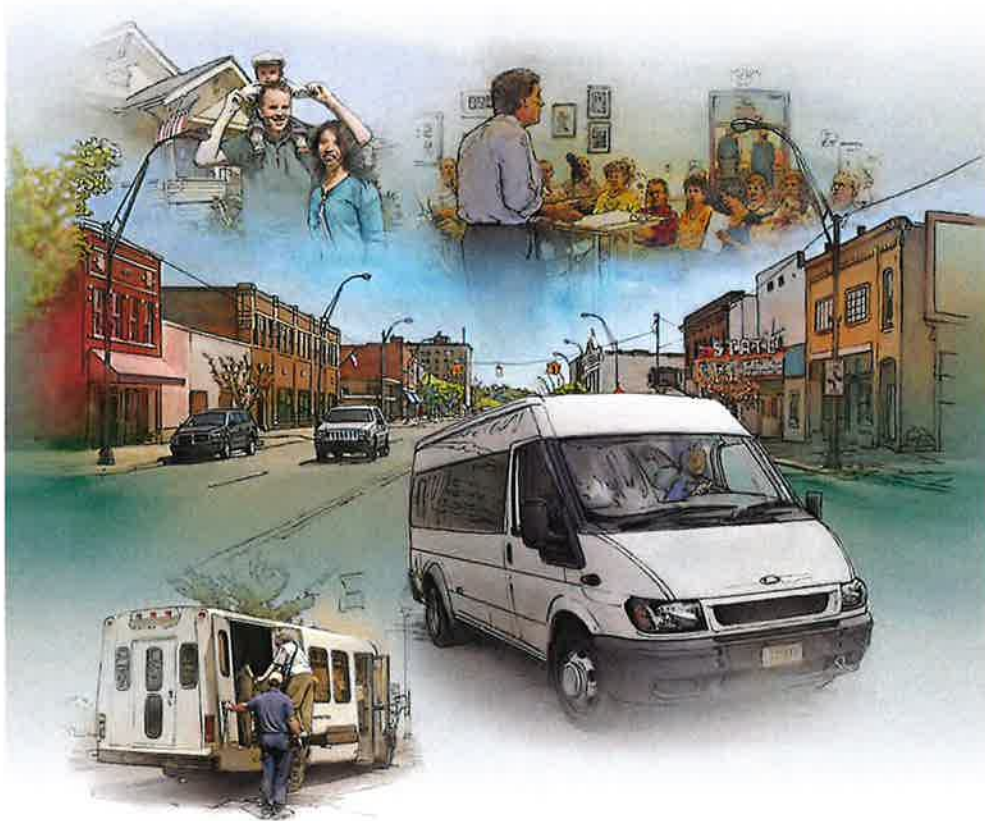
Resolved this 21st day of May 2020.

Joe Statler, Chairman

J. William B. Austin, Secretary

***DRAFT* Morgantown Monongalia Metropolitan Planning Organization
Coordinated Public Transit-Human Services
Transportation Plan Update**

December 2019



West Virginia
Department of Transportation

Division of Public Transit
1900 Kanawha Blvd., E
Building 5, Room 650
Charleston, WV 25305
<https://transportation.wv.gov/publictransit>




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Dayton, OH 45439
www.rlsandassoc.com

This report was prepared in cooperation with the U.S. Department of Transportation (USDOT), the Federal Transit Administration (FTA), the West Virginia Department of Transportation (WVDOT) Division of Public Transit, and local communities. The contents do not necessarily reflect the official views or policies of the WVDOT, FTA, or USDOT. This report does not constitute a standard, specification, or regulation.

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Introduction

I. INTRODUCTION

PURPOSE

This plan updates the Monongalia Morgantown Metropolitan Planning Organization's (MMMPO's) Coordinated Public Transit-Human Services Transportation Plan for Morgantown and Monongalia County. The plan was initially developed in 2007 and last updated in 2011. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was the Federal surface transportation authorization at the time of the initial report. The 2015 update was developed in response to requirements set forth by Moving Ahead for Progress in the 21st Century Act (MAP-21).

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act, was signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. The FAST Act applied new program rules to all Fiscal Year 2016 funds and authorizes transit programs for five years. According to FAST Act requirements, locally-developed, coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act Federal legislation.

Funding to update this locally-developed Public Transit-Human Services Transportation Plan was provided by the West Virginia Department of Transportation, Division of Public Transit. The planning process involved active participation from local transportation providers and human service agencies, as well as members of the general public, older adults, and individuals with disabilities.

Some human service agencies directly operate or contract transportation operations to a third party. Transportation providers have eligibility restrictions based on age and disability status, income and/or registered clients only, while others serve the general public. In an era of increasing need and demand for shared-ride and non-motorized transportation and stable or declining revenue, organizational partnerships must be explored and cost-saving measures must be made to best serve the Region's changing transportation demands. Interactive coordinated transportation planning provides the best opportunity to accomplish this objective.

METHODOLOGY

The fundamental element of the planning process is the identification and assessment of existing transportation resources and local/regional unmet transportation needs and gaps in service. This was accomplished by receiving input from stakeholders through community meetings open to the public, in-person interviews, telephone calls, email correspondence, and completion of a public survey.

The coordination plan update incorporated the following planning elements:

1. Review of the previous Coordinated Public Transit-Human Services Transportation Plan to develop a basis for evaluation and recommendations;
2. Evaluation of existing economic/demographic conditions in each county using U.S. Census data and other data resources approved by West Virginia Department of Transportation and/or the local planning agency;
3. Conduct of a general public survey. The combination of demographic data, survey input, and input gathered during interviews and meetings provided a sufficient depth of understanding about transportation need;
4. Conduct of local meetings for stakeholders and the general public for the purpose of updating transportation needs, determining service gaps, and developing goals, objectives, and implementation strategies;
5. Update of the inventory of existing transportation services provided by public, private, and non-profit organizations;
6. Update of the summary of vehicle use for the purpose of determining where or how existing vehicle fleets can be better used to meet transportation needs; and
7. Development of an updated implementation plan that includes current goals, strategies, responsible parties, and performance measures.

Needs

II. TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

COMMUNITY MEETING AND PUBLIC SURVEY RESULTS

Community meetings were promoted to the public in local newspapers, websites, and through mailings, emails, and word-of-mouth. These meetings brought Morgantown area stakeholders together with individuals representing agency that serve adjacent rural areas of West Virginia Planning and Development Region VI, which serves Doddridge, Harrison, Marion, Monongalia, Preston, and Taylor Counties. The meeting dates and locations were:

- ◆ November 14, 2018 at the Marion County Senior Center
- ◆ March 13, 2019 at the Marion County Senior Center

At the first meeting, participants discussed the unmet transportation needs for Morgantown and each county and community within the Region Planning and Development Council, as well as needs and gaps in services that cross jurisdictional boundaries. Meeting participants were also invited to discuss preliminary coordinated transportation goals and strategies that could be implemented to address the identified needs.

The public survey was distributed online and in hard copy format. The survey was promoted in local media, on websites, at public meetings, and through emails and word-of-mouth by local stakeholders. The survey was available for eight months. There were 121 survey responses from Region VI; included in the total were 55 respondents from Monongalia County. Approximately 7% of Monongalia County survey respondents were age 65 and older and 16% indicated that they, or someone in their household, had a disability that limits his or her mobility, or ability to drive or use available transportation services.

Meeting participants and survey respondents were asked to identify unmet transportation needs and gaps in available mobility services. Results are summarized in Table II.1 and the following tables.

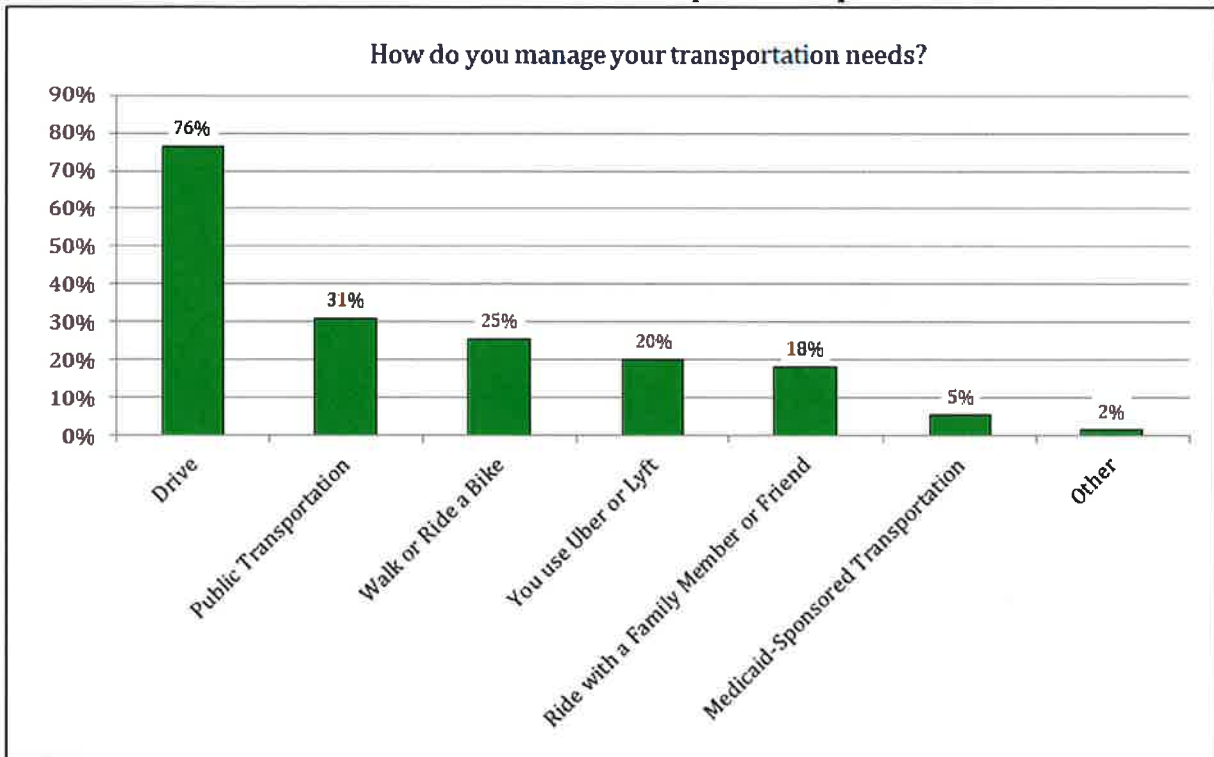
Table II.1: 2019 Needs Assessment
Transportation providers need adequate resources to maintain existing levels of service . People depend on these services for their basic mobility needs, including rides to work, medical care, shopping, and other daily needs.
It is difficult to recruit drivers , according to most stakeholders. Providers need new strategies for attracting individuals to the driving profession.
The region needs more providers of NEMT . Several of West Virginia's private NEMT providers have gone out of business in recent years. The remaining providers are unable to fulfill all of the demand for NEMT rides.
Communication between transportation providers and health care facilities is necessary for providers to be able to maximize their ability to provide rides to medical appointments. When medical offices are not flexible on patient appointment times, transportation providers have difficulty fulfilling patient transportation needs.

Table II.1: 2019 Needs Assessment

<p>Hospital discharge transportation is needed for individuals who don't have another way home after a hospital stay, who are unable to afford a private taxi ride.</p>
<p>Unserved rural communities need some level of transportation, even if it is just one or two days per week. In several Region VI counties, transportation is not available to the general public outside of the areas served by fixed or deviated routes. In particular, rural residents need transportation to larger areas with destinations for medical care, employment, and shopping.</p>
<p>Transportation providers need to expand service into the early mornings, evenings and on weekends. Most providers in the region operate during standard business hours on weekdays.</p>
<p>All demand-response transportation providers need additional capacity in order to meet all trip demand in their communities. Sometimes, providers must cancel or postpone clients' non-medical rides in order to accommodate all requests for rides to medical appointments. Late cancellations and no-shows have a negative impact on demand-response capacity.</p>
<p>Counties with partial transit coverage need demand response service for the general public, for those who do not live on a bus route or have transportation needs outside of the fixed routes' hours of operation.</p>
<p>Transportation providers need ride scheduling and dispatching software that seamlessly imports NEMT trip tickets from LogistiCare. Providers also need technology that allows drivers to maintain contact with dispatch, even when they are driving through remote areas.</p>
<p>Additional funding for public transit is necessary so that providers can leverage all available Federal funds, replace vehicles when needed, and meet the mobility needs of their communities. Transit systems report that they struggle to pay adequate wages to drivers, and that gasoline price fluctuations have a negative impact on their budgets. Some providers have a difficult time raising local match for Federal transportation grants. Some providers would like their State and local elected officials to demonstrate more awareness of unmet transportation needs, gaps in service and provider funding needs. Providers would like to see a higher priority placed by legislators on the needs of older adults and others who depend on transportation services.</p>
<p>Transportation providers need to coordinate to meet transportation needs throughout Region VI. Efforts to achieve greater collaboration require leadership to ensure that it happens.</p>

Approximately 76% of public survey respondents indicated that they drive their own vehicle. Approximately 31% stated that they use public transportation and 20% use Transportation Network Companies (TNCs, e.g., Uber/Lyft). The public survey asked people to identify all the ways they manage transportation needs. Exhibit II.1 illustrates that while many of the respondents drive a car, 18% ride with a family member or friend, 26% walk or ride a bicycle, 5% use Medicaid-sponsored transportation services for medical appointments, and none use a human service agency-sponsored transportation services (i.e., senior centers, Department of Health and Human Services, non-profit agencies, etc.).

Exhibit II.1: Available Transportation Options

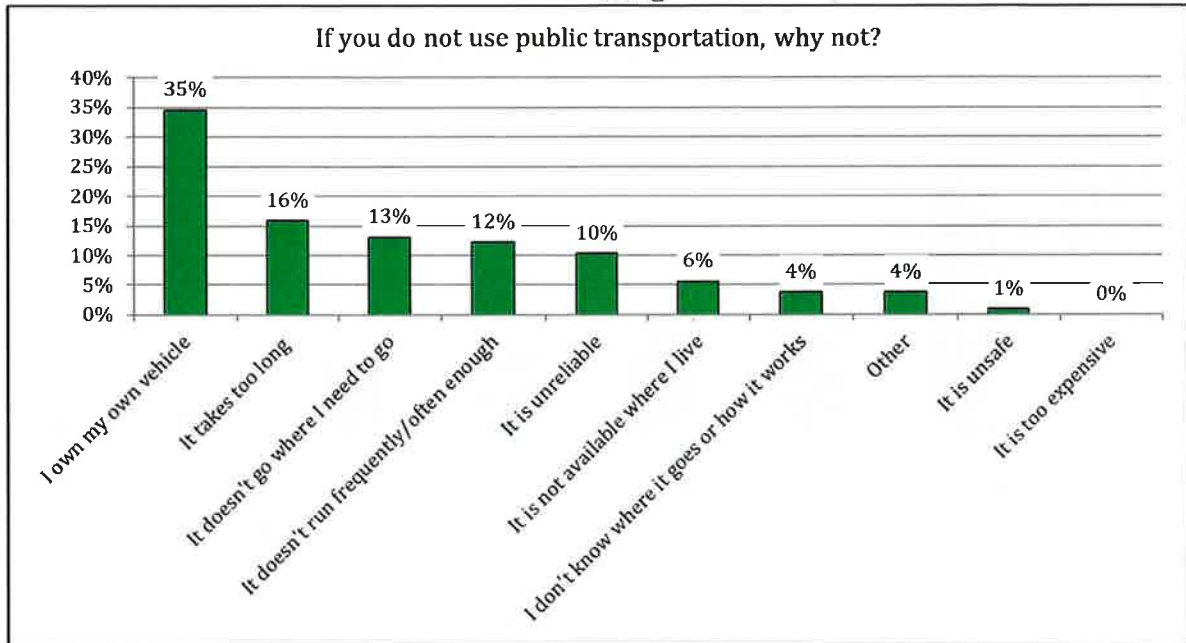


*Response totals are more than 100% because respondents could select multiple answers.

Survey respondents were asked to identify why they do not use public transportation. Approximately 35% stated that they do not use public transit because they drive their own car. Approximately 16% of respondents stated that they do not use public transit because it takes too long to get from origin to destination. Another 13% stated that public transit does not go where they need to go. These reasons indicate spatial gaps between origin and destination that are not filled by public transit.

Approximately 12% indicated that public transit does not run frequently or often enough for it to be feasible for them to use. Ten percent of respondents who do not ride transit said that public transit was not reliable. Another 6% stated that public transit is not available where they live. Some or all of these reasons reveal challenges with the public transportation network and indicate a need for additional education and outreach about the available service alternatives that exist.

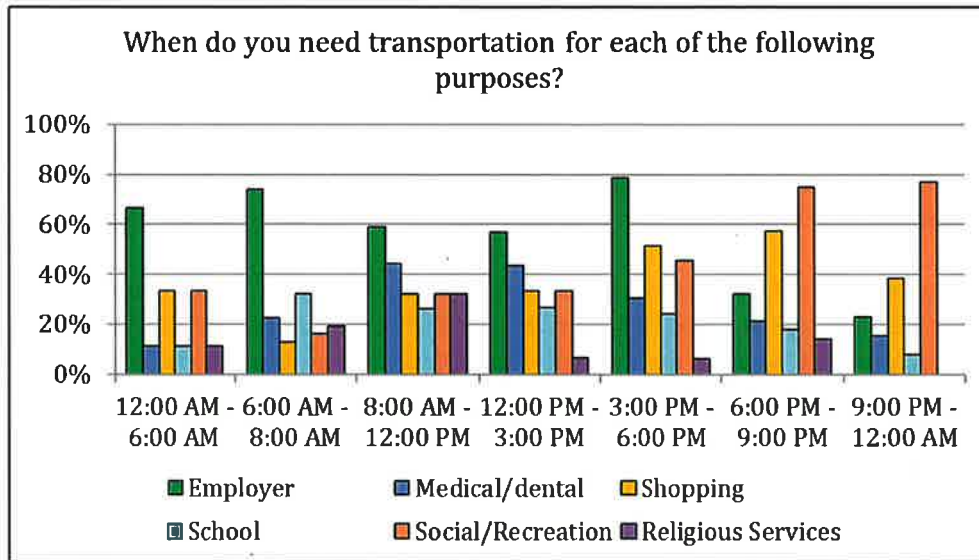
Exhibit II.2: Reasons for Not Using Public Transportation



*Response totals are more than 100% because respondents could select multiple answers.

To understand when transportation is needed and not available (temporal gaps), survey respondents were asked when they need transportation for various trip purposes. As illustrated in Exhibit II.3, transportation needs for employment are highest between 6:00 AM and 8:00 AM. There are also significant employment needs prior to 6:00 AM. Shopping and social/recreational transportation needs occur throughout the day, peaking from 8:00 AM - 3:00 PM. Medical/dental trip needs also occur more often between 8:00 AM and 3:00 PM. As indicated in the assessment of existing services, transportation resources are minimal during early morning and late evening hours.

Exhibit II.3: Temporal Needs for Transportation



Detailed public survey results, demographic analysis and public and stakeholder meeting materials are included in Appendix A.

CONCLUSION

Survey results reveal that while many people use a personal car, public transit, or an on-demand transit service, still others are missing work and/or struggle to feed themselves or their families because of a lack of transportation. A significant number of residents in Monongalia County ride with family members/friends, walk or bike to access necessary resources; this is most likely due to the young population in Morgantown. Approximately 32% of respondents reported that they use public transportation. When asked why they do not ride public transit, 16% indicated that it takes too long to get from origin to destination and another 13% indicated that the service does not go where they need to go. These challenges with using public transit could indicate an opportunity for improved public outreach to educate potential riders.

Providers

III. TRANSPORTATION PROVIDER INVENTORY

This chapter provides a list of transportation providers operating in Region IV. Human service transportation provides rides to specific segments of the population, such as older adults, individuals with disabilities, people with low incomes, or veterans. Many human service transportation agencies are social services organizations that provide transportation as an ancillary service to their clients only. Some human service transportation and non-emergency medical transportation (NEMT) providers are Regional, offering service in multiple counties.

Basic information about the transportation providers is listed below. Public transit providers are listed first, followed by the Region's senior services and other human service transportation providers. Appendix C includes each provider's mission, transportation service type, contact information, service area, days and hours of service, and eligibility requirements.

Public Transit - Open to the general public

Mountain Line Transit Authority
West Virginia University Transportation and Parking

Human Service Agencies and/or Senior Services - Open to a segment of the population based on eligibility criteria

Senior Monongalians (purchases Mountain Line Bus Passes for people age 60+)

Human Service Agencies and/or Senior Services - Provides transportation to agency clients only

PACE Enterprises, Inc.
Valley Health Care System

Other Transportation Services

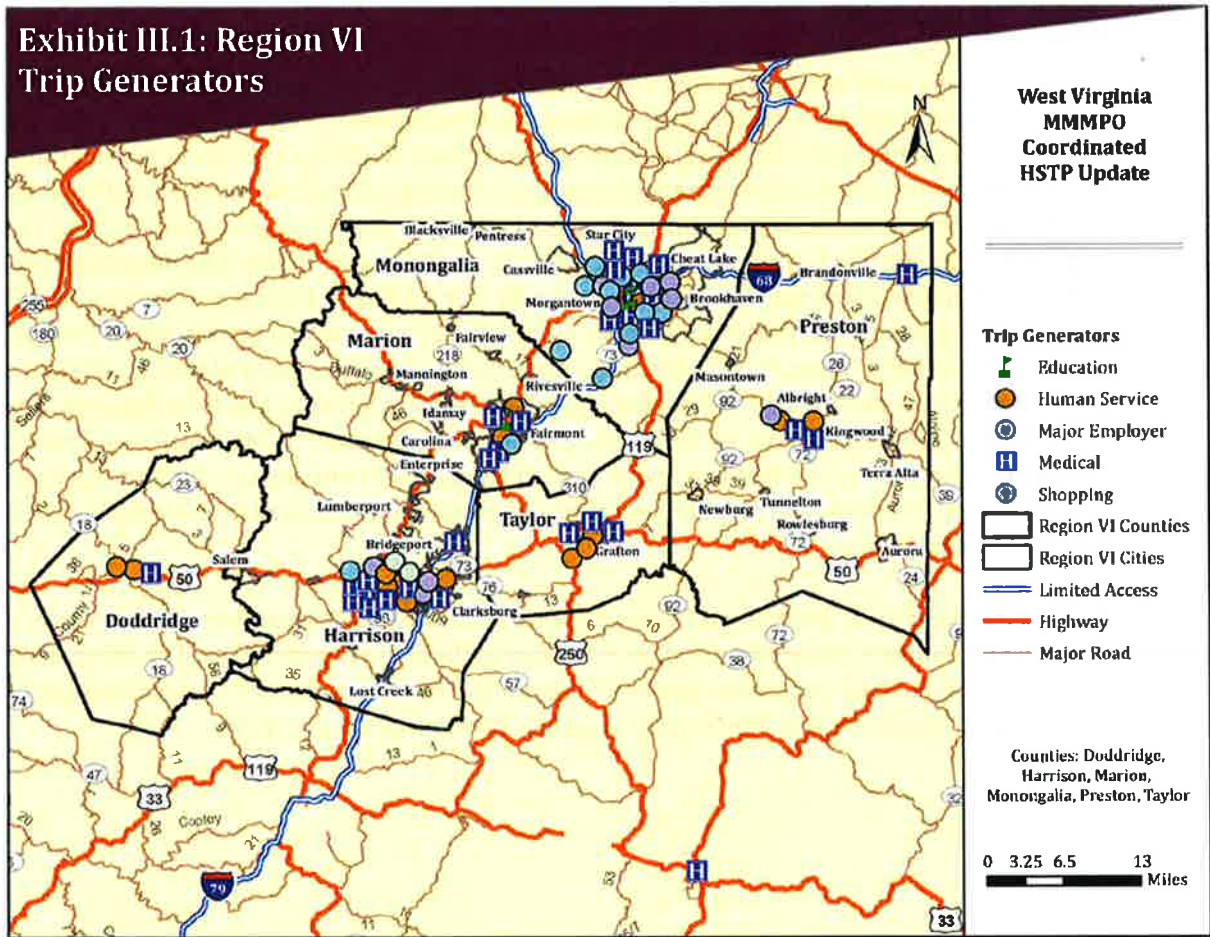
D & L Limousine, Inc. (provides Non-Emergency Medical Transportation and general taxi service)
Greyhound
Megabus
Metro Limousine Service
Monongalia County Head Start
Morgantown Cab Company
Mountain State, Inc. (provides Non-Emergency Medical Transportation)
R & R Transit

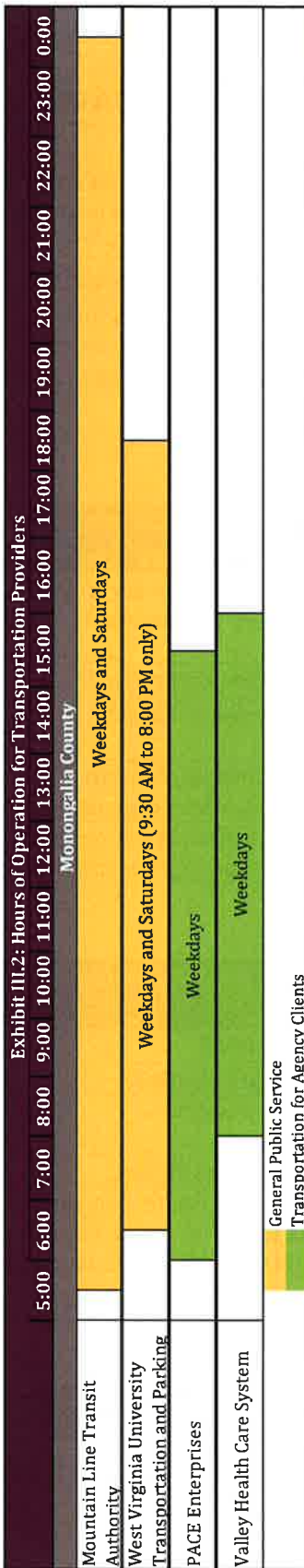
Major Trip Generators

Major trip generators are destinations frequently served by public, human service agency and/or senior transportation providers such as medical facilities, nutrition sites, apartment complexes, senior centers, employers, shopping, and recreation venues. Each transportation provider that participated in the coordinated transportation plan provided a list of the top destinations they serve or are requested to serve. Exhibit III.1 depicts the location of major trip generators throughout the Region VI Planning and Development Council Region. As illustrated in the map, most trip generators are located in Morgantown. Other top trip generators for the larger Region are concentrated in Fairmont, Bridgeport, and Clarksburg. There are smaller clusters of trip generators in Grafton, Kingwood, and West Union. It is important to understand that while many of the major trip generators are located in these towns, the individuals needing a ride to and from those destinations live outside of the areas served by the public transit routes operated by Mountain Line Transit Authority. Also, individuals that live in and around Morgantown but beyond the route service area are not served by transit and must rely on alternative options which may be more expensive than a fare on Mountain Line.

Furthermore, hours of operation for agency-sponsored transportation services that operate in Monongalia County are sometimes not as extensive as those of Mountain Line. Therefore, access to services is limited both geographically and temporally. The table in Exhibit III.2 outlines the hours of operation for the public and human service agency transportation providers.

Exhibit III.1: Region VI Trip Generators





*Senior Monongalians also purchases Mountain Line Bus Passes for people age 60+ in Monongalia County.

Progress

IV. REVIEW OF PROGRESS SINCE 2015 COORDINATED PLAN UPDATE

The 2015 Plan Update for Region VI Planning and Development Council included the goals and objectives listed in the following tables which included Morgantown and Monongalia County. In 2015, the primary focus for addressing unmet needs and gaps in services was improving communication and controlling costs so that services could be extended to meet more needs for medical, human service agency appointments, education, and employment-related trip purposes. During the 2019 Plan Update process, the transportation providers indicated that some progress has been made in addressing the 2015 coordination goals. The following tables display the 2015 goals and objectives and progress made in achieving these goals.

2015 Goal #1: Continue to Improve Outreach and Communication About Unmet Needs and Gaps in Transportation Services.	
Objectives	1. Improve awareness of unmet transportation needs and gaps in services in the region and statewide through active participation in the regional coordination committee.
	2. Increase participation levels of the regional coordination committee.
	3. Improve transportation for trips other than Non-Emergency Medical Transportation (NEMT).
	4. Regional coordination committee will establish goals and implement progressive communication strategies (i.e., on-line and other approaches).
Discussion: The Region VI providers plan to increase their level of communication about regional coordination following the 2019 Plan Update, potentially through establishing a regional committee.	

2015 Goal #2: Eliminate Gaps in Public Transportation from Rural Areas to Morgantown and Fairmont.	
Objectives	1. Identify specific unmet needs and transportation demands.
	2. Provide public transportation in Taylor and Doddridge Counties.
	3. Develop non-traditional services to fill gaps, such as volunteer transportation programs.
	4. Improve access to transportation services outside of Morgantown.
Discussion: Mountain Line Transit Authority established a new bus route along Route 7 between Morgantown and Wadestown in 2016 following a successful property tax levy. This route allows residents of several rural Monongalia County communities to travel to and from Morgantown, Monday through Friday.	

2015 Goal #3: Improve Town-to-Town Transportation Options.	
Objectives	1. Provide more drop-off points for town-to-town routes to improve access to services for individuals with disabilities, older adults, and the general public.

Discussion: There are some longstanding options for town-to-town transportation, with new routes having been added since 2015 by Mountain Line Transit Authority and Fairmont Marion Transit Authority. Inter-city bus services, including Grey Line, Greyhound, Megabus, and Barons Bus, continue to operate in the region, but there have been no expansions of service since the previous Coordinated Plan Update.

2015 Goal #4: Improve Mobility Options for Individuals with Disabilities.

Objectives	1. Educate the public and current passengers about new and existing transportation services.
	2. Inform Taxi companies of the benefits of participating in the coordinated transportation program.

Discussion: Region VI continues to work toward these objectives. Mountain Line continues to house a Mobility Coordinator staff position, which is intended to promote transportation options in the Morgantown area. Harrison County Senior Center has been able to increase the number of wheelchair-accessible rides by improving its scheduling procedures.

2015 Goal #5: Address Gaps in Transportation for Employment and Other Needs.

Objectives	1. Improve access to employment and community resources during evenings, mornings, and on weekends.
	2. Explore the benefits of various types of ride-sharing programs to address the gaps in services.

Discussion: Mountain Line’s vanpool program has grown in recent years. It now has 17 active vehicles. Mountain Line has experienced a significant increase in demand for rides to dialysis, and has had some success in working with dialysis centers to adjust schedules so that patients can be transported together.

2015 Goal #6: Improve Frequency and Hours of Operation for Mountain Line.

Objectives	1. Assess the most appropriate areas of improvement for Mountain Line service and implement improvements.
	2. Assess transportation needs and develop a regional transportation improvement plan that will appropriately assign resources to address gaps in services.

Discussion: Mountain Line has increased its hours and frequency of service following a successful transit levy.

2015 Goal #7: Promote Public Transportation Service to Increase and Improve Public Awareness that Transportation Service is for Everyone.

Objectives	1. Promote transportation that is operated by various agencies as open to the public.
	2. Improve awareness of transportation service through expanded public outreach and education campaigns.

Discussion: The Region VI transportation providers continue to promote public transit services within their communities.

2015 Goal #8: Purchase New and Replacement Wheelchair Accessible Vehicles to Maintain Safety and Quality Service.	
Objectives	1. Sustain the current capacity of transportation providers, at minimum. Improve and expand, as possible.
	2. Improve the quality of transportation services through purchase of vehicles that are most appropriate to meet passenger needs.
	3. Increase the frequency and hours of service for rural non-urbanized areas of service.
Discussion: The Region VI transportation providers have sustained the level of capacity that existed during the previous Coordinated Plan Update. They have replaced their Section 5310-funded vehicles through submitting grant applications to WVDOT.	

CONCLUSION

In 2015, the MMMPO coordinated transportation goals were analyzed and presented in combination with the larger Region VI PDC goals. Progress was made on each goal and the local stakeholders in 2019 indicate a continued focus on sustaining and expanding their progress on each goal. Within Morgantown and Monongalia County, Mountain Line has been the leader in the coordinated transportation effort, primarily through its Mobility Coordinator who works toward developing opportunities to expand and improve existing transportation efforts through partnerships, communication, and innovation.

The following chapter describes the goals, strategies and action steps identified by the participating stakeholders in 2019 to coordinate their services in order to address the transportation needs of today and to prepare for addressing needs of the future.

Strategies

V. GOALS, STRATEGIES AND IMPLEMENTATION

GOALS AND STRATEGIES

This chapter updates the goals, strategies, and implementation steps for coordinated transportation in Region VI, including within the Morgantown Monongalia MPO area. The goals address the unmet transportation needs and gaps in services identified by the public, local stakeholders, older adults, and individuals with disabilities. The following goals and strategies outline an approach for providers to work together to make the best use of existing resources and to plan for future changes and expansions. These strategies were developed during the second Regional meeting and refined through additional feedback from participating stakeholders. Appendix A contains presentations and sign-in sheets from both Regional meetings.

Each goal includes a strategy and action steps. Parties responsible for leading and supporting the action steps are identified, but could change as partners make progress in coordinating services. A potential implementation timeline is included as a target that will, in most cases, be largely dependent upon identification of additional funding. Goals #1 and #2 reflect the statewide goals for addressing the unmet needs and gaps in transportation services at the state level. The remaining goals focus on local and regional efforts. Goals 3 through 7 have a local and regional focus.

Goal #1: Improve Communication Among Transportation Providers and Stakeholders in the Region and Throughout the State of West Virginia.

Goal #1 focuses on increasing engagement among interested parties such as public transit providers and senior transportation providers to enhance mobility management and coordinated transportation opportunities in Region VI, including Monongalia County, and throughout all of West Virginia.

The opportunities for developing and using mobility management and coordinated transportation structures in West Virginia are much different today as compared to previous years. Emerging technology, new transportation modes (i.e., Transportation Network Companies, bike-share, scooter-share, motorized bikes, car-sharing, autonomous vehicles), and the rise of coordinated transportation success stories in West Virginia and across the country are new influences.

One strategy for achieving Goal #1 involves establishing a subcommittee of the Region VI Planning and Development Council that meets on a quarterly or biannual basis to address unmet transportation needs and opportunities for coordination (Goal #1A). A second strategy (Goal #1B) is to increase the participation of transportation providers in statewide venues for transportation planning and networking, such as the West Virginia Transportation Coordinating Council (WVTCC) or the West Virginia Public Transit Association (WVPTA). The WVPTA is currently discussing opening its membership to human service transportation providers. The participation of human service transportation providers in these and other statewide venues would strengthen the communication between all the State's providers, ultimately resulting in enhanced opportunities for coordination to meet the mobility needs of West Virginians. These types of venues are critical for

improved information sharing, developing transportation innovations, and coordinated transportation/mobility management policy development.

Goal #1A: Improve Communication Among Transportation Providers and Stakeholders in Morgantown, Monongalia County and throughout the Region.	
Strategy	The Morgantown Monongalia County MPO (MMMPO), Region VI Planning and Development Council, and the Region's public transit operators will co-facilitate a subcommittee that consists of public and human services transportation stakeholders that meets quarterly or biannually to discuss coordination, mobility management, and unmet transportation needs.
Action Steps	<ol style="list-style-type: none"> 1. Mountain Line Transit will appoint a staff or board member to serve this purpose on the new subcommittee. 2. Establish a calendar of quarterly or biannual meetings including time and location, and draft an agenda for the first meeting. 3. Conduct quarterly or biannual meetings. 4. Offer an annual public and stakeholder input meeting to provide updates on progress for all goals, strategies, and action steps.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Region VI Planning and Development Council ◆ Mobility Coordinator ◆ Morgantown Monongalia MPO ◆ Public transit providers
Parties Responsible for Supporting Implementation	<p>Organizations that provide and/or fund transportation services for older adults, individuals with disabilities, and/or people with low incomes that operate in Morgantown and Monongalia County:</p> <ul style="list-style-type: none"> ◆ Senior and human service transportation providers ◆ Private transportation providers ◆ Local offices of human service agencies ◆ Non-profit organizations ◆ Faith-based organizations
Resources Needed	<ul style="list-style-type: none"> ◆ Staff time for lead and supporting organizations.
Potential Cost Range	<ul style="list-style-type: none"> ◆ \$300 or more per year (approximately) for staff time dedicated to actively attending Regional meetings. Staff time should be dedicated as part of an existing employee's job duties.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ Existing budgets of partner agencies.
Performance Measures or Targets	<ul style="list-style-type: none"> • Local stakeholders feel they have a better understanding and more direct involvement in Regional efforts to improve coordination of resources, as measured through informal surveying.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Coordinated planning with partner organizations for the purpose of reducing gaps in mobility for target populations and the general public. ◆ Funding sources are identified and/or opportunities to more effectively use existing funding sources are discovered, allowing providers to enhance existing services through expansions of service areas and/or days/hours of operations.

Priority Level and/or Timeframe	<ul style="list-style-type: none"> ◆ Short-term and ongoing implementation ◆ High priority
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Goal #1B: Improve Communication Among Transportation Providers Throughout the State of West Virginia.	
Strategy	Morgantown public transit and human service transportation providers will participate in the West Virginia Transportation Coordinating Council, West Virginia Public Transit Association, and/or other statewide venue.
Action Steps	<ol style="list-style-type: none"> 1. Identify one or more transportation providers in the Morgantown Monongalia MPO to participate in these organizations, as permitted by membership eligibility criteria. 2. Attend statewide meetings. 3. Report on statewide initiatives and activities to the Morgantown Monongalia MPO Board, Regional subcommittee convened by the Region VI Planning and Development Council, and the public transit providers.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Public transit providers
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Senior and human service transportation providers
Resources Needed	<ul style="list-style-type: none"> ◆ Staff time for lead and supporting organizations
Potential Cost Range	<ul style="list-style-type: none"> ◆ \$300 or more per year (approximately) for staff time dedicated to actively attending statewide meetings. Staff time should be dedicated as part of an existing employee's job duties.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ Existing budgets for partner agencies
Performance Measures or Targets	<ul style="list-style-type: none"> • Local stakeholders feel they have a better understanding and more direct involvement in statewide efforts to improve coordination of resources and mobility management, as measured through informal surveying. • New funding sources or changes in funding sources are identified and secured by local transportation providers as a result of more open communication with state-level agencies and programs.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Coordinated planning with partner organizations for the purpose of reducing gaps in mobility for target populations and the general public. ◆ Funding sources are identified and/or opportunities to more effectively use existing funding sources are discovered, allowing providers to enhance existing services through expansions of service areas and/or days/hours of operations.

Priority Level and/or Timeframe	<ul style="list-style-type: none"> ◆ Short-term and ongoing implementation ◆ Moderate priority
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Goal #2: Maintain Current Levels of Transportation Services for Older Adults, Individuals with Disabilities, and People with Low Incomes.

Maintaining the existing level of transportation services for older adults, individuals with disabilities, and people with low incomes is an important step toward continuing to address transportation needs. Feedback from local stakeholders indicates that the services provided today are used almost to capacity and provide a vital resource. While efforts to expand and enhance services are important, stakeholders also strive to sustain the effectiveness of current services.

Opportunities will be maximized for maintaining vehicle fleets that are wheelchair accessible and capable of operating on unpaved/gravel roads as part of the replacement and expansion schedules.

Goal #2: Maintain Current Levels of Transportation Services for Older Adults, Individuals with Disabilities, and People with Low Incomes.	
Strategy	Existing transportation services for the target populations are important and the quality of service from those organizations must be maintained. Transportation providers will work together to provide safe vehicles that are in good condition and maintain a high standard of staff training and customer service. Providers will acquire vehicles that are able to safely transport individuals on all types of rural roadways and comfortably accommodate people with mobility challenges.
Action Steps	<ol style="list-style-type: none"> 1. Continue to operate public and human service transportation programs in Morgantown and Monongalia County. 2. In addition to traditional accessible and non-accessible vehicles, purchase vehicles that are appropriately sized and capable of accessing remote, rural areas (and unpaved or gravel roads), as appropriate.
Parties Responsible for Leading Implementation	◆ Public transit and human service transportation providers
Parties Responsible for Supporting Implementation	◆ Region VI Planning and Development Council (to provide a forum for sharing information and to disseminate grant applications from State and Federal sources).
Resources Needed	◆ Funding for transportation operating and capital expenses.
Potential Cost Range	◆ Cost range is scalable based on the sizes of the transportation services and the type and quantity of vehicles.

Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307, 5310, and 5311 (Section 5311 is limited to public service for rural areas). ◆ Local match from State, local, or non-USDOT Federal programs. ◆ Contract revenue from agencies that use the services for consumers.
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Vehicles are replaced on schedule and vehicle conditions are monitored on an annual basis (i.e., through the Transit Asset Management Plan). ◆ Ridership on public and human service transportation systems.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Agencies are better able to access riders who live in remote areas with challenging road conditions to provide access to food, agency appointments, medical care, and other trip purposes. ◆ Residents maintain their transportation to work, medical appointments, shopping, human service agency programs, and other purposes.
Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ Short-term and ongoing implementation ◆ High priority

Goal #3: Continue to improve the frequency and hours of operation for public transit.	
Strategy	Mountain Line and its partners will continue to seek opportunities to ensure that hours of operation and frequency of service meet the needs of current and potential riders. Through this effort, Mountain Line and other local transportation providers will assist older adults, individuals with disabilities, people with low incomes, and the general public with access to employment and resources in the community and the region.
Action Steps	<ol style="list-style-type: none"> 1. Assess the most appropriate areas of improvement for public transit service and implement improvements. 2. Assess transportation needs and develop a regional transportation improvement plan that will appropriately assign resources to address gaps in services.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Mountain Line Transit Authority
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Local planners will incorporate Mountain Line when developing plans for land use and development. ◆ Human service agencies and other local partners will continue to inform Mountain Line and each other of transportation needs and develop strategies to address those needs. ◆ Local matching funds may be required before service can be expanded.
Resources Needed	<ul style="list-style-type: none"> ◆ Service expansions would require additional operating and potentially capital funding.
Potential Cost Range	<ul style="list-style-type: none"> ◆ Cost range is scalable based on the sizes of the transportation services and the type and quantity of vehicles.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307, 5310, and 5311 (Section 5311 is limited to public service for rural areas). ◆ Local match from State, local, or non-USDOT Federal programs. ◆ Contract revenue from agencies that use the services for consumers.

Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Ridership per hour/mile increases proportionate to the increase in services. ◆ Passengers are more satisfied with the amount of time it takes to reach their destination when riding the bus. (As measured through informal or formal surveys.) ◆ Passengers are more satisfied with their ability to ride transit to get to where they want to go. (As measured through formal or informal surveys.)
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ More frequent service on public transit may encourage people choose to ride. ◆ Moderate to high densities of older adults are living in Morgantown. Older adults have a higher likelihood than younger adults to need an alternative to driving their own vehicle. ◆ Census block groups with greater than 12% zero vehicle households are located near Morgantown.
Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ Mid-term and ongoing implementation ◆ Moderate priority

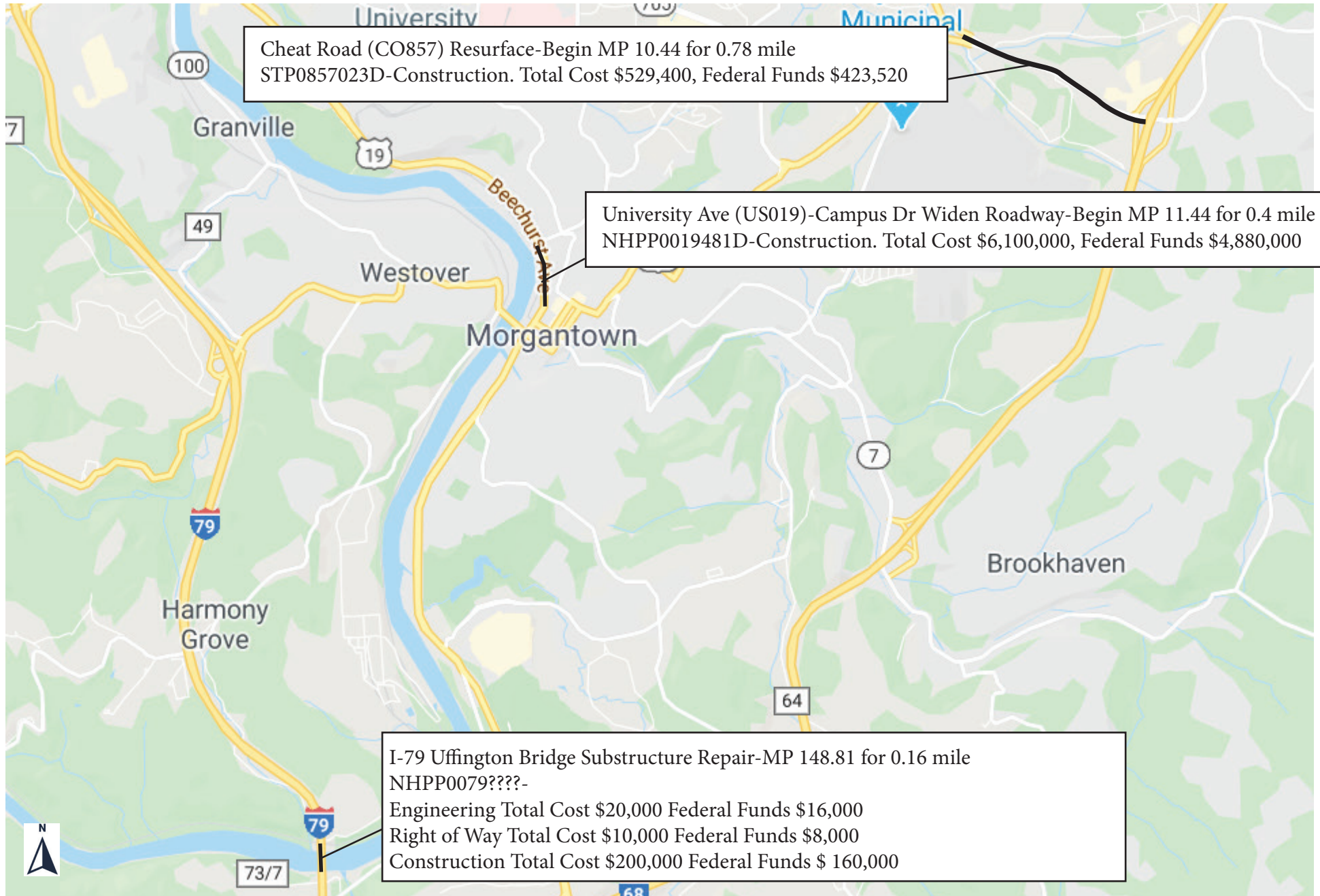
Goal #4: Increase and improve public awareness that transportation service is available in the local area and the region for everyone.	
Strategy	Mountain Line and all of its local and regional partners will continue to actively promote public transportation services to improve awareness about local and regional transportation options using the network of modes and service providers.
Action Steps	<ol style="list-style-type: none"> 1. Continue to promote transportation that is open to the public and/or specific people based on eligibility on social media, websites, and newsletters. Also promote at local events. 2. Continue to improve awareness of where transportation services are available through expanded public outreach and education campaigns.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Mountain Line Transit Authority and its Mobility Coordinator ◆ Human service agency, senior, and private transportation providers
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ City and County government will support the outreach efforts by discussing transportation options at public events and venues, when appropriate. ◆ Local employers and the University will promote public transit to current and potential employees and/or students. ◆ Health care facilities provide transportation information to patients and staff.
Resources Needed	<ul style="list-style-type: none"> ◆ Staff time to develop or expand upon promotional materials. ◆ Information (current) to share on websites, social media, and at local events.
Potential Cost Range	<ul style="list-style-type: none"> ◆ Cost range is scalable based on the type and amount of outreach.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307 and 5311 (Section 5311 is limited to public service for rural areas). ◆ Local match from State, local, or non-USDOT Federal programs.
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ New venues are included in the campaign. ◆ Increase in the number of new riders.

Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Health care facilities have better access to information about transportation schedules so that they can help patients plan appointments when transportation is available. ◆ Local officials promote transportation services more often and transportation funding becomes a higher priority for legislators who are focused on improving access to services for older adults and individuals with disabilities.
Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ Mid-term and ongoing implementation ◆ Moderate priority

Goal #5: Address gaps in transportation for employment and other needs.	
Strategy	Mountain Line will continue to meet with local employers and human service agencies that serve individuals with low incomes to discuss available transportation options and develop new strategies that will fill the gaps.
Action Steps	<ol style="list-style-type: none"> 1. Continue to improve access to employment and community resources during evenings, mornings, and on weekends. 2. Continue to explore the benefits of multiple types of ride-sharing programs to address the employment-related transportation needs, such as the Enterprise Commute program.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Mountain Line Transit Authority and its Mobility Coordinator ◆ Human service agency, senior, and private transportation providers
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Local employers will provide information to employees about available transportation services. ◆ Local employers will provide information to Mountain Line about shift schedules and the number of employees per shift. Data about employee home addresses will be provided if employees/employers are interested in additional transportation options. ◆ Contracted transportation providers will provide data so that Mountain Line and the MMMPO can monitor performance.
Resources Needed	<ul style="list-style-type: none"> ◆ Data about employer/employee transportation needs must be provided to Mountain Line for analysis. ◆ Additional funding to support operations of new services if they are developed.
Potential Cost Range	<ul style="list-style-type: none"> ◆ Cost range is scalable based on the type and amount of employer/employee-based services.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307 and 5311 (Section 5311 is limited to public service for rural areas). ◆ Local match from employers and/or employee subsidy.
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Number of people using ride-share transportation options increases. ◆ Job retention at participating employers increases with regard to employees using ride-share services.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Improved access to employment opportunities especially during weekday mornings and evenings, and on weekends.



Request for TIP Amendments - Project Location (2020 May)





2019 Traffic Count Report

March, 2020

Introduction

The 2019 Morgantown Monongalia MPO Traffic Count Report is a comprehensive listing of vehicular traffic counts collected for the MPO on an ongoing basis. The count data is collected specifically for the MPO. In an effort to provide this book with the most comprehensive data available, MPO staff has illustrated each traffic count location with an aerial photograph from Google Map® and calculated the peak hour traffic percentage of daily volume and directional volume for each traffic count location.

This report is intended to inform the public on traffic volumes, traffic patterns, and other traffic related issues in the greater Morgantown metropolitan area. It could also be used for analyzing traffic movement, monitoring regional development, justifying roadway improvements, and other purposes.

The funding for this report was provided by the Federal Highway Administration, the West Virginia Department of Transportation, Monongalia County, and the City of Morgantown as provided for in the MMMPO's Unified Planning Work Program.

The Morgantown Monongalia MPO does not make any representation of the accuracy of this data. Users agree to hold harmless the Morgantown Monongalia MPO, including its officers and employees, from any and all liabilities, claims, debts, damages, or actions of any kind arising from the use of this count data.

Terms

Term	Description
3 Year Average	The average of AADT volume in 2017, 2018, and 2019
ACR 1 Year	Annual Change Rate, comparing with the previous year.
CR 3 Year	Change Rate, comparing with the average of year 2016, 2017, and 2018
Spring factor	$1 + (\text{the average of spring and fall counts} - \text{the average of spring counts}) / \text{the average of spring and fall counts}$
Fall factor	$1 + (\text{the average of spring and fall counts} - \text{the average of fall counts}) / \text{the average of spring and fall counts}$

2019 Traffic Count

The spring count was conducted on April 6 and 7, 2019, for a 48-hour period, at 46 locations. The fall count was conducted on September 24 and 25, 2019, for a 48-hour period, at 21 locations. No location was counted twice.

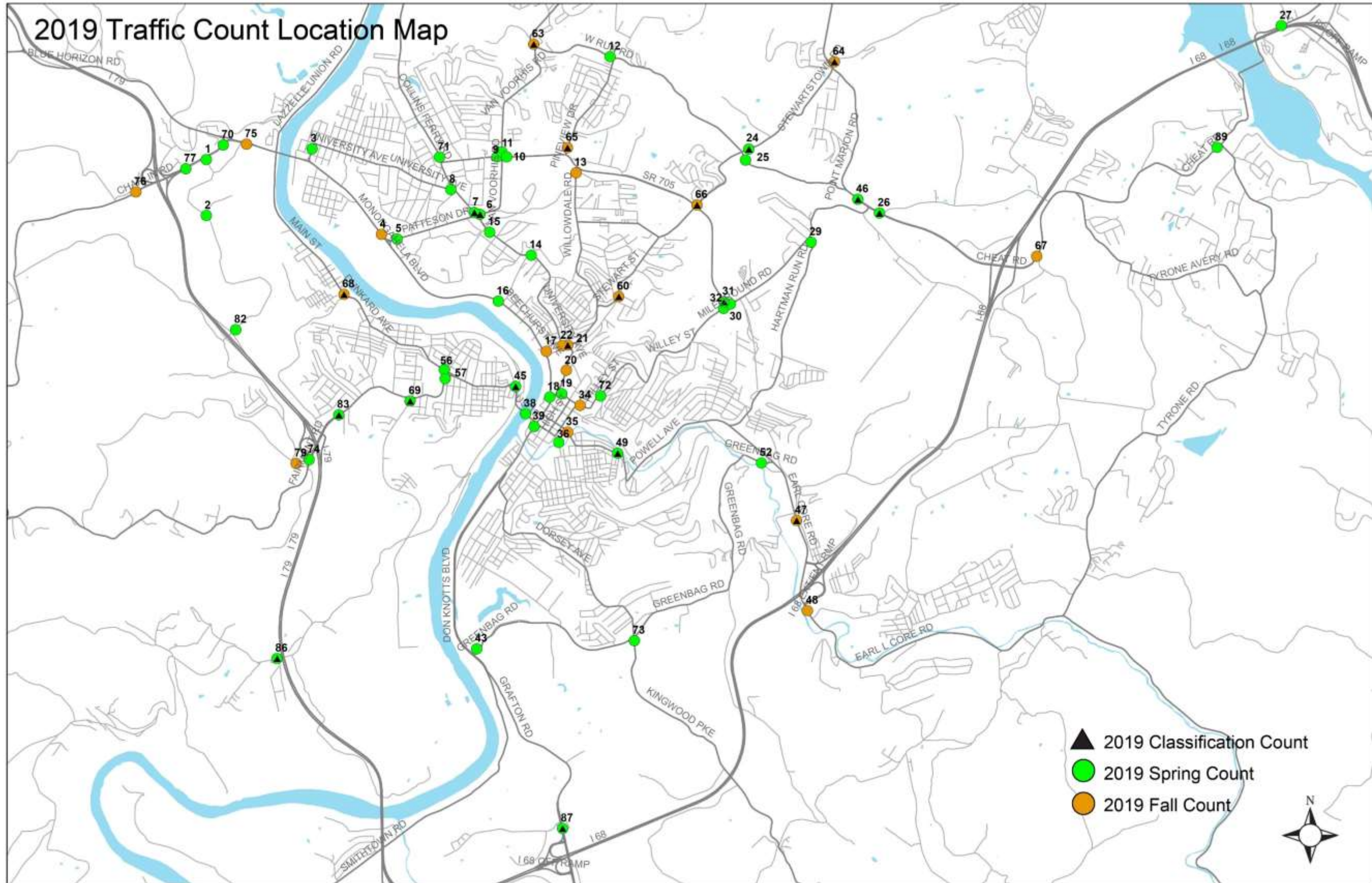
Spring Count Locations

Station #	Location Description	Vehicle Classification Count
1	University Town Center Dr / South of Chaplin Hill Rd	
2	University Town Center Dr / South of Mountaineer Dr	
3	Boyers Ave / Btw Leeway St and University Ave	
5	Patteson Dr / East of Monongahela Blvd	
7	University Ave / Northwest of Patterson Dr	Yes
8	University Ave / West of Collins Ferry Rd	
9	Burroughs St / West of Van Voorhis Rd	
10	Van Voorhis Rd / North of Burroughs St	
11	Chestnut Ridge Rd / East of Van Voorhis Rd	
12	West Run Rd / West of Riddle Ave	
14	University Ave / Southeast of 8th St	
15	University Ave / Southeast of Evansdale Dr	
16	Beechurst Ave / North of 8th St	
17	Campus Dr / Northeast of US 19	
18	Beechurst Ave / North of Fayette St	
19	Willey St / Northwest of Chestnut St	
24	Stewartstown Rd / Northeast of West Run Rd	Yes
25	West Run Rd / Southeast of Stewartstown Rd	
26	Cheat Rd / South of Old Cheat Rd	Yes
27	Cheat Rd / North of County Route 88	
28	Fairchance Rd / North of County Route 69	
29	Hartman Run Rd / Southeast of Mileground Rd	
30	Mileground Rd / East of WV 705	
31	WV 705 / North of Mileground	Yes
32	Mileground Rd / South of WV 705	
36	Pleasant St / Pleasant Street Bridge	
38	Pleasant St / Westover Bridge	
39	University Ave / South of Westover Bridge	
45	Holland Ave / South of W Park Ave	Yes
46	Point Marion Rd / North of Mileground Rd	Yes
49	Brockway Ave / East of Pennsylvania Ave	Yes
56	Holland Ave / Northwest of Fairmont Rd	
57	Fairmont Rd / Southwest of Holland Ave	
69	DuPont Rd / South of Fairmont Rd	Yes
70	Chaplin Hill Rd / South of Monongahela Blvd	

Station #	Location Description	Vehicle Classification Count
71	Collins Ferry Rd / North of Burroughs St	
72	Richwood Ave / North of N. Willey St	
73	Kingwood Pike / South of Greenbag Rd	
74	Fairmont Ave / Northeast of Mall Rd	
77	Chaplin Hill Rd / Btw I-79 and Univ. Town C Dr.	
82	University Towncenter Dr / North of I-79 Exit 152	
83	Fairmont Rd / West of Commerce Dr	Yes
86	River Rd / West of Master Graphics Rd	Yes
87	Grafton Rd / South of Scott Ave	Yes
88	DuPont Rd / North of River Rd	
89	Cheat Rd / West of Tyrone Rd	

Fall Count Locations

Station #	Location Description	Vehicle Classification Count
4	Monongahela Blvd / Northwest of Patterson Dr	
13	Willowdale Rd / South of Chestnut Ridge Rd	
20	University Ave / South of College Ave	
21	Stewart St / East of University Ave	Yes
22	University Ave / South of 2nd St	
34	Willey St / Northeast of Spruce St	
35	Walnut St / North of Brockway Ave	
43	Greenbag Rd / North of US 119	
47	Earl L Core Rd / Btw Eljadid St & Sturgiss Ave	Yes
48	Earl L Core Rd / North of Brookhaven Rd	
52	Greenbag Rd / Southwest of Earl Core Rd	
60	Stewart St / South of Stewart Ln	Yes
63	Van Voorhis Rd / North of West Run Rd	Yes
64	Canyon Rd / Northeast of Point Marion Rd	Yes
65	Pineview Dr / North of WV 705	Yes
66	Stewartstown Rd / Northeast of WV 705	Yes
67	Cheat Rd / Southwest of S Pierpont Rd	
68	Dunkard Ave / North of Dents Run Blvd	Yes
75	Mon Blvd / East of Emmett Dr	
76	Chaplin Hill Rd / West of I-79	
79	Mall Rd / Btw Lawless Rd & US 19	



2019 Traffic Count Volume

Sta.#	Location	2017	2018	2019		3-year Ave	ACR 1 year	ACR 3 year
				Spring	Fall			
1	University Town Center Dr / South of Chaplin Hill Rd	12,900	15,900	13,000	0	13,900	-10%	-17%
2	University Town Center Dr / South of Mountaineer Dr	18,000	16,400	15,000	0	16,500	-4%	-15%
3	Boyers Ave / Btw Leeway St and University Ave	12,700	14,100	12,300	0	13,000	-7%	-5%
4	Monongahela Blvd / Northwest of Patteson Dr	31,100	27,600	0	29,300	29,300	3%	-3%
5	Patteson Dr / East of Monongahela Blvd	30,800	32,200	26,900	0	30,000	-9%	-15%
6	Van Voorhis Rd / Northeast of University Ave	37,900	35,000	30,800	0	34,600	-6%	-14%
7	University Ave / Northwest of Patteson Dr	9,800	9,900	10,400	0	10,100	2%	5%
8	University Ave / West of Collins Ferry Rd	8,900	9,900	9,600	0	9,500	-2%	5%
9	Burroughs St / West of Van Voorhis Rd	9,500	10,000	9,000	0	9,500	-5%	-5%
10	Van Voorhis Rd / North of Burroughs St	13,700	13,800	13,300	0	13,600	-2%	-11%
11	Chestnut Ridge Rd / East of Van Voorhis Rd	32,000	31,500	29,300	0	31,000	-4%	-11%
12	West Run Rd / West of Riddle Ave	7,300	6,200	4,900	0	6,100	-12%	-23%
13	Willowdale Rd / South of Chestnut Ridge Rd	10,700	20,200	0	16,000	15,600	-12%	3%
14	University Ave / Southeast of 8th St	14,300	14,400	15,800	0	14,800	5%	13%
15	University Ave / Southeast of Evansdale Dr	16,500	16,700	13,900	0	15,700	-9%	-18%
16	Beechurst Ave / North of 8th St	21,800	22,900	20,100	0	21,600	-7%	-10%
17	Campus Dr / Northeast of US 19	7,300	7,100	0	7,200	7,200	1%	-7%
18	Beechurst Ave / North of Fayette St	20,300	20,700	18,600	0	19,900	-5%	-13%
19	Willey St / Northwest of Chestnut St	11,500	10,700	10,800	0	11,000	1%	-1%
20	University Ave / South of College Ave	16,400	18,100	0	12,700	15,700	-18%	-28%
21	Stewart St / East of University Ave	7,500	7,000	0	7,500	7,300	4%	-15%
22	University Ave / South of 2nd St	11,100	11,400	0	10,900	11,100	-3%	5%
24	Stewartstown Rd / Northeast of West Run Rd	10,600	9,700	10,200	0	10,200	2%	2%
25	West Run Rd / Southeast of Stewartstown Rd	7,300	8,000	8,500	0	7,900	4%	18%
26	Cheat Rd / South of Old Cheat Rd	25,200	18,500	23,600	0	22,400	12%	0.2%
27	Cheat Rd / North of County Route 88	8,400	4,000	4,000	0	5,500	-7%	6.5%
28	Fairchance Rd / North of County Route 69	11,300	5,100	4,700	0	7,000	-3%	-2.4%

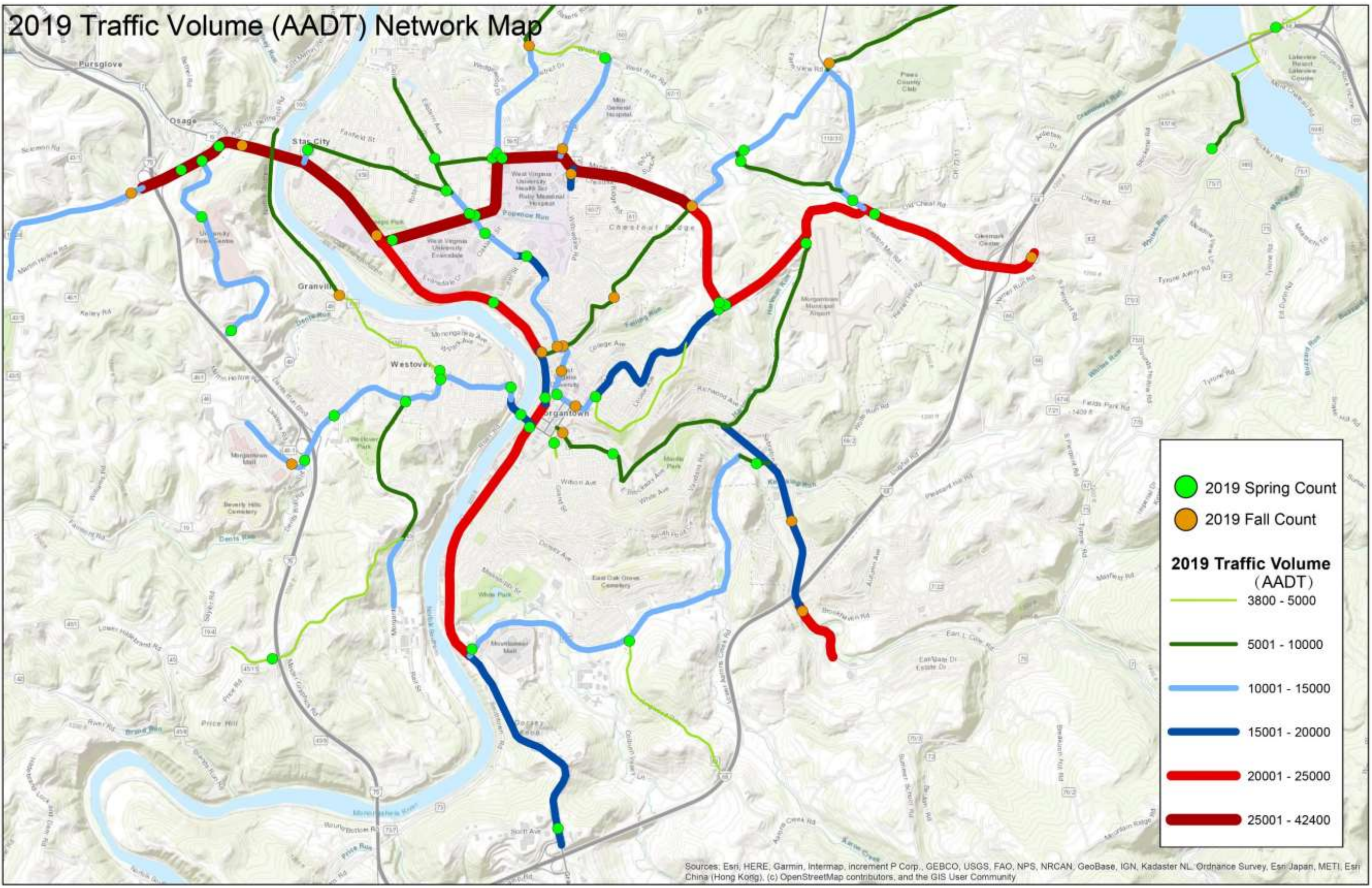
Sta.#	Location	2,017	2,018	2,019		3-year Ave	ACR 1 year	ACR 3 year
				Spring	Fall			
29	Hartman Run Rd / Southeast of Mileground Rd	8,500	7,100	7,700	0	7,800	4%	-13%
30	Mileground Rd / East of WV 705	22,900	23,100	24,100	0	23,400	2%	7%
31	WV 705 / North of Mileground	25,500	24,300	21,900	0	23,900	-5%	-14%
32	Mileground Rd / South of WV 705	15,300	16,000	15,400	0	15,600	-2%	1%
34	Willey St / Northeast of Spruce St	13,100	11,300	0	10,800	11,800	-2%	-10%
35	Walnut St / North of Brockway Ave	10,000	0	0	9,500	9,800	-2%	-7%
36	Pleasant St / Pleasant Street Bridge	4,300	4,300	4,200	0	4,300	0%	2%
38	Pleasant St / Westover Bridge	19,300	17,300	17,600	0	18,100	1%	-5%
39	University Ave / South of Westover Bridge	22,700	21,900	20,200	0	21,600	-4%	-15%
43	Greenbag Rd / North of US 119	12,800	12,100	12,500	0	12,500	2%	-1%
45	Holland Ave / South of W Park Ave	14,500	14,000	13,600	0	12,500	-2%	-4%
46	Point Marion Rd / North of Mileground Rd	11,600	13,200	10,700	0	12,500	-10%	-15%
47	Earl L Core Rd / Btw Eljadid St & Sturgiss Ave	21,600	0	0	17,900	19,500	-9%	-8%
48	Earl L Core Rd / North of Brookhaven Rd	20,800	21,300	0	21,500	21,200	1%	6%
49	Brockway Ave / East of Pennsylvania Ave	8,300	8,300	9,300	0	8,600	6%	12%
52	Greenbag Rd / Southwest of Earl Core Rd	14,900	7,200	7,000	0	7,500	-2%	-8%
56	Holland Ave / Northwest of Fairmont Rd	5,200	5,200	4,600	0	5,000	-6%	-23%
57	Fairmont Rd / Southwest of Fairmont Rd	12,600	14,200	14,400	0	13,700	1%	8%
60	Stewart St / South of Stewart Ln	9,100	8,700	0	8,300	8,700	-2%	2%
63	Van Voorhis Rd / North of West Run Rd	9,000	8,300	0	8,700	8,600	2%	3%
64	Canyon Rd / Northeast of Point Marion Rd	7,300	3,600	0	5,400	5,500	20%	14%
65	Pineview Dr / North of WV 705	11,700	11,600	0	11,800	11,700	1%	-5%
66	Stewartstown Rd / Northeast of WV 705	15,300	15,100	0	14,400	14,900	-2%	-4%
67	Cheat Rd / Southwest of S Pierpont Rd	18,200	17,200	0	21,000	18,800	10%	16%
68	Dunkard Ave / North of Dents Run Blvd	5,000	4,600	0	5,500	5,000	8%	15%
69	DuPont Rd / South of Fairmont Rd	4,900	9,100	8,100	0	7,400	-6%	16%
70	Chaplin Hill Rd / South of Monongahela Blvd	28,500	38,700	35,600	0	34,300	-4%	6%
71	Collins Ferry Rd / North of Burroughs St	6,900	7,500	7,000	0	7,100	-3%	-3%
72	Richwood Ave / North of N. Willey St	3,900	3,900	3,900	0	3,900	0.0%	-0.4%
73	Kingwood Pike / South of Greenbag Rd	4,800	4,500	4,400	0	4,600	-0.6%	-4.3%

Sta.#	Location	2,017	2,018	2,019		3-year Ave	ACR 1 year	ACR 3 year
				Spring	Fall			
74	Fairmont Ave / Northeast of Mall Rd	14,000	15,700	14,800	0	14,900	-3%	-0.4%
75	Mon Blvd / East of Emmett Dr	43,100	43,400	0	42,300	43,000	-1%	-0.4%
76	Chaplin Hill Rd / West of I-79	8,000	7,700	0	12,000	9,200	22%	56.3%
77	Chaplin Hill Rd / Btw I-79 and Univ. Town C Dr.	34,800	0	31,100	0	34,300	-6%	-10.5%
79	Mall Rd / Btw Lawless Rd & US 19	11,400	13,600	0	12,200	12,400	-5%	25.3%
82	University Towncenter Dr / North of I-79 Exit 152	8,900	12,200	12,300	0	12,300	1%	17.4%
86	River Rd / West of Master Graphics Rd		2,000	4,300	0	3,200	37%	116.8%
87	Grafton Rd / South of Scott Ave		18,700	18,900	0	18,800	1%	1.2%
89	Cheat Rd / West of Tyrone Rd		6,900	7,100	0	7,000	1%	2.7%

Significant variations* at each location are discussed on individual count page and the Key Funding section.

*+/- 10% change during past 3 years at major streets.

2019 Traffic Volume (AADT) Network Map



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Key Findings

Stations with the top 10 highest volumes

	Location	2,016	2,017	2,018	2,019	3-year Ave	ACR 1 year	ACR 3 year
75	Mon Blvd / East of Emmett Dr	41,000	43,100	43,400	42,300	43,000	-1%	-0.4%
70	Chaplin Hill Rd / South of Monongahela Blvd	35,400	28,500	38,700	35,600	34,300	-4%	6%
77	Chaplin Hill Rd / Btw I-79 and Univ. Town C Dr.	37,100	34,800	0	31,100	34,300	-6%	-10.5%
6	Van Voorhis Rd / Northeast of University Ave	34,800	37,900	35,000	30,800	34,600	-6%	-14%
4	Monongahela Blvd / Northwest of Patterson Dr	31,600	31,100	27,600	29,300	29,300	3%	-3%
11	Chestnut Ridge Rd / East of Van Voorhis Rd	35,400	32,000	31,500	29,300	31,000	-4%	-11%
5	Patteson Dr / East of Monongahela Blvd	32,400	30,800	32,200	26,900	30,000	-9%	-15%
30	Mileground Rd / East of WV 705	21,700	22,900	23,100	24,100	23,400	2%	7%
26	Cheat Rd / South of Old Cheat Rd	26,900	25,200	18,500	23,600	22,400	12%	0.2%
31	WV 705 / North of Mileground	26,900	25,500	24,300	21,900	23,900	-5%	-14%

Increased Traffic

-- Chaplin Hill Rd

- Station 76- Chaplin Hill Rd at East of I-79. It has AADT of 12,000 in 2019 and 3-year average AADT of 9,200. The traffic volume increased by 56% over the last 3 years

Potential explanation: Development in the Mylan Park area, including Pro Performance Rx and the WVU Aquatic Center.

-- Mileground-Cheat Corridor

- Station 67- Cheat Rd at Southwest of S Pierpont Rd. It has AADT of 21,000 in 2019 and 3-year average AADT of 18,800. The traffic volume increased by 16% over the last 3 years.
- Station 26- Cheat Rd at South of Old Cheat Rd. It has AADT of 23,600 in 2019 and 3-year average AADT of 22,400. The traffic volume increased by 7% over the last 3 years.
- Station 30- Mileground Rd at East of WV 705. It has AADT of 24,100 in 2019 and 3-year average AADT of 23,400. The traffic volume increased by 0.2% over the last 3 years.

Potential explanation: Continuing housing development in the Cheat Lake-Tyrone Avery Areas. Improvement at the Easton Hill intersection.

-- Fairmont Rd

- Station 57- Fairmont Rd at Southwest of Fairmont Rd. It has AADT of 14,400 in 2019 and 3-year average AADT of 13,700. The traffic volume increased by 8% over the last 3 years.

Potential explanation: Close of River Rd between DuPont Rd and Westover Bridge.

Deceased Traffic

-- University Ave Corridor:

- Station 20-University Ave at South of College Ave. It has AADT of 12, 700 in 2019 and 3-year average AADT of 13, 700. The traffic volume decreased by 56% over the last 3 years.
- Station 15-University Ave at Southeast of Evansdale Dr. It has AADT of 14,000 in 2019 and 3-year average AADT of 15,700. The traffic volume decreased by 18% over the last 3 years

Potential explanation: New housing units built near WVY campuses, including Sunnyside neighborhood. Improved transit service between WVU campuses.

-- Patteson Dr-Van Voorhis Rd Corridor

- Station 5-Patteson Dr at East of Monongahela Blvd. It has AADT of 26,900 in 2019 and 3-year average AADT of 30,000. The traffic volume decreased by 15% over the last 3 years
- Station 6-Van Voorhis Rd at Northeast of University Ave. It has AADT of 30,800 in 2019 and 3-year average AADT of 34,600. The traffic volume decreased by 14% over the last 3 years

Potential explanation: New housing units built near WVY campuses. New development in the Mylan Park area diverted some traffic from the WV-705 corridor.

-- Beechurst Ave Corridor

- Station 18-Beechurst Ave at North of Fayette St. It has AADT of 18,600 in 2019 and 3-year average AADT of 19,900. The traffic volume decreased by 18% over the last 13 years.
- Station 16-Beechurst Ave at North of 8th St. It has AADT of 20,100 in 2019 and 3-year average AADT of 21,600. The traffic volume decreased by 10% over the last 3 years.

Potential explanation: New housing units built near WVY campuses, including Sunnyside neighborhood. Improved transit service between WVU campuses.

-- Other locations with major traffic decrease include:

- Station 46-Point Marion Rd at north of Mileground Rd. It has AADT of 10,700 in 2019 and 3-year average AADT of 12,500. The traffic volume decreased by 15% over the last 3 years

Potential explanation: Improvement at the Easton Hill intersection.

- Two stations (Station 1 and 2) at the north part of the University Town center.

Station 1- University Town Center Dr @ South of Chaplin Hill Rd. It has AADT of 13,000 in 2019 and 3-year average AADT of 13,900. The traffic volume decreased by 17% over the last 3 years.

Station 2- University Town Centre Dr @ Mountaineer Dr. It has AADT of 13,000 in 2019 and 3-year average AADT of 16,500. The traffic volume decreased by 15% over the last 3 years.

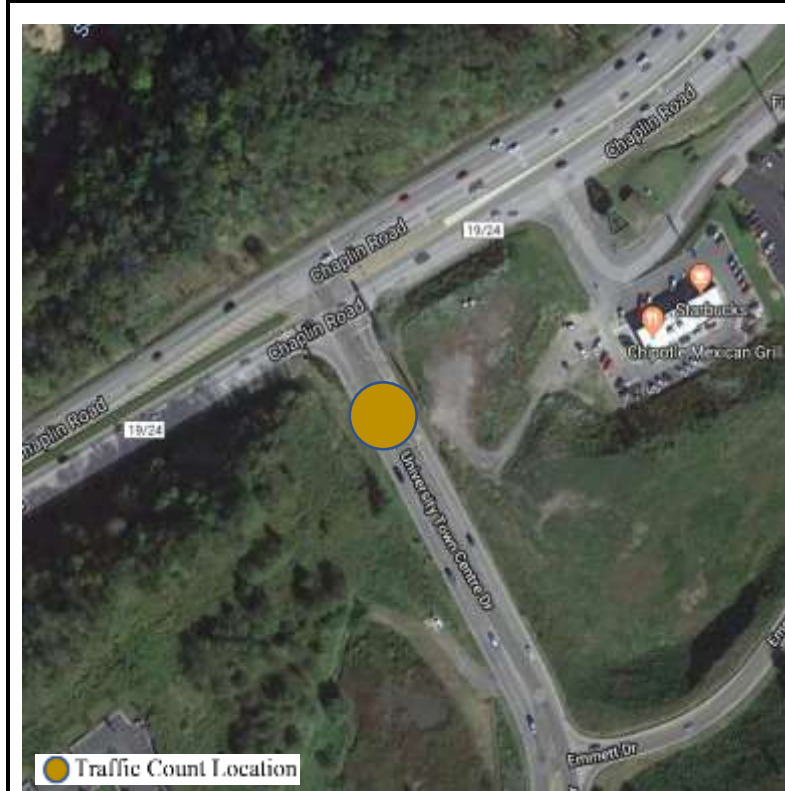
Potential explanation: New interchange on I-79 .

The AM and PM peak hours of traffic volume at following locations will be manually verified by MPO staff. The AADT volume will be adjusted based on manual count data:

- Station 36. Pleasant St / Pleasant Street Bridge
- Station 64. Canyon Rd / Northeast of Point Marion Rd
- Station 86. River Rd / West of Master Graphics Rd

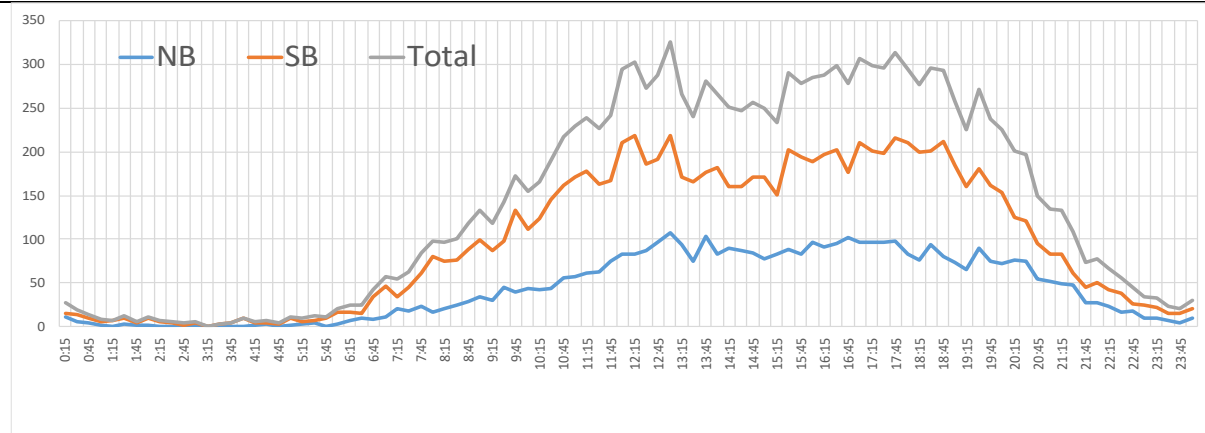
Station Traffic Information Sheet

Station ID	Location	Coordinates	Class. Count
3114001	University Town Center Dr @ South of Chaplin Hill Rd	39.656800,-80.003300	No



2019 DATA		
AADT	13,000	
ACR (1 Year)	-10%	
CR (3 Year)	-17%	
Truck %	n/a	
AM Peak	Time	11:00-12:00
	Daily %	7.3%
	PHF	0.85
PM Peak	Time	17:15-18:15
	Daily %	8.8%
	PHF	0.96
2017-2019 DATA		
3 Year Average	13,900	
2017	Spring	--
	Fall	12,900
2018	Spring	15,900
	Fall	--
2019	Spring	13,000
	Fall	--
Spring Seasonal Factor	0.946	
Fall Seasonal Factor	1.054	

Directional Traffic Volume (15 min interval)

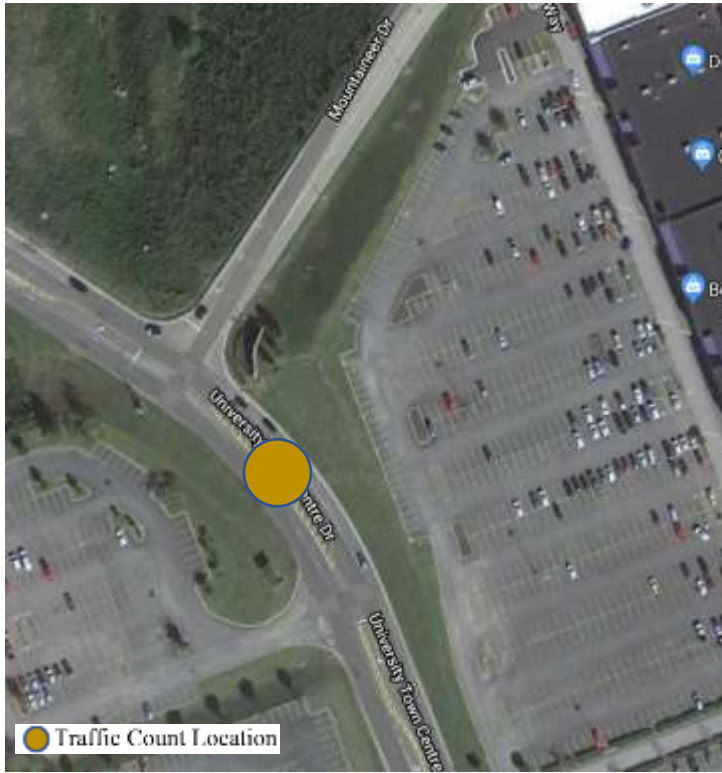


Notes:

- 2020 Traffic Count Station.
- Decrease due to new interchange on I-79.

Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114002	University Town Centre Dr @ Mountaineer Dr	39.65136, -80.00362	No

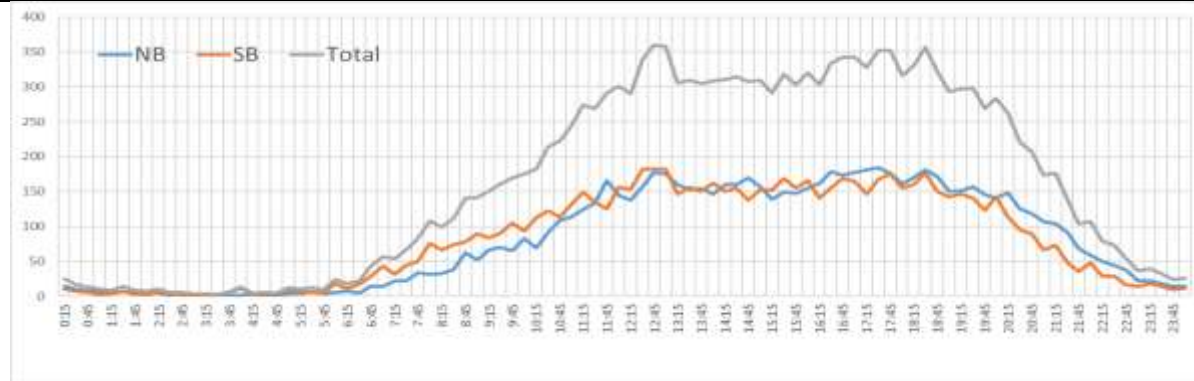


● Traffic Count Location

2019 DATA		
AADT	13,000	
ACR (1 Year)	-4%	
CR (3 Year)	-15%	
Truck %	n/a	
AM Peak	Time	11:00-12:00
	Daily %	7.2%
	PHF	0.94
PM Peak	Time	17:00-18:00
	Daily %	8.7%
	PHF	0.98

2017-2019 DATA		
3 Year Average		16,500
2017	Spring	--
	Fall	12,900
2018	Spring	15,900
	Fall	--
2019	Spring	13,000
	Fall	--
Spring Seasonal Factor		1.071
Fall Seasonal Factor		0.929

Directional Traffic Volume (15 min interval)

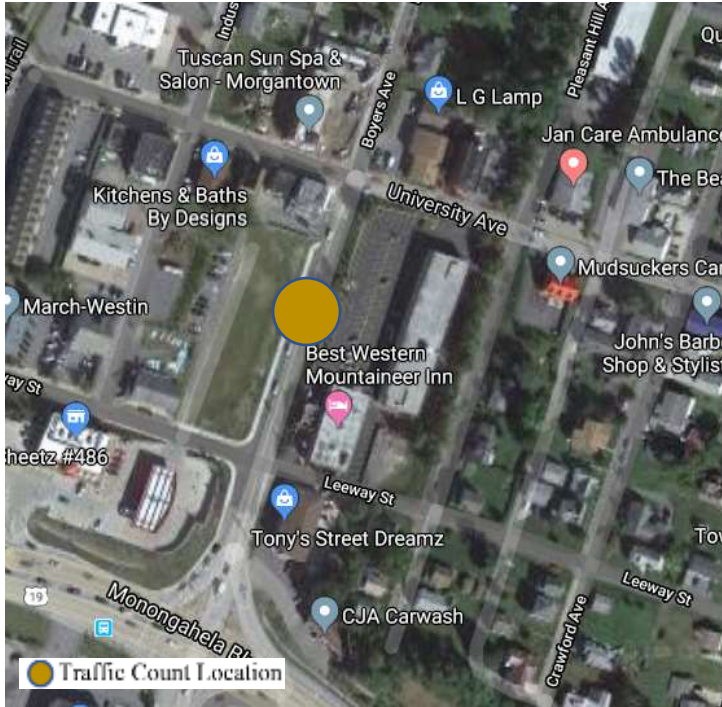


Notes:

- Decrease due to new interchange on I-79.

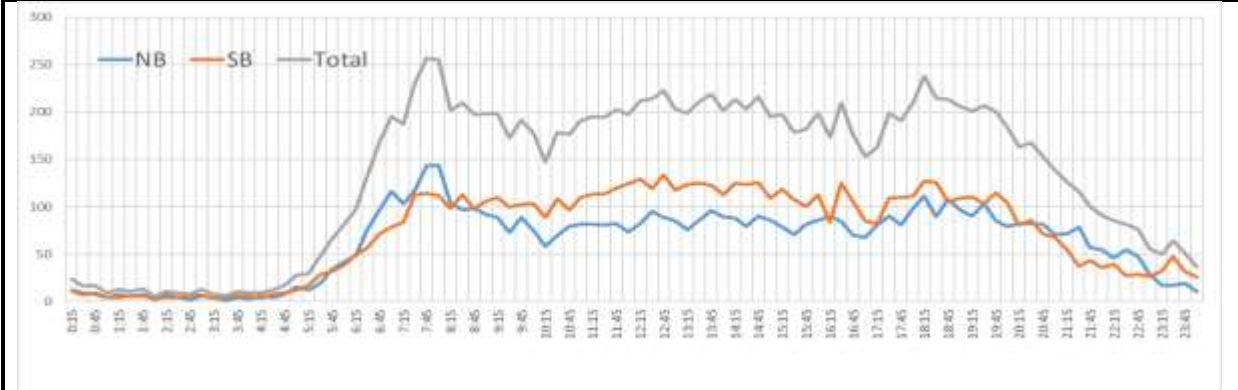
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114003	Boyers Ave Btw Leeway St and University Ave	39.65889, -79.98921	No



2019 DATA		
AADT	12,300	
ACR (1 Year)	-7%	
CR (3 Year)	-5%	
Truck %	n/a	
AM Peak	Time	7:45-8:45
	Daily %	7.3%
	PHF	0.92
PM Peak	Time	18:00-19:00
	Daily %	6.7%
	PHF	0.92
2017-2019 DATA		
3 Year Average	13,000	
2017	Spring	--
	Fall	12,700
2018	Spring	14,100
	Fall	--
2019	Spring	12,300
	Fall	--
Spring Seasonal Factor	0.979	
Fall Seasonal Factor	1.021	

Directional Traffic Volume (15 min interval)

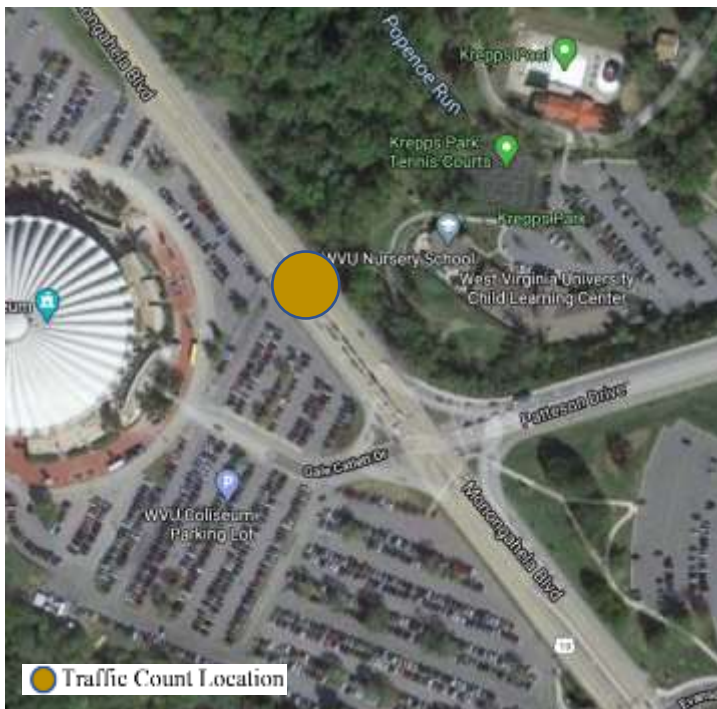


Notes:

- 2020 Traffic Count Station.

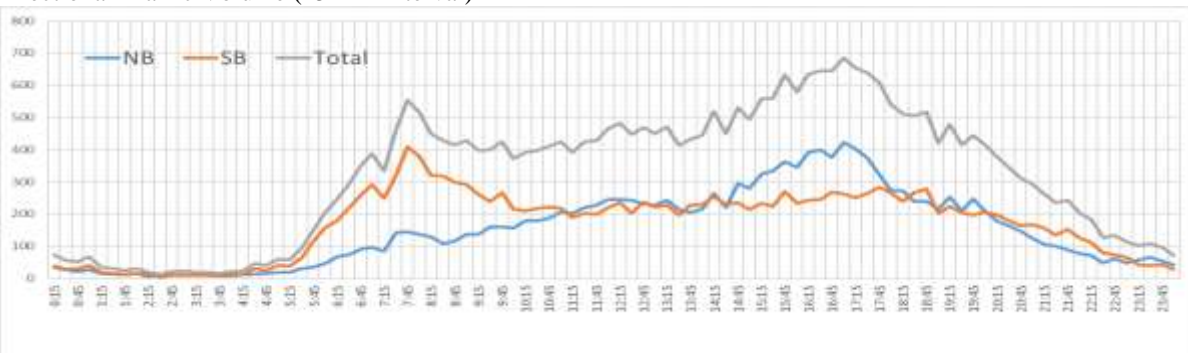
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114004	Monongahela Blvd @ Northwest of Patterson Dr	39.65097, -79.98132	No



2019 DATA		
AADT	29,300	
ACR (1 Year)	3%	
CR (3 Year)	-3%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	6.4%
	PHF	0.89
PM Peak	Time	16:45-17:45
	Daily %	8.5%
	PHF	0.96
2017-2019 DATA		
3 Year Average	29,300	
2017	Spring	
	Fall	31,100
2018	Spring	27,600
	Fall	
2019	Spring	
	Fall	29,300
Spring Seasonal Factor	1.046	
Fall Seasonal Factor	0.954	

Directional Traffic Volume (15 min interval)

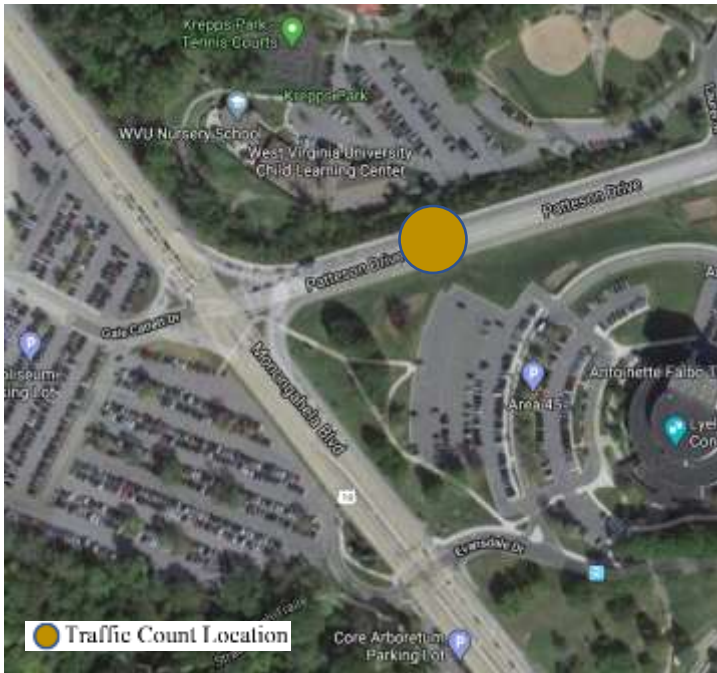


Notes:

- 2020 Traffic Count Station.

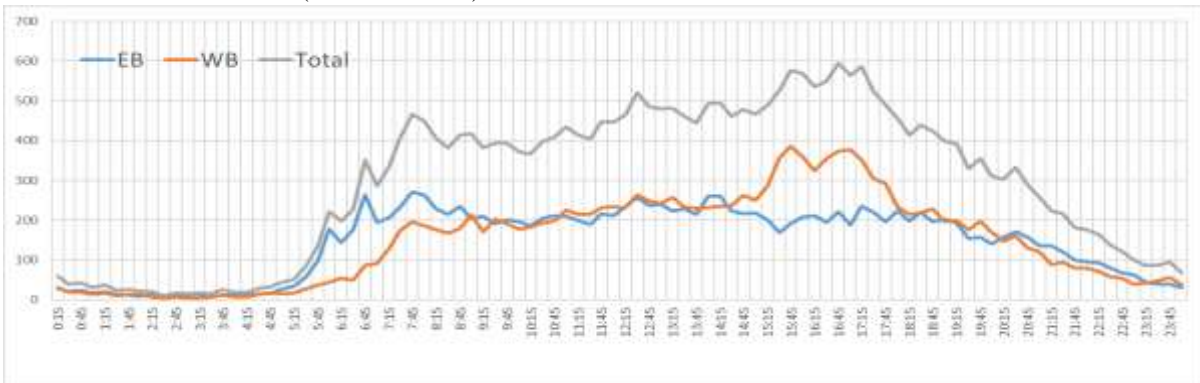
Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114005	Patteson Dr @ East of Monongahela Blvd	39.64918, -79.97689	No



2019 DATA		
AADT	27,000	
ACR (1 Year)	-9%	
CR (3 Year)	-15%	
Truck %	n/a	
AM Peak	Time	7:45-8:45
	Daily %	6.1%
	PHF	0.93
PM Peak	Time	16:30-17:30
	Daily %	8.1%
	PHF	0.96
2017-2019 DATA		
3 Year Average	30,000	
2017	Spring	30,800
	Fall	
2018	Spring	
	Fall	32,200
2019	Spring	26,900
	Fall	
Spring Seasonal Factor	1.079	
Fall Seasonal Factor	0.921	

Directional Traffic Volume (15 min interval)

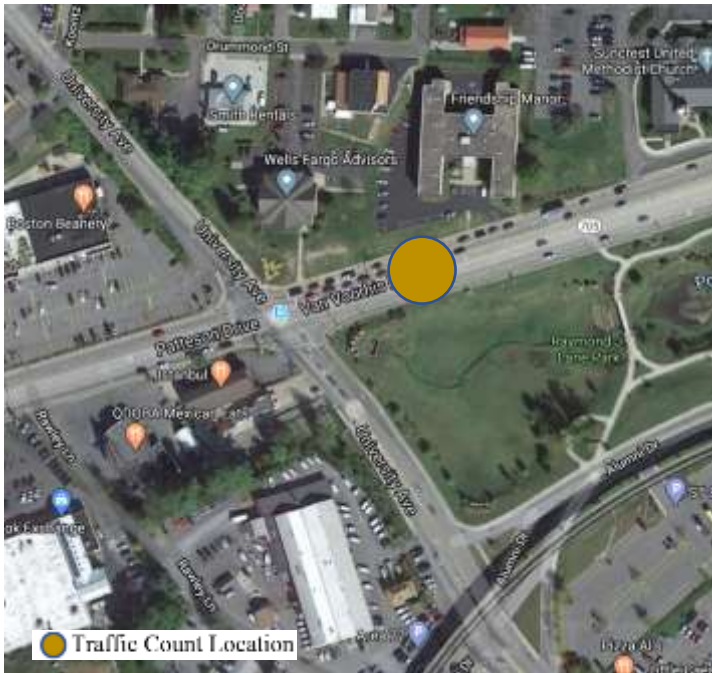


Notes:

- 2020 Traffic Count Station.
 2018 traffic volume data is estimated based on the information of count stations nearby.
 Decreased traffic was possibly caused by the new development in the Mylan Park area, which diverted some traffic from the WV 705 corridor.

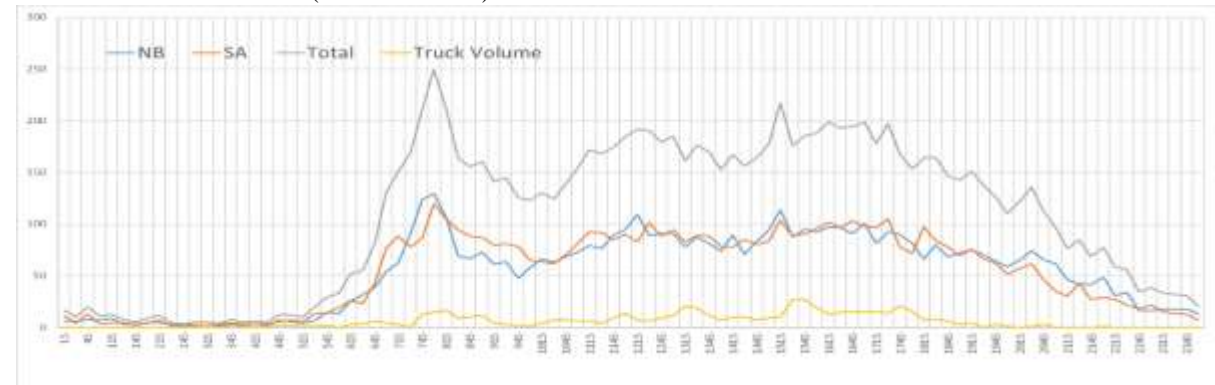
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114006	Van Voorhis Rd @ Northeast of University Ave	39.65186, -79.96585	Yes



2019 DATA		
AADT	30,800	
ACR (1 Year)	-6%	
CR (3 Year)	-14%	
Truck %	4%	
AM Peak	Time	8:00-9:00
	Daily %	6.9%
	PHF	0.93
PM Peak	Time	16:45-17:45
	Daily %	7%
	PHF	0.92
2017-2019 DATA		
3 Year Average	34,600	
2017	Spring	
	Fall	37,900
2018	Spring	35,000
	Fall	
2019	Spring	30,800
	Fall	
Spring Seasonal Factor	1.071	
Fall Seasonal Factor	0.929	

Directional Traffic Volume (15 min interval)



Notes:

- 2020 Traffic Count Station.
- Traffic decrease consistent with Station 005

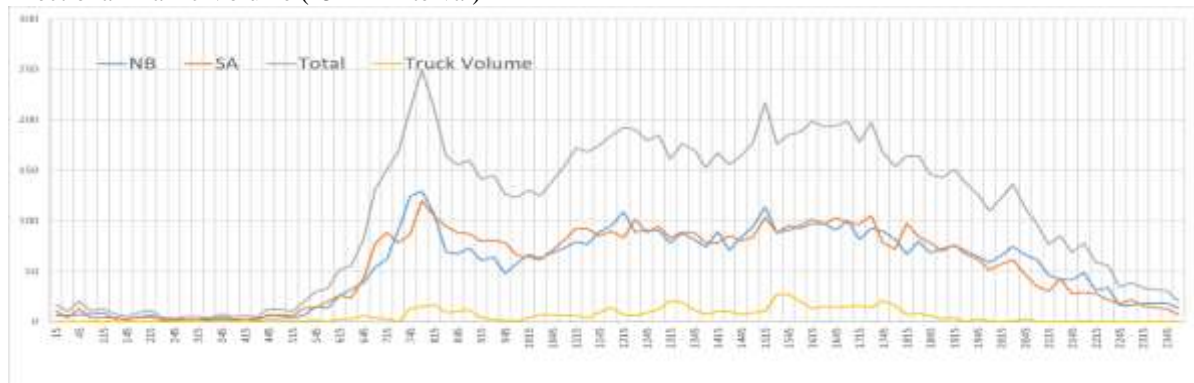
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114007	University Ave @ Northwest of Patterson Dr	39.65215, -79.96748	Yes



2019 DATA		
AADT	10,400	
ACR (1 Year)	2%	
CR (3 Year)	5%	
Truck %	5%	
AM Peak	Time	7:30-8:30
	Daily %	8.1%
	PHF	0.84
PM Peak	Time	16:45-17:45
	Daily %	7.4%
	PHF	0.97
2017-2019 DATA		
3 Year Average	10,100	
2017	Spring	
	Fall	9,800
2018	Spring	
	Fall	9,900
2019	Spring	10,400
	Fall	
Spring Seasonal Factor	0.976	
Fall Seasonal Factor	1.024	

Directional Traffic Volume (15 min interval)



Notes:

- 2020 Traffic Count Station.

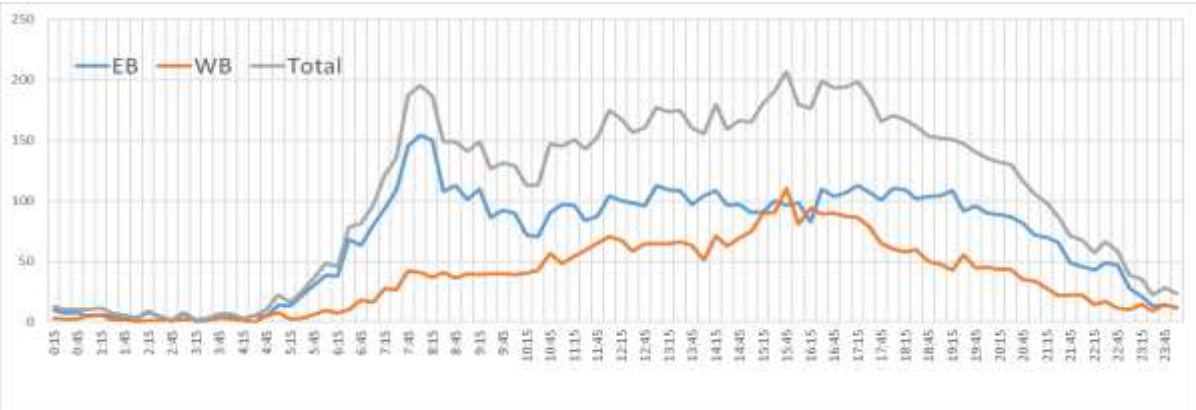
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114008	University Ave @ West of Collins Ferry Rd	39.65443, 79.97136	No




2019 DATA		
AADT	9,500	
ACR (1 Year)	-2%	
CR (3 Year)	5%	
Truck %	n/a	
AM Peak	Time	7:45-8:45
	Daily %	7.1%
	PHF	0.92
PM Peak	Time	16:30-17:30
	Daily %	7.8%
	PHF	0.99
2017-2019 DATA		
3 Year Average	9,500	
2017	Spring	8,900
	Fall	
2018	Spring	9,900
	Fall	
2019	Spring	9,600
	Fall	
Spring Seasonal Factor	0.954	
Fall Seasonal Factor	1.046	

Directional Traffic Volume (15 min interval)

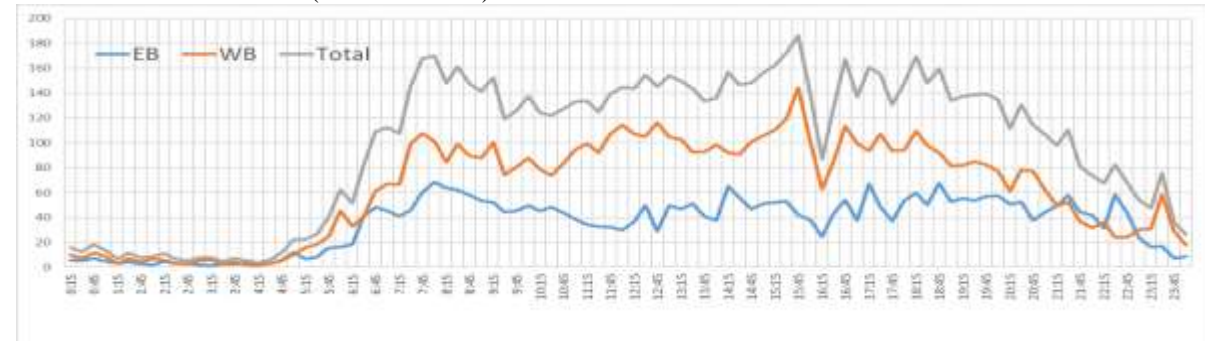


Notes:

Traffic Count Date | April 9-10, 2019


Station ID	Location	Coordinates	Class. Count	
3114009	Burroughs St @ West of Van Voorhis Rd	39.65773, 79.996406	No	
		2019 DATA		
		AADT	9,000	
		ACR (1 Year)	-5%	
		CR (3 Year)	-5%	
		Truck %	n/a	
		AM Peak	Time	7:45-8:45
			Daily %	6.8%
			PHF	0.95
		PM Peak	Time	16:45-17:45
			Daily %	6.6%
PHF	0.97			
		2017-2019 DATA		
		3 Year Average	9,500	
		2017	Spring	
			Fall	9,500
		2018	Spring	10,000
			Fall	
		2019	Spring	9,000
			Fall	
Spring Seasonal Factor				
Fall Seasonal Factor				

Directional Traffic Volume (15 min interval)

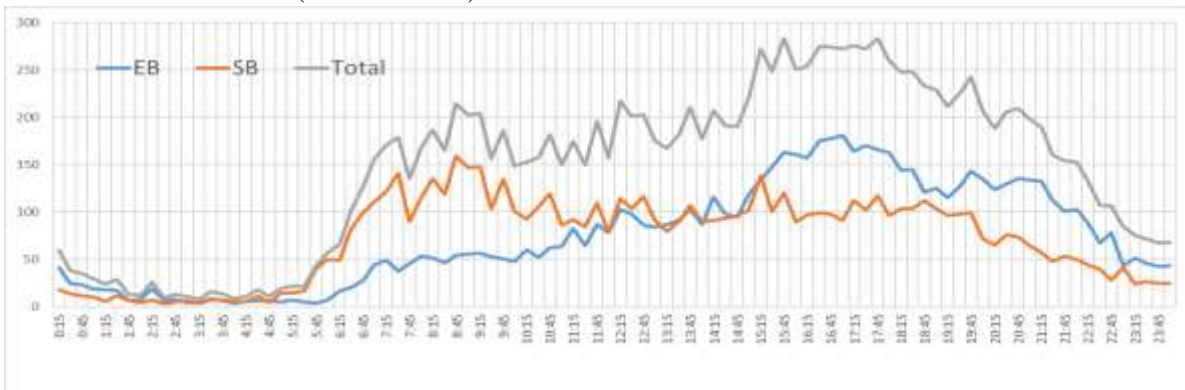


Notes:

Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count	
3114010	Van Voorhis Rd @ North of Burroughs St	39.65875, -79.96348	No	
		2019 DATA		
		AADT	13,300	
		ACR (1 Year)	-2%	
		CR (3 Year)	-11%	
		Truck %	n/a	
		AM Peak	Time	8:30-9:30
			Daily %	5.6%
			PHF	0.92
		PM Peak	Time	17:00-18:00
			Daily %	7.9%
PHF	0.97			
2017-2019 DATA				
3 Year Average		13,600		
2017	Spring			
	Fall	13,700		
2018	Spring	13,800		
	Fall			
2019	Spring	13,300		
	Fall			
Spring Seasonal Factor		1.005		
Fall Seasonal Factor		0.995		

Directional Traffic Volume (15 min interval)



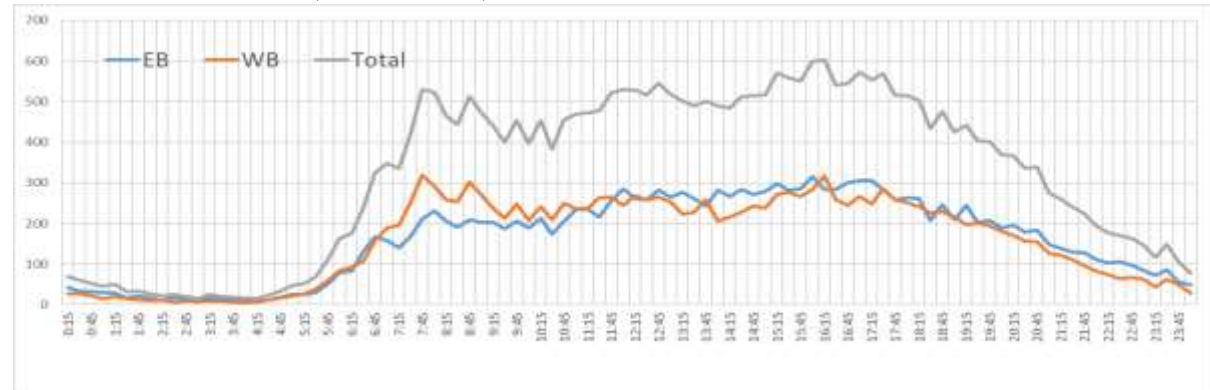
Notes:

- 2020 Traffic Count Station.
- Traffic volume has been decreased from 17, 200 in 2016 and kept at the level of 13k since 2017. Potential reasons include new student housing in other areas near the campus, which decreased the travel demand on Van Voorhis Rd at this location.

Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count	
3114011	Chestnut Ridge Rd @ East of Van Voorhis Rd	39.65771, -79.96165	No	
		2019 DATA		
		AADT	29,300	
		ACR (1 Year)	-4%	
		CR (3 Year)	-11%	
		Truck %	n/a	
		AM Peak	Time	7:45-8:45
			Daily %	6.3%
			PHF	0.93
		PM Peak	Time	16:45-17:45
			Daily %	7.2%
PHF	0.98			
2017-2019 DATA				
3 Year Average		31,000		
2017	Spring			
	Fall	32,000		
2018	Spring	31,500		
	Fall			
2019	Spring	29,300		
	Fall			
Spring Seasonal Factor		1.025		
Fall Seasonal Factor		0.975		

Directional Traffic Volume (15 min interval)

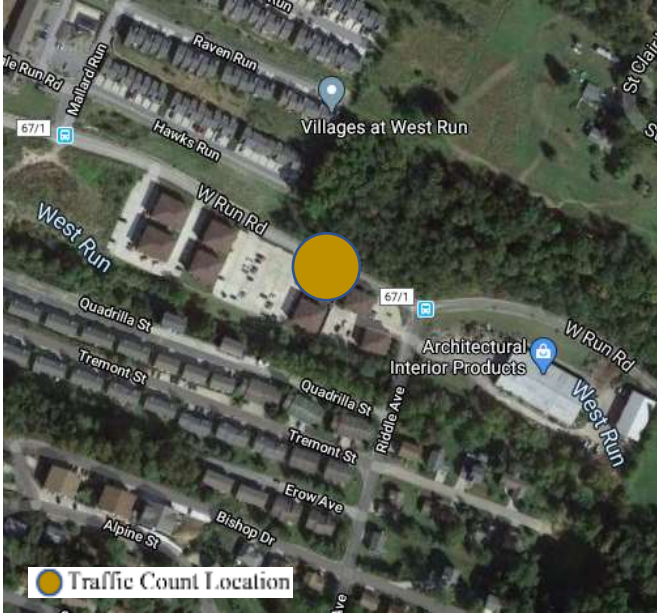


Notes:

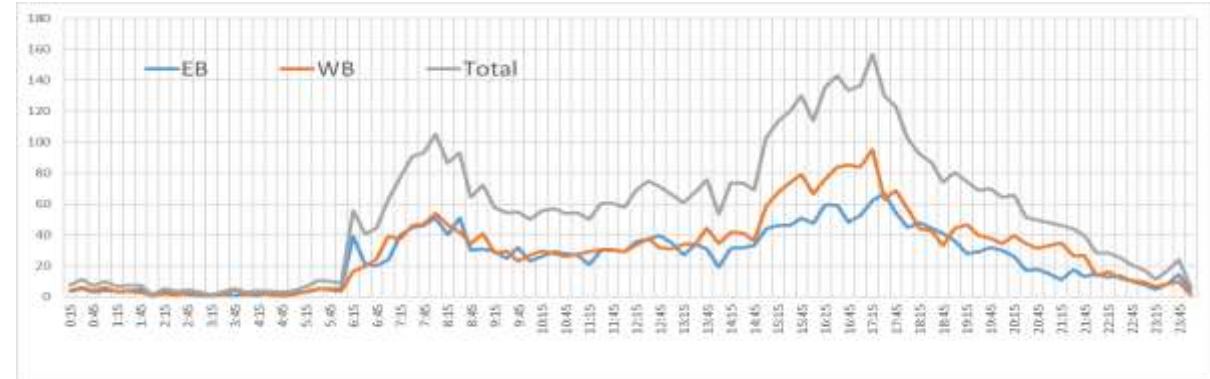
- 2020 Traffic Count Station.

Traffic Count Date

April 9-10, 2019

Station ID	Location	Coordinates	Class. Count	
3114012	West Run Rd @ West of Riddle Ave	39.6684 -79.94855	no	
		2019 DATA		
		AADT	4,900	
		ACR (1 Year)	-12%	
		CR (3 Year)	-23%	
		Truck %	n/a	
		AM Peak	Time	7:45-8:45
			Daily %	7.5%
			PHF	0.83
		PM Peak	Time	16:30-17:30
			Daily %	10.9%
			PHF	0.91
		2017-2019 DATA		
3 Year Average		6,200		
2017	Spring			
	Fall	7,300		
2018	Spring	6,200		
	Fall			
2019	Spring	4,900		
	Fall			
Spring Seasonal Factor		1.129		
Fall Seasonal Factor		0.871		

Directional Traffic Volume (15 min interval)



Notes:

- 2020 Traffic Count Station.

Traffic Count Date April 9-10, 2019

Station ID	Location	Coordinates	Class. Count	
3114013	Willowdale Rd @ South of Chestnut Ridge Rd	39.655977, -79.953234	no	
		2019 DATA		
		AADT	16,000	
		ACR (1 Year)	-12%	
		CR (3 Year)	3%	
		Truck %	n/a	
		AM Peak	Time	7:30-8:30
			Daily %	7.4%
			PHF	0.85
		PM Peak	Time	16:30-17:30
			Daily %	8.2%
			PHF	0.92
		2017-2019 DATA		
3 Year Average		15,800		
2017	Spring	Error		
	Fall			
2018	Spring			
	Fall	20,200		
2019	Spring	-		
	Fall	16,000		
Spring Seasonal Factor		1.257		
Fall Seasonal Factor		0.743		


Directional Traffic Volume (15 min interval)



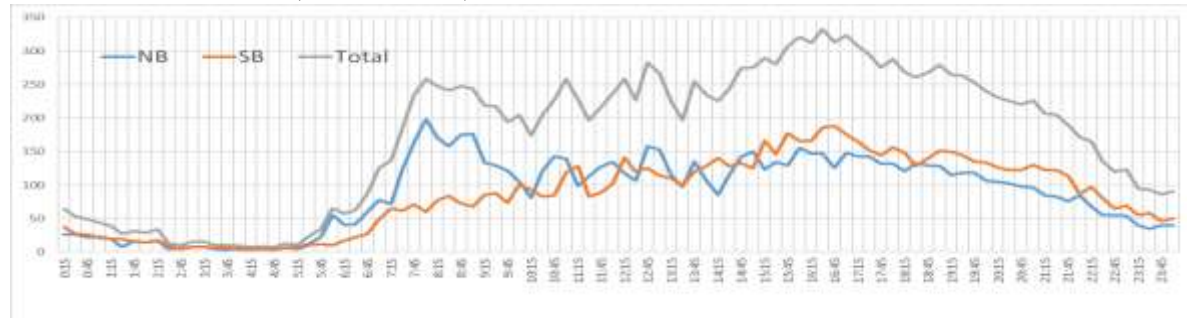
Notes:

- 2020 Traffic Count Station.
- 2015 and 2016 data are used to calculate 3-year average volume.
- 2015 AADT: 15,868
- 2016 AADT: 15,479
- 2018 traffic volume increase was possibly caused by ongoing construction in the adjacent area.

Traffic Count Date September 24, 25, 2019

Station ID	Location	Coordinates	Class. Count	
3114014	University Ave @ Southeast of 8th St	39.6474, -79.95933	no	
		2019 DATA		
		AADT	15,800	
		ACR (1 Year)	5%	
		CR (3 Year)	1.3%	
		Truck %	n/a	
		AM Peak	Time	8:00-9:00
			Daily %	6.0%
			PHF	0.96
		PM Peak	Time	16:15-17:15
			Daily %	7.7%
			PHF	0.96
		2017-2019 DATA		
3 Year Average		14,800		
2017	Spring			
	Fall	14,300		
2018	Spring	14,400		
	Fall			
2019	Spring	15,800		
	Fall			
Spring Seasonal Factor		0.973		
Fall Seasonal Factor		1.027		

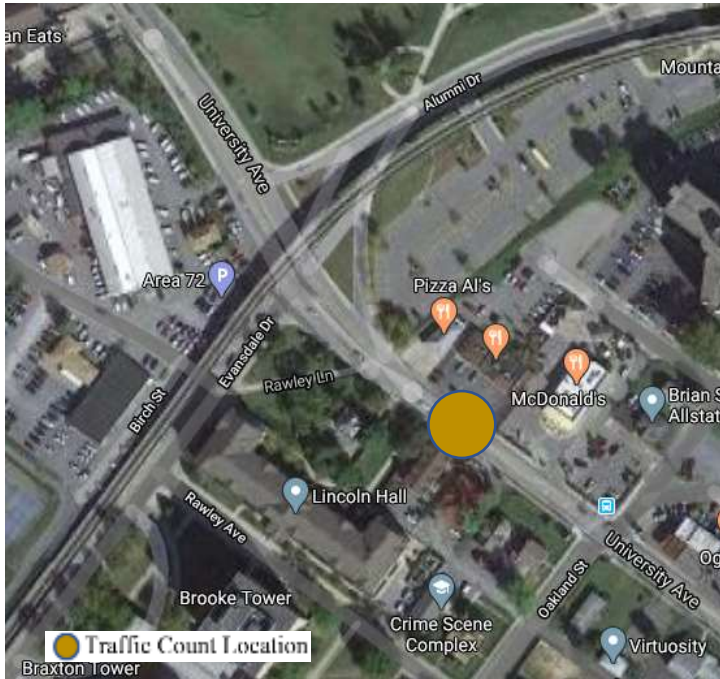
Directional Traffic Volume (15 min interval)



Notes:

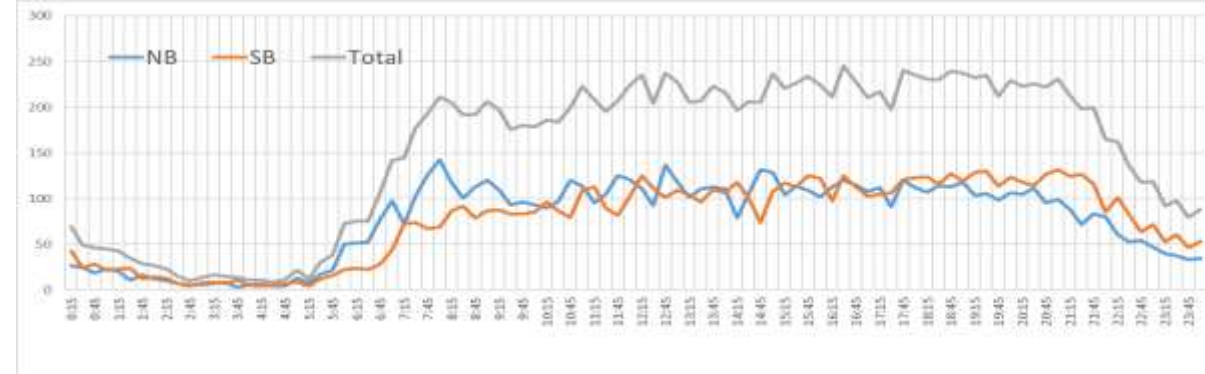
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114015	University Ave @ Southeast of Evansdale Dr	39.64972, -79.96456	no



2019 DATA		
AADT	13,900	
ACR (1 Year)	-9%	
CR (3 Year)	-18%	
Truck %	n/a	
AM Peak	Time	8:00-9:00
	Daily %	5.5%
	PHF	0.95
PM Peak	Time	16:15-17:15
	Daily %	6.1%
	PHF	0.92
2017-2019 DATA		
3 Year Average		15,710
2017	Spring	-
	Fall	16,500
2018	Spring	16,700
	Fall	-
2019	Spring	13,900
	Fall	-
Spring Seasonal Factor		1.038
Fall Seasonal Factor		0.962

Directional Traffic Volume (15 min interval)

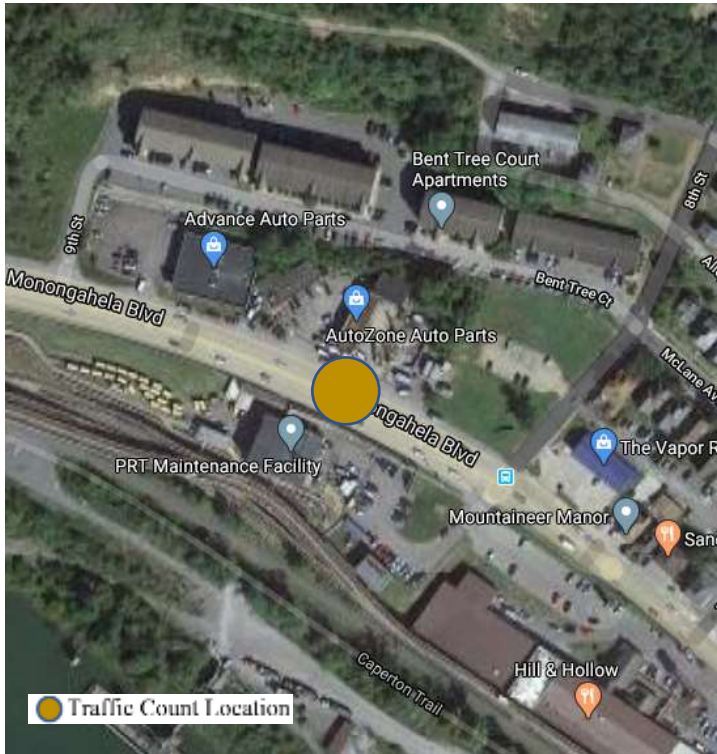


Notes:

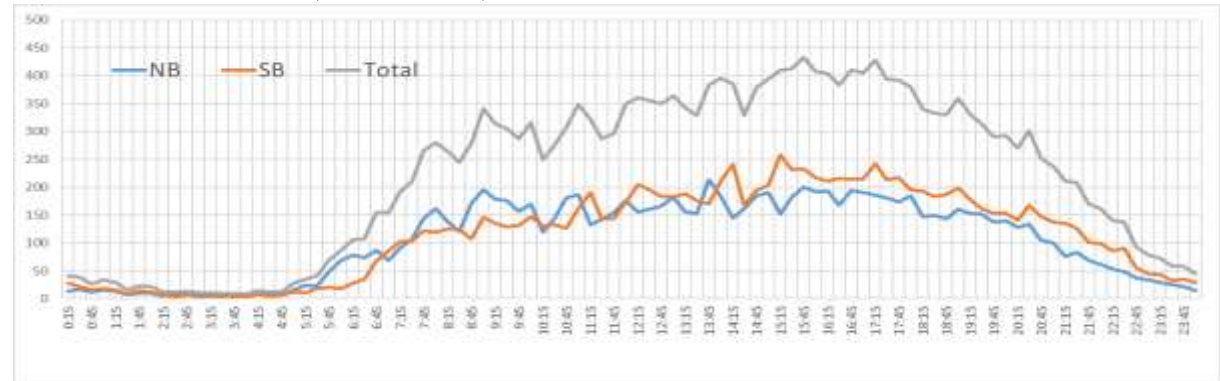
- 2020 Traffic Count Station.
- Decreased traffic on University Ave was possibly caused by
 - Adjustment of class schedule/locations for WVU student
 - Improved transit service between WVU campus
 - Student housing development near campus

Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114016	Beechurst Ave @ North of 8th St	39.642656, -79.964028	no
2019 DATA			
AADT	20,100		
ACR (1 Year)	-7%		
CR (3 Year)	-10%		
Truck %	n/a		
AM Peak	Time	10:45-11:45	
	Daily %	6.0%	
	PHF	0.91	
PM Peak	Time	15:15-16:15	
	Daily %	7.9%	
	PHF	0.96	
2017-2019 DATA			
3 Year Average			21,621
2017	Spring		
	Fall	21,800	
2018	Spring		
	Fall	22,900	
2019	Spring	20,100	
	Fall		
Spring Seasonal Factor			1.053
Fall Seasonal Factor			0.947



Directional Traffic Volume (15 min interval)



Notes:

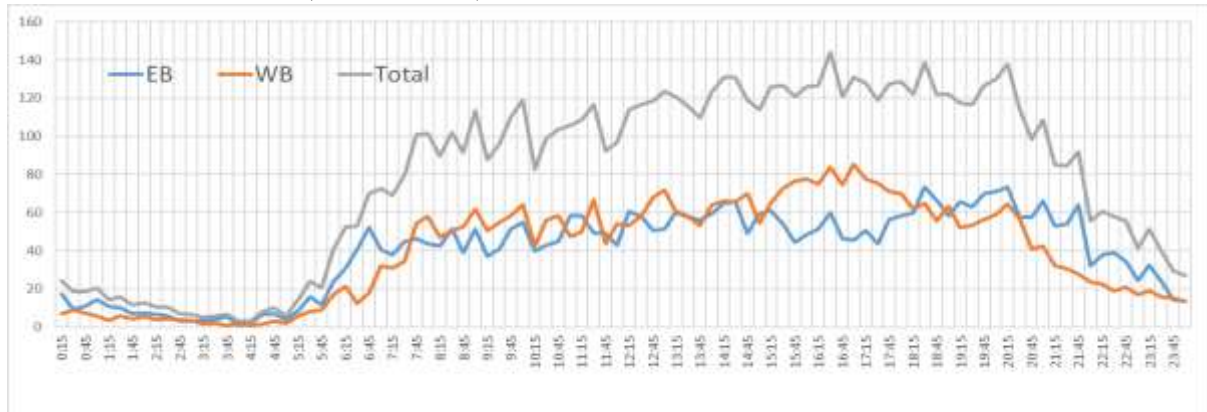
- 2020 Traffic Count Station.
- Decreased traffic on Mon Blvd was possibly caused by (as similar as University Ave)
 - Adjustment of class schedule/locations for WVU student
 - Improved transit service between WVU campus
 - Student housing development near campus

Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114017	Campus Dr @ Northeast of US 19	39.63722, -79.95697	no
2019 DATA			
AADT	7,200		
ACR (1 Year)	1%		
CR (3 Year)	-7%		
Truck %	n/a		
AM Peak	Time	10:45-11:45	
	Daily %	5.7%	
	PHF	0.93	
PM Peak	Time	16:15-17:15	
	Daily %	6.8%	
	PHF	0.91	
2017-2019 DATA			
3 Year Average		7,220	
2017	Spring		
	Fall	7,300	
2018	Spring	7,100	
	Fall	-	
2019	Spring	7,200	
	Fall		
Spring Seasonal Factor		1.008	
Fall Seasonal Factor		0.992	



Directional Traffic Volume (15 min interval)

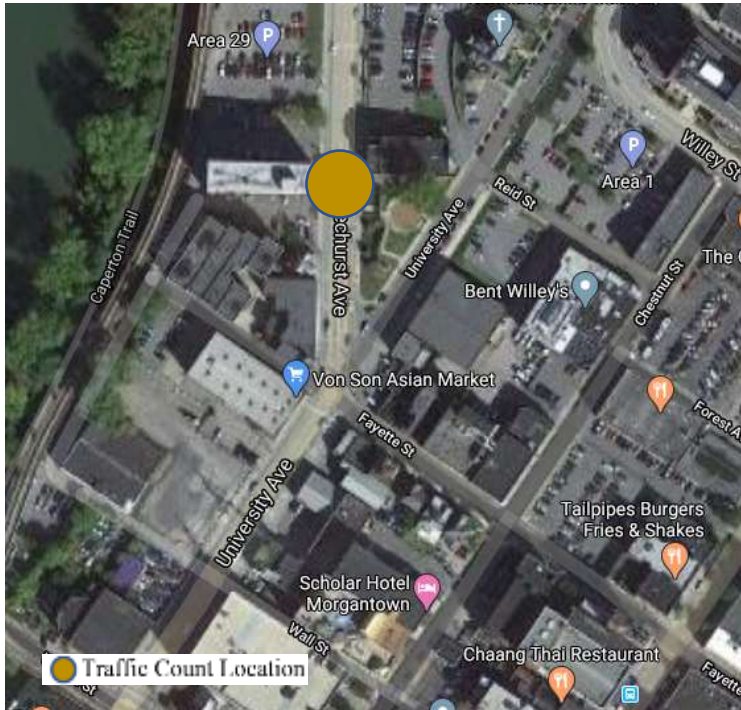


Notes:

- 2020 Traffic Count Station.

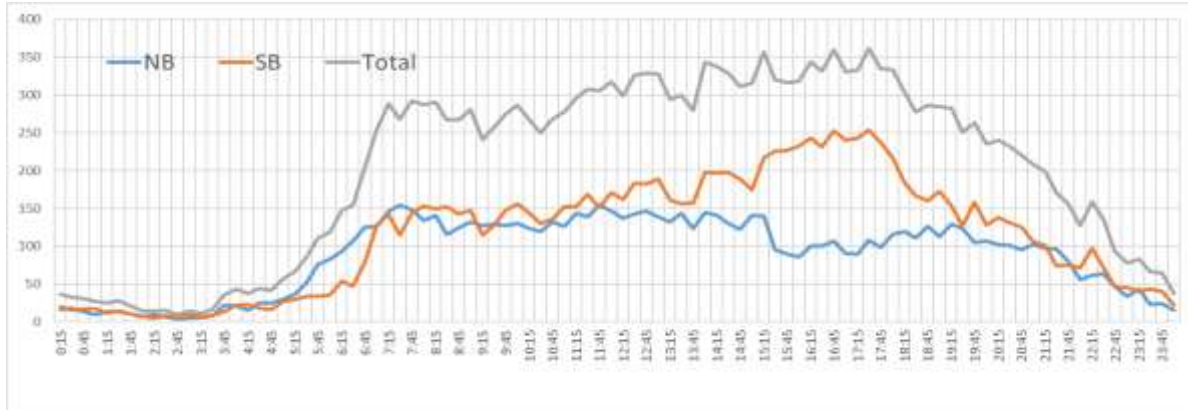
Traffic Count Date April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114018	Beechurst Ave @ North of Fayette St	39.63253, -79.95656	no



2019 DATA		
AADT	18,600	
ACR (1 Year)	-5%	
CR (3 Year)	-13%	
Truck %	n/a	
AM Peak	Time	11:00-12:00
	Daily %	6.1%
	PHF	0.97
PM Peak	Time	16:15-17:15
	Daily %	7.0%
	PHF	0.95
2017-2019 DATA		
3 Year Average		19,900
2017	Spring	
	Fall	20,300
2018	Spring	20,700
	Fall	-
2019	Spring	18,600
	Fall	
Spring Seasonal Factor		1.017
Fall Seasonal Factor		0.983

Directional Traffic Volume (15 min interval)

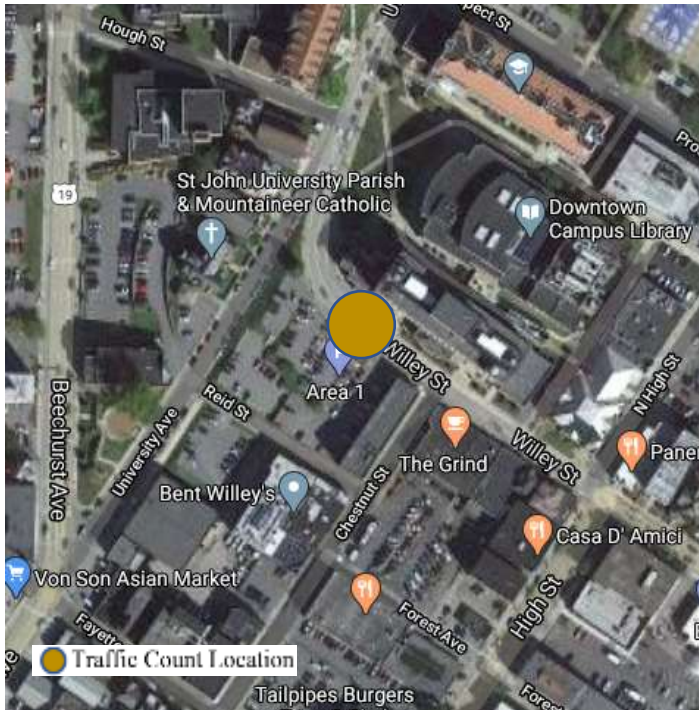


Notes:

- 2020 Traffic Count Station.
- The location experienced decreased traffic from 22,500 in 2015.
- Decreased traffic on Beechurst Ave was possibly caused by
 - Adjustment of class schedule/locations for WVU student
 - Student housing development near campus
 - Increased use of trail as an alternative to driving

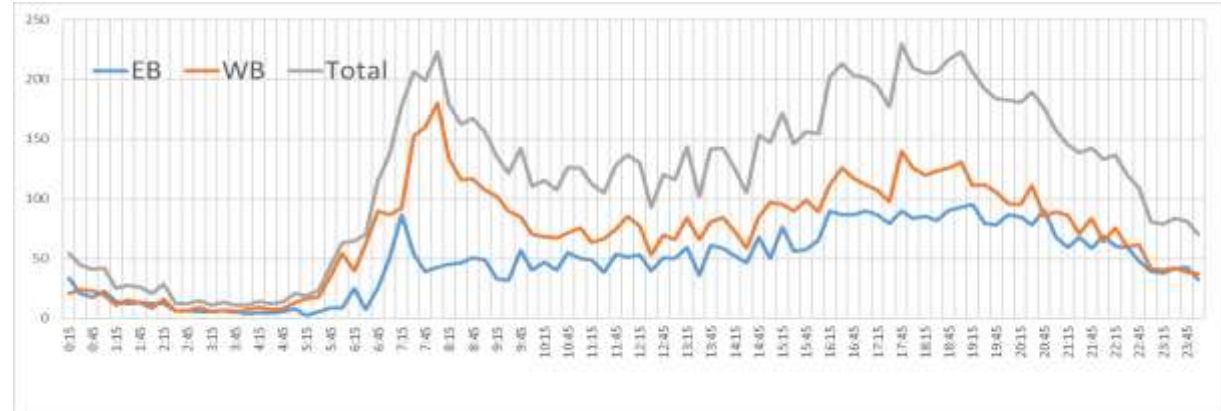
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114019	Willey St @ Northwest of Chestnut St	39.63274, -79.95488	no



2019 DATA		
AADT	10,800	
ACR (1 Year)	1%	
CR (3 Year)	-1%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	7.1%
	PHF	0.98
PM Peak	Time	17:45-18:45
	Daily %	7.5%
	PHF	0.93
2017-2019 DATA		
3 Year Average		11,000
2017	Spring	
	Fall	11,500
2018	Spring	10,700
	Fall	
2019	Spring	10,800
	Fall	
Spring Seasonal Factor		1.035
Fall Seasonal Factor		0.965

Directional Traffic Volume (15 min interval)



Notes:

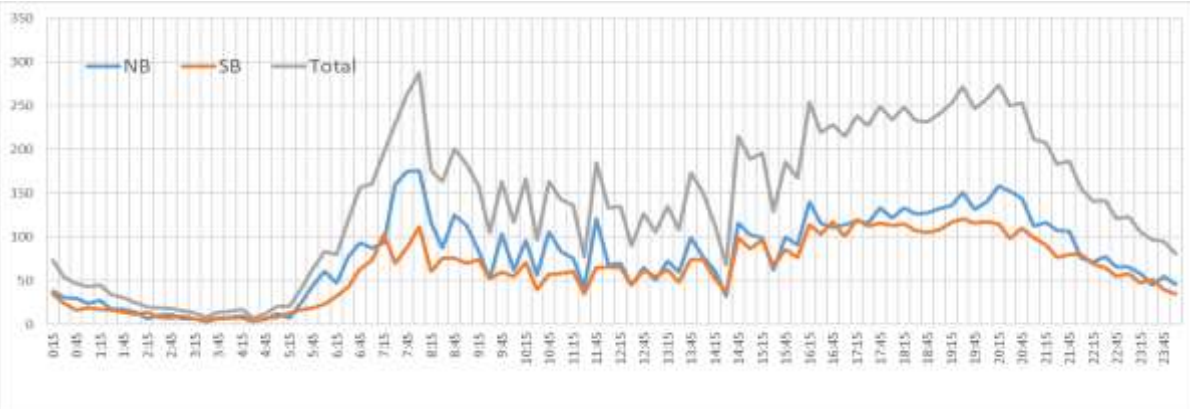
Traffic Count Date April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114020	University Ave @ South of College Ave	39.635270, -79.954377	



2019 DATA		
AADT	12,700	
ACR (1 Year)	-18%	
CR (3 Year)	-28%	
Truck %	n/a	
AM Peak	Time	7:15-8:15
	Daily %	7.3%
	PHF	0.85
PM Peak	Time	19:30-20:30
	Daily %	7.9%
	PHF	0.96
2017-2019 DATA		
3 Year Average	15,700	
2017	Spring	16,400
	Fall	
2018	Spring	
	Fall	18,100
2019	Spring	
	Fall	12,700
Spring Seasonal Factor	0.969	
Fall Seasonal Factor	1.031	

Directional Traffic Volume (15 min interval)



Notes:

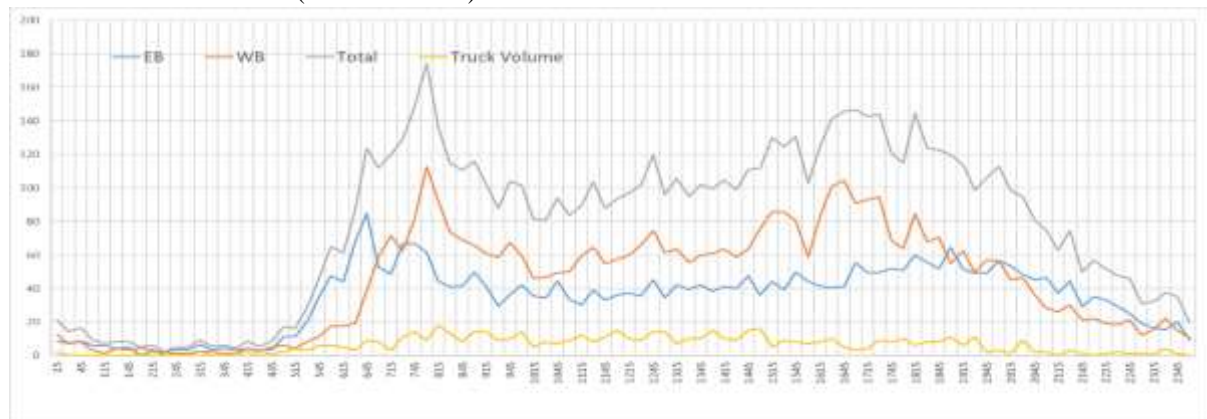
- 2020 Traffic Count Station.
- Decreased traffic on Mon Blvd was possibly caused by (as similar as University Ave)
 - Adjustment of class schedule/locations for WVU student
 - Improved transit service between WVU campus
 - Student housing development near campus

Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114021	Stewart St @ East of University Ave	39.637904, -79.954391	Yes
2019 DATA			
AADT	7,500		
ACR (1 Year)	4%		
CR (3 Year)	-15%		
Truck %	8%		
AM Peak	Time	7:30-8:30	
	Daily %	7.8%	
	PHF	0.84	
PM Peak	Time	16:45-17:45	
	Daily %	7.7%	
	PHF	0.99	
2017-2019 DATA			
3 Year Average	7,300		
2017	Spring	7,500	
	Fall		
2018	Spring		
	Fall	7,000	
2019	Spring		
	Fall	7,500	
Spring Seasonal Factor		0.980	
Fall Seasonal Factor		1.020	



Directional Traffic Volume (15 min interval)



Notes:

- 2020 Traffic Count Station.
- Traffic volume was increased to 10, 600 in 2015 and 11,900 in 2016. After that the traffic volume at this station kept at the 7K to 8 K level. The surge in 2015 and 2016 was possibly caused by then-ongoing construction of apartment complex on University during that time.

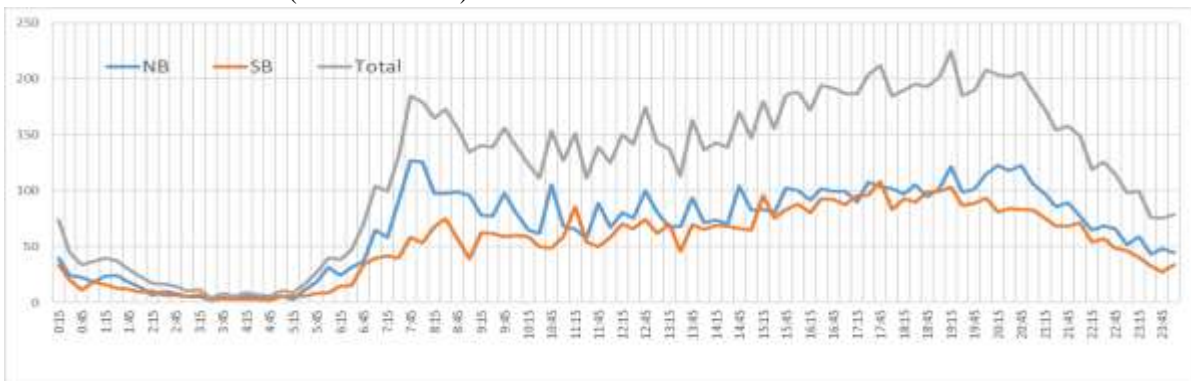
Traffic Count Date | September 24, 25, 2019

Station ID	Location	Coordinates	Class. Count
3114022	University Ave @ South of 2nd St	39.638507, -79.955268	No



2019 DATA		
AADT	10,900	
ACR (1 Year)	-3%	
CR (3 Year)	5%	
Truck %	n/a	
AM Peak	Time	7:45-8:45
	Daily %	6.1%
	PHF	0.95
PM Peak	Time	20:00-21:00
	Daily %	7.2%
	PHF	0.98
2017-2019 DATA		
3 Year Average	11,132	
2017	Spring	11,100
	Fall	
2018	Spring	
	Fall	11,400
2019	Spring	
	Fall	10,900
Spring Seasonal Factor	1.001	
Fall Seasonal Factor	0.999	

Directional Traffic Volume (15 min interval)

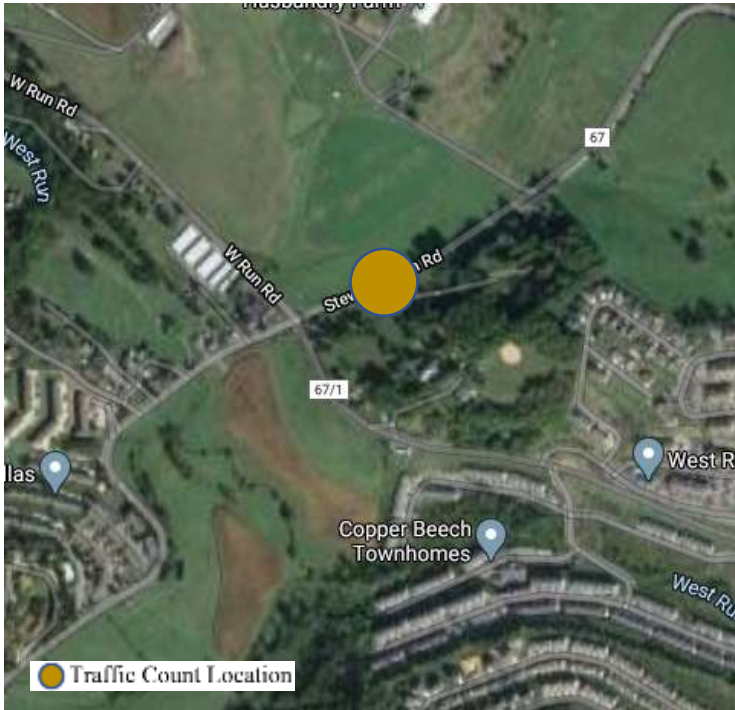


Notes:

- 2020 Traffic Count Station.

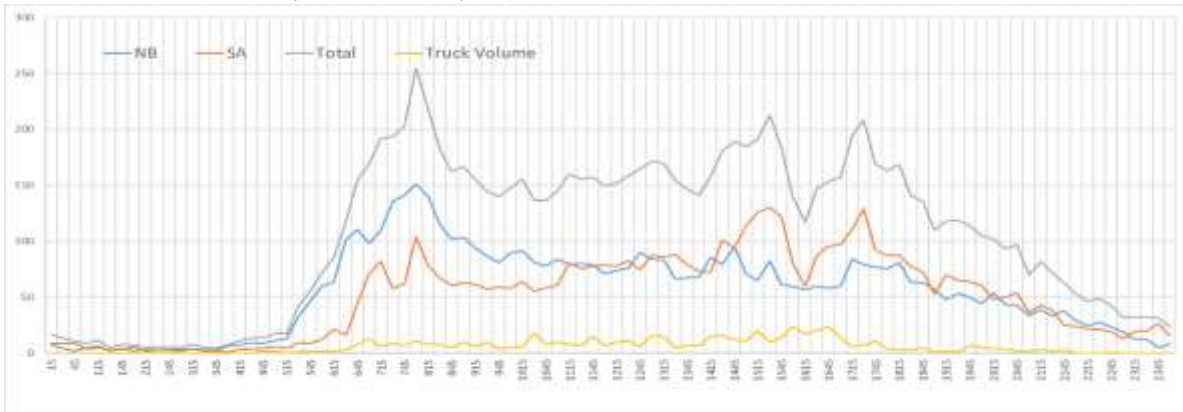
Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114024	Stewartstown Rd @ Northeast of West Run Rd	39.66006, -79.96282	



2019 DATA		
AADT	10,200	
ACR (1 Year)	2%	
CR (3 Year)	2%	
Truck %	5%	
AM Peak	Time	7:30-8:30
	Daily %	8.5%
	PHF	0.85
PM Peak	Time	17:15-18:15
	Daily %	7.2%
	PHF	0.88
2017-2019 DATA		
3 Year Average	10,157	
2017	Spring	
	Fall	10,600
2018	Spring	9,700
	Fall	-
2019	Spring	10,200
	Fall	
Spring Seasonal Factor	1.031	
Fall Seasonal Factor	0.969	

Directional Traffic Volume (15 min interval)

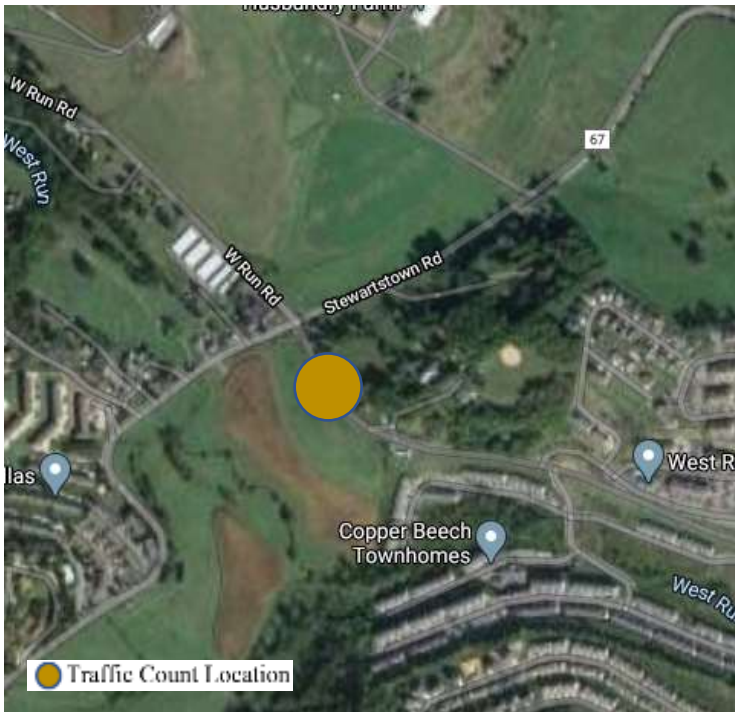


Notes:

- 2020 Traffic Count Station.

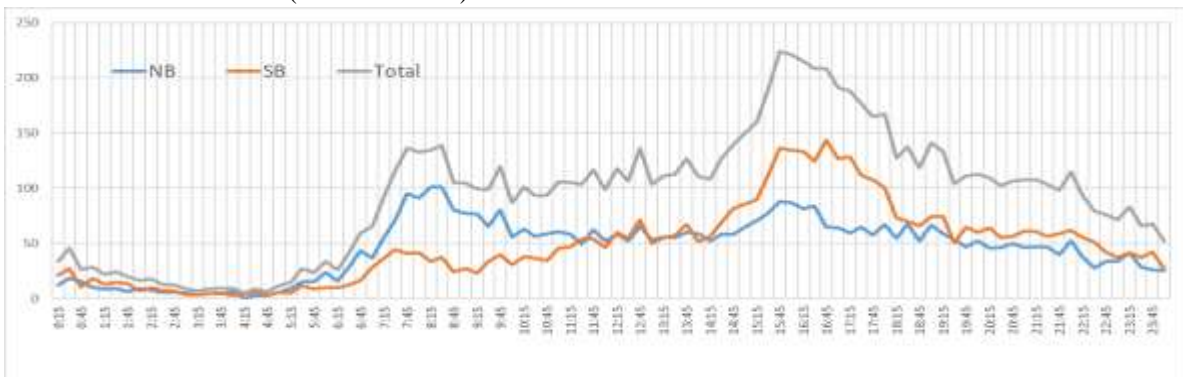
Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114025	West Run Rd @ Southeast of Stewartstown Rd	39.658 -79.9303	No



2019 DATA		
AADT	8,500	
ACR (1 Year)	4%	
CR (3 Year)	18%	
Truck %	n/a	
AM Peak	Time	7:45-8:45
	Daily %	6.0%
	PHF	0.98
PM Peak	Time	15:45-16:45
	Daily %	9.7%
	PHF	0.97
2017-2019 DATA		
3 Year Average	7,934	
2017	Spring	
	Fall	7,300
2018	Spring	8,000
	Fall	
2019	Spring	8,500
	Fall	
Spring Seasonal Factor	0.938	
Fall Seasonal Factor	1.062	

Directional Traffic Volume (15 min interval)



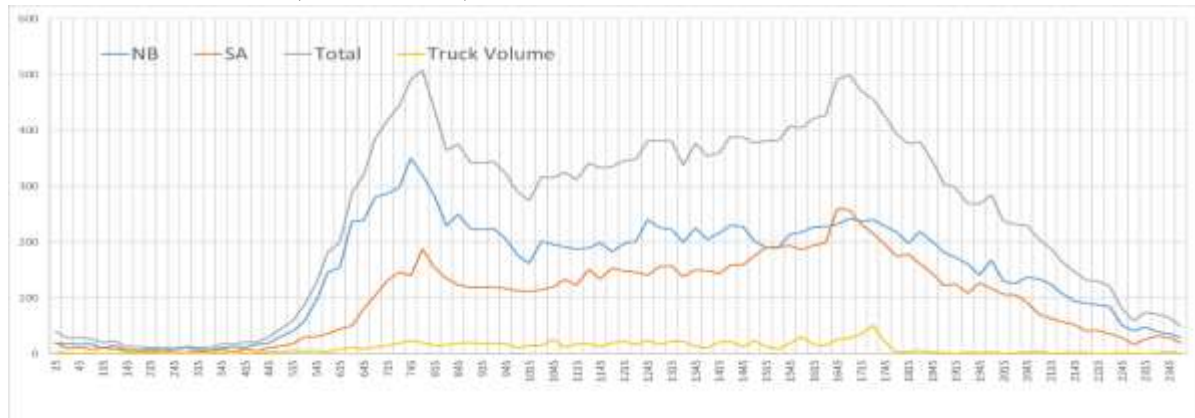
Notes:

- 2020 Traffic Count Station.

Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count		
3114026	Cheat Rd @ South of Old Cheat Rd	39.6524, -79.91236	Yes		
		2019 DATA			
		AADT	23,600		
		ACR (1 Year)	12%		
		CR (3 Year)	0.2%		
		Truck %	4%		
		AM Peak	Time	7:30-8:30	
			Daily %	8.0%	
			PHF	0.92	
		PM Peak	Time	16:45-17:45	
			Daily %	8.1%	
			PHF	0.96	
		2017-2019 DATA			
		3 Year Average		22,423	
		2017	Spring	25,200	
			Fall		
2018	Spring				
	Fall	18,500			
2019	Spring	23,600			
	Fall				
Spring Seasonal Factor		0.962			
Fall Seasonal Factor		1.038			

Directional Traffic Volume (15 min interval)



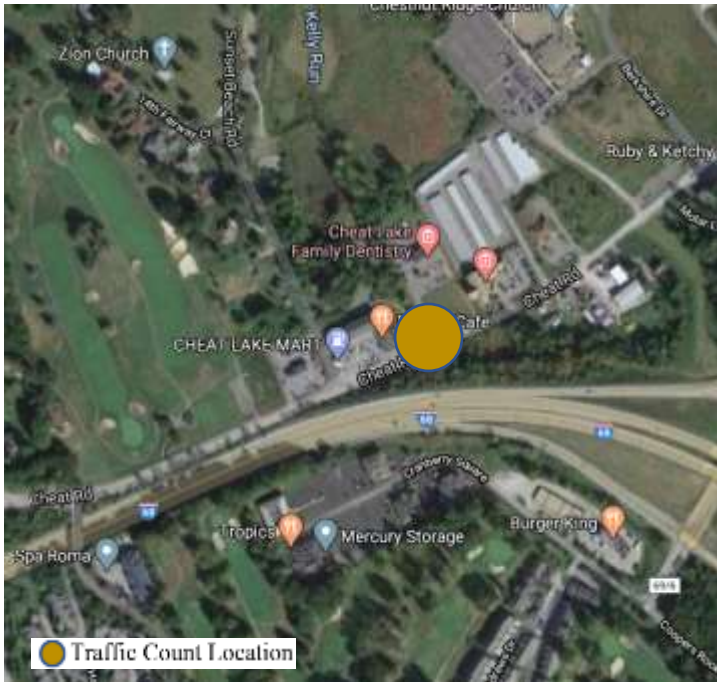
Notes:

- 2020 Traffic Count Station.

Traffic Count Date

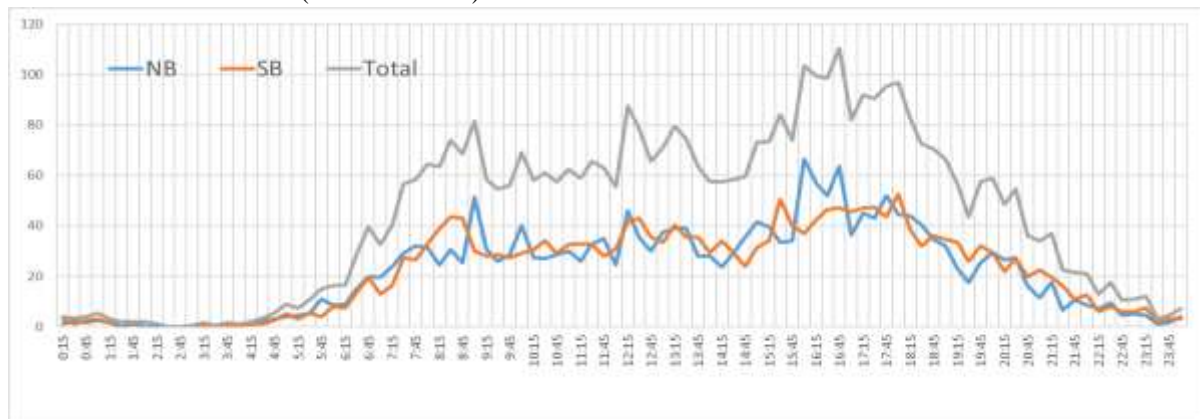
April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114027	Cheat Rd @ North of County Route 88	39.67312, 79.85368	



2019 DATA		
AADT	4,000	
ACR (1 Year)	-7%	
CR (3 Year)	6.8%	
Truck %	n/a	
AM Peak	Time	8:15-9:15
	Daily %	6.8%
	PHF	0.88
PM Peak	Time	16:00-17:00
	Daily %	9.7%
	PHF	0.93
2017-2019 DATA		
3 Year Average	5,300	
2017	Spring	8,400
	Fall	
2018	Spring	4,000
	Fall	4,600
2019	Spring	
	Fall	4,000
Spring Seasonal Factor	1.023	
Fall Seasonal Factor	0.977	

Directional Traffic Volume (15 min interval)



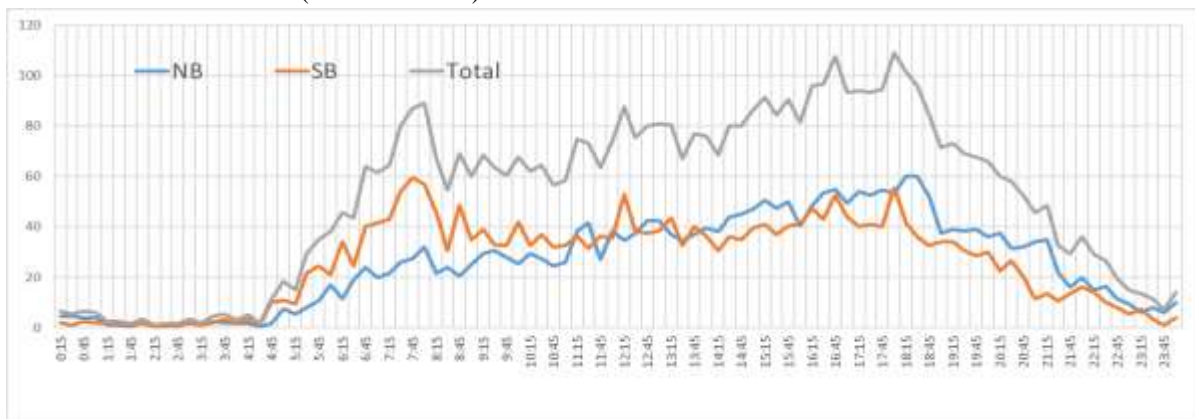
Notes:

- 2017 data not reliable, 2016 data used for calculation

Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count		
3114028	Fairchance Rd @ North of County Route 69	39.68016, -79.84112			
		2019 DATA			
		AADT	4,700		
		ACR (1 Year)	-3%		
		CR (3 Year)	-2.6%		
		Truck %	n/a		
		AM Peak	Time	7:30-8:30	
			Daily %	6.5%	
			PHF	0.91	
		PM Peak	Time	16:15-17:15	
			Daily %	7.9%	
			PHF	0.92	
		2017-2019 DATA			
		3 Year Average		6,531	
2017	Spring	error			
	Fall				
2018	Spring	5,100			
	Fall	5,000			
2019	Spring	4,700			
	Fall				
Spring Seasonal Factor		1.017			
Fall Seasonal Factor		0.983			

Directional Traffic Volume (15 min interval)



Notes:

- 2017 data error, 2016 data used for the calculation of 3-year average volume.
2016 AADT: 4804

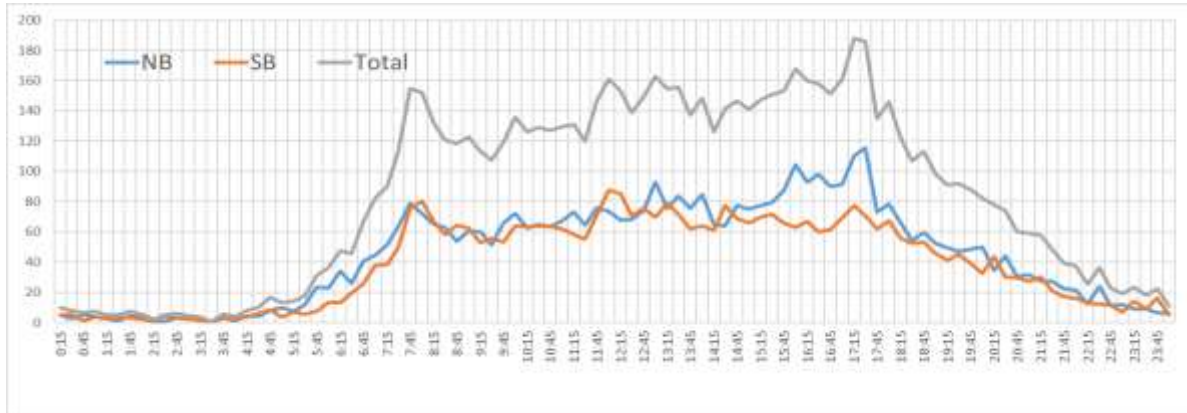
Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114029	Hartman Run Rd @ Southeast of Mileground Rd	39.64899, -79.92107	No



2019 DATA		
AADT	7,700	
ACR (1 Year)	-4%	
CR (3 Year)	-1.3%	
Truck %	n/a	
AM Peak	Time	7:45-8:45
	Daily %	6.9%
	PHF	0.91
PM Peak	Time	16:45-17:45
	Daily %	8.5%
	PHF	0.91
2017-2019 DATA		
3 Year Average	7,800	
2017	Spring	
	Fall	8,500
2018	Spring	7,800
	Fall	
2019	Spring	
	Fall	7,700
Spring Seasonal Factor	1.067	
Fall Seasonal Factor	0.933	

Directional Traffic Volume (15 min interval)



Notes:

- 2020 Traffic Count Station.

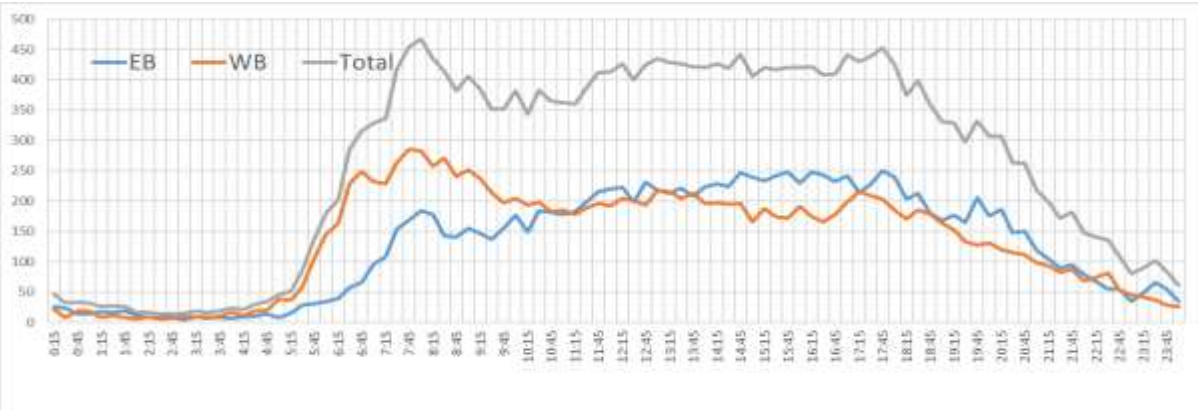
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114030	Mileground Rd @ East of WV 705	39.64291, -79.93081	No



2019 DATA		
AADT	24,100	
ACR (1 Year)	2%	
CR (3 Year)	7%	
Truck %	n/a	
AM Peak	Time	7:45-8:45
	Daily %	7.0%
	PHF	0.98
PM Peak	Time	17:00-18:00
	Daily %	6.9%
	PHF	0.97
2017-2019 DATA		
3 Year Average	23,387	
2017	Spring	
	Fall	22,900
2018	Spring	23,100
	Fall	-
2019	Spring	24,100
	Fall	
Spring Seasonal Factor		0.984
Fall Seasonal Factor		1.016

Directional Traffic Volume (15 min interval)



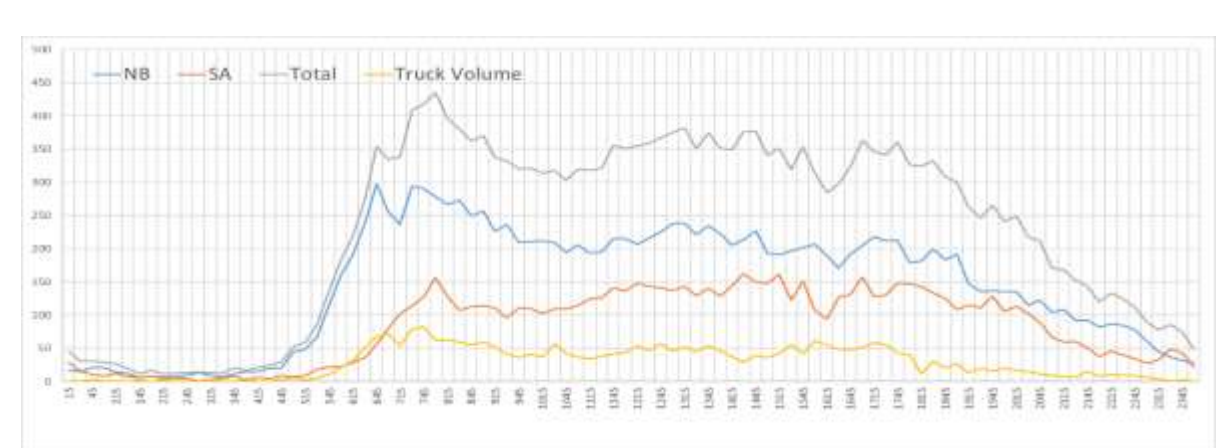
Notes:

- 2020 Traffic Count Station.

Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count	
3114031	WV 705 @ North of Mileground	39.64525, -79.93464	No	
		2019 DATA		
		AADT	21,900	
		ACR (1 Year)	-5%	
		CR (3 Year)	-14%	
		Truck %	13%	
		AM Peak	Time	7:30-8:30
			Daily %	7.6%
			PHF	0.96
		PM Peak	Time	17:00-18:00
			Daily %	6.4%
PHF	0.97			
2017-2019 DATA				
3 Year Average		23,929		
2017	Spring			
	Fall	25,500		
2018	Spring	24,300		
	Fall			
2019	Spring	21,900		
	Fall			
Spring Seasonal Factor		1.049		
Fall Seasonal Factor		0.951		

Directional Traffic Volume (15 min interval)



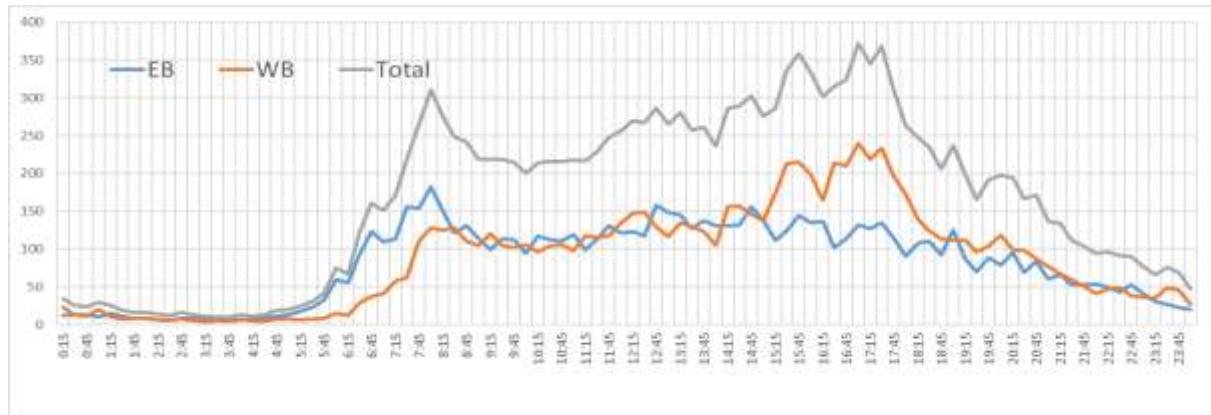
Notes:

- 2020 Traffic Count Station.
- decreased traffic was possible caused by new development in the Mylan park area and other areas in the county, which diverted traffic from traveling in the WV 705 corridor.

Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count	
3114032	Mileground Rd @ South of WV 705	39.64107, -79.93461	No	
		2019 DATA		
		AADT	15,400	
		ACR (1 Year)	-2%	
		CR (3 Year)	1%	
		Truck %	n/a	
		AM Peak	Time	7:45-8:45
			Daily %	6.8%
			PHF	0.89
		PM Peak	Time	16:45-17:45
			Daily %	8.7%
PHF	0.95			
2017-2019 DATA				
3 Year Average		15,586		
2017	Spring			
	Fall	15,300		
2018	Spring	16,000		
	Fall			
2019	Spring	15,400		
	Fall			
Spring Seasonal Factor		0.987		
Fall Seasonal Factor		1.013		

Directional Traffic Volume (15 min interval)



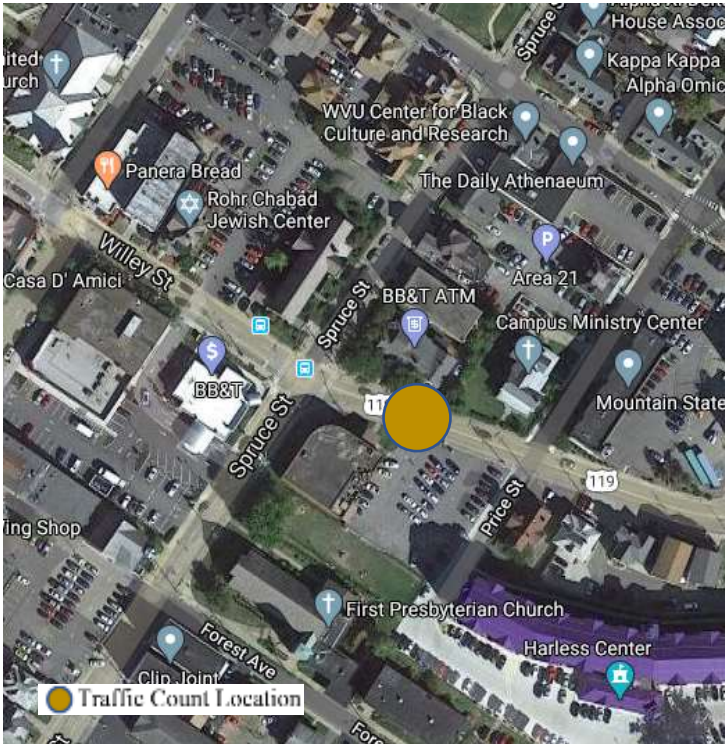
Notes:

- 2020 Traffic Count Station.

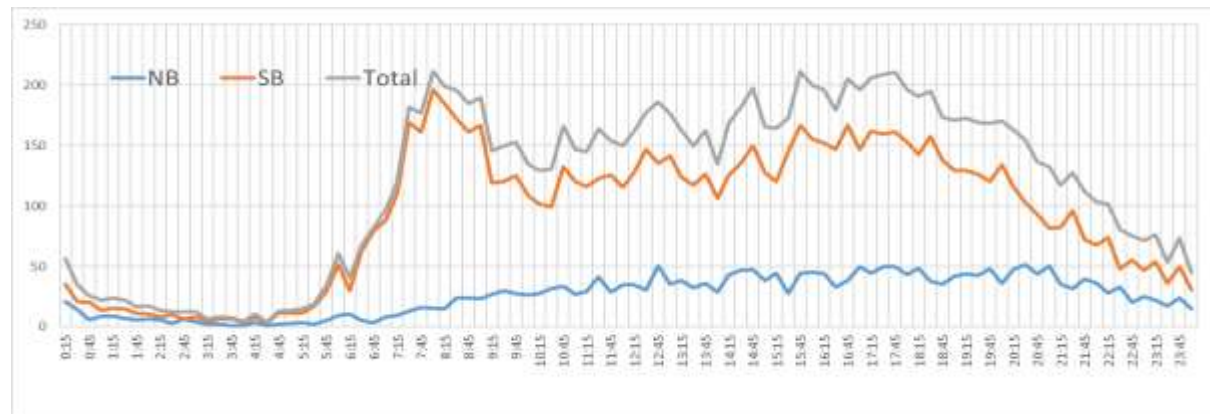
Traffic Count Date

April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114034	Wiley St @ Northeast of Spruce St	39.6267, -79.95323	No
2019 DATA			
AADT	10,800		
ACR (1 Year)	-2%		
CR (3 Year)	-10%		
Truck %	n/a		
AM Peak	Time	8:00-9:00	
	Daily %	7.0%	
	PHF	0.94	
PM Peak	Time	17:00-18:00	
	Daily %	7.2%	
	PHF	0.98	
2017-2019 DATA			
3 Year Average	11,754		
2017	Spring	13,100	
	Fall		
2018	Spring		
	Fall	11,300	
2019	Spring		
	Fall	10,800	
Spring Seasonal Factor	0.914		
Fall Seasonal Factor	1.086		



Directional Traffic Volume (15 min interval)

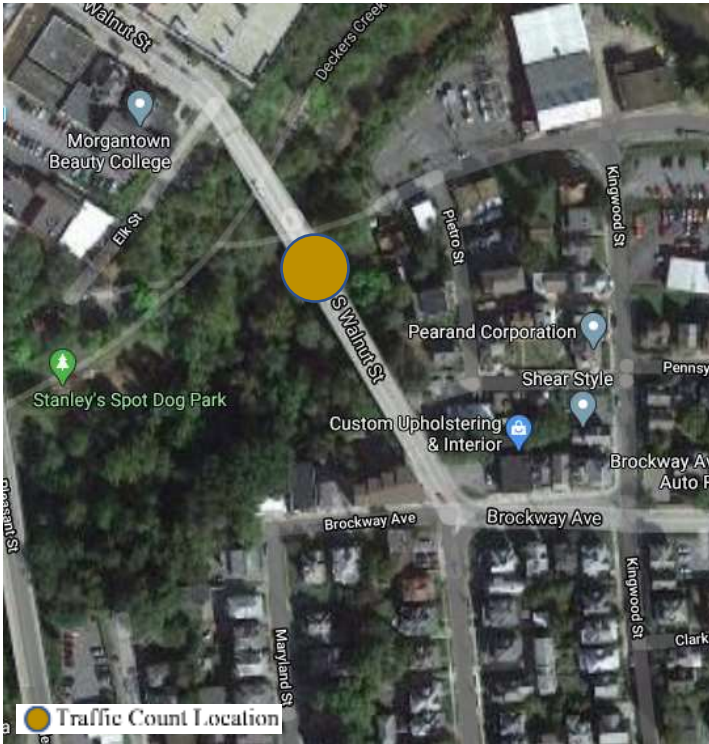


Notes:

- 2020 Traffic Count Station.
- traffic volume detected by this station has consistent decrease except in 2017, dropping from 12, 590 in 2014 to 10, 800 in 2019. The decreased traffic could be possibly explained by the change of commuter pattern of WVU students due to increased student housing near WVU campus.

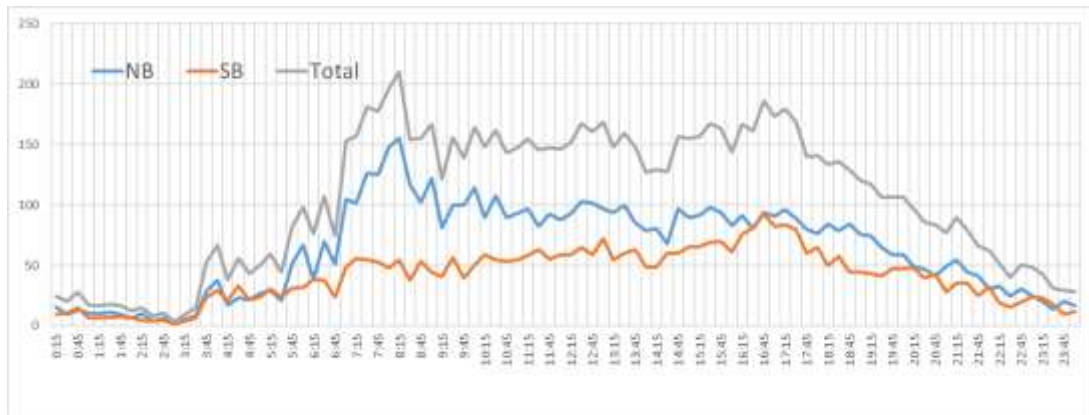
Traffic Count Date April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114035	Walnut St @ North of Brockway Ave	39.628439, -79.953897	No



2019 DATA		
AADT	9,500	
ACR (1 Year)	-2%	
CR (3 Year)	-7%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	7.6%
	PHF	0.91
PM Peak	Time	16:45-17:45
	Daily %	7.0%
	PHF	0.95
2017-2019 DATA		
3 Year Average	9,800	
2017	Spring	10,500
	Fall	
2018	Spring	Error
	Fall	
2019	Spring	
	Fall	9,500
Spring Seasonal Factor	0.977	
Fall Seasonal Factor	1.023	

Directional Traffic Volume (15 min interval)

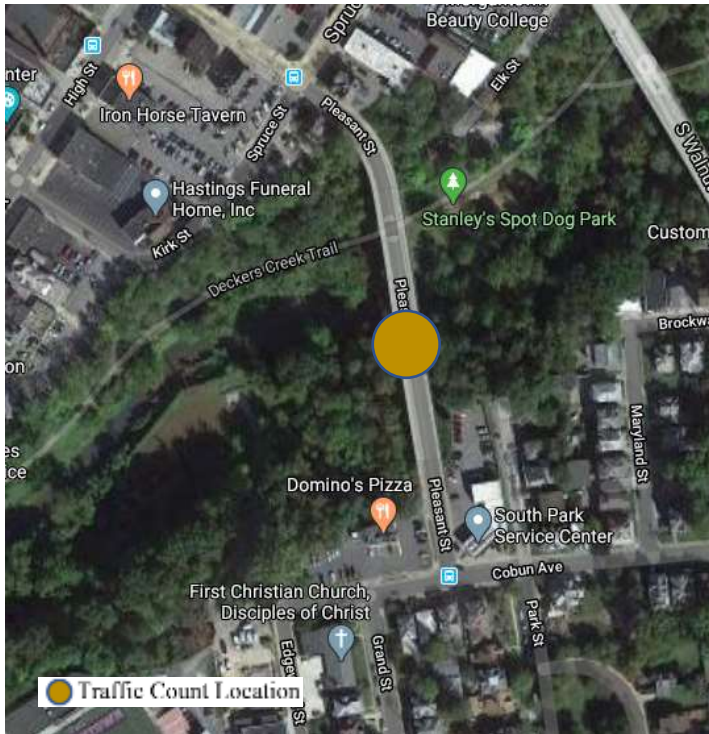


Notes:

- 2020 Traffic Count Station.

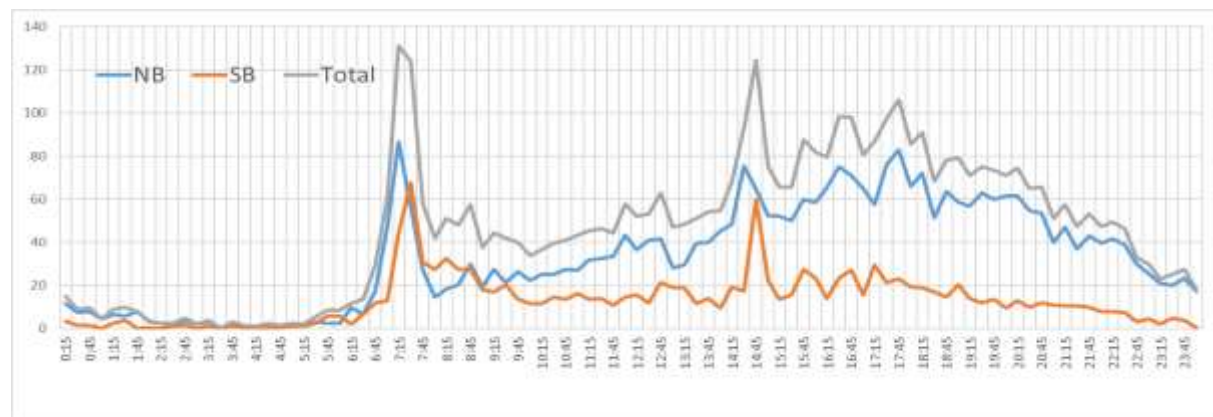
Traffic Count Date	Fall
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Station ID	Location	Coordinates	Class. Count
3114036	Pleasant St @ Pleasant Street Bridge	39.62644, -79.95511	No



2019 DATA		
AADT	4,200	
ACR (1 Year)	0%	
CR (3 Year)	2%	
Truck %	n/a	
AM Peak	Time	7:00-8:00
	Daily %	8.4%
	PHF	0.71
PM Peak	Time	17:30-18:30
	Daily %	8.6%
	PHF	0.90
2017-2019 DATA		
3 Year Average	4,257	
2017	Spring	
	Fall	4,300
2018	Spring	4,300
	Fall	
2019	Spring	4,200
	Fall	
Spring Seasonal Factor		1.008
Fall Seasonal Factor		0.992

Directional Traffic Volume (15 min interval)



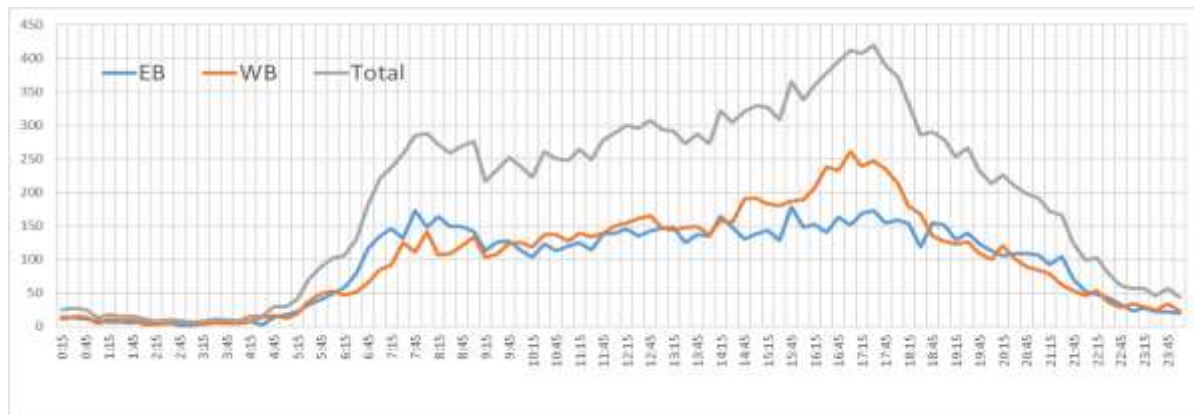
Notes:

- 2020 Traffic Count Station.
- Traffic count volume needs to be verified manually by MPO staff

Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count	
3114038	Pleasant St @ Westover Bridge	39.63001, -79.95887		
		2019 DATA		
		AADT	17,600	
		ACR (1 Year)	1%	
		CR (3 Year)	-5%	
		Truck %	n/a	
		AM Peak	Time	7:45-8:45
			Daily %	6.0%
			PHF	0.96
		PM Peak	Time	17:00-18:00
			Daily %	8.8%
PHF	0.97			
2017-2019 DATA				
3 Year Average		18,062		
2017	Spring			
	Fall	19,300		
2018	Spring	17,300		
	Fall			
2019	Spring	17,600		
	Fall			
Spring Seasonal Factor		1.050		
Fall Seasonal Factor		0.950		

Directional Traffic Volume (15 min interval)



Notes:

- 2020 Traffic Count Station.

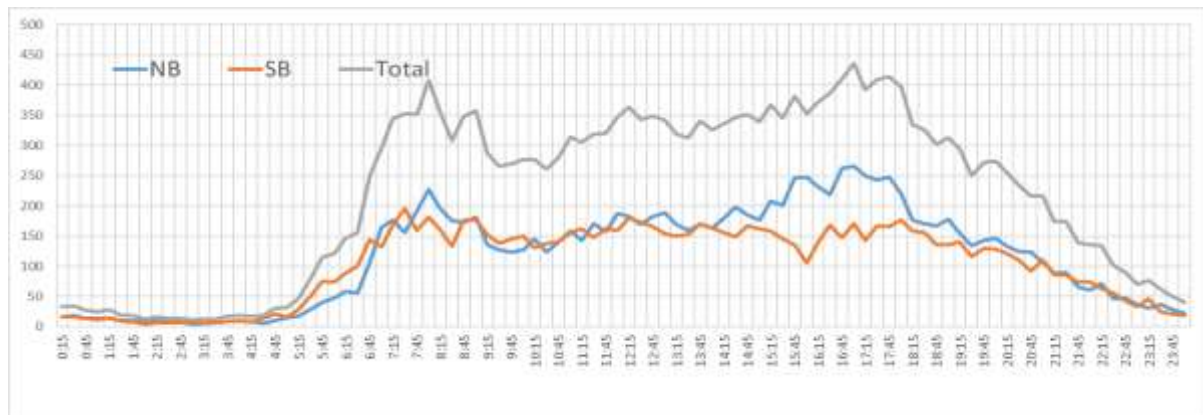
Traffic Count Date

April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114039	University Ave @ South of Westover Bridge	39.62942, -79.95862	
2019 DATA			
AADT	20,200		
ACR (1 Year)	-4%		
CR (3 Year)	-15%		
Truck %	n/a		
AM Peak	Time	7:30-8:30	
	Daily %	6.9	
	PHF	0.90	
PM Peak	Time	17:00-18:00	
	Daily %	7.8%	
	PHF	0.95	
2017-2019 DATA			
3 Year Average	21,591		
2017	Spring		
	Fall	22,700	
2018	Spring	21,900	
	Fall		
2019	Spring	20,200	
	Fall		
Spring Seasonal Factor	1.037		
Fall Seasonal Factor	0.963		



Directional Traffic Volume (15 min interval)



Notes:

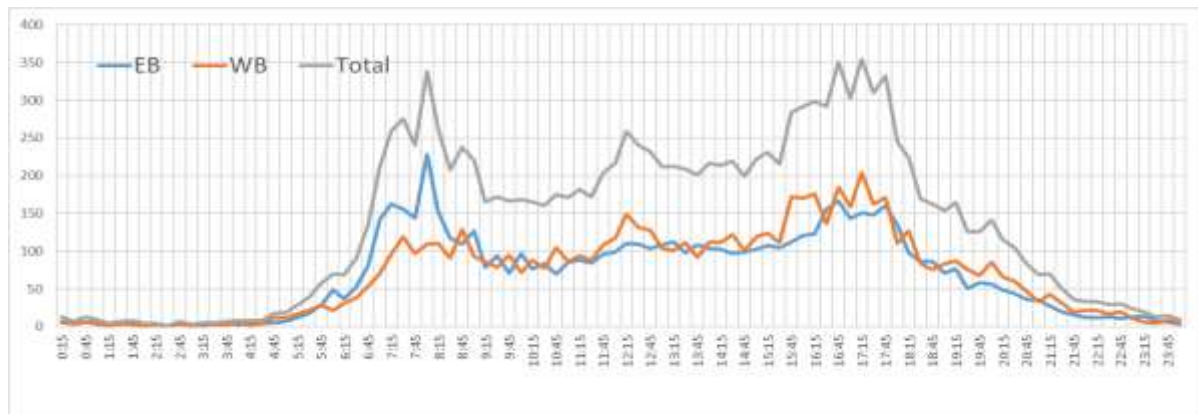
- 2020 Traffic Count Station.

Traffic Count Date

April 9-10, 2019

Station ID	Location	Coordinates	Class. Count			
3114043	Greenbag Rd @ North of US 119	39.605578, -79.966629				
				2019 DATA		
				AADT	12,500	
				ACR (1 Year)	2%	
				CR (3 Year)	-1%	
				Truck %	n/a	
				AM Peak	Time	7:30-8:30
					Daily %	8.5%
					PHF	0.83
				PM Peak	Time	16:45-17:45
					Daily %	0.93
					PHF	10%
				2017-2019 DATA		
				3 Year Average	12,464	
2017	Spring					
	Fall	12,800				
2018	Spring	12,100				
	Fall					
2019	Spring					
	Fall	12,500				
Spring Seasonal Factor	1.018					
Fall Seasonal Factor	0.982					

Directional Traffic Volume (15 min interval)

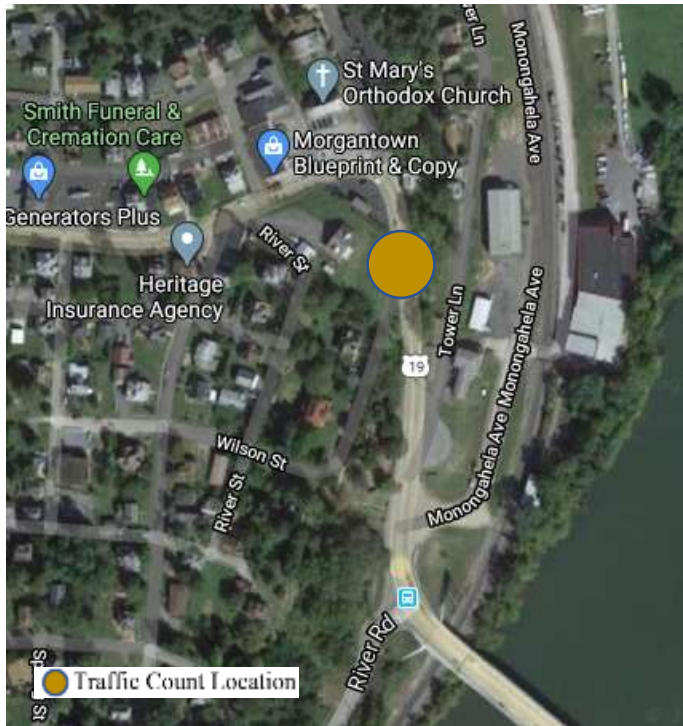


Notes:

- 2020 Traffic Count Station.

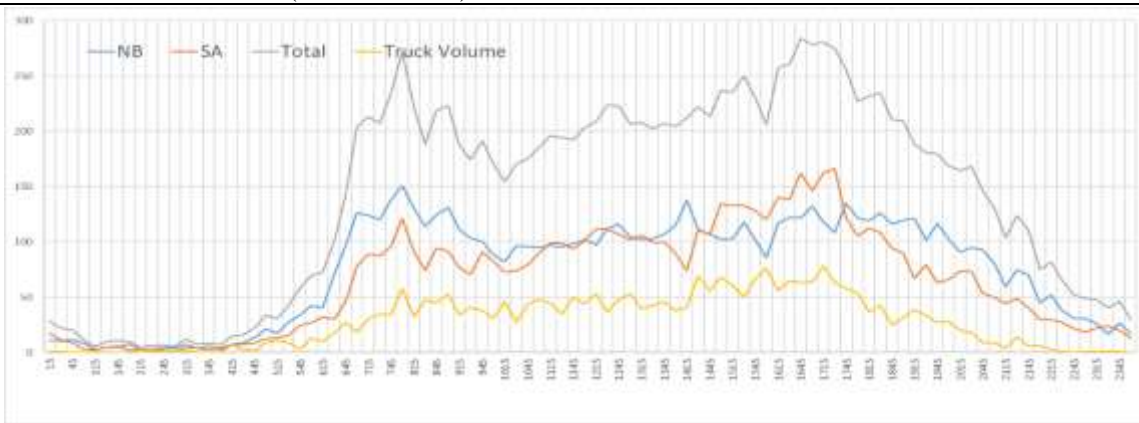
Traffic Count Date | September 24, 25, 2019

Station ID	Location	Coordinates	Class. Count
3114045	Holland Ave @ South of W Park Ave	39.632750, -79.961210	Yes




2019 DATA		
AADT	13,600	
ACR (1 Year)	-2%	
CR (3 Year)	-4%	
Truck %	8%	
AM Peak	Time	7:30-8:30
	Daily %	6.9%
	PHF	0.86
PM Peak	Time	16:45-17:45
	Daily %	8.2%
	PHF	0.98
2017-2019 DATA		
3 Year Average		14,000
2017	Spring	
	Fall	14,500
2018	Spring	14,000
	Fall	
2019	Spring	13,600
	Fall	
Spring Seasonal Factor		1.024
Fall Seasonal Factor		0.976

Directional Traffic Volume (15 min interval)

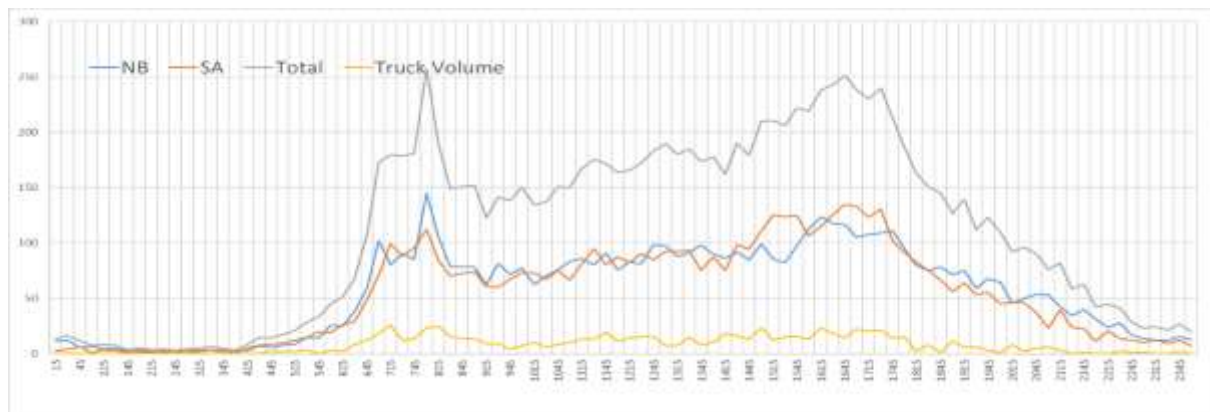


Notes:

Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count	
3114046	Point Marion Rd @ North of Mileground Rd	39.654251, -79.915848	Yes	
		2019 DATA		
		AADT	10,700	
		ACR (1 Year)	-10%	
		CR (3 Year)	-15%	
		Truck %	7%	
		AM Peak	Time	7:30-8:30
			Daily %	7.5%
			PHF	0.79
		PM Peak	Time	16:15-17:15
			Daily %	9.1%
			PHF	0.97
		2017-2019 DATA		
3 Year Average		12,464		
2017	Spring			
	Fall	11,600		
2018	Spring	13,200		
	Fall			
2019	Spring	10,700		
	Fall			
Spring Seasonal Factor		0.983		
Fall Seasonal Factor		1.017		

Directional Traffic Volume (15 min interval)

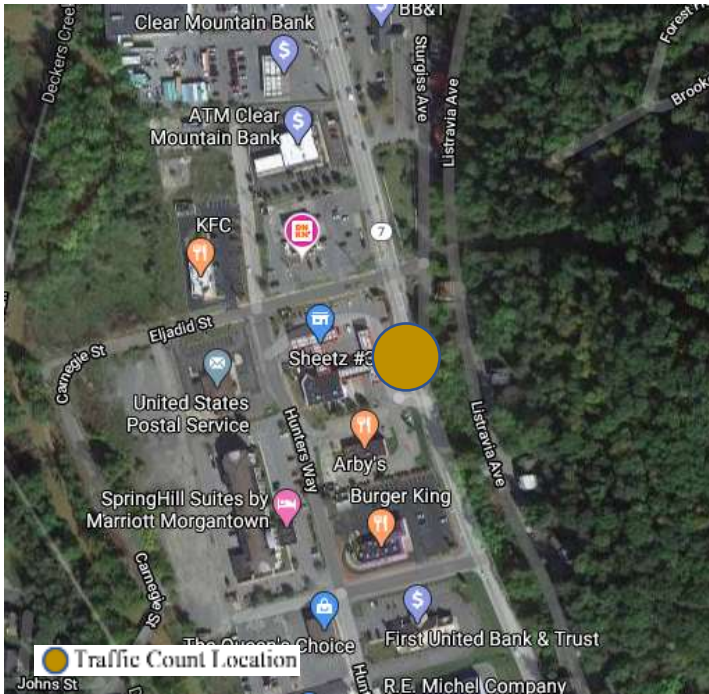


Notes:

- 2020 Traffic Count Station.
- traffic volume decreased from 13,200 in 2016 and in 2018. Decreased traffic could be caused by the improvement at the intersection.

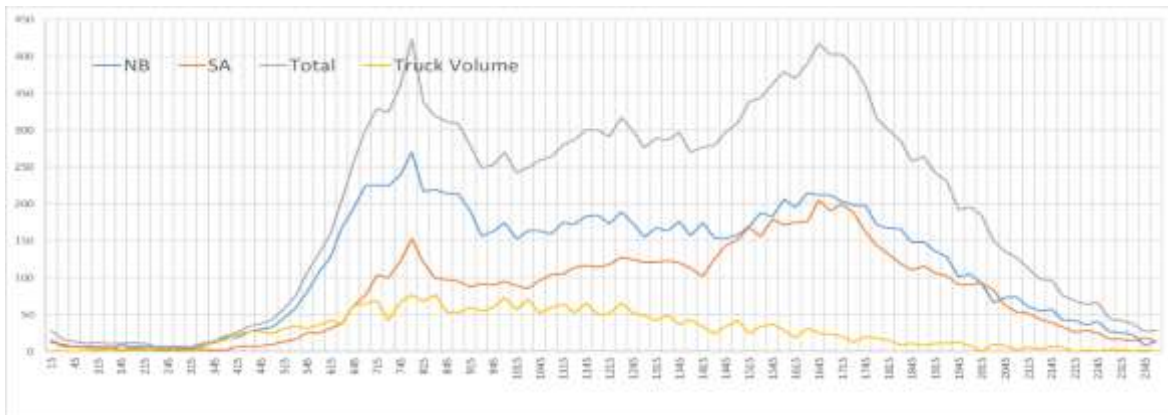
Traffic Count Date April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114047	Earl L Core Rd @ Btw Eljadid St & Sturgiss Ave	39.620147, -79.923037	Yes



2019 DATA		
AADT	18,000	
ACR (1 Year)	-9%	
CR (3 Year)	-8%	
Truck %	14%	
AM Peak	Time	7:30-8:30
	Daily %	7.7%
	PHF	0.86
PM Peak	Time	17:00-18:00
	Daily %	8.5%
	PHF	0.97
2017-2019 DATA		
3 Year Average	19,000	
2017	Spring	22,000
	Fall	
2018	Spring	n/a
	Fall	n/a
2019	Spring	
	Fall	18,000
Spring Seasonal Factor		0.908
Fall Seasonal Factor		1.092

Directional Traffic Volume (15 min interval)

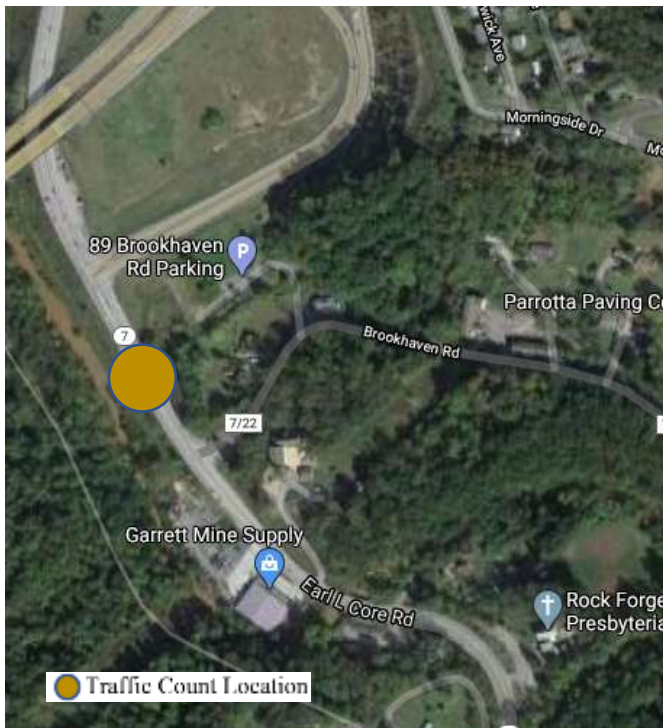


Notes:

2015 and 2016 data were used to calculate the 3-year average
 2015 AADT: 17,788
 2016 AADT: 18,908

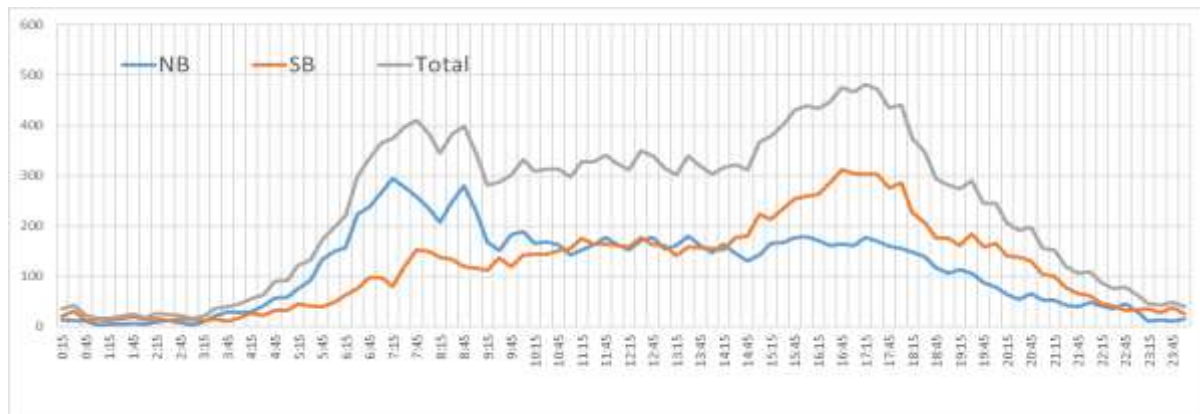
Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114048	Earl L Core Rd @ North of Brookhaven Rd	39.609948, -79.921282	No



2019 DATA		
AADT	21,500	
ACR (1 Year)	1%	
CR (3 Year)	6%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	6.7%
	PHF	0.94
PM Peak	Time	16:45-17:45
	Daily %	8.4%
	PHF	0.98
2017-2019 DATA		
3 Year Average	21,168	
2017	Spring	20,800
	Fall	
2018	Spring	21,300
	Fall	
2019	Spring	
	Fall	21,500
Spring Seasonal Factor	0.997	
Fall Seasonal Factor	1.003	

Directional Traffic Volume (15 min interval)

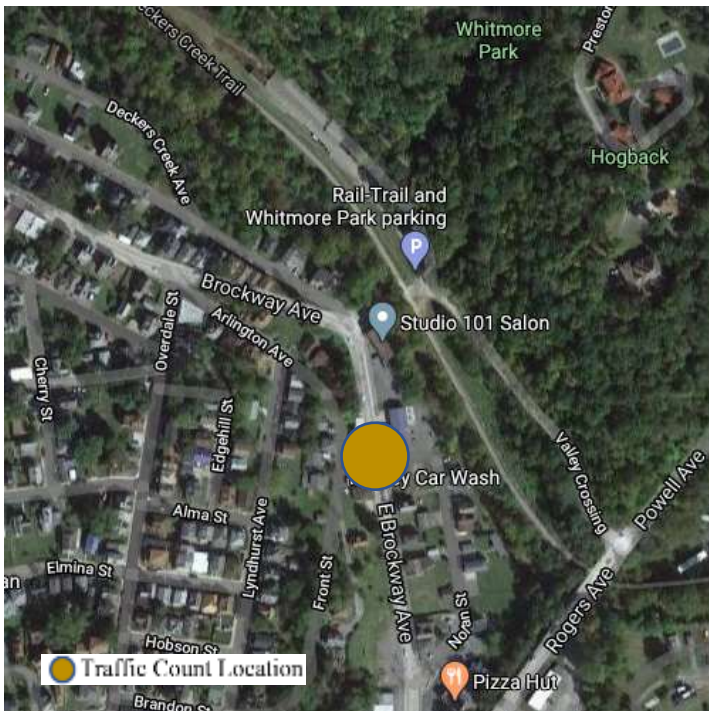


Notes:

- 2020 Traffic Count Station.

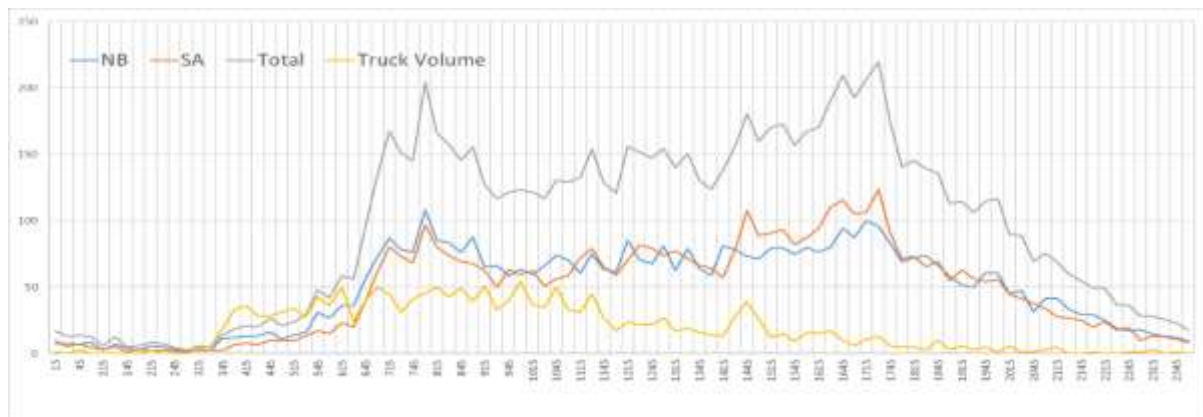
Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114049	Brockway Ave @ East of Pennsylvania Ave	39.625984, -79.946467	Yes



2019 DATA		
AADT	9,300	
ACR (1 Year)	6%	
CR (3 Year)	12%	
Truck %	19%	
AM Peak	Time	8:00-9:00
	Daily %	7.3%
	PHF	0.82
PM Peak	Time	17:00-18:00
	Daily %	8.9%
	PHF	0.94
2017-2019 DATA		
3 Year Average	8,600	
2017	Spring	
	Fall	8,300
2018	Spring	8,300
	Fall	
2019	Spring	9,300
	Fall	
Spring Seasonal Factor	0.973	
Fall Seasonal Factor	1.027	

Directional Traffic Volume (15 min interval)

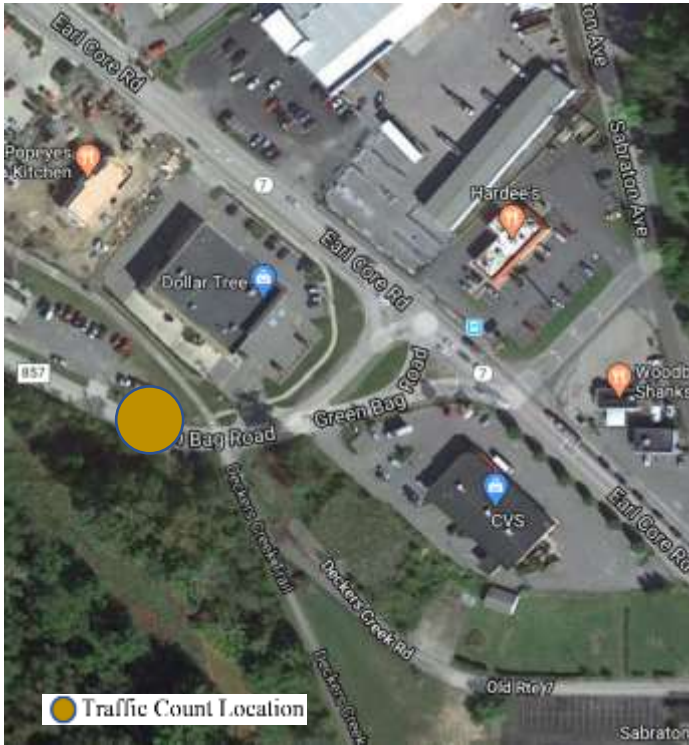


Notes:

- 2020 Traffic Count Station.

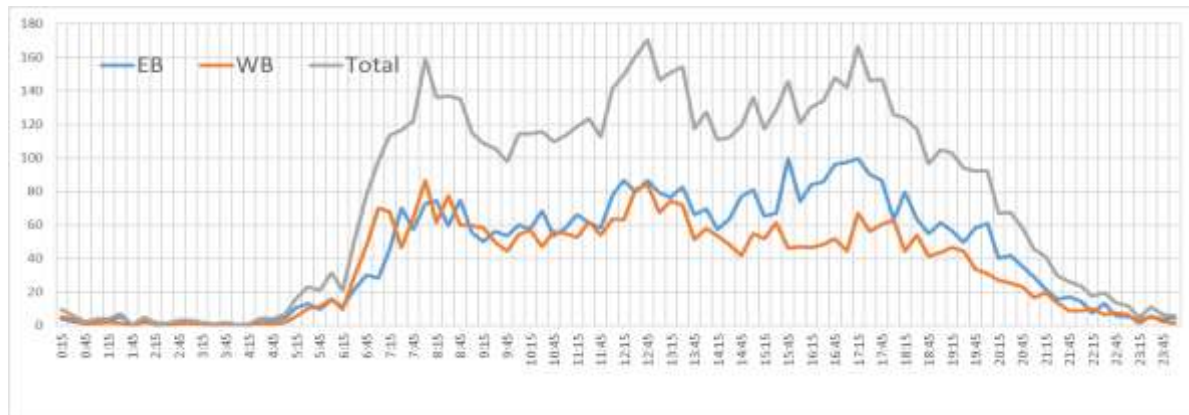
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114052	Greenbag Rd @ Southwest of Earl Core Rd	39.625581, -79.927588	No



2019 DATA		
AADT	7,000	
ACR (1 Year)	-2%	
CR (3 Year)	-8%	
Truck %	n/a	
AM Peak	Time	8:00-9:00
	Daily %	7.7%
	PHF	0.89
PM Peak	Time	16:45-17:45
	Daily %	8.1%
	PHF	0.90
2017-2019 DATA		
3 Year Average	7,500	
2017	Spring	Error
	Fall	
2018	Spring	
	Fall	7,200
2019	Spring	
	Fall	7,000
Spring Seasonal Factor	1.024	
Fall Seasonal Factor	0.976	

Directional Traffic Volume (15 min interval)

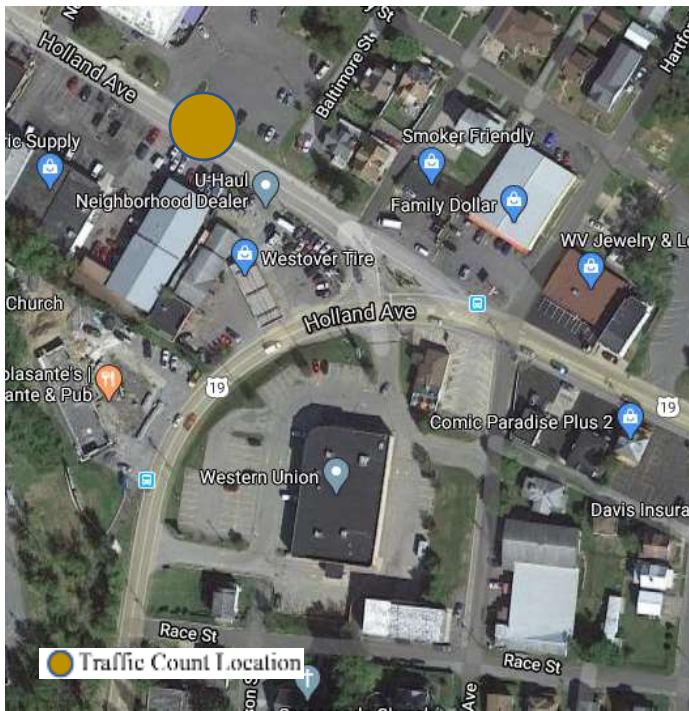


Notes:

2017 not counted
 2015 and 2016 traffic volume were used to calculate the 3-year average
 2015 AADT: 8,087
 2016 AADT: 7,493

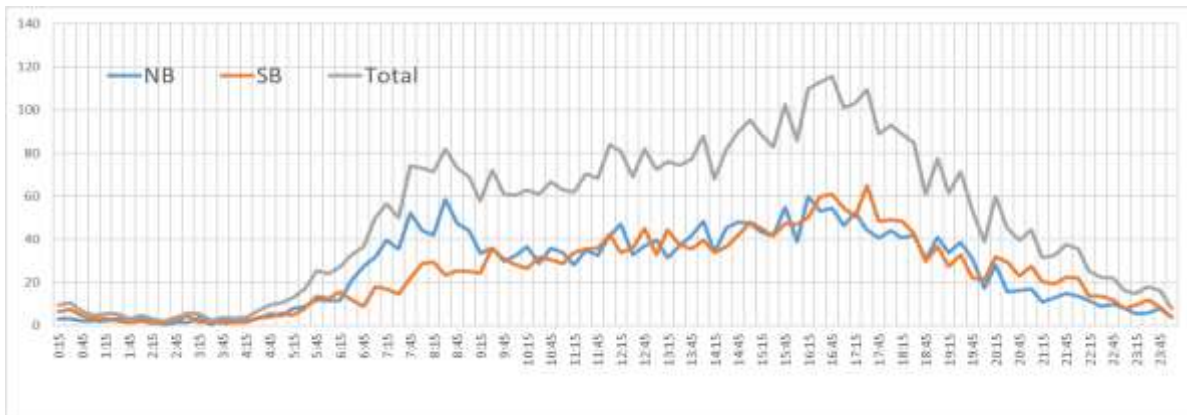
Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114056	Holland Ave @ Northwest of Fairmont Rd	39.635195, -79.970883	No



2019 DATA		
AADT	4,600	
ACR (1 Year)	-6%	
CR (3 Year)	-23%	
Truck %	n/a	
AM Peak	Time	8:00-9:00
	Daily %	6.2%
	PHF	0.91
PM Peak	Time	16:30-17:30
	Daily %	8.9%
	PHF	0.94
2017-2019 DATA		
3 Year Average	4,900	
2017	Spring	
	Fall	5,200
2018	Spring	5,200
	Fall	4,500
2019	Spring	4,600
	Fall	
Spring Seasonal Factor	1.033	
Fall Seasonal Factor	0.967	

Directional Traffic Volume (15 min interval)



Notes:

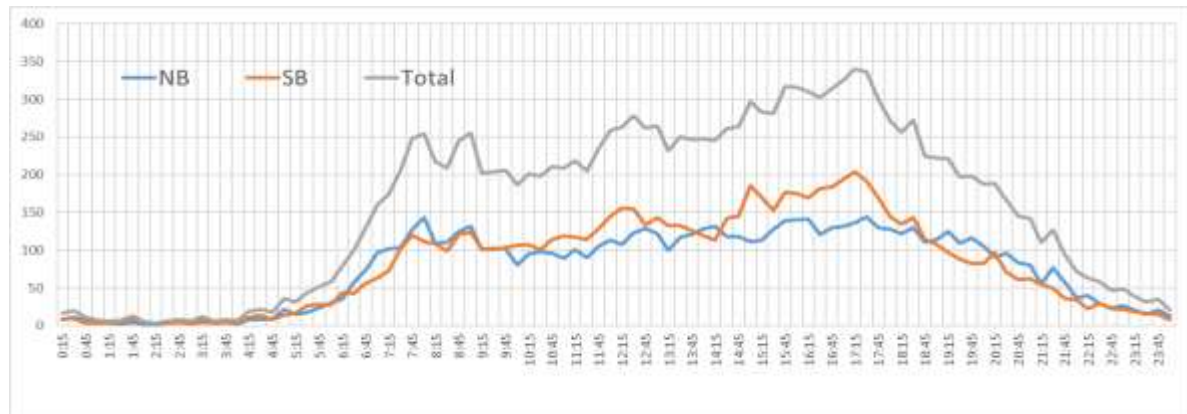
Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114057	Fairmont Rd @ Southwest of Fairmont Rd	39.634501, -79.970744	no



2019 DATA		
AADT	14,400	
ACR (1 Year)	1%	
CR (3 Year)	8%	
Truck %	n/a	
AM Peak	Time	8:15-9:15
	Daily %	6.1%
	PHF	0.91
PM Peak	Time	16:45-17:45
	Daily %	8.7%
	PHF	0.97
2017-2019 DATA		
3 Year Average	14,000	
2017	Spring	12,600
	Fall	
2018	Spring	14,200
	Fall	14,700
2019	Spring	14,400
	Fall	
Spring Seasonal Factor	0.936	
Fall Seasonal Factor	1.064	

Directional Traffic Volume (15 min interval)

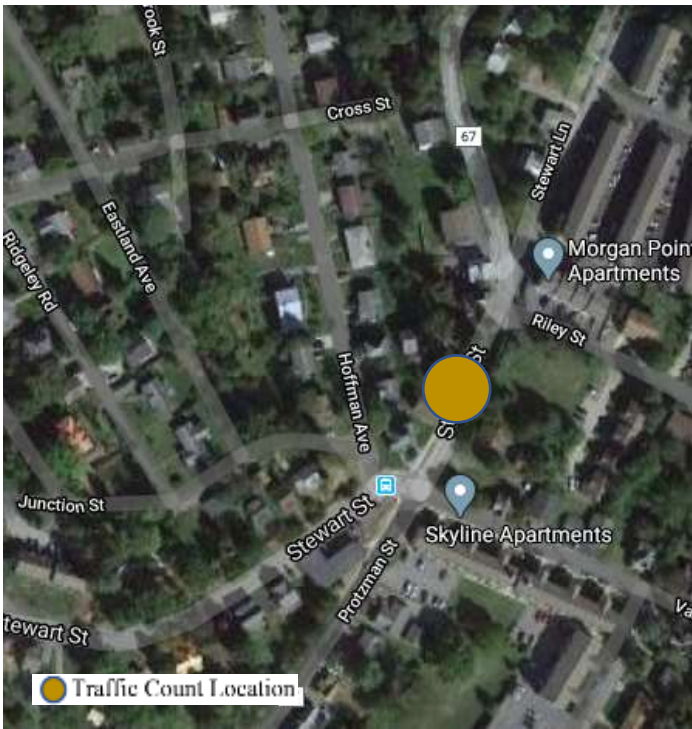


Notes:

Increase of traffic volume due to the closure of on River Rd.

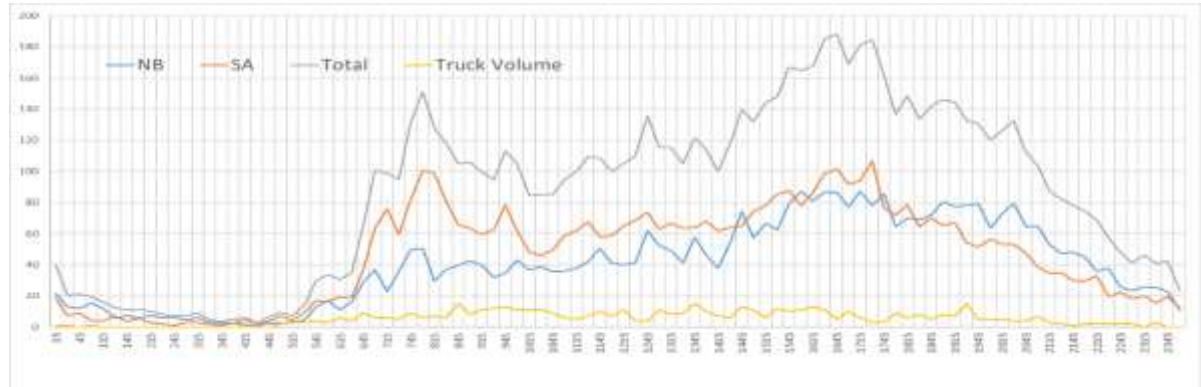
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114060	Stewart St @ South of Stewart Ln	39.642955, -79.947381	



2019 DATA		
AADT	8,300	
ACR (1 Year)	-2%	
CR (3 Year)	2%	
Truck %	6%	
AM Peak	Time	7:30-8:30
	Daily %	6.3%
	PHF	0.87
PM Peak	Time	16:45-17:45
	Daily %	8.7%
	PHF	0.96
2017-2019 DATA		
3 Year Average		8,700
2017	Spring	
	Fall	9,100
2018	Spring	8,700
	Fall	
2019	Spring	
	Fall	8,300
Spring Seasonal Factor		0.968
Fall Seasonal Factor		1.032

Directional Traffic Volume (15 min interval)



Notes:

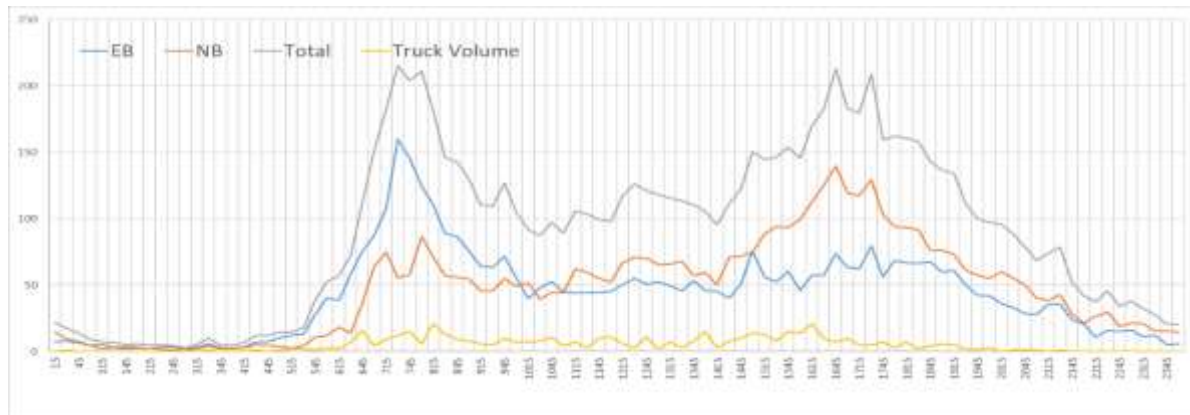
Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114063	Van Voorhis Rd @ North of West Run Rd	39.669701, -79.959046	



2019 DATA		
AADT	8,700	
ACR (1 Year)	2%	
CR (3 Year)	3%	
Truck %	5%	
AM Peak	Time	7:15-8:15
	Daily %	9.4%
	PHF	0.94
PM Peak	Time	16:45-17:34
	Daily %	9.1%
	PHF	0.92
2017-2019 DATA		
3 Year Average	8,600	
2017	Spring	9,000
	Fall	
2018	Spring	
	Fall	8,300
2019	Spring	
	Fall	8,700
Spring Seasonal Factor	0.971	
Fall Seasonal Factor	1.029	

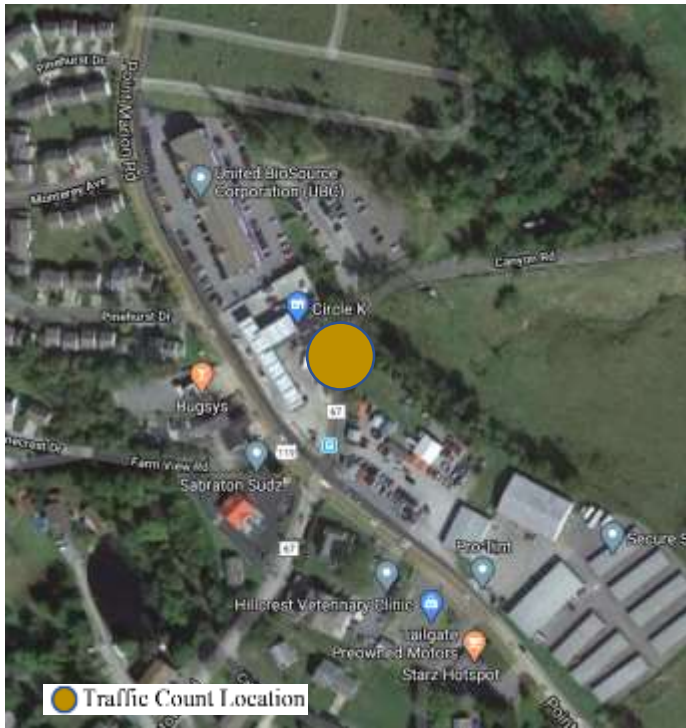
Directional Traffic Volume (15 min interval)



Notes:

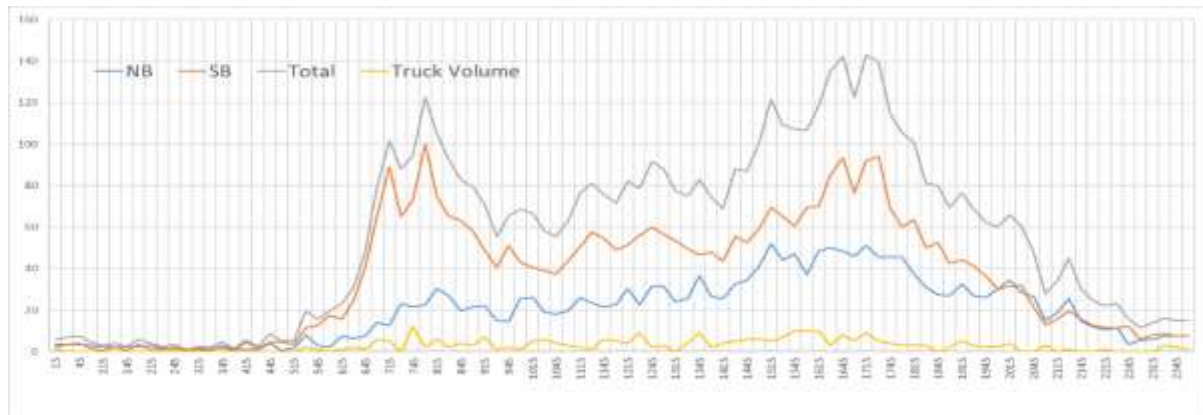
Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114064	Canyon Rd @ Northeast of Point Marion Rd	39.667882, -79.918025	Yes



2019 DATA		
AADT	5,400	
ACR (1 Year)	20%	
CR (3 Year)	14%	
Truck %	5%	
AM Peak	Time	7:45-8:45
	Daily %	7.6%
	PHF	0.85
PM Peak	Time	16:45-17:45
	Daily %	10.1%
	PHF	0.96
2017-2019 DATA		
3 Year Average	5500	
2017	Spring	7,300
	Fall	
2018	Spring	
	Fall	3,600
2019	Spring	
	Fall	5,400
Spring Seasonal Factor	0.763	
Fall Seasonal Factor	1.237	

Directional Traffic Volume (15 min interval)

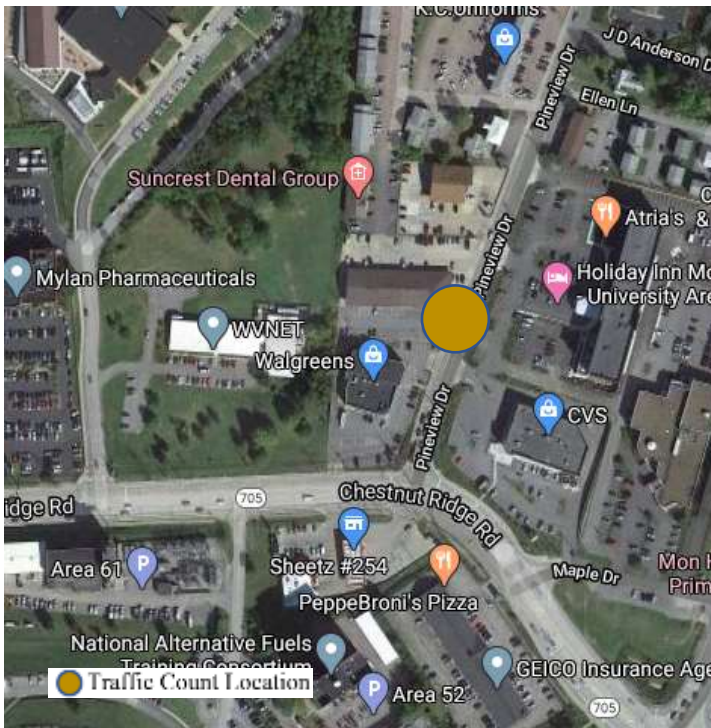


Notes:

Traffic volume needs to be manually verified by MPO staff.

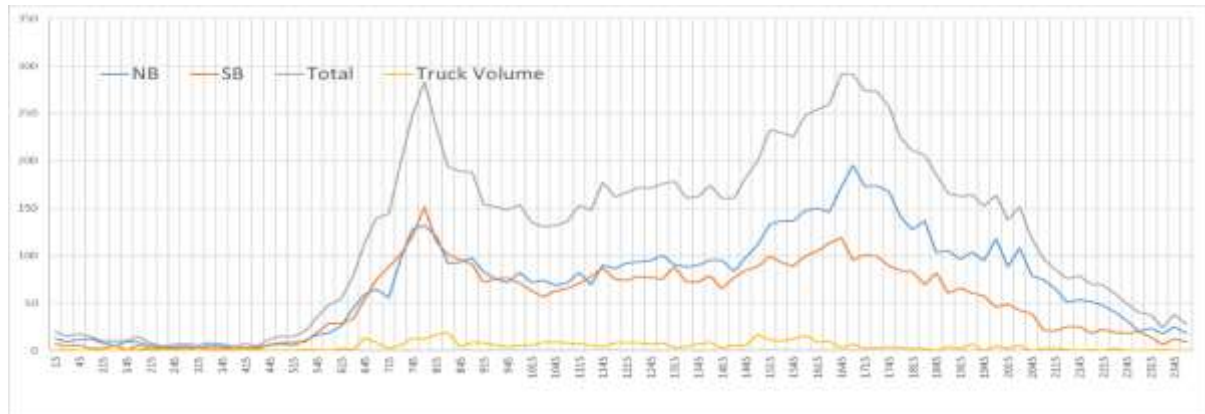
Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114065	Pineview Dr @ North of WV 705	39.658819, -79.954389	Yes



2019 DATA		
AADT	11,800	
ACR (1 Year)	1%	
CR (3 Year)	-5%	
Truck %	3%	
AM Peak	Time	7:45-8:45
	Daily %	8.1%
	PHF	0.85
PM Peak	Time	16:45-17:45
	Daily %	9.5%
	PHF	0.97
2017-2019 DATA		
3 Year Average	11,700	
2017	Spring	11,700
	Fall	
2018	Spring	
	Fall	11,600
2019	Spring	
	Fall	11,800
Spring Seasonal Factor		1.001
Fall Seasonal Factor		0.999

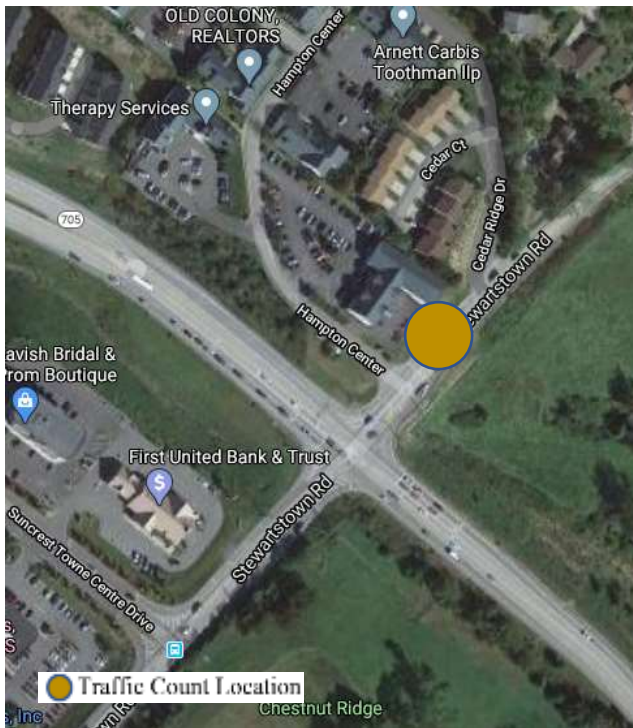
Directional Traffic Volume (15 min interval)



Notes:

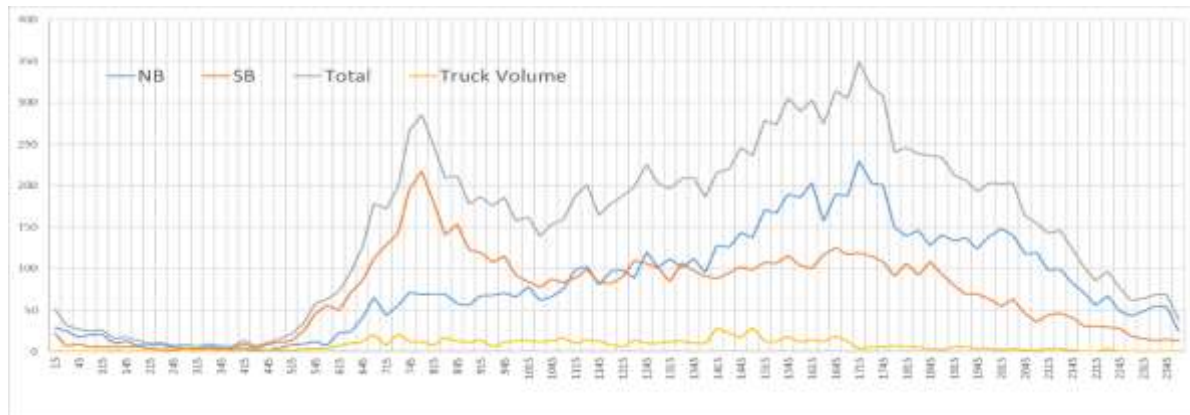
Traffic Count Date | September 24, 25, 2019

Station ID	Location	Coordinates	Class. Count
3114066	Stewartstown Rd @ Northeast of WV 705	39.652903, -79.936579	



2019 DATA		
AADT	14,400	
ACR (1 Year)	-2%	
CR (3 Year)	-4%	
Truck %	5%	
AM Peak	Time	7:45-8:45
	Daily %	7.0%
	PHF	0.89
PM Peak	Time	16:45-17:45
	Daily %	8.9%
	PHF	0.92
2017-2019 DATA		
3 Year Average	14,900	
2017	Spring	15,300
	Fall	
2018	Spring	
	Fall	15,100
2019	Spring	
	Fall	14,400
Spring Seasonal Factor	0.983	
Fall Seasonal Factor	1.017	

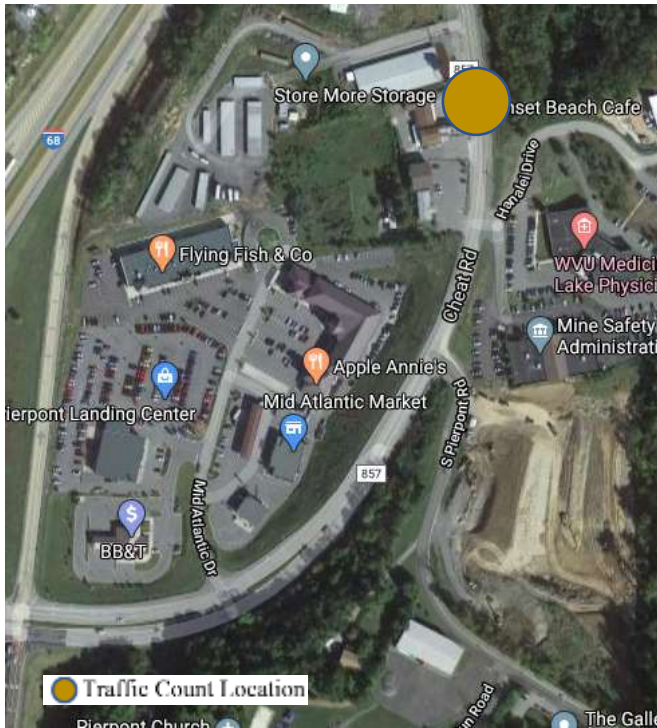
Directional Traffic Volume (15 min interval)



Notes:

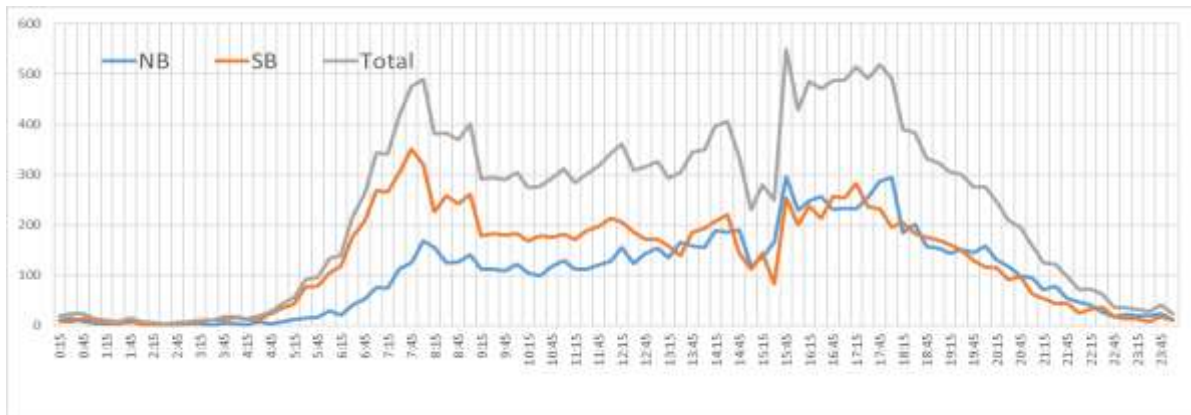
Traffic Count Date September 24, 25, 2019

Station ID	Location	Coordinates	Class. Count
3114067	Cheat Rd @ Southwest of S Pierpont Rd	39.647218, -79.890445	



2019 DATA		
AADT	21,000	
ACR (1 Year)	10%	
CR (3 Year)	16%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	8.10%
	PHF	0.90
PM Peak	Time	15:45-16:45
	Daily %	8.8%
	PHF	0.88
2017-2019 DATA		
3 Year Average	18,800	
2017	Spring	18,200
	Fall	
2018	Spring	
	Fall	17,200
2019	Spring	
	Fall	21,000
Spring Seasonal Factor	1.023	
Fall Seasonal Factor	0.977	

Directional Traffic Volume (15 min interval)

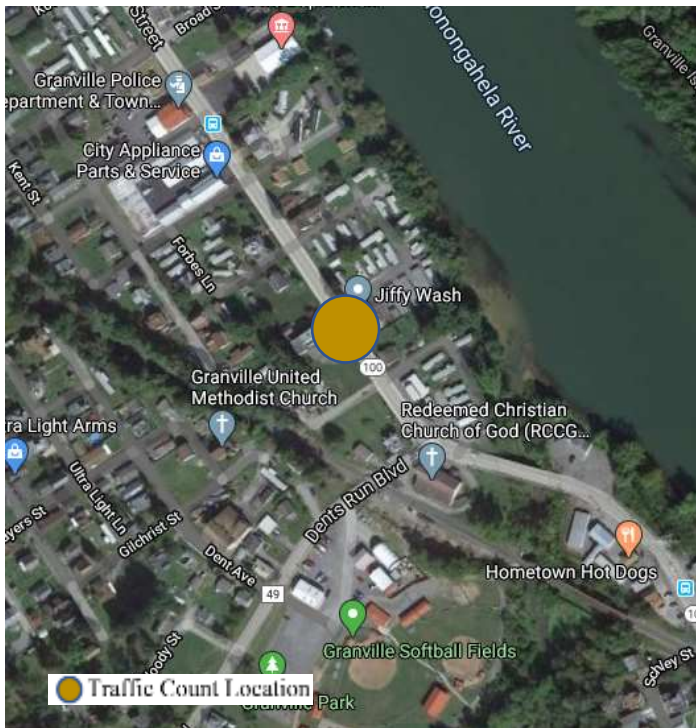


Notes:

-- Increased traffic could be caused by the intersection improvement at the Easton Hill, which makes traveling on Cheat Rd more favorable than Old Cheat Rd.

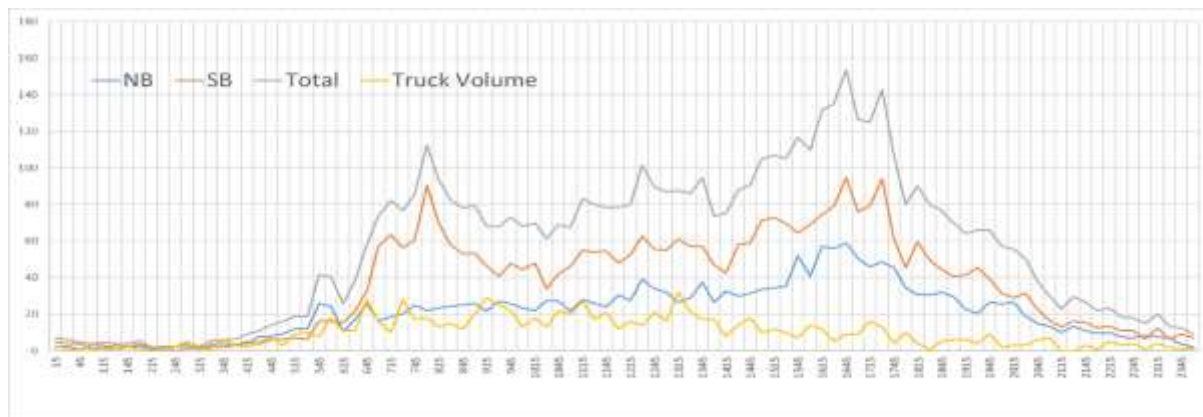
Traffic Count Date	September 24, 25, 2019
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Station ID	Location	Coordinates	Class. Count
3114068	Dunkard Ave @ North of Dents Run Blvd	39.643373, -79.985043	



2019 DATA		
AADT	5,500	
ACR (1 Year)	8%	
CR (3 Year)	15%	
Truck %	17%	
AM Peak	Time	7:45-8:45
	Daily %	6.8%
	PHF	0.83
PM Peak	Time	16:45-17:45
	Daily %	10%
	PHF	0.89
2017-2019 DATA		
3 Year Average	5,000	
2017	Spring	5,000
	Fall	
2018	Spring	
	Fall	4,600
2019	Spring	
	Fall	5,500
Spring Seasonal Factor	1.002	
Fall Seasonal Factor	0.998	

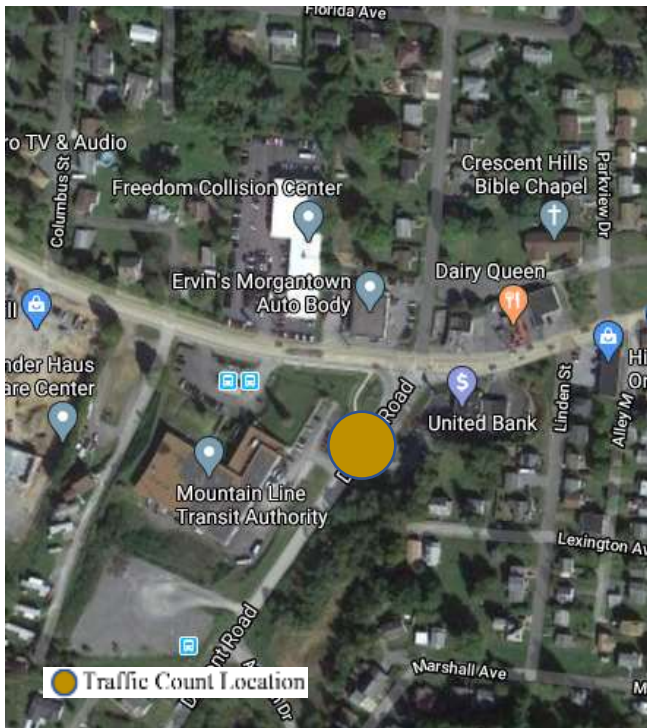
Directional Traffic Volume (15 min interval)



Notes:

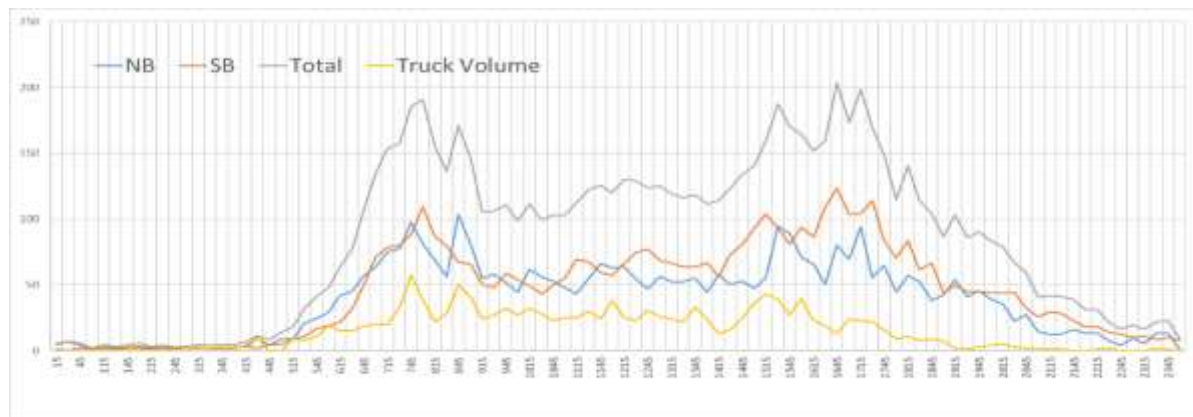
Traffic Count Date September 24, 25, 2019

Station ID	Location	Coordinates	Class. Count
3114069	DuPont Rd @ South of Fairmont Rd	39.631918, -79.975729	Yes



2019 DATA		
AADT	8,100	
ACR (1 Year)	-6%	
CR (3 Year)	16%	
Truck %	18%	
AM Peak	Time	7:30-8:30
	Daily %	8.5%
	PHF	0.90
PM Peak	Time	17:00-18:00
	Daily %	9.2%
	PHF	0.92
2017-2019 DATA		
3 Year Average	7,400	
2017	Spring	
	Fall	4,900
2018	Spring	9,100
	Fall	
2019	Spring	8,100
	Fall	
Spring Seasonal Factor		0.725
Fall Seasonal Factor		1.275

Directional Traffic Volume (15 min interval)

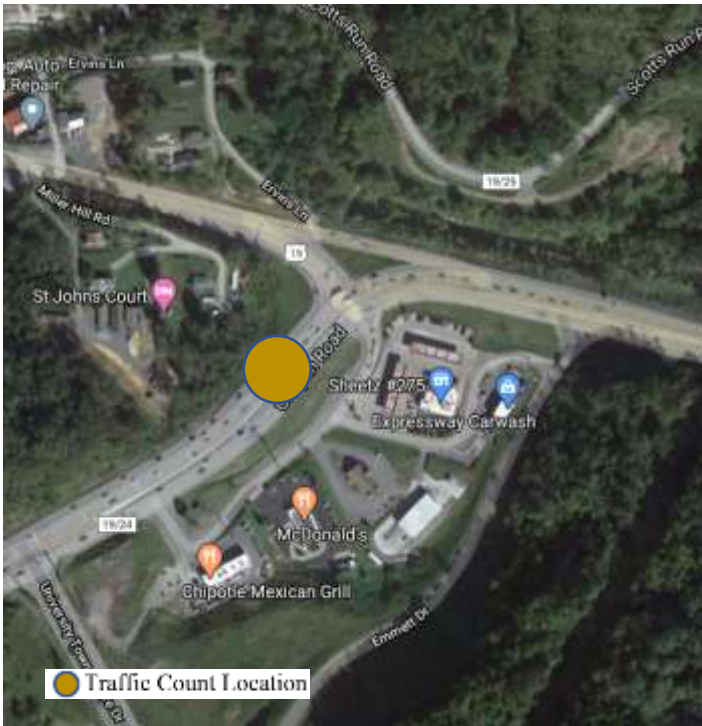


Notes:

Traffic volume increase due to the closure on River Rd. From 2014 to 2017, traffic volume were at 4,000 – 5,000 level.

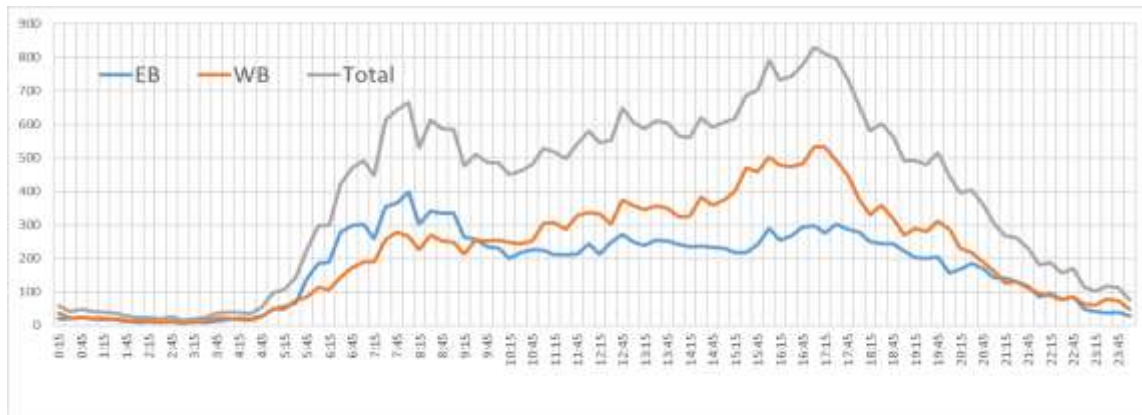
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114070	Chaplin Hill Rd @ South of Monongahela Blvd	39.658087, -80.002781	No



2019 DATA		
AADT	35,630	
ACR (1 Year)	-4%	
CR (3 Year)	6%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	6.5%
	PHF	0.92
PM Peak	Time	16:45-18:45
	Daily %	8.6%
	PHF	0.97
2017-2019 DATA		
3 Year Average	34,300	
2017	Spring	28,500
	Fall	
2018	Spring	38,700
	Fall	34,500
2019	Spring	35,600
	Fall	
Spring Seasonal Factor		0.868
Fall Seasonal Factor		1.132

Directional Traffic Volume (15 min interval)



Notes:

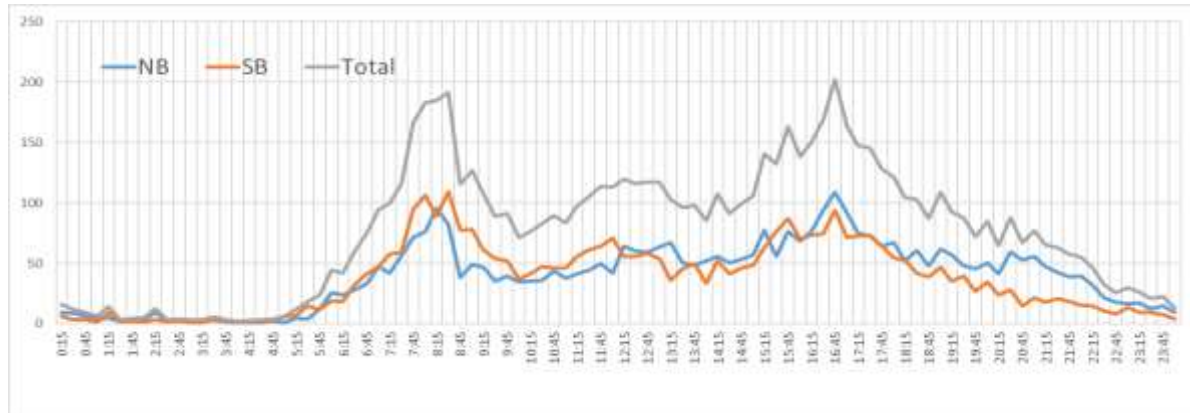
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114071	Collins Ferry Rd @ North of Burroughs St	39.657606, -79.971842	



2019 DATA		
AADT	7,000	
ACR (1 Year)	-3%	
CR (3 Year)	-3%	
Truck %	n/a	
AM Peak	Time	7:45-8:45
	Daily %	9.9%
	PHF	0.95
PM Peak	Time	16:15-17:15
	Daily %	9.3%
	PHF	0.84
2017-2019 DATA		
3 Year Average	7,100	
2017	Spring	6,900
	Fall	
2018	Spring	7,500
	Fall	6,900
2019	Spring	7,000
	Fall	
Spring Seasonal Factor	0.981	
Fall Seasonal Factor	1.019	

Directional Traffic Volume (15 min interval)



Notes:

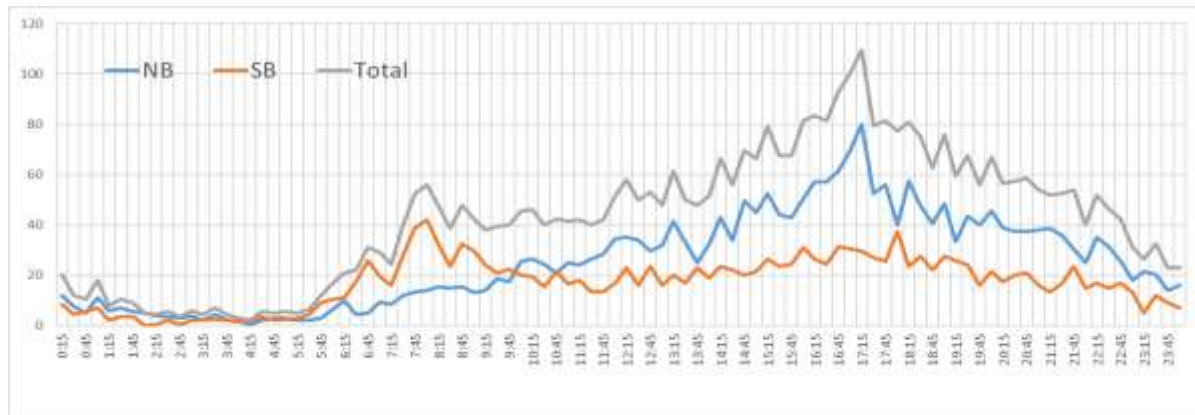
Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114072	Richwood Ave @ North of N. Willey St	39.632626, -79.949592	



2019 DATA		
AADT	3,900	
ACR (1 Year)	0.1%	
CR (3 Year)	-0.4%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	4.8%
	PHF	0.88
PM Peak	Time	16:30-17:30
	Daily %	9.4%
	PHF	0.88
2017-2019 DATA		
3 Year Average	4,300	
2017	Spring	3,900
	Fall	
2018	Spring	3,900
	Fall	5,400
2019	Spring	3,900
	Fall	
Spring Seasonal Factor	1.005	
Fall Seasonal Factor	0.995	

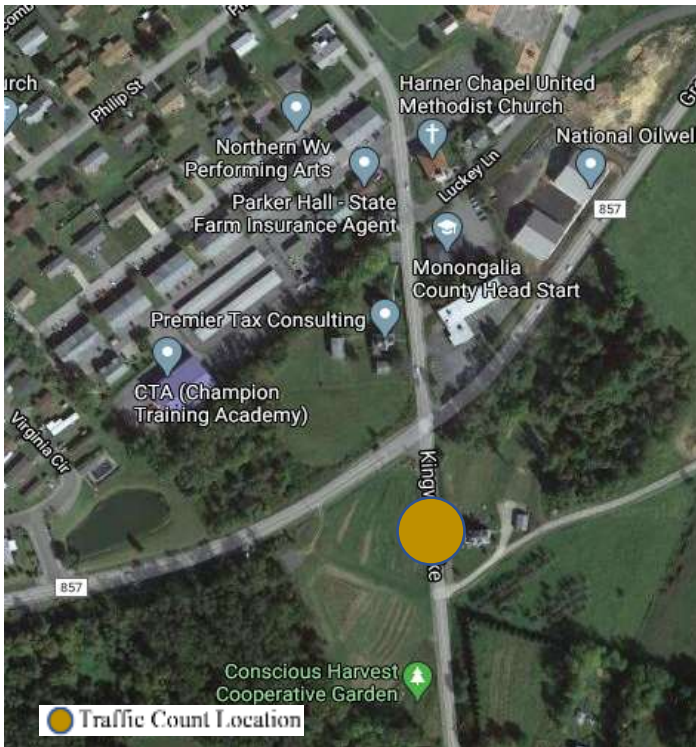
Directional Traffic Volume (15 min interval)



Notes:

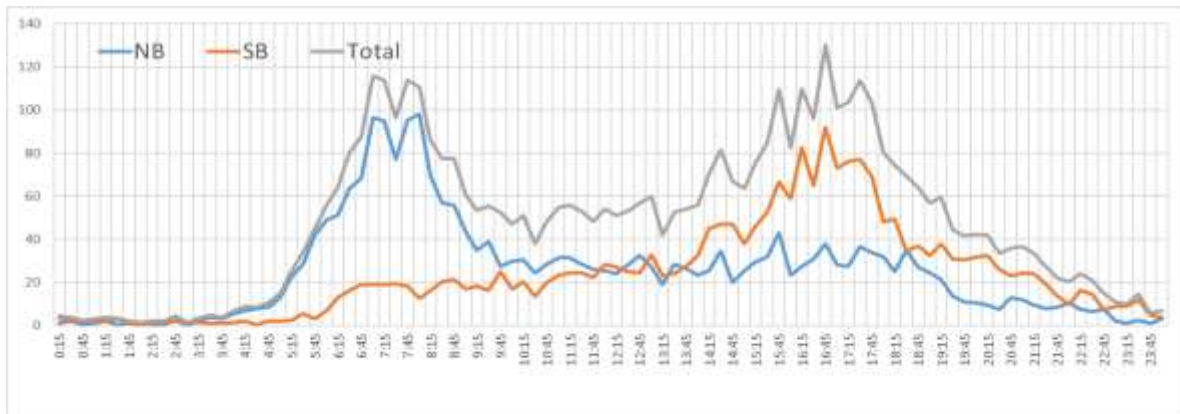
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114073	Kingwood Pike @ South of Greenbag Rd	39.606838, -79.944949	No



2019 DATA		
AADT	4,400	
ACR (1 Year)	-0.6%	
CR (3 Year)	-4%	
Truck %	n/a	
AM Peak	Time	7:00-8:00
	Daily %	0.94
	PHF	0.95
PM Peak	Time	16:45-17:45
	Daily %	9.6%
	PHF	0.86
2017-2019 DATA		
3 Year Average		4,500
2017	Spring	4,800
	Fall	
2018	Spring	4500
	Fall	4300
2019	Spring	4,400
	Fall	
Spring Seasonal Factor		1.034
Fall Seasonal Factor		0.966

Directional Traffic Volume (15 min interval)

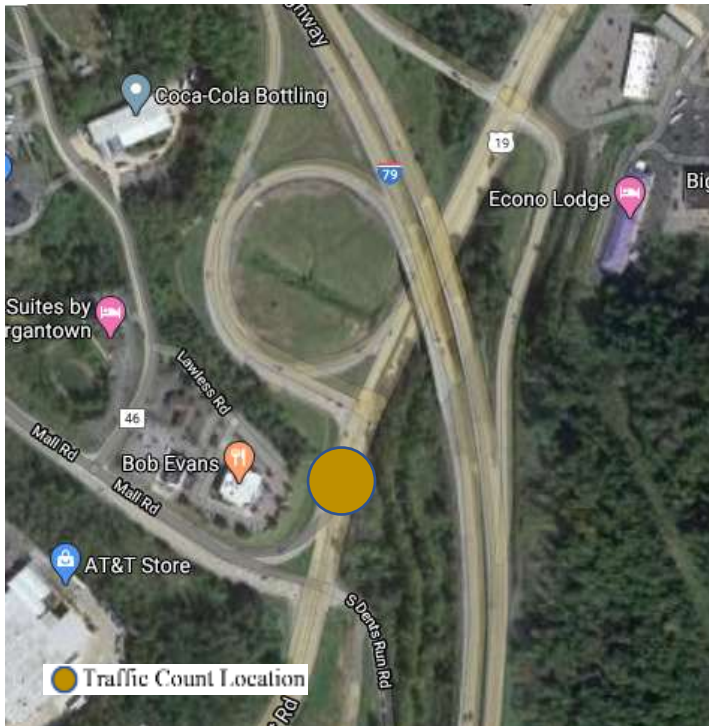


Notes:

The 3 year average include two counts in 2018.

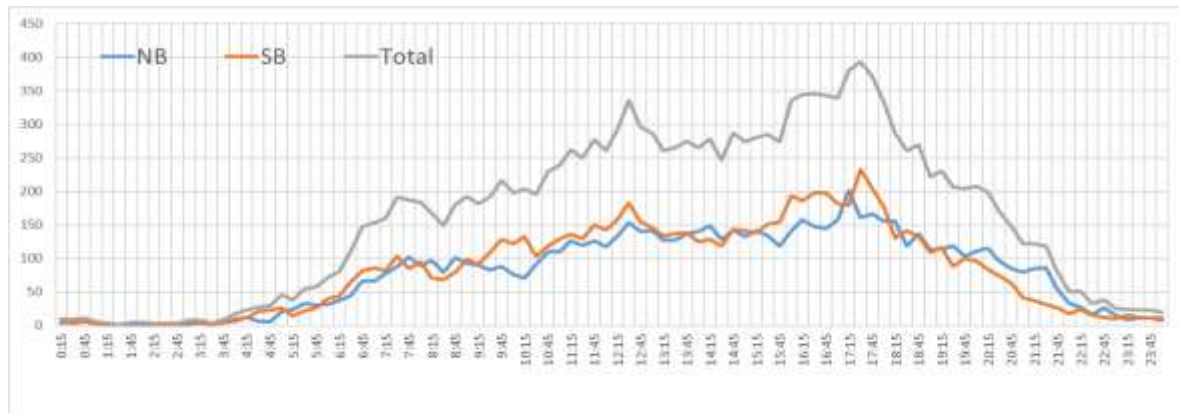
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114074	Fairmont Ave @ Northeast of Mall Rd	39.625585, -79.989476	



2019 DATA		
AADT	14,800	
ACR (1 Year)	-3%	
CR (3 Year)	-0.4%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	4.7%
	PHF	0.95
PM Peak	Time	17:00-18:00
	Daily %	9.5%
	PHF	0.94
2017-2019 DATA		
3 Year Average	14,600	
2017	Spring	14,000
	Fall	
2018	Spring	15700
	Fall	13700
2019	Spring	14,800
	Fall	
Spring Seasonal Factor	0.958	
Fall Seasonal Factor	1.042	

Directional Traffic Volume (15 min interval)



Notes:

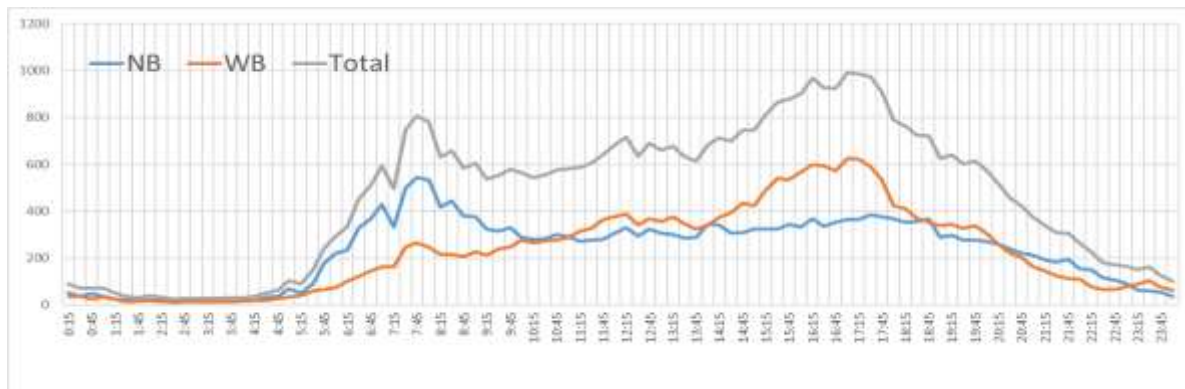
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114075	Mon Blvd @ East of Emmett Dr	39.658841, -79.996925	No



2019 DATA		
AADT	42,300	
ACR (1 Year)	-1%	
CR (3 Year)	-0.4%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	6.7%
	PHF	0.92
PM Peak	Time	16:45-17:45
	Daily %	8.7%
	PHF	0.98
2017-2019 DATA		
3 Year Average	43,000	
2017	Spring	43,100
	Fall	
2018	Spring	
	Fall	43,400
2019	Spring	
	Fall	42,300
Spring Seasonal Factor	0.998	
Fall Seasonal Factor	1.002	

Directional Traffic Volume (15 min interval)

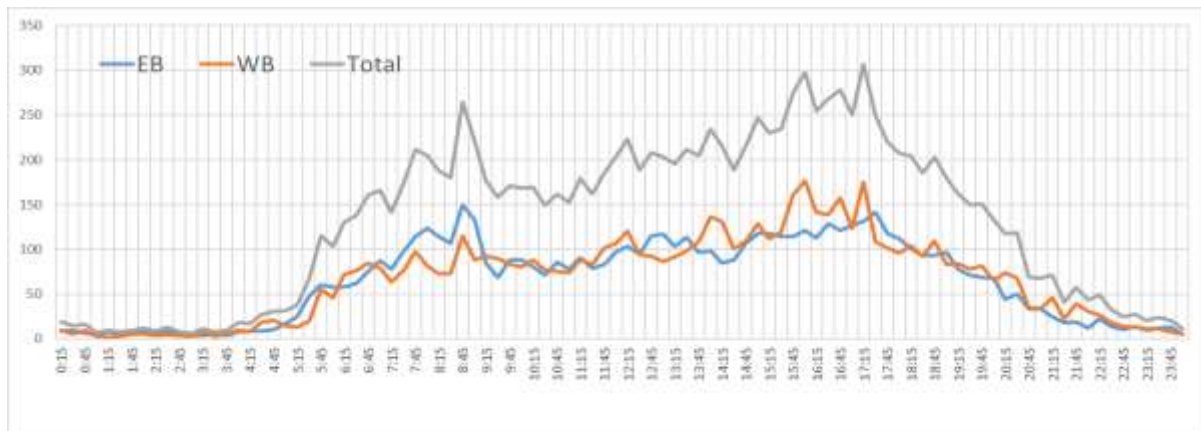


Notes:

Traffic Count Date | September 24, 25, 2019

Station ID	Location	Coordinates	Class. Count	
3114076	Chaplin Hill Rd @ West of I-79	39.653830, -80.013527	No	
		2019 DATA		
		AADT	12,000	
		ACR (1 Year)	22%	
		CR (3 Year)	56.3%	
		Truck %	n/a	
		AM Peak	Time	8:15-9:15
			Daily %	6.8%
			PHF	0.81
		PM Peak	Time	16:30-17:30
			Daily %	8.8%
			PHF	0.90
		2017-2019 DATA		
3 Year Average		9,200		
2017	Spring	8,000		
	Fall			
2018	Spring			
	Fall	7,700		
2019	Spring			
	Fall	12,000		
Spring Seasonal Factor		1.099		
Fall Seasonal Factor		0.901		

Directional Traffic Volume (15 min interval)



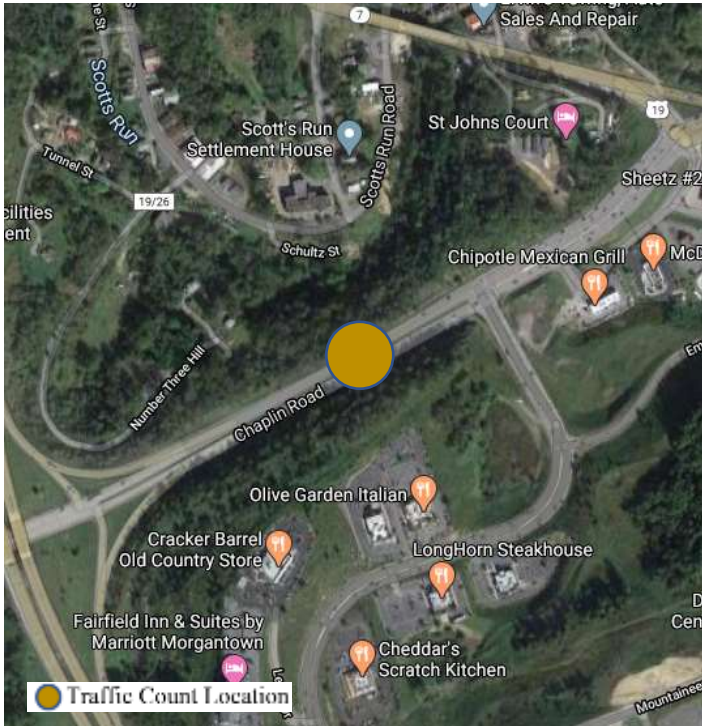
Notes:

Increase due to new WVU sport facility at Mylan Park

Traffic Count Date

September 24, 25, 2019

Station ID	Location	Coordinates	Class. Count
3114077	Chaplin Hill Rd @ Btw I-79 and Univ. Town C Dr.	39.656949, -80.005286	No



2019 DATA		
AADT	31,100	
ACR (1 Year)	n/a	
CR (3 Year)	-10%	
Truck %	n/a	
AM Peak	Time	7:30-8:30
	Daily %	7.2%
	PHF	0.94
PM Peak	Time	16:45-17:45
	Daily %	9.0%
	PHF	0.99
2017-2019 DATA		
3 Year Average	34,300	
2017	Spring	
	Fall	34,800
2018	Spring	
	Fall	
2019	Spring	31,100
	Fall	
Spring Seasonal Factor	1.056	
Fall Seasonal Factor	0.944	

Directional Traffic Volume (15 min interval)

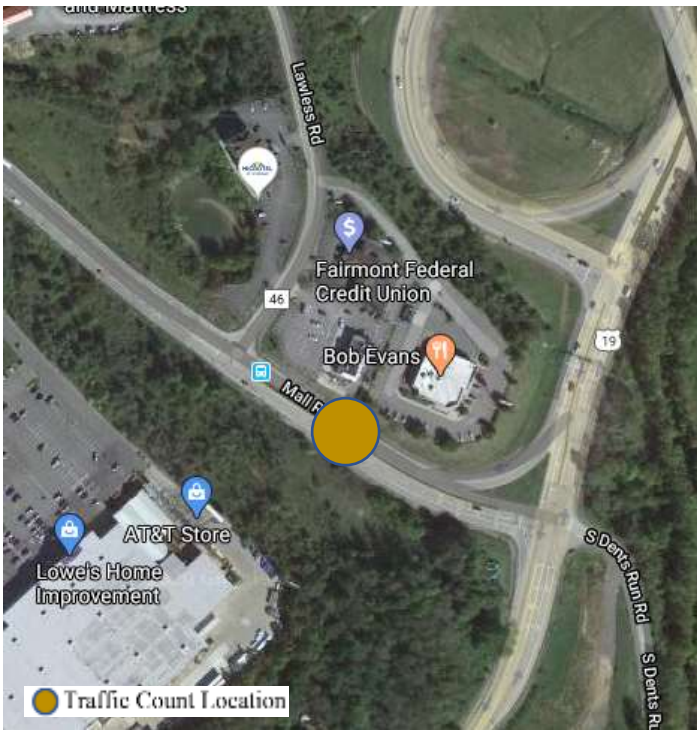


Notes:

Traffic decreased is an adjustment to the new interchange on I-79.

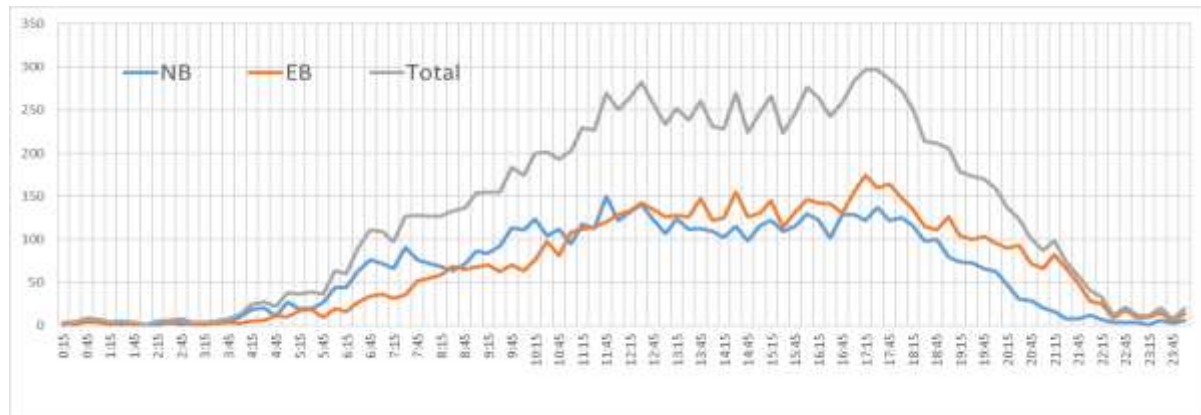
Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114079	Mall Rd @ Btw Lawless Rd & US 19	39.625208, -79.991298	No



2019 DATA		
AADT	12,200	
ACR (1 Year)	-5%	
CR (3 Year)	n/a	
Truck %	n/a	
AM Peak	Time	1:00-2:00
	Daily %	7.2%
	PHF	0.86
PM Peak	Time	17:00-18:00
	Daily %	9.1%
	PHF	0.98
2017-2019 DATA		
3 Year Average	12,400	
2017	Spring	11,400
	Fall	
2018	Spring	
	Fall	13,600
2019	Spring	
	Fall	12,200
Spring Seasonal Factor	1.060	
Fall Seasonal Factor	0.940	

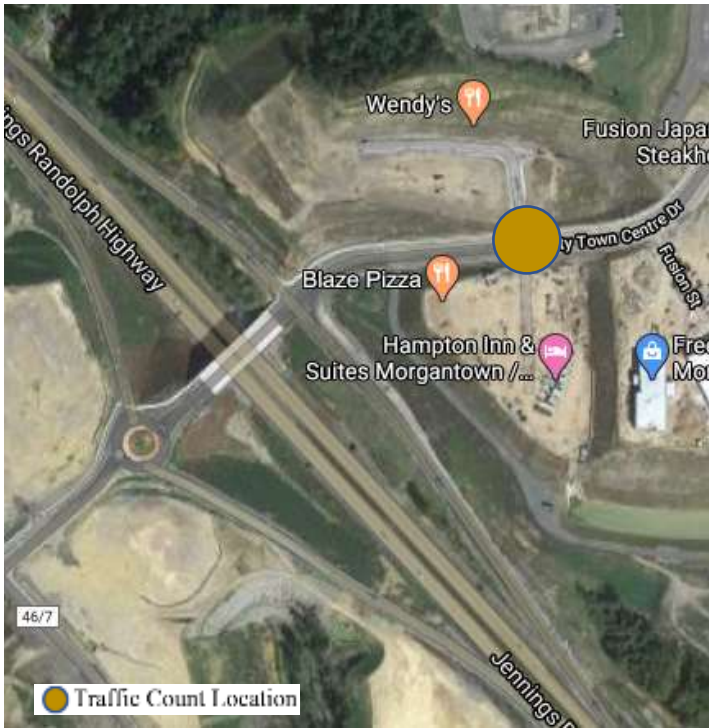
Directional Traffic Volume (15 min interval)



Notes:

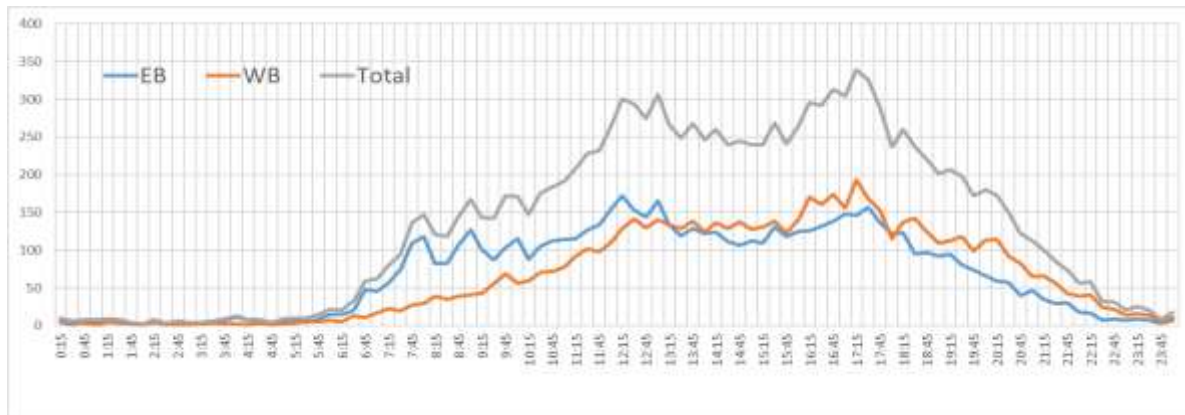
Traffic Count Date September 24, 25, 2019

Station ID	Location	Coordinates	Class. Count
3114082	University Towncenter Dr @ North of I-79 Exit 152	39.640228, -80.000684	No



2019 DATA		
AADT	12,300	
ACR (1 Year)	1%	
CR (3 Year)	n/a	
Truck %	n/a	
AM Peak	Time	11:00-12:00
	Daily %	6.6%
	PHF	0.81
PM Peak	Time	16:45-17:45
	Daily %	9.9%
	PHF	0.94
2017-2019 DATA		
2 Year Average	12,300	
2017	Spring	8,900
	Fall	
2018	Spring	
	Fall	12,200
2019	Spring	12,300
	Fall	
Spring Seasonal Factor	0.993	
Fall Seasonal Factor	1.007	

Directional Traffic Volume (15 min interval)

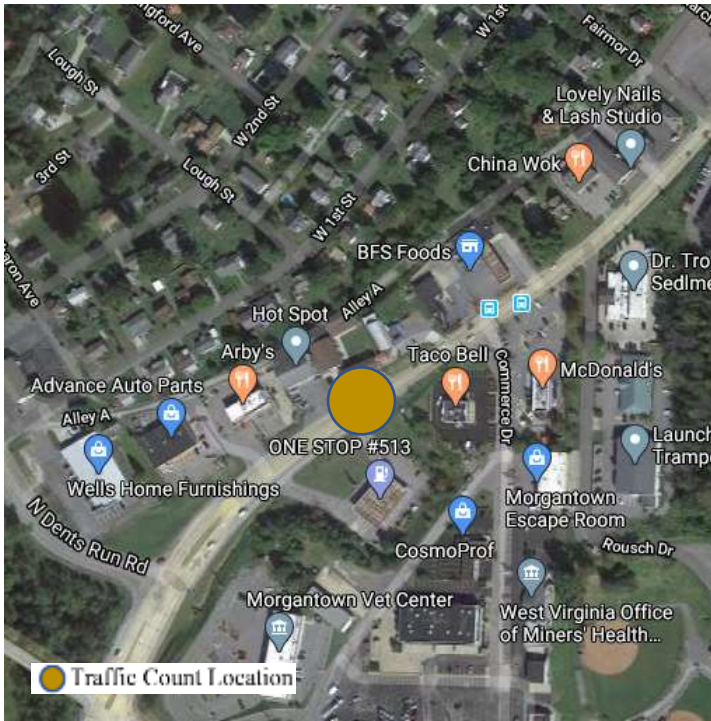


Notes:

2020 count location.
Error in 2017 count. 2 year average are calculated.

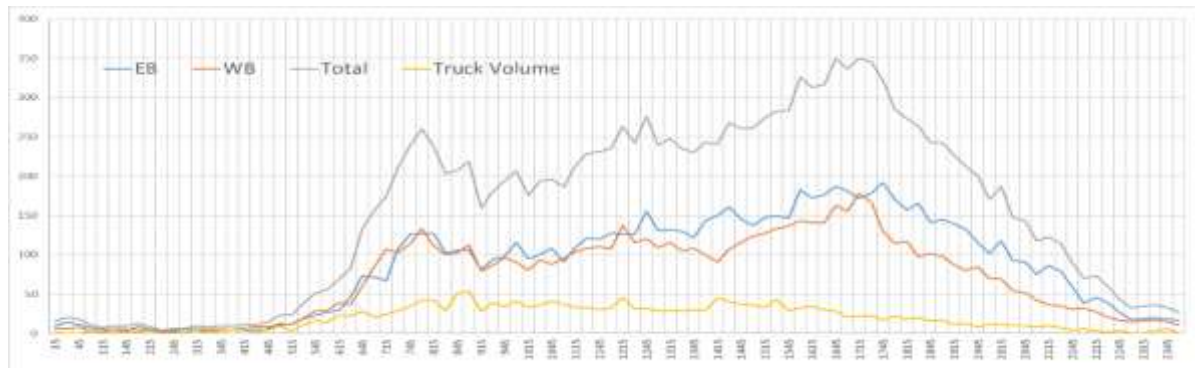
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114083	Fairmont Rd @ West of Commerce Dr	39.630425, -79.985512	Yes



2019 DATA		
AADT	14,200	
ACR (1 Year)	-3%	
CR (3 Year)	n/a	
Truck %	12%	
AM Peak	Time	7:30-8:30
	Daily %	6.3%
	PHF	0.91
PM Peak	Time	16:45-17:45
	Daily %	9.2%
	PHF	0.99
2017-2019 DATA		
2 Year Average	14,600	
2017	Spring	
	Fall	
2018	Spring	
	Fall	15,000
2019	Spring	14,200
	Fall	
Spring Seasonal Factor	1.027	
Fall Seasonal Factor	0.973	

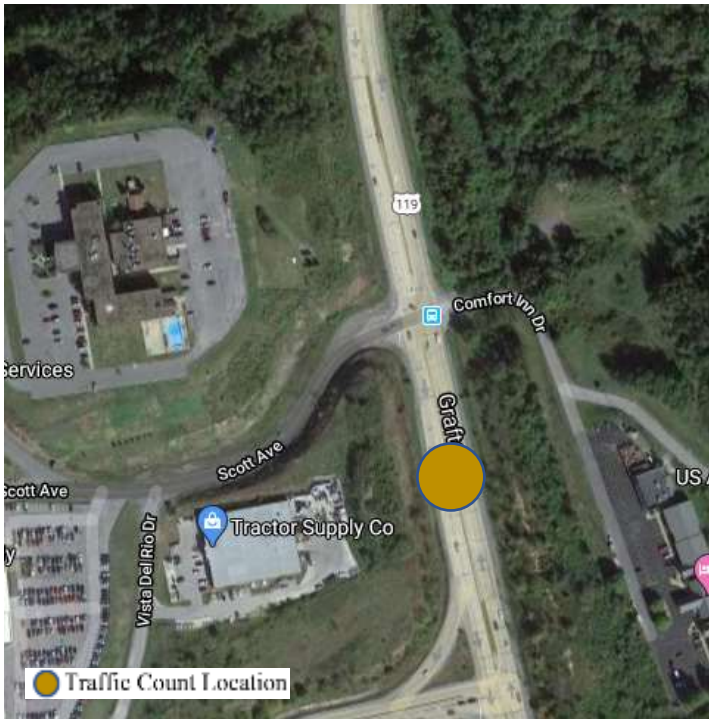
Directional Traffic Volume (15 min interval)



Notes:

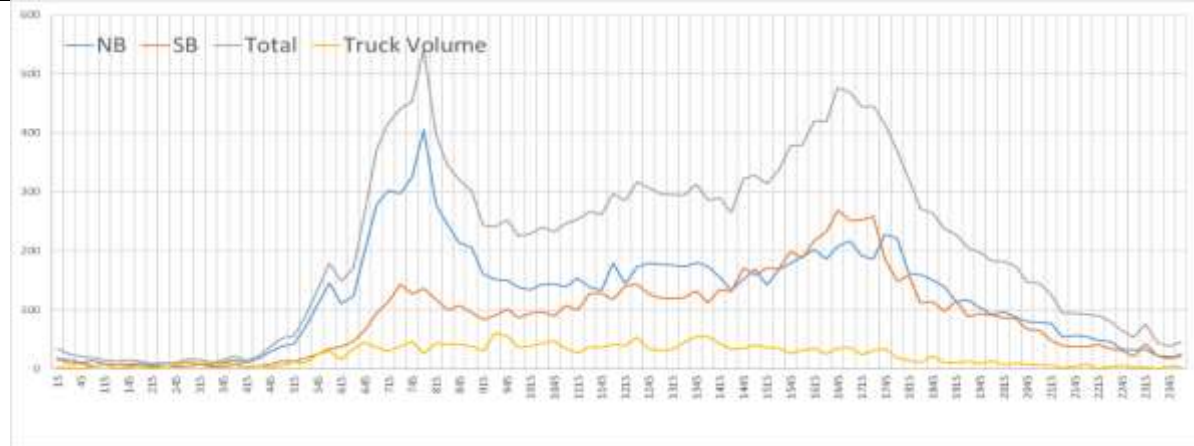
Traffic Count Date | April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114087	Grafton Rd @ South of Scott Ave	39.586537, -79.954491	Yes



2019 DATA		
AADT	18,929	
ACR (1 Year)	1%	
CR (3 Year)	n/a	
Truck %	n/a	
AM Peak	Time	7:00-8:00
	Daily %	
	PHF	
PM Peak	Time	17:00-18:00
	Daily %	
	PHF	
2017-2019 DATA		
3 Year Average		
2017	Spring	
	Fall	
2018	Spring	18,700
	Fall	
2019	Spring	
	Fall	18,900
Spring Seasonal Factor		0.994
Fall Seasonal Factor		1.006

Directional Traffic Volume (15 min interval)

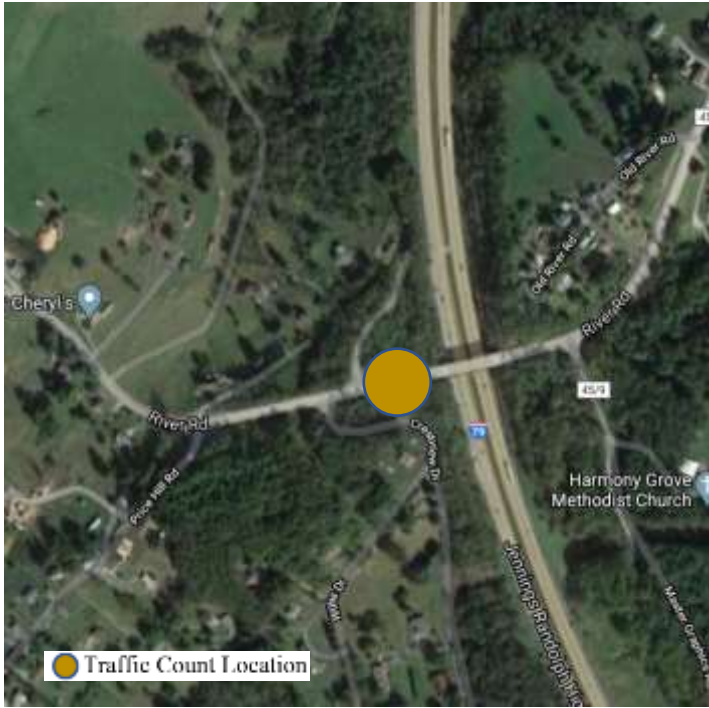


Notes:

Counting Error

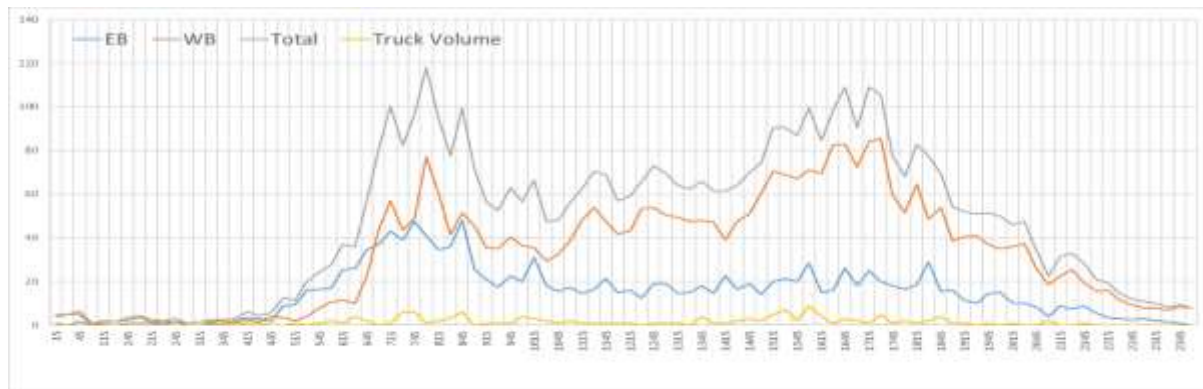
Traffic Count Date April 9-10, 2019

Station ID	Location	Coordinates	Class. Count
3114086	River Rd @ West of Master Graphics Rd	39.604475, -79.995056	Yes



2019 DATA		
AADT	4,300	
ACR (1 Year)	37%	
CR (3 Year)	n/a	
Truck %	3%	
AM Peak	Time	8:00-9:00
	Daily %	8.5%
	PHF	0.83
PM Peak	Time	16:45-17:45
	Daily %	9.1%
	PHF	0.95
2017-2019 DATA		
3 Year Average	3,200	
2017	Spring	
	Fall	
2018	Spring	
	Fall	2,000
2019	Spring	4,300
	Fall	
Spring Seasonal Factor	0.631	
Fall Seasonal Factor	1.369	

Directional Traffic Volume (15 min interval)

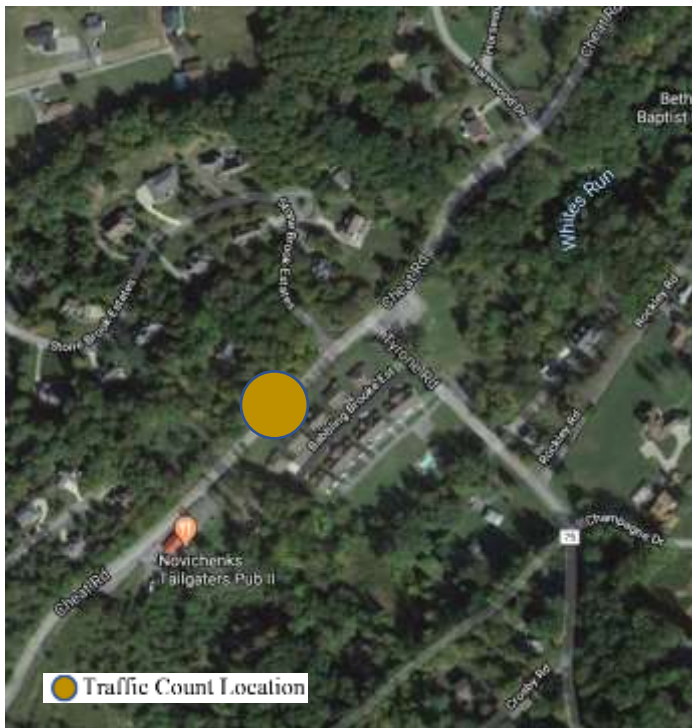


Notes:

Traffic volume needs to be manually verified by MPO staff.

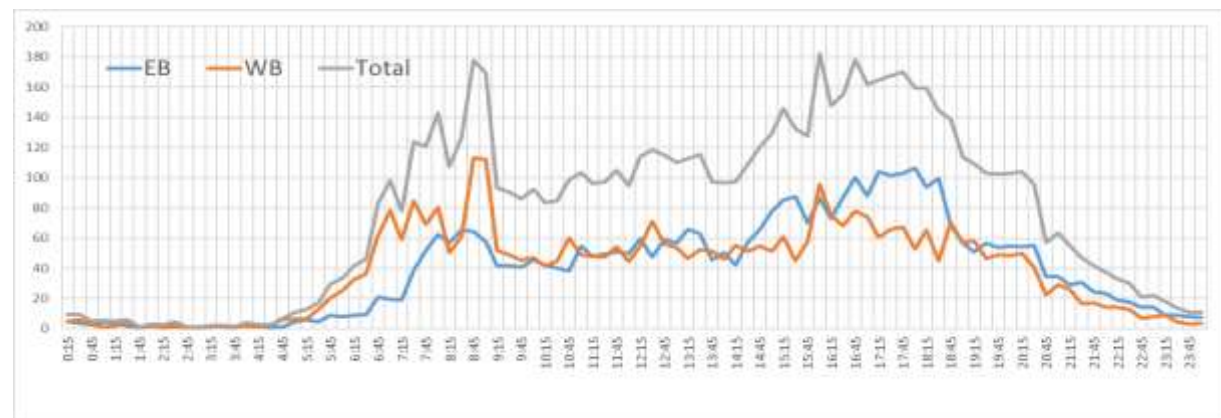
Traffic Count Date	April 9-10, 2019
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Station ID	Location	Coordinates	Class. Count
3114089	Cheat Rd @ West of Tyrone Rd	39.658908, -79.865849	No



2019 DATA		
AADT	7,106	
ACR (1 Year)	1%	
CR (3 Year)	n/a	
Truck %	n/a	
AM Peak	Time	8:15-9:15
	Daily %	7.8%
	PHF	0.82
PM Peak	Time	16:45-17:45
	Daily %	9.0%
	PHF	0.94
2017-2019 DATA		
2 Year Average	7,000	
2017	Spring	
	Fall	
2018	Spring	
	Fall	7,000
2019	Spring	7,100
	Fall	
Spring Seasonal Factor		0.986
Fall Seasonal Factor		1.014

Directional Traffic Volume (15 min interval)



Notes:

Traffic Count Date	April 9-10, 2019
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2020 traffic Count Locations

Total count location: 58

Classification location: 11

ID	Location	Cords	Class.
1	University Town Center Dr / South of Chaplin Hill	39.656800, -80.003300	
3	Boyers Ave / Btw Leeway St and University Ave	39.65889, -79.98921	
4	Monongahela Blvd / Northwest of Patterson Dr	39.65097, -79.98132	
5	Patteson Dr / East of Monongahela Blvd	39.64918, -79.97689	
6	Van Voorhis Rd / Northeast of University Ave	39.65186, -79.96585	
7	University Ave / Northwest of Patterson Dr	39.65215, -79.96748	
10	Van Voorhis Rd / North of Burroughs St	39.65875, -79.96348	
11	Chestnut Ridge Rd / East of Van Voorhis Rd	39.65771, -79.96165	Yes
12	West Run Rd / West of Riddle Ave	39.6684, -79.94855	
13	Willowdale Rd / South of Chestnut Ridge Rd	39.655977, -79.953234	
15	University Ave / Southeast of Evansdale Dr	39.64972, -79.96456	
16	Beechurst Ave / North of 8th St	39.642656, -79.964028	
17	Campus Dr / Northeast of US 19	39.63722, -79.95697	
18	Beechurst Ave / North of Fayette St	39.63253, -79.95656	Yes
20	University Ave / South of College Ave	39.635270, -79.954377	
21	Stewart St / East of University Ave	39.637904, -79.954391	
22	University Ave / South of 2nd St	39.638507, -79.955268	
24	Stewartstown Rd / Northeast of West Run Rd	39.66006, -79.96282	
25	West Run Rd / Southeast of Stewartstown Rd	39.658, -79.9303	
26	Cheat Rd / South of Old Cheat Rd	39.6524, -79.91236	Yes
29	Hartman Run Rd / Southeast of Mileground Rd	39.64899, -79.92107	
30	Mileground Rd / East of WV 705	39.64291, -79.93081	Yes
31	WV 705 / North of Mileground	39.64525, -79.93464	
32	Mileground Rd / South of WV 705	39.64107, -79.93461	
34	Willey St / Northeast of Spruce St	39.6267, -79.95323	Yes
35	Walnut St / North of Brockway Ave	39.628439, -79.953897	
36	Pleasant St / Pleasant Street Bridge	39.62644, -79.95511	
37	University Ave / Northeast of Pleasant St	39.630037, -79.958195	
38	Pleasant St / Westover Bridge	39.63001, -79.95887	Yes
39	University Ave / South of Westover Bridge	39.62942, -79.95862	
43	Greenbag Rd / North of US 119	39.605578, -79.966629	
44	University Ave / North of Greenbag Rd	39.605783, -79.967742	Yes
46	Point Marion Rd / North of Mileground Rd	39.654251, -79.915848	
48	Earl L Core Rd / North of Brookhaven Rd	39.609860, -79.921170	
49	Brockway Ave / East of Pennsylvania Ave	39.625984, -79.946467	Yes
50	Earl Core Rd / North of Greenbag Rd	39.626598, -79.927420	Yes

ID	Location	Cords	Class.
52	Greenbag Rd / Southwest of Earl Core Rd	39.625581, -79.927588	
56	Holland Ave / Northwest of Fairmont Rd	39.635195, -79.970883	
57	Fairmont Rd / Southwest of Holland Ave	39.634501, -79.970744	
64	Canyon Rd / Northeast of Point Marion Rd	39.667882, -79.918025	
65	Pineview Dr / North of WV 705	39.658819, -79.954389	
66	Stewartstown Rd / Northeast of WV 705	39.652903, -79.936579	
67	Cheat Rd / Southwest of S Pierpont Rd	39.647218, -79.890445	
68	Dunkard Ave / North of Dents Run Blvd	39.643373, -79.985043	
69	DuPont Rd / South of Fairmont Rd	39.631918, -79.975729	
70	Chaplin Hill Rd / South of Monongahela Blvd	39.658087, -80.002781	
71	Collins Ferry Rd / North of Burroughs St	39.657606, -79.971842	
72	Richwood Ave / North of N. Willey St	39.632626, -79.949592	
73	Kingwood Pike / South of Greenbag Rd	39.606838, -79.944949	
74	Fairmont Ave / Northeast of Mall Rd	39.625585, -79.989476	
75	Mon Blvd / East of Emmett Dr	39.658841, -79.996925	Yes
76	Chaplin Hill Rd / West of I-79	39.653830, -80.013527	
77	Chaplin Hill Rd / Btw I-79 and Univ. Town C Dr.	39.656949, -80.005286	
82	University Towncenter Dr / North of I-79 Exit 152	39.640228, -80.000684	
83	Fairmont Rd / West of Commerce Dr	39.630425, -79.985512	Yes
85	River Rd / West of DuPont Rd	39.617226, -79.976950	
87	Grafton Rd / South of Scott Ave	39.586537, -79.954491	
89	Cheat Rd / West of Tyrone Rd	39.658908, -79.865849	

2020 Traffic Count Location Map

