



82 Hart Field Road Suite 105
Morgantown, WV 26508
(304) 291-9571
www.plantgether.org

Agenda

MPO Transportation Technical Advisory Committee Meeting
MPO Conference Room
Morgantown Airport Terminal Building
May 7, 2013
1:30 PM

1. Call To Order
2. Approval of Minutes
3. Transportation Improvement Program Amendments-WVDOH, Mountain Line
4. Draft Long Range Transportation Plan-Bill Austin
5. Results of the Mileground Pedestrian Observation-Bill Austin, Jing Zhang
6. Work Plan for MPO Bicycle Plan-Jing Zhang, Bill Austin
7. Format for Evaluation of LRTP Corridors and Intersections-Bill Austin, Jing Zhang
8. Other Business
9. Meeting Adjournment



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Memorandum

Date: May 2, 2013
To: Transportation Technical Advisory Committee Members
From: Bill Austin, AICP
Subject: May 7, 2013 TTAC Agenda

Please find below a short description of the action items to be considered at the May 7, TTAC Meeting to be held at the MPO Office in the Conference Room at 1:30 PM.

-Transportation Improvement Program Amendments- Please find following descriptions of TIP Amendments requested by WVU and the WVDOH for the TTAC's consideration.

The projects proposed for these Amendments are as follows:

Add to FY 2013

BOWERS LANE (CO88/1) AT MON-FAYETTE EXPRESSWAY PARK AND RIDE LOT-RIGHT OF WAY ACQUISTION-PROFECT NUMBER CMAQ0881002D TOTAL COST \$5,000 FEDERAL FUNDS \$4,000

BOWERS LANE (CO88/1) AT MONFAYETTE EXPRESSWAY PARK AND RIDE LOT-ENGINEERING-PROJECT NUMBER CMAQ0881001D-TOTAL COST \$160,000 FEDERAL FUNDS \$128,000

BOWERS LANE (CO88/1) AT MONFAYETTE EXPRESSWAY PARK AND RIDE LOT-CONSTRUCTION-PROJECT NUMBER CMAQ0881003D TOTAL COST \$1,051,000 FEDERAL FUNDS \$840,800

MONONGAHELA RIVER TRAIL CONSERVANCY- PURCHASE DUMP TRUCK -PROJECT NUMBER NRT2012694D-TOTAL COST \$70,000 FEDERAL FUNDS \$56,000

I-79 UFFINGTON BRIDGE .046 MILES N. OF I-68 -REPLACE BRIDGE
EXPANSION JOINTS-PROJECT NUMBER NHPP0793(237)D TOTAL COST
\$300,000 FEDERAL FUNDS \$270,000

I-79 INTERCHANGE-NEW INTERCHANGE .7 MILES N OF US 19, .4 MILES S
OF CHAPLIN HILL ROAD (CO19/24)-ENGINEERING -TOTAL COST
\$1,000,000 NO STATE OR FEDERAL FUNDS

Add to FY 2014

WALNUT STREET STREETScape PROJECT-CONSTRUCT
WALK/CROSSWALKS-ENGINEERING-PROJECT NUMBER TEA2012602D
TOTAL COST \$52,000 FEDERAL FUNDS \$42,000

WALNUT STREET STREETScape PROJECT-CONSTRUCT
WALK/CROSSWALKS-CONSTRUCTION-PROJECT NUMBER TEA2012602D
TOTAL COST \$297,500 FEDERAL FUNDS \$238,000

WESTOVER DUNKARD AVENUE (WV 100) SIDEWALKS-FROM
GRANVILLE TOWN LINE TO INTERSECTION PA AVE/COLUMBUS
STREET-ENGINEERING-PROJECT NUMBER TEA2012538D TOTAL COST
\$45,000 FEDERAL FUNDS \$36,000

I-79 INTERCHANGE-NEW INTERCHANGE .7 MILES N OF US 19, .4 MILES S
OF CHAPLIN HILL ROAD (CO19/24)-RIGHT OF WAY ACQUISITION-
TOTAL COST \$500,000 NO STATE OR FEDERAL FUNDS

I-79 INTERCHANGE-NEW INTERCHANGE .7 MILES N OF US 19, .4 MILES S
OF CHAPLIN HILL ROAD (CO19/24)-CONSTRUCTION-TOTAL COST
\$23,500,000 NO STATE OR FEDERAL FUNDS

Add to FY 2015

WESTOVER DUNKARD AVENUE (WV 100) SIDEWALKS-FROM
GRANVILLE TOWN LINE TO INTERSECTION PA AVE/COLUMBUS
STREET-CONSTRUCTION- PROJECT NUMBER TEA2012538D TOTAL COST
\$45,000 FEDERAL FUNDS \$36,000

In addition to the Highway Amendments noted above Mountain Line is proposing to
amend the TIP as shown on the following pages.

Project Name	Federal Funding Source	2013		Total Project Cost
		Federal Funds	Local Funds	
Local Service Operating Expenses	FTA 5307	\$1,432,669.00	\$1,432,669.00	\$ 2,865,338.00
Operational Safety & Security	FTA 5307	\$14,326.00	\$2,865.00	\$17,191.00
Grey Line Intercity Service	FTA 5311(f)	\$266,000.00	\$266,000.00	\$532,000.00
Access to Jobs Bus Purchases	FTA 5316 (JARC)	\$901,792.00	\$225,448.00	\$1,127,240.00
Access to Jobs Operating Funds	FTA 5316 (JARC)	\$135,506.00	\$135,506.00	\$271,012.00
Senior Transportation Services	FTA 5317 (New Freedom)	\$50,000.00	\$50,000.00	\$100,000.00
Regional Mobility Coordination	FTA 5317 (New Freedom)	\$80,000.00	\$20,000.00	\$100,000.00
Wayfinding Technology (talking bus)	FTA 5317 (New Freedom)	\$106,000.00	\$27,000.00	\$133,000.00
Accessibility Improv. - WO sidewalks	FTA 5317 (New Freedom)	\$105,398.00	\$26,350.00	\$131,748.00
Commuter Van Pool Start-Up	CMAQ Funds	\$50,000.00	\$ -	\$50,000.00
Bus Purchases	FTA 5339	\$125,000.00	\$25,000.00	\$150,000.00
Bus Purchases	FTA 5309	\$560,000.00	\$160,000.00	\$720,000.00

Mountain Line TIP Amendments

This TIP Amendment includes two primary changes implemented annually based on MAP-21 Section 5339 funding and continuing JARC 5316 projects into FY 2013:

1) Addition of bus purchases under MAP-21, Section 5339

This Amendment provides for the purchase of two buses using 5339 funds allocated by the WV Division of Public Transit. These units are planned for purchase from the State's existing contract, PTR-12029 and are subject to the Governor's Apportionment and purchase of these buses by the WV Division of Public Transit. These units are not actually being purchased by funds received by Mountain Line, but new interpretation and requirement by the Federal Transit Administration requires this amendment and public hearing process.

As the Authority is not actually buying any equipment, this proposal is fiscally constrained and relies on FTA 5339 funds reasonably expected to be approved and apportioned by FTA and the Governor of West Virginia and designees. The Authority may be providing local match or local funds for any costs beyond the 80%/20% purchase ratio provided for under MAP-21, Section 5339. The schedule for bus replacement is as follows (see attached chart for additional information):

2013 Bus Replacements, Fleet Numbers 297 and 298
 2014 Bus Replacements, Fleet Numbers 114 and 115
 2015 Bus Replacements, Fleet Numbers 118 and 119

Additional vehicle replacements are planned, although MAP-21 will require replacement legislation or Congressional extension beyond 2015.

As an additional note, it is assumed that although these vehicles will be titled to the State of West Virginia, Division of Public Transit, the vehicles will be insured and depreciated by Mountain Line Transit Authority.

- 2) This project has two parts: a) continuation of service through the Authority's Downtown Mall PM bus route, b) consolidation of the Pink Line, Purple Line, Green Line

a. Downtown Mall PM

This bus service is a continuation of an existing JARC funded deviating bus route that operates on hourly headways between 6:00 pm and 12:30 am, Monday through Saturday. This service connects Evansdale, Ruby Hospital, Downtown Morgantown, various places of employment through Westover, and numerous places of employment at the Morgantown Mall. This bus route serves as the primary connector to major employers in the service industries (primarily retail/food service and medical) and offers employment access for shift work and evening jobs.

b. Pink Purple

This service is continuation of the Pink and Purple Lines, as well as realignment with the Green Line bus service. These services have been changed using JARC funding to improve and increase frequency of these services. Due to congestion, these routes often missed connections. These routes serve the same major employers as the Downtown Mall PM above, as well as Job Service, Wal-Mart South, the Municipal Airport, the Mileground, Glenmark Retail Center, and a Major residential corridor that is the ridership source of many of the trips to these employment and job training destinations.

Billing Note: Billing JARC Amended

Regular JARC service billing

Pink/Purple Line - \$194,310 total cost – Bill at \$28.75 per hour of service scheduled (3,238 hours total) = do not exceed \$45,168 for the year

Green Line - \$196,560 total cost – Bill at \$28.75 per hour of service scheduled (3,276 hours total) = do not exceed \$45,168 for the year

Downtown Mall PM - \$126,360 – Bill at \$28.75 per hour of service scheduled (2,100 hours total) = so not exceed \$45,168 for the year

Total eligible expenses are \$247,652, but funds available are only \$135,506

Supplemental JARC allocation

-Draft Long Range Transportation Plan-MPO and WVDOH Staff have been working to finalize the MPO 's 2040 LRTP for Adoption by the MPO Policy Board. The document has been revised to reflect the comments on the Draft LRTP by the Transportation Advisory Group which includes both the TTAC and Citizens Advisory Committee. The TTAC has been

provided links to review the final Draft LRTP by email prior to the preparation of this memorandum. It is respectfully requested that the TTAC recommend adoption of the Draft LRTP by the MPO Policy Board.

-Mileground Pedestrian Observations-Enclosed in your agenda packet is a draft report showing the findings of a short study of pedestrian traffic along the Mileground. We would appreciate any feedback the TTAC may have on making this report more useful. This is the first of several area's the MPO has considered investigating for pedestrian traffic.

-Work Plan for the Development of an Urban Area Bicycle Plan-Please find enclosed in your agenda packet a draft work plan for the development of an urban area bicycle plan. The MPO Policy Board approved the development of an urban area bike plan as part of the MPO's Work Program in the upcoming fiscal year. We would appreciate the TTAC's reviews and comments on this draft work plan.

-Format for Form to Evaluate Corridors and Intersections for Prioritization-Please find enclosed in your agenda packet a draft form describing pertinent information to be used to evaluate intersections and corridors as identified in the Urban Area's LRTP. We would appreciate any feedback on the format or the information to be included on the form the TTAC may be able to provide.



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MINUTES

MPO Transportation Technical Advisory Committee Meeting
Morgantown Airport Terminal Building 1st Floor
Morgantown Monongalia MPO Conference Room
March 12, 2013
1:30 PM

Members Present

Terry Hough-City of Morgantown, Chris Fletcher-City of Morgantown, Damien Davis-City of Morgantown, Richard Wood- Monongalia County, Bill Austin-MMMPO, Michael Clow-Morgantown Municipal Airport, Bryan Radabaugh-WVDOH, Irv Shuetzner-Monongalia County Board of Education,

Others Present

Jing Zhang

Call to Order

Bill Austin called the meeting to order at 1:30 PM.

Approval of the Minutes

Mr. Austin noted that the Minutes of the January meeting had been included in the agenda packet. He asked for any corrections the Committee members might have to the Minutes. Mr. Austin then called for a motion to approve the Minutes. Mr. Wood moved to approve the minutes; Mr. Clow seconded the motion. The motion was unanimously approved.

Transportation Improvement Program Amendments

Mr. Austin then introduced proposed TIP Amendments for the TTAC's consideration. The first proposed amendment discussed was a project to provide lighting for the I-79/I-68 Interchange. Mr. Austin noted that the proposed project has three phases, Engineering and Right of Way in FY 2013-2014 and Construction in FY 2014-2015. Mr. Radabaugh noted that this project is part of a road audit to improve safety at the interchange which includes the installation of a higher wall previously approved as part of the TIP. Ms. Hough noted that the installation of the lights is anticipated to be fairly expensive. After a brief discussion of the Interchange lighting project

Mr. Austin introduced a proposed improvement at the intersection of WV 7 and Green Bag Road. Mr. Austin noted that the initial language for this project described it as the installation of a roundabout but that in discussion with the Division of Highways he had determined that there was not enough information to determine the actual layout of the proposed intersection modification. He asked Mr. Radabaugh to discuss the project in more depth. Mr. Radabaugh stated that the Division of Highways is still performing data collection along the corridor to determine the correct configuration for the project and that the project had been programmed as a placeholder due to the availability of funding. Mr. Davis noted that there are potentially concerns with the project due to its proximity to the Rail Trail as well as to the sidewalk the City is working to have installed along the corridor. Mr. Radabaugh stated that the Division of Highways would look at those factors as they design the project.

Mr. Austin then introduced a project to install pavement markings on I-68 from the I-79 interchange to the Maryland State Line. He asked Mr. Radabaugh if he could provide the TTAC with any details on this project. Mr. Radabaugh stated that the project is to install a new type of pavement marking that is supposed to be tougher and higher visibility.

Mr. Austin then outlined two proposed TIP amendments for Mountain Line. The first project is to install a GIS based system to announce a buses location on its route. The system will be useful to those with hearing and sight impairments. Mr. Austin also discussed an amendment for the construction of a sidewalk at the Mountain Line offices to facilitate walking between the upper and lower parking lots. Mr. Radabaugh confirmed that the local Division of Highways office will be designing the sidewalk for Mountain Line.

After a short discussion Terry Hough moved to recommend the approval of all of the TIP amendments to the MPO Policy Board. Mr. Fletcher seconded the motion. The motion was unanimously approved.

Unified Planning Work Program

After the discussion of the proposed TIP amendments Mr. Austin introduced the Unified Planning Work Program (UPWP) for 2013-2014. He noted that the UPWP had been developed with input from both the City of Morgantown and Monongalia County and that the total proposed budget for the upcoming fiscal year is \$240,000 a substantial decrease in requested funding due to the fact that the MPO will not be updating the LRTP. He also noted that Mr. Zhang will be conducting a study of pedestrian traffic on the Mileground in conjunction with the annual traffic count program which will be discussed under the next item. Mr. Austin stated that in addition to the standing projects such as the traffic count program and the normal administrative functions for the MPO, the draft UPWP includes developing a preliminary ranking of corridors for additional study as identified in the LRTP Update. The UPWP also funds the development of an Urban Area Bicycle Plan in accord with the LRTP Update as well as the reinvigoration of the Vanpool program. MPO staff will also work with the Chamber of

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Commerce's Transportation Committee to develop sources of funding to implement the LRTP. After a short discussion, Mr. Wood moved to recommend approval of the UPWP for FY 2013-2014 to the MPO Policy Board. The motion was seconded by Mr. Shuetzner. The motion was unanimously approved.

Draft Traffic Count Map

Mr. Austin then introduced the map of the proposed traffic counts to be conducted in April. He noted that the proposed counts included the count locations counted last year and Mr. Zhang had proposed several new count locations and asked the TTAC if the Committee had any suggestions for changing the count locations. Mr. Radabaugh asked if the MPO had considered doing fewer more focused counts. Mr. Austin stated that one of the primary purposes of the counts is to establish a baseline for use in model development and to gauge the growth of traffic in the area. He noted that the MPO would need to do some counts in the fall to help establish seasonal factors for traffic in the area. Mr. Fletcher asked if it would be worthwhile to look at counts further north on Collins Ferry Road. After a short discussion it was the consensus of the Committee that the proposed locations were adequate.

West Run Study Presentation

Mr. Zhang made a presentation on the conditions on the socio-economic conditions and the traffic operations on West Run. The Committee was complimentary of Mr. Zhang's work

Other Business

Mr. Austin asked for other business.

Adjournment

There being no further business the meeting adjourned at 2:55 PM.

Project Name: Beechurst Avenue Improvement

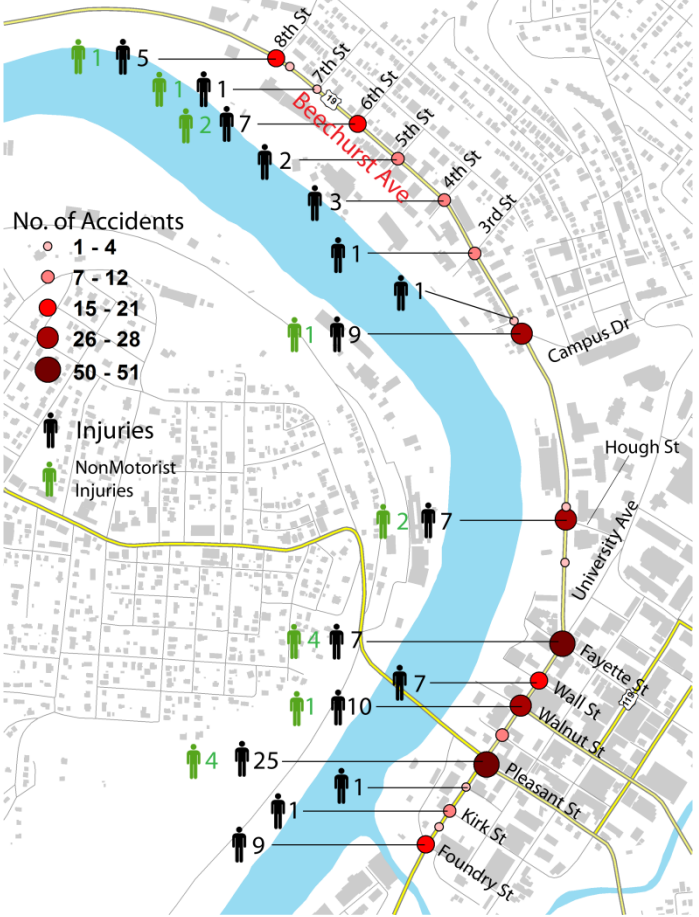
LRTP	Tier	Project #	Cost Estimation	Project Evaluation (full score = 5)			
	1	8	7 million	Goals	Mobility	Feasibility	Preference
				3	4	3	4

Road Info	Segment Interval	Length	AADT(2012)	Lanes	Road Type	Transit
	8 th St. / Foundry St.	1.2 Mile	23,190 (N/O Fayette St)	2, divided + 5 (downtown)	Arterial (US 19)	4, 38 (except downtown)

Accident	Injuries	Fatality	Accident Rate (S Ave.)	Injury Crash Rate (S Ave.)	Top 3 Collision Types		
					Rear End	Right Angle	Sideswipe S. Direction
322	96	0	10.57 (5.43)	2.10 (.247)	117(36%)	65 (20%)	42 (13%)

Accident Summary (09-11)

- Key Findings:**
- The intersections with Pleasant St and with Fayette St have large amount of accidents.
 - Non-motorist injuries concentrate in downtown area.
 - 87 out of 322 (27%) accidents occur when the road surface is wet, snow, slush, or icy.



Notes

- The accident rate per 100 million vehicles is calculated by $(\text{Number of Accidents}) / (1,000,000) / (\text{Number of years}) / (365) / (\text{AADT}) / (\text{Segment Length})$
- Statewide average accident/injury rate is based on the US and WV route (municipal) in 2003 West Virginia Crash Data--General Crash Statistics.



Mileground Pedestrian and Bicycle Count Report

(Draft)

In April of 2013, the Morgantown Monongalia MPO conducted the Mileground Pedestrian and Bicycle Count (Count). The Count is an effort to gather the data necessary to inform policy and planning decisions concerning infrastructure improvement on the Mileground Road. It is also the first project of the annual work program, to monitor the yearly changes of non-motorized transportation activities.

Methodology

Count locations

Observations were taken from two count locations: 1738 Mileground Rd, known as the Mileground Car Wash, and 1705 Mileground Rd, known as the W.V. Army National Guard. These two locations were selected by the following criteria:

- The ability to observe the street without obstacles
- Minimum interference with private properties
- A relatively safe environment for manual counters

The Mileground Car Wash location was referred as the North Location; the W.V. Army National Guard location as the South Location.

Count Dates and Times

The Count was conducted on April 9th, April 10th, and April 13th, that is, on Tuesday, Wednesday, and Saturday. The count time was 7:00 am – 9:00 am, 11:00 am – 1:00 pm, and 3:30 am – 5:30 pm, which were believed to be key peak-travel periods during the day.

Count Procedure and Materials

MPO staff set two screen lines at each location. One was the Along Screen Line, which counted traffic along the street, on either side. The other was the Cross Street Screen Line, which counted traffic crossing the street, from either direction. The counter recorded every pedestrian and bicyclist each time they cross the designated screen line.

The counters used standardized count forms and were provided with instructions and in-person training for how to properly use the forms. (See appendix A: Pedestrian/Bicyclist Count Form)

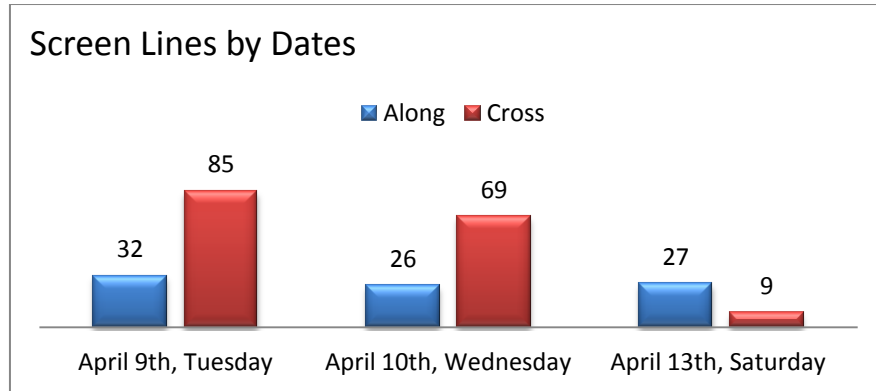
Count Results

The table below summarizes the observations of the counting by date, count location, and screen line.

Date		April 9 th				April 10 th				April 13 th				
Count Locations		North		South		North		South		North		South		
Screen Lines		Along	Cross	Along	Cross	Along	Cross	Along	Cross	Along	Cross	Along	Cross	
Morning	7:00 AM – 7:15 AM	--	--	--	1	--	--	1	--	--	--	--	--	Morning Total: 51
	7:15 AM – 7:30 AM	1	--	1	4	--	--	--	--	--	--	--	--	
	7:30 AM – 7:45 AM	--	--	--	3	--	--	1	1	--	--	--	--	
	7:45 AM – 8:00 AM	--	--	1	2	--	1	--	--	1	--	1	--	
	8:00 AM – 8:15 AM	1	--	--	1	--	--	--	--	--	--	--	--	
	8:15 AM – 8:30 AM	3	--	--	1	2	4	--	--	2	--	1	--	
	8:30 AM – 8:45 AM	--	1	1	1	--	2	--	--	--	--	--	--	
	8:45 AM – 9:00 AM	1	--	--	2	1	7	--	--	--	2	--	--	
	Morning Total	6	1	2	15	3	14	2	1	3	2	2	--	
Noon	11:00 AM – 11:15 AM	1	--	--	6	2	--	4	2	--	--	--	--	Noon Total: 100
	11:15 AM – 11:30 AM	--	--	--	--	--	2	--	3	--	--	--	--	
	11:30 AM – 11:45 AM	--	1	1	--	--	2	--	--	5	--	1	--	
	11:45 AM – 12:00 PM	4	2	2	--	--	--	--	1	3	--	--	--	
	12:00 PM – 12:15 PM	1	3	1	3	--	3	2	4	--	--	1	--	
	12:15 PM – 12:30 PM	--	3	--	4	2	1	--	1	1	--	--	--	
	12:30 PM – 12:45 PM	--	5	--	--	--	2	--	2	3	--	--	--	
	12:45 PM – 1:00 PM	3	4	1	2	--	--	--	1	6	--	--	--	
	Noon Total	8	18	5	15	4	10	6	14	18	--	2	--	
Afternoon	3:30 PM – 3:45 PM	--	--	1	2	1	--	--	2	--	--	--	--	Afternoon Total: 97
	3:45 PM – 4:00 PM	1	3	--	1	--	2	--	1	--	--	--	--	
	4:00 PM – 4:15 PM	2	3	--	5	--	3	--	--	--	--	--	--	
	4:15 PM – 4:30 PM	1	4	2	2	3	4	--	4	--	--	--	--	
	4:30 PM – 4:45 PM	1	--	1	1	--	--	1	1	1	1	--	--	
	4:45 PM – 5:00 PM	2	2	--	1	--	2	2	2	1	1	--	--	
	5:00 PM – 5:15 PM	--	5	--	3	2	4	2	3	--	3	--	--	
	5:15 PM – 5:30 PM	--	--	--	4	--	2	--	--	--	2	--	--	
	Afternoon Total	7	17	4	19	6	17	5	13	2	7	--	--	
Total for the Day		57		60		54		41		32		4		
Notes	<p>North = the Mileground Car Wash South = the W.V. Army National Guard Number in red, such as 1, = bicyclist Number in blue, such as 1, = pedestrian Along = the Along Screen Line, that is, people walking along the street, on either side. Cross = the Cross Screen Line, that is, people crossing the street, from either direction. All three days are sunny, with temperature ranging from 57F to 86 F.</p>													

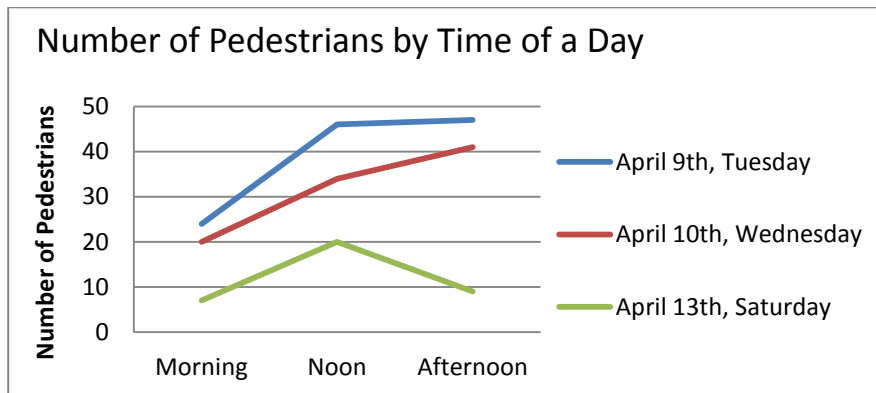
Key Findings

Based on the data collected and interviews with manual counters, MPO staff have found, albeit inconclusively, basic characteristics of current pedestrian and bicyclist activities on Mileground road.



-- From the table of Screen Lines by Dates (above), we find that:

- There were more pedestrians crossing the street than pedestrians walking along the street. More importantly, nearly all of the crossings occurred at John Howard Motors, a car dealer store that owns properties on both sides of the street.
- In the weekend day, the number of pedestrians walking along the street remained consistent, while the number of crossing pedestrians considerably dropped.



-- From the table of Number of Pedestrians by Time of a Day (above), we find that:

- Pedestrian traffic peaked during the noon, which was largely because of the increase of crossings at John Howard Motors.
- Pedestrian activity declined in the weekend, especially at the Saturday afternoon.

-- Some characteristics, although less obvious, also deserve our attention, which are:

- Pedestrian traffic on Mileground Road mostly originated and was destined for locations on the road itself, or places immediately adjacent to the road.

- It was not uncommon, as observed in the Morgantown Car Wash count location, for each pedestrian to be counted multiple times, when he/she walked to a place and walked back about 20 minutes later.
- Only two bicyclists had been seen in the three-day count.

Conclusion

Although a relatively small amount pedestrian and bicyclist traffic was detected, compared to densely developed places, such as downtown, the number observed indicates that there may be significant pedestrian activity on a regular basis on Mileground Road.

Generally, MPO staff concludes that:

1. The John Howard Motors generates most pedestrian traffic crossing Mileground Road.
2. People walk along Mileground Road, although the significance of the number may be debated.
3. The primary origins and destinations of pedestrian activities on Mileground Road are places immediately adjacent to it.

Appendix A: Pedestrian / Bicyclist Count Form

Appendix B: Job Description (Manual Counter Recruitment)

Appendix C: Counting Staffs and Schedule

Appendix D: Mileground Pedestrian and Bicycle Count Map

Appendix A: Pedestrian / Bicyclist Count Form



BICYCLIST / PEDESTRIAN COUNT FORM

Name: _____ Date: _____ Location: North / South (check)

Start Time: _____ End Time: _____ Weather Conditions: _____ Temp Estimation: _____

Time: 15 min increments (period)	ALONG Screen line -- Pedestrians		ALONG Screen line -- Bicyclists		CROSS Screen Line
	NB	SB	NB	SB	
(1)					
(2)					
(3)					
(4) 1 hour					
(5)					
(6)					
(7)					
(8) 2 hours					
TOTAL					

Appendix B: Job Description (Manual Counter Recruitment)



Pedestrian Surveyors Needed

The Morgantown Monongalia Metropolitan Planning Organization (MMMPO) is in search of four surveyors to collect pedestrian and bicyclist data on Mileground Rd. Surveyors will work during either morning shift or afternoon shift for three days.

About the Organization:

The MMMPO is responsible for transportation planning for Monongalia County and is committed to providing leadership to regional transportation planning, promoting personal and social economic prosperity while encouraging sustainable growth. For more information, please visit www.planttogether.org.

Job Description: Observe and record the pedestrian and bicyclist activities as required by MPO staff.

Time: Morning Shift: 7:00 am – 9:00 am, 11:00 am – 12:00 pm (3 hours)

Afternoon Shift: 12:00 pm – 1:00 pm, 3:30 pm – 5:30 pm (3 hours)

Date: April 9th (Tuesday), April 10th (Wednesday), and April 13th (Saturday)

Location: Mileground Road, Morgantown, WV.

Compensation: \$90

Interested individuals are welcomed to contact us by

Call: (304) 413-0297

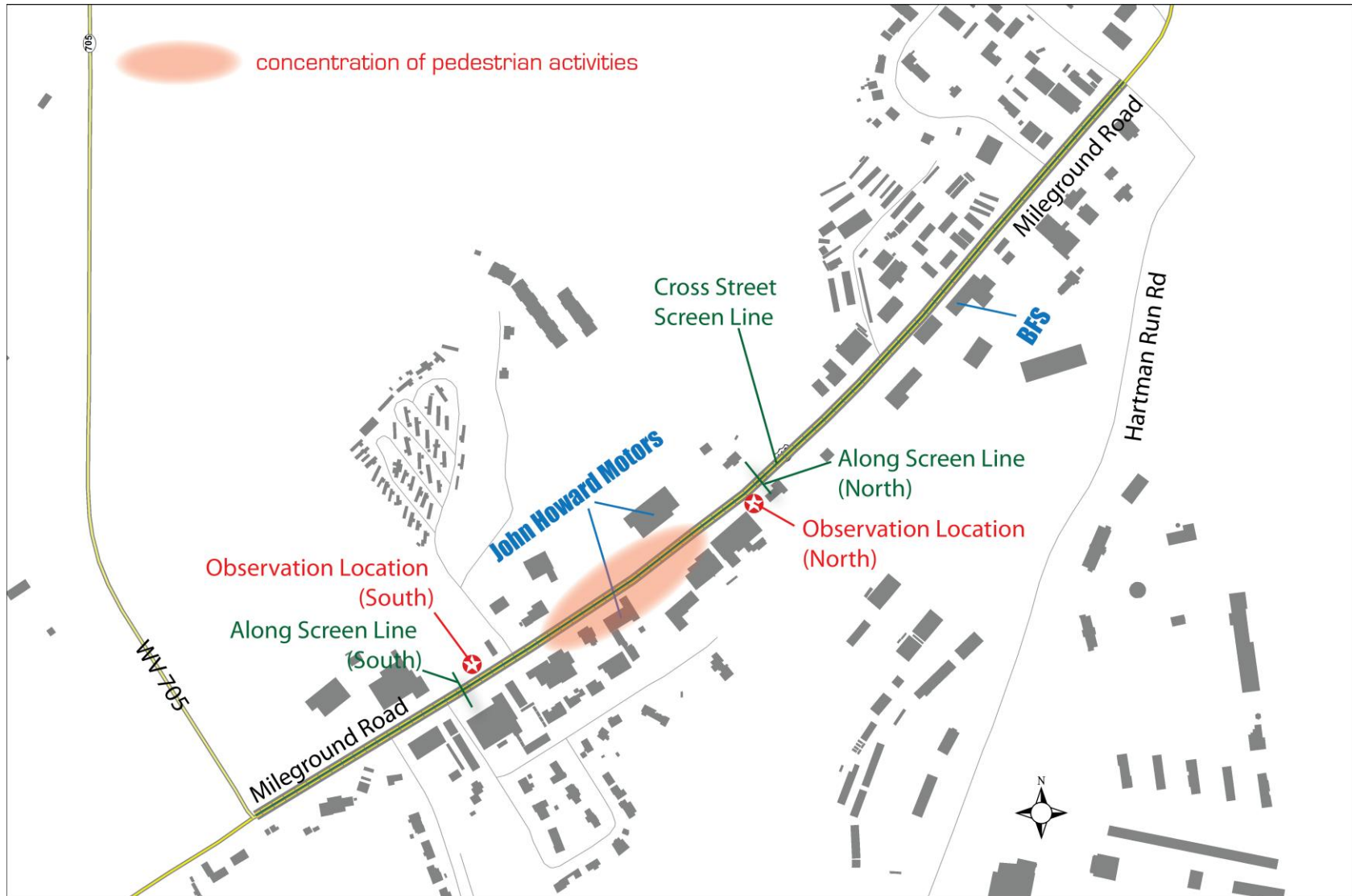
Email: tranplan@labyrinth.net

Visit: 82 Hart Field Road Ste.105, Morgantown, WV. (The 1st floor of Morgantown airport terminal)

Appendix C: Counting Staffs and Schedule

	April 9 th	April 10 th	April 13 th	
Morning Shift <i>7:00 am -9:00 am</i> <i>11: 00 am – 12:00 pm</i>	Simpson	Simpson	Simpson	North Location
	Latif	Zhang	Scohy	South Location
Afternoon Shift <i>12:00 am -1:00 pm</i> <i>3:30 pm – 5:30 pm</i>	Zhang	Zhang	Zhang	North Location
	Latif	Latif	Scohy	South Location

Appendix D: Mileground Pedestrian and Bicycle Count Map



MORGANTOWN MONONGALIA MPO REGIONAL BICYCLE MASTER PLAN

(DRAFT)

Executive Summary

1. Introduction

- 1.1 Purpose
- 1.2 Benefits of Bicycling

2. Involving

- 2.1 Public Participation
- 2.2 Committee Meetings

3. Setting

- 3.1 Existing Conditions
- 3.2 Relevant Regional Existing plans and Policies
- 3.3 Network Analysis

4. Improving

- 4.1 Goals and Objectives
- 4.2 Evaluation Criteria
- 4.3 Education, Engineering, and Enforcement
- 4.4 Prioritized Bicycle Projects and Programs

5. Implementing

- 5.1 The First Thing
- 5.2 Phase Actions
- 5.3 Develop a Budget

Appendices

Appendices A: Large Scale Maps

Appendices B: Projects on One Page

Appendices C: Bicycle Facility Types

MPO Morgantown Regional Bike Plan: Timeline (draft)

