

2018 Traffic Count Report

Prepared by

Morgantown Monongalia MPO

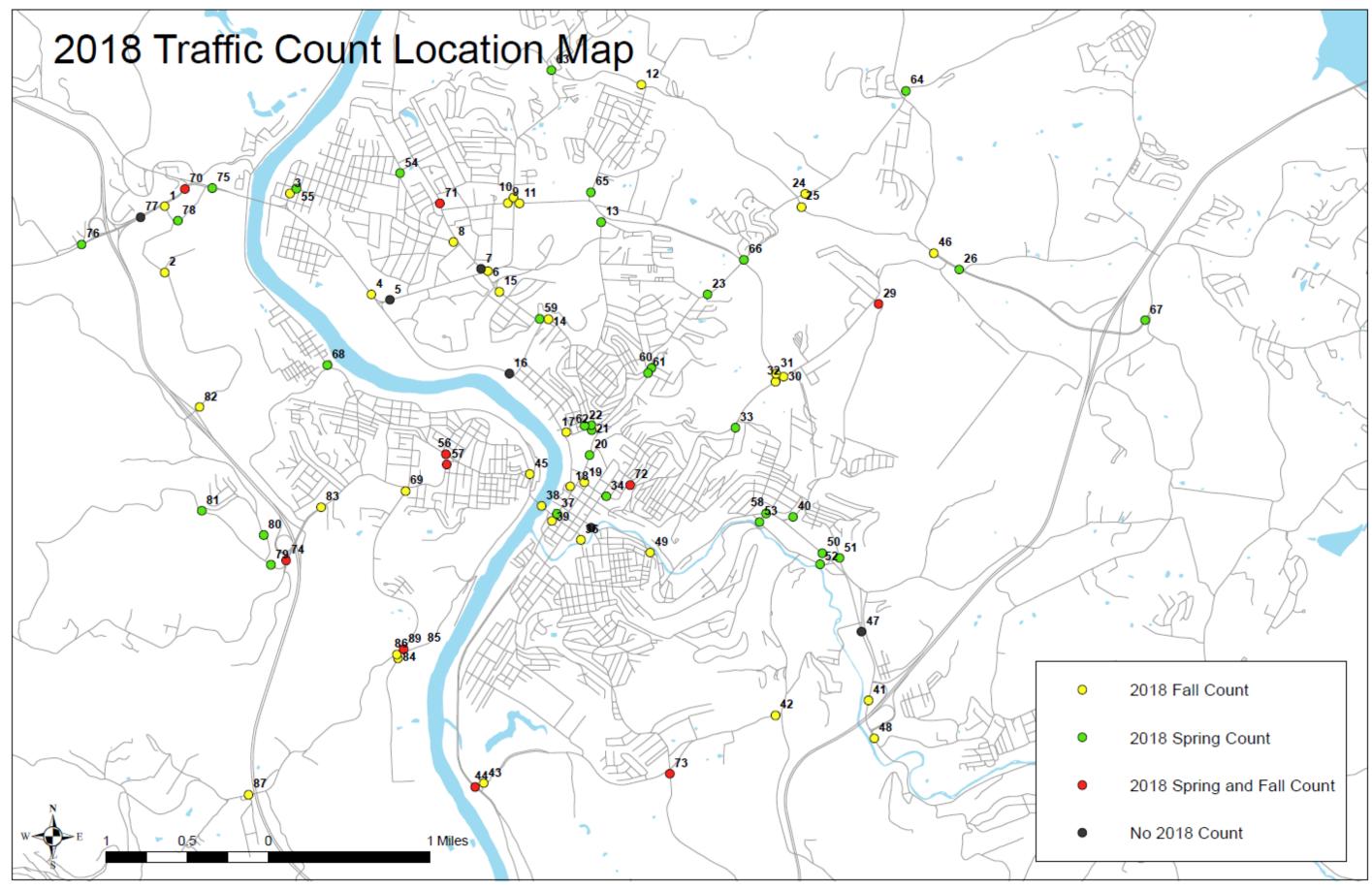
Introduction

The purpose of this report is to provide traffic information for the greater Morgantown metropolitan area. This data is used to analyze traffic flows, monitor the impact of regional development, calibrate the regional travel demand model, justify highway investments, track the performance of traffic projects once they are implemented, and other transportation-related purposes.

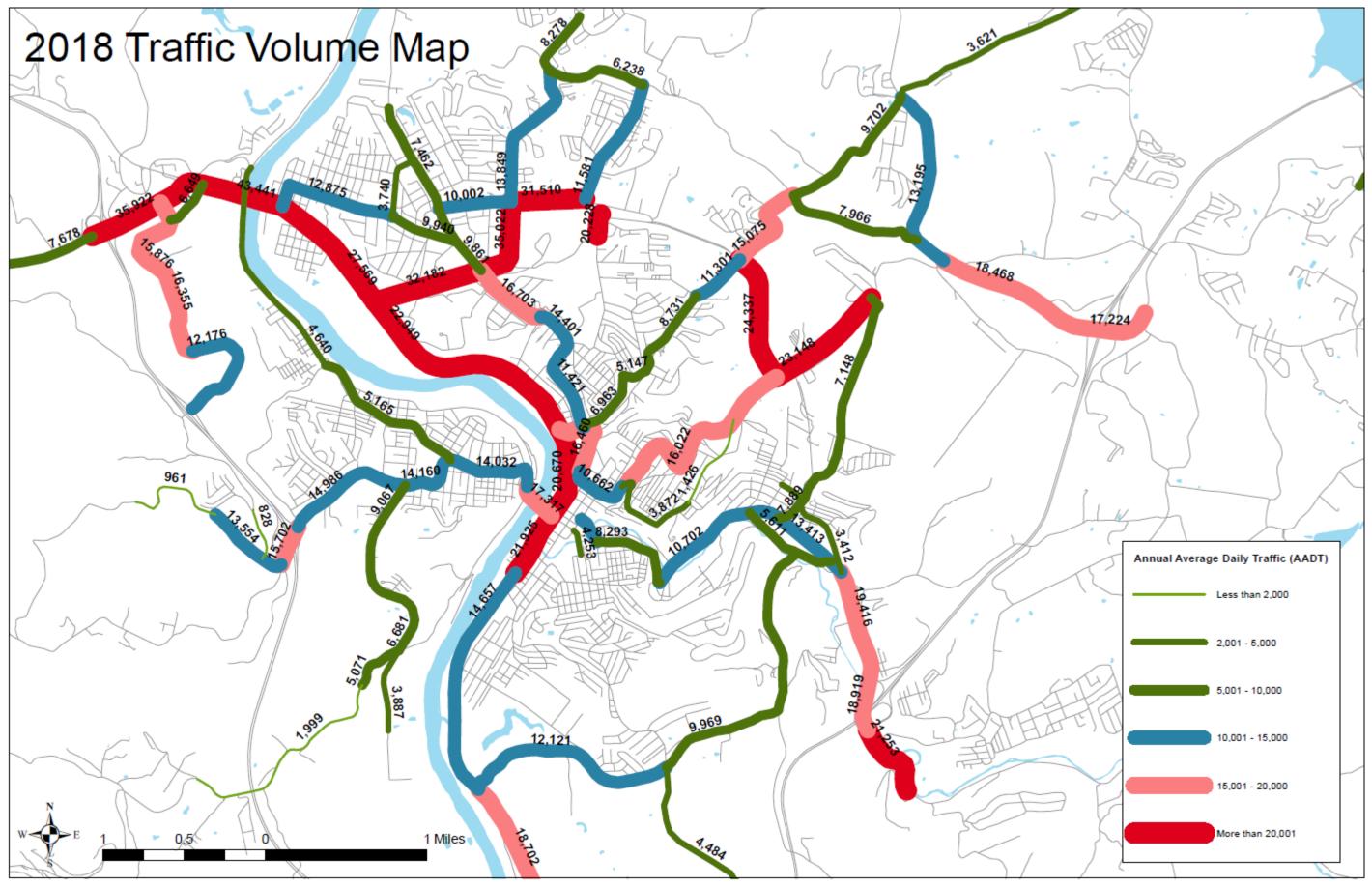
The spring count was conducted on April 17 and 18, 2018, for a 48-hour period, at 45 locations. The fall count was conducted on August 29 and 30, 2018, for a 48-hour period, at 49 locations. Among those locations, 12 were counted both in the spring and fall of 2018. The document was prepared by MMMPO staff. 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 traffic count data in this report was collected for the MPO by the Traffic Group following WV DOH practices.

Data Use and Availability

The best use of the traffic volume data in this report is the average value over previous three years. This report is available at the MMMPO website, <u>www.plantogether.org</u>. The data was collected with 15-minute intervals. The raw data is available upon request.



For DOH station ID inquiry, add 311400 at the beginning of the station ID number.



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								AM Peak		DI	/I Peak
					2018	Compared to the Average	% of	AN	ГРеак	PN	ЛРеак
					(S=Spring,	of Previous	Truck		Volume		Volume
Station*	Location	2015	2016	2017	F=Fall)	3 Years	Traffic	Time	(%)*	Time	(%)*
	University Town Center Dr / South							11:00-	1449	16:45-	1,358
1	of Chaplin Hill Rd	19,100	18,351	12,948	15 <i>,</i> 876 (F)	-5%		12:00	(8.7%)	17:45	(8.1%)
2	University Town Center Dr / South of	47.675	10 111	10.046		0.07		11:00-	1221	16:45-	1529
2	Mountaineer Dr	17,675	18,441	18,046	16355 (F)	-9%		12:00	(7.1%)	17:45	(8.9%)
3	Boyers Ave / Btw Leeway St and University Ave	11,980	12,096	12,670	14065 (F)	15%		7:30- 8:30	1071 (7.2%)	17:15- 18:15	1160 (7.8%)
5	Monongahela Blvd / Northwest of	11,500	12,050	12,070	14003 (1)	1370		7:45-	1759	16:45-	2337
4	Patterson Dr	31,030	31,641	31,110	27569 (F)	-12%		8:45	(6.1%	17:45	(8.1%
								8:30-	1931	16:45-	2578
5	Patteson Dr / East of Monongahela Blvd	33,311	32,411	30,823	Х			9:30	(6%)	17:45	(7.9%)
	Van Voorhis Rd / Northeast of							7:45-	2481	15:45-	2751
6	University Ave	37,467	34,784	37,924	35022 (F)	-5%	3.8%	8:45	(6.2%)	16:45	(6.9%)
	University Ave / Northwest of							7:45-	834	15:45-	754
7	Patterson Dr	9,817	9,919	9,848	Х		3%	8:45	(8%)	16:45	(7.3%)
0	University Ave / West of Collins	40 574	0.622	0.017	0040 (5)	6%		7:45-	791	16:45-	830
8	Ferry Rd	10,571	8,632	8,917	9940 (F)	0%		8:45	(7.6%)	17:45	(7.9%)
9	Burroughs St / West of Van Voorhis Rd	9,821	8,734	9,504	10002 (F)	7%		7:45- 8:45	732 (7.0%)	16:15- 17:15	795 (7.5%)
5	Voornis Rd / North of	5,021	0,754	5,504	10002 (1)	770		7:30-	880	16:45-	1227
10	Burroughs St	15,661	17,184	13,707	13849 (F)	-11%		8:30	(6%)	17:45	(8.4%)
	Chestnut Ridge Rd / East of Van							7:45-	2201	16:45-	2453
11	Voorhis Rd	34,849	35,425	31,997	31510 (F)	-8%		8:45	(6.6%)	17:45	(7.4%)
								7:30-	480	16:45-	654
12	West Run Rd / West of Riddle Ave	5,086	5,858	7,256	6238 (F)	3%		8:30	(7.3%)	17:45	(10%)
	Willowdale Rd / South of Chestnut							7:45-	1663	16:45-	1998
13	Ridge Rd	15,868	15,479	10,706	20228 (S)	44%		8:45	(7.8%)	27:45	(9.4%)
1.4	University Ave / Southeast of 8th	14 104	12 1 40	14 200	14401 (5)	4%		7:45-	980	17:00-	1215
14	St	14,104	13,148	14,286	14401 (F)	470		8:45	(6.5%)	18:00	(8%)
15	University Ave / Southeast of Evansdale Dr	18,951	17,927	16,508	16703 (F)	-6%		8:00- 9:00	1022 (5.8%)	17:15- 18:15	1348 (7.7%)
13		10,991	17,927	10,508	10703 (F)	070		9.00	(3.870)	10.13	(7.770)

Station Location 2015 2016 2017 2018 (S=Spring, F=Fall) of Previous Track Volume							Compared to			A Peak	PM Peak	
Station Location 2015 2016 2017 F=Fail 3 Years Traffic Time (%)? Time (%)? 16 Beechurst Ave / North of 8th St 24,715 22,345 21,788 X - - 10:00 [5:98) 16:15 (7.73) 17 Campus Dr / Northeast of US 19 6,477 8,959 7,265 17146 (F) 127% 9:00 1274 18:00 16:30 15:00 (6:28) 18 St 22,539 22,819 20,313 20670 (F) -6% 8:30 (6:5%) 17:45 (7:38) 19 Villey St / Northwest of Chestnut St 13,026 10,357 11,503 10662 (F) -8% 7:30- 808 (7:2%) 18:45 781 (7%) 20 Ave 18,480 18,232 16,393 18130 (S) 2% 7:45- 1056 17:00- 542 21 Stewart St / East of University Ave / South of College Ave - 8130 (S) <						2018 (S=Spring	the Average	Truck		Volume		Volume
16 Beechurst Ave / North of 8th St 24,715 22,345 21,788 X 10:00 (5.9%) 16:15 (7.5%) 17 Campus Dr / Northest of US 19 6,477 8,959 7,265 17146 (F) 127% 8:00- 1274 18:00- 1123 18 Beechurst Ave / North of Fayette St 22,539 22,819 20,313 20670 (F) -6% 7:30- 1412 16:30- 1590 19 St 13,026 10,357 11,503 10662 (F) 8:30- 80 (7.2%) 17:45- 781 (7%) 20 University Ave / South of College Ave 18,480 18,232 16,393 18130 (S) 2% - 8:45 (5.5%) 17:00- 542 21 Stewart St / East of University Ave 10,612 11,893 7,536 6963 (S) -30% 8:30 16:75 17:00- 542 22 University Ave / South of 2nd St 11,389 7,536 6963 (S) -30% <td>Station</td> <td>Location</td> <td>2015</td> <td>2016</td> <td>2017</td> <td></td> <td></td> <td></td> <td>Time</td> <td></td> <td>Time</td> <td></td>	Station	Location	2015	2016	2017				Time		Time	
10 December Are / North of GAR & 247.13 247.03 127.03 10.000 (5.9%) 16.15 (7.3%) 17 Campus Dr / Northeast of US 19 6,477 8,959 7,265 17146 (F) 127% 8:00- 127.4 18:00- (6.2%) 18 St 22,539 22,819 20,313 20670 (F) 6% 8:30 (6.5%) 17.30- 1412 16:30- 1590 19 St 22,539 22,819 20,313 20670 (F) 6% 8:30 (6.5%) 17.45- 1590 10 University Ave / South of College 10,612 11,503 10662 (F) -8% 7:30- 808 (7.2%) 18:45 781 (7%) 20 Ave 18,480 18,232 16,393 18130 (S) 2% 8:44 (5.5%) 18:00 (7.4%) 21 Stewart St / East of University Ave 10,612 11,893 7,536 6963 (S) 30% 8:30 (6.7%						x			9:00-	1346	15:15-	1713
17 Campus Dr / Northeast of US 19 6,477 8,959 7,265 17146 (F) 127% 9:00 (7.1%) 19:00 (6.2%) 18 Beechurst Ave / North of Fayette St 22,539 22,819 20,313 20670 (F) -6% 8:30 (6.5%) 17:30 (7.3%) 19 Willey St / Northwest of Chestnut St 13,026 10,357 11,503 10662 (F) -8% 8:30 (6.5%) 17:30 18:45 18:45 18:45 18:45 17:45 18:45 17:45 18:45 17:45 18:45 17:45 18:45 17:45 18:45 17:45 18:45 16:37 11:421 (S) 11:42 11:42 (S) 11:45 11:45 17:45 18:45 </td <td>16</td> <td>Beechurst Ave / North of 8th St</td> <td>24,715</td> <td>22,345</td> <td>21,788</td> <td>Χ</td> <td></td> <td></td> <td></td> <td>(5.9%)</td> <td></td> <td>(7.5%)</td>	16	Beechurst Ave / North of 8th St	24,715	22,345	21,788	Χ				(5.9%)		(7.5%)
1/1 Campus Dr / Northeast of S15 0.47 0.53 7,03 0.41 0.41 0.40 0.41 1300 0.6,2%) 18 Beechurst Ave / North of Fayette St 22,539 22,819 20,313 20670 (F) -6% - 7:30- 8:30 16:50 17:30- 8:30 16:50 17:30- 8:30 16:50 17:35- 18:45 17:45- 78:1 (7%) 19 Willey St / Northwest of Chestnut St 13,026 10,357 11,503 10662 (F) -8% - 7:30- 8:30 808 (7.2%) 17:45- 18:45 18:45 20 Ave 18,480 18,232 16,393 18130 (S) 2% - 8:45 (5.5%) 18:00 (8:2%) 21 Stewart St / East of University Ave 10,612 11,893 7,536 6963 (S) -30% - 7:30- 8:30 492 17:00- 5542 542 22 University Ave / South of 2nd St 11,380 8,497 11,121 11421 (S) 11% - 7:45- 9:15 628 17:45- 9:15 1047 <t< td=""><td>17</td><td>Compute Dr. (North past of US 10</td><td>6 477</td><td>8 050</td><td>7 265</td><td>17146 (F)</td><td>127%</td><td></td><td></td><td></td><td></td><td></td></t<>	17	Compute Dr. (North past of US 10	6 477	8 050	7 265	17146 (F)	127%					
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24 West Run Rd 10,710 9,584 10,577 9702 (F) -6% 2% 8:30 (7.7%) 17:00 (8.7%) 25 West Run Rd / Southeast of Stewartstown Rd 8,693 6,527 7,290 7966 (F) 6% 7:45- 568 16:45- 799 26 Cheat Rd / South of Old Cheat Rd 29,491 26,936 25,212 18468 (S) 32% 7:15- 1734 16:45- 1511 26 Cheat Rd / North of County Route 88 3,528 3,811 8,378 4036 (F) 4615 (S) -17% 8:15- 3.4 16:00- 383 27 88 3,528 3,811 8,378 4036 (F) 4615 (S) -17% 8:15- 3.4 16:00- 383 27 88 3,528 3,811 8,378 4036 (F) 4615 (S) -17% 9:15 (7.2%) 17:00 (9%) 28 Fairchance Rd / North of County Route 69 5,000 4,804 11,340 5062 (F) 4991 (S) -29% 8:45 (7.1%) 17:00 (8%) 29 Hartm	23	School St	11,319		11,399	11301 (S)	-1%		9:15	(4.9%)	18:15	(8.8%)
24 West Run Rd 10,710 9,584 10,577 Carter of the second s		Stewartstown Rd / Northeast of				9702 (E)	-6%		7:30-	787	16:00-	886
25 Stewartstown Rd 8,693 6,527 7,290 7966 (F) 6% 8:45 (6.8%) 17:45 (9.5%) 26 Cheat Rd / South of Old Cheat Rd 29,491 26,936 25,212 18468 (S) -32% 5% 8:15 (8.9%) 17:45 (7.8%) 26 Cheat Rd / North of County Route 88 3,528 3,811 8,378 4036 (F) 4615 (S) -17% 8:15- 3.4 16:00- 383 27 88 3,528 3,811 8,378 4036 (F) 4615 (S) -17% 9:15 (7.2%) 17:00 (9%) 28 Fairchance Rd / North of County Route 69 5,000 4,804 11,340 5062 (F) 4991 (S) -29% 8:45 (7.1%) 17:00 (9%) 28 Hartman Run Rd / Southeast of Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) -20% 8:30 (7.2%) 16:30- 668 29 Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) -20% 8:30 (7.2%) 17:30 (8.9%)	24		10,710	9,584	10,577	9702 (I)	-078	2%	8:30	. ,		
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27 88 3,528 3,811 8,378 4036 (F) 4615 (S) -1/% 9:15 (7.2%) 17:00 (9%) 28 Fairchance Rd / North of County Route 69 5,000 4,804 11,340 5062 (F) 4991 (S) 29% 7:45- 377 16:00- 426 28 Hartman Run Rd / Southeast of Mileground Rd 5,000 4,804 11,340 5062 (F) 4991 (S) 8:45 (7.1%) 17:00 (8%) 29 Hartman Run Rd / Southeast of Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) -20% 7:30- 542 16:30- 668 29 Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) -20% 8:30 (7.2%) 17:30 (8.9%) 29 Mileground Rd 8,403 11,005 8,490 23148 (F) -3% 7:30- 1863 16:15- 1741	26		29,491	26,936	25,212	. ,		5%		. ,		
Fairchance Rd / North of County Route 69 5,000 4,804 11,340 5062 (F) 4991 (S) -29% 7:45- 8:45 377 16:00- (7.1%) 426 (8%) 28 Hartman Run Rd / Southeast of Mileground Rd 5,000 4,804 11,340 5062 (F) 4991 (S) -29% 7:45- 8:45 377 16:00- (7.1%) 426 (8%) 29 Hartman Run Rd / Southeast of Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) -20% 7:30- 8:30 542 16:30- 17:30 668 (8.9%) 29 Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) -20% 7:30- 8:30 542 16:30- 17:30 668 29 11 11,005 8,490 7148 (F) 7772 (S) -20% 7:30- 8:30 16:15- 17:30 17:30 (8.9%)	27		2 5 2 0	2 0 1 1	0.270	4036 (F) 4615 (S)	-17%					
28 Route 69 5,000 4,804 11,340 5062 (F) 4991 (S) 29% 8:45 (7.1%) 17:00 (8%) 4 Hartman Run Rd / Southeast of Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) 20% 8:45 (7.1%) 17:00 (8%) 29 Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) 8:30 (7.2%) 17:30 (8.9%) 29 Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) 8:30 (7.2%) 17:30 (8.9%) 29 Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) -20% 8:30 (7.2%) 17:30 (8.9%)	27		3,528	3,811	8,378					· · ·		
Hartman Run Rd / Southeast of Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) -20% 7:30- 8:30 542 (7.2%) 16:30- 17:30 668 (8.9%) 29 Mileground Rd 8,403 11,005 8,490 7148 (F) 7772 (S) -20% 7:30- 8:30 542 (7.2%) 16:30- 17:30 668 (8.9%)	28	· · ·	5 000	4 804	11 3/10	5062 (F) 4991 (S)	-29%					
29 Mileground Rd 8,403 11,005 8,490 7148 (F) 772 (S) -20% 8:30 (7.2%) 17:30 (8.9%) 8:30 (7.2%) 17:30 (8.9%) 8:30 (7.2%) 17:30 (8.9%)	20		3,000	4,804	11,340					. ,		. ,
23148 (F) 3% 7:30- 1863 16:15- 1741	29	-	8,403	11.005	8,490	7148 (F) 7772 (S)	-20%					
731/8 (F) 3%			2,100	,,,,,,,	-,					· · ·		· · ·
	30	Mileground Rd / East of WV 705	22,593	21,681	22,905	23148 (F)	3%		8:30	(7.7%)	17:15	(7.1%)

						Compared to		AM	I Peak	PN	/I Peak
						the Average					
Station	Location	2015	2016	2017	2018	of Previous Truck 3 Years Traffic		Time	Volume (%)*	Time	Volume (%)*
								7:30-	2066	16:30-	1866
31	WV 705 / North of Mileground	24,730	26,895	25,521	24337 (F)	-5%	2%	8:30	(8.1%)	17:30	(7.3%)
	Mile ment of A Courts of MA (205	44.407	44.227	45.245	1 (0 0 0 (7)	22/		7:45-	1384	15:30-	1756
32	Mileground Rd / South of WV 705	14,497	14,337	15,315	16022 (F)	9%		8:45	(8.2%)	16:30	(10.4%)
33	Charles Ave / Southeast of US 119	1,914	n/a	3,169	1426 (5)	4.40/		7:45-	265	16:15-	145
55	Charles Ave / Southeast of 05 119	1,914	II/d	5,109	1426 (S)	-44%		8:45	(7.9%)	17:15	(9.7%)
34	Willey St / Northeast of Spruce St	12,408	11,421	13,133	11316 (S)	-8%		8:00-	639	15:45-	983
54	whiley St / Northeast of Spruce St	12,408	11,421	15,155	11510 (5)	-070		9:00	(5.4%)	16:45	(8.3%)
35	Walnut St / North of Brockway	10,735	10,540	9,994	Х			8:00-	746	16:45-	774
	Ave	10,733	10,540	3,334	X			9:00	(7.1%)	17:45	(7.4%)
36	Pleasant St / Pleasant Street	2,780	3,898	4,302	4253 (F)	16%		7:00-	353	17:15-	404
	Bridge		0,000	.,	4233 (1)	10/0		8:00	(7.9%)	18:15	(9%)
37	University Ave / Northeast of	26,803	31,283	28,297	24735 (S)	-14%		7:30-	1812	16:30-	1982
	Pleasant St	_0,000	01,200		24733 (3)	-1470		8:30	(6.8%)	17:30	(7.6%)
38	Pleasant St / Westover Bridge	18,872	19,034	19,281	17317 (F)	-9%		7:30-	1157	17:00-	1551
						370		8:30	(6.3%)	18:00	(8.5%)
39	University Ave / South of	24,294	26,568	22,670	21925 (F)	-11%		7:30-	1745	16:45-	1866
	Westover Bridge	, -	-,	,				8:30	(7.6%)	17:45	(8.1%)
40	Hartman Run Rd / North of	7,699	8,066	8,196	7889 (S)	-1%		7:30-	584	16:45-	785
	Richwood Ave	,	,	,				8:30	(7%)	17:45	(9.4%)
41	Earl Core Rd / Btw EB & WB	n/a	22,113	21,084	18919 (F)	-12%	6%	7:15-	1508	16:00-	1590
	Ramps of I-68	•	,	,	(. /			8:15	(7.6%)	17:00	(8%)
42	Greenbag Rd / West of Lower	9,878	9,930	9,882	9969 (F)	1%		7:15-	828	16:45-	966
	Aarons Creek							8:15	(7.9%)	17:45	(9.2%)
43	Greenbag Rd / North of US 119	13,049	12,869	12,765	12121 (F)	-6%		7:15-	1108	16:45-	1176
					()			8:15	(8.3%)	17:45	(9.2%)
44	University Ave / North of	19,034	13,579	17,911	14657 (F) 15329 (S)	-11%	4%	7:15-	1350	16:45-	1358
	Greenbag Rd							8:15	(8.7%)	17:45	(8.8%)
45	Holland Ave / South of W Park Ave	14,204	13,755	14,498	14032 (F)	-1%	5%	12:30-	992	16:45-	1261
								1:30	(6.7%)	17:45	(8.5%)

						Compared		AM Peak		PN	A Peak
						to					
						the Average of Previous	Truck		Volume		Volume
Station	Location	2015	2016	2017	2018	3 Years	Traffic	Time	(%)*	Time	(%)*
Station	Point Marion Rd / North of	2015	2010	2017	2010	5 10415	ITuille	7:00-	887	14:45-	1214
46	Mileground Rd	11,684	13,227	11,555	13195 (F)	9%	4%	8:00	(6.4%)	15:45	(8.7%)
	Earl L Core Rd / Btw Eljadid St	/	- /	,	()			7:30-	1490	16:45-	1848
47	& Sturgiss Ave	17,788	18,908	21,552	Х		4%	8:30	(6.6%)	17:45	(8.1%)
	Earl L Core Rd / North of							7:15-	1565	17:00-	1785
48	Brookhaven Rd	19,393	19,052	20,759	21253 (F)	8%		8:15	(7%)	18:00	(8%)
	Brockway Ave / East of							7:15-	588	16:30-	761
49	Pennsylvania Ave	8,614	8,299	8,326	8293 (F)	-1%	5%	8:15	(6.7%)	17:30	(8.7%)
	Earl Core Rd / North of Greenbag							8:15-	838	17:00-	1088
50	Rd	17,648	12,981	13,329	13413 (S)	-8%		9:15	(5.9%)	18:30	(7.7%)
	Sabraton Ave / Northeast of Earl							7:30-	335	16:45-	344
51	Core Rd	1,613	1,310	4,616	3412 (S)	36%		8:30	(9.3%)	17:45	(9.6%)
	Greenbag Rd / Southwest of Earl							7:30-	534	17:00 -	595
52	Core Rd	8,087	7,493	14,937	7248 (S)	-29%		8:30	(7%)	18:00	(7.8%)
	Deckers Creek Rd / Southeast of							8:00-	387	16:45-	561
53	Powell Ave	6,278	5,276	11,509	5611 (S)	-27%		9:00	(6.5%)	17:45	(9.5%)
	Aspen Rd / Btw Collins Ferry &							7:45-	352	16:45-	393
54	Western	3,151	2,944	3,254	3740 (S)	20%		8:45	(8.9%)	17:45	(10%)
	University Ave / Btw Boyers &	10.004	10.107			4.00/		7:30-	972	17:15-	1004
55	Pleasant	13,631	12,407	8,940	12875 (S)	10%		8:30	(7.2%)	18:15	(7.4%)
50	Holland Ave / Northwest of	5 020	7 620	5 200		220/		8:15-	314	17:15-	425
56	Fairmont Rd	5,820	7,620	5,209	5165 (F) 4543 (S)	-22%		9:15	(5.8%)	18:15	(7.8%)
57	Fairmont Rd / Southwest of	12 212	0 775	12 504	14160 (5) 14664 (5)	200/		7:30-	927	17:00-	1271
57	Fairmont Rd	12,313	8,775	12,584	14160 (F) 14664 (S)	28%		8:30	(6.2%)	18:00	(8.5%)
58	Earl L Core Rd / Northeast of Hartman Run Rd	11,716	9,853	10,721	10702 (S)	-1%		7:30- 8:30	774 (6.9%)	16:45- 17:45	972 (8.6%)
58		11,/10	9,805	10,721	10702 (3)	-1%			(6.9%) 990	17:45	. ,
59	University Ave / East of 8th St		14,413	14,589	16415 (S)	13%		7:45- 8:45	990 (5.7%)	16:45- 17:45	1312 (7.7%)
29			14,413	14,369	10412 (2)	13%		8:00-	486	17:45	782
60	Stewart St / South of Stewart Ln	7,994	6,689	9,099	8731 (S)	10%		8:00- 9:00	486 (4.3%)	17:00-	782 (8.5%)
00	Stewart St / South of Stewart LI	7,994	0,009	5,055	8731 (3)	1070		9.00	(4.570)	10.00	(0.570)

						Compared to		AM Pea	ık	PM Peak	
						the Average of Previous	Truck		X7.1		X7 . 1
Station	Location	2015	2016	2017	2018	3 Years	Traffic	Time	Volume (%)*	Time	Volume (%)*
	Stewart St / Btw Hoffman Ave and							8:00-	328	17:00-	536
61	Protzman St	4,909	3,817	7,547	5147 (S)	-5%		9:00	(6.1%)	18:00	(9.9%)
62	University Ave / Southeast of	18,253	19,577	14,719	16460 (S)	-6%		7:30-	895	17:00-	1256
02	Stewart St	10,233	19,577	14,719	10400 (3)	-0%		8:30	(5.2%)	18:00	(7.1%)
63	Van Voorhis Rd / North of West	10,742	8,065	8,982	8278 (S)	-11%		7:15-	584	16:45-	819
0.5	Run Rd	10,742	0,000	0,502	0270 (3)	-1170		8:15	(6.7%)	17:45	(9.4%)
64	Canyon Rd / Northeast of Point	4,045	3,259	7,336	3621 (S)	-26%		7:15-	313	17:00-	369
	Marion Rd	.,	0,200	.,	3021 (3)	2070		8:15	(8.2%)	18:00	(9.7%)
65	Pineview Dr / North of WV 705	22,192	14,174	11,693	11581 (S)	-28%		8:00-	866	16:45-	1088
		, -	,	,				9:00	(7.1%)	17:45	(8.9%)
66	Stewartstown Rd / Northeast of	17,002	14,725	15,258	15075 (S)	-4%		7:45-	1082	17:00-	1317
	WV 705				(-)	-		8:45	(6.8%)	18:00	(8.3%)
67	Cheat Rd / Southwest of S	18,333	18,665	18,217	17224 (S)	-6%		7:30-	312	17:00-	1645
	Pierpont Rd							8:30	(7.2%)	18:00	(9.1%)
68	Dunkard Ave / North of Dents Run	4,544	4,562	5,028	4640 (S)	-2%		7:45-	248	17:00-	424
	Blvd							8:45	(5.1%)	18:00	(8.7%)
69	DuPont Rd / South of Fairmont Rd	4,782	5,185	4,882	9067 (F)	83%		7:45- 8:45	918 (9.6%)	16:45- 17:45	809 (8.5%)
	Chaplin Hill Rd / South of								2682	16:45-	3357
70	Monongahela Blvd	34,025	35,352	28,510	38663 (F) 34458 (S)	12%		7:30- 8:30	(6.6%)	16:45-	(8.2%)
	Collins Ferry Rd / North of							7:45-	958	16:45-	619
71	Burroughs St	7,526	6,783	6,948	7462 (F) 6902 (S)	1%		8:45	(12.2%)	17:45	(7.9%)
	Richwood Ave / North of N. Willey							7:45-	203	17:00-	393
72	St	3,998	3,905	3,910	3872 (F) 5417 (S)	18%		7:45 8:45	(5%)	18:00	(9.6%)
	Kingwood Pike / South of							7:15-	520	16:45-	449
73	Greenbag Rd	4,271	4,248	4,773	4484 (F) 4314 (S)	-1%		8:15	(11%)	17:45	(9.4%)
	Fairmont Ave / Northeast of Mall							7:15-	777	17:00-	1514
74	Rd	13,809	14,838	14,043	15702 (F) 13688 (S)	3%		8:15	(4.7%)	18:00	(9.2%)
								7:30-	2914	17:00-	3871
75	Mon Blvd / East of Emmett Dr	43,999	40,981	43,079	43441 (S)	2%		8:30	(6.4%)	18:00	(8.5%)

						Compared to		AN	M Peak		M Peak
						the Average of Previous	Truck		Volume		Volume
Station	Location	2015	2016	2017	2018	3 Years	Traffic	Time	(%)*	Time	(%)*
76	Chaplin Hill Rd / East of I-79	7,778	7,234	8,045	7678 (S)	0%		8:15-	655	16:30-	751
		.,	,,_0.	0,010	/0/0(3)	0/0		9:15	(8.1%)	17:30	(9.3%)
77	Chaplin Hill Rd / Btw I-79 and		37,057	34,787	х			7:30-	3064 (8.4%)		3101 (8.5%)
	Univ. Town C Dr. Emmett Dr / East of Univ. Town C							8:30 11:15-		17:45 18:15-	584
78	Dr.		6,062	6,549	6649 (S)	5%		12:15		19:15	(8.3%)
								12:00-	, ,		1438
79	Mall Rd / Btw Lawless Rd & US 19		4,248	11,419	13554 (S)	73%		13:00			(10.1%)
80	Lawless Rd / NE of Mall Rd		2,635	992	828 (S)	-54%		7:30-	68	17:15-	75
80			2,035	552	020 (3)	-54%		8:30		18:15	(8.6%)
81	Mall Rd / South of Lawless Rd		2,542	890	961 (S)	-44%		8:45-	81	17:15-	79
	-		,		(-)			9:45	• •	18:15	(7.8%)
82	University Towncenter Dr / North of I-79 Exit 152			8,856	12176 (F)	37%		11:00-		16:45- 17:45	1248
	01 I-79 EXIL 152							12:00 7:30-		17:45	(9.7%) 1307
83	Fairmont Rd / West of Commerce Dr				14986 (F)			8:30		10.45- 17:45	(8.7%)
								0.50			
84	MGT Industial Trail / South of River Rd				3887 (F)			7:15-	336 (8.2%)	16:45- 17:45	359 (8.8%)
								8:15		17:45	(8.8%)
85											
								745		15.15	578
86	River Rd / West of DuPont Rd				5071 (F)			7:15- 8:15	536 (10%)	15:15- 16:15	(10.8%)
								7:30-	165	17:00-	173
87	River Rd / West of Master Graphics Rd				1999 (F)			8:30	(7.8%)	18:00	(8.2%)
0.0	Crofton Dd / South of South Ave				19702 (5)			7:30-	1903	16:30-	1860
88	Grafton Rd / South of Scott Ave				18702 (F)			8:30	(9.8%)	17:30	(9.4%)
89	DuPont Rd / North of River Rd				6681 (F) 7968 (S)			7:45-	644	15:15-	692
								8:45	(9.2%)	16:15	(9.8%)
90	Cheat Rd / West of Tyrone Rd				6916 (F)			8:00-	586	16:00-	687
								9:00	(8%)	19:00	(9.4%)

Key Findings

Top locations with the highest AADT volume

Station	Location	2015	2016	2017	2018	Compared to the Average of Previous 3 Years
75	Mon Blvd / East of Emmett Dr	43,999	40,981	43,079	43,441	2%
70	Chaplin Hill Rd / South of Monongahela Blvd	34,025	35,352	28,510	38,663	12%
6	Van Voorhis Rd / Northeast of University Ave	37,467	34,784	37,924	35,022	-5%
11	Chestnut Ridge Rd / East of Van Voorhis Rd	34,849	35,425	31,997	31,510	-8%
4	Monongahela Blvd / Northwest of Patterson Dr	31,030	31,641	31,110	27,569	-12%
37	University Ave / Northeast of Pleasant St	26,803	31,283	28,297	24,735	-14%
31	WV 705 / North of Mileground	24,730	26,895	25,521	24,337	-5%
30	Mileground Rd / East of WV 705	22,593	21,681	22,905	23,148	3%
39	University Ave / South of Westover Bridge	24,294	26,568	22,670	21,925	-11%
48	Earl L Core Rd / North of Brookhaven Rd	19,393	19,052	20,759	21,253	8%

Top locations with the highest AADT volume increase (comparing the average of previous 3 years)

Station	Location	2015	2016	2017	2018	Compared to the Average of Previous 3 Years
17	Campus Dr / Northeast of US 19	6,477	8,959	7,265	17,146	127%
69	DuPont Rd / South of Fairmont Rd	4,782	5,185	4,882	9,067	83%
79	Mall Rd / Btw Lawless Rd & US 19		4,248	11,419	13,554	73%
13	Willowdale Rd / South of Chestnut Ridge Rd	15,868	15,479	10,706	20,228	44%
51	Sabraton Ave / Northeast of Earl Core Rd	1,613	1,310	4,616	3,412	36%
57	Fairmont Rd / Southwest of Holland Rd/Fairmont Rd Intersection	12,313	8,775	12,584	14,160	28%
72	Richwood Ave / North of N. Willey St	3,998	3,905	3,910	3,872	18%
54	Aspen Rd / Btw Collins Ferry & Western	3,151	2,944	3,254	3,740	16%
36	Pleasant St / Pleasant Street Bridge	2,780	3,898	4,302	4,253	16%
3	Boyers Ave / Btw Leeway St and University Ave	11,980	12,096	12,670	14,065	15%

Compared to the average traffic volume of previous 3 years, areas experiencing major traffic increase include:

- University Ave-Boyers Ave-Mon Blvd-Chaplin Hill Rd Corridor, including count station 3114070 and 3114003. Possible explanation: New business on University Town Center and roadway work on Mon Blvd.
- West Ridge Area, including count station 3114079 and 3114082. Possible explanation: New business on University Town Center and new interchange on I-79
- Willey St-Mileground Rd-Point Marion Rd Corridor, including count station 3114046 and 3114032. Possible explanation: Housing development along the corridor. Increased capacity after the Eastern Hill intersection improvement construction.
- Fairmount Rd and DuPont Rd, including count station 3114069 and 3114057. Possible explanation: Road closure on River Rd.

Compared to the average traffic volume of previous 3 years, areas experiencing major traffic decrease include:

- University Ave-Don Knotts Blvd Corridor, including count station 3114037 and 3114039. Possible explanation: New business on University Town Center and new interchange on I-79.
- Mon Blvd-WV 705-Van Voorhis Corridor, including count station 3114004. Possible explanation: Construction on Mon Blvd and Van Voorhis Rd during traffic count period.

Station for Further Investigation

The following stations have detected abnormal traffic volume, comparing with data from previous years. MPO staff examined raw data of those locations submitted by the traffic count consultant, no technical fault, such as losing or broken rope, was identified. MPO staff will further investigate those stations in 2019, to decide the accuracy and reliability of the 2018 counts.

- Station 3114017 on Campus Dr, abnormal increase
- Station 3114013 on Willowdale Rd, abnormal increase
- Station 3114026 on Cheat Rd, abnormal decrease

Overall Traffic Volume Trends

It is estimated that the 2018 traffic volume decreased 0.9% from 2017 at 76 locations where comparative traffic volume data is available. Probable causes of this general decline include:

- Seasonal factors. With few exceptions, locations counted in the spring of 2018 were counted in the fall of 2017. Seasonal variations could be a key cause of the overall traffic volume change;
- Changes in traffic demand. Newly constructed student housing near campus could decrease the overall vehicle traffic volume when school is in session.
- Multimodal transportation. Mountain Line Transit changed routes in 2018 August. In the fall of 2018, the City of Morgantown installed bicycle-sharrows on major bicycle routes on city streets. Those factors could reduce vehicle traffic in the area.

Seasonal Factors

The 2017 counts were taken for different locations in the spring and in the fall. The 2018 count reversed those stations between the two seasons, to obtain seasonal factors for each count location. Specifically, with a few exceptions, a station that was counted in the spring of 2017 was counted in the fall of 2018. Similarly, a station that was counted in the fall of 2017 was counted in the spring of 2018.

Currently, the MPO use WV DOT general seasonal factors for all count locations. The traffic volume data collected in 2017 and 2018 is not sufficient to develop reliable seasonal factors. It is expected that with 3 years data the MPO will identify seasonal factors in 2020.