



Agenda

MPO Policy Board Meeting
Morgantown City Hall
January 23, 2014
7 PM

1. Call To Order
2. Executive Session-Executive Directors Review
3. Election of Officers
4. Public Comment
5. Approval of Minutes
6. Reports
 - a) Finance
 - b) Citizens Advisory Committee
 - c) Executive Directors Report
 - a. Local Funding Initiative
 - b. Mileground Widening Project Status
 - c. Status of Downtown Operations Study
 - d. WV MPO Association Meeting
7. Transportation Improvement Program Amendments
8. Draft FY 2014-2015 Unified Planning Work Program
9. Informational Items
 - a. Draft Morgantown Monongalia MPO Bicycle Plan Route Map
 - b. MECCA 911 Accident Summary
 - c. Mileground Pedestrian Study Final Version
10. Other Business
11. Meeting Adjournment



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Memorandum

Date: January 14, 2014
To: MPO Policy Board Members
From: Bill Austin, AICP
Subject: January 23, 2014 Policy Board Agenda

Please find below a short description of the action items to be considered at the January 23, Policy Board Meeting to be held at the City of Morgantown Council Chambers at 7:00 PM.

-Finance Report-The MPO opened the month of December with a balance of \$17,516.64. Eighteen checks were written totaling \$17,311.08. The MPO's ending balance was \$13,250.36. Details on expenditures may be found in the handouts accompanying the Agenda.

-Transportation Improvement Program Amendment- Please find below a description of a TIP Amendment requested by WVDOH and WVU for the Policy Board's consideration:

FY 2014

US119 MILEGROUND +1 DONNA AVENUE-CHEAT ROAD (SR 857) RIGHT OF WAY ACQUISITION INCREASE TOTAL FUNDING TO \$11,390,000, FEDERAL FUNDING \$9,112,000;

WV 100 GRANVILLE ROAD RESURFACING FROM GRANVILLE CORPORATE LIMITS TO CO 53 (FORT MARTIN RD.) PROJECT S3311000018100 TOTAL FUNDING \$1,200,000 NO FEDERAL FUNDS

KINGWOOD PIKE (CO 81) RESURFACING BEGIN CO 80/1 END CO 80/3 TOTAL FUNDING \$500,000 NO FEDERAL FUNDS

DORSEY AVENUE (CO81) RESURFACING BEGIN SR 857 END .14 MILES S.
MORGANTOWN CORPORATE LIMITS TOTAL FUNDING \$95,000 NO FEDERAL FUNDS

SOUTH PIERPONT ROAD (CO 67) RESURFACING BEGIN 68/7 END SR 857 TOTAL
COST \$200,000 NO FEDERAL FUNDS.

FY 2015

WEST VIRGINIA UNIVERSITY PERSONAL RAPID TRANSIT-STRUCTURAL
INSPECTIONS AND REPAIRS TOTAL COST \$2,300,000 NO FEDERAL FUNDS

The funding increase proposed for the Mileground right of way acquisition is the result of increased right of way costs due to consultation with the Airport and the acquisition of Eastwood School. The TTAC respectfully recommended approval of these TIP Amendments.

-Draft 2014-2015 Unified Planning Work Program (UPWP)-Please find attached a draft of the MPO's 2014-2015 UPWP. The draft Work Programs reflects the recent retreat with the MPO Policy Board as well as the comments received from the MPO's Committee's in November.

The draft UPWP includes normal MPO operational activities including the traffic count program, the continuation of work on the transportation funding issue, and the vanpool program. In addition to these projects the UPWP includes work on the following projects:

-Prepare preliminary plans for those projects identified as part of Project 38 of the LRTP as recommended in the LRTP.

-Developing a Plan for the improvement of Green Bag Road (LRTP Project 18, number two on the MPO Priority List.)

-Staff develop a planning level study of improvements needed to implement a bicycle and pedestrian facility as well as other work on the implementation of the bicycle and pedestrian portions of the LRTP.

-The LRTP also recommended that the State begin a Study of the location of the new bridge over the Monongahela River. It is anticipated that at least a portion of MPO Staff time be allocated to this purpose if the State should move forward with this project.

The TTAC respectfully recommended approval of the draft UPWP.

-Draft Morgantown Monongalia Bicycle Route Map-Please find enclosed for your review a draft of the MPO's Bicycle Route Map. This map has been developed in conjunction with the Bicycle Plan Steering Committee. The map recommends a

variety of improvements on specific corridors throughout the area. It also identifies the very few areas where right of way acquisition may be needed to implement the Plan. An additional attachment describes the type of improvements associated with each type of corridor. The purpose of these corridor improvements is to develop a safe and convenient set of routes that access the entire area as well as providing connectivity to the surrounding region. It is anticipated that this map will be presented to the public at a public meeting at the end of January. We would appreciate the Policy Board's comments on the draft Route Map prior to its release to the public.

-Three Month Accident Summary Report-MPO staff has been seeking accident information from as many sources as possible. As part of this effort MPO staff recently received accident report information for the months of August, September and October from MECCA 911. MPO staff mapped the incidents which had sufficient data to be mapped and prepared the following report summarizing the incidents. The TTAC respectfully recommended acceptance of this report to the MPO Policy Board.

-Mileground Pedestrian Observation Study-Please find enclosed the final draft of the report for the recently completed Mileground Pedestrian Observation Study. The TTAC respectfully recommended acceptance of the Report to the MPO Policy Board.



2013 Mileground Pedestrian and Bicyclist Counts Report

October, 2013

(Draft)

Prepared by Jing Zhang

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INTRODUCTION

In April and October of 2013, the Morgantown Monongalia MPO conducted the pedestrian and bicycle counts on Mileground Road in Morgantown, WV. The purpose of the counts were to gather the data necessary to inform policy and planning decisions concerning infrastructure improvements on the Mileground Rd.

METHODOLOGY

Count Locations

MPO staff selected two sites as count locations on Mileground Road, as shown in the table below:

Table 1: Count Locations

Count location #	Address	Vicinity Property	Intersection
1	1738 Mileground Rd	The Mileground Car Wash	N/A
2	1750 Mileground Rd	W.V. Army National Guard	N/A

These location were selected based on three criteria:

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

Count Dates and Times

The counts were conducted on April 9 (Tuesday), April 10 (Wednesday), April 13 (Saturday), October 1(Tuesday), October 2 (Wednesday), and October 5 (Saturday). The count time is 7:00AM – 9:00AM, 11:00AM – 1:00PM, 3:30PM – 5:30PM.

These count dates were coordinated with the MPO's ongoing annual vehicular traffic count program.

Count Procedure and Materials

MPO staff set one screen line at each count location. The counters recorded every pedestrian and bicyclist each time they crossed the designated screen line. Mid-block crossings were recorded when observed.

Pedestrians and bicyclists were counted for two hours in 15 minute increments during morning, noon, and afternoon peak periods. The counters used standardized count forms to record their findings, and were provided with instructions and training for how to properly use the form.

COUNT RESULTS

Data Summary

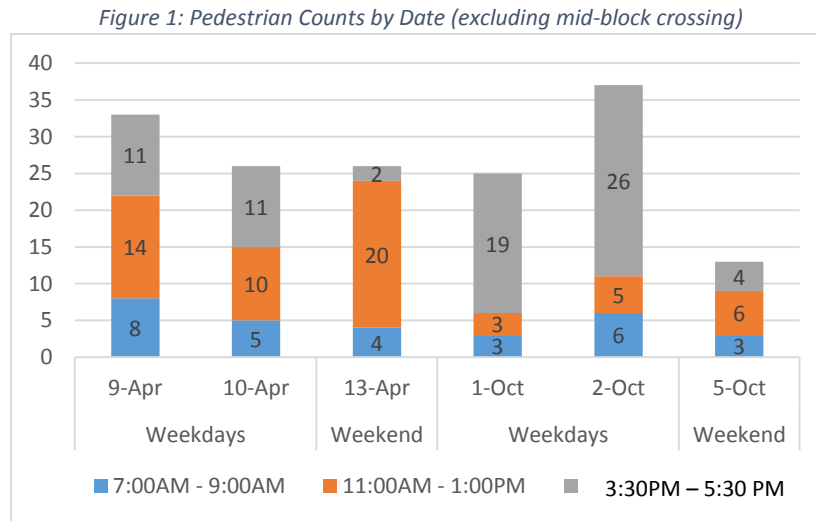
Pedestrian and bicyclist counts are summarized in Table 2. Weather conditions during the counting days were cloudy or sunny, with temperature ranging from 53F to 86F.

It should be noted that mid-block crossings are separated from pedestrian counts. Most mid-block crossing occurs between the parking lots on either side of the Mileground owned by John Howard Motors. These pedestrians have different destinations than those walking along the street. Separating the two types of pedestrian activities avoids potentially misleading conclusions and more accurately reflects the reality of pedestrian activities on Mileground Rd.

Table 2: Count Data Summary

	Pedestrians	Mid-Block Crossing	Bicyclists
Total Count during Counted Hours (6 days)	160	174	10
Estimated Daily Volume ¹	Ave. 70 / Day	Ave. 76 / Day	Ave. 3 / Day
Peak Hour Count	Ave. 27 / Day	Ave. 29 / Day	Ave. 1 / Day
Peak Hour Count (Weekdays)	Ave. 30 / Day	Ave. 39 / Day	Ave. 2 / Day
Peak Hour Count (Weekend days)	Ave. 20 / Day	Ave. 10 / Day	Ave. less than 1 / day

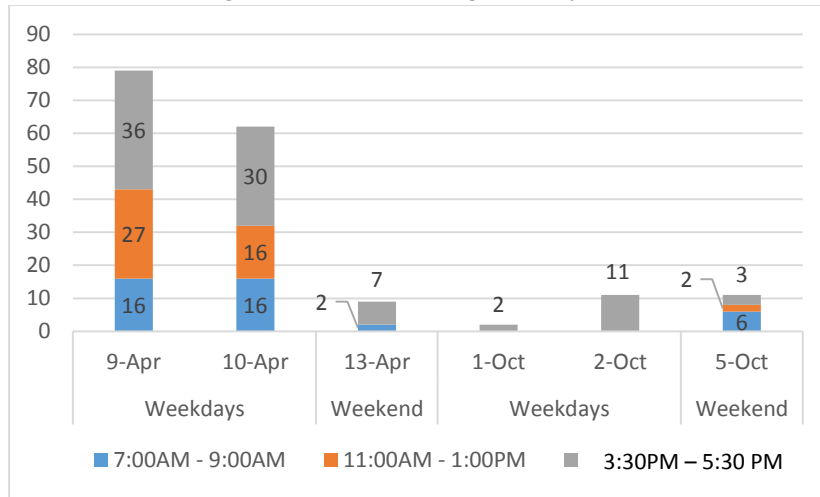
Pedestrian traffic volume is illustrated in the Figure 1.



Mid-block crossings are illustrated in Figure 2.

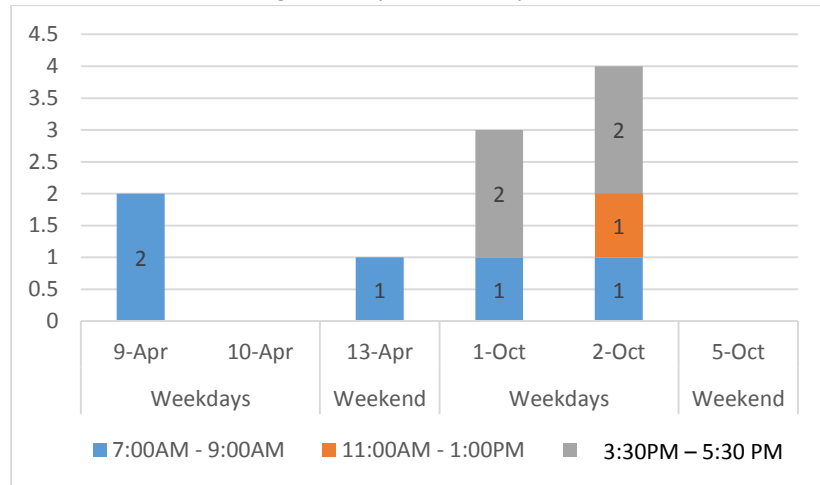
¹ The estimation is based on the ratio between the vehicular volume in counted hours and that in uncounted hours at a nearby vehicle traffic count station on April 10, 2013. It has been calculated that traffic volume during peak hours accounts for 38% of the total daily traffic volume.

Figure 2: Mid-block crossing Counts by Date



Bicycle traffic volume is illustrated in the Figure 3.

Figure 3: Bicyclist Counts by Date



Key Findings

Based on the data collected and interviews with manual counters, MPO staff have identified, albeit inconclusively, the following characteristics of non-motorized traffic conditions on Mileground Road.

-- Regarding pedestrians, it is recognized that:

- More pedestrians were observed during weekdays (76%) than weekend days (24%)
- More pedestrian were observed during afternoon hours between 3:30PM and 5:30 PM. (Afternoon hours 46%, noon hours 36%, morning hours 18%)
- No significant discrepancy was observed between the spring and fall counts.
- It was not uncommon for the same pedestrian to be counted multiple times, when he/she walked to and from one place.

(Draft)

- According to the manual counter's observation, pedestrians appeared to consist of people working or living in the Mileground area.

-- Regarding mid-block crossings, it was observed that:

- Most mid-block crossing was observed in the vicinity of John Howard Motors, which owns properties on both sides of the street.
- Some mid-block crossings were observed at the BFS gas station.
- Observed mid-block crossing decreased dramatically from the spring to the fall, especially during the weekdays (-84%). The reason for this change has not been conclusively identified. Though it may be speculated that the change in the traffic pattern caused by the installation of the roundabout at the intersection of the Mileground and WV 705 contributed to this change.

-- Regarding bicyclists, it is recognized that:

- Bicycle traffic increased between the spring and the fall, from 3 to 7. Given the small sample size this is not a statistically significant figure.
- Bicyclists rode through the parking lots.
- Most bicyclists were observed during the weekdays.

CONCLUSION

Although relatively a small amount pedestrian and bicycle traffic was observed, compared to more densely developed places, such as downtown, there is pedestrian and bicyclist activity on a regular basis on Mileground Road.

It may be estimated from the peak period vehicular traffic counts in the surrounding area that the observed peak period pedestrian activity shown in this report comprises approximately 25% to 30% of the total pedestrian activity during an entire day along the corridor.

In general, MPO staff concludes that:

1. Mileground road has pedestrian and bicyclist traffic, especially during weekday afternoon hours.
2. In the vicinity of John Howard Motors there are mid-block crossings on the Mileground.
3. The most frequent destination for pedestrian traffic on Mileground road is the BFS store.

(Draft)

APPENDIX I: RAW PEDESTRIAN & BICYCLE COUNTS (EXCLUDES MID-BLOCK CROSSINGS)

Date		Apr. 9 Tuesday		Apr.10 Wednesday		Apr. 13 Saturday		Oct. 1 Tuesday		Oct. 2Wednesday		Oct. 5 Saturday		
Count Location Number		#1	#2	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2	
Morning	7:00 AM – 7:15 AM	--	--	--	1	--	--	--	--	--	--	--	--	Morning Total: 28 5
	7:15 AM – 7:30 AM	1	1	--	--	--	--	--	--	--	--	--	--	
	7:30 AM – 7:45 AM	--	--	--	1	--	--	--	--	--	--	--	--	
	7:45 AM – 8:00 AM	--	1	--	--	1	1	--	--	--	--	1	1	
	8:00 AM – 8:15 AM	1	--	--	--	--	--	--	--	1	--	--	--	
	8:15 AM – 8:30 AM	3	--	2	--	2	1	1	1	2	1	--	--	
	8:30 AM – 8:45 AM	1	1	--	--	--	--	--	--	1 1	--	--	--	
	8:45 AM – 9:00 AM	1	--	1	--	--	--	1	--	1	--	1	--	
	Morning Total	6 1	2 1	3	2	3	1 1	2	1	5 1	1	2	1	
Noon	11:00 AM – 11:15 AM	1	--	2	4	--	--	--	--	--	--	--	--	Noon Total: 58 1
	11:15 AM – 11:30 AM	--	--	--	--	--	--	--	--	--	--	--	--	
	11:30 AM – 11:45 AM	--	1	--	--	5	1	--	--	--	2	--	--	
	11:45 AM – 12:00 PM	4	2	--	--	3	--	--	--	--	--	1	--	
	12:00 PM – 12:15 PM	1	1	--	2	--	1	--	--	1	1	2	2	
	12:15 PM – 12:30 PM	--	--	2	--	1	--	1	1	1	--	--	--	
	12:30 PM – 12:45 PM	--	--	--	--	3	--	1	--	1	--	1	1	
	12:45 PM – 1:00 PM	3	1	--	--	6	--	--	--	--	--	--	--	
Noon Total	9	5	4	6	18	2	2	1	2 1	3	3	3		
Afternoon	3:30 PM – 3:45 PM	--	1	1	--	--	--	--	1	4 1	4	--	--	Afternoon Total: 73 4
	3:45 PM – 4:00 PM	1	--	--	--	--	--	--	--	--	1	--	1	
	4:00 PM – 4:15 PM	2	--	--	--	--	--	3	3	5	--	1	--	
	4:15 PM – 4:30 PM	1	2	3	--	--	--	4	4 2	1	--	1	1	
	4:30 PM – 4:45 PM	1	1	--	1	1	--	1	--	2	1 1	--	--	
	4:45 PM – 5:00 PM	2	--	--	2	1	--	--	--	2	2	--	--	
	5:00 PM – 5:15 PM	--	--	2	2	--	--	1	--	1	2	--	--	
	5:15 PM – 5:30 PM	--	--	--	--	--	--	--	2	--	1	--	--	
	Afternoon Total	7	4	6	5	2	0	9	10 2	15 1	11 1	2	2	
Daily Total	33 2		26		26 1		24 3		37 4		13			

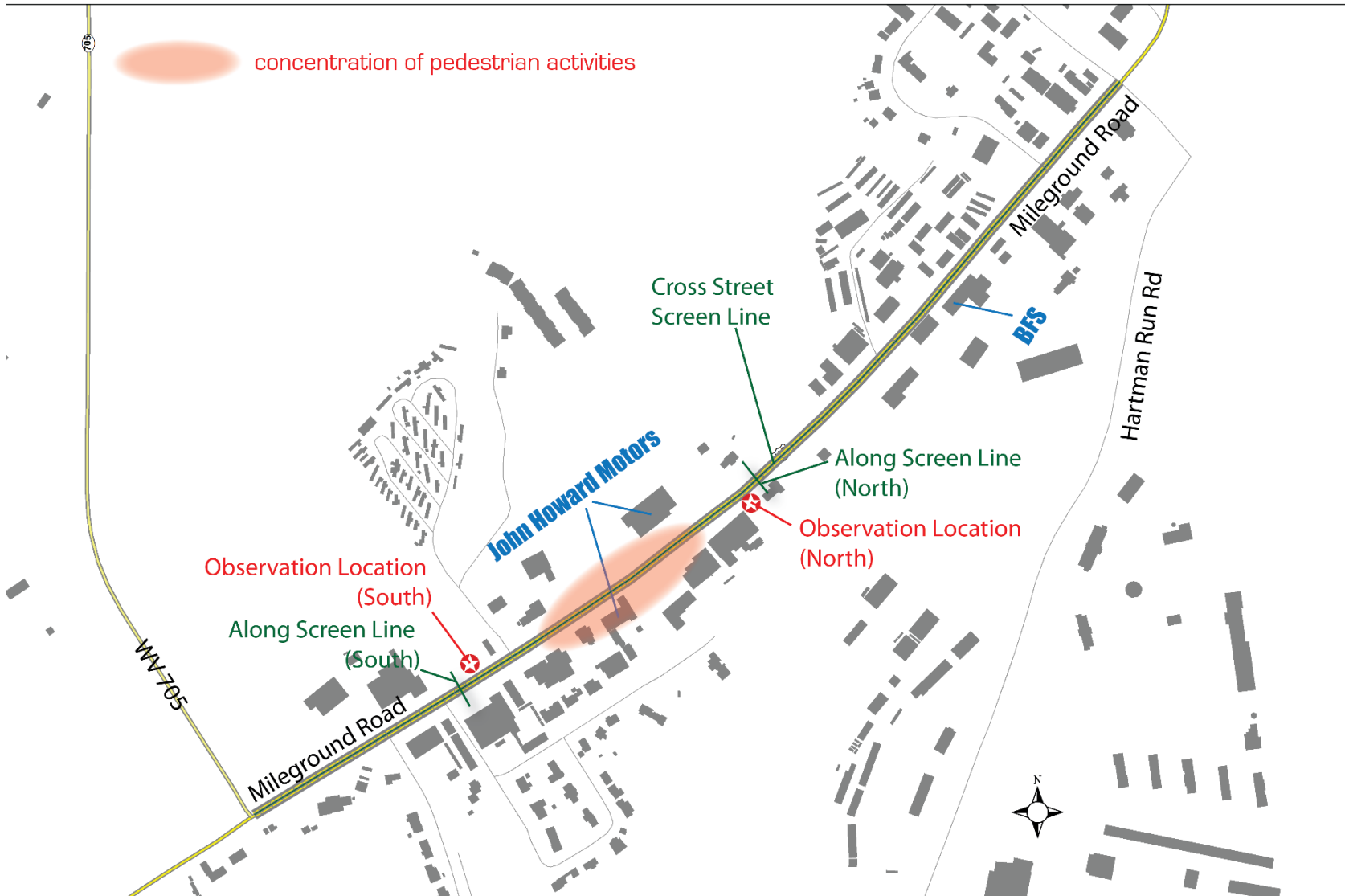
Number in Blue = Pedestrian, Number in Red = Bicyclist

(Draft)

APPENDIX II: RAW MID-BLOCK CROSSING COUNTS

Date		April 9 Tuesday		April 10 Wednesday		April 13 Saturday		October 1 Tuesday		October 2 Wednesday		October 5 Saturday		
Count Location Number		#1	#2	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2	
Morning	7:00 AM – 7:15 AM	--	1	--	1	--	--	--	--	--	--	--	--	Morning Total: 40
	7:15 AM – 7:30 AM	--	4	--	--	--	--	--	--	--	--	--	--	
	7:30 AM – 7:45 AM	--	3	--	1	--	--	--	--	--	--	--	--	
	7:45 AM – 8:00 AM	--	2	1	--	--	--	--	--	--	--	--	--	
	8:00 AM – 8:15 AM	--	1	--	--	--	--	--	--	--	--	2	--	
	8:15 AM – 8:30 AM	--	1	4	--	--	--	--	--	--	--	2	--	
	8:30 AM – 8:45 AM	1	1	2	--	--	--	--	--	--	--	2	--	
	8:45 AM – 9:00 AM	--	2	7	--	2	--	--	--	--	--	--	--	
	Morning Total	1	15	14	2	2	--	--	--	--	--	--	6	
Noon	11:00 AM – 11:15 AM	--	6	--	4	--	--	--	--	--	--	--	--	Noon Total: 45
	11:15 AM – 11:30 AM	--	--	2	--	--	--	--	--	--	--	--	--	
	11:30 AM – 11:45 AM	1	--	2	--	--	--	--	--	--	--	--	--	
	11:45 AM – 12:00 PM	2	--	--	--	--	--	--	--	--	--	--	--	
	12:00 PM – 12:15 PM	3	3	3	2	--	--	--	--	--	--	--	--	
	12:15 PM – 12:30 PM	3	4	1	--	--	--	--	--	--	--	2	--	
	12:30 PM – 12:45 PM	5	--	2	--	--	--	--	--	--	--	--	--	
	12:45 PM – 1:00 PM	4	2	--	--	--	--	--	--	--	--	--	--	
	Noon Total	18	9	10	6	--	--	--	--	--	--	--	2	
Afternoon	3:30 PM – 3:45 PM	--	2	--	2	--	--	--	2	--	2	2	--	Afternoon Total: 87
	3:45 PM – 4:00 PM	3	1	2	1	--	--	--	--	--	2	--	--	
	4:00 PM – 4:15 PM	3	5	3	--	--	--	--	--	--	--	--	--	
	4:15 PM – 4:30 PM	4	2	4	4	--	--	--	--	4	--	--	--	
	4:30 PM – 4:45 PM	--	1	--	1	1	--	--	--	1	--	--	--	
	4:45 PM – 5:00 PM	2	1	2	2	1	--	--	--	--	2	--	--	
	5:00 PM – 5:15 PM	5	3	4	3	3	--	--	--	--	--	--	--	
	5:15 PM – 5:30 PM	--	4	2	--	2	--	--	--	--	--	1	--	
	Afternoon Total	17	19	17	13	7	--	--	2	5	6	3	--	
Daily Total	79		62		9		2		11		11		--	

APPENDIX III: MILEGROUND PEDESTRIAN AND BICYCLIST COUNT MAP



(Draft)

APPENDIX IV: COUNTING STAFFS AND SCHEDULE

	April 9	April 10	April 13	October 1	October 2	October 5	Count Location #
Morning Shift <i>7:00 am -9:00 am</i> <i>11: 00 am – 12:00 pm</i>	Simpson	Simpson	Simpson	Yang	Yang	Yang	#1
	Latif	Zhang	Scohy	Cheng	Zhang	Cheng	#2
Afternoon Shift <i>12:00 am -1:00 pm</i> <i>3:30 pm – 5:30 pm</i>	Zhang	Zhang	Zhang	Yang	Yang	Yang	#1
	Latif	Latif	Scohy	Cheng	Cheng	Cheng	#2

(Draft)

APPENDIX IV: PEDESTRIAN / BICYCLIST COUNT FORM

BICYCLIST / PEDESTRIAN COUNT FORM

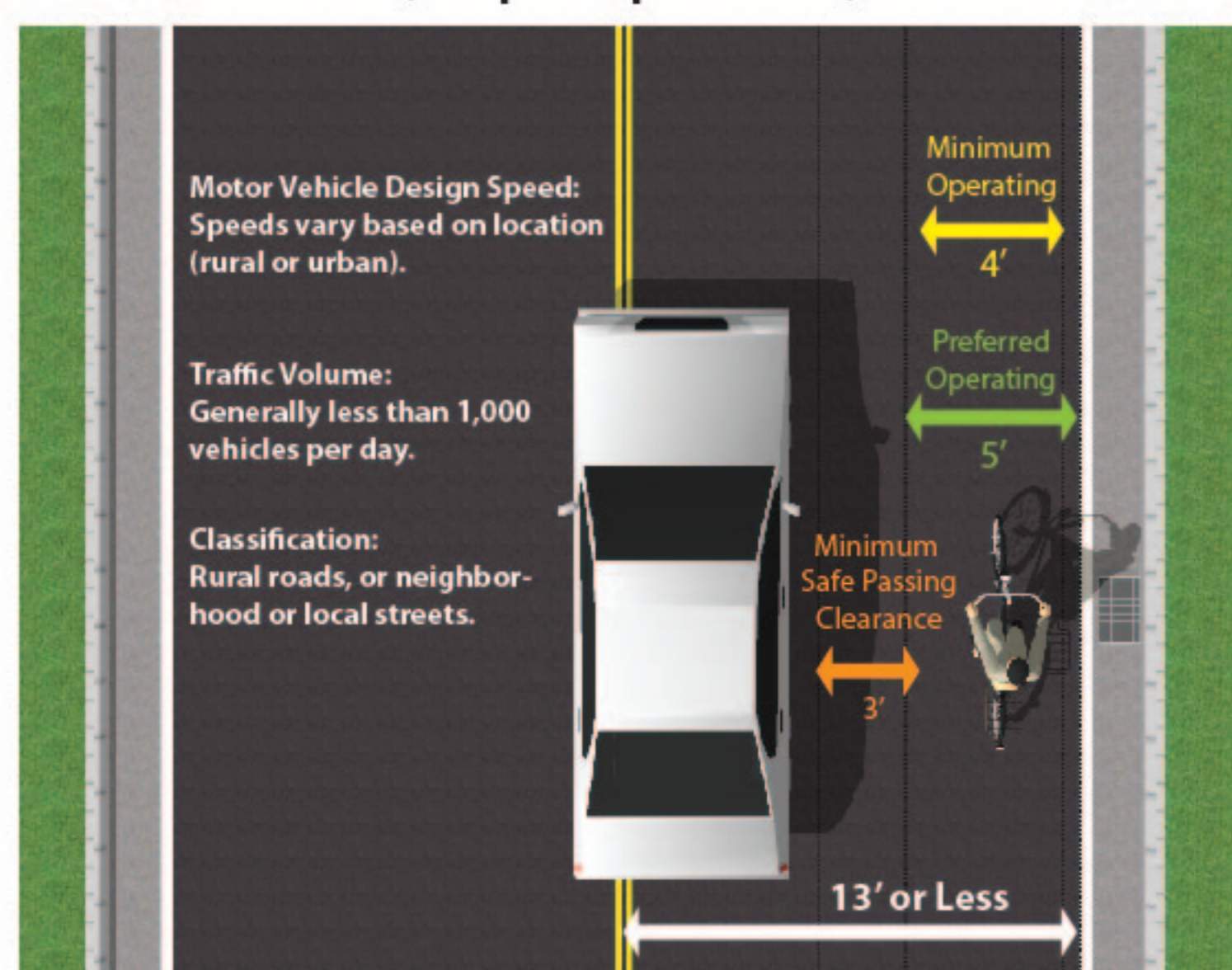
Name: _____ Date: _____ Location: North / South (check)

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

Time: 15 min increments (period)	Pedestrians		Bicyclists		Mid-Block Crossing
	NB	SB	NB	SB	
(1)					
(2)					
(3)					
(4) 1 hour					
(5)					
(6)					
(7)					
(8) 2 hours					
TOTAL					

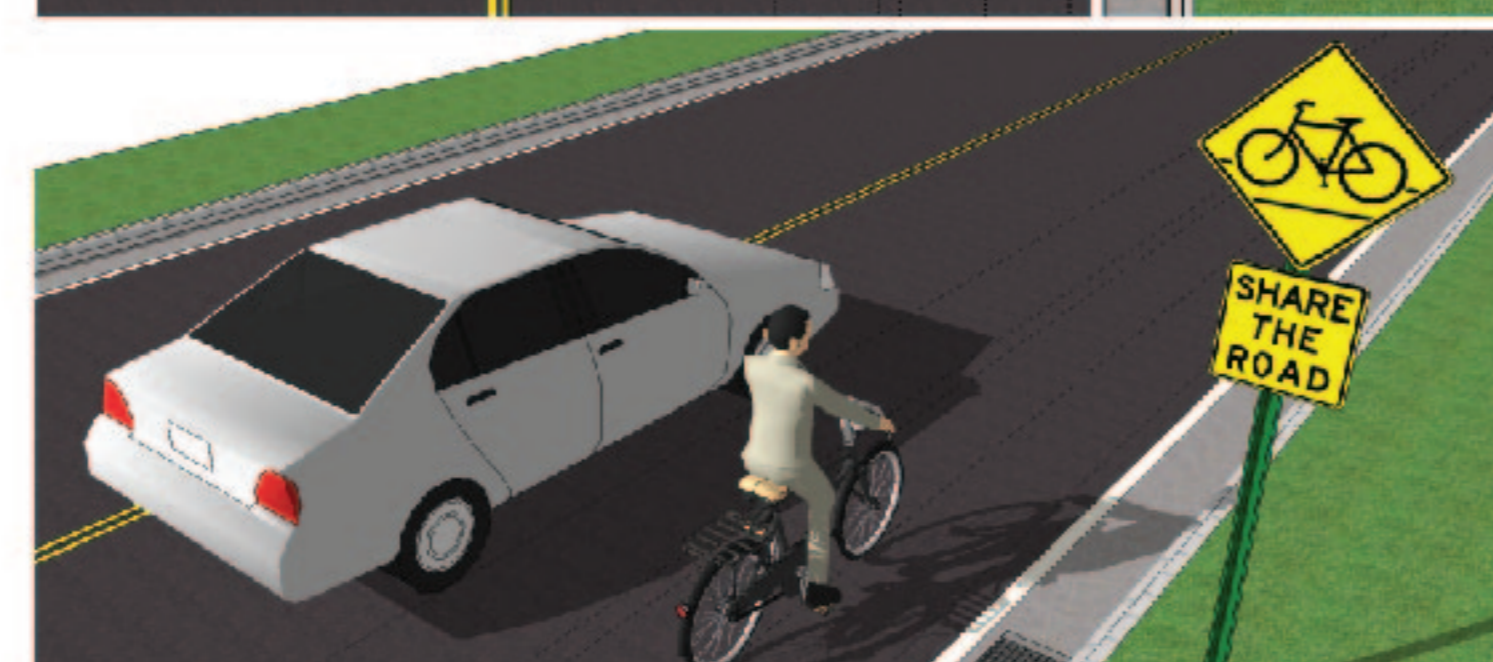
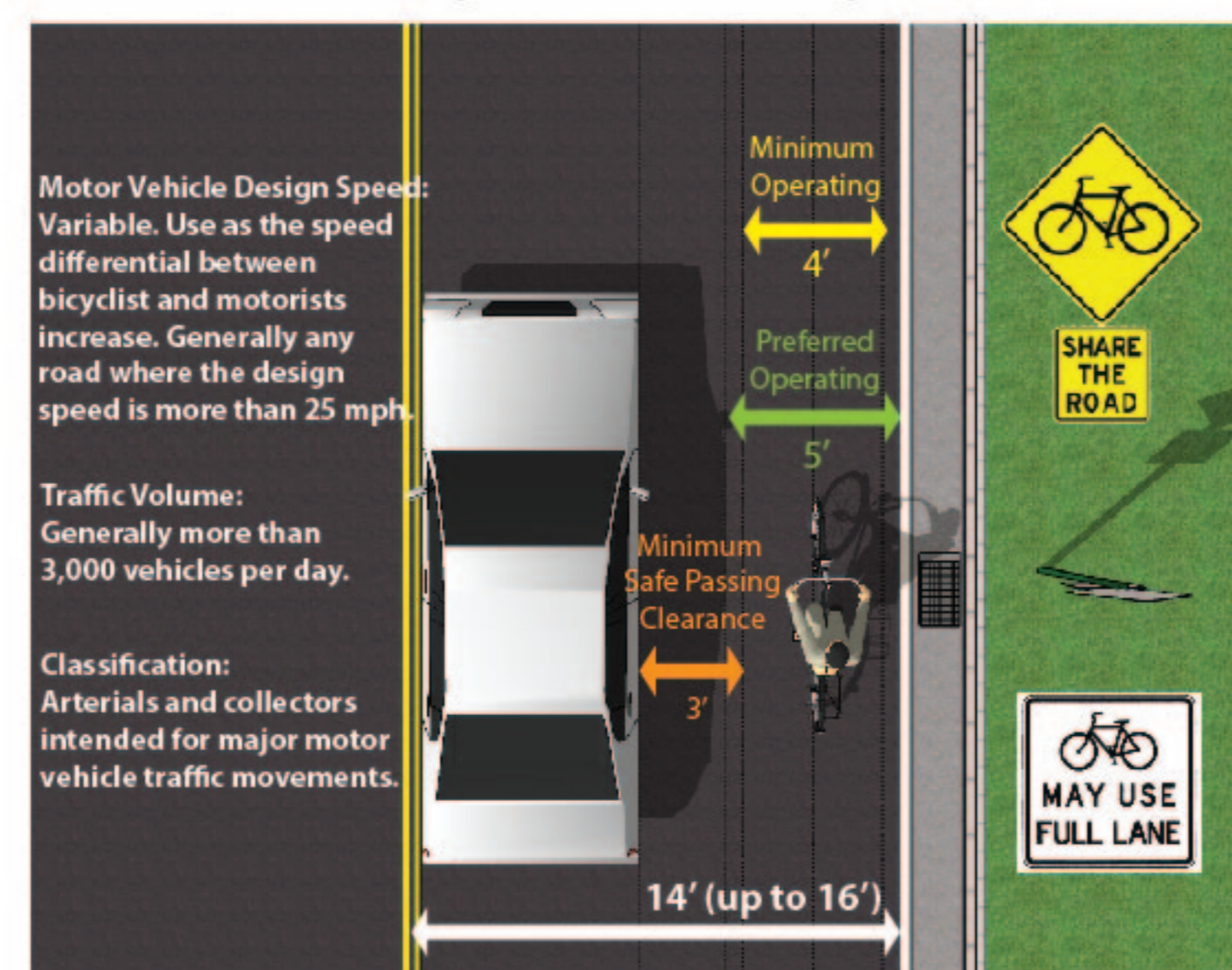
General Considerations for Different Bikeway Types

Shared Lanes (no special provisions)



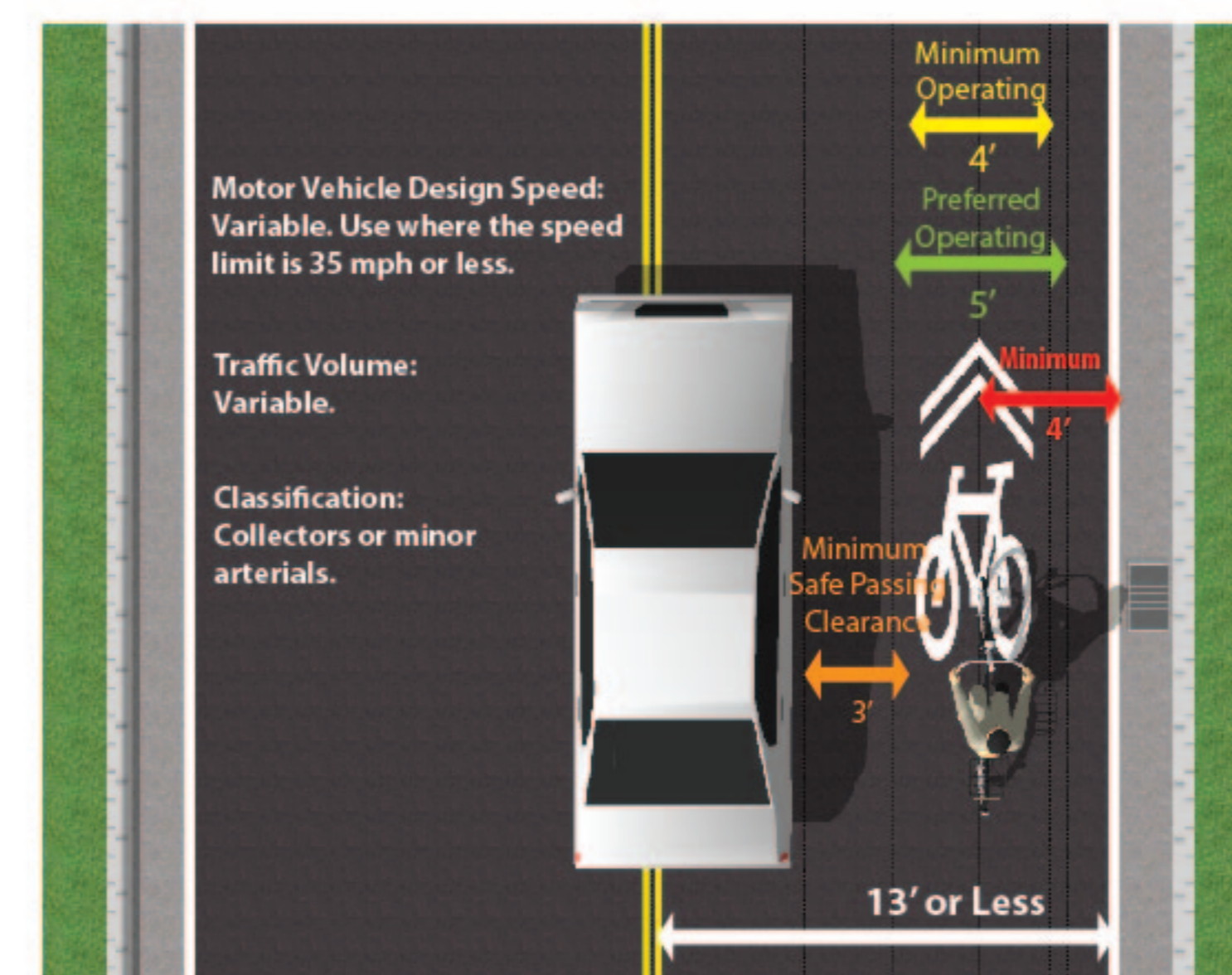
Best Use: Minor roads with low volumes, where bicyclists can share the road with no special provisions.

Shared Lanes (wide outside lanes)



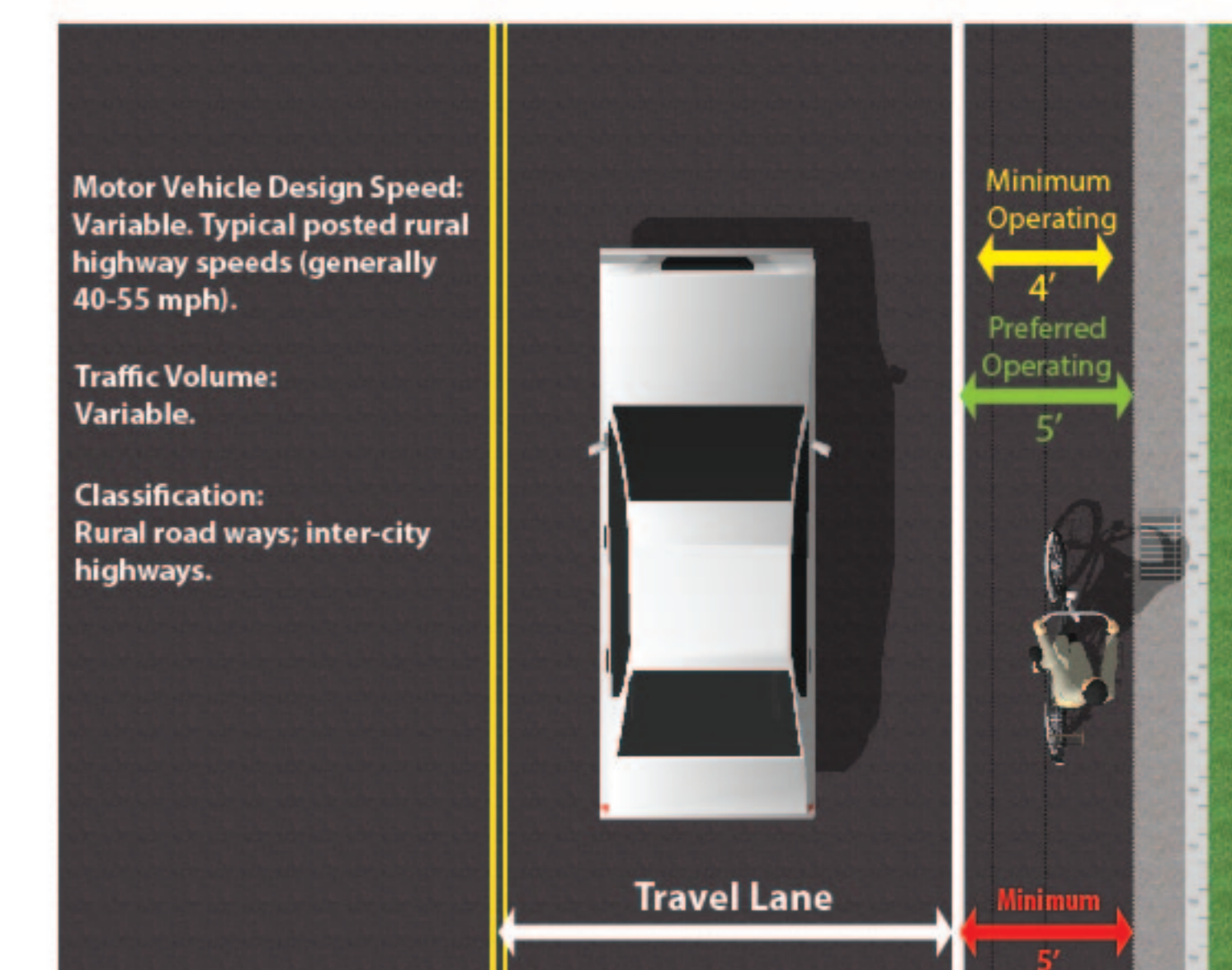
Best Use: Major roads where bike lanes are not selected due to spaces constraints or other limitations.

Marked Shared Lanes



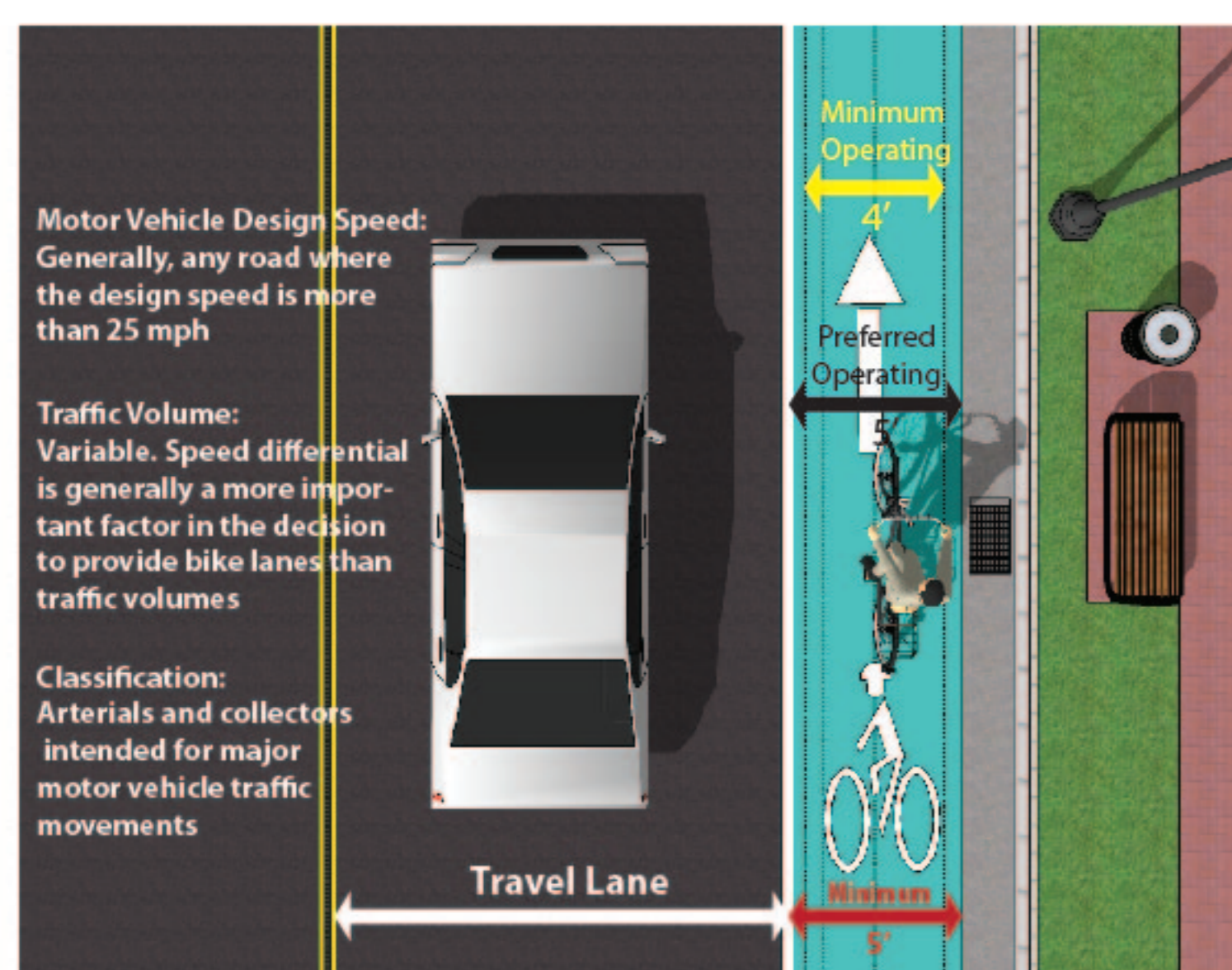
Best Use: Space-constrained roads with narrow travel lanes, or road segments upon which bike lanes are not selected due to space constraints or other limitations.

Paved Shoulders



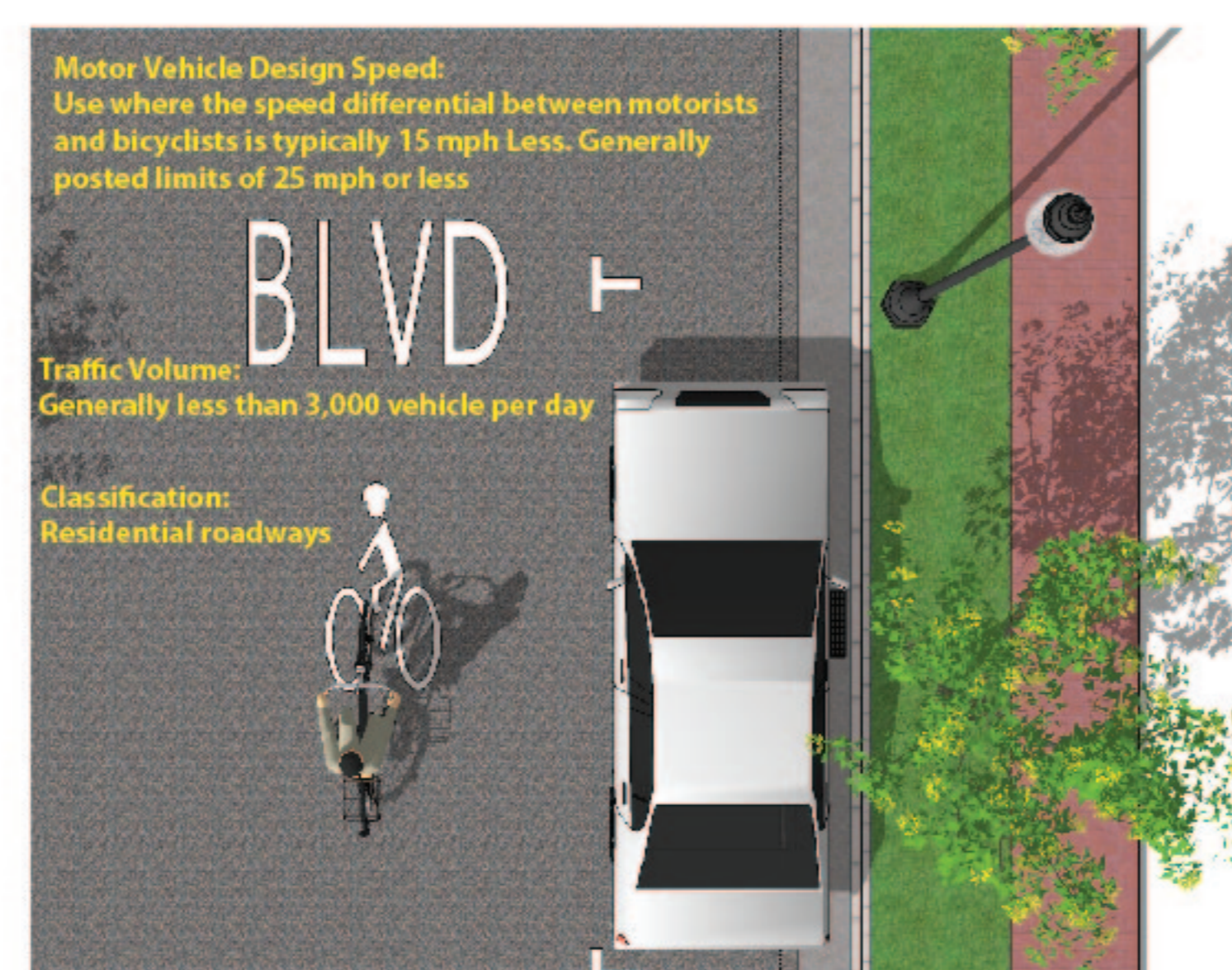
Best Use: Rural highways that connect town centers and other major attractions.

Bike Lanes



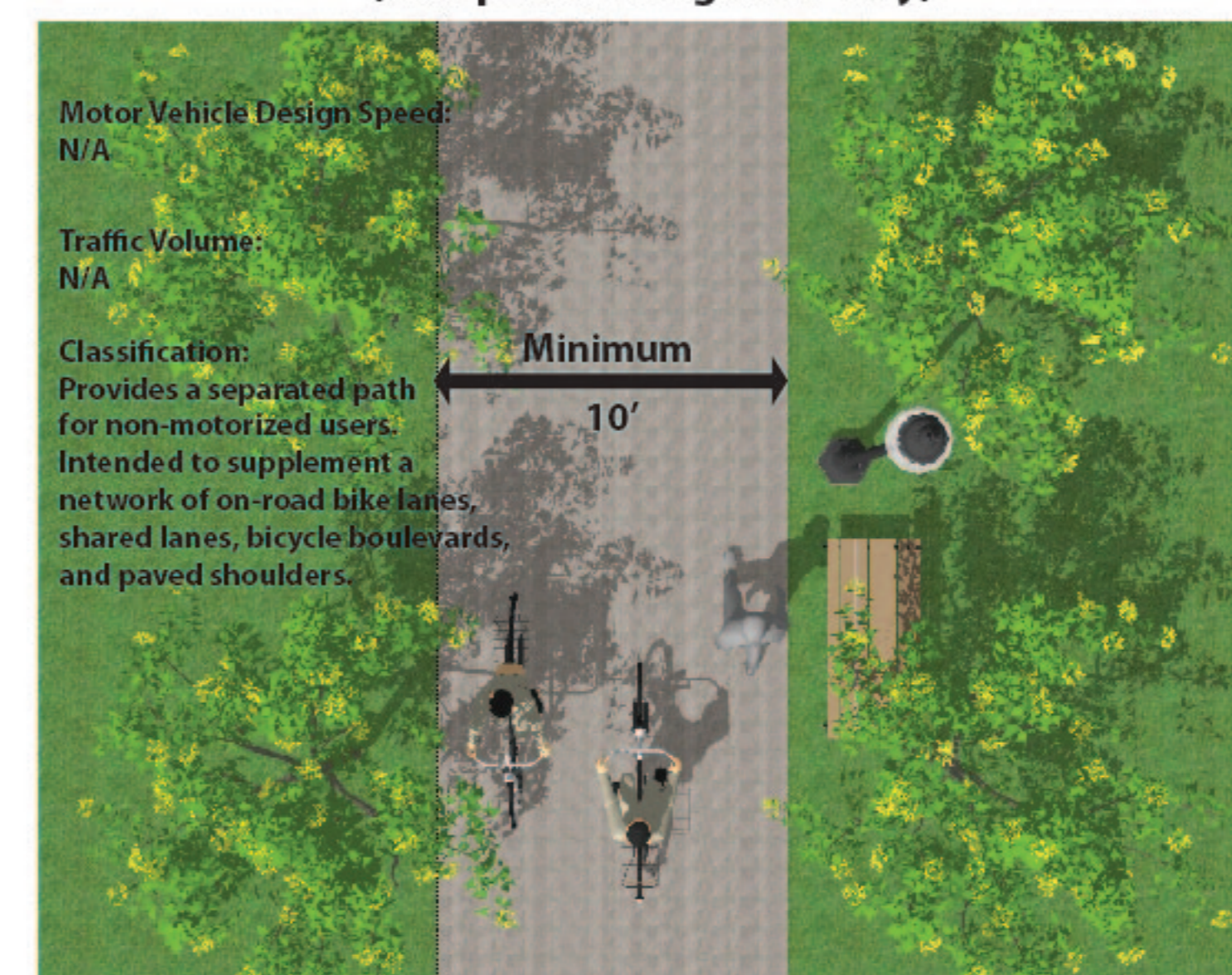
Best Use: Major roads that provide direct, convenient, quick access to major land uses. Also can be used on collector roads and busy urban streets with slower speeds.

Bicycle Boulevards



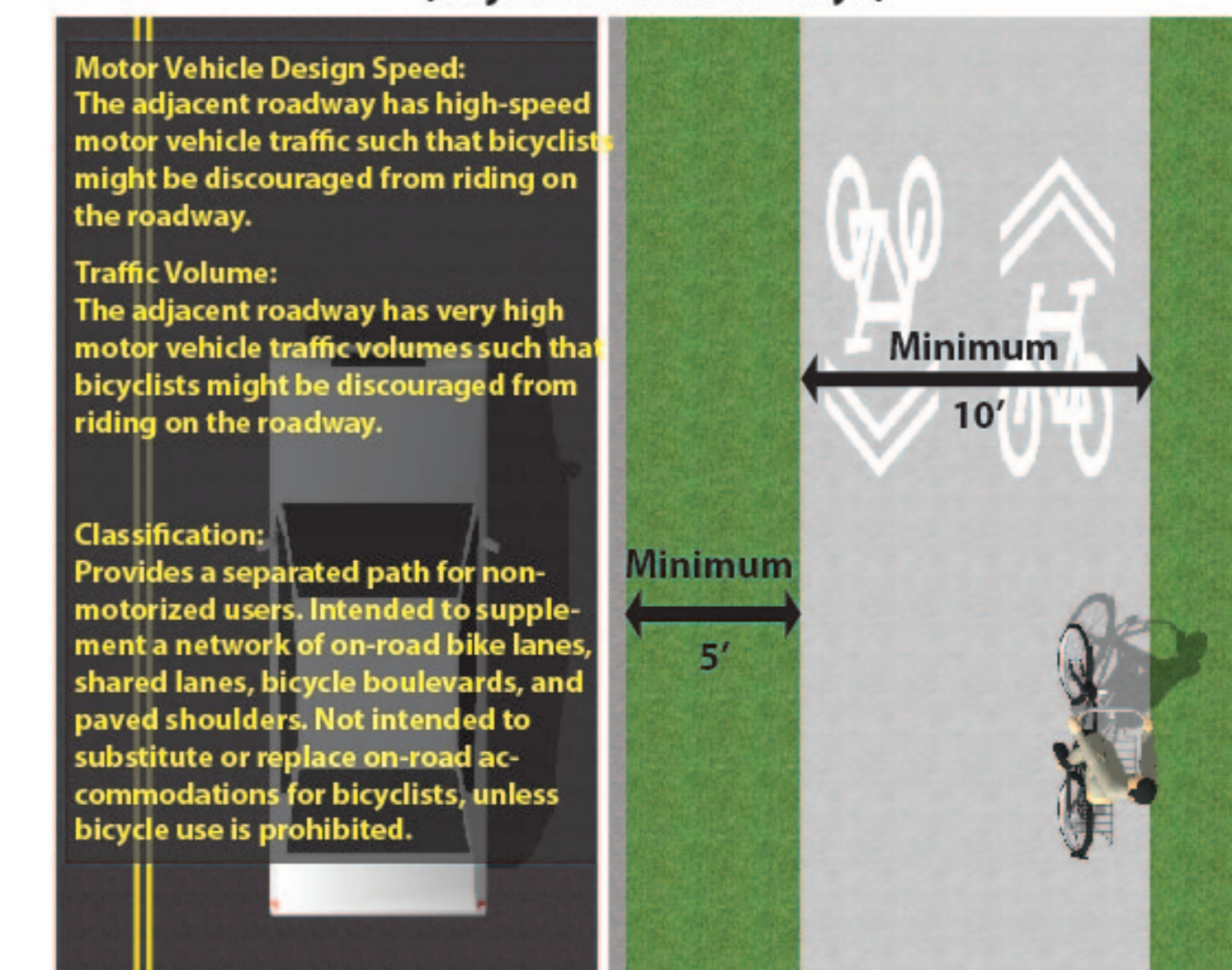
Best Use: Local roads with low volumes and speeds, offering an alternative to, but running parallel to, major roads. Still should offer convenient access to land use destinations.

Shared Use Path (independent right-of-way)



Best Use: Linear corridors in greenways, or along waterways, freeways, active or abandoned rail lines, utility rights-of-way. May be a short connection, such as a connector between two cul-de-sacs, or a longer connection between cities.

Shared Use Path (adjacent to roadways)



Best Use: Adjacent to roadways with no or very few intersections or driveways. The path is used for short distance to provide continuity between sections of path on independent rights-of-way.

Centra-Checking (voucher checks)

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Depos	12/09/2013							17,516.74
Check	12/13/2013	5250	Monongalia County Planning Commission	Deposit	✓	Internet	128.31	17,645.05
Check	12/13/2013	5251	ICMA, Retirement Corp		✓	Retirement Account	-1,500.76	16,144.29
Check	12/13/2013	5248	J. William B. Austin		✓	Accounting (Accounting Fees)	-107.98	16,036.31
Check	12/13/2013	5249	Jing Zhang	Electronic Transfer	✓	Salaries	-1,940.12	14,096.19
Check	12/13/2013	941	IRS	Electronic Transfer	✓	Salaries	-1,217.92	12,878.27
Check	12/13/2013	8458	Comcast	Electronic Transfer	✓	Payroll Liabilities	-1,138.93	11,739.34
Check	12/13/2013	8459	Flanery, Sensabaugh, Bonasso		✓	Internet	-256.62	11,482.72
Check	12/13/2013	8460	WVNET		✓	Legal Fees (Legal Fees)	-1,398.50	10,084.22
Depos	12/28/2013		WVDOH	Deposit	✓	Web Hosting	-35.95	10,048.27
Check	12/30/2013	8461	Centra Bank - Mastercard	APR-\$450 Sup \$30.73		PL Funds (Funds)	12,916.39	22,964.66
Check	12/30/2013	8462	Fringe Benefits Management Company			Dues and Subscriptions	-480.73	22,483.93
Check	12/30/2013	8463	Morgantown Municipal Airport			Employee Health Insurance	-255.90	22,228.03
Check	12/30/2013	8464	Public Employees Insurance Agency			Rent (Rent)	-720.00	21,508.03
Check	12/30/2013	8465	Raltee Health Benefit Trust Fund			Employee Health Insurance	-1,703.94	19,804.09
Check	12/30/2013	5254	ICMA, Retirement Corp			Employee Health Insurance	-352.00	19,452.09
Check	12/30/2013	5255	WV Dept of Tax and Revenue			Retirement Account	-1,500.76	17,951.33
Check	12/30/2013	941	IRS	Electronic Transfer	✓	Payroll Liabilities	-404.00	17,547.33
Check	12/30/2013	5252	J. William B. Austin	Electronic Transfer	✓	Payroll Liabilities	-1,138.93	16,408.40
Check	12/30/2013	5253	Jing Zhang	Electronic Transfer	✓	Salaries	-1,940.12	14,468.28
Check	12/30/2013	5253	Jing Zhang	Electronic Transfer	✓	Salaries	-1,217.92	13,250.36
Total Centra-Checking (voucher checks)								13,250.36

Monthly Cost Allocation Worksheet
Morgantown / Monongalia County Transportation Planning Organization

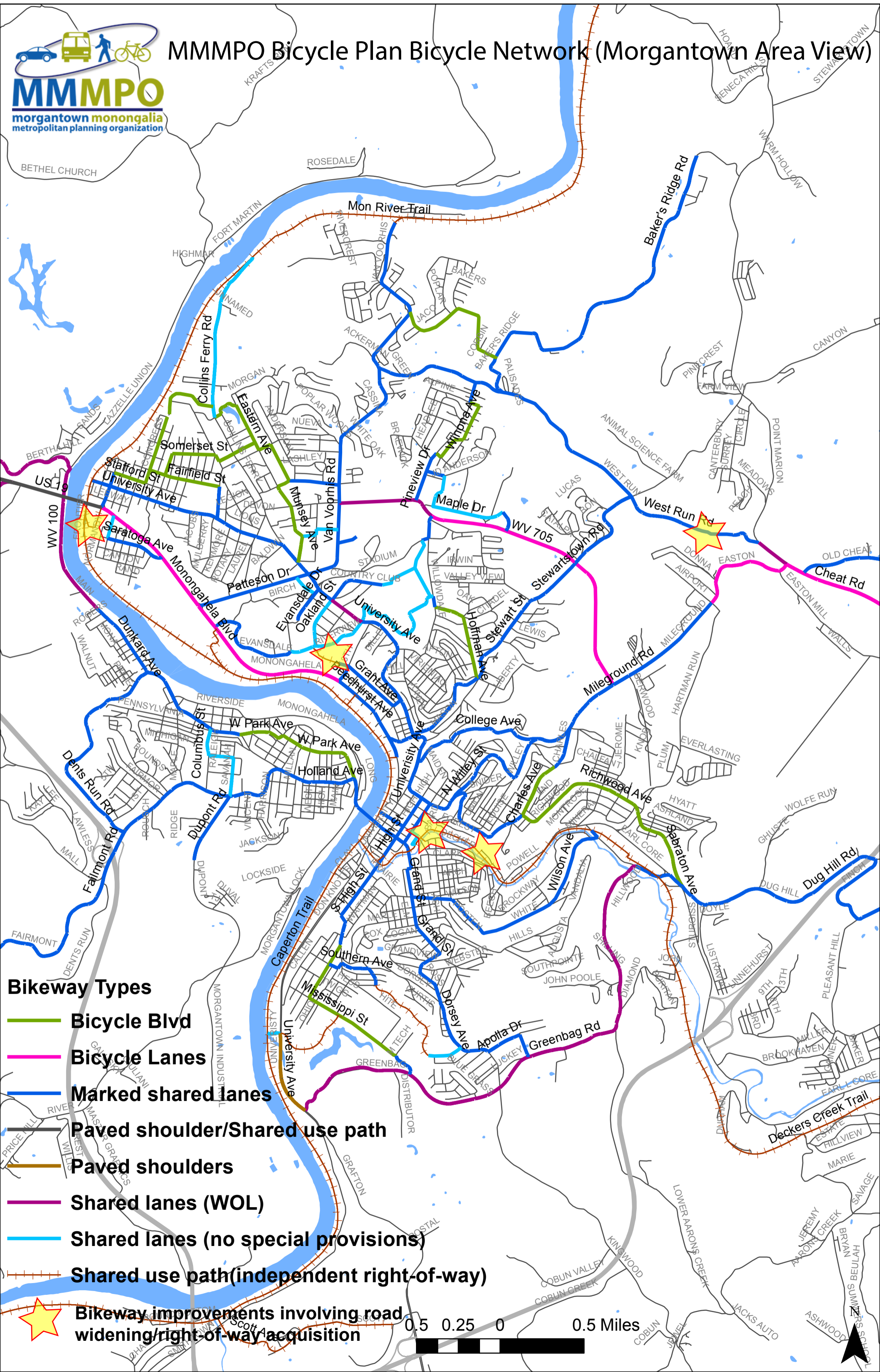
FHW/FTA	Category	Expenditures	FY 2013/2014 Budget												Total Expenditures	Remaining Budget	
			Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-14	Jan-14	Febr-14	Mar-14	Apr-14	#####	Jun-14			
Element	Description																
	1000 Administration / Coordination	\$ 175,002.00	10,769.69	9,655.50	11,655.47	14,374.69	12,951.54	12,522.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 71,929.32	\$ 103,072.68
	1100 Salaries	\$ 135,302.00	9745.59	8047.17	10415.37	13245.09	9694.53	9728.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 60,876.67	\$ 74,425.33
	1110 Contracted Services	\$ 12,000.00	105.68	113.96	0.00	103.84	735.08	1398.50								\$ 2,457.06	\$ 9,542.94
	1200 Office Rent	\$ 9,450.00	790.00	720.00	868.00	0.00	1440.00	720.00								\$ 4,538.00	\$ 4,912.00
	1210 Utilities	\$ 5,000.00	128.42	189.89	164.20	65.95	164.26	194.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 906.98	\$ 4,093.02
	Phone	\$ 4,500.00	128.42	153.94	128.25	30.00	128.31	158.31								\$ 727.23	\$ 3,772.77
	Web Hosting	\$ 500.00	0.00	35.95	35.95	35.95	35.95	35.95								\$ 179.75	\$ 320.25
	1250 Office Management	\$ 1,250.00	0.00	0.00	0.00	0.00	76.00	30.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 106.75	\$ 1,143.25
	Copier	\$ 750.00	0.00	0.00	0.00	0.00	0.00	0.00								\$ -	\$ 750.00
	Supplies/Postage	\$ 500.00	0.00	0.00	0.00	0.00	76.00	30.75								\$ 106.75	\$ 393.25
	1300 Public Notices/Fees	\$ 3,000.00		202.00		221.23	326.22									\$ 749.45	\$ 2,250.55
	1400 Travel / Training	\$ 9,000.00	0.00	382.48	207.90	738.58	515.45	450.00								\$ 2,294.41	\$ 6,705.59
	2000 Analysis / Data Development	\$ 39,000.00	0.00	2,000.00	1,000.00	1,840.00	800.00	480.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 6,120.00	\$ 32,880.00
	2100 Equipment/Software/Analysis	\$ 15,000.00	0.00	1,200.00	0.00	0.00	0.00	480.00								\$ 1,680.00	\$ 13,320.00
	2150 Subarea Plans	\$ 12,000.00	0.00	800.00	1,000.00	1,500.00	800.00	0.00								\$ 4,100.00	\$ -
	2200 Consulting Services	\$ 12,000.00	0.00	0.00	0.00	340.00	0.00	0.00								\$ 340.00	\$ 11,660.00
	3000 Transportation Plan Update*	\$ -														\$ -	\$ -
	4000 Transit	\$ 13,000.00	0.00	1,200.00	0.00	0.00	0.00	800.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 2,000.00	\$ 11,000.00
	44.21.00 Program Support & Administration	\$ 8,000.00	0.00	0.00	0.00	0.00	0.00	800.00								\$ 800.00	\$ 7,200.00
	44.23.02 Regional Trans. Plan - Project	\$ 5,000.00		1,200.00												\$ 1,200.00	\$ 3,800.00
	44.24.00 Short Range Transit Planning	\$ -														\$ -	\$ -
	5000 TIP	\$ 8,000.00	200.00	250.00	600.00	240.00	300.00	450.00								\$ 2,040.00	\$ 5,960.00
	6000 Unified Planning Work Program	\$ 5,000.00	150.00	0.00	240.00	540.00	300.00	950.00								\$ 2,180.00	\$ 2,820.00
	Total	\$ 240,002.00	\$ 11,119.69	\$ 13,105.50	\$ 13,495.47	\$ 16,994.69	\$ 14,351.54	\$ 15,202.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 84,269.32	\$ 155,732.68

NOTE: Staff time dedicated to Line Items 2000, 2150, 4000, 5000, and 6000 not included in Salary Total

Monthly Eligible at 90 % \$ 15,202.43
 Monthly Request \$ 13,682.19



MMMPO Bicycle Plan Bicycle Network (Morgantown Area View)



Bikeway Types

- **Bicycle Blvd**
- **Bicycle Lanes**
- **Marked shared lanes**
- **Paved shoulder/Shared use path**
- **Paved shoulders**
- **Shared lanes (WOL)**
- **Shared lanes (no special provisions)**
- **Shared use path (independent right-of-way)**

★ **Bikeway improvements involving road widening/right-of-way acquisition**



UNIFIED PLANNING WORK PROGRAM

DRAFT FISCAL YEAR 2014 – 2015



MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION

Adopted:

Amended:

Morgantown Municipal Airport
82 Hart Field Road Suite 105
Morgantown, WV 26508
(304) 291-9571 phone
(304) 291-9573 fax

INTRODUCTION

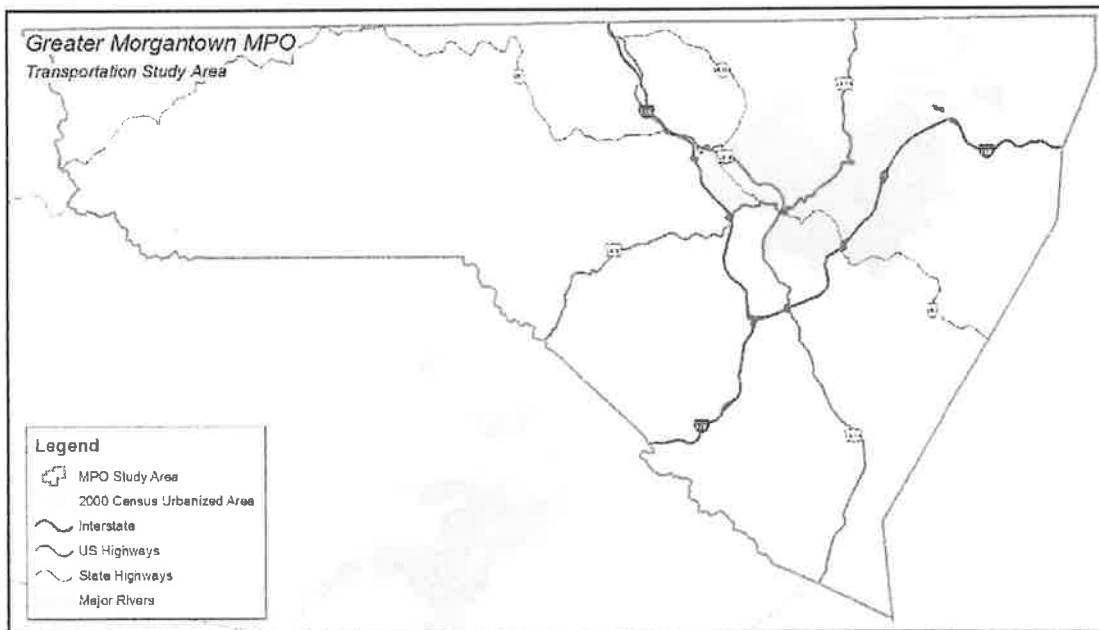
In accordance with Federal Regulations this document outlines the budget for the Morgantown Monongalia MPO. It provides information about the work the MPO will be performing in the upcoming year and summarizes the funding that will be used to accomplish that work.

STUDY AREA

The Morgantown Monongalia MPO covers Monongalia County including the municipalities of Blacksville, Granville, Morgantown, Star City, and Westover.

The MPO's Policy Board may include representatives from:

1. Monongalia County (pays one half of any local match requirements) - three county commissioners
2. City of Morgantown (pays one half of any local match requirements) - three council members
3. City of Westover — one elected representative
4. Town of Star City — one elected representative
5. Town of Granville — one elected representative
6. Town of Blacksville — one elected representative
7. Mountain Line Transit Authority — one representative
8. Monongalia County Board of Education — one representative
9. West Virginia University — one representative
10. West Virginia Department of Transportation — MPO liaison



Prepared By: Morgantown MPO 02/18/2005 Source: US Census Bureau

Accomplishments

During Fiscal Year 2013-2014 the Morgantown Monongalia MPO worked with the West Virginia Department of Transportation and the area's local governments to improve transportation in the area. The MPO's efforts were focused on the implementation of the area's 2040 Long Range Transportation Plan and further defining the projects identified in that Plan. Please find below a short description of these activities.

In addition to normal administrative activities, MPO staff coordinated with City of Morgantown staff and Star City for the adoption of an updated Long Range Transportation Plan (LRTP) and updates to the municipal Comprehensive Plans. MPO staff focused on the development and adoption of the LRTP. The LRTP planning process involved numerous public meetings as well as a concentrated staff effort. The first step taken after the adoption of the Plan was the prioritization of the implementation of Projects included in the LRTP.

Another priority for MPO staff has been working on strategies to acquire funding to implement the Plan. During the first half of FY 2013-2014 MPO Staff and the MPO Chairman worked closely with legislators and the Chamber of Commerce's Transportation Committee to develop legislation for local funding initiatives.

During FY 2013-2014 MPO Staff worked with a Steering Committee made up of local cycling enthusiasts to develop an Urban Area Bicycle Plan, as recommended in the LRTP. In order to build a safe and efficient network that provides access to the entire area this Plan specifies the type of improvements needed in corridors throughout the community. It is hoped that the Bicycle Plan will serve as guidance on needed improvements as they perform their ongoing regular maintenance activities. The Plan also serves as a blueprint for requesting specific stand alone improvements through the Transportation Alternatives Program.

During FY 2013-2014 MPO staff also began evaluating corridors and intersections for needed improvements as identified in the LRTP. At the time of this writing MPO staff was developing an evaluation of the Green Bag Road-Kingwood Pike intersection.

The first traffic counts for the MPO's annual traffic count program were taken in April of 2011 and the area's second set of annual counts were taken in April of 2012. In 2013 the MPO expanded the count program by adding additional locations as well as by taking a limited number of counts during the fall to assist in the development of seasonal count factors. These seasonal count factors will allow the standardization of project level traffic counts for comparison on an annual basis. The MPO has prepared a map of these locations with count volumes over time. The map is available on the MPO's website.

In addition to the traffic count program MPO staff developed a traffic accident data base using information from WVDOH and from Monongalia County MECCA 911. This data covered approximately three years. The data was used in the MPO project prioritization process and will be used in the future to identify high incident locations.

The MPO has been working to implement Transportation Demand Management programs in coordination with several large employers including WVU, Monongalia General Hospital, NETL, Mylan Pharmaceuticals and WVU Health Services. The vanpool effort was dormant for a short portion of FY 2012-2013 due to staff turnover. During FY 2013-2014, Later in the Fiscal Year MPO staff working with Mountain Lines Mobility Coordinator the MPO's worked to move forward the van pool program with a coordinated advertising campaign and a redefined incentive package for new van pools. As of this writing two van pools are new participants in the van pool program.

MPO Staff has also assisted Monongalia County, Star City and the City of Morgantown in evaluating the impact of ongoing development on the transportation network as new development is proposed. MPO staff hopes to provide more of this type of assistance in the future.

MPO Staff also began working with the other MPO's across the State to develop an MPO Association to share best practices in transportation planning and to enhance coordination with WVDOT. It is anticipated that this effort will continue in FY 2014-2015.

FOCUS FOR FISCAL YEAR 2014-2015

Local initiatives:

Major initiative to be under taken this year include: MPO Staff will evaluate the intersections and corridors proposed for improvement in the recently adopted LRTP. The primary corridor to be evaluated during this fiscal year will be Green Bag Road. This work will also include looking at the proposed Grant Avenue bicycle and pedestrian facility and the White Avenue Connector. Staff will develop recommendations to inform WVDOH to potential solutions for the concerns at these locations.

MPO Staff will work to implement the area wide bicycle plan by working with interested communities on grant applications. MPO Staff will also advise WVDOH on recommended improvements to corridors being addressed in the regular work program.

MPO Staff will also begin work on developing a comprehensive approach to pedestrian planning for the area. This work will build on the work performed by the Morgantown Pedestrian Board. It is anticipated that the primary work in this area this fiscal year will be the collection of pedestrian counts at selected locations.

MPO Staff will also begin work on a Study to identify a recommended location for the proposed bridge over the Monongahela River recommended by the LRTP. It is anticipated that this will be a multi-year project with primary work performed by a consultant or team of consultants. MPO Staff will act as the primary project manager for this effort.

MPO Staff will also continue work to develop potential local funding sources to implement the LRTP. Staff has been working with a committee from the LRTP Update effort and the Chamber of Commerce as well elected representatives to address this issue.

Other tasks:

The MPO will continue to update the annual traffic count database with counts taken for the MPO as well as counts taken by other local agencies. The first counts for this database were taken in April of 2011 and April 2012. This database provides the MPO with base data, which may be used to project the future growth of traffic, as well as, to provide decision makers with complete information about the existing conditions in the area. This data will continue to be available to the public at large for use in developing business plans and other marketing efforts and to the area's municipalities so they may evaluate the impact of proposed new development in the area. The traffic counts will be of use to the MPO in assessing the Long Range Transportation Plans model as well as in identifying area's where operational improvements to the road network may be needed. The information will also be useful to the Division of Highways when planning operational improvements to the area's transportation facilities. This data will be supplemented with data from the MPO's traffic accident data base which will also be updated during FY 2014-2015.

Staff will continue ongoing administrative functions including scheduling, minutes and other arrangements for the MPO's standing committee meetings, preparation of Transportation Improvement program amendments, preparation of the budget, human resource functions and intergovernmental relations and public involvement activities. Staff will also continue to provide technical assistance to area municipalities as well as the Bike Board and the Pedestrian Board.

BUDGET ITEMS BY MAJOR CATEGORY

In March of 2010 the MPO adopted a new Prospectus that defines the MPO's work tasks. The Project codes used in this document refer to the work task codes identified in the Prospectus.

II-A Continuing Transportation Planning Activities-Surveillance of Inventory Data

II-A-1 Traffic Counts- MPO will continue the annual traffic count program with the initial 58 locations counted in the spring of 2012 and add count locations for 2013. The data collected includes daily directional traffic volumes, peak period traffic volumes and vehicle classification counts at selected locations. These counts supplement traffic counts taken every three years in the area by the Division of Highways and they will be used both as base data for traffic modeling efforts and as information for decision makers as they consider the impact of proposed development in the area. They will also be available to the public for their use. These counts will be performed by a consultant team already on contract with the State of West Virginia to perform these services. The MPO will also seek to augment these counts by upgrading traffic count technology to have the capability to collect data on both bicycle and pedestrian travel at selected points.

II-A-4 Traffic Accidents-MPO Staff will continue to collect, quantify and locate traffic accident data as it becomes available.

II-A-10 Mapping- The MPO is using ArcGIS to work with Monongalia County to share data. This work will also include supplementing the County's recently acquired aerial photography with additional data.

II-B Long Range Transportation Plan Development

II-B-10 Transit Element- The MPO's will update the LRTP Transit Element as required.

II-B-11 Bicycle and Pedestrian Planning- MPO will work with the established Bicycle Board, to implement the Countywide Bicycle Plan.

II-B-13 Collector Street Planning- MPO Staff will provide support to area municipalities in reviewing proposed development to insure that the proposed collector streets are adequate. Staff will also review proposals to insure that the proposed connection between major arterials and collector streets are consistent with the capacity anticipated in the Long Range Transportation Plan.

II-B-16 Financial Planning- MPO Staff will continue to work for the development of funding streams for transportation and implementing the LRTP.

II-B-17 Congestion Management Strategies- MPO will review and coordinate with WVDOT/DOH on potential congestion mitigation strategies including ongoing TDM activities. MPO staff will also work with Mountain Line staff on the van pool program. MPO Staff will continue to provide information on operational improvements that may assist in the mitigation of congestion including an ongoing study of

signalization improvements and the operation of the downtown Morgantown street network being conducted by the State.

III Administration

III-A Planning Work Program

MPO staff will monitor the revised Planning Work Program process to insure it is being adequately implemented. Staff will also develop the 2015 Planning Work Program.

III-B Transportation Improvement Program

MPO staff will amend and update the Transportation Improvement Program as needed.

III-C-6 Public Involvement

The MPO will continue ongoing public involvement activities associated with the development of revisions to the TIP and the creation of a new UPWP. The MPO will continue to televise Policy Board Meetings. Staff also anticipates increased public involvement activities associated with the implementation of the recommendations of the Transportation Demand Management Study, the Long Range Transportation Plan and the Transportation Demand Management initiative.

III-C-7 Private Sector Participation-The MPO will seek to encourage private sector participation wherever possible with projects as they move forward. This effort will immediately focus on the implementation of the MPO's TDM Project, as well as, involving the private sector in the development of the LRTP.

III-D-1 Transportation Enhancement Planning-MPO Staff will provide assistance with enhancement planning activities as requested by area agencies. It is anticipated that this work will focus on bicycle and pedestrian projects identified in the LRTP.

III-D-2 Environmental Coordination-MPO Staff will work with WVDOH to environmental resource agencies with information on projects proposed in the updated Long Range Transportation Plan to help ensure that environmental concerns are recognized as potential projects move forward to implementation.

III-D-3 Special Studies-MPO Staff will act as project management staff for the Monongahela River Crossing Study identified in the LRTP.

III-D-4 Regional or Statewide Planning-MPO staff will assist WVDOT and the WV MPO Association on regional and or statewide issues as requested.

III-E Management and Operations

MPO staff will perform normal management and operational functions as required. Tasks include monitoring the performance of the Long Range Transportation Plan consultant and MPO Staff. This line item includes the cost of the MPO audit, supplies, rent, insurance and other administrative costs.

The allocation of resources to each of the Work Tasks may be found on the following tables:

DRAFT MORGANTOWN MONONGALIA MPO OPERATING BUDGET FY 2013-2014

Cost Allocation Rate Table

All work performed outside program areas shall be charged at an hourly rate to cover actual expenses.
Reimbursement/allocation rates are as follows:

Position	Hourly Rate
Executive Director	\$ 58.73 Incl. benefits + Overhead/Contract
Planner I	\$ 31.93 Incl. benefits + Overhead/Contract
Additional Travel	Monongalia County Rate as adjusted

Line Item Fixed Operating Expenses

Category	Consolidated Federal Planning Funds	WVDOT	City/CountyMPO	Total Cost Allocation
Salaries				
Director	\$ 65,920.00	\$8,240.00	\$ 8,240.00	\$ 82,400
Planner I	\$ 33,760.00	\$4,220.00	\$ 4,220.00	\$ 42,200
Benefits (see below)	\$ 40,080.07	\$5,010.01	\$ 5,010.01	\$ 50,100
Contracted/Capital Expenses				
Contracted Services	\$ 12,000.00	\$1,500.00	\$ 1,500.00	\$ 15,000
Consulting Services	\$ 100,000.00	\$12,500.00	\$ 12,500.00	\$ 125,000
Computer Equipment	\$ 2,400.00	\$ 300.00	\$ 300.00	\$ 3,000
Software	\$ 2,400.00	\$ 300.00	\$ 300.00	\$ 3,000
Public Notices/Publishing	\$ 1,600.00	\$ 200.00	\$ 200.00	\$ 2,000
Overhead				
Travel & Training	\$ 8,000.00	\$ 1,000.00	\$ 1,000.00	\$ 10,000
Office Rent	\$ 7,200.00	\$ 900.00	\$ 900.00	\$ 9,000
Utilities (phone, internet, web site)	\$ 4,000.00	\$ 500.00	\$ 500.00	\$ 5,000
Copier lease, supplies, postage	\$ 880.00	\$ 110.00	\$ 110.00	\$ 1,100
Total	\$ 278,240.07	\$34,780.01	\$ 34,780.01	\$ 347,800

DRAFT MORGANTOWN MONONGALIA MPO OPERATING BUDGET FY 2014-2015

The Executive Director and Planner I positions are salaried and therefore all costs including benefits are allocated to a 2080 hour work year.

Employee Benefit Expenditure Detail (Calculated on Total Wages = \$122,136)				
Description	Consolidated Federal Planning Funds	WVDOT	(City/County)MPO	Total Cost Allocation
FICA (6.2%)	\$ 6,180.16	\$ 772.52	\$ 772.52	\$ 7,725.20
Worker's Compensation (2.3%)	\$ 2,292.64	\$ 286.58	\$ 286.58	\$ 2,865.80
Medicaid (1.45%)	\$ 1,416.78	\$ 177.10	\$ 177.10	\$ 1,770.97
Retirement (12.5%)	\$ 15,134.50	\$1,891.81	\$ 1,891.81	\$ 18,918.12
Health Insurance (PEIA Rates-Same as FY 2014)	\$ 13,280.00	\$1,660.00	\$ 1,660.00	\$ 16,600.00
Dental & Vision Insurance (2013-2014 rates)				\$ 2,220.00
Total Employee Benefit Package				\$ 50,100.09
<p>Note: The Director and Assistant to the Director are salaried positions. Therefore, all holidays, vacation and sick leave benefits are included in the base wage rate and shall be calculated on an hourly basis using a 2080 hour work year as the base line.</p>				

CERTIFICATION

This is to certify that I have reviewed the indirect cost proposal submitted herewith and to the best of my knowledge and belief:

- (1) All Costs included in this proposal dated January 23, 2014 for the period July 1, 2014 through June 30, 2015 are allowable in accordance with the requirements of the grant(s), contract(s), and agreement(s) to which they apply and which they apply and with the cost principles applicable to those agreements.
- (2) This proposal does not include any costs which are allowable under applicable cost principles, such as (without limitation): Advertising and public relations costs, entertainment costs, fines and penalties, lobbying costs, and defense and prosecution of criminal and civil proceedings.
- (3) All costs included in this proposal are properly allocable to grant(s), contract(s), and agreement(s) on the basis of a beneficial or causal relationship between the expenses incurred and the grant(s), contract(s), and agreement(s) to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare under penalty of perjury that the foregoing is true and correct.

Authorized Official: J. William B. Austin
Executive Director

Signature: _____

Organization: MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION

Date: _____



MECCA 911 Accident Report (September-October)

MPO staff obtained vehicle accident data for the period of Sep 1st through Oct 31 at 2013 from the Monongalia County MECCA 9-1-1 center. This data provides the locations of reported vehicle accidents that occurred during that time.

MPO staff determined the number of accidents by streets and mapped the location for each accident reported with a street number. There were 623 accidents reported, of which 183 could be mapped from the data provided.

Key Finding

- **The Top 10 Streets of Highest Number of Accidents**

Street Name	Accident with no injury	Accident with injury	Total
Earl L Core Rd.	24	16	40
I-68	22	12	34
Monongahela Blvd.	25	5	30
I-79	13	16	29
University Ave.	25	3	28
Van Voorhis Rd.	17	6	23
Chaplin Hill Rd.	17	2	19
Patteson Dr.	18	0	18
Grafton Rd.	11	6	17
Mileground Rd.	13	1	14

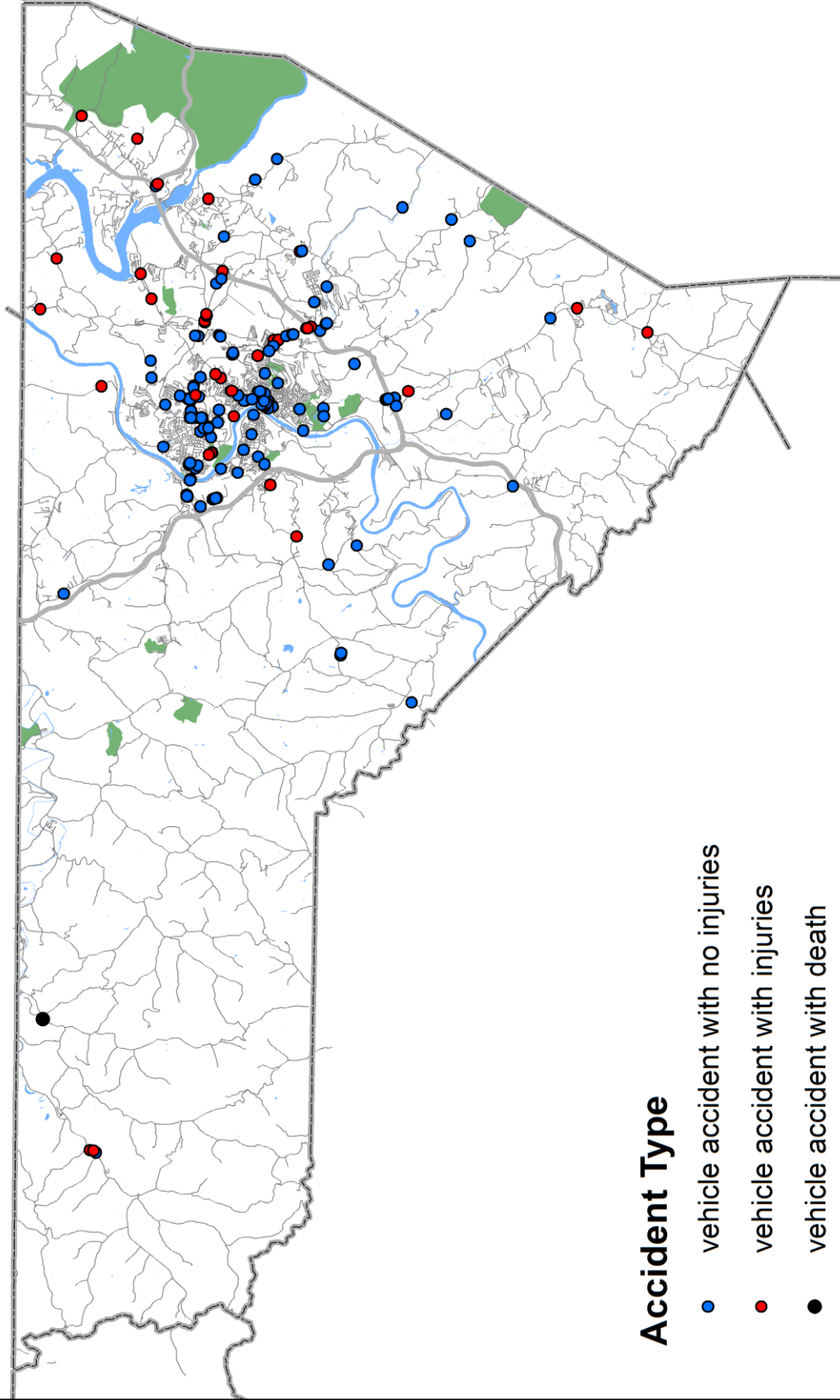
- **One fatal vehicle accident occurred on Mason Dixon HWY, Blacksville.**
- **The WV 705-Mileground Roundabout has 10 vehicle accidents, including 4 accidents with injury.**
- **40 percent of the accidents occurred within the Morgantown city limits.**
- **Based on the mappable records, the following locations had the most accidents:**
 - 1 Chaplin Hill Rd (University Town Center Sheetz Gas Station) (5 accidents)
 - Patterson Dr. at the Kroger Store (5 accidents)
 - Spruce Street at the Public Safety Building (4 accidents)
 - University Ave between Fayette St and Wall St (4 accidents)
 - Earl L Core Rd at the Kroger Store (4 accidents)
 - Mileground Rd (Eastern Hill Rd) between Hartman Run Rd and Point Marion Rd

Attachment 1: Countywide Accident Map

Attachment 2: The Morgantown Area Accident Map

Attachment 3: The Complete List of Streets with Accident (ranked by the total accident number)

Countywide Vehicle Accident Map (September-October)



Accident Type

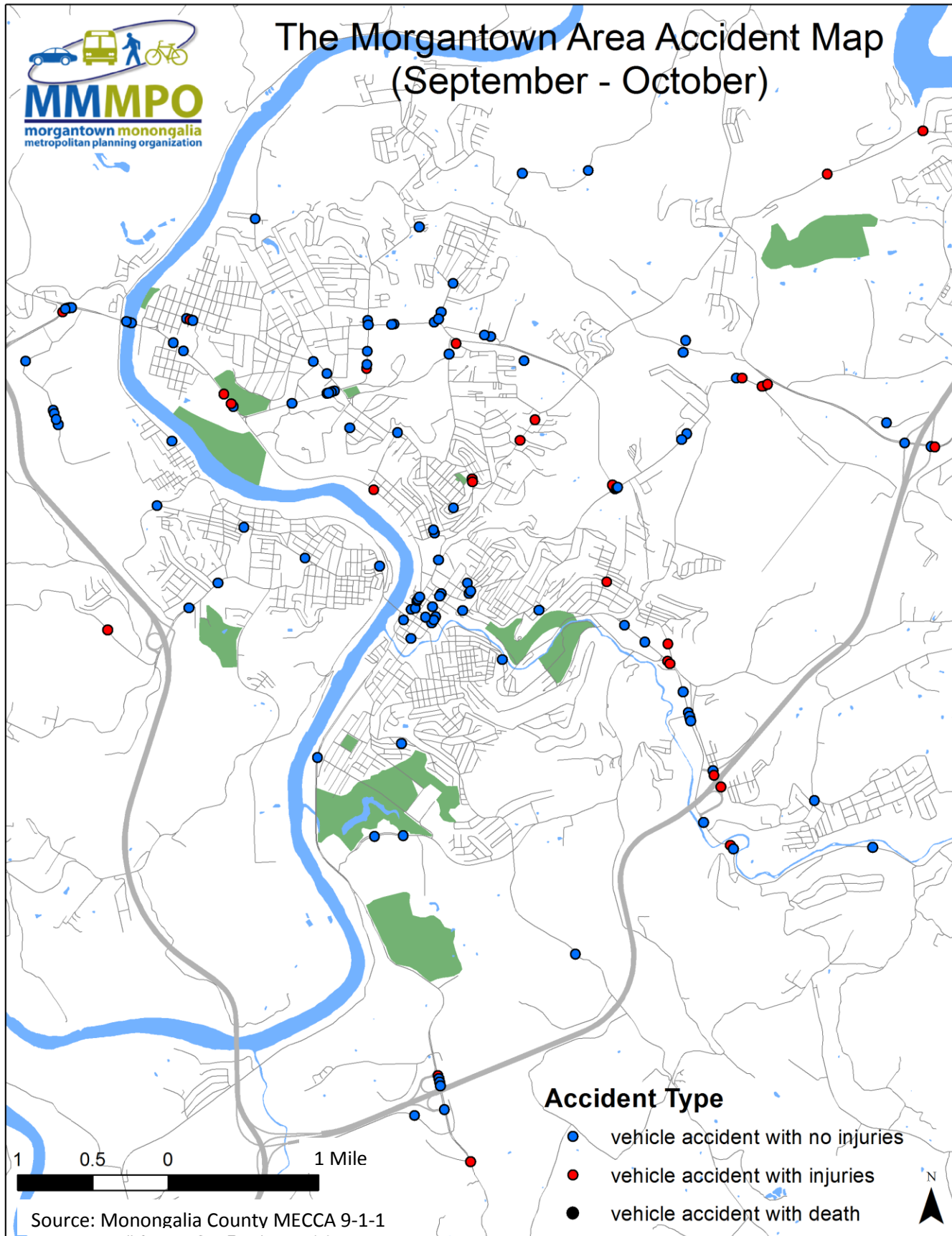
- vehicle accident with no injuries
- vehicle accident with injuries
- vehicle accident with death



Source: Monongalia County MECCA 9-1-1



The Morgantown Area Accident Map (September - October)



Street Name	No injury	Injury	Death	Total
Earl L Core Rd	24	16		40
I-68	22	12		34
Monongahela Blvd	25	5		30
I-79	13	16		29
University Ave	25	3		28
Van Voorhis Rd	17	6		23
Chaplin Hill Rd	17	2		19
Patteson Dr	18			18
Grafton Rd	11	6		17
Mileground Rd	13	1		14
Cheat Rd	12	2		14
Greenbag Rd	11	1		12
Stewartstown Rd	7	4		11
Mason Dixon HWY	3	7	1	11
Beechurst Ave	9	1		10
Fairmont Rd	7	3		10
201St Memorial HWY (Roundabout)	6	4		10
Spruce	9			9
High St	8	1		9
Tyrone Rd	6	3		9
Willowdale Rd	5	4		9
Easton Hill Rd	5	3		8
Dorsey Ave	7			7
Hornbeck Rd	6	1		7
Point Marion Rd	6	1		7
West Run Rd	3	4		7
Chestnut Ridge Rd	5	1		6
Don Knotts Blvd	5	1		6
University Town Center Dr	5	1		6
Willey St	5	1		6
Kingwood Pike	4	2		6
Hartman Run Rd	5			5
Canyon Rd	3	2		5
Richwood Ave	3	2		5
Collins Ferry Rd	4			4
Tyrone Avery Rd	4			4
Summer School Rd	2	2		4
Beverly Ave	3			3
Blue Horizon Dr	3			3
Burroughs St	3			3

Daybrook Rd	3			3
Eighth St	3			3
Snakehill Rd	3			3
Star City Bridge	3			3
Dallas St	2	1		3
Pineview Dr	2	1		3
Smithtown Rd	2	1		3
Suncrest Town Center Dr	2	1		3
Bakers Ridge Rd	2			2
Boyers Ave	2			2
Brookhaven Rd	2			2
Holland	2			2
Koehler Dr	2			2
Mall Rd	2			2
Maple Dr	2			2
McLane Ave	2			2
MON Fayette EXPY	2			2
Oakland St	2			2
Riverview Ave	2			2
Sixth St	2			2
South Pierpont Rd	2			2
Venture Dr	2			2
Walnut St	2			2
Prospect	2			2
Elmer Prince Dr	1	1		2
Falling Run Rd	1	1		2
Goshen Rd	1	1		2
Hildebrand Lock and Dam Rd	1	1		2
Kingwood St	1	1		2
North High St	1	1		2
North Willey St	1	1		2
Stewart St	1	1		2
Fairchance Dr		2		2
Sabraton Ave		2		2
Barberry Ln	2			2
Bloody Ryb Rd	2			2
Cedarstone Dr	2			2
Chestnut St	2			2
Commerce Dr	2			2
Days Run Rd	2			2
Diamond Ave	2			2

Dillie St	2			2
Fort Martin Rd	1			1
Four Ln	1			1
Foxwood EST	1			1
Gum Springs Rd	1			1
Jakes Run Rd	1			1
Lower Hildebrand Rd	1			1
Main St	1			1
Morgan Pointe	1			1
Mountaineer Dr	1			1
Old Golden Blue Ln	1			1
Pennsylvania Ave	1			1
Pleasant Hill Rd	1			1
Prairie Ave	1			1
Price St	1			1
Putnam St	1			1
Rebecca St	1			1
REC Center Dr	1			1
River Rd	1			1
Station St	1			1
West Hill PLZ	1			1
West Park Ave	1			1
West Virginia Ave	1			1
Westlake Dr	1			1
Wilson Ave	1			1
Woodland Terrace VLG	1			1
Southern Ave	1			1
Raymond St	1			1
North St	1			1
Fayette St	1			1
North Parkview Dr	1			1
Dents Run Blvd	1			1
Stonewood Dr	1			1
Wagner Rd	1			1
District Dr	1			1
Saint Clair Hill Rd	1			1
Green St	1			1
Grant St	1			1
Arkwright Stretch	1			1
Park St	1			1
Kirk St	1			1

Pleasant St	1			1
Imperial Dr	1			1
Riddle Ave	1			1
East Brockway Ave	1			1
College Ave	1			1
Herman Ave	1			1
Campus Dr		1		1
Cosgray Run Rd		1		1
Dug Hill Rd		1		1
Halleck Rd		1		1
Highland Ave		1		1
Mon General Dr		1		1
Rolling Hills VLG		1		1
Rout Ln		1		1
Scotts Run Rd		1		1
Sugar Grove Rd		1		1
Williams Rd		1		1
Medical Center Dr		1		1
Silver Creek Dr		1		1
Birch Hollow Rd		1		1
OOC		1		1
Hunting HLS		1		1
Total	472	150	1	623