



243 High Street Room 026
Morgantown, WV 26505
(304) 291-9571
www.plantgether.org

Agenda

Citizen's Advisory Committee
243 High Street Room 026 and by WEBEX
Morgantown WV
June 10, 2021

6:00 PM

1. Call To Order
2. Approval of Minutes
3. WV 7-Mineral Avenue Preliminary Report
4. Metropolitan Transportation Plan Update
5. Mountain Line Transit Study Update
6. Other Business
7. Meeting Adjournment



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Memorandum

Date: June 3, 2021
To: CAC Members
From: Bill Austin, AICP
Subject: June 10 Meeting Agenda Items

This memorandum is to inform you of the items under consideration in the June 10, 2021 Agenda.

-WV 7/Mineral Avenue Intersection Preliminary Report-Please find enclosed with the Agenda Packet a preliminary report on the data collection for the subject intersection. This report presents the results of staff's recent data effort on the subject intersection. The initial data collection does not identify the need for a traffic signal at the intersection, however it does identify that there are significant pedestrian volumes at the location. Staff is recommending that this data collection be repeated this fall when it is anticipated that traffic will be returning to patterns more resembling pre-pandemic levels.

-Metropolitan Transportation Plan Update-Stantec has begun work on the Update of the Metropolitan Transportation Plan (MTP) to date they have reported the following progress:

- Facilitated initial kickoff meeting for Advisory Committee Monday 5/3
- Data assembly from City, MPO, State DOH sources
- Crash analysis (2015-2019) and summary infographic
- Demographic review and summary infographics
- Review of previous MTP projects and current TIP project list of committed projects
- Review of transportation funding trends in preparation for projecting revenues
- Review of State DOH LRTP update
- Draft versions of project website, online survey, interactive map

Staff is in the process of arranging meetings with various stakeholders and compiling data needed for the Plan Update.

In order to make the MTP update process as efficient as possible the MPO's Committee's and the Policy Board should begin reviewing the currently adopted Goals and Objectives of the MTP in order to be prepared to discuss them as part of the MTP Update. The Goals and Objectives for the current MTP are below:

GOAL #1: a multimodal transportation system that efficiently moves people and goods

- Objective 1 A: Eliminate/reduce current congestion and multimodal traffic flow restrictions on arterial and collector roadways
- Objective 1 B: Ensure that future development and related transportation improvements address capacity and connectivity needs proactively rather than reactively
- Objective 1 C: Improve ingress/egress to the most densely developed/highest activity areas of region

- Objective 1 D: Provide adequate transportation capacity and access to support current businesses
- Objective 1 E: Focus capacity improvements for all modes in areas of desired future growth and development that support the public's vision for the region

GOAL #2: a transportation system in which all modes are highly integrated and connected

- Objective 2 A: Allow for convenient transfer from one mode to another in the region (i.e. biking to bus, vanpooling to bus, etc.) to maximize travel efficiency
- Objective 2 B: Encourage the use of the most efficient mode based on the distance and characteristics of a particular trip
- Objective 2 C: Increase the geographic area in which people have convenient access to non-automobile modes
- Objective 2 D: Reduce reliance on automobile for travel
- Objective 2 E: Better serve those who do not/cannot own and drive a personal automobile
- Objective 2 F: Allow for efficient transfers of goods between modes (air, pipeline, river, and rail)
- Objective 2 G: Improve and expand infrastructure for pedestrians, bicyclists and people with disabilities
- Objective 2 H: Increase use of existing rail-trails for transportation purposes

GOAL #3: a multimodal transportation system that safely moves people and goods

- Objective 3 A: To minimize crashes, especially injury/fatality crashes, by 50% through improvements to high crash locations, improvements to local enforcement of traffic laws, and education of transportation system users
- Objective 3 B: To ensure that future growth and related transportation improvements address transportation safety needs in planning and design

Goal #4: a transportation system that maximizes the efficiency of freight movement through and within the

- Objective 4 A: Reduce truck traffic in residential neighborhoods and on other streets where significant numbers of bicycles and pedestrians are present
- Objective 4 B: Improve truck access to key industrial areas
- Objective 4 C: Increase options for freight movement that minimizes truck traffic on non-interstate roadways

Goal #5: greater collaboration between local agencies, state officials, and private interests in the pursuit and funding of transportation improvements

- Objective 5 A: More effective and less costly transportation improvements by capitalizing on common goals and needs between communities and agencies in the region
- Objective 5 B: Higher quality transportation system improvements due to cost sharing and collaboration
- Objective 5 C: Transportation improvements that support the public's long-term vision for the region

Goal #6: A transportation system that is attractive, sustainable, and livable

- Objective 6 A: Integrate the local context of the area into the planning, design, and construction of transportation improvements
- Objective 6 B: Include sustainability features in design of transportation improvements that minimize environmental impacts
- Objective 6 C: Address multimodal system needs in all planning, design, and construction of transportation improvements
- *Objective 6 D: Reduces or mitigate the storm water impacts of surface transportation
- *Objective 6 E: Enhance travel and tourism in the Morgantown Monongalia urban area

Goal #7: Reduce automobile trip demand, especially during peak travel hours

- Objective 7 A: Reduce the need to construct costly transportation and parking infrastructure improvements
- Objective 7 B: Invest in transportation improvements that encourage and support development/land use patterns that decrease need to travel
- Objective 7 C: Reduce automobile emissions and improve air quality
- Objective 7 D: 50% increase in trips made by walking
- Objective 7 E: 5% of all trips made by bicycle by 2025
- Objective 7 F: Increase number of trips made by public transit by 200%
- Objective 7 G: Increase work telecommuting and virtual lectures (WVU)
- Objective 7 H: Increase average vehicle occupancy by 50%

Goal #8: A multimodal transportation system that enhances the homeland security of the region

- Objective 8 A: Heighten awareness of homeland security needs related to transportation
- *Objective 8 B: Improve understanding of critical transportation system-related homeland security issues in the region, improves transportation system resiliency and reliability
- Objective 8 C: Incorporate homeland security needs in transportation project planning, design, and construction

The Goals and Objectives above are consistent with the Federally required planning factors for Metropolitan Transportation Plans. The required Federal planning factors are identified below:

Federal Planning Factors

- a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- b. Increase the safety of the transportation system for motorized and nonmotorized users;
- c. Increase the security of the transportation system for motorized and nonmotorized users
- d. Increase the accessibility and mobility of people and for freight
- e. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- f. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- g. Promote efficient system management and operation
- h. Emphasize the preservation of the existing transportation system
- i. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- j. Enhance travel and tourism

It is anticipated that these goals and objectives will be reviewed in depth with the MTP Steering Committee and the public during the first stages of the MTP Update process.



CITIZENS ADIVOSRY COMMITTEE MEETING

May 13, 2021

This meeting was held virtually on
<https://morgantownmonongaliampo.my.webex.com/meet/baustin>

Members Present:

Kelli LaNeve, Ed Sneckenberger, Matt Cross, Chip Walmsley, Heather Britton, Tom Zeni.

Others Present: Bill Austin, Jessica Shuey, Jing Zhang

1. Call to Order

Mr. Austin noted that due to the COVID 19 pandemic, the CAC meeting is being held as a teleconference. The phone number and web address to access the teleconference were publicized.

Chairman Abildso was unable to attend the meeting. Mr. Austin presided over the meeting in the absence of the Chairman.

With a quorum present, Mr. Austin called the meeting of the CAC to order at 6:00 PM.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda packet.

Mr. Sneckenberger asked about the reduce of funding for the Beechurst Ave project. He noted that the project was previously merged to the University Ave-Campus Dr. project. Mr. Austin noted that the two projects are combined with separate funding streams. The funding is adjusted based on the new information from the engineering design.

Mr. Sneckenberger asked if the project information on the MPO's website is connected to the DOH's database. Mr. Austin noted that the MPO's website is separate from the DOH's website. The adopted TIP amendments are reflected in the highway project tables which updated after each Policy Board meeting as applicable.

Mr. Sneckenberger asked about the use of placeholder in TIP amendments. Mr. Austin noted that it refers to the amount of funding that DOH created to hold a funding category when the estimated cost of the project is not immediately available.

Mr. Sneckenberger moved to approve the minutes; seconded by Mr. Cross. With no further discussion, the motion was passed unanimously.

3. TIP Amendments

Mr. Austin noted that WV DOH has submitted TIP amendment requests. The MPO will make format changes to the TIP to make it consistent with the original format as adopted. The MPO will add information about performance measures to each highway project in the TIP. The performance measure information was not available to the MPO at the time the agenda went out. Mr. Austin expressed his appreciation to DOH for providing that information.

Mr. Austin noted that WV DOH requested the amendment to update funding amount to several projects, including the Beechurst Ave project, the Westover bridge project, the Everettville bridge project, the Morris Builder bridge project + 1, and the Boyer Ave / US 19 Improvements project. The DOH also request deleting the Mon River Rial Trail Maintenance Equipment purchase project from the MPO's TIP. Mr. Austin noted that he has discussed this amendment with Ella Belling, the Director of Mon River Trails Conservancy (MRTC), about this change. The MRTC has agreed to resubmit this project, folding it into another grant project. Mr. Austin noted that Ms. Belling is fine with the deletion of the project.

Mr. Austin noted that the MPO will start to update its Transportation Improvement Program and prepare for its adoption in August meetings.

Mr. Cross asked about the Boyers project in Start City. Mr. Austin noted that the project will add a protected left-turning lane for the NB traffic turning to Leeway St/Sheetz Station. The change will mitigate the backup of traffic from Mon Blvd turning into Boyers Ave.

Mr. Cross expressed his appreciation for installing the pedestrian signal bottom at the intersection of Fayette St. The change improves the safety for pedestrians and traffic flow for motor vehicles.

Mr. Cross asked about the Campus Dr intersection project. Mr. Austin noted that the WVU is working with the City of Morgantown and the DOH to align the parking lot driveway with 1st Street, creating a 4-leg intersection.

Mr. Sneckenberger moved to recommend approval of the TIP Amendments as presented; seconded by Mr. Cross. With no discussion, the motion was passed unanimously.

4. Status Report on Metropolitan Transportation Plan Update

Mr. Austin noted that the consultant held a second steering committee meeting and briefed participants about the outline of update process. The project team is expected to conduct extensive public engagement throughout the project period. Mr. Gast-Bray noted that the coordination between the MPO's transportation plan and the County's and Municipalities' land use plans is the key to the success of this project, as future year transportation model is depending on the land use forecast. Mr. Yeager noted that he is excited for this project. The city is working with its consultant on finalizing their contract.

Mr. Austin noted that MPO staff is bringing the consultants up to speed on the MPO's travel demand model, which was developed by a different consulting firm in the previous metropolitan transportation plan update.

Mr. Cross asked if the DOH approves the prospectus of the update. Mr. Austin noted that the DOH is on board with the update.

Mr. Sneckenberger asked who prepared the plan to update the Metropolitan Transportation Plan. Mr. Austin noted the consultant prepared the plan based on the MPO's Request for Qualifications. The

consultant team is led by Mike Rutkowski, who has extensive experience working on transportation plans and studies in the area, including the pedestrian and bicycle plan and the University Ave Complete Street Plan.

5. Update on Mountain Line Transit Study

Mr. Austin noted that the Mountain Line is working with consultants to identify opportunities to develop a coordinated fare collection system in the area. She noted that the Mountain Line staff will meet with consultant tomorrow afternoon on potential proposals. Mr. Austin noted that the study is a part of previously adopted Mountain Line Transit Study and is funded separately by a federal AIM grant.

6. Status of Mineral Ave/WV 7 Intersection Data Collection

Mr. Austin noted that MPO staff conducted data collection in the Mineral Ave/WV 7 Intersection area. Mr. Zhang noted that MPO staff did manual counts at WV 7 and Mineral Ave intersection and WV 7 and Hartman Run Rd intersection during two weekdays and two weekend days. The data collected include pedestrians, bicyclists, and vehicle turning movement. Mr. Austin noted that MPO staff will prepare a report of the data collection for committee review in the June meeting.

7. Other Business

Mr. Austin noted that the Policy Board meeting will start to meet in person this month. He noted that the CAC could consider in-person meetings with virtual conference option. The committee agreed. Mrs. Briton and Mr. Sneckenberger noted that they will continue attending the meeting virtually.

Mr. Austin noted that the DOH will present its study at the WV 7 and Mineral Ave intersection in the near future, including alternatives to improve vehicle and pedestrian's safety at the intersection area. Mr. Zeni noted that the DOH conducted the study more than two year ago. The traffic condition might have been changed since the pandemic. Mr. Austin noted that the project is on the DOH's road network. The project is well coordinated among the DOH's design engineers and traffic engineers.

Mr. Sneckenberger asked about the I-79 Interchange project at Exit 155. Mr. Austin noted that it is a project in the MPO's Metropolitan Transportation Plan under the alternative funding category. The project is expected to be programmed under the General Obligation Bond. The estimated cost of the project has increased from \$42 million to \$68 million to include realignment of the section on Chaplin Hill Rd in that area.

8. Meeting Adjournment

Meeting adjourned at 7:21 pm.



WV 7 and Deckers Creek Blvd Intersection Area

Data Collection Report

May 27, 2020

Draft

Background

The data collection is a response to the recommendation of intersection improvement on WV 7 at Deckers Creek Blvd/Mineral Ave, as identified in the Morgantown Regional Bike and Pedestrian Transportation Plan. The recommendation includes a realignment of the Deckers Creek Trail crossing on Decker Creek Blvd and a pedestrian crossing island on WV 7 between Mineral Ave and Decker Creek Blvd.

In addition, the data collection is to help evaluating the potential of installing a traffic signal on WV 7 at Deckers Creek Blvd. During the construction of Greenbag Rd & WV 7 intersection improvement project, the DOH installed a temporary signal on the intersection, which led to community's interest in installing a permanent signal at that location.

About the Data Collection

The MMMPO collected traffic data at WV 7 & Hartman Run Rd intersection and WV 7 & Deckers Creek Blvd/Mineral Ave intersection. The data collection included pedestrian traffic, bicycle traffic, and vehicle turning movements.

WV7 & Hartman Run Rd Intersection:

- Tuesday, April 27. 7:30 AM – 9:30 AM, 11:00 AM – 1:00 PM, 4:00 PM – 6:00 PM
- Saturday, May 1. 10:00 AM – 1:00 PM, 3:00 PM – 6:00 PM

WV7/Deckers Creek Blvd/Mineral Ave:

- Wednesday, April 28. 7:30 AM – 9:30 AM, 11:00 AM – 1:00 PM, 4:00 PM – 6:00 PM
- Sunday, May 2. 10:00 AM – 1:00 PM, 3:00 PM – 6:00 PM

Vehicle turning movements were counted only in weekdays. During the data collection period, the weather was sunny with temperate around 70 °F.

Major Findings

Motor Vehicles

- **No major delays at the signalized intersection near ALDI**
At the signalized intersection of WV7-Harman Run Rd, nearly all traffic queues were cleared in every traffic signal circle. When a signal failed to clear a traffic queue, about 1 to 3 vehicles failed to pass the intersection.
- **No major delays at the unsignalized intersection near Deckers Creek Blvd**
It was observed that the traffic gap on WV 7 was wide enough to allow SB traffic from Mineral Ave to merge without significant delay (more than 30 seconds). Due to the blocked sightline by topography, it is difficult identify the queue length on Mineral Ave.

There were occasionally 4-to-7-vehicle queues for NB traffic on Deckers Creek Blvd during the PM peak. All queues were cleared within 1 minute.

- **Traffic split at the two intersections**

While through traffic on WV 7 is the dominant movement, significant (more than 30%) traffic split at both intersections.

Turning Movement on WV 7 at Harman Run Rd and at Deckers Creek Blvd by Percentage

Intersecting Street	Direction	South-East Bound			North-West Bound		
		AM	Noon	PM	AM	Noon	PM
Hartman Run Rd	LT	37%	29%	24%	1%	2%	2%
	TH	62%	67%	74%	61%	62%	71%
	RT	1%	4%	2%	38%	35%	38%
Deckers Creek Blvd	LT	15%	12%	12%	20%	14%	19%
	TH	62%	62%	64%	54%	54%	47%
	RT	24%	26%	24%	25%	32%	34%

- **Short cut from the Greenbag Rd area to the Mileground/WV 705 area**

Nearly one-third of the NB traffic from Deckers Creek Blvd was to Mineral Ave. While the movement is considered through movement, it consists of turning left to left turn to WV 7 and turning right to Mineral Ave, as shown in the graphic bellow. It appears that Deckers Creek Blvd and Mineral Ave are used as a short cut connection between the Greenbag Rd area and Mileground/WV705 area.

Through Movement (TH) between Mineral Ave and Deckers Creek Blvd



Turning Movement on from Deckers Creek Blvd by Percentage

	LT	TH	RT
AM Peak	26%	42%	32%
Noon	29%	31%	40%
PM Peak	26%	34%	41%

- **High percentage of truck traffic**

Truck traffic consisted of approximately 15 percent of traffic on WV 7 during the 6-hour count on Tuesday and Wednesday.

Non-Motor Vehicles

- **Pedestrians crossing WV 7**

17 pedestrians were observed crossing WV 7 on Sunday. They used a make-shift path connecting the shoulder of WV 7 and the trail. The path is shown below.



- **Pedestrians crossing Deckers Creek Rd**

53 pedestrians and bicyclists were observed crossing Deckers Creek Rd on Sunday. 17 pedestrians and bicyclists were observed crossing Deckers Creek Rd on Wednesday. The crossing point is shown below.



- **Other Observations**

- About 20 people used the parking area for Deckers Creek rail trail along Deckers Creek Blvd on Sunday.
- Most bicyclists on the trail did not stop at the Deckers Creek Blvd intersection unless there was vehicle traffic present.

Crash

There were 12 reported crashes in the study area from 2017 to 2019 (three years), based on data from the City of Morgantown and the WV Division of Highways. The location and types of collision are shown in the table below.

Location		Reported Crash				
Street	Intersecting Street	Single Vehicle Crash	Rear End	Right Angle	Angled Crash (other direction)	Total
WV 7	Deckers Creek Blvd	1			4	5
WV 7	Mineral Ave				1	1
WV 7	Hartman Run Rd		3	1	2	6

There was one reported crash involving bicyclists at the WV 7 and Deckers Creek intersection in 2018. The database shows that the crash occurred at late night with no street light.

Daily Traffic Volume*

Road	Count Station	Annual Average Daily Traffic			Percent of Truck Traffic	Average Volume
		2017	2018	2019		
Hartman Run Rd	Hartman Run Rd @ Southeast of Mileground Rd	8,500	7,800	7,700	n/a	7,800
WV 7 (Brockway Ave)	Brockway Ave @ East of Pennsylvania Ave	8,300	8,300	9,300	19%	8,600
Deckers Creek Blvd	Estimated volume. Calculated by dividing the 2021 PM peak hour volume by the PM peak hour ratio of count station 52 on Greenbag Rd southwest of WV 7 in 2019. The 2021 volume could be impacted by the pandemic in 2021.					3,221

* Based on MMMPO 2019 Annual Traffic Report.

Next Step

The report will be shared with the community for comments. It will also be shared with the WV DOH to provide them with information for the intersection improvements.

The MPO will gather input from the community and evaluate the proposed intersection improvement from the DOH based on the data collected and community input.

Appendix: Vehicle Turning Movement

Tuesday, April 27		Hartman Run Rd						
		196						
7:30 - 8:30 AM		50%	1%	49%				
		98	2	96				
		RT	TH	LT				
WV 7	211	32%	68	LT	RT	169	41%	408
		67%	141	TH	TH	233	57%	
		1%	2	RT	LT	6	1%	
		LT	TH	RT				
		3	5	2				
		30%	50%	20%				
		10						
		ALDI Driveway						

Tuesday, April 27		Hartman Run Rd						
		208						
8:30 - 9:30 AM		40%	2%	57%				
		84	5	119				
		RT	TH	LT				
WV 7	213	43%	91	LT	RT	140	35%	405
		56%	120	TH	TH	263	65%	
		1%	2	RT	LT	2	0%	
		LT	TH	RT				
		2	3	4				
		22%	33%	44%				
		9						
		ALDI Driveway						

Tuesday, April 27		Hartman Run Rd						
		61						
7:30 - 7:45 AM		51%	2%	48%				
		31	1	29				
		RT	TH	LT				
WV 7	55	38%	21	LT	RT	44	41%	108
		62%	34	TH	TH	64	59%	
		0%	0	RT	LT	0	0%	
		LT	TH	RT				
		1	1	0				
		50%	50%	0%				
		2						
		ALDI Driveway						

Tuesday, April 27		Hartman Run Rd						
		44						
7:30 - 7:45 AM		41%	9%	50%				
		18	4	22				
		RT	TH	LT				
WV 7	55	35%	19	LT	RT	30	32%	95
		64%	35	TH	TH	63	66%	
		2%	1	RT	LT	2	2%	
		LT	TH	RT				
		1	1	2				
		25%	25%	50%				
		4						
		ALDI Driveway						

Tuesday, April 27		Hartman Run Rd						
		50						
7:45 - 8:00 AM		46%	0%	54%				
		23	0	27				
		RT	TH	LT				
WV 7	49	29%	14	LT	RT	32	34%	95
		71%	35	TH	TH	61	64%	
		0%	0	RT	LT	2	2%	
		LT	TH	RT				
		1	0	0				
		100%	0%	0%				
		1						
		ALDI Driveway						

Tuesday, April 27		Hartman Run Rd						
		51						
7:45 - 8:00 AM		39%	2%	59%				
		20	1	30				
		RT	TH	LT				
WV 7	52	40%	21	LT	RT	35	33%	105
		58%	30	TH	TH	70	67%	
		2%	1	RT	LT	0	0%	
		LT	TH	RT				
		0	2	1				
		0%	67%	33%				
		3						
		ALDI Driveway						

Tuesday, April 27		Hartman Run Rd						
		41						
8:00 - 8:15 AM		63%	2%	34%				
		26	1	14				
		RT	TH	LT				
WV 7	54	33%	18	LT	RT	46	43%	106
		67%	36	TH	TH	59	56%	
		0%	0	RT	LT	1	1%	
		LT	TH	RT				
		1	2	0				
		33%	67%	0%				
		3						
		ALDI Driveway						

Tuesday, April 27		Hartman Run Rd						
		55						
8:00 - 8:15 AM		38%	0%	62%				
		21	0	34				
		RT	TH	LT				
WV 7	56	45%	25	LT	RT	37	37%	101
		55%	31	TH	TH	64	63%	
		0%	0	RT	LT	0	0%	
		LT	TH	RT				
		0	0	1				
		0%	0%	100%				
		1						
		ALDI Driveway						

Tuesday, April 27		Hartman Run Rd						
		44						
8:15 - 8:30 AM		41%	0%	59%				
		18	0	26				
		RT	TH	LT				
WV 7	53	28%	15	LT	RT	47	47%	99
		68%	36	TH	TH	49	49%	
		4%	2	RT	LT	3	3%	
		LT	TH	RT				
		0	2	2				
		0%	50%	50%				
		4						
		ALDI Driveway						

Tuesday, April 27		Hartman Run Rd						
		58						
8:15 - 8:30 AM		43%	0%	57%				
		25	0	33				
		RT	TH	LT				
WV 7	50	52%	26	LT	RT	38	37%	104
		48%	24	TH	TH	66	63%	
		0%	0	RT	LT	0	0%	
		LT	TH	RT				
		1	0	0				
		100%	0%	0%				
		1						
		ALDI Driveway						

Tuesday, April 27				Hartman Run Rd										
				229										
				28%	2%	70%								
11:00 - 12:00 PM				63	5	161								
				RT	TH	LT								
WV 7	221	21%	47	LT					RT	103	33%		314	WV 7
		76%	167	TH					TH	198	63%			
		3%	7	RT					LT	13	4%			
				LT	TH	RT								
				2	4	14								
				10%	20%	70%								
				20										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd										
				214										
				31%	7%	62%								
12:00 - 1:00 PM				66	15	133								
				RT	TH	LT								
WV 7	229	36%	83	LT					RT	137	38%		360	WV 7
		59%	136	TH					TH	221	61%			
		4%	10	RT					LT	2	1%			
				LT	TH	RT								
				5	13	1								
				26%	68%	5%								
				19										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd										
				62										
				35%	0%	65%								
11:00 - 11:15 AM				22	0	40								
				RT	TH	LT								
WV 7	50	26%	13	LT					RT	35	41%		85	WV 7
		72%	36	TH					TH	46	54%			
		2%	1	RT					LT	4	5%			
				LT	TH	RT								
				2	0	2								
				50%	0%	50%								
				4										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd										
				45										
				22%	11%	67%								
12:00 - 12:15 PM				10	5	30								
				RT	TH	LT								
WV 7	49	31%	15	LT					RT	28	34%		83	WV 7
		67%	33	TH					TH	55	66%			
		2%	1	RT					LT	0	0%			
				LT	TH	RT								
				1	2	0								
				33%	67%	0%								
				3										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd										
				60										
				28%	0%	72%								
11:15 - 11:30 AM				17	0	43								
				RT	TH	LT								
WV 7	57	19%	11	LT					RT	16	28%		58	WV 7
		79%	45	TH					TH	39	67%			
		2%	1	RT					LT	3	5%			
				LT	TH	RT								
				0	0	1								
				0%	0%	100%								
				1										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd										
				54										
				28%	6%	67%								
12:15 - 12:30 PM				15	3	36								
				RT	TH	LT								
WV 7	57	35%	20	LT					RT	33	41%		81	WV 7
		61%	35	TH					TH	48	59%			
		4%	2	RT					LT	0	0%			
				LT	TH	RT								
				1	5	0								
				17%	83%	0%								
				6										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd										
				62										
				21%	3%	76%								
11:30 - 11:45 AM				13	2	47								
				RT	TH	LT								
WV 7	70	17%	12	LT					RT	28	30%		93	WV 7
		80%	56	TH					TH	60	65%			
		3%	2	RT					LT	5	5%			
				LT	TH	RT								
				0	3	8								
				0%	27%	73%								
				11										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd										
				56										
				36%	4%	61%								
12:30 - 12:45 PM				20	2	34								
				RT	TH	LT								
WV 7	66	38%	25	LT					RT	35	37%		95	WV 7
		58%	38	TH					TH	58	61%			
		5%	3	RT					LT	2	2%			
				LT	TH	RT								
				1	4	0								
				20%	80%	0%								
				5										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd										
				45										
				24%	7%	69%								
11:45 AM - 12:00 PM				11	3	31								
				RT	TH	LT								
WV 7	44	25%	11	LT					RT	24	31%		78	WV 7
		68%	30	TH					TH	53	68%			
		7%	3	RT					LT	1	1%			
				LT	TH	RT								
				0	1	3								
				0%	25%	75%								
				4										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd										
				59										
				36%	8%	56%								
12:45 - 1:00 PM				21	5	33								
				RT	TH	LT								
WV 7	57	40%	23	LT					RT	41	41%		101	WV 7
		53%	30	TH					TH	60	59%			
		7%	4	RT					LT	0	0%			
				LT	TH	RT								
				2	2	1								
				40%	40%	20%								
				5										
				ALDI Driveway										

Tuesday, April 27				Hartman Run Rd								
				344								
4:00 - 5:00 PM				23%	6%	72%						
				78	20	246						
				RT	TH	LT						
WV 7	351	24%	83	LT				RT	105	31%	341	WV 7
		74%	259	TH				TH	232	68%		
		3%	9	RT				LT	4	1%		
				LT	TH	RT						
				14	14	21						
				29%	29%	43%						
				49								
				ALDI Driveway								

Tuesday, April 27				Hartman Run Rd								
				391								
5:00 - 6:00 PM				25%	6%	70%						
				96	23	272						
				RT	TH	LT						
WV 7	376	24%	89	LT				RT	76	25%	310	WV 7
		74%	280	TH				TH	228	74%		
		2%	7	RT				LT	6	2%		
				LT	TH	RT						
				14	21	19						
				26%	39%	35%						
				54								
				ALDI Driveway								

Tuesday, April 27				Hartman Run Rd								
				105								
4:00 - 4:15 PM				24%	8%	69%						
				25	8	72						
				RT	TH	LT						
WV 7	104	28%	29	LT				RT	42	42%	100	WV 7
		70%	73	TH				TH	58	58%		
		2%	2	RT				LT	0	0%		
				LT	TH	RT						
				4	5	8						
				24%	29%	47%						
				17								
				ALDI Driveway								

Tuesday, April 27				Hartman Run Rd								
				88								
5:00 - 5:15 PM				20%	6%	74%						
				18	5	65						
				RT	TH	LT						
WV 7	92	23%	21	LT				RT	15	20%	76	WV 7
		76%	70	TH				TH	60	79%		
		1%	1	RT				LT	1	1%		
				LT	TH	RT						
				5	5	9						
				26%	26%	47%						
				19								
				ALDI Driveway								

Tuesday, April 27				Hartman Run Rd								
				60								
4:15 - 4:30 PM				17%	8%	75%						
				10	5	45						
				RT	TH	LT						
WV 7	63	25%	16	LT				RT	22	36%	61	WV 7
		73%	46	TH				TH	37	61%		
		2%	1	RT				LT	2	3%		
				LT	TH	RT						
				3	0	2						
				60%	0%	40%						
				5								
				ALDI Driveway								

Tuesday, April 27				Hartman Run Rd								
				98								
5:15 - 5:30 PM				22%	6%	71%						
				22	6	70						
				RT	TH	LT						
WV 7	86	22%	19	LT				RT	20	26%	77	WV 7
		76%	65	TH				TH	56	73%		
		2%	2	RT				LT	1	1%		
				LT	TH	RT						
				2	5	5						
				17%	42%	42%						
				12								
				ALDI Driveway								

Tuesday, April 27				Hartman Run Rd								
				91								
4:30 - 4:45 AM				26%	4%	69%						
				24	4	63						
				RT	TH	LT						
WV 7	100	19%	19	LT				RT	28	27%	102	WV 7
		76%	76	TH				TH	72	71%		
		5%	5	RT				LT	2	2%		
				LT	TH	RT						
				3	3	4						
				30%	30%	40%						
				10								
				ALDI Driveway								

Tuesday, April 27				Hartman Run Rd								
				103								
5:30 - 5:45 PM				24%	7%	69%						
				25	7	71						
				RT	TH	LT						
WV 7	92	22%	20	LT				RT	22	27%	83	WV 7
		77%	71	TH				TH	59	71%		
		1%	1	RT				LT	2	2%		
				LT	TH	RT						
				2	5	1						
				25%	63%	13%						
				8								
				ALDI Driveway								

Tuesday, April 27				Hartman Run Rd								
				88								
4:45 - 5:00 PM				22%	3%	75%						
				19	3	66						
				RT	TH	LT						
WV 7	84	23%	19	LT				RT	13	17%	78	WV 7
		76%	64	TH				TH	65	83%		
		1%	1	RT				LT	0	0%		
				LT	TH	RT						
				4	6	7						
				24%	35%	41%						
				17								
				ALDI Driveway								

Tuesday, April 27				Hartman Run Rd								
				102								
5:45 - 6:00 PM				30%	5%	65%						
				31	5	66						
				RT	TH	LT						
WV 7	106	27%	29	LT				RT	19	26%	74	WV 7
		70%	74	TH				TH	53	72%		
		3%	3	RT				LT	2	3%		
				LT	TH	RT						
				5	6	4						
				33%	40%	27%						
				15								
				ALDI Driveway								

Wednesday, April 28																
Mineral Ave																
104																
7:30 - 8:30 AM																
16%			41%			42%										
17			43			44										
RT			TH			LT										
WV 7	203	11%		23		LT		RT		55		17%		320		WV 7
		64%		130		TH		TH		183		57%				
		25%		50		RT		LT		82		26%				
LT			TH			RT										
32			41			49										
26%			34%			40%										
122																
Deckers Creek Blvd																

Wednesday, April 28																
Mineral Ave																
157																
8:30 - 9:30 AM																
22%			45%			33%										
35			70			52										
RT			TH			LT										
WV 7	260	18%		47		LT		RT		77		24%		326		WV 7
		59%		154		TH		TH		168		52%				
		23%		59		RT		LT		81		25%				
LT			TH			RT										
40			76			35										
26%			50%			23%										
151																
Deckers Creek Blvd																

Wednesday, April 28																
Mineral Ave																
26																
7:30 - 7:45 AM																
19%			31%			50%										
5			8			13										
RT			TH			LT										
WV 7	51	14%		7		LT		RT		15		18%		83		WV 7
		63%		32		TH		TH		47		57%				
		24%		12		RT		LT		21		25%				
LT			TH			RT										
10			4			19										
30%			12%			58%										
33																
Deckers Creek Blvd																

Wednesday, April 28																
Mineral Ave																
35																
7:30 - 7:45 AM																
14%			49%			37%										
5			17			13										
RT			TH			LT										
WV 7	65	18%		12		LT		RT		17		22%		78		WV 7
		62%		40		TH		TH		41		53%				
		20%		13		RT		LT		20		26%				
LT			TH			RT										
9			15			11										
26%			43%			31%										
35																
Deckers Creek Blvd																

Wednesday, April 28																
Mineral Ave																
24																
7:45 - 8:00 AM																
21%			42%			38%										
5			10			9										
RT			TH			LT										
WV 7	36	8%		3		LT		RT		13		18%		73		WV 7
		58%		21		TH		TH		41		56%				
		33%		12		RT		LT		19		26%				
LT			TH			RT										
10			9			11										
33%			30%			37%										
30																
Deckers Creek Blvd																

Wednesday, April 28																
Mineral Ave																
41																
7:45 - 8:00 AM																
22%			46%			32%										
9			19			13										
RT			TH			LT										
WV 7	67	16%		11		LT		RT		22		26%		86		WV 7
		60%		40		TH		TH		45		52%				
		24%		16		RT		LT		19		22%				
LT			TH			RT										
10			16			7										
30%			48%			21%										
33																
Deckers Creek Blvd																

Wednesday, April 28																
Mineral Ave																
22																
8:00 - 8:15 AM																
18%			45%			36%										
4			10			8										
RT			TH			LT										
WV 7	60	5%		3		LT		RT		15		18%		84		WV 7
		70%		42		TH		TH		46		55%				
		25%		15		RT		LT		23		27%				
LT			TH			RT										
7			15			8										
23%			50%			27%										
30																
Deckers Creek Blvd																

Wednesday, April 28																
Mineral Ave																
42																
8:00 - 8:15 AM																
26%			38%			36%										
11			16			15										
RT			TH			LT										
WV 7	63	21%		13		LT		RT		20		25%		80		WV 7
		57%		36		TH		TH		40		50%				
		22%		14		RT		LT		20		25%				
LT			TH			RT										
11			20			8										
28%			51%			21%										
39																
Deckers Creek Blvd																

Wednesday, April 28																
Mineral Ave																
32																
8:15 - 8:30 AM																
9%			47%			44%										
3			15			14										
RT			TH			LT										
WV 7	56	18%		10		LT		RT		12		15%		80		WV 7
		63%		35		TH		TH		49		61%				
		20%		11		RT		LT		19		24%				
LT			TH			RT										
5			13			11										
17%			45%			38%										
29																
Deckers Creek Blvd																

Wednesday, April 28																
Mineral Ave																
39																
8:15 - 8:30 AM																
26%			46%			28%										
10			18			11										
RT			TH			LT										
WV 7	65	17%		11		LT		RT		18		22%		82		WV 7
		58%		38		TH		TH		42		51%				
		25%		16		RT		LT		22		27%				
LT			TH			RT										
10			25			9										
23%			57%			20%										
44																
Deckers Creek Blvd																

Wednesday, April 28		Mineral Ave							
		78							
		22%	38%	40%					
		17	30	31					
		RT	TH	LT					
WV 7	223	5%	11	LT	RT	27	10%	263	WV 7
		67%	149	TH	TH	155	59%		
		28%	63	RT	LT	81	31%		
		LT	TH	RT					
		44	36	63					
		31%	25%	44%					
		143							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave							
		89							
		22%	43%	35%					
		20	38	31					
		RT	TH	LT					
WV 7	259	19%	50	LT	RT	59	18%	325	WV 7
		57%	148	TH	TH	159	49%		
		24%	61	RT	LT	107	33%		
		LT	TH	RT					
		46	59	59					
		28%	36%	36%					
		164							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave							
		25							
		24%	44%	32%					
		6	11	8					
		RT	TH	LT					
WV 7	41	2%	1	LT	RT	6	9%	65	WV 7
		80%	33	TH	TH	42	65%		
		17%	7	RT	LT	17	26%		
		LT	TH	RT					
		12	11	16					
		31%	28%	41%					
		39							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave							
		16							
		38%	31%	31%					
		6	5	5					
		RT	TH	LT					
WV 7	58	14%	8	LT	RT	12	17%	70	WV 7
		59%	34	TH	TH	37	53%		
		28%	16	RT	LT	21	30%		
		LT	TH	RT					
		11	14	12					
		30%	38%	32%					
		37							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave							
		22							
		14%	32%	55%					
		3	7	12					
		RT	TH	LT					
WV 7	54	4%	2	LT	RT	2	3%	58	WV 7
		63%	34	TH	TH	35	60%		
		33%	18	RT	LT	21	36%		
		LT	TH	RT					
		12	5	15					
		38%	16%	47%					
		32							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave							
		20							
		25%	45%	30%					
		5	9	6					
		RT	TH	LT					
WV 7	60	17%	10	LT	RT	14	18%	79	WV 7
		60%	36	TH	TH	40	51%		
		23%	14	RT	LT	25	32%		
		LT	TH	RT					
		12	15	13					
		30%	38%	33%					
		40							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave							
		19							
		16%	53%	32%					
		3	10	6					
		RT	TH	LT					
WV 7	71	6%	4	LT	RT	10	13%	76	WV 7
		69%	49	TH	TH	45	59%		
		25%	18	RT	LT	21	28%		
		LT	TH	RT					
		10	9	21					
		25%	23%	53%					
		40							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave							
		24							
		21%	46%	33%					
		5	11	8					
		RT	TH	LT					
WV 7	69	22%	15	LT	RT	16	18%	87	WV 7
		55%	38	TH	TH	41	47%		
		23%	16	RT	LT	30	34%		
		LT	TH	RT					
		11	16	19					
		24%	35%	41%					
		46							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave							
		12							
		42%	17%	42%					
		5	2	5					
		RT	TH	LT					
WV 7	57	7%	4	LT	RT	9	14%	64	WV 7
		58%	33	TH	TH	33	52%		
		35%	20	RT	LT	22	34%		
		LT	TH	RT					
		10	11	11					
		31%	34%	34%					
		32							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave							
		29							
		14%	45%	41%					
		4	13	12					
		RT	TH	LT					
WV 7	72	24%	17	LT	RT	17	19%	89	WV 7
		56%	40	TH	TH	41	46%		
		21%	15	RT	LT	31	35%		
		LT	TH	RT					
		12	14	15					
		29%	34%	37%					
		41							
		Deckers Creek Blvd							

Wednesday, April 28		Mineral Ave											
		131											
		18%	47%	35%									
4:00 - 5:00 PM		24	61	46									
		RT	TH	LT									
WV 7	406	9%	37	LT		RT	40	12%	328	WV 7			
		67%	270	TH							TH	175	53%
		24%	99	RT									
		LT	TH	RT									
		36	61	71									
		21%	36%	42%									
		168											
		Deckers Creek Blvd											

Wednesday, April 28		Mineral Ave											
		132											
		24%	46%	30%									
5:00 - 6:00 PM		32	61	39									
		RT	TH	LT									
WV 7	399	15%	59	LT		RT	92	26%	350	WV 7			
		61%	245	TH							TH	139	40%
		24%	95	RT									
		LT	TH	RT									
		74	77	97									
		30%	31%	39%									
		248											
		Deckers Creek Blvd											

Wednesday, April 28		Mineral Ave											
		19											
		11%	58%	32%									
4:00 - 4:15 PM		2	11	6									
		RT	TH	LT									
WV 7	102	13%	13	LT		RT	16	20%	80	WV 7			
		61%	62	TH							TH	35	44%
		26%	27	RT									
		LT	TH	RT									
		14	19	23									
		25%	34%	41%									
		56											
		Deckers Creek Blvd											

Wednesday, April 28		Mineral Ave											
		29											
		17%	52%	31%									
5:00 - 5:15 PM		5	15	9									
		RT	TH	LT									
WV 7	102	15%	15	LT		RT	20	22%	89	WV 7			
		65%	66	TH							TH	39	44%
		21%	21	RT									
		LT	TH	RT									
		15	20	25									
		25%	33%	42%									
		60											
		Deckers Creek Blvd											

Wednesday, April 28		Mineral Ave											
		34											
		12%	53%	35%									
4:15 - 4:30 PM		4	18	12									
		RT	TH	LT									
WV 7	98	7%	7	LT		RT	13	15%	89	WV 7			
		67%	66	TH							TH	46	52%
		26%	25	RT									
		LT	TH	RT									
		7	15	13									
		20%	43%	37%									
		35											
		Deckers Creek Blvd											

Wednesday, April 28		Mineral Ave											
		27											
		26%	48%	26%									
5:15 - 5:30 PM		7	13	7									
		RT	TH	LT									
WV 7	99	13%	13	LT		RT	23	26%	88	WV 7			
		65%	64	TH							TH	37	42%
		22%	22	RT									
		LT	TH	RT									
		17	19	23									
		29%	32%	39%									
		59											
		Deckers Creek Blvd											

Wednesday, April 28		Mineral Ave											
		40											
		20%	48%	33%									
4:30 - 4:45 AM		8	19	13									
		RT	TH	LT									
WV 7	106	7%	7	LT		RT	5	7%	74	WV 7			
		73%	77	TH							TH	45	61%
		21%	22	RT									
		LT	TH	RT									
		7	12	17									
		19%	33%	47%									
		36											
		Deckers Creek Blvd											

Wednesday, April 28		Mineral Ave											
		32											
		28%	47%	25%									
5:30 - 5:45 PM		9	15	8									
		RT	TH	LT									
WV 7	99	15%	15	LT		RT	24	28%	87	WV 7			
		62%	61	TH							TH	33	38%
		23%	23	RT									
		LT	TH	RT									
		20	18	22									
		33%	30%	37%									
		60											
		Deckers Creek Blvd											

Wednesday, April 28		Mineral Ave											
		38											
		26%	34%	39%									
4:45 - 5:00 PM		10	13	15									
		RT	TH	LT									
WV 7	100	10%	10	LT		RT	6	7%	85	WV 7			
		65%	65	TH							TH	49	58%
		25%	25	RT									
		LT	TH	RT									
		8	15	18									
		20%	37%	44%									
		41											
		Deckers Creek Blvd											

Wednesday, April 28		Mineral Ave											
		44											
		25%	41%	34%									
5:45 - 6:00 PM		11	18	15									
		RT	TH	LT									
WV 7	99	16%	16	LT		RT	25	29%	86	WV 7			
		55%	54	TH							TH	30	35%
		29%	29	RT									
		LT	TH	RT									
		22	20	27									
		32%	29%	39%									
		69											
		Deckers Creek Blvd											