Appendix A – Outreach Summary

ObjectID	1. How frequently do you use the following modes of transportation? (Daily, Weekly, Monthly, Never/Infrequently)										2. What long-term effects do you expect to see on the way you travel after the COVID-19 pandemic? (Less, The Same, More)								
	Walking	Bicycling	Taking Bus/Public Transit	Using app-based services (ie., Uber or Lyft)	Taking a taxi	Private carpool	County transit vanpool	Driving personal vehicle	Other (Q1)	If Other (Please explain) (Q1)	I will drive to work	I will drive my children to school	I will take public transportation	I will shop online	I will have items such as groceries delivered	I will consider moving	I will travel to parks and trails	Other (Q2)	If Other (Please explain) (Q2)
14	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	NA	NA	NA	NA	NA	More	NA	
15	Monthly	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	Less	More	More	NA	More		
16	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			The Same	NA	NA	The Same	NA	NA	The Same		
17	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	The Same	NA	More		
18	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently		Never/Infrequently	Weekly			The Same	NA	NA	The Same	NA	NA	The Same		
19	Weekly	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently		NA	NA	The Same	The Same	The Same	NA	The Same	NA	
20	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	The Same	Less	The Same		
21	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	The Same	The Same	The Same	The Same	More		
22	Weekly	Monthly	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	More	The Same	The Same	The Same	Less	More	NA	
23	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	The Same	NA	NA	The Same		
24	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	NA	NA	Less		NA	
25	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	The Same	The Same	Less	The Same	NA	
26	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	The Same	More	The Same	More	The Same	NA	
27	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	Less	The Same	The Same		
28	Daily	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently		NA	NA	Less	More	More	Less	The Same	NA	
29	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	NA	NA	The Same	The Same	
30	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	NA	NA	The Same		
31	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	The Same	More	More	The Same	Less	NA	
32	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Daily	Never/Infrequently		Less	NA	More	The Same	NA	NA	More	NA	
33	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	More	NA	NA	The Same		
34	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	Less	NA	The Same	NA	NA	The Same		
35	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA		NA	NA	NA	NA	
36	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	More	More	More	The Same	NA	
37	Weekly	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	More	Less	NA	More		
38	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	NA	NA	More	NA	NA	More		
39	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	More	NA	The Same	More	NA	
40	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily	Never/Infrequently		NA	NA	The Same	The Same	NA	NA	NA	NA	
41																			
42	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	The Same	The Same	Covid does not affect the way we live in my household.
43	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	The Same	The Same		
44	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	The line to get into Starbucks is a daily traffic accident waiting to happen. Things like this need to be avoided.	The Same	The Same	Less	The Same	NA	The Same	More		I wish there were more options for public transportation for patients to get to their appointments. I work in healthcare and this is a big loss in our area.
45	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	Less	More	More	Less	More		
46	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	Less	NA	More	NA	
47	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	Less	NA	Less	Less	Less	More	NA	
48	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	The Same	More	The Same	NA	
49	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily		A	The Same	NA	NA	Less	Less	NA	The Same	The Same	
50	Never/Infrequently	Monthly	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	Less	More	NA	More	The Same	NA	
51	Daily	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently		NA	NA	More	Less	NA	NA	NA		
52	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	NA	NA	NA	More	NA	
53																			
54	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	More	NA	The Same	NA	More	More	NA	
55	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently		NA	More	NA	NA	NA	Less	More	More	Drive to see my family out. Of state. I miss them . See my friends little more..
56	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently		NA	NA	NA	NA	NA	NA	The Same	NA	
57	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	The Same	More	More	More	More	NA	
58	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	The Same	NA	
59	Daily	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	The Same	The Same		
60	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	Less	Less	The Same		
61	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	NA		
62								Daily	Never/Infrequently								The Same		
63	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	More	The Same	NA	NA	NA	
64	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently		NA	NA	NA	The Same	Less	More	The Same	NA	
65	Weekly	Weekly	Never/Infrequently	Weekly	Never/Infrequently	Monthly	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	NA	NA	NA	More	NA	
66	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	The Same	The Same		
67	Daily	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	Less	NA	More		
68	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	More	NA	More	NA		
69	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	The Same	More	The Same	The Same	The Same		
70	Weekly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	The Same	Less	The Same	More		
71	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	More	NA	NA	
72	Weekly	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	The Same	Less	The Same		
73	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	NA	The Same	NA	
74	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily		Walking	NA	NA	NA	More	The Same	More	Less		
75	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	NA	NA	The Same		
76	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	NA	NA	NA	The Same		
77	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	NA	NA	The Same	NA	
78	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	Less	More	NA	More	The Same		
79	Monthly	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	The Same	NA	Less	NA	NA	More		
80	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	More	NA	NA	NA	NA	
81	Monthly	Never/Infrequently	Never/Infrequently	Monthly	Monthly	Never/Infrequently	Never/Infrequently	Daily			NA	NA	More	The Same	The Same	NA	More		
82	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	More		NA		
83	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	More	The Same	NA	The Same	NA	
84	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	More	NA	NA	More	NA	
85	Daily	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily			The Same	NA	NA	The Same	The Same	NA	More	NA	
86	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	NA	NA	NA	NA	NA	
87	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	The Same		
88	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	The Same		
89	Daily	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	NA	More	NA	NA	
90	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	The Same	NA	NA	NA		
91	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	More	The Same	The Same	More	The Same		
92	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	The Same	The Same		
93	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	The Same	NA	NA	NA	
94	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	The Same	NA	
95	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	More	Less		
96	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	The Same	The Same	The Same	The Same	NA	
97	Monthly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Monthly	Canoe?	The Same	The Same	The Same	More	The Same	The Same	The Same	The Same	
98	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA		NA	NA	NA	NA	I am retired and use my personal vehicles exclusively for travel everywhere I need to go including short and long distances. I own three PA-registered vehicles and my wife owns one PA-registered vehicle. Neither of us use public transportation.
99	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	The Same	NA	NA	NA	
100	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	The Same		
101	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Monthly		NA	NA	NA	NA	The Same	NA	The Same		
102								Daily											
103	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	The Same	More	More	More	More	NA	
104	Monthly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	The Same	NA	The Same		
105	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	The Same		
106	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	More	NA	Less	The Same	NA	
107	Weekly	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	More		
108	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	Less	The Same	More	More	NA	The Same	The Same	
109	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	NA	NA	The Same	NA	The Same	The Same	NA	
110	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	The Same	The Same	The Same	The Same	The Same		
111	Daily	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently		NA	NA	The Same	The Same	NA	NA	NA	NA	
112	Weekly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	More		
113	Weekly	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	NA	Less	More	More	The Same	The Same		
114	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	The Same	The Same	The Same	NA	
115	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	NA	The Same	Less	Less	More	More		
116	Never/Infrequently		Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily		I would use bus if available in Grove City.	Less	NA	NA	More	NA		More	NA	I have retired so will be going in a different direction. Also failing eyesight makes need for public transportation.
117	Daily	Weekly	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	More	More	More	More		
118	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	More	More	NA	More	NA	
119	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Weekly	Ride my utv on joint use township roads in my area	The Same	The Same	NA	The Same	NA	The Same	The Same	NA	
120	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	The Same	NA	The Same		
121	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	More	NA	
122	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily		N/A	Less	NA	NA	More	The Same	NA	More		
123	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	The Same	NA	NA	More		
124	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly			NA	NA	NA	The Same	NA	NA	The Same		
125	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			The Same	NA	NA	NA	Less	NA	NA	NA	
126	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	More	NA	More		
127	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	More	NA	More	NA	
128	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	NA	NA	More	NA	NA	NA	NA	
129	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	More	Less	NA	The Same		
130	Daily	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Weekly	na	The Same	NA	NA	The Same	The Same	More	The Same		
131	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	NA		
132	Daily	Never/Infrequently	Never/Infrequently		Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	Less	More		
133	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA		NA	NA	NA	NA	The Same		
134	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	NA	NA	NA	NA	
135	Weekly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	NA	NA	The Same	NA	NA	More	NA	
136	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	NA	NA	NA	More	NA	
137	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily	none of the public transportation modes are available to me	NA	NA	NA	Less	Less	NA	The Same		
138	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily	Motorcycles	The Same	NA	NA	The Same	NA	The Same	The Same	The Same	
139	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently		NA	NA	NA	The Same	NA	NA	More	NA	
140	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	More	NA	NA	The Same	NA	
141	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	'	NA	NA	Less	The Same	The Same	The Same	The Same	The Same	
142	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	Less	Less	Less	NA	
143	Weekly	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Monthly	Monthly	Daily			The Same	NA	The Same	NA	NA	NA	Less		
144	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	The Same	NA	NA	The Same	NA	
145	Monthly	Never/Infrequently	Never/Infrequently	Monthly	Monthly	Never/Infrequently	Never/Infrequently	Daily	Monthly	Side by side trails!	The Same	NA	NA	The Same	The Same	NA	More	More	Side by Side Trails
146	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	My concern is that there are no inexpensive transportation options to/from more rural areas for those in underserved communities seeking employment.	The Same	NA	NA	More	NA	NA	More		
147	Weekly	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Monthly	Never/Infrequently	Daily			The Same	NA	The Same	Less	The Same	More	More		
148	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	More	NA	NA	The Same		
149	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	NA	NA	The Same	NA	
150	Monthly	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Weekly	I would us Uber weekly if it was available in my area.	More	NA	NA	More	More	NA	More		
151	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily			The Same	NA	NA	More	The Same	NA	More		
152	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	More	The Same	The Same	The Same		
153	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently		The Same	NA	NA	The Same	The Same	The Same	More	NA	
154	Daily	Never/Infrequently			Never/Infrequently	Daily		Never/Infrequently	Daily	I don't have a driver's license with the lack of good transportation system in place, it makes it difficult to get around in the area.	The Same	Less	NA		The Same	NA	NA		
155	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily		The Same	The Same	The Same	More	The Same	The Same	More	The Same	
156	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	NA	NA	The Same	NA	More	More	NA	
157	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily	As a professional who works in the community there needs to be a better transportation system set up for individuals who have disabilities and rely on transit/bus system for appointments. There is a need of more transportation for these individuals.	The Same	The Same	NA	The Same	NA	NA	The Same	NA	
158	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	NA	NA	The Same	NA	NA	More		
159	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Weekly	Motorcycle	The Same	NA	NA	The Same	NA	NA	The Same	NA	
160	Monthly	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	The Same	NA	The Same	Less	The Same	The Same		
161	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	The Same	The Same	NA	The Same		
162	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	More	NA	More	NA	
163	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	More	The Same	More	More	NA	More	NA	
164	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	The Same	The Same	The Same	More		
165	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently		Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	More	Less	More	The Same		
166	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Weekly		NA	NA	NA	The Same	NA	NA	The Same		
167	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	Less	More	NA	
168	Daily	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently		NA	NA	The Same	The Same	NA	NA	The Same	NA	
169	Daily	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	NA	NA	
170	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	NA	NA	More	NA	NA	NA		
171	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	Less	More	The Same	NA	More	NA	
172	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	NA	NA	More	The Same	The Same	More	NA	
173	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	Less	The Same	The Same	NA	
174	Weekly	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	More	The Same	More	More		
175	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	The Same	NA	The Same	NA	
176	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	The Same	NA	NA	Please pave King & Trace between concord & meadowbrook
177	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Daily			NA	NA	NA	More	NA	NA	The Same		
178	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	More	NA	The Same	Less	The Same	More	NA	
179	Weekly	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	More	The Same	The Same	More	The Same	
180	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA		The Same	NA	NA	The Same	NA	
181	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	NA	NA	The Same	NA	NA	The Same	NA	
182	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	The Same	The Same	The Same	NA	The Same	NA	
183	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily			The Same	More	The Same	The Same	NA	More	The Same		
184	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	The Same	NA	More		
185	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	NA	NA	More	The Same	More	The Same		
186	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily			The Same	The Same	NA	More	The Same	The Same	The Same		
187	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	NA	NA	The Same	NA	
188	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	The Same	NA	The Same	NA	NA	The Same		
189	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	More	NA	More	The Same	NA	The Same	NA	
190	Daily	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently			NA	NA	More	The Same	NA	More	More		
191	Daily	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Weekly	Never/Infrequently	Daily			The Same	NA	NA	The Same	The Same	The Same	More	NA	
192	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	NA	NA	
193	Weekly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	NA	NA	The Same	NA	
194	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	The Same	The Same		
195	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	The Same	NA	More	NA	
196	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	NA	The Same		
197	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	NA	More		
198	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	More	NA	NA	The Same	NA	
199	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily			The Same		Less	The Same	Less	Less	The Same		
200	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	NA	NA	NA	NA		
201	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	More	NA	NA	The Same		
202	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	NA	NA	NA	NA	NA	
203	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	The Same	The Same	The Same	NA	The Same		
204	Weekly	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently		NA	NA	Less	More	The Same	More	More	Less	I will carpool less
205	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			Less	NA	More	More	Less	NA	NA	NA	
206	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily		The Same	The Same	NA	Less	Less	NA	More	More	
207	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			Less	NA	NA	Less	The Same	NA	More		
208	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	NA	The Same	More	More	The Same	More	NA	
209	Daily	Monthly	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	NA	NA	More	NA	
210	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	More	More	NA	NA	NA	
211	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	More	NA	NA		
212	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	NA	NA	NA	NA		
213	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	The Same	The Same	The Same	NA	
214	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily			The Same	NA	NA	More	The Same	NA	More	NA	
215	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Weekly			NA	More	Less		The Same	The Same	More		
216	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	The Same	The Same	The Same	The Same	The Same		
217	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	NA	More	NA	NA	NA	The Same	The Same	
218	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	Less	More	The Same	More			
219	Monthly	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently			NA	NA	The Same	The Same	NA		NA		
220	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily		Too rural to access any public transportation that is reliable or has a regular schedule/ doesn't require you to wait in the cold for hours waiting for your driver to arrive. Plus I've noted the senior van)bus drivers are risky with passenger safety.	NA	NA	NA	The Same	NA	NA	The Same	The Same	
221	Weekly	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	The Same	Less	NA	NA	The Same	NA	
222	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	The Same	NA	Less	The Same		
223	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	NA	NA	More	The Same	Less	More	NA	
224	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	The Same	NA	NA	The Same	The Same	Covid 19 is not a determinant in what I do.
225	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	More		
226	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	More	NA	The Same		
227	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	Less	Less	More	The Same		
228	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	More	NA	NA	The Same	More	I work in hearing aid business. I see patients that travel from the valley to grove city using this service. it is difficult fir them. Getting a hold of before, scheduling, once dropped off long wait to pickup. So help for seniors needed
229	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly			NA	NA	NA	Less	Less	The Same	More		
230	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	More	NA	Less	Less	
231	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	Less	NA	The Same	NA	The Same	The Same		
232	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	The Same	More		
233	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	NA	More		
234	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	NA	NA	The Same	NA	
235	Daily							Daily			The Same	NA	NA	The Same	The Same	NA	NA	NA	
236	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	More	The Same	More	More	NA	

ObjectID	3. How would you rate the current state of our regional transportation infrastructure? (Adequate, Needs Minor Improvement, Needs Major Improvement)											
	Interstate Access	Pavement Condition of State and U.S. Routes (i.e., I-80, US 62, SR 58, etc.)	Pavement Condition of other, municipally maintained roads	Roadway Safety (Rating)	Parking (Rating)	Public Transit (Rating)	Sidewalks and Trails (Rating)	Bicycle Amenities (Rating)	Tourism (Rating)	Truck and Freight Access (Rating)	Environmental Sustainability (Rating)	Economic Vitality (Rating)
14	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
15	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
16	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
17	Needs Major Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
18	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
19	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
20	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement
21	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
22	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
23	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement
24	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
25	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement
26	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement
27	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate
28	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate	Needs Minor Improvement
29	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement
30	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
31	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
32	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
33	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
34	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement
35	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
36	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
37	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement
38	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate			Adequate		Needs Minor Improvement	Needs Minor Improvement		Needs Major Improvement
39	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement		Adequate		Adequate	Adequate	Needs Minor Improvement
40	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
41												
42	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
43	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement		Needs Major Improvement		Needs Major Improvement		Needs Minor Improvement	Needs Major Improvement
44	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
45	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
46	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
47	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate
48	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate
49	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
50	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
51	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
52	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement
53												
54	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate
55	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement		Needs Major Improvement
56	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate		Adequate	Adequate	Needs Major Improvement
57	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement		Needs Minor Improvement	Needs Major Improvement
58	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
59	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
60	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement
61	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement		Needs Major Improvement
62	Adequate	Needs Minor Improvement	Needs Major Improvement		Adequate		Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
63	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
64	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
65	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement
66	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement		Needs Major Improvement					Needs Major Improvement
67	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
68	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement
69	Adequate	Needs Minor Improvement		Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
70	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
71	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
72	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
73	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement
74	Adequate	Adequate		Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
75	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
76	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
77	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
78	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
79	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
80	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement
81	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement		Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement
82	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
83	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate
84	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
85	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
86	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement
87	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement
88	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
89	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate
90	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
91	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement		Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
92	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
93	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement
94	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement
95	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate		Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement
96	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
97	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
98	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
99	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Major Improvement
100	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
101	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
102	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
103	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
104	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate		Adequate	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Major Improvement
105	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Adequate	Needs Minor Improvement			Needs Minor Improvement		
106	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement
107	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
108	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement
109	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
110	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement
111	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
112	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
113	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement
114	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement
115	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
116	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate		Adequate	Adequate	
117	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
118	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
119	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
120	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
121	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
122	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement
123	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
124	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
125	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement		Needs Minor Improvement	Needs Minor Improvement
126	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate		Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
127	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement		Adequate	Needs Major Improvement
128	Adequate	Adequate	Adequate	Adequate	Adequate		Adequate					
129	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate		Adequate	Adequate	Adequate	Adequate
130	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
131	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement
132	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement
133	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement		Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
134	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate
135	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement
136	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
137	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
138	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
139	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
140	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
141	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
142	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
143	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
144	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement
145	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement
146	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
147	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
148	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement
149	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
150	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
151	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
152	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement
153	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
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155	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
156	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
157	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate
158	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate		Adequate	Adequate	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
159	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement
160	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement
161	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement
162	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
163	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
164	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement		Needs Major Improvement	Needs Major Improvement
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166	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement
167	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement
168	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate
169	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement
170	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate
171	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
172	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
173	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
174	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
175	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate
176	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
177	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement		Needs Minor Improvement				Adequate	Needs Major Improvement
178	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate
179	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate
180	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
181	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate
182	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement
183	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate
184	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
185	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement		Needs Major Improvement	Needs Major Improvement		Needs Major Improvement
186	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
187	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement
188	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
189	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
190	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
191	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement
192	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
193	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
194	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
195	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate	Adequate
196	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement
197	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
198	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate
199	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate		Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
200	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
201	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate	Adequate	Adequate
202	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
203	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
204	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
205		Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement		Needs Minor Improvement					Needs Major Improvement
206	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement
207	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
208	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
209	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement
210	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate
211	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement		Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
212	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
213	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate
214	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
215	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
216	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
217	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
218	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement
219	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate		Needs Major Improvement
220	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
221	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
222	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement
223	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
224	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement
225	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
226	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
227	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
228	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
229	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement
230	Needs Minor Improvement	Adequate	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
231	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate
232	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
233	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate
234	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement
235	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
236	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement

ObjectID	4. How important are the following topics to you? (Very Unimportant, Unimportant, Neutral, Important, Very Important)																
	Interstate Access (Importance)	Pavement Condition (Importance)	Roadway Safety (Importance)	Parking (Importance)	Public Transit (Importance)	Sidewalks and Trails (Importance)	Bicycle Amenities (Importance)	Tourism (Importance)	Truck and Freight Access (Importance)	Environmental Sustainability (Importance)	Economic Vitality (Importance)	What is your age?	What is your home zip code?	What is your race?	Other (Q4)	Would you like to receive email updates about the Mercer County Long Range Transportation Plan?	CreationDate
14	Important	Important	Very Important	Important	Unimportant	Important	Unimportant	Very Important	Important	Important	Important	19-25	16137	White		Yes	2/16/2021 20:48
15	Very Important	Neutral	Important	Very Unimportant	Very Important	Very Important	Important	Very Important	Very Unimportant	Very Important	Very Important	19-25	16148	White		Yes	2/16/2021 21:05
16	Important	Important	Very Important	Important	Very Important	Very Important	Very Important	Very Important	Important	Important	Very Important	65 or older	16156	White		Yes	2/16/2021 22:07
17	Neutral	Important	Very Important	Important	Neutral	Very Important	Important	Important	Neutral	Very Important	Very Important	65 or older	16156	White		Yes	2/17/2021 0:08
18	Important	Important	Very Important	Important	Neutral	Very Important	Very Important	Important		Important	Very Important	65 or older	16137	White		Yes	2/17/2021 0:09
19	Neutral	Important	Important	Unimportant	Very Important	Important	Important	Neutral	Neutral	Important	Very Important	41-55	16148	White		Yes	2/17/2021 2:08
20	Important	Important	Important	Neutral	Important	Important	Important	Important	Important	Very Important	Important	56-65	16125	White		Yes	2/17/2021 2:19
21	Neutral	Important	Important	Neutral	Neutral	Important	Important	Important	Important	Important	Very Important	56-65	16125	White		No	2/17/2021 2:38
22	Important	Important	Very Important	Unimportant	Unimportant	Important	Important	Important	Important	Important	Very Important	26-40	16156	White		No	2/17/2021 2:42
23	Very Important	Very Important	Very Important	Important	Neutral	Important	Neutral	Neutral	Important	Important	Important	26-40	16127	White		No	2/17/2021 2:44
24	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	65 or older	16146	White		No	2/17/2021 3:21
25	Important	Important	Important	Neutral	Unimportant	Neutral	Neutral	Important	Very Important	Important	Important	41-55	16146	White		No	2/17/2021 3:36
26	Very Important	Important	Important	Important	Unimportant	Unimportant	Unimportant	Unimportant	Very Important	Important	Very Important	65 or older	16153	White		No	2/17/2021 3:38
27	Very Important	Very Important	Very Important	Important	Very Unimportant	Unimportant	Very Unimportant	Very Unimportant	Very Important	Neutral	Neutral	26-40	16137	Prefer Not to Answer		Yes	2/17/2021 3:52
28	Neutral	Very Unimportant	Unimportant	Neutral	Very Important	Very Unimportant	Neutral	Neutral	Very Important	Neutral	Neutral	19-25	16148	Prefer Not to Answer		Yes	2/17/2021 4:38
29	Very Unimportant	Very Unimportant	Very Important	Important	Unimportant	Neutral	Neutral	Very Important	Very Important	Important	Very Important	56-65	16137	White		No	2/17/2021 5:10
30	Unimportant	Unimportant	Unimportant	Unimportant	Very Unimportant	Neutral	Neutral	Unimportant	Very Unimportant	Very Unimportant	Important	41-55	16145	Prefer Not to Answer		No	2/17/2021 12:34
31	Important	Important	Very Important	Important	Important	Important	Important	Important	Very Important	Important	Very Important	56-65	16148	White		No	2/17/2021 13:34
32	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	Neutral	Important	Very Important	Important	Important	56-65	16127	Prefer Not to Answer		Yes	2/17/2021 13:37
33	Important	Very Important	Very Important	Neutral	Important	Important	Unimportant	Important	Important	Neutral	Important	65 or older	16145	White		No	2/17/2021 13:41
34	Very Important	Important	Unimportant	Unimportant	Very Unimportant	Neutral	Unimportant	Neutral	Important	Unimportant	Very Important	41-55	16148	White		No	2/17/2021 14:14
35	Neutral	Very Important	Important	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Very Unimportant	Important	56-65	16148	White		No	2/17/2021 14:21
36	Important	Important	Important	Neutral	Important	Important	Neutral	Important	Important	Important	Important	65 or older	16148	White		Yes	2/17/2021 15:01
37	Important	Very Important	Neutral	Neutral	Very Unimportant	Important	Important	Very Important	Important	Neutral	Important	41-55	16125	White		No	2/17/2021 15:10
38	Important	Very Important	Very Important	Neutral	Important	Very Important	Unimportant	Important	Important		Very Important	41-55	16137	Prefer Not to Answer		No	2/17/2021 15:56
39	Important	Important	Important	Important	Neutral	Neutral	Neutral	Neutral	Important	Important	Important	65 or older	16148	White		No	2/17/2021 16:08
40	Very Important	Very Important	Very Important	Very Important	Very Important	Neutral	Neutral	Very Important	Very Important	Neutral	Neutral	65 or older	16137	White		Yes	2/17/2021 16:09
41																	2/17/2021 17:17
42	Very Important	Very Important	Very Important	Neutral	Very Unimportant	Important	Very Unimportant	Very Unimportant	Important	Important	Important	41-55	16142	White		No	2/17/2021 18:37
43	Neutral	Very Important	Very Important	Very Important	Neutral	Important	Very Unimportant	Neutral	Neutral	Neutral	Important	56-65	16146	White		No	2/17/2021 19:59
44	Neutral	Neutral	Very Important	Very Important	Important	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	26-40	16150	White		No	2/17/2021 22:37
45	Very Important	Very Important	Very Important	Neutral	Neutral	Neutral	Neutral	Neutral	Very Important	Very Important	Very Important	26-40	16148	White		No	2/17/2021 22:38
46	Neutral	Important	Important	Neutral	Neutral	Very Important	Neutral	Neutral	Neutral	Important	Important	65 or older	16148	White		No	2/17/2021 23:25
47	Neutral	Very Important	Very Important	Neutral	Very Unimportant	Very Important	Neutral	Very Important	Very Important	Very Important	Very Important	26-40	1614	White		No	2/17/2021 23:34
48	Very Unimportant	Important	Important	Neutral		Neutral	Neutral	Neutral	Important	Neutral	Neutral	56-65	16137	Prefer Not to Answer		No	2/17/2021 23:57
49	Neutral	Very Important	Very Important	Important	Neutral	Neutral	Neutral	Important	Important	Important	Important	41-55		White		No	2/18/2021 0:27
50	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	Very Important	Very Important	Very Unimportant	Important	Very Important	19-25	16148	White		No	2/18/2021 0:37
51	Very Unimportant	Neutral	Important	Important	Neutral	Very Important	Neutral	Very Unimportant	Neutral	Neutral	Neutral	56-65	16137	American Indian or Alaska Native		No	2/18/2021 1:07
52	Important	Very Important	Very Important	Very Important	Important	Very Important	Very Unimportant	Neutral	Very Unimportant	Important	Very Important	41-55	16146	Prefer Not to Answer		No	2/18/2021 3:06
53																	2/18/2021 3:11
54	Important	Important	Very Important	Neutral	Unimportant	Important	Important	Important	Important	Important	Important	41-55	16148	White		Yes	2/18/2021 3:57
55	Very Important	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	Very Important	Neutral	Neutral	Neutral	41-55	16125	White		Yes	2/18/2021 5:58
56	Important	Unimportant	Very Important	Important	Important	Unimportant	Unimportant	Unimportant	Important	Neutral	Very Important	65 or older	16148	White		Yes	2/18/2021 13:10
57	Important	Neutral	Important	Neutral	Neutral	Important	Unimportant	Neutral	Very Unimportant	Important	Important	26-40	44425	White		No	2/18/2021 13:44
58	Important	Very Important	Very Important	Important	Neutral	Important	Neutral	Important	Important	Very Important	Very Important	65 or older	16125	White		No	2/18/2021 14:24
59	Important	Important	Important	Important	Unimportant	Important	Important	Important	Important	Neutral	Important	56-65	16148	White		Yes	2/18/2021 16:05
60	Important	Very Important	Very Important	Neutral	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Important	Neutral	Neutral	56-65		White		No	2/18/2021 16:10
61	Important	Very Important	Neutral	Neutral	Important	Neutral	Neutral	Important	Neutral	Neutral	Very Important	41-55	16150	Prefer Not to Answer		Yes	2/18/2021 17:05
62	Important	Important	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Important	65 or older	16159	White			2/18/2021 17:07
63	Very Important	Very Important	Very Important	Neutral	Unimportant	Unimportant	Very Unimportant	Neutral	Very Important	Neutral	Very Important	65 or older		White		No	2/18/2021 17:17
64	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	65 or older	16161	White		No	2/18/2021 17:25
65	Neutral	Very Important	Important	Important	Important	Important	Important	Very Important	Important	Important	Important	19-25	16146	White		No	2/18/2021 17:47
66	Important	Very Important	Important	Important	Neutral	Important	Unimportant	Neutral	Neutral	Neutral	Important	56-65	16146	White		No	2/18/2021 20:49
67	Very Important	Very Important	Very Important	Neutral	Important	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	65 or older	16148	White		Yes	2/18/2021 21:37
68	Important	Important	Very Important	Important	Unimportant	Important	Unimportant	Neutral	Important	Important	Very Important	56-65	16150	White		No	2/18/2021 21:38
69		Important	Very Important	Neutral	Important	Important	Important	Unimportant	Important	Very Important	Neutral	41-55	16148	White		No	2/18/2021 21:50
70	Neutral	Neutral	Important	Neutral	Important	Very Important	Very Important	Very Important	Neutral	Very Important	Important	65 or older	16127	White		Yes	2/18/2021 21:54
71	Very Important	Very Important	Very Important	Neutral	Very Unimportant	Very Unimportant		Very Unimportant	Neutral	Very Unimportant	Neutral	65 or older	16148	American Indian or Alaska Native		No	2/18/2021 22:17
72	Unimportant	Important	Important	Important	Unimportant	Neutral	Neutral	Important	Important	Important	Very Important	65 or older	16124			No	2/18/2021 22:50
73	Important	Important	Important	Important	Important	Important	Neutral	Important	Important	Important	Very Important	65 or older	16148	White		No	2/18/2021 23:16
74	Neutral	Neutral	Neutral	Neutral	Neutral	Important	Neutral	Neutral	Neutral	Very Important	Very Important	65 or older	16146	White		No	2/18/2021 23:42
75	Neutral	Important	Important	Important	Neutral	Important	Neutral	Neutral	Neutral	Neutral	Neutral	65 or older	16146	White		Yes	2/18/2021 23:54
76	Very Important	Very Important	Very Important	Very Important	Important	Very Important	Important	Very Important	Very Important	Very Important	Very Important	65 or older	16125	Prefer Not to Answer		No	2/19/2021 0:00
77	Very Important		Important	Important	Neutral	Very Important	Unimportant	Very Important	Very Important	Important	Important	65 or older	16153	Asian		Yes	2/19/2021 0:10
78	Very Unimportant	Important	Neutral	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Important	56-65	16153	Prefer Not to Answer		No	2/19/2021 0:51
79	Important	Important	Very Important	Important	Unimportant	Important	Important	Important	Neutral	Neutral	Important	41-55	16154	White		No	2/19/2021 1:03
80	Important	Important	Very Important	Important	Important	Important	Important	Very Important	Very Important	Neutral	Very Important	41-55	16145	Prefer Not to Answer		No	2/19/2021 1:13
81	Very Important	Very Important	Very Important	Very Important	Neutral	Important	Neutral	Important	Important	Neutral	Important	65 or older	16125	other	Human	No	2/19/2021 2:02
82	Neutral	Important	Important	Neutral	Neutral	Neutral	Neutral	Neutral	Important	Important	Important	65 or older	16146	White		No	2/19/2021 2:16
83	Very Important	Very Important	Very Important	Important	Neutral	Very Important	Very Important	Very Important	Very Important	Important	Important	56-65	16146	White		Yes	2/19/2021 5:53
84	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Important	Very Important	Very Important	Very Important	Very Important	41-55	16137	White		No	2/19/2021 10:17
85	Very Important	Very Important	Very Important	Important	Neutral	Very Important	Neutral	Important	Neutral	Very Important	Very Important	41-55	16148	White		Yes	2/19/2021 11:22
86	Neutral	Important	Important	Neutral	Unimportant	Unimportant	Very Unimportant	Neutral	Important	Very Unimportant	Important	56-65	16127	White		No	2/19/2021 12:34
87	Important	Important	Important	Neutral	Neutral	Unimportant	Unimportant	Neutral	Neutral	Neutral	Important	65 or older	16148	White		No	2/19/2021 13:18
88	Important	Very Important	Very Important	Neutral	Neutral	Important	Important	Important	Very Important	Very Important	Very Important	56-65	16145	White		No	2/19/2021 13:48
89	Neutral	Important	Important	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Important	Very Unimportant	Very Unimportant	65 or older	16146			No	2/19/2021 14:36
90	Important	Very Unimportant	Very Important	Very Important	Neutral	Neutral	Neutral	Very Unimportant	Important	Neutral	Important	65 or older	16114	White		No	2/19/2021 15:34
91	Neutral	Very Important	Very Important	Important	Very Important	Very Important	Neutral	Very Important	Important	Very Important	Very Important	65 or older	16137	White		No	2/19/2021 16:23
92	Important	Very Important	Very Important	Important	Very Unimportant	Very Unimportant	Very Unimportant	Very Important	Very Important	Very Important	Very Important	41-55	16148	White		No	2/19/2021 18:33
93	Very Important	Very Important	Important	Unimportant	Neutral	Important	Neutral	Unimportant	Very Important	Unimportant	Very Important	41-55	16125	White		Yes	2/19/2021 19:16
94	Very Important	Important	Very Important	Very Important	Important	Very Important	Important	Very Important	Very Important	Important	Very Important	41-55	16125	White		No	2/19/2021 19:41
95	Neutral	Very Important	Important	Neutral	Unimportant	Unimportant	Unimportant	Neutral	Unimportant	Unimportant	Unimportant	65 or older		Prefer Not to Answer		No	2/19/2021 20:01
96	Neutral	Very Important	Very Important	Important	Very Important	Very Important	Important	Neutral	Neutral	Important	Neutral	26-40	16145	White		No	2/19/2021 20:43
97	Very Important	Important	Important	Neutral	Important	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	26-40	16148	White		Yes	2/19/2021 23:25
98	Important	Important	Important	Neutral	Neutral	Neutral	Neutral	Unimportant	Important	Very Important	Important	65 or older	16148	White		Yes	2/20/2021 0:05
99	Important	Very Important	Important	Neutral	Unimportant	Important	Unimportant	Unimportant	Important	Unimportant	Very Important	65 or older	16137	White		Yes	2/20/2021 0:20
100	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Important	Very Important	Very Important	Very Important	65 or older	16127	White		Yes	2/20/2021 0:36
101	Neutral	Important	Very Important	Important	Important	Important	Neutral	Important	Important			65 or older	16125	White		No	2/20/2021 0:38
102	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	65 or older	16146	White		Yes	2/20/2021 1:50
103	Important	Important	Important	Neutral	Neutral	Important	Neutral	Important	Important	Important	Very Important	41-55	16137	White		No	2/20/2021 2:12
104	Neutral	Important	Important	Neutral	Very Unimportant	Unimportant	Important	Very Unimportant	Neutral	Neutral	Important	56-65	16130	White		No	2/20/2021 5:03
105	Neutral	Important	Neutral	Important	Important	Neutral	Unimportant	Neutral	Important	Neutral	Important	41-55	16146	White		No	2/20/2021 5:05
106	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Important	Important	Important	Important	Important	Very Unimportant	Important	56-65	16146	Prefer Not to Answer		No	2/20/2021 14:26
107	Neutral	Important	Important	Important	Neutral	Neutral	Neutral	Important	Important	Neutral	Important	41-55	16133	White		No	2/20/2021 15:27
108	Neutral	Important	Important	Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Unimportant	Neutral	Neutral	Important	41-55	16148	White		No	2/20/2021 19:33
109	Important	Very Important	Very Important	Important	Important	Very Important	Very Important	Very Important	Important	Very Important	Very Important	65 or older	16137	White			2/20/2021 19:59
110	Neutral	Very Important	Very Important	Important	Unimportant	Very Important	Very Important	Neutral	Neutral	Neutral	Neutral	56-65	16159	White		No	2/20/2021 22:03
111	Neutral	Important	Very Important	Important	Very Important	Very Important	Very Unimportant	Important	Important	Very Important	Very Important	65 or older	16146	White		Yes	2/20/2021 22:26
112	Neutral	Very Important	Important	Important	Neutral	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Important	Important	65 or older	16146	Prefer Not to Answer		Yes	2/21/2021 1:00
113	Very Important	Very Important	Very Important	Important	Neutral	Very Important	Neutral	Very Important	Very Important	Neutral	Very Important	26-40	16137	White		Yes	2/21/2021 1:29
114	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	65 or older	16125	Prefer Not to Answer		Yes	2/21/2021 1:51
115	Very Important	Important	Very Important	Important	Important	Important	Important	Important	Important	Very Important	Very Important	56-65	16137	White		No	2/21/2021 2:21
116	Important	Very Important	Very Important	Important	Very Important	Important	Neutral	Neutral	Neutral			65 or older	16127	American Indian or Alaska Native		No	2/21/2021 2:51
117	Neutral	Important	Important	Neutral	Neutral	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	26-40	16125	White		Yes	2/21/2021 4:01
118	Very Important	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	Important	Important	Neutral	Important	41-55	16148	White		No	2/21/2021 12:09
119	Important	Very Important	Important	Important	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Important	Neutral	Neutral	19-25	16130	White		No	2/21/2021 12:30
120	Important	Important	Important	Important	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Important	Important	Important	56-65	16121	White		No	2/21/2021 14:11
121	Very Important	Important	Very Important	Important	Very Important	Very Important	Important	Very Important	Very Important	Important	Very Important	41-55	16150	White		Yes	2/21/2021 15:42
122	Very Important	Very Important	Important	Neutral	Neutral	Neutral	Neutral	Neutral	Important	Important	Important	65 or older	16127	White		No	2/21/2021 18:43
123	Very Important	Very Important	Very Important	Important	Important	Very Important	Very Important	Important	Important	Very Important	Very Important	41-55	16127	White		Yes	2/21/2021 18:53
124	Unimportant	Important	Important	Neutral	Neutral	Unimportant	Unimportant	Unimportant	Neutral	Unimportant	Neutral	65 or older	16148	White		No	2/21/2021 22:20
125	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	65 or older	16153	White		No	2/22/2021 0:40
126	Neutral	Important	Important	Neutral	Neutral	Important	Important	Very Important	Important	Unimportant	Very Important	65 or older	16134	White		Yes	2/22/2021 0:57
127	Important	Important	Important	Neutral	Neutral	Neutral	Important	Important	Important	Neutral	Important	56-65	16148	Prefer Not to Answer		No	2/22/2021 1:06
128	Important	Important	Very Important	Neutral	Neutral	Neutral	Neutral	Neutral	Important	Neutral	Neutral	65 or older	16146	Prefer Not to Answer		No	2/22/2021 2:34
129	Important	Important	Important	Important	Important	Important	Neutral	Important	Important	Important	Important	65 or older	16237	White		Yes	2/22/2021 2:44
130	Very Important	Very Important	Very Important	Important		Important	Very Important	Very Important	Very Important		Very Important	41-55	16148	White		No	2/22/2021 9:57
131	Important	Important	Important	Important	Neutral	Unimportant	Unimportant	Very Important	Very Important	Important	Very Important	56-65	16148	White		Yes	2/22/2021 15:11
132	Neutral	Important	Important	Important	Important	Important	Neutral	Neutral	Unimportant	Very Important	Important	65 or older	16137	White		No	2/22/2021 15:14
133	Important	Very Important	Very Important	Neutral	Very Important	Important	Neutral	Very Important	Very Important	Very Important		41-55	16125	White		No	2/22/2021 15:35
134	Neutral	Neutral	Very Important	Important	Unimportant	Unimportant	Neutral	Unimportant	Important	Neutral	Important	65 or older	16127	White		Yes	2/22/2021 16:11
135	Important	Important	Neutral	Very Unimportant	Very Unimportant	Neutral	Neutral	Important	Very Important	Unimportant	Important	56-65	16154	White		Yes	2/22/2021 16:17
136	Neutral	Important	Important	Important	Important	Important	Important	Very Important	Important	Neutral	Important	56-65	16145	White		Yes	2/22/2021 16:59
137	Important	Very Important	Very Important	Important	Very Important	Neutral	Neutral	Very Important	Very Important	Very Important	Very Important	65 or older	16127	White		No	2/22/2021 17:18
138	Important	Very Important	Very Important	Important	Very Important	Important	Important	Important	Very Important	Neutral	Very Important	65 or older	16125	White		Yes	2/22/2021 18:31
139	Very Important	Very Important	Very Important	Very Important	Unimportant	Neutral	Very Unimportant	Important	Very Important	Very Important	Very Important	65 or older	16148	White		No	2/22/2021 21:42
140	Neutral	Very Important	Very Important	Very Important	Neutral	Neutral	Unimportant	Neutral	Neutral	Very Important	Very Important	65 or older	16150	White		No	2/22/2021 22:35
141	Neutral	Very Important	Neutral	Neutral	Neutral	Unimportant	Very Unimportant	Neutral	Neutral	Neutral	Neutral	56-65	16159	White		No	2/23/2021 3:23
142	Important	Very Important	Very Important	Important	Very Unimportant	Neutral	Very Unimportant	Important	Important	Important	Very Important	65 or older	16153	White		No	2/23/2021 3:38
143	Important	Important	Very Important	Very Important	Very Important	Very Important	Important	Important	Important	Very Important	Very Important	65 or older	16125	White		No	2/23/2021 4:42
144	Important	Very Important	Neutral	Neutral	Very Unimportant	Neutral	Unimportant	Neutral	Important	Unimportant	Important	41-55	16137	other	Human	No	2/23/2021 8:41
145	Very Important	Important	Important	Important	Important	Very Important	Important	Very Important	Important	Important	Very Important	56-65	16125	White		Yes	2/23/2021 14:47
146	Important	Very Important	Very Important	Important	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Very Important	56-65	16125	White		Yes	2/23/2021 14:52
147	Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	56-65	16125	White		Yes	2/23/2021 14:55
148	Important	Important	Important	Important	Important	Important	Very Important	Very Important	Very Important	Important	Very Important	56-65	16125	White		No	2/23/2021 15:00
149	Very Important	Very Important	Very Important	Important	Important	Important	Important	Important	Very Important	Very Important	Very Important	65 or older	16125	White		No	2/23/2021 16:57
150	Very Important	Very Important	Very Important	Very Important	Unimportant	Very Important	Unimportant	Very Important	Unimportant	Very Important	Very Important	56-65	16125	White		No	2/24/2021 15:00
151	Important	Very Important	Very Important	Important	Important	Very Important	Important	Very Important	Important	Important	Very Important	56-65	16150	White		No	2/25/2021 19:52
152	Neutral	Important	Important	Neutral	Neutral	Neutral	Neutral	Important	Important	Neutral	Very Important	26-40	16130	White		No	2/27/2021 13:14
153	Very Important	Very Important	Very Important	Important	Neutral	Important	Neutral	Important	Important	Very Important	Very Important	65 or older	16127	White		No	3/5/2021 20:09
154	Important	Important	Important	Important	Important	Important		Neutral	Important	Very Unimportant	Very Unimportant	41-55	16148	White		Yes	3/6/2021 13:34
155	Very Important	Very Important	Very Important	Important	Neutral	Important	Important	Important	Important	Very Important	Very Important	26-40	16148	White		No	3/6/2021 13:36
156	Neutral	Important	Important	Neutral	Neutral	Very Important	Very Important	Neutral	Important	Important	Important	19-25	16146	White		Yes	3/6/2021 13:50
157	Important	Neutral	Important	Neutral	Very Important	Neutral	Neutral	Unimportant	Neutral	Neutral	Neutral	41-55	16159	White		Yes	3/6/2021 13:56
158	Important	Very Important	Very Important	Important	Neutral	Neutral	Neutral	Important	Unimportant	Important	Very Important	56-65	16148	White		No	3/6/2021 14:07
159	Very Important	Very Important	Important	Neutral	Neutral	Important	Important	Very Important	Important	Important	Very Important	65 or older	16127	White		No	3/6/2021 14:20
160	Neutral	Very Important	Very Important	Neutral	Neutral	Important	Neutral	Important	Important	Very Important	Very Important	65 or older	17148	White		No	3/6/2021 14:37
161	Unimportant	Important	Important	Unimportant	Important	Very Important	Neutral	Neutral	Important	Important	Very Important	65 or older	16148	White		No	3/6/2021 15:01
162	Very Important	Very Important	Very Important	Important	Unimportant	Important	Important	Important	Very Important	Very Important	Very Important	65 or older	16148	White		Yes	3/6/2021 15:06
163	Neutral	Neutral	Neutral	Neutral	Very Important	Very Important	Very Important	Very Important	Neutral	Neutral	Very Important	41-55	16154	White		No	3/6/2021 15:06
164	Important	Very Important	Very Important	Important	Neutral	Very Important	Very Important	Important	Very Important	Very Important	Very Important	65 or older	16148	White		Yes	3/6/2021 15:17
165	Very Important	Very Important	Very Important	Very Important	Important	Important	Important	Very Important	Very Important	Very Important	Very Important	26-40	16137	White		Yes	3/6/2021 15:32
166	Important	Important	Very Important	Important	Very Important	Neutral	Neutral	Very Important	Very Important	Important	Very Important	65 or older	16146	White		No	3/6/2021 17:27
167	Important	Important	Very Important	Important	Neutral	Very Important	Neutral	Important	Neutral	Important	Important	41-55	16148	White		No	3/6/2021 17:28
168	Unimportant	Unimportant	Important	Unimportant	Very Important	Very Important	Very Important	Unimportant	Very Unimportant	Very Unimportant	Important	65 or older	16125	other		No	3/6/2021 17:55
169	Important	Very Important	Very Important	Important	Neutral	Neutral	Neutral	Neutral	Very Important	Neutral	Neutral	65 or older	16130	White		No	3/6/2021 17:58
170	Very Unimportant	Very Unimportant	Very Unimportant	Unimportant	Neutral	Very Unimportant	Very Unimportant	Important	Very Important	Important	Important	41-55	16146	Prefer Not to Answer		No	3/6/2021 18:21
171	Neutral	Important	Neutral	Very Unimportant	Neutral	Neutral	Unimportant	Unimportant	Very Unimportant	Important	Important	65 or older	16148	White		No	3/6/2021 19:19
172	Important	Important	Very Important	Important	Neutral	Important	Important	Important	Neutral	Neutral	Important	56-65	16148	Prefer Not to Answer		No	3/6/2021 20:41
173	Very Important	Very Important	Very Important	Important	Very Unimportant	Important	Important	Very Important	Neutral	Neutral	Very Important	41-55	16127	White		Yes	3/6/2021 20:46
174	Very Unimportant	Important	Very Important	Important	Unimportant	Important	Important	Very Important	Very Unimportant	Very Important	Very Important	26-40	16145	White		No	3/6/2021 21:59
175	Neutral	Very Important	Neutral	Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Important	Very Unimportant	Neutral	26-40	16127	Prefer Not to Answer		No	3/6/2021 22:08
176	Very Important	Very Important	Very Important	Neutral	Neutral	Important	Important	Neutral	Neutral	Neutral	Neutral	56-65	16148	White		No	3/6/2021 22:54
177	Important	Very Important	Important	Neutral	Important	Neutral	Neutral	Important	Neutral	Important	Very Important	65 or older	16134	White		No	3/7/2021 0:58
178	Neutral	Important	Important	Neutral	Neutral	Very Important	Important	Neutral	Very Unimportant	Neutral	Neutral	26-40	16150	White		No	3/7/2021 2:07
179	Neutral	Very Important	Very Important	Neutral	Neutral	Very Important	Important	Important	Neutral	Important	Important	26-40	16125	White		Yes	3/7/2021 4:16
180	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	Important	Important	Very Important	Very Important	Very Important	65 or older	16137	White		No	3/7/2021 4:27
181	Important	Important	Important		Unimportant	Important	Important	Unimportant	Important	Neutral	Important	56-65	16146	White		No	3/7/2021 14:23
182	Very Important	Very Important	Very Important	Very Important	Important	Important	Important	Neutral	Neutral	Very Important	Very Important	26-40	16146	Prefer Not to Answer		No	3/7/2021 20:07
183	Important	Very Important	Very Important	Neutral	Neutral	Important	Important	Very Important	Very Important	Important	Important	56-65	16146	White		Yes	3/7/2021 20:15
184	Neutral	Important	Very Important	Neutral	Important	Very Important	Very Important	Neutral	Neutral	Very Important	Very Important	26-40	16148	White		Yes	3/7/2021 21:50
185	Very Important	Very Important	Very Important	Important	Neutral	Very Important	Very Unimportant	Important	Important	Neutral	Neutral	56-65	16148	other		No	3/7/2021 23:41
186	Important	Important	Important	Important	Very Unimportant	Neutral	Neutral	Neutral	Important	Neutral	Important	41-55	16159	Prefer Not to Answer		No	3/8/2021 2:27
187	Important	Important	Important	Important	Unimportant	Important	Important	Unimportant	Important	Unimportant	Important	41-55	16137	White		No	3/8/2021 2:28
188	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Very Unimportant	Very Unimportant	Very Unimportant	56-65	16145	Prefer Not to Answer		Yes	3/8/2021 3:44
189	Important	Important	Very Important	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Very Important	Neutral	41-55		White		No	3/8/2021 11:56
190	Important	Very Important	Very Important	Important	Very Important	Very Important	Very Important	Important	Neutral	Very Important	Very Important	26-40	16127	White		No	3/8/2021 13:17
191	Important	Important	Important	Neutral	Very Important	Very Important	Neutral	Neutral	Unimportant	Very Important	Important	26-40	16127	White		No	3/8/2021 14:22
192	Neutral	Very Important	Important	Unimportant	Neutral	Neutral	Very Unimportant	Neutral	Important	Neutral	Neutral	26-40	16124	White		No	3/8/2021 14:56
193	Very Important	Very Important	Very Important	Important	Neutral	Important	Important	Important	Very Important	Important	Very Important	56-65	16137	White		No	3/8/2021 15:36
194	Very Important	Very Important	Very Important	Important	Neutral	Unimportant	Unimportant	Neutral	Very Important	Very Important	Very Important	56-65	16127	White		No	3/8/2021 16:23
195	Very Important	Very Important	Neutral	Very Unimportant	Very Unimportant	Neutral	Very Unimportant	Very Unimportant	Important	Neutral	Neutral	26-40	16153	White		No	3/8/2021 16:43
196	Important	Very Important	Important	Neutral	Very Important	Important	Very Unimportant	Important		Neutral	Important	65 or older	16125	other	Earthling	No	3/8/2021 18:13
197	Important	Neutral	Very Important	Neutral	Neutral	Important	Neutral	Unimportant	Important	Very Important	Neutral	56-65	16148	White		No	3/8/2021 19:50
198	Neutral	Important	Very Important	Neutral	Important	Neutral	Unimportant	Neutral	Very Unimportant	Important	Important	41-55	16150	White		No	3/8/2021 21:49
199	Important	Neutral	Important	Important	Neutral	Neutral	Very Unimportant	Important	Very Important	Important	Very Important	65 or older	16125	Prefer Not to Answer		Yes	3/8/2021 22:20
200	Very Important	Very Important	Very Important	Very Important	Important	Very Important	Important	Very Important	Very Important	Very Important	Very Important	56-65	16159	White		Yes	3/8/2021 22:29
201	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Unimportant	Very Important	Very Important	Neutral	Neutral	65 or older	16125	White		No	3/8/2021 23:49
202	Important	Important	Important	Important	Important	Very Important	Important	Very Important	Very Important	Very Important	Very Important	65 or older	16125	White		No	3/9/2021 0:14
203	Important	Very Important	Very Important	Important	Important	Important	Important	Important	Very Important		Neutral	56-65	16153	White		No	3/9/2021 1:01
204	Unimportant	Important	Important	Important	Very Important	Important	Unimportant	Neutral	Neutral	Very Important	Important	19-25	16125	White		Yes	3/9/2021 1:35
205	Neutral	Important	Important	Neutral	Neutral	Important	Neutral	Important	Important	Important	Important	65 or older	16146	Prefer Not to Answer		No	3/9/2021 1:54
206	Important	Very Important	Important	Important	Important	Important	Important	Important	Very Important	Important	Important	56-65	16127	White		No	3/9/2021 2:05
207	Important	Important	Very Important	Important	Very Important	Important	Neutral	Very Important	Very Unimportant	Very Important	Very Important	56-65	16161	White		Yes	3/9/2021 2:56
208	Neutral	Very Important	Very Important	Very Important	Neutral	Very Important	Neutral	Very Important	Very Important	Important	Very Important	26-40	16137	White		No	3/9/2021 4:05
209	Neutral	Very Important	Important	Neutral	Neutral	Neutral	Neutral	Unimportant	Neutral	Important	Important	65 or older	16150	Prefer Not to Answer		No	3/9/2021 5:28
210	Important	Important	Very Important	Important	Important	Important	Very Unimportant	Very Unimportant		Neutral	Neutral	41-55	16125	White		No	3/9/2021 8:35
211	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	56-65	16150	White		No	3/9/2021 8:52
212	Neutral	Very Important	Very Important	Neutral	Unimportant	Unimportant	Very Unimportant	Unimportant	Unimportant	Neutral	Important	65 or older	16127	White		No	3/9/2021 11:51
213	Neutral	Very Important	Unimportant	Unimportant	Neutral	Neutral	Neutral	Neutral	Very Important	Very Unimportant	Very Unimportant	26-40	16124	White		No	3/9/2021 13:47
214	Important	Very Important	Very Important	Important	Important	Important	Important	Neutral	Important	Important	Very Important	65 or older	16137	White		No	3/9/2021 14:56
215	Neutral	Very Important	Very Important	Important	Neutral	Very Important	Very Unimportant	Important	Very Important	Very Important	Very Important	Prefer_not_to_ans	16125	White		No	3/9/2021 15:39
216	Important	Very Important	Very Important	Important	Unimportant	Important	Unimportant	Very Important	Important	Important	Important	26-40	16121	White		No	3/9/2021 17:00
217	Important	Very Important	Very Unimportant	Important	Important	Important	Important	Very Important	Very Important	Very Important	Very Important	65 or older	16125	White		Yes	3/9/2021 17:29
218	Important	Very Important	Very Important	Important	Very Important	Important	Very Unimportant	Important	Important	Important	Very Important	56-65	16137	Prefer Not to Answer		No	3/9/2021 22:58
219	Neutral	Important	Important	Neutral	Very Important	Neutral	Very Unimportant	Neutral	Neutral	Important	Very Important	65 or older	16146	White		Yes	3/9/2021 23:25
220	Neutral	Very Important	Very Important	Important	Very Important	Important	Neutral	Neutral	Neutral	Very Important	Very Important	65 or older	16137	White		No	3/9/2021 23:30
221	Important	Very Important	Very Important	Important	Unimportant	Important	Important	Important	Very Important	Very Important	Very Important	65 or older	16125	White		Yes	3/10/2021 0:04
222	Very Important	Very Important	Very Important	Neutral	Unimportant	Important	Important	Neutral	Very Important	Neutral	Very Important	41-55	16110	Prefer Not to Answer		No	3/10/2021 0:12
223	Important	Very Important	Important	Important	Very Unimportant	Important	Unimportant	Important	Very Important	Neutral	Important	56-65	16159	White		No	3/10/2021 1:25
224	Very Important	Very Important	Very Important	Important	Neutral	Important	Important	Very Important	Important	Important	Very Important	41-55	16127	White		No	3/10/2021 1:43
225	Important	Important	Important	Important	Important	Very Important	Very Important	Very Important	Important	Very Important	Very Important	41-55	16146	Prefer Not to Answer		No	3/10/2021 1:44
226	Very Important	Very Important	Very Important	Neutral	Neutral	Neutral	Neutral	Very Important	Very Important	Very Important		65 or older	16125	White		Yes	3/10/2021 1:47
227	Very Important	Very Important	Very Important	Very Important	Important	Important	Neutral	Very Important	Very Important	Very Important	Very Important	65 or older	16148	White		No	3/10/2021 1:55
228	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Neutral	Very Important	Very Important	Important	Very Important	56-65	16137	White		No	3/10/2021 3:42
229	Neutral	Very Important	Very Important	Important	Unimportant	Important	Important	Very Important	Important	Very Important	Very Important	65 or older	16146	White		Yes	3/10/2021 4:44
230	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Neutral	Important	Very Important	Important	Very Important	56-65	16113	White		Yes	3/10/2021 5:49
231	Important	Important	Important	Important	Unimportant	Important	Important	Important	Important	Important	Important	26-40	16127	White		No	3/10/2021 6:28
232	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Important	Neutral	Neutral	Important	Very Unimportant	Important	Very Important	65 or older		Prefer Not to Answer		Yes	3/10/2021 10:41
233	Neutral	Very Important	Very Important	Very Important	Neutral	Very Important	Important	Unimportant	Neutral	Important	Very Important	41-55	16146	White		No	3/10/2021 11:20
234	Important	Very Important	Important	Unimportant	Unimportant	Neutral	Neutral	Neutral	Neutral	Important	Very Important	41-55	16127	White		No	3/10/2021 11:22
235	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	56-65	16137	White		No	3/10/2021 16:36
236	Very Important	Very Important	Very Important	Very Important	Neutral	Neutral	Neutral	Very Important	Neutral	Neutral	Neutral	41-55	16125	White		No	3/10/2021 19:48

237	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	More	More	More	More		Covid 19 has shown me just how horrible this region is. Hateful people who won't wear masks and spread a deadly disease.
238	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	The Same	The Same	The Same	The Same	The Same	NA	
239	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	NA	NA	The Same		
240	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	More	NA	
241	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	NA	NA	The Same	NA	NA	More	NA	
242	Daily	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Weekly	Would do more bike riding if safe lanes were available. There is no bus transportation in Greenville. If other options available then I would probably utilize them.	The Same	NA	NA	The Same	Less	More	More		
243	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	The Same	Less	The Same	The Same	More	NA	
244	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	NA	NA	More	The Same	More	The Same		
245	Weekly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	More	NA	More		
246	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	More	The Same	The Same	NA	
247	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	NA	NA	NA	The Same	We have a farm but we do not live on it. The farm needs attending 3 to 5 days per week so this will remain the same.
248	Weekly	Never/Infrequently	Monthly	Monthly	Never/Infrequently	Weekly	Never/Infrequently	Weekly			NA	NA	More	NA	NA	NA	The Same		
249	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily	Motorcycle	NA	NA	NA	The Same	The Same	The Same	The Same	NA	
250	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Daily			NA	NA	NA	The Same	Less	Less	More		
251	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	NA	NA	Less	The Same		
252	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	NA		
253	Monthly	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	The Same	The Same	More	NA	
254	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	NA	NA	NA	The Same		
255	Weekly	Never/Infrequently	Never/Infrequently		Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	Less	NA	NA	More		
256	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily		Public transportation is not available in Mercer County. We don't have regular bus routes for public use in Mercer Co. PA.	The Same	NA	NA	Less	NA	NA	NA	NA	No public transportation in Grove City, Mercer Co, PA.
257	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	Less	NA	More		
258	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	NA	NA	NA	The Same	NA	
259	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	The Same	The Same	The Same	The Same		
260	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	NA	NA	NA	The Same	NA	
261	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	The Same	Less	More	NA	
262	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	NA	NA	NA	The Same		
263	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	The Same	More	Less	The Same	The Same	NA	
264	Never/Infrequently	Never/Infrequently	Never/Infrequently		Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	More	More	NA	
265	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	The Same	Less	The Same	NA	
266	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	More	NA	The Same	More	More	The Same		
267	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	The Same	NA	NA	NA	NA	
268	Daily	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Daily	Never/Infrequently	Daily			The Same	NA	The Same	More	The Same	The Same	More		
269	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	NA	NA	The Same	NA	NA	The Same		
270	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Weekly			NA	NA	NA	More	More	NA	NA		
271	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	More	Less	More	The Same	NA	More	NA	
272	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	More	The Same	My travel did not change due to the pandemic.
273	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	Less	Less	Less	The Same	NA	
274	Daily	Daily	Never/Infrequently	Weekly	Monthly	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	The Same	The Same	The Same	The Same	More		
275	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Daily			The Same	Less	Less	More	More	The Same	More		
276	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	The Same		Less	Less	Shopping in person locally less.
277	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	NA	NA	The Same	The Same	NA	
278	Daily	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	NA	NA	NA	
279	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	NA	NA	NA	The Same		
280	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	More	NA	More	The Same	NA	
281	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily		More	The Same	NA	The Same	More	NA	More	NA	
282	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	The Same	NA	NA	NA	
283	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	The Same	The Same	The Same	The Same	More		
284	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily		Would Bike much more if paths were available	The Same	NA	The Same	The Same	Less	The Same	More	The Same	
285	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	More	The Same	NA	More	NA	
286	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	More		The Same	More	NA	
287	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	Less	The Same	The Same	NA	
288	Daily	Daily	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Weekly	Never/Infrequently		Less	Less	More	The Same	Less	Less	More	NA	
289	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently		NA	NA	NA	The Same	Less	NA	The Same	NA	
290	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	The Same	More	The Same	The Same	More	NA	
291	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	The Same	NA	
292	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily	Monthly	When a family member takes me	NA	NA	NA	More	More	NA	More	NA	
293	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	NA	NA	
294	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily			The Same	NA	NA	More	NA	NA	The Same		
295	Never/Infrequently	Weekly	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	More	Less	Less	The Same	More		
296	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily	there is no public transport / no taxis or buses available to rural areas in county/	NA	NA	NA	NA	NA	More	NA		replace bridges with older proven materals, not cement and metal beams. Iwould use steel such as the bridges in the beaver valley.
297	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	More	The Same		
298	Daily	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	What are some of the main reasons that I love Sharon Pennsylvania public transportation and taking walks with my dog and of course nice bus drivers and dispatch	NA	NA	The Same	The Same	The Same	NA	NA	NA	It's called making it work
299	Daily	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	I take your bus three times a week usually I love walking around I like your bus drivers your dispatch and the people that oversee them and run them to an excellent job and I like the shenango River it's a lovely Town Sharon nice people	NA	NA	The Same	The Same	The Same	Less	More	The Same	I enjoy taking your transportation three times a week it's very important it's reasonable I like your bus drivers your dispatch and why I'm sending this email again is the executive people that oversee it it's a good system thank you
300	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	NA	NA	NA	NA	NA	
301	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	More	NA	NA	The Same		
302	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently		Never/Infrequently		Daily	Never/Infrequently		More	NA	The Same	The Same	NA	More	More		
303	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily	need more sidewalks or bike route along 18 on both side from sheetz and DQ to the school and both sides of state st. from pnc bank and sharon line.	NA	NA	NA	The Same	NA	NA	More		
304	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	The Same	NA	
305	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	The Same	The Same	More	NA	
306	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently		Less	NA	NA	The Same	NA	NA	The Same	NA	
307	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Drive vehicle of a family member. Unleashed dangerous dogs make it dangerous to walk most times	More	NA	The Same	The Same	More	More	More		
308	Daily	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently		NA	NA	NA	More	More	More	More	NA	
309	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	Less	NA	More	NA	
310	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	More	NA	The Same	The Same	NA	The Same	NA	
311	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	The Same		
312	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	Less	Less	NA	More	NA	
313	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	Less	The Same	Less	The Same		
314	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	The Same	NA	
315	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	Less	NA	Less	NA	NA	More		
316	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily	Carpooling	More	NA	Less	More	The Same	NA	Less	NA	
317	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	I would take a bus/train/subway to Downtown Pittsburgh from Downtown Sharon most days, especially evenings and weekends.	NA	NA	More	The Same	The Same	The Same	More	More	Downtown Sharon — home to a PSU campus! — is needlessly isolated and needs a 7 day hourly Pittsburgh shuttle running until late at night. Exurbs of NYC, SF, and DC have vastly higher quality of life because they have easy train/bus routes to their cities.
318	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily		I didn't think Uber was allowed in Mercer County	The Same	NA	NA	The Same	More	More	NA	NA	PennDot needs to take better care of the roads in the winter. RT 62 is horrible between hermitage and Mercer. We need a shuttle or something to Pittsburgh for dr appts Increase door to door transportation like the MCCT
319	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	Less	Less	NA	More		
320	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	Less	NA	More	NA	
321	Daily	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			The Same	NA	More	Less	NA	NA	The Same		
322	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	Less	NA	Less	The Same	NA	
323	Weekly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	More		
324	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily			NA	NA	The Same	More	NA	NA	More		No transportation accessible to any outdoor activities such as the lakes, trails etc.. Keel Ridge Road and Bethal Wilmington in Hermitage is a night mare. This is a share the road with bikes. No berm ,road not straight. Very hazardous. I hate it
325	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	The Same	NA	NA	The Same	NA	started delivery driving for some extra cash on the side, will continue, more driving overall
326																			
327	Daily	Daily	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	We are completing this for the men at Joshua'a Haven City Mission need daily transportation for shift 7am - 3pm and 3pm-11pm	NA	NA	The Same	NA	NA	NA	NA	The Same	Men who stay a Joshua's Haven need transportation 7 days a week
328	Daily	Daily	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently			Less	Less	More	NA	NA	More	The Same		
329	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	More	The Same	NA	The Same		
330	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	More	More	More	NA	NA		
331	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	NA	NA	NA	The Same		
332	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	More	NA	The Same	More		
333	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily	Family/friends will provide transportation	More	NA	NA	More	NA	Less	Less	NA	
334	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	NA	NA	The Same	Less	NA	More	NA	
335	Never/Infrequently	Weekly	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Daily		The Same	NA	NA	The Same	The Same	The Same	More	NA	
336	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	NA	NA	More	The Same	NA	
337	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	NA	NA	More	More	The Same	The Same		
338	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	More	NA	NA		
339	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly			NA	NA	The Same	The Same	The Same	Less	Less	NA	
340	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	NA		
341	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	The Same	NA	
342								Daily			The Same	NA	NA	The Same	NA	NA	The Same		
343	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	The Same	More	The Same	The Same	NA	
344	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	NA	NA	NA	The Same	NA	
345	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	The Same	NA	
346	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	NA	NA	NA	NA		
347	Weekly	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Monthly	Never/Infrequently	Daily	Daily	i would use some of these more if they were readily available in this area.	The Same	NA	NA	More	More	The Same	More		i use recreation sites and trails often and have increased this already.
348	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	The Same	The Same	NA	NA	The Same	NA	
349	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	Less	The Same	NA	
350	Monthly		Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			NA	NA	NA	More	Less	Less	More		
351	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	More		
352	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	More	The Same	The Same	NA	NA	The Same		
353	Weekly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	NA	The Same		
354	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	The Same	More	NA	The Same	More		
355	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		More	NA	Less	More	More	NA	More	NA	
356	Daily	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			More	NA	NA	More	The Same	Less	The Same		
357	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Monthly	Daily	Never/Infrequently		The Same	NA	NA	The Same	The Same	More	NA	NA	
358	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Weekly	Kayaking	The Same	NA	NA	More	More	Less	The Same		
359	Monthly	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Daily	Never/Infrequently	Daily	Never/Infrequently	I wish more of these services were available	The Same	The Same	The Same	Less	Less	More	More	NA	
360	Monthly	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Weekly		Less	More	NA	The Same	More	Less	The Same	The Same	
361	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	The Same	More	Less	More	The Same		
362	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	NA	NA	NA	More	NA	
363	Never/Infrequently	Never/Infrequently	Monthly	Monthly	Never/Infrequently	Monthly	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	The Same	The Same	The Same	The Same	More	Less	Eat at Restaurants
364	Weekly	Monthly	Never/Infrequently	Monthly	Monthly	Never/Infrequently	Never/Infrequently	Daily	Weekly	Side by side, canoeing...	The Same	NA	NA	More	The Same	NA	More		
365	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	The Same	More	The Same	The Same	The Same	The Same	
366	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	More	The Same	More	More	NA	
367	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	More	NA	NA	More	NA	
368	Daily	Monthly	Weekly	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	The Same	NA	The Same	More	NA	
369	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	NA	Less	The Same	NA	
370	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly			The Same	The Same	NA	Less	NA	NA	The Same		
371		Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	NA	NA	More	More	NA	More		
372	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	NA	Less	More	More	The Same	More	NA	
373	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	Less	More		
374	Monthly	Monthly	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily		I would all of the above forms of Public transportation if they were available in my area. Especially Uber/Lift.	The Same	NA	Less	More	More	The Same	More		
375	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Monthly	Carpool with family members to store.	The Same	NA	NA	More	The Same	NA	The Same	NA	
376	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Daily			NA	NA	NA	The Same	NA	NA	The Same		
377	Daily	Never/Infrequently	Never/Infrequently	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	NA	NA	The Same	NA	Less	The Same		
378	Weekly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		NA	NA	NA	The Same	The Same	Less	More	NA	
379	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	More	More	Less	More		
380	Daily	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Never/Infrequently		NA	NA	The Same	The Same	The Same	Less	NA	NA	I love this area because I can take walks your shuttle is excellent and the scheduling is fabulous and I like Transit also from their executive overseer to their dispatch to their staff plus the buses are so cute
381	Weekly	Monthly	Never/Infrequently	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	Less	NA	NA	More		
382	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	More	NA	The Same	The Same		
383	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			NA	NA	NA	More	More	NA	The Same		
384	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	NA	NA	Less	The Same	The Same	More	NA	
385	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	Less	NA	The Same	NA	The Same	More		
386	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	The Same	The Same	The Same	The Same	The Same	The Same	
387	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	The Same	NA	More	The Same	Less	More	NA	
388	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	Less	NA	More	More	NA	The Same	NA	
389	Weekly	Monthly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently	All of the never used methods are because they are not available in our area	The Same	Less	NA	The Same	Less	Less	The Same	NA	
390	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	The Same	NA	NA	More	NA	
391	Daily	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			Less	The Same	Less	The Same	The Same	NA	More		
392	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily			The Same	The Same	NA	More	Less	NA	NA		
393	Daily	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently		Less	More	NA	More	More	More	More	NA	
394	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Weekly	Never/Infrequently	Weekly	Never/Infrequently		The Same	The Same	NA	More	The Same	NA	The Same	NA	
395	Weekly	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		The Same	NA	NA	More	More	NA	More	NA	
396	Daily	Weekly	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Never/Infrequently	Daily	Never/Infrequently		Less	The Same	Less	More	NA	The Same	More		

237	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	
238	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement
239	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
240	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
241	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
242	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
243	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate		Needs Minor Improvement
244	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement
245	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
246	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
247	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
248	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
249	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement
250	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement
251	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
252	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
253	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate
254	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
255	Adequate	Needs Minor Improvement		Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
256	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement		Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement
257	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
258	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate		Adequate	Adequate
259	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate
260	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement
261	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement
262	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement
263	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
264		Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
265	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement
266	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement
267	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate
268	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
269	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate
270		Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement						
271	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement
272	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Major Improvement
273	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate
274	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
275	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement
276	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement
277	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement
278	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
279	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement
280	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement
281	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Minor Improvement
282	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement
283	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Minor Improvement
284	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement
285	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate
286	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement
287	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
288	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Major Improvement
289	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement		Needs Major Improvement		Adequate		Adequate	Needs Major Improvement
290	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
291	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate
292	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
293	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate
294	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
295	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
296	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement
297	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement			Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
298	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
299	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement
300	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
301	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
302	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement
303	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
304	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
305	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate
306	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Adequate
307	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
308	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
309	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
310	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate
311	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate
312	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
313	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
314	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
315	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
316	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
317	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement		Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
318	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
319	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
320	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement
321	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
322	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement		Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement
323	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
324			Needs Major Improvement	Needs Major Improvement	Needs Major Improvement		Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
325	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement
326												
327	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement				
328	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
329	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement
330	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
331	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate		Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Major Improvement
332	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
333	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
334	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
335	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate
336	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement
337	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement		Needs Major Improvement
338	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement	Adequate
339	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
340	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
341	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
342	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Major Improvement
343	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement
344	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
345	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate
346	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
347	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
348	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement		Needs Minor Improvement
349	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
350	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
351	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate
352	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement
353	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
354	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
355	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
356	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate		Needs Major Improvement	Needs Major Improvement
357	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement				Needs Major Improvement	Needs Major Improvement
358	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
359	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
360	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
361	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement
362	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate
363	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
364	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
365	Adequate	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement
366	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
367	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
368	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
369	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
370	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
371	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement
372	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement
373	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Major Improvement
374	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
375	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement
376	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
377	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Major Improvement
378	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
379	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate
380	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate
381	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement
382	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Major Improvement
383	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Adequate		Needs Minor Improvement
384	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement
385	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
386	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement
387	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement
388	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
389	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
390	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement
391	Adequate	Needs Minor Improvement	Needs Minor Improvement	Adequate	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	
392	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Adequate	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Adequate	Needs Major Improvement
393	Adequate	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement	Needs Major Improvement
394	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement
395	Adequate	Needs Minor Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Minor Improvement	Adequate	Needs Minor Improvement	Needs Minor Improvement
396	Adequate	Needs Minor Improvement	Needs Minor Improvement	Needs Major Improvement	Adequate	Adequate	Needs Major Improvement	Needs Major Improvement	Needs Minor Improvement	Adequate	Needs Major Improvement	Adequate

237	Neutral	Important	Very Important	Neutral	Very Important	Very Important	Important	Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	41-55	16127	White		No	3/10/2021 20:14
238	Important	Important	Important	Neutral	Unimportant	Unimportant	Unimportant	Neutral	Important	Neutral	Very Important	26-40	16137	White		No	3/10/2021 23:06
239	Important	Very Important	Very Important	Neutral	Neutral	Neutral	Neutral	Very Important	Very Important	Very Important	Very Important	65 or older	16159	White		No	3/10/2021 23:19
240	Important	Very Important	Very Important	Neutral	Neutral	Neutral	Unimportant	Unimportant	Important	Important	Important	26-40	16125	White		Yes	3/11/2021 0:48
241	Important	Very Important	Very Important	Important	Neutral	Important	Neutral	Important	Important	Very Important	Very Important	56-65	16148	White		No	3/11/2021 1:34
242	Very Important	Very Important	Very Important	Important	Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	41-55	16125	White		Yes	3/11/2021 3:06
243	Neutral	Very Important	Very Important	Neutral	Neutral	Very Important	Very Important	Neutral	Neutral	Important	Important	56-65	16148	White		No	3/11/2021 3:19
244	Important	Important	Important	Neutral	Very Unimportant	Important	Important	Important	Very Important	Neutral	Very Important	56-65	16124	Prefer Not to Answer		No	3/11/2021 4:23
245	Neutral	Important	Very Important	Important	Neutral	Very Important	Important	Important	Neutral	Very Important	Very Important	41-55	16150	White		No	3/11/2021 4:24
246	Very Important	Very Important	Very Important	Important	Neutral	Neutral	Very Unimportant	Important	Important	Very Important	Very Important	41-55	16148	White		No	3/11/2021 10:30
247	Very Important	Very Important	Very Important	Important	Neutral	Neutral	Unimportant	Important	Very Important	Very Important	Very Important	65 or older	16127	White		Yes	3/11/2021 11:57
248	Important	Important	Important	Important	Important	Important	Important	Important	Very Important	Very Important	Very Important	65 or older	16153	White		No	3/11/2021 13:26
249	Important	Very Important	Important	Important	Unimportant	Neutral	Unimportant	Neutral	Important	Neutral	Very Important	26-40	16124	White		No	3/11/2021 14:23
250	Very Important	Very Important	Very Important	Very Important	Important	Important	Important	Very Important	Very Important	Important	Very Important	65 or older	16124	White		No	3/11/2021 14:24
251	Neutral	Important	Very Important	Important	Neutral	Important	Neutral	Neutral	Neutral	Neutral	Important	Prefer_not_to_answer		Prefer Not to Answer		No	3/11/2021 14:32
252												65 or older	16137	White		No	3/11/2021 14:52
253	Important	Very Important	Important	Unimportant	Very Unimportant	Important	Important	Neutral	Important	Unimportant	Unimportant	56-65	16154	White		No	3/11/2021 14:53
254	Important	Important	Very Important	Important	Important	Important	Neutral	Important	Important	Important	Very Important	65 or older	16137	White		No	3/11/2021 14:55
255	Important	Important	Very Important	Very Important	Very Important	Very Unimportant	Very Unimportant	Very Important	Very Important	Very Important	Very Important	65 or older	16148	White		No	3/11/2021 15:04
256	Important	Important	Important	Neutral	Very Important	Important	Unimportant	Important	Important	Unimportant	Very Important	65 or older	16127	White		Yes	3/11/2021 17:01
257	Important	Important	Very Important	Neutral	Neutral	Neutral	Neutral	Neutral	Important	Important	Important	56-65	16121	White		Yes	3/11/2021 18:58
258	Neutral	Important	Important	Important	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	65 or older	16124	White		No	3/11/2021 19:48
259	Unimportant	Very Important	Important	Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Important	Very Unimportant	Important	41-55	16131	Black or African American		No	3/11/2021 19:59
260	Neutral	Important	Important	Important	Neutral	Important	Neutral	Neutral	Important	Important	Important	65 or older	16145	White		No	3/11/2021 22:33
261	Unimportant	Neutral	Neutral	Neutral	Very Important	Very Important	Neutral	Very Important	Unimportant	Important	Important	26-40	16148	White		No	3/11/2021 22:47
262	Neutral	Important	Very Important	Important	Important	Important	Neutral	Neutral	Important	Very Important	Very Important	65 or older	16148	White		Yes	3/11/2021 22:58
263	Neutral	Important	Very Important	Important	Important	Important	Unimportant	Important	Very Important	Important	Very Important	41-55	16146	White		Yes	3/11/2021 23:16
264	Neutral	Very Unimportant	Neutral	Neutral	Neutral	Important	Important	Very Important	Neutral	Important	Very Important	56-65	16146	White		No	3/11/2021 23:34
265	Important	Very Unimportant	Very Unimportant	Important	Neutral	Important	Neutral	Unimportant	Very Important	Important	Important	65 or older	16127	White		Yes	3/12/2021 1:25
266	Important	Very Important	Very Important	Important	Important	Important	Neutral	Very Important	Very Important	Very Important	Very Important	41-55	16137	Prefer Not to Answer		No	3/12/2021 2:53
267	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	41-55	16137	White		No	3/12/2021 3:03
268	Neutral	Very Important	Very Important	Important	Important	Very Important	Neutral	Neutral	Neutral	Very Important	Very Important	65 or older	16148	Prefer Not to Answer		Yes	3/12/2021 12:47
269	Neutral	Important	Important	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Important	Important	41-55	16137	White		No	3/12/2021 18:59
270	Neutral	Important	Important	Important	Important	Unimportant	Very Unimportant	Very Unimportant	Important	Very Important	Important	65 or older	16125	White		Yes	3/12/2021 21:58
271	Important	Very Important	Very Important	Important	Important	Very Important	Important	Important	Very Important	Very Important	Very Important	65 or older	16148	White		Yes	3/12/2021 22:10
272	Very Important	Very Important	Very Important	Very Important	Neutral	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	65 or older	16148	Prefer Not to Answer		No	3/13/2021 11:46
273	Important	Important	Important	Neutral	Very Unimportant	Unimportant	Neutral	Neutral	Important	Neutral	Important	56-65	16133	White		No	3/13/2021 12:26
274	Important	Important	Very Important	Important	Important	Very Important	Very Important	Important	Important	Important	Very Important	56-65	16148	White		No	3/13/2021 15:08
275	Important	Very Important	Very Important	Very Important	Important	Very Important	Important	Important	Important	Very Important	Very Important	56-65	16127	White		No	3/13/2021 17:29
276	Neutral	Important	Very Important	Neutral	Neutral	Very Important	Neutral	Important	Neutral	Very Important	Very Important	65 or older	16146	White		No	3/13/2021 17:31
277	Neutral	Very Unimportant	Unimportant	Neutral	Important	Important	Important	Neutral	Important	Unimportant	Very Unimportant	41-55				No	3/13/2021 22:04
278	Very Unimportant	Important	Important	Very Unimportant	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Important	Very Unimportant	Important	65 or older	16148	White		No	3/14/2021 1:23
279	Very Unimportant	Very Important	Neutral	Neutral	Neutral	Very Important	Neutral	Neutral	Neutral	Neutral	Very Important	56-65	16121	White		No	3/14/2021 9:58
280	Important	Very Important	Very Important	Unimportant	Very Unimportant	Unimportant	Very Unimportant	Very Unimportant	Neutral	Neutral	Neutral	19-25	16125	White		No	3/14/2021 10:29
281	Very Important	Very Important	Very Important	Neutral	Neutral	Neutral	Neutral	Neutral	Very Important	Neutral	Neutral	26-40	16137	White		Yes	3/14/2021 13:32
282	Important	Very Important	Important	Important	Very Unimportant	Important	Very Unimportant	Important	Neutral	Very Important	Important	65 or older	16127	White		Yes	3/14/2021 14:56
283	Important	Neutral	Important	Neutral	Important	Very Important	Very Important	Very Important	Neutral	Neutral	Very Important	41-55	16148	White		Yes	3/14/2021 16:58
284	Very Important	Important	Neutral	Neutral	Very Unimportant	Important	Important	Neutral	Very Important	Unimportant	Very Important	56-65	16148	Prefer Not to Answer		Yes	3/14/2021 16:58
285	Very Unimportant	Very Important	Neutral	Neutral	Very Unimportant	Important	Neutral	Very Important	Neutral	Neutral	Very Important	26-40	16150	White		No	3/14/2021 17:11
286	Very Important	Very Important	Very Important	Important	Very Unimportant	Very Important	Important	Neutral	Very Important	Very Important	Very Important	41-55	16125	White		Yes	3/14/2021 21:32
287	Very Important	Very Important	Very Important	Neutral	Unimportant	Important	Important	Important	Neutral	Important	Important	41-55	16125	White		No	3/14/2021 21:40
288	Important	Important	Important	Important	Very Important	Very Important	Very Important	Neutral	Unimportant	Unimportant	Unimportant	41-55	16161	White		Yes	3/14/2021 21:53
289	Important	Important	Important	Neutral	Very Unimportant	Neutral	Very Unimportant	Neutral	Very Unimportant	Very Unimportant	Important	41-55	16127	Prefer Not to Answer		No	3/14/2021 22:12
290	Neutral	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	56-65	16125	White		No	3/14/2021 22:20
291	Neutral	Very Important	Important	Neutral	Neutral	Neutral	Neutral	Important	Important	Important	Important	41-55	16154	White		No	3/14/2021 22:21
292	Neutral	Very Important	Very Important	Important	Unimportant	Neutral	Very Unimportant	Neutral	Important	Important	Important	65 or older	16127	White		No	3/14/2021 22:25
293	Important	Very Important	Very Important	Important	Neutral	Neutral	Neutral	Neutral	Important	Important	Important	56-65	16125	White		No	3/14/2021 22:27
294	Important	Very Important	Very Important	Very Important	Neutral	Important	Important	Very Important	Very Important	Very Important	Very Important	56-65	16148	White		No	3/14/2021 22:57
295	Important	Important	Very Important	Important	Unimportant	Important	Important	Important	Important	Neutral	Important	41-55	16154	White		No	3/14/2021 23:38
296	Important	Very Important	Very Important	Neutral	Very Unimportant	Very Unimportant	Very Unimportant	Important	Important	Neutral	Important	65 or older	16125	White		No	3/14/2021 23:46
297	Very Unimportant	Very Important	Very Important	Very Important	Important	Important	Neutral	Neutral	Very Important	Very Important	Very Important	41-55	16124	Prefer Not to Answer		No	3/15/2021 0:17
298	Neutral	Neutral	Very Unimportant	Neutral	Very Important	Very Important	Very Unimportant	Very Unimportant	Very Unimportant	Neutral	Neutral	56-65	16146	White		Yes	3/15/2021 0:23
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300	Very Unimportant	Neutral	Neutral	Neutral	Very Unimportant	Important	Very Unimportant	Very Important	Very Unimportant	Very Unimportant	Very Important	41-55	16137	White		No	3/15/2021 1:52
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303	Very Important	Very Important	Very Important	Important	Important	Very Important	Very Important	Important	Very Important	Important	Very Important	Prefer_not_to_ans	16148	White		Yes	3/15/2021 2:46
304	Important	Very Important	Very Important	Neutral	Neutral	Neutral	Very Unimportant	Important	Important	Very Important	Very Important	41-55	16154	White		No	3/15/2021 3:07
305	Important	Very Important	Very Important	Unimportant	Unimportant	Very Important	Neutral	Neutral	Neutral	Neutral	Neutral	26-40	16137	Prefer Not to Answer		No	3/15/2021 3:25
306	Important	Important	Very Important	Important	Important	Important	Important	Neutral	Important	Very Important	Important	56-65	16127	Prefer Not to Answer		Yes	3/15/2021 4:01
307	Important	Important	Important	Important	Important	Important	Unimportant	Important	Neutral	Important	Important	41-55	16146	White		No	3/15/2021 4:01
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309	Neutral	Very Important	Very Important	Important	Neutral	Very Important	Very Important	Important	Important	Important	Very Important	56-65	16148	White		Yes	3/15/2021 11:02
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311	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	Important	56-65	44403	White		No	3/15/2021 13:57
312	Important	Important	Very Important	Important	Important	Very Important	Very Important	Important	Important	Important	Important	41-55	16150	White		No	3/15/2021 16:01
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314	Important	Very Important	Very Important	Important	Neutral	Important	Neutral	Neutral	Important	Neutral	Neutral	56-65	16137	White		No	3/15/2021 18:38
315	Neutral	Very Important	Very Important	Neutral	Neutral	Neutral	Important	Very Important	Very Important	Very Important	Important	41-55	1130	Prefer Not to Answer		No	3/15/2021 19:11
316	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	41-55	45822	White		Yes	3/15/2021 21:54
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322	Important	Very Important	Very Important	Neutral	Very Unimportant	Important	Unimportant	Important	Very Important	Important	Important	26-40	16145	White		No	3/16/2021 12:16
323	Neutral	Important	Important	Neutral	Unimportant	Very Important	Very Important	Very Important	Important	Very Important	Important	56-65	16125	White		No	3/16/2021 13:05
324	Important	Very Important	Very Important	Very Important	Very Important	Very Important	Very Unimportant	Important	Important	Very Important	Very Important	56-65	16125	White		No	3/16/2021 16:34
325	Important	Important	Very Important	Neutral	Neutral		Neutral	Important	Important	Neutral	Very Important	41-55	16148	White		Yes	3/16/2021 17:03
326																	3/16/2021 18:22
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329	Important	Important	Very Important	Important	Unimportant	Important	Important	Important	Neutral	Very Important	Very Important	65 or older	16137	White		No	3/16/2021 20:24
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333	Important	Very Important	Very Important	Very Important	Important	Important	Neutral	Very Important	Very Important	Very Important	Very Important	65 or older	16146	Black or African American		Yes	3/17/2021 4:24
334	Neutral	Important	Important	Neutral	Important	Neutral	Neutral	Neutral	Very Important	Very Important	Very Important	65 or older	16137	White		No	3/17/2021 12:04
335	Very Important	Very Important	Very Important	Very Important	Very Unimportant	Very Important	Very Important	Neutral	Neutral	Very Important	Very Important	65 or older	1614	White		No	3/17/2021 12:24
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340	Important	Very Important	Very Important	Neutral	Unimportant	Neutral	Unimportant	Neutral	Neutral	Important	Important	65 or older	16125	White		No	3/18/2021 13:27
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389	Important	Very Important	Very Important	Important	Neutral	Neutral	Neutral	Neutral	Important	Important	Important	41-55	16127	White		No	3/19/2021 22:26
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393	Neutral	Important	Very Important	Important	Neutral	Very Important	Important	Important	Neutral	Very Important	Important	41-55	16127	White		No	3/20/2021 1:26
394	Neutral	Very Important	Important	Neutral	Very Important	Neutral	Important	Important	Neutral	Neutral	Very Important	41-55	16125	White		No	3/20/2021 11:10
395	Important	Important	Very Important	Unimportant	Very Unimportant	Very Important	Very Important	Important	Very Unimportant	Very Important	Important	41-55	16150	White		No	3/20/2021 12:22
396	Neutral	Important	Very Important	Unimportant	Neutral	Very Important	Very Important	Important	Very Unimportant	Very Important	Important	41-55	8648	White		Yes	3/20/2021 20:58

Project: Mercer County Long Range Transportation Plan Update
Subject: Focus Group Meeting #1 – Municipal Representatives
Date: Thursday, March 11, 2021; 10:30am – 12:00pm
Location: Microsoft TEAMS Meeting
Attendees: MCRPC - Matt Stewart
PennDOT District 1 - Tom McClelland, Lyndsie DeVito, Courtney Lyle
McCormick Taylor - Carrie Machuga, Ashley Tracy
Municipal Leadership Representatives:

- Mercer County Bridge Engineer - Brad Elder
- Mercer County Regional Council of Governments – Kim DiCintio
- Town of Greenville - Paul Hamill
- City of Hermitage – Jeremy Coxe
- City of Sharon – Bob Fiscus
- Stoneboro – John Sweet
- Springfield Township – Lucinda Lipko
- Springfield Township – Dave Swartz

Focus Group Distribution List:

Representing	Name	Email	Phone
MCRPC	Matt Stewart	mstewart@mcrpc.com	724-981-2412
PennDOT District 1	Lyndsie DeVito	ldevito@pa.gov	814-678-7174
PennDOT District 1	Courtney Lyle	clyle@pa.gov	814-678-7046
PennDOT District 1	Tom McClelland	thmcclella@pa.gov	
City of Sharon	Bob Fiscus	rfiscus@cityofsharon.net	
City of Hermitage	Jeremy Coxe	jcoxe@hermitage.net	724-981-0800, #1265
Town of Greenville	Paul Hamill	paulrhamill@gmail.com	724-588-4333
Mercer County Bridge Engineer	Brad Elder	belder@mcc.co.mercer.pa.us	
MCRCOG	Kim DiCinto	kimd@mcrcog.com	724-981-1561
Stoneboro	John Sweet	js189@zoominternet.net	814-336-9033
Springfield Township	Lucinda Lipko	llipko@springfield-mercer.org	
Springfield Township	Dave Swartz	dswartz@springfield-mercer.org	
McCormick Taylor	Ashley Tracy	antracy@mccormicktaylor.com	412-923-5002
McCormick Taylor	Carrie Machuga	cmmachuga@mccormicktaylor.com	412-329-4420

Meeting Summary:

Introductions
Carrie Machuga welcomed all attendees and asked all in attendance to introduce themselves. She gave a brief overview of the Long Range Transportation Plan, which is a guiding document for the next 20 years of transportation investments throughout Mercer County. The purpose of today's Focus Group meeting is to identify specific areas of concern and opportunity, and each municipality's local and countywide goals. Carrie led the attendees through a series of discussion topics.

Summary of Discussion

- What are your top priorities related to transportation for your municipality?

    - **Greenville (Paul)** – We want to divert truck traffic away from Main Street and make Greenville a more bike-friendly, pedestrian friendly area. Trucks hitting the raised crosswalks on Main Street shake the buildings. In the future we may go for stamped crosswalks that have less intense vibration on buildings. The bump-outs for the planters make plowing and winter maintenance difficult.

    - **Hermitage (Jeremy)** – We want to continue working on the main corridors of Route 18, East State Street, and the area near the freeway to improve pavements, pedestrian, bikeways, and trail amenities. Our main priority is the preservation of existing infrastructure. We are planning for a vibrant walkable town center at the intersection of Route 18 and East State Street, and at Routes 18 and 62. We are also transitioning to radar technology on traffic signals to avoid in-pavement loop detectors, new mast arms, etc. One issue is that there's never enough local money for paving.

    - **Bridges/Overall (Brad)** – agreed there's never enough funding for local bridges either. I spoke with and received comments back from all 3 commissioners. All mention local bridges, rail connections to Sharpsville, Wheatland NLMK, and Cooper's Commons (Action Item: MT to get more information about specifics), the tunnel project on US 62 near Mercer as priorities. They also want to make sure that I-80 remains toll-free. Should broadband internet be considered in a LRTP? We are trying to get more communities connected. The director of Southwestern Pennsylvania Commission (SPC) made some comments about broadband as well, and SPC is considering a broadband study. This is important for Mercer

County especially with teleworking becoming more prevalent. There has been some growth in residency due to the pandemic.

- **MCRCOG (Kim)** – Our organization is looking at providing new services to different areas, such as bus shelters and stations in different parts of communities. I will follow up to identify specific locations with drivers. (Action Item: MCRCOG to identify specific locations of desired bus stops and share with MCRPC.) Matt stated that the locations of those stops would be helpful, since Transportation Alternative funding may be an option to build them. Kim said there was a missed opportunity on Route 18 near the Women's Care Center to put in a bump out. We are looking for opportunities when roads are being redone, what amenities can be added. Lyndsie DeVito mentioned that the PennDOT Connects process is intended to help make those connections.

- **Stoneboro (John)** – We have an issue on Route 845 coming into town from Greenville, by the lake where it used to flood. It no longer floods since improvements were made. Kids frequently walk across the street there to go to the lake, and the community wants to remove the passing zone designation. The US 62 tunnel east of Mercer is getting bad with concrete spalling. Matt updates that something will be done with the tunnel. It's under study right now and will eventually be improved. Matt brings up the Intersection of Route 845 and US 62 which is a blinker light right now. John states that there have not been any bad accidents recently, but there was a fatality six or seven years ago and the presence of school buses complicates things. It has not qualified for the safety funding in recent years due to the statistics.

- **Springfield Township (Dave)** – Our biggest concern is the US 19 section from Iron Bridge Inn Restaurant to approximately 0.5m south of the Village of Leesburg. Within that area are three intersections, with a high number of collisions on Leesburg Station Road due to people running stop signs. They run the stop signs even though they are very visible and recently were upgraded to be larger and include advance warning signs. Folks continue to be distracted. The other intersection is at the interchange of Route 18 – traffic congestion is starting to get worse in this area, and queues are stacking up heavily. These intersections are part of the I-79 and I-80 detour plans. When either of those two interstates are closed, we get a lot of traffic on US 19 through those two intersections. They're just stop signs, and it creates a lot of back up. In the village district itself, drivers appear to be confused about speed limits changing between 45mph and 55mph. We also have passing zones. That area is mostly

village, residential, and agricultural zoning. Speeding is a major concern. The elderly cross the road to get their mail in the area, and it's a passing zone. Our township would like to see the passing zones eliminated. A standardized 35 or 45mph speed limit would be preferable, instead of 55mph, to slow the traffic down. Another area of concern is the interchange at SR 208, I-79 at Exit 113 – the traffic is flowing well right now, but with Tri County Industries reopening the landfill nearby, there will be a large influx of truck traffic on the interchange coming from I-79, and 208. We are concerned that the queueing and stacking areas at the interchange may not be sufficient. They estimate 400 truck trips per day. In general, township wide, the speeding is an issue, and we would like to see more enforcement of speed limits. Matt noted that MCRPC included the possibility of a study in that area in our last LRTP and they are hoping to get a consultant on board to look at that soon. The Springfield Township Bike and Pedestrian Master Plan may be a good source of projects, as well. Tom stated that the Tri County landfill should have done a Traffic Impact Study.

- Tom also mentioned, if there is anything PennDOT can do to help connect rural areas to broadband, i.e. providing partnership for fiber optic lines, etc. in those rural areas.

- What are your overarching transportation goals, not just in your specific jurisdiction, but countywide – we heard themes of walkability, accessibility, US 62 tunnel, anything else?

  - **East Lackawanna Township** – there is limited fiber optic cable in the East Lackawanna Township area due to rural and Amish residents. The lack of demand for cable in the area makes it less cost effective for the companies to install the infrastructure.

  - **Springfield (Dave)** - Route 208/I-79 we want beautification around the interchange as a regional welcoming area. It's a bit unsightly right now. Two colleges are accessed through this interchange (Grove City and Westminster College). Matt says this project is on the radar, and each partner's role needs to be determined before proceeding. Tom mentions PennDOT has a Highway Beautification Manager and put his email in the chat (Action Item: Tom offered to provide Dave with the Highway Beautification Manager's contact information). A majority of the work is on the sponsor, but PennDOT is happy to partner. The Roadside Manager is Cheryl Weimer, and Michelle Morningstar would be another good point of contact at PennDOT.

- What do you anticipate your municipality to look like in 20 years?

    - **Hermitage (Jeremy)** – We completed the Hermitage 2030 Comprehensive Plan in 2019/2020. Just this month we updated the new zoning ordinance, it is available on the website. Our main focus is the vibrant city centers, hoping to work with a private developer to redevelop the Shenango Valley Mall site. It's a dying mall that could become a vibrant city center.

    - **Mercer County (Brad)** – Commissioners looked at traffic trends in Mercer County, which are declining. Traffic may continue to decline as people go to work, school, doctor, etc. less in-person. On the flip side, truck deliveries are up, and autonomous vehicles are coming. Maybe in the future, we'll have more home-based businesses that may affect traffic patterns. With COVID and folks leaving urban areas to come to the suburbs, and the suburbanites going to even more rural areas, there is some population change. The commissioners have been seeing residential and industrial growth (such as the haul industries in Grove City). The Shenango Valley Mall site is another priority for the commissioners.

    - **MCROG (Kim)** – Our next priority is to do a Strategic Plan in the next couple of years to identify gaps in service, where we need to change routes, etc. with strong input from the communities. Matt wonders how Uber/Lyft/rideshares are disrupting how people are using transit, and how future funding for transit could have an impact on what services are able to be offered? Kim says the Ubers/Lyfts are not affecting transit service too much right now, but that could change in five years. She also agrees that the PA Turnpike Commission funding situation is also to be determined and could have a big impact on their operation.

    - **Stoneboro (John)** – Stoneboro and Sandy Lake are small areas, but are seeing growth. The lake was sold to a private individual and there is more building around the lake happening recently. In Stoneboro alone, nine new residences were built on US 62 in recent years. We expect more traffic into and out of the lake area. The person who bought the lake wants to build 15 cabins on the other side of the lake, but that has not been approved by township yet.

    - **Springfield Township (Dave)** – We are looking for modest developments in our township, to possibly diversify from the major retail district of the

Grove City Outlets. With the COVID pandemic, some shops closed. Prime Group still seems to be viable in the area, but we want to diversify more. Hotels and restaurants are good. We aren't in the center/hub of the tourism area in Mercer County, but there are a lot of natural and manmade tourist attractions around us. Economic Development Authority (EDA) is very active in our township to bring in development. If Grove City expands the airport, that should bring new air travel into the area which would bolster the dining and hotel stays.

- **Sharon (Bob)** – We want to see ease of access to different modes of transportation. We plan a modest level of redevelopment but focus mainly on revitalization. We have issues with truck traffic going through newly revitalized areas. We've added bike lanes to encourage multimodal use.

- Are there specific locations in your municipality that need improvements? For example, turn lanes, curves, signals, intersection skew, flooding, etc.?

  - **Sharon (Bob)** – Anywhere in the downtown commercial district. It's almost a monthly occurrence that a mast arm or light pole is taken down by a truck. We need alternative routes for truck traffic, particularly around Sharpsville Avenue and cross streets.

  - **Greenville (Paul)** – York Street flooding is an ongoing problem. At the intersection of SR 58/Main Street, trucks are getting stuck on the poles and bells at the corners. The bump outs in the winter are struck by the trucks. It's tight through downtown. We need an alternate route to get the trucks around downtown. We need to get trucks off of Main Street, period. Matt mentions that we have a freight expert joining us at a different focus group who has knowledge on balancing access and freight so he may have some ideas.

  - **Mercer County (Brad)** – A short list of projects from the Commissioners: Several are around the SR 358 corridor between US 19 and I-79, including beautification at the interchange with I-79 and SR 358, as well as improving sight distance there. There is an ongoing issue at the sharp S-curves near Clarks Mills. Matt agrees, this was brought up in the previous LRTP and by business owners. Commissioners mention the need for a roundabout at SR 358 and US 19. As for County-wide concerns, there are a lot of dirt and gravel roads in poor condition in rural municipalities. Could the millings that come from state roads be diverted to locally owned roads for improvements? The Conservation District's dirt and gravel roads

programs was mentioned. Driving Surface Aggregate (DSA) has been used to improve the roads and drainage on those types of roads.

- **Hermitage (Jeremy)** – We drafted a Comprehensive Recreation Study, and another plan came out of that, which is a trail and sidewalk plan for the entire community. We are really looking for additional funding opportunities to connect trails between neighborhoods, schools, etc. Other projects that should be on the LRTP radar – there was a study about 15 years ago for the Broadway/Dock Street/MLK Corridor. Part of the corridor was completed, the I-376 to industrial park portion. Lamore Road near North Keel Ridge and Joy Cone is another project. Matt mentions there was an idea of Joy Cone building a separate access road, but that project had stalled. Jeremy says it's still a possibility, but the property owners posed challenges. Joy Cone is close to a residential area. They have a 500,000 SF space right now, another facility at 120,000 SF space, and are looking to add another 300,000 SF to their facility. There is also the US 62 study done from Hermitage to Mercer that lists improvements along US 62. We also did a county signals study, which inventoried all the signals and prioritized a list of improvements.

- Tom is curious about specific flooding and landslide issues that folks are aware of throughout the county.

- **Jeremy** – there are some issues on the border of Hermitage, Wheatland, and Farrell near the Shenango River. Ohio Street near the asphalt plant and the Wheatland Industrial Area floods in a hard rain. Is that going to be addressed as part of the repaving in 2021, or is it just mill and fill? Tom states that for now, it is likely just a mill and fill. Tom says PennDOT recognizes earth movement issues around the Shenango River and keeps track of slide locations. He encouraged all of the attendees to share known earth movement/slide concerns with PennDOT.

- **Dave** – There is one area of concern on SR 208 just to the west of Old Mercer Road caused by beaver dams. The backup of the water is about 10" away from the surface of SR 208, which is a common problem when we have a hard rain. We are looking for help on what we're allowed to do with the beavers and drainage issues.

- **Lyndsie** – The PennDOT Connects process is set up to take these into account. PennDOT will enter these concerns into the system now, so that as projects do come up in the future, improvements can be accounted for and addressed if feasible. Topics include anything ranging from flooding,

transit, utilities, rail. Anything the municipalities can provide now is helpful. (Action item: municipalities may email Lyndsie at ldevito@pa.gov or Courtney Lyle or Municipal Services.)

- Aside from what was mentioned already, are there any existing municipal planning documents that we should reference?
    - Hermitage (Jeremy) – We host many on the website.
    - Matt – Will send the write-ups on the welcome area in Springfield Township. (Action item: Matt to forward details about welcome area.)
    - Lyndsie – The District 1 Bicycle Study has been finalized. (Action item: Lyndsie to forward D1 Bicycle Study on OneDrive.)

- Are there major planned construction activities (public or private, transportation, economic development, etc.) or major anticipated changes to the local transportation system of which we should be aware?

    - Bridge (Brad) – Commissioners are aware of industrial growth at the Greenville Reynolds Industrial Park, as well as around Cooper's Commons near Grove City. Around the interchange of US 19 at I-80, the county has 200+ acres available for potential development. There is nothing definitive happening yet, but some interest in it. Around the interchange of SR 358 and I-79, there is a working group with Commissioner Boyd focusing on growth of oil and gas and opportunities for economic development there. There are no plans yet, but available land and locational advantages. Sewer or water are a challenge, as they are not currently in place there.

- Miscellaneous
    - Tom is curious about engagement from the other municipalities. Matt explains that we have received comments from other municipalities via email and have also asked them to participate in the survey.
    - Brad - regarding the survey, should we all do that? Carrie explains that it is the public survey with more general questions than what was asked today, and a map that allows folks to point out specific areas of concern. Carrie will put the link in the chat box. (Action Item: municipalities may take the public survey here https://bit.ly/MercerLRTP)

Municipal Focus Group Follow Ups

Task	Responsibility	Status
Follow up with Brad about specifics on the Commissioner's comments around rail connections	McCormick Taylor	Ongoing
Share any specific locations of desired bus stops	MCRCOG	Ongoing
Follow up with the Highway Beautification Manager at PennDOT or contact Lyndsie DeVito at **ldevito@pa.gov** to discuss issues and opportunities for partnerships	Municipalities	Ongoing
Log issues and opportunities into PennDOT Connects forms	PennDOT	Ongoing
Provide details of Springfield Township beautification plan around I-79 interchange with SR 208	MCRPC	Complete
Provide finalized version of D-1 Bicycle Plan	PennDOT	Complete
Attendees to take the public survey: **https://bit.ly/MercerLRTP**	Municipalities	Ongoing

Mercer County Long Range Transportation Plan

Social & Community Services Stakeholder Focus Group

Date: March 17, 2021

Time: 9:00am to 10:30am

I. Introductions

- LRTP Consultant Team – Carrie Machuga, Ashley Tracy, Michelle Goddard
- MCRPC – Matt Stewart, Brian Barnhizer
- PennDOT – Courtney Lyle, Lyndsie DeVito
- Stakeholders – Sandy Swogger (Mercer County Area Agency on Aging), Andrea Donatucci (George Junior), Wilma Torres (Community Action Partnership of Mercer County), Kim DiCintio, Jill Boozer, Mike Dash (Mercer County Regional Council of Governments/Community Transit), Holly Nogay (Mercer County Housing Authority)

II. Long Range Transportation Plan Overview

III. Discussion:

- What are the major transportation concerns for the group which you represent?
    - Wilma, Community Action Partnership – We work with housing programs for veterans, the homeless, disabled, and those in recovery. One major issue we see is transportation to the Mercer County Courthouse. We also deal with senior independent living. We have nine apartment buildings operated through HUD. Regular transportation is needed on a daily basis. The bus stops aren't in the community, but on the main roads. People have asked if we can get more community stops. A lot of people we work with do not have driver's licenses, so they rely on family and friends for transportation, but they must pay for gas money or depend on their schedules. It's cheaper for them to take transit. But when you have children with you, it's more difficult.
    - Andrea, George Junior – We are one of the largest employers and we also take residents from 5 states – PA, OH, WV, MD, DE. Our employees come from PA and OH. It is difficult for our employees to get here, and difficult for the families to visit at our campus. Getting them around Mercer County is a challenge.
    - Sandy, Mercer County Area Agency on Aging – Our biggest issue with transportation is the long wait to get picked up after appointments. We use Mercer County Community Transit and taxi services. The lack of transportation in rural areas is a challenge as timeframes are limited. Folks who need to go to the

doctor who live in a rural area, if their appointment is at 2pm or later, it is really difficult to get them back. There is also limited transportation to out-of-county facilities (ex. Veterans Affairs facility in Butler). We also manage the Medical Assistance Transportation program. Between the two modes, we are sometimes unable to take people where they need to go. Another issue we have is limited funding for 60- to 64-year-olds. Their trips are very costly, but 65+ we can do with state and federal funds.

  - Kim, Mercer County Community Transit – We echo Sandy in that serving customers outside of the Shenango Valley is difficult. PennDOT subsidizes 85% of the trip for 65+ and people with disabilities. There is a lack of subsidies for anyone under 65 or without disabilities, so that funding is where issues arise.

- How does transportation play a role in your community? How does it affect other aspects of daily life?
  - Wilma, Community Action Partnership – Transportation affects what people can do. A lot of the population we serve is homeless, and they don't have money for transit. If veterans have to go to Butler to the VA hospital, that is a challenge. It affects their health when they can't get to where they need to and miss appointments. Most also do not have access to computers, so they can't do Telehealth.
  - Andrea, George Junior – A lot of our families don't have access to transportation or funds. They are not fully benefiting from our programs because we spend so much time transporting. Reuniting families with children is a high priority, but sometimes the families live across the state or in another state. When we do have visitors come to our facility, they don't have transportation access to patronize and sustain the local businesses.
  - Sandy, Mercer County Area Agency on Aging – The role that transportation plays in senior life is a social one: it helps them to participate with others and go to the senior centers. Older citizens have lost the ability to transport themselves. Having the transit and shared ride program take where they need to go is good – at that age, visiting the hairdresser is an important part of their life, as well as medical appointments. They don't have the ability to do Telehealth unless they have family members who can help them with the technology. Our Medical Assistance Transport program helps clients of all ages to pick up prescriptions, take them to appointments, drug treatments, etc. Transportation is vital.

- Holly, Housing Authority – I agree with the information provided earlier. I am concerned with the opportunity for parents to participate in their children's lives, such as taking their children to sports events. They need transportation to look for jobs, visit family within Mercer County (Sharon, Farrell, etc.). A lot do not have transportation to do all the things we take for granted. There are entities that will help with some of the medical, food transportation, but not for the extracurriculars that are important, socially and mentally, for the community.

- What do you anticipate your community to look like in 20 years?
    - Wilma, Community Action Partnership – So much is dependent upon funding. We have service funding, but not enough to increase our internal capacity. Hopefully in the future we'll be able to provide more services if funding goes up. One thing I would like to see in a nearer time frame, is more transportation for employment. We have a Work Ready Program, but the challenge is folks won't apply because they have no transportation. It stifles the number of people employed. To be dependent on public transportation, people have to walk blocks, or miles to the job site (or to a transit stop to get to work). Access to transportation on secondary roads would be good. I recommend looking to see who the major employers are and what their transportation needs are. Ashley asks specifically if there are any locations on secondary roads that could be shared? Wilma states that she isn't sure if there are bus routes from the Mercer Apartments on South Otter Street to the Valley and back – or if the service times are frequent enough that they don't have to wait three hours. We know there is no bus line in Stoneboro, but there is an elderly complex there. They have issues getting to the doctor. Even if there was reliable transportation one day per week in those rural areas, that would be helpful for them.
    - Jill, Mercer County Community Transit – We have a fixed route that connects the Valley, courthouse, and outlets. It leaves Farrell at 7am and ends at the courthouse at 4:25pm. The schedules can be found online. Anyone 60+ should never have an issue during the day getting to a medical appointment. We will take them to hairdresser and socialization. We also have a funding source for veterans needing transportation.
    - Andrea, George Junior – Outside of our family visitation issue, getting our own staff to the facility is a big concern. Without job growth and these transportation issues, some businesses may not survive the next few years. Finding staff members with transportation and the ability to work is an ongoing issue – we

have staff from Ohio, Pittsburgh, and Erie. About 20% of our current employees do not have transportation. Because we need staff, sometimes we go and pick them up or let them spend the night so they can work their next shift. Workforce development is a big issue right now. Funding for juvenile services continues to change. We may look at new service avenues in the future, maybe expanding to adult services. Our transportation needs will increase with that growth.

- Sandy, Mercer County Area Agency on Aging – More people will enter the 60+ age group with the Baby Boomers aging. I think we'll be doing more evening programs as people will continue to work longer into their senior years. I hope that transit can be increased in the coming years. The people who are 60 now, in 20 years, will be more technically savvy and not need as much transportation for health since they can do Telehealth. Our goal is to improve their lives so they can continue to be healthy and active. The cost to have a car and insurance is overwhelming for seniors on fixed incomes.

- Matt, MCRPC – Have you seen already people embracing technology and driving later? Sandy – yes, the 60-somethings are very savvy and are on Facebook and Twitter. The 70- and 80-year-olds, not so much. A lot of folks have been ordering groceries and picking them up now with COVID. We haven't talked much about autonomous and self-driving vehicles, but I think the seniors would like that because it gives them independence. 20 years ago, our most used service was the Congregate Meal Program. We'd have 120 people at our Farrell site, coming in for the meals and activities there. These days we're lucky to get 40 people daily. People are now coming in for exercise programs instead. The younger seniors are more interested in health and wellbeing. Many seniors into jogging and doing road races – it's amazing the number of 60+ folks who registered last year for runs.

- Ashley – The McQuiston Center near Sandy Lake that's adjacent to the old rail line – if that ever got developed as a hiking trail, would they use that? Sandy – The younger seniors would like to get out in the fresh air. We have people come in to walk along the carpeted path in our gyms. Indoor is preferable for the older population since it's climate controlled and padded if they fall.

- Holly, Housing Authority – We see a lot of blight and homes torn down around our properties. We are hoping in the future to partner with the city to develop green spaces to eliminate the blight. That would include small green spaces with walking paths, beautification, flowers, chairs, access points for people to charge their phones, etc. I've been here for 28 years, and the seniors today are not the

same as before. They are far more active. I would foresee various kiosks at our community buildings to interact as a group, do things online, join evening programs to develop life skills, attend rehab sessions. It would be great just to have a space for people to go in and just talk if they needed to. A lot of self-employment is going on online these days, and we want to help them do it properly. Another interesting facet of transportation we may need is motorized scooter hubs – you could pay either by coins or credit card, and you can take them from one area to another. It would be something to offer to our people.

  - Matt, MCRPC – That captures what we hear of as "micromobility", which so far has not been big in our region. I'm assuming it happens in bigger cities because of the density, but maybe as technology evolves, it will become more widespread in our smaller urban areas.

  - Courtney, PennDOT D1 – We haven't had any specific conversations within the District about micromobility, but we will need to think about it as we move forward. I am not sure what the permitting process would be.

  - Matt, MCRPC – The state is going through that permitting policy question right now with the motorized robots they are using to deliver packages. 10 years from now, will we be seeing them on Mercer County roads? There are lots of questions, concerns, and unknowns about that policy and micromobility.

  - Kim, MCRCOG – It's all based on funding and staffing for us. We would love to increase our coverage and operating hours. We're having trouble finding employees to operate the buses. It's difficult to say what it'll look like in 20 years. We are planning to start our strategic plan, hopefully in the next year. We'll study all our routes and check ridership, demand, look at microtransit, external forces, etc. This is different from the Coordinated Services plan.

  - Matt, MCRPC – Eastgate may be involved in a new Coordinated Plan, but he isn't certain.

- What specific transportation improvements would be most beneficial to the group you represent?

  - Andrea, George Junior – Transportation from Pittsburgh to Grove City, Butler and New Castle to Grove City, within Mercer to the Valley area, and the Slippery Rock area. A lot of students from Slippery Rock work at our facility during the summer months. It's shift work. The students take their own transportation.

Some of our workers are from Ohio, and we've even made arrangements to provide overnight housing for some employees to make the trip easier.

- Sandy, Mercer County Area Agency on Aging – Would we get more riders if we made a bigger loop with our transit service that covered Sandy Lake, Grove City, and Greenville? We need more affordable transportation. We can help with medical appointments, but not everything else, especially for folks under 60 and non-medical visits. Is there some type of funding to reduce those costs? The medical appointments need to occur between 11am and 2pm so they can get home in time. Paying a taxi to wait while you complete your appointment is very costly.
- Matt – Do you have an estimate of how many use fixed transit versus county shuttle service?
    - Jill, MCRCOG – before COVID our combined ridership was about 100-180k trips per year.
- Sandy, Mercer County Area Agency on Aging – Most of the people coming to our exercise programs drive themselves. We probably see decreased transit usage annually because our meal program attendance has decreased. Even with Mercer County having food deserts, we are finding they aren't using the program as much.
- Holly, Housing Authority – We have more people moving in with no income. The transportation to get here and the wait time to get back home is a problem. The time span of getting from point A to B is an issue – we have a lot of people who use bus lines to get their groceries. They can't wait for 1.5 hours to pick up the bus again to get home. A few times we've considered using Uber to pick people up when they are stranded. We do income recertification monthly. We have a lot of elderly that use the door-to-door services, and families that use the bus lines, but we do not have a bus stop at our main office, the facility at Jefferson Avenue in Sharon. Normally we have a good flow of individuals that come in monthly for recertification paperwork. We also get a lot of applications. They come in on a rolling basis throughout the month, and sometimes they can't get in for the first appointment because they do not have a ride and end up coming later in the month.
    - Matt, MCRPC – It would be beneficial for us to have a separate conversation sometime to talk in-depth about your services.

- Kim, MCRCOG – Funds are the largest part of the lack of transportation service hours in the county.
- Carrie, McCormick Taylor - thanked all in attendance for joining and providing insights and closed the meeting.

Mercer County LRTP Stakeholder Focus Group

Project: Mercer County Long Range Transportation Plan Update
Subject: Focus Group Meeting #3 – Economic Development
Date: Thursday, March 11, 2021; 10:30am – 12:00pm
Location: Microsoft TEAMS Meeting
Attendees: MCRPC - Matt Stewart, Brian Barnhizer
PennDOT District 1-0 - Tom McClelland, Lyndsie DeVito, Courtney Lyle
McCormick Taylor - Carrie Machuga, Rob Watts
Economic Development Stakeholders:

- Federal Highway Administration – Dan Walston
- Greenville Reynolds Development Corp. – Bradley R. Gosser
- Mercer County Commissioners – Scott Boyd, Matthew McConnell
- Penn Northwest Development Corporation – Kerri Erickson

Stakeholder Distribution List:

Federal Highway Administration	Dan Walston	Christopher.Walston@dot.gov	
Greenville Reynolds Development Corp.	Bradley R. Gosser	bgosser@greenvillereynolds.com	724-646-1144
Mercer County Commissioners	Scott Boyd	sboyd@mcc.co.mercer.pa.us	724-662-7533
Mercer County Commissioners	Matthew McConnell	mmcconnell@mcc.co.mercer.pa.us	724-662-7532
Penn Northwest Development Corp.	Kerri Erickson	kerri@penn-northwest.com	
PennDOT District 1-0	Lyndsie Devito	ldevito@pa.gov	814-678-7174
PennDOT District 1-0	Courtney Lyle	clyle@pa.gov	814-678-7046
PennDOT District 1-0	Tom McClelland	thmcclella@pa.gov	814-678-7085

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Discussion:

- What do you expect the economic performance of Mercer County to look like over the next 20 years?
    - Commissioners would like to see a surge with growth around the Shell Cracker Plant in Beaver County, which could be an engine to draw in other related industries.
    - Opportunities for freight/warehousing economy growth in Mercer County. Look at neighboring and regional corridor MPOs that have connection with Mercer County.
    - Concern about impact of tolling bridges on I-80 (instead of tolling the roadway) on local economy.
    - Mercer County is considered as a secondary market for industry/manufacturing. The infrastructure is here and the Pittsburgh/Cranberry area and easter PA areas are getting saturated. (More cost-effective to locate in Mercer, too)
    - Expecting a transition from commercial real estate to cold storage (medical in particular).
    - Labor is a current issue but should ease once COVID restrictions lifted and programs scale back.
    - Expecting a conversion of retail to call centers (more employees)

- What transportation projects are needed to support development?
    - Concern about tolling on I-80
    - The roadway network is good/diverse overall.
    - Call centers could put pressure on surrounding street networks associated with employee trips.
    - Traffic signals on the Route 18 Corridor add travel time/delay for freight trips. Signal timing/progression helps.
    - Truck routing to Route 358 – Concerns about roadway alignment (especially curves)
    - Greenville Reynolds Park has decent access to interstates 79 and 80 within 20 minutes.
    - Truck drivers going through Greenville from north, various other routes and access is pretty good, perhaps better than other locations.
    - S-curves in Clarks Mills are a concern for trucks.
    - Line of sight at the I-79/Route 358 interchange is a safety concern.

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- Route 358/US 19 interchange could be an opportunity for a roundabout. The current signal causes undue delay.
    - Improvements here would help to keep the area marketable for development.
- Development at the US 19/I-80 interchange would require interchange improvements to accommodate higher truck traffic.
    - County has interest at interchange, large parcel available for development.

- Are there specific areas where freight movement has a challenge or reaches a bottleneck? Any plans for intermodal facilities or expansions, such as truck to rail, etc.?
    - Complaints about truck traffic through downtown Sharon (especially to/from the Westinghouse Plant)
        - Impacts to ease of ongoing development/redevelopment (J. Landino?)
    - Route 62 tunnel height restrictions limit freight movement.
    - Rail is an interesting concept – some companies may consider shifting from truck to rail if highway truck traffic/congestion increases.
    - Weight limits on some rail bridges restrict use. Bridge in downtown Sharon creates somewhat of a dead end for rail line.
        - Potential large transload facility in Crawford County fell through because of rail limitations.
    - Key industries have invested in rail freight/improvements.
    - Sharpsville – Interest in transload facility but has not moved forward.
    - Interest at Greenville Reynolds Industrial Park, but rail has limitations there.
    - Trinity North and South Plant sites being marketed, and both have rail sidings. Difficulty getting semi-trucks to site, so rail would be the easiest way to get materials/product in and out. Significant truck traffic would stress existing roadway network there.
        - North site would likely be zoned as light assembly, and South site has potential to attract heavier industry.
        - Follow-up with Greenville Economic Area Development Corp.
    - PennDOT perspective on bottlenecks – Smaller built-up communities with state road junctions (i.e., Mercer) see a lot of truck traffic, creating congestion at intersections and even damage to poles, signs, etc. if roads/intersections are too tight for trucks to maneuver.
    - Joy Cone manufacturing near Lemor Road and Route 18 has seen a lot of HOP projects to improve access to the plant. Similar partnering needed to keep up with growth in other areas.

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        - Joy Cone has been a 'good neighbor' by directly truck traffic to the plant off of local streets, landscaping to buffer between the plant and residential area, etc.
    - City of Hermitage recently passed zoning changes which may help keep freight traffic off local streets.

- What are the current major industries in the county? Do you think that will remain the same or change in the next 20 years?
    - New Industries/Opportunities:
        - Call centers
        - Shell Cracker Plant (and spin-off industries in plastics) in I-376 corridor
        - Pittsburgh Airport connection
        - Hermitage area (expected growth)
        - Greenville-Reynolds (expected growth)
        - New buildings and large sites up to 150 acres available in Reynolds East Business Park
        - Filtration companies (growth expected) – Expanding facility at the old paperboard plant near Reynolds High School, will have additional transportation needs

- Are there certain areas of the county where you anticipate seeing growth or development?
    - I-79/Route 358 interchange
    - US 19/I-80 interchange
    - Hermitage and Sharon areas
    - Greenville area
    - Grove City (ex., Hall Industries)
    - New demand for residential development could lead to population growth with people relocating from urban areas because of the ability to work remotely.
        - Need to increase broadband infrastructure to support this move to remote work

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- What are your goals for economic development within Mercer County? (downtown revitalization, supporting small businesses, attracting large businesses, increasing tourism, etc.)
    - Build off opportunities from the Shell Cracker Plant
    - New housing development
    - Highlight connection to Pymatuning Lake (recreation/tourism opportunities)
        - Keep infrastructure and connected trails in good condition
    - Thiel College, Grove City College ("town and gown" opportunities)
    - Consider appearance of gateways/interchanges (highway beautification)
        - Marketing opportunities
        - Adopt a highway/interchange
        - Design options for interchanges
        - Public art on public infrastructure (walls, bridges)
    - Sharon, Greenville, Grove City have active downtown development groups working to revitalize local business communities
        - Trend toward investment in traditional downtown areas
    - Pittsburgh Airport – Looking at downsizing facilities, but could improve situation in Mercer County if it was designated as a hub.

- Does the current transportation system meet the needs of current economic activity in Mercer County? Is it prepared for changes in economic activity in the future?
    - A key concern is the change in freight and projected trends (I-80 in particular); Travel dynamics have changed with a large percentage of trucks on the interstates.
        - Data tools improving (FAF), and getting closer to local freight impacts/operations
        - GIS systems and GPS (big data) improving tools/forecasts
    - Funding is a big challenge. There has been a recent shift in prioritizing funding toward interstates.
    - Bridge improvements are needed to accommodate rail traffic, specifically double stacks
        - Norfolk Southern had planned to pay for bridge improvements within a 40-mile radius of their facility in Sewickley, PA
    - Rail freight vs. truck freight mix → Where to invest in infrastructure?
        - E-Commerce is influencing growth in truck freight, and rail is not a viable substitute for that type of freight.

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- What do you see as transportation challenges for residents and employees commuting for work or business in Mercer County?
    - Need to consider interaction between commercial vehicle traffic and residential-oriented traffic
        - Focusing on geometrics, clearances, signals to determine the right approach
    - Past decline in population/employment provided "slack" for growth, so new development/redevelopment has not put too much pressure on existing transportation network or communities
    - Bridges are a major concern – Mercer County owns too many, and is undertaking projects to address issues (rehab, repair, and replace). Commissioners would like to see stimulus directed toward structures.
        - Bridges getting to the point where restrictions are required which makes routes longer when large vehicles must find alternate routes
    - Bridge/Road Postings
        - Trying to use the CB alert system to inform drivers
        - GPS devices (Google Maps, Waze, etc.) often route trucks to local routes using the fastest/most direct route but can often put trucks on roads where they can't maneuver safely.

- What transportation improvements would be most beneficial to support the economic activity within the county?
    - Dirt/Gravel/Unpaved roads – Consider using a hard pack material (if not pavement or tar/chip) and implementing drainage improvements
        - This could be especially helpful around recreational areas.
        - County Conservation District program to improve Low Volume Roads
    - Snowmobiling/ATV trail systems
        - PA is losing out on recreational visits to adjacent states
        - We can learn from other states about how they do it/make it work
        - Open low volume roads and consider systems of connected facilities
        - Policy for using state roads for off-road vehicle is being discussed in Central Office, and there may be some changes coming.

DRAFT

Mercer County LRTP Stakeholder Focus Groups

Environmental Agency Stakeholder Focus Group

Date: March 23, 2021

Time: 2:30 – 4:00 p.m.

I. Introductions

- LRTP Team – Carrie Machuga, Ashley Tracy, Michelle Goddard, Matt Stewart, Brian Barnhizer
- PennDOT District 1-0 – Lyndsie DeVito, Autumn Kelley, Ronald Johnson, Angela Jaillet-Wentling
- Agency Partners – Jay Russell (Mercer County Conservation District), Josh Wisor (PA Fish and Boat Commission), Bill Calahan (PA State Historic Preservation Office), Mark Scarpitti (PA Dept. of Conservation and Natural Resources – MK Goddard State Park), Kimberly Yeakle (PA Environmental Protection Agency), Joy Gillespie (US Environmental Protection Agency Region 3), Jennifer Kagel (US Fish and Wildlife Service), Bill Spring (US Army Corps of Engineers – Shenango Recreation Area), John Chopp (US Army Corps of Engineers)

II. Long Range Transportation Plan Overview

III. Agency Coordination Overview

IV. Discussion:

- Describe the current state of transportation infrastructure in Mercer County related to your agency's resources
    - DCNR – Recently the Creek Road Scenic Byway road has been improved, though there is probably more we can do for residents and tourists. We receive comments about the Lake Wilhelm Road causeway. Cyclists are worried about cars parked on the side of the road. It's a popular area for eagle watching, fishing, etc. – there was some bridge work done this year. Matt wonders how the Lake Wilhelm biking community feels about that project area. The decision was made to restrict parking on both sides, so that bikes could ride on the shoulder on both sides, and people can use the crosswalks to cross the street. In the past, when vehicles parked on one side of the road, it created a lot of safety concerns for cyclists. The downside to restricting parking is that it's an extremely popular eagle watching area, place to watch sunsets, etc. – on top of that, in the summertime, it's one of the only areas with shade near the bridge so it was a

popular fishing area. We have accessibility issues walking from the marina lot to the viewing/fishing spot, which can be about 0.5 mile. If you know the area, there is no good place to put a parking lot, so it's difficult to determine an ideal solution.

- Shenango Recreation Area – We need unique signage to get people excited. Tourism is a big part of transportation and the local economy. We are holding larger recreational and historical events. We had Eagle Fest this year which gave us an additional 800 clicks on the traffic counter. We also host veteran fishing tournaments, historical reenactments, Earth Day, etc. We want to make sure tourists can navigate the local area around the reservoirs. Tourism and marketing will increase demand on the infrastructure. Another entity to contact is the Tourism Bureau, at VisitMercerCountyPA.com, they would have good insights from a tourism perspective. We want to leverage private partnerships to do more with less. A new marina owner just took over the lease and has plans for "glamping" sites. We are also looking into partnerships with the Shenango River Watchers, Law Enforcement, and Shenango Friends Group to increase tourism. We want to become a regional destination.

- Army Corps of Engineers – We have some PennDOT advance compensation sites for wetland banking just north of Mercer, in Crawford County. There is one entrepreneurial bank within the County. We have mutual agreements with the Game Commission in and around Shenango Park to mitigate and offset resource impacts.

- Mercer County Conservation District – Related to comments at Maurice K Goddard State Park, our dirt and low volume road program has been successful with limited funds for drainage and base projects. Municipalities and local road owning entities can apply for those funds. With our DSA aggregate, we are finding that the traffic in some park areas may exceed the volume recommendations for that type of surface. If the DCNR park property is served by a municipally owned road, they can apply. New Vernon Township has been successful with the program.

- SHPO – We want to integrate the resources of the county with planning, development, tourism, and tie them together holistically. We are interested in how we can use hiker-biker trails, highways, recreational areas and tie them together. Specifically, within the last month, we went live with our new data management system called "PA Share" which is our system for investigating historic resources, submitting projects, integrating surveys, etc. We've had

preliminary conversations about using the principles of LRTPs for historic resource mitigation planning, which we would like to explore further in the future. A more concrete issue is that Mercer County has not been inventoried for historic resources in the past 30 to 40 years. Most of the communities are long overdue for a comprehensive survey and inventory. Matt states he will follow up with Bill after the meeting, to determine whether it is something that the planning commission should be involved with. SHPO has funding from our Keystone Preservation Project grants to do these types of inventories.

- For agencies owning land within the county, are there any transportation issues with accessing these properties? Are there any planned improvements to these properties that may increase traffic? What transportation improvements could help increase public access or awareness of your resources?
    - Shenango Recreation Area - what about offering vistas and overlook areas for the valleys and lakes, etc.? We could capture some short tourism trips and help the local economy. I can't think of aware of any in particular at Shenango Reservoir right now, but there may be spots elsewhere. Route 18 running north-south goes over Shenango Lake, we have some access areas close by but not really any overlooks with views. Lake Wilhelm causeway is the most popular place, again that we know of.
    - Carrie, McCormick Taylor – Are there are any fishing spots with parking issues, that may need wider shoulders or dedicated parking issues? PFBC will reach out to see if they can get a list of problem areas for angler access issues.
        - Josh followed up after the meeting – "The roads around the Shenango reservoir need upgrading, specifically Beaver Pond Road, and Golden Run Rd. The latter I think is owned by USACE."
    - MK Goddard State Park – Our attendance went up about 100,000 in the past year with people getting outside more during the pandemic. The biggest impact for us is that we don't have areas where people can pull off. We have limited spots that are good for fishing from shore (i.e., for those without a boat). In Pymatuning, they use their break walls as fishing piers. We need to expand the fishing opportunities without needing to go out onto the lake on a boat.
    - Matt mentions the impact of Pymatuning traffic on Jamestown during the summer months. The state route through Jamestown is getting a large

betterment project over the next couple of years. If there is such a location that gets more tourism demand, it's likely there.

- What are your agency's main environmental concerns within the county? How is transportation related to those concerns?
    - SHPO – Our biggest concern is the lack of updated data. And the "traditional" way of looking at historic resource planning is not enough.
    - USFWS – Depending on the specific project locations, definitely coordinate with us to see what kind of species may be nearby. For example, we have massasuga rattlesnake, northern long eared bats, Indiana bats, federally-listed mussels. The Bald Eagle is also of interest. There are two mussels under federal review that may be listed soon – the longsolid and round hickory nut mussel. There are some changes to the Migratory Bird Act, which were provided in a link in an email. There are also important mammal areas, Bald Eagle Nest and buffer zone mapping, which also are provided in a link. Another initiative for FHWA is providing habitat for pollinators along right-of-way and other public lands. PennDOT has a new program called the Voluntary Prelisting Conservation Program where they generate credits for four species of pollinators that may be listed. The program focuses on conservation mowing, building pilot sites, seeding, etc. to offset projects that impact those pollinators. We are all for partnerships with the game commission, Army Corps, and others.
    - Mercer County Conservation – Flooding is an issue. We have several flood-control dams in the area. It can be taxing on the local roads. 2020 was okay, but 2019 had a lot of high intensity storms. There are low roads that are close to streams and rivers, like in the Town of Greenville. In many areas, we see culverts with debris and plugging which creates problems coming out of farm fields in rural areas. Carrie wonders about specific locations of landslides? Municipal road owners call the Conservation District for locations where the streams have eroded enough to come closer to the road. Findley Township around Plantation Park was getting a lot of flooding. Some of the flooding has to do with the debris in stream. Maintenance would definitely help. Near Scrubgrass, businesses were complaining about trees being in the water causing flooding. Culverts and drainage improvements around the state routes in the Hadley area would be helpful. Flooding signage would also be helpful to warn travelers.

- Michelle mentions the data layers – we want to make sure we have access to as many data layers as available, up-front, so if anyone has any ideas they want to share now, that would be helpful.
    - PFBC – Josh will look into what they can share and how that can be accomplished similar to what Jen provided.
    - Carrie encouraged anyone with data sources to send it directly to her and she can distribute to the rest of the team.
- Army Corps – At the federal level, we are looking at a Watershed Analysis. We are working with a biologist to build a watershed model to represent all of the individual elements within the Shenango Basin. Any geospatial data this group can provide would greatly benefit our efforts. And vice-versa, the Corps can share information when we determine where the nutrient loading is coming from and how it impacts water quality, how to mitigate with riparian restoration, erosion control, etc.

- Are there any planned or anticipated projects of which we should be aware? Such as park improvements, stormwater mitigation, MS4 projects, etc.
    - DEP – We are currently considering electric vehicle charging infrastructure. We don't have any grants open right now, but with Mercer having three major interstates, it seems very applicable. Signage will be important to navigate travelers to this EV infrastructure. Solar projects are another big thing for our agency right now. Our office has provided outreach for PJMQ. PJM – PA is one of 13 states that is involved with the electricity grid for that.
    - Mercer Conservation District – Grid scale solar is also on our radar as we work with DEP for permitting. We have no projects currently underway, but we have a permit under review. Matt notes this is becoming a hot topic across the state with municipalities, so it will be good to get ahead with this.
    - Army Corps – We are also looking at solar projects in general. We had a local company reach out about floating solar farms – not sure if it will stick but it's something to be aware of. Shenango Recreation Area successfully obligated $750,000 through a FHWA program for campground asphalt work, which will get underway the week of March 29.
    - EPA – Joy will send several resources to Carrie and she can share with everyone. There are three items: Watershed Resource Inventory, EJ Screen, and NEPA

Assist. With that, we also recommend that EJ considerations are a part of decision making.

- Carrie thanked everyone for their participation and closed the meeting.

Mercer County Long Range Transportation Plan

Multimodal Stakeholder Focus Group

Date: March 24, 2021

Time: 9:00am to 10:30am

I. Introductions

- LRTP Team – Carrie Machuga, Ashley Tracy, Matt Stewart, Brian Barnhizer
- PennDOT District 1-0 – Lyndsie DeVito, Courtney Lyle, Tom McClelland
- PennDOT Central Office – Roy Gothie
- Stakeholders – Ryan Voisey (Buhl Farm Park), Kim DiCintio, Jill Boozer, Mike Dash (Mercer County Regional Council of Governments)

II. Long Range Transportation Plan Overview

III. Discussion:

- What is the current state of multimodal infrastructure within Mercer County? What modes are most or least used?
    - Kim, MCRCOG – Personal vehicles are still the #1 mode. We provide a countywide bus system and fixed route service in Shenango Valley.
    - Tom, PennDOT D1 – Agree that personal vehicles are the primary mode. There are definitely opportunities for trails. We've been working on a trail project near the Grove City Outlets. There's another trail near Grove City, a north-south trail just outside the Borough. The North Country Trail tracks somewhere in Mercer County as well. Up in the Greenville area, there are ballparks with trails connecting them. We did an early action project on Highland Ave in Hermitage near Buhl Farm Park with enhanced pedestrian crossings, decorative crosswalks, and early warning signs. Those decorative crosswalks have held up well. PennDOT's main focus is asset management and maintenance. Using the PennDOT Connects to interface with municipalities is important. Matt mentions the Trout Island Trail, and that Buhl Park is a huge draw for bicycles and pedestrians in the entire Shenango Valley. Hunter Farms Park is the one near Grove City with the trail. Interest in bicycle and pedestrian travel seems to be continuously growing since the last LRTP.
- How do you anticipate multimodal activity to change over the next 20 years? What changes or improvements are needed to prepare for those use changes?

- Ryan, Buhl Farm Park – We can attest to increased usage with the pandemic in all facets of our facilities between tennis, bicycle pump track, four miles of downhill mountain biking trails and Dum Dum golf course. We're trying to get more accurate numbers on attendance, and we purchased data collection tubes to place at the entrances and pedestrian counters to place along the trails. We were featured on a nationally recognized YouTube channel last year (AdventuresinGolf from California). The episode was named "Only Free Golf Course in the World?" – as we are one of the only free 9-hole golf courses in the world. We'd love to work with partners to get the community access to this amenity. A few other planned additions to the park – the recent project in Sharon and Hermitage carrying the bicycle lanes up to Sharpsville, we needed to create safer access for cyclists to enter the park. We're adding new safer bike lanes through the main entrance, instead of traveling down Forker Avenue. We are also creating a pathway parallel with Fourth Street in Sharpsville that connects to the school district, which ties the bike lane coming from Sharon into the park, so they can ride their bicycles through the park and jump into the bike lane that starts in Sharpsville.

- Matt, MCRPC - those 3 communities (Sharon, Hermitage, Sharpsville) have been very interested in creating better linkages to the park, and have worked with PennDOT to fund some of those. In 20 years, I'll be interested to see what the Mercer County Trails Association can do. Communities that have invested in a bike and trail network seem to build momentum for support, funding, etc. Mercer County has some success stories, but Venango County to the east has seen more as well as locations in Ohio, where trails are funded differently. Our funding scenario doesn't look great, but there will be more emphasis on Complete Streets in the future. Our State Street project will add sidewalks into Hermitage.

- Roy, PennDOT Central Office –Bicycle Route A runs north-south through the county, and Route V is the east-west route. A lot of our long-distance bicycle routes are not user friendly for families/recreational use, as they are for mainly experienced adult cyclists. As our trail networks advance, can we relocate some of these routes off the road? This could be accomplished with wider shoulders, better rumble strip guidelines, and at least 2' wide berm if not more, if we can squeeze it in. Matt mentions again that the D-1 Bicycle Plan was recently finalized, which has some of those recommendations. In the long term, PA is an aging state. AARP notes that 75% members want to age in place, so we may see

more people who are aging out of driving in the coming years. We need sidewalk network expansion and lighting improvements in communities to support that.

  - Kim, MCRCOG – We have the fixed route and door-to-door services. We understand the hours are limited. Next year we will start our strategic plan, including a customer satisfaction survey and a route analysis, so we can determine the current needs of the county. Currently we offer fixed route transit in the summertime to Buhl Farm Park. Senior citizens can also make an appointment with door-to-door service to get to the park for recreation.

  - Roy, PennDOT Central Office – Another consideration as we move ahead will be E-bikes. Sales of E-bikes are up substantially. In other countries they outsell electric cars. Some mountain bikes have electric motors. The limitations to cycling in some communities with hills are overcome by the assistance from an e-bike. This is favorable especially to the older populations.

- What aspects of the county's multimodal infrastructure work well? What doesn't work well?

  - Roy, PennDOT Central Office – In general across the state, trail connections and state route crossings are a challenge. PennDOT is working out of Central Office to map all trail crossings on state routes. We'll create a data dictionary for each location with posted speed, lane widths, user types (ATV, snowmobile, hiker-biker, etc.) so that we can plan around these trail crossings when a resurfacing project comes through. We're looking at signage inventory as well and creating a way for local governments to add their trail crossings into the map. This effort will be mostly done by the end of September 2021. The pilot project is in PennDOT District 4, and then the map will be available for each District to go out and conduct the inventory with DCNR.

  - Matt, MCRPC – The Hunter Farm Park trail is one where there have been plans to extend that trail to Memorial Park. As you know, we did the Southeast Mercer County Pedestrian Master Plan, and this was a high priority recommendation. One of the areas where we stall out is where the trail crosses Route 208. There are some right-of-way challenges, and we need to be sure the crossing is at a safe location. The two main trails that Mercer County Trails Association has been supporting are Shenango Trail and Trout Island Trail. It's not so much that there are gaps in these trails, but rather that there are Phase 1 segments built, and impediments to continuing them including bridge crossings over creeks, active railroad crossings, ROW, etc. ROW is the #1 impediment.

- Ryan, Buhl Farm Park – Our biggest obstacle was last year when PennDOT was finishing the bicycle lane up Thornton Avenue from Sharon, the park side was easy since the bike lane was carried into the North Forker entrance. We still got kids and adults coming to the pump track. We feel like we have solved the issue of funneling cyclists to the right places. We're working on signage right now to improve traffic and safety.

- Tom, PennDOT D1 – When Tom was in traffic unit, there was a process on State Routes where if a municipality wanted to put up bicycle lanes or sharrows, there was a permit process and program. If we learn of the needs ahead of time, we can put that into PennDOT Connects so that bike amenities can be considered.

- Matt, MCRPC - Getting municipalities to sign maintenance agreements is a huge challenge. There is a recent example in Mercer Borough where there were plans in a project to have sharrows along Route 19, but the borough would not agree to maintain the pavement markings. A similar situation happened at the West Middlesex bridge, which has no actual sidewalk, but a wide shoulder. Unfortunately, it comes down to the opinions of whoever is in charge at municipality, regardless of whether the MPO and PennDOT support it. At the bridge north of downtown Sandy Lake, there was a lot of conversation about multimodal amenities, but the maintenance agreements may be too much for the municipality. Brian agrees, adding that municipalities think it will be a significant ongoing cost and liability exposure.

- Tom, PennDOT D1 – We try to educate the municipality as well. Municipalities sometimes shy away from it due to winter maintenance. We had an example in Crawford County with a bridge over a railroad that involved three municipalities. The case went to a judge who ordered them to maintain it. This year, we had a lot of snow and they didn't end up spending as much as they expected.

- What are your main concerns about multimodal infrastructure related to the group you represent?

    - Ryan, Buhl Farm Park – I was not aware that there was a fixed route service that comes to the park. It's great that it's available, but how do we communicate and market that to the individuals without access to transportation? There are not only physical benefits, but positive mental and emotional well being effects from spending time at the park.

- Carrie wonders if the education, communication, awareness of trails is a concern countywide? Matt thinks locals are generally aware of what exists, and the Mercer County Trails Association does a good job of communicating. However, there has been a challenge in prioritizing trails and pushing things forward. The momentum seems to fluctuate from year to year. Other ongoing tasks include maintenance of vegetation, pavement markings, and street sweeping. The last LRTP identified locations of additional infrastructure needs, focusing specifically on bike and pedestrian needs. Building these facilities comes down to the funding and other challenges we discussed.
- Courtney, PennDOT District 1 – With PennDOT Connects, we are trying to keep track of any areas of concern even if there is not a current project. As we're able to do more of this, we can build a larger database of wants and needs to help the municipalities. If it's something we don't normally do, we help them time their projects to get the most out of the funding.
- Matt, MCRPC – I am optimistic about this process and that we'll see the fruits of this labor in the next 10 years. We've been able to get the municipalities to apply for Transportation Alternatives or Surface Transportation Urban funding. I get the sense that our District is well aware of specific needs.

- What areas should the county prioritize over the next 20 years?
  - Tom, PennDOT D1 – I think we need to prioritize any missing connections. Technology keeps advancing. We hear about the hyperloop, high speed rail, electric vehicles, autonomous vehicles, and we need to think about the challenges and opportunities and how we can keep our transportation infrastructure flexible to meet them.
  - Roy, PennDOT Central Office – We need to think about the county has in terms of zoning. There needs to be bike parking within communities to access places like grocery stores, pharmacies, etc. That could be accomplished with less parking for cars and set aside a few spots for bikes. We also need universal charging stations so people can park and charge the e-bikes. Perhaps the county doesn't have significant electric vehicle charging infrastructure yet. At these places, people could also charge wheelchairs, scooters, and bikes. I also suggest a network of sidewalks in the community and to identify gaps and fill them in to improve the network in a systematic way. I'll point to Bedford County and the municipality of Bedford. They do an audit of the sidewalks and send letters to the property owners if the sidewalk is in poor condition. They also do that

inspection before the property is sold, and it must be fixed or they'll do it and charge you for it. The area is very conservative but has identified the need to maintain sidewalks for the population and worked with the community to enforce it. Street trees are also important. Shaded sidewalks are important in summertime. Designers need to think about what tree species are being used and how they interact with the sidewalk (i.e., avoid root systems that may push up the concrete and damage the sidewalks). If the local communities have not developed an Active Transportation Plan yet – WalkWorks and the Department of Health have a fourth round of funding coming up to do that soon.

- Matt, MCRPC – I'd note that in the past, as streetscapes are designed with trees, the business owners complain that the trees block the sight of their signs, and create maintenance from leaves falling, etc. It can be difficult to get everyone to agree. Pedestrian paths need to be thoughtfully designed, and as low maintenance as possible for municipality and property owners.

- Ryan, Buhl Farm Park – I want to reiterate the point of quality paths and sidewalks. We have an opportunity here to keep people in the area. When you look at our real estate in the Shenango Valley, there are a lot of people buying homes now. Agents say that people are moving here from the cities since they are working remotely. We're in a unique area that has access to city life, retail, environmental resources, and parks. If we can connect these together to provide a high quality of life, we can retain youth as they graduate high school and go to college. We want them to come back. That's extremely important. An example on a bigger scale is when Australia hosted the Olympics, they put their funds toward quality transportation and multimodal options. They're still reaping benefits from that. It's the same in Mercer, just on a smaller scale.

- Matt, MCRPC – Agreed, the Shenango Valley Chamber of Commerce has really seemed to change their strategy in the past 20 years, rather than just focusing on retaining businesses, they are focused on quality of life improvements, to attract and retain the workforce and employers.

- Roy, PennDOT Central Office – I am on PennDOT's post-COVID planning group, looking for what may happen in the next five or more years. One thing we're looking forward to seeing is how vehicle miles travelled changes in the next year with people working remotely. We're at about 85% of the traffic volume that we had year-over-year right now. With those VMT changes, it may change what projects are needed. The county may change the zoning. Single family zoning tends to restrict business activities. This is important for folks who are operating

businesses out of their homes – which may currently be illegal. We need to consider that long-term.

  - Matt, MCRPC - Agreed, the county has been looking at zoning flexibility. We can have conditional uses for home-based businesses.

- Are there any planned or anticipated additions or improvements to existing multimodal infrastructure? (New or extended trail systems or bike lanes, paths; additional transit services, etc.)

  - Ryan, Buhl Farm Park – We are adding a one-mile hiking trail that weaves through the existing mountain bike trails, which is near the free golf course. Within the next year, we are going to renovate the wetland area inside the park. We're creating the trails for exercise and education. It will all tie into our master plan of creating the opportunities within the park. We want to do an environmental learning center eventually and link the pathway from that to our wetland area and our fitness trail.

  - Matt, MCRPC – like we have discussed, there are plans to expand the multimodal path on Route 208 near the outlet malls. Another phase funded to be constructed next year. The State Street sidewalk project is a larger TIP project. A lot of our TA and STU projects and Multimodal projects with sidewalks have been built in the past year. We've finished a lot. Greenville Allen Avenue project is in the works.

  - Kim, MCRCOG – we will have a better idea of specifics in our future planning efforts. We'll need to work closely with the MPO on this. We are likely working with our consultant Delta to do the plan. Prior to COVID we did a lot of outreach and marketing, we realize that all of that needs to be continuous to work. I pulled the numbers for March 2021 and March 2020 prior to the meeting. Our current numbers are 266 trips a day on fixed route and 165 on shuttle. Prior to COVID, we were at 372 trips a day on fixed route and 358 on shuttle. We have a ways to go to get back to normal.

- Are there any planning documents that we should reference that identify these plans?

  - Southeastern Mercer County Pedestrian Master Plan
  - D1 Bicycle Plan
  - Greenville Pedestrian Circulation Plan
  - Hermitage Trails and Sidewalks Plan

Mercer County Long Range Transportation Plan

Highway Stakeholder Focus Group

Date: March 31, 2021

Time: 9:00am to 10:30am

I. Introductions

- MCRPC – Matt Stewart, Brian Barnhizer
- McCormick Taylor – Carrie Machuga, Rob Watts
- PennDOT District 1-0 – Lyndsie DeVito, Courtney Lyle, Tom McClelland, Brian McNulty, Mark Nicholson, Darrell Chapman, Greg Maser, Ben Vincent, Ed Orzehowski, Ron Johnson,
- PennDOT District 11-0 – Kathryn Power
- Mercer County – Brad Elder, Frank Jannetti, John Nicklin

II. Long Range Transportation Plan Overview

III. Discussion:

- What are some county-wide concerns with the bridge or roadway system?
    - Mark Nicholson – SR 318 over I-376 has low clearance and has seen some collisions; SR 62 over I-79 may need rehab or replacement and PennDOT is considering whether a 4-lane bridge needed
    - Rob – Are there any candidates for bridge removals?
        - Brad Elder – The County is increasing closed/posted County/local bridges (faster than they can rehab/replace) which raises concerns for maintenance and moving larger vehicles. Open-grid decks are concern – the County is considering non-traditional funding to manage those.
        - County owns 160 over-20-foot bridges. They do regular inspections and have good condition data.
        - Municipal-owned bridges should be captured and prioritized in LRTP – Brad is tracking these, and the County inspects municipal-owned over 20-foot structures.
    - Frank Janetti – Local emergency response is impacted with bridge closures (causing longer response times, etc.). Coordination with emergency management is needed

        - The main concern is more for closures related to construction – EMS does not always know about some municipal projects.
    - LRTP team will get additional documents and data from PennDOT, including the Twelve-Year Plan, five-year paving plan, etc.
        - There may be an opportunity to meet with PennDOT District 1 units for specific plans/concerns
    - Matt Stewart – The Planning Commission is Integrating congestion management processes (CMP) documentation (as they are connected to the Youngstown Metro Area) – There were 24 corridors identified, roughly six that are more critical, including:
        - State Street in Sharon
        - The Grove City corridor (SR 58) during rush hour
        - Non-recurring congestion
        - The team can review CMP and find larger issues and low-cost solutions.
    - The west end of I-80 near Ohio state line is a concern – incident management, weather related, etc. (MM 0-15 corridor)
        - Detour routes using 376 to reduce queuing
        - New message boards and cameras (project letting in November)
    - Four new traffic signals in downtown Mercer will be connected to the PennDOT Traffic Management Center to adjust timing to reduce congestion when traffic is detouring through Mercer.
    - District plans for new technology (ITS, fiber, etc.) – TSMO funding for message boards and cameras, District ROP
    - SR 62 Corridor – the NHS designation change (Kilridge to I-79) will affect the system, and the railroad bridge east of Mercer creates a pinch point.
        - Safety concerns were highlighted in the corridor study.
- What aspects of the transportation infrastructure are doing well? What doesn't work well?

- Conditions in the County (bridge and pavement) are among the best in the District. County bridge management is leading in the District.
- There are good relationships between PennDOT District 1, the MPO and other partners.
- The MPO is great at using STU funding for bike/ped improvements and coordination with multimodal projects.
- The District Bridge Unit works to manage bridges and extend structure life (maintenance first).
- Focusing on low-cost improvements and making sure the system stays in a state of good repair.
- The District is using techniques for maintaining small bridges, and the in-county bridge crew can support municipalities. (Ex., Beam casting for smaller bridges)
- The MPO is planning for ways to use safety funding (such as HSIP), conducting analysis, cost benefit ratios, in coordination with the District.
    - Implementing these low-cost countermeasures provide more 'bang for the buck'.
- PennDOT Connects coordination with the MPO has been positive. The MPO is involved in the meetings when new projects go on to the TIP, and helping to capture the challenges for each project.
    - The system is not perfect, but it is an improvement. Municipal coordination can be a challenge.
- Roundabouts – there were no concerns with SR 62 roundabout for winter maintenance or public feedback. It is a good example of PennDOT Connects coordination with City of Hermitage to incorporate their needs and goals.
- The County Conservation District Dirt and Gravel Roads Program has success with DSA to improve dirt and gravel roads and drainage.
- A challenge is always funding for maintenance. There are smaller budgets for mid-cycle improvements, which can create capital projects that include bigger problems. Maintenance budgets have been flat for ~10 years (statewide).

        - District betterment cycles are industry standard with a focus on core maintenance activities, and they try to go above and beyond if possible.
        - TIP and County maintenance budgets are definitely connected.

- Do you know of specific concern locations? This may include safety concerns, high crash locations, poor bridge or pavement conditions, congestion, etc.
    - Greg – The SR 18/Rutledge Road intersection has raised public concerns. The intersection was realigned two years ago, and there have been two fatalities since – all in the westbound direction, involving older drivers. Legislators are asking why it was not a signal, and there is a perception of sight distance issues. The current sight distance is acceptable and an improvement on previous conditions. The District has made some small tweaks made since realignment, including new signs, moved stop bar.
        - General public concerns with that section of SR 18 – limited access, busy road, jug handles, and concerns about high-speed rear-end crashes with a signal
            - PennDOT conducted a study in 2010 .
    - SR 18/Williamson Road – This intersection is already in LRTP and TIP. It is an off-set, four-way intersection. There was an inquiry from Michelle Brooks' office.
    - The SR 358 corridor may be a candidate for a study. Specific concerns include:
        - SR 358 – curves by Elder's Tractor Sales east of I-79 towards Sandy Lake
        - SR 358/I-79 interchange – realign the off-set ramps
            - Sight distance, beautification, crashes at the interchange
        - SR 358 intersection with 19 – potential location for a roundabout
    - I-79 SB off ramp at SR 208 (Exit 113) appeared in crash data – Greg Maser will look closer at data to determine what types of crashes occur there.
    - I-80 EB to I-79 SB ramp is a high crash area (more frequent than the other three ramps) – frequent truck rollovers in all weather conditions
    - I-80 (state line to MM19) sees a lot of truck incidents, high truck volumes (close to 50% trucks and projected to continue increasing)

        - I-80 truck traffic is going up, especially with PTC tolls going up

- What changes or improvements would be most beneficial or impactful?
    - Improved emergency services communications related to interstate detours – notify local police to help move traffic along detour routes
    - Real time emergency services communication with PennDOT with the state radio system
- Are there any planned or anticipated projects of which we should be aware?
    - Hermitage town center improvements (grant-funded)
    - Potential development at I-80, Exit 15
    - Complete streets came up as a focus for the last LRTP, and sometimes comes up in project development. Interest is growing, but it is not a county-wide concern.
        - Grove City, Greenville, Hermitage have done studies and are implementing improvements with multimodal and TA funding
        - Funding is dedicated for these specific types of projects, and can't be used for other roadway work. District is working through the PennDOT Connects process to help municipalities apply for funding for additional improvements.
        - The MPO is working to target planning studies to locate the improvements where they are needed, wanted, etc.

Appendix B – Report Card

SVATS MPO LRTP 2021 Update Report Card		Current (2021-2026)		Mid-Term (2027-2033)		Long-Term (2034-2045)	
		Actual	Goal	Actual	Goal	Actual	Goal
Quality of Life							
Safety and Security	Number of HSIP-funding applications or safety improvement projects implemented, number of Roadway Safety Audits		5		10		10
	Total crash rate, fatality, or serious injury accidents reduced where enhancements were made		Yes		Yes		Yes
Improve Mode Choice and Inter-Governmental Cooperation	Number of roadway betterment and new construction projects that include sidewalks and bicycle amenities		5		10		10
Access to Natural Resources, Improving Mode Choice, Recreational Opportunities, and Vibrant Spaces	Number of TA, STU, and Multimodal Transportation Fund applications that directly impact mode choice, recreational opportunities, and revitalization		5		5		5
Environmental Stewardship	Projects follow the PennDOT Connects Process		Yes		Yes		Yes
	Projects coordinated early with multiple agencies (MCRPC, PFBC, PMHC, DEP, DCNR, PACD, etc.)		Yes		Yes		Yes
Economic Vitality							
Travel Time Reliability and Access to Local, Regional, and National Markets	Congestion Management Process plan to monitor travel time along congested roadways to maintain/improve travel time reliability and congestion, updated quadriennially		1x		1-2x		2-3x
Improving Mode Choice to Regional Travel	Plan developed and projects implemented to improve non-automobile access to intercity travel options (i.e. Coordinated Services Plan, re-establishment of intercity bus stop)		Yes		Yes		Yes
Access to local, regional, and national markets	Number of plans or projects related to freight movement completed		2		4		4
Improving Recreational Opportunities and Connecting Tourist Destinations	Prioritization scheme developed for regional land and water trail system		Yes		-		-
	Number of recreational trail funding applications		2		4		4
System Preservation and Enhancement							
Project Delivery and Intergovernmental Cooperation	MPO provide ongoing support for stormwater management and Highway Occupancy Permits (HOP) for municipal officials		Yes		Yes		Yes
Pavement Quality	Systemwide good or excellent IRI values better than the statewide average		Yes		Yes		Yes
Bridge Maintenance	Percent of poor bridges better than the statewide average		Yes		Yes		Yes
Project Delivery	Number of LRTP projects completed or programmed		5		20		20
Intergovernmental Cooperation	Coordination with county maintenance on areas for improvements gathered by outreach		20		5		5

Appendix C – Project Prioritization

SVATS MPO LRTP 2021 Update - Project Prioritization Criteria				
Criteria	**Weight**	**Detail**	**Criteria**	**Score**
Safety & Security	**20.31**			
Existing Crashes	41.72	Will project improve safety on a route listed in the high crash locations in Mercer County?		
			No	0
			Yes with Excess Cost >$0 to 100k	0.5
			Yes with Excess Cost >$100k	1
Safety	38.27	How many of the following issues are likely to be addressed by the project?		
		Roadway and shoulder width; sight distance; intersection skew;	None will be addressed	0
		substandard geometry, curve radius, or superelevation;	One will be addressed	0.5
		detour route improvement	Two+ will be addressed	1
Multimodal Safety	20.01	Will project improve safety for pedestrians or cyclists or provide a dedicated multimodal space?		
			No	0
			Yes	0.75
			Yes + proximity to school, bus stop, medical, commercial area, 0 vehicle households (identified through ACS)	1
Condition	**17.3**			
Infrastructure Condition	100	How many of the following conditions exist?		
		Poor or fair pavement condition; Poor intersection operations;	Good condition/none exist	0
		Ped/bike facilities or ADA ramps deteriorated; Poor drainage	One condition exists	0.5
		Bridge eligible for rehab/replacement; poor facility access;	Two+ conditions exist	1
		due for rehabilitation from BAMS or PAMS in 5 years		
Economic Vitality	**14.96**			
Economic Competitivenes:	69.54	How many improvements will the project provide in the following categories:		
		Critical Urban Freight Corridor (CUFC) asset,	None will be addressed	0
		truck bottleneck, access to existing or future commercial or industrial land	One will be affected	0.5
		access to a Central Business District (CBD), a connection to the NHS	Two will be affected	0.75
			Three+ will be affected	1
Tourism	30.46	Does the project influence local and regional tourism?		
		Connects local tourist destinations; improves downtown revitalization effo	None will be addressed	0
		connects to regional destinations; provides reason to stay a 2nd day;	One will be addressed	0.5
			Two+ will be addressed	1
Accessibility / Mobility	**14.34**			
Mode Interconnectivity	64.67	How many of the following modes are affected by the project?		
		Auto, Truck, Bus, Bicycle, Pedestrian,	One will be affected	0
		Rail, Air, Pipeline	Two will be affected	0.5
			Three+ will be affected	1
Recreational Access	35.33	Does the project provide access to locations on the regional tourism map, or provide additional recreational opportunities?		
			No	0
			Yes	1

SVATS MPO LRTP 2021 Update - Project Prioritization Criteria				
Criteria	**Weight**	**Detail**	**Criteria**	**Score**
Traffic Congestion	**13.06**			
Congestion	45.6	Does the project add turning lanes, travel lanes, signal upgrades, and/or improve congestion on a corridor included on the		
			No	0
			Yes	0.5
			Yes + PM Peak Period Total Delay and/or Travel Time Reliability ranked within the top 10 CMP corridors	0.75
			Yes + PM Peak Period Total Delay and Travel Time Reliability ranked within the top 5 CMP corridors	1
Traffic Volume	28.87	What is the average annual daily traffic (AADT)?		
			AADT < 4,000	0
			AADT > 4,000 to 8,000	0.25
			AADT > 8,000 to 12,000	0.5
			AADT > 12,000	1
Percent Trucks	25.53	What is the overall percentage of medium/heavy duty commercial trucks?		
			0-5%	0
			5-10%	0.5
			10% or higher	1
Feasibility	**11.37**			
Planning Consistency	42.56	Is the project consistent with the local comprehensive plan, completed transportation plans, and federal / state planning		
			Project not mentioned in any planning docum	0
			Project generally mentioned in planning docu	0.5
			Project specifically listed in planning study	1
Project Readiness	36.86	At what stage is the project in the planning process?		
			MPO approached about project	0.25
			Conceptual alternatives	0.5
			Preliminary design started	0.75
			Final design complete; PennDOT reviewing	1
ROW and Utility	20.58	Is significant ROW, utility, or railroad coordination anticipated?		
		Significant: large property acquisition required, utlity relocations or RR imp	Significant coordination	0
		Minor: only small property acquisitions or municipal owned utility coordin	Minor coordination	0.5
		Low or no: improvements done within existing ROW	Low or no coordination	1
Environmental Impacts	**8.66**			
Environmental Justice (EJ)	59.09	How will the project affect low-income or minority populations?		
			Below low income rate of 20% or non-white r	0
			Low income between 20-30% or non-white between 30-45%	0.5
			Low income above 30% or non-white above 4	1
Environmental Resource	40.91	What is the anticipated level of environmental impact from this project?		
		Large impacts: significant anticipated impact on wetlands, public parks, wa	Large impact	0
		Minor impacts: smaller amounts of impact to resources; disturbance area i	Minor impact	0.5
		No impact: no disturbance outside existing ROW	Low or no impact	0.75
		Benefit: improves system resiliency through stormwater improvements	Benefit	1

Appendix D – Project Programming

MCRPC LRTP Update 2021 - Draft Project List (9/21/21)

ID	Project Name	Description	Municipality	Near Term 2025-2026		Mid-Range 2027-2032						Long-Range 2033-2045												
				2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
GREEN_D1	SR 0018 College Avenue & Packard Avenue Intersection Improvements	Install improvements to the SR 0018 College Avenue & Packard Avenue intersection near Thiel College	Town of Greenville	$ 3,725,443	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H23A*	SR 0208 Two-Way Left Turn Lane from Old Ash to Oakley Kelly Road & from SR 0258 to Pine Township	Widening for a two-way left turn lane along SR 0208 as development occurs	Springfield Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H1	Broadway Avenue (SR 0760) Phase 4 Truck Improvements	Truck and freight-related intersection and roadway improvements along Broadway Boulevard from	City of Hermitage	$ -	$ 110,873	$ 114,199	$ 156,834	$ 1,615,387	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H10	Mercer Avenue (SR 0418) at Morefield Road Intersection Geometry Upgrades	Realign intersection approaches to provide a conventional four-way plus intersection to improve sight distance	City of Hermitage	$ -	$ -	$ 95,512	$ -	$ 67,553	$ 695,791	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H32*	US 62 Railroad Tunnel Reconstruction	Reconstruction of US 62 railroad tunnel to current specifications and realignment of US 62 to provide better	Coolspring Township	$ -	$ -	$ 103,309	$ 106,409	$ 146,135	$ -	$ 1,860,410	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
US62_E3	US 62 at Bestwick Road Turn Lanes and Realignment	Realignment of the Bestwick Road intersection and widening along US 62 to accommodate the addition of a	East Lackawannock Township	$ -	$ -	$ -	$ -	$ -	$ 124,581	$ 128,318	$ 176,224	$ 2,178,129	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H13	Mercer Truck Route Improvements on SR 2008 & SR 2011	Truck route improvements such as intersection geometry for ease of diverting trucks eastbound around	Mercer Borough	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 96,282	$ -	$ -	$ 350,701	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H25	SR 0845 at SR 1004 Intersection Reconfiguration, Signal Improvements & Pedestrian	Improvement of traffic signal and geometry at intersection along with pedestrian amenities for school	Stoneboro Borough and Sandy Lake Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 57,023	$ -	$ 40,331	$ 415,406	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
US62_B3	US 62 at Robertson Road Turn Lanes	Widening of US 62 at Robertson Road to install dedicated turn lanes	City of Hermitage	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 92,310	$ 95,079	$ 130,575	$ 1,613,907	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H7	Hazen Road (SR 3016) at Buhl Farm Drive (SR 3025) Intersection Improvements	Improvements to Hazen Road and Buhl Farm Drive intersection for congestion, including pedestrian elements	City of Hermitage	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 223,572	$ -	$ 316,250	$ 1,628,688	$ -	$ -	$ -	$ -	$ -	$ -	$ -
US62_F2	US 62 at Maple Street Traffic Signal with Turn Lanes	Add a traffic signal and widen US 62 to add left-turn lanes in each direction at the Maple Street (SR 0258) intersection	Mercer Borough	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 223,572	$ 230,279	$ 316,250	$ 3,908,851	$ -	$ -	$ -	$ -
LRTP_H8	Kidds Mill Road (SR 4012) Truck Climbing Lane	Truck climbing lane on Kidds Mill Road to connect the east-west corridor that leads to the Greenville Reynolds	Pymatuning Township & Delaware Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 862,637	$ 555,322	$ 4,655,933	$ -
US62_E4	US 62 Center Turning Lane between Autumn Road and Landis Drive	Widening of US 62 to install a two-way left-turn lane (TWLTL)	East Lackawannock Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 485,233
US62_C6	US 62 at Neshannock Road Turn Lanes	Widening of US 62 at Neshannock Road to install dedicated turn lanes	City of Hermitage	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SRS8_01	SR 0058 at SR 4011 (Columbia Ave) and T470 (Hamburg Rd) Access Management Improvements	Install pavement markings and delineators, Intersection Control Beacon, and curbing to control access	Town of Greenville	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H31	Wasser Bridge Road (SR 4003) Reconstruction	Full depth reconstruction and widening of Wasser Bridge Road to improve freight access to Greenville	Hempfield Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
US62_E2	US 62 Eastbound Climbing Lane to west of Bestwick Road	Widen US 62 to install an additional climbing lane	East Lackawannock Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H23B*	SR 0208 Parallel Collector Road & Oakley Kelly Road Realignment	Realignment of the intersection of Collector Road & Oakley Kelly Road for improved access and sight distance	Springfield Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H41B	SR 3015 Mercer Avenue Intersection Skew Corrections at SR 0418 Council Street and	Improvements to reduce intersection skew and improve sight distance at cross roads to SR 3015 Mercer Avenue	Wheatland Borough	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
US62_A234	US 62 Shoulder Widening with Barrier east of Keel Ridge Road	Widening of US 62 South (WB) shoulder, additional barrier along shoulder, and update of drainage	City of Hermitage	$ -	$ -	$ -	$ -	$ -	$ 61,252	$ 63,090	$ 86,643	$ 1,070,914	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H15	SR 0846 & Rutledge Road (SR 3022) Intersection Realignment	Intersection realignment to eliminate offset intersection and improve sight distance	Pymatuning Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 77,026	$ 79,337	$ 108,956	$ 1,122,244	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H23C	SR 0208 and Pine Road Realignment	Realignment of the intersection of SR 208 at Pine Road to provide more favorable sight distance	Springfield Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H9	Lamor Road (SR 3020) Reconstruction Continuation	Continuation of Lamor Road reconstruction east of the Joy Cone facility	City of Hermitage	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SRS8_05	SR 0058 (Seg 0310/0622 to Seg 0310/1402) Kidds Mill Curve Correction	Project to include roadway realignment to address curvature and sight distance issues	Delaware Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 147,985	$ 152,425	$ 209,330	$ -	$ 2,664,939	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SRS8_06	SR 0058 (Seg 530/1489 TO Seg 530/2202) Coolspring Township Turn Lanes	Construct center left-turn lane with an exclusive left turn onto Coolspring Road	Coolspring Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
US62_D3	US 62 at Valley Road Turn Lanes and Realignment of Valley Road	Widen US 62 from west of the Valley Road intersection to approximately Kyle Road (T 580) to install turn lanes	Jefferson Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H40A	SR 0208 and US 19 Intersection Improvements (under Study in 2021)	Improvements to sight distance at the offset intersections *to be determined from study	Springfield Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H40B	SR 0208 and Leesburg Station Road/SR 2002 Intersection Improvements (under Study in	Improvements to curve geometry *to be determined from study	Springfield Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LRTP_H28	US 19 at SR 0402 Old Mercer Road Reconstruction	Reconstruction of US 19 to eliminate vertical crest sight distance issues and improve safety for side streets on Old	East Lackawannock Township	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Date: 8/27/21	FFY 2021 SVTS TIP
RPT# TIP200	

Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total
Mercer			98261	Mercer Local Brdg Line	C	BRDG																			BOF	1,156,000	183	216,750		1,372,750
Mercer			98276	Mercer STU Line Item	+C	HRST							STU	673,108				673,108	STU	300,000				300,000	STU	300,000				300,000
Mercer			106423	Mercer Highway/Bridge Line Item	C	BRDG									185	742,158		742,158			185	54,500		54,500			185	550,248		550,248
Mercer			106423	Mercer Highway/Bridge Line Item	C	SAMI							HSIP	520,000				520,000	HSIP	660,000				660,000	HSIP	610,000				610,000
Mercer			106423	Mercer Highway/Bridge Line Item	C	BRDG			185	150,139		150,139	BOF	206,000	183	46,047		252,047	BOF	639,000	183	209,563		848,563	BOF	143,000	183	26,813		169,813
Mercer			106423	Mercer Highway/Bridge Line Item	C	HRST	STP	926,915	581	418,513		1,345,428			581	438,148		438,148			581	32,000		32,000			581	80,000		80,000
Mercer			110125	Mercer 2021 AWPM	C	HRST	STP	65,476				65,476																		
Mercer			115824	Mercer Guiderail Upgrades - 2022	C	SAMI			581	21,352		21,352																		
Mercer		L00	1671	Kelly Rd Brs T-388 (Dual)	F	BRDG			183	28,800		28,800																		
Mercer		L00	1671	Kelly Rd Brs T-388 (Dual)	F	BRDG	BOF	153,000	179	9,600		162,600																		
Mercer		L00	1671	Kelly Rd Brs T-388 (Dual)	C	BRDG			183	248,063		248,063			183	82,579		82,579												
Mercer		L00	1671	Kelly Rd Brs T-388 (Dual)	C	BRDG			179	82,688		82,688			179	41,367		41,367												
Mercer		L00	1745	Ohl Street Bridge	C	BRDG									183	90,000		90,000	BOF	480,000	179	30,000		510,000						
Mercer		T20	111434	Alan Avenue Sidewalk Project	+C	TENH	TAU	41,000				41,000																		
Mercer		T20	111434	Alan Avenue Sidewalk Project	+C	TENH	TAP	140,373				140,373	TAU	41,000				41,000	TAU	41,000				41,000	TAU	41,000				41,000
Mercer		481	1665	Gilmore Rd (T-481) Bridges	P	HRST	sSTP	80,000				80,000																		
Mercer		481	1665	Gilmore Rd (T-481) Bridges	+R	BRDG	sSTP	20,000				20,000																		
Mercer		481	1665	Gilmore Rd (T-481) Bridges	+C	BRDG	sSTP	865,883				865,883																		
Mercer		784	112678	Hosack Road (T-784) Bridges	P	HRST	sSTP	80,000				80,000																		
Mercer		784	112678	Hosack Road (T-784) Bridges	R	HRST	sSTP	20,000				20,000																		
Mercer		784	112678	Hosack Road (T-784) Bridges	+C	BRDG	sSTP	534,117				534,117																		
Mercer	18	S01	110234	PA 18/SR 4006 Intersection	+F	HRST	STP	150,000				150,000																		
Mercer	18	S01	110234	PA 18/SR 4006 Intersection	+U	HRST							STP	25,000				25,000												
Mercer	18	S01	110234	PA 18/SR 4006 Intersection	+R	HRST							STP	25,000				25,000												
Mercer	18	S01	110234	PA 18/SR 4006 Intersection	+C	SAMI													HSIP	800,000				800,000						
Mercer	18	S04	110764	PA 18/SR 4005 Intersection	P	HRST	STP	214,000				214,000																		
Mercer	18	S04	110764	PA 18/SR 4005 Intersection	+C	HRST							STP	450,000				450,000	STP	200,000				200,000						
Mercer	18	08M	98384	PA 18: Birchwood-Rutledge	C	HRST	NHPP	91,249				91,249																		
Mercer	18	23M	109773	PA 18: PA 358 - Mill Hill Rd.	P	HRST	STP	463,200	581	115,800		579,000																		
Mercer	18	23M	109773	PA 18: PA 358 - Mill Hill Rd.	F	HRST									581	75,000		75,000			581	75,000		75,000						
Mercer	18	23M	109773	PA 18: PA 358 - Mill Hill Rd.	U	HRST															581	25,000		25,000						
Mercer	18	23M	109773	PA 18: PA 358 - Mill Hill Rd.	R	HRST															581	25,000		25,000						
Mercer	18	23M	109773	PA 18: PA 358 - Mill Hill Rd.	C	HRST													STU	500,000	581	790,000		1,290,000	STU	500,000	581	710,000		1,210,000
Mercer	18	24M	114013	SR 18: SR 358 to Four Lane	+P	HRST	NHPP	100,000				100,000																		
Mercer	18	24M	114013	SR 18: SR 358 to Four Lane	+F	HRST							NHPP	100,000				100,000												
Mercer	18	24M	114013	SR 18: SR 358 to Four Lane	+U	HRST							NHPP	25,000				25,000												
Mercer	18	24M	114013	SR 18: SR 358 to Four Lane	+R	HRST							NHPP	11,000				11,000												
Mercer	18	24M	114013	SR 18: SR 358 to Four Lane	+C	HRST													STP	1,129,000				1,129,000	STP	567,000				567,000
Mercer	18	24M	114013	SR 18: SR 358 to Four Lane	+C	HRST													NHPP	248,000				248,000	NHPP	56,000				56,000

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Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs					
Mercer	19	B07	84914	SR 19 over Johnston Run	P	BRDG								185	30,000	30,000				185	20,000	20,000								
Mercer	19	B07	84914	SR 19 over Johnston Run	C	BRDG			185	300,000	300,000			185	600,000	600,000														
Mercer	19	B12	97277	SR 19 Br/Otter Ck Trib 3	F	BRDG														185	50,000	50,000								
Mercer	19	B12	97277	SR 19 Br/Otter Ck Trib 3	R	BRDG														185	25,000	25,000								
Mercer	19	B12	97277	SR 19 Br/Otter Ck Trib 3	+C	BRDG																			185	600,000	600,000			
Mercer	19	B17	90032	US 19/Nesh Ck Trib	C	BRDG			185	811,852	811,852			185	150,905	150,905														
Mercer	19	B19	1725	SR 19 Bridge over Shenango River Tributary	C	BRDG														185	830,811	830,811			185	169,189	169,189			
Mercer	19	14M	97907	US 19 Corridor Improvements	C	HRST			581	807,464	807,464			581	1,747,000	1,747,000														
Mercer	19	15M	113974	SR 19: SR 358 to SR 1011	+P	HRST	STP	50,000			50,000																			
Mercer	19	15M	113974	SR 19: SR 358 to SR 1011	F	HRST								581	25,000	25,000														
Mercer	19	15M	113974	SR 19: SR 358 to SR 1011	U	HRST														581	10,000	10,000								
Mercer	19	15M	113974	SR 19: SR 358 to SR 1011	R	HRST														581	10,000	10,000								
Mercer	19	15M	113974	SR 19: SR 358 to SR 1011	C	HRST											STP	1,060,000	581	265,000	1,325,000	STP	700,000	581	175,000	875,000				
Mercer	58	B14	58003	SR 58: Wolf Creek Brdg	C	BRDG														185	500,000	500,000			185	500,000	500,000			
Mercer	58	SBP	78850	SR 58/Shen River Trib #3 - Streambed Paving	C	BRDG			185	50,000	50,000																			
Mercer	62	STU	111622	Sharon Gateway Project	+C	TENH	STU	112,592			112,592																			
Mercer	62	STU	111622	Sharon Gateway Project	+C	TENH	STP	122,328			122,328																			
Mercer	62	STU	111622	Sharon Gateway Project	+C	TENH	NHPP	473,791			473,791																			
Mercer	62	S01	105775	US 62/State St Intersection	+C	HRST	STP	115,000			115,000																			
Mercer	80	TS1	114778	I-80 Mercer County ITS Addition - TSMO	+P	SAMI	STP	10,000			10,000																			
Mercer	80	TS1	114778	I-80 Mercer County ITS Addition - TSMO	+F	SAMI	STP	7,500			7,500																			
Mercer	80	TS1	114778	I-80 Mercer County ITS Addition - TSMO	+U	SAMI	STP	20,000			20,000																			
Mercer	80	TS1	114778	I-80 Mercer County ITS Addition - TSMO	+C	SAMI	STP	187,500			187,500	sSTP	225,000			225,000														
Mercer	80	TS2	114779	I-80/SR 19 Interchange ITS Addition - TSMO	+P	SAMI	STP	10,000			10,000																			
Mercer	80	TS2	114779	I-80/SR 19 Interchange ITS Addition - TSMO	+F	SAMI	STP	5,000			5,000																			
Mercer	80	TS2	114779	I-80/SR 19 Interchange ITS Addition - TSMO	+U	SAMI	STP	10,000			10,000																			
Mercer	80	TS2	114779	I-80/SR 19 Interchange ITS Addition - TSMO	+C	SAMI	STP	67,000			67,000	STP	13,000			13,000														
Mercer	80	TS2	114779	I-80/SR 19 Interchange ITS Addition - TSMO	+C	SAMI						sSTP	105,000			105,000														
Mercer	173	01S	98397	PA 173 and Yankee School Rd Intersection	C	HRST	STP	200,000	581	50,000	250,000	STP	200,000	581	50,000	250,000														
Mercer	208	T19	111435	Springfield Twp Multimodal Trail Ph 2	+C	TENH						TAP	574,920			574,920														
Mercer	258	03M	109139	PA 258: E. South - Blossom	C	HRST			581	977,934	977,934																			
Mercer	322	01M	114012	SR 322: Venango Cty to Crawford Cty	+P	HRST	NHPP	200,000			200,000																			
Mercer	322	01M	114012	SR 322: Venango Cty to Crawford Cty	+F	HRST						NHPP	200,000			200,000														
Mercer	322	01M	114012	SR 322: Venango Cty to Crawford Cty	+U	HRST						NHPP	25,000			25,000														
Mercer	322	01M	114012	SR 322: Venango Cty to Crawford Cty	+R	HRST						NHPP	25,000			25,000														
Mercer	322	01M	114012	SR 322: Venango Cty to Crawford Cty	+C	HRST											NHPP	1,000,000			1,000,000	NHPP	1,000,000			1,000,000				

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RPT# TIP200	

Project Information								FFY 2021 Costs					FFY 2022 Costs					FFY 2023 Costs					FFY 2024 Costs				
				Cty																							
Mercer	518	M01	99927	PA 518: Sharon to Sharpsville	+P	HRST	STP	50,000				50,000															
Mercer	518	M01	99927	PA 518: Sharon to Sharpsville	+U	HRST	STP	15,000				15,000															
Mercer	518	M01	99927	PA 518: Sharon to Sharpsville	+R	HRST	STP	15,000				15,000															
Mercer	518	M01	99927	PA 518: Sharon to Sharpsville	C	HRST							STP	2,060,000			2,060,000	STP	500,000	581	640,000	1,140,000					
Mercer	518	M02	111321	SR 518: SR 18 to Division Street	P	HRST									581	50,000	50,000			581	50,000	50,000					
Mercer	518	M02	111321	SR 518: SR 18 to Division Street	F	HRST														581	50,000	50,000			581	50,000	50,000
Mercer	518	M02	111321	SR 518: SR 18 to Division Street	U	HRST														581	25,000	25,000					
Mercer	518	M02	111321	SR 518: SR 18 to Division Street	R	HRST														581	25,000	25,000					
Mercer	518	M02	111321	SR 518: SR 18 to Division Street	+C	HRST																	STP	1,603,000			1,603,000
Mercer	518	S01	111157	SR 518/3025 Intersection	+P	SAMI	HSIP	210,000				210,000	HSIP	90,000			90,000										
Mercer	518	S01	111157	SR 518/3025 Intersection	+F	SAMI							HSIP	300,000			300,000										
Mercer	518	S01	111157	SR 518/3025 Intersection	+U	SAMI							HSIP	50,000			50,000										
Mercer	518	S01	111157	SR 518/3025 Intersection	+R	SAMI							HSIP	50,000			50,000										
Mercer	518	S01	111157	SR 518/3025 Intersection	+C	HRST												HSIP	350,000			350,000	HSIP	400,000			400,000
Mercer	718	A02	1486	Broadway Avenue, Phs 1	F	HCON	CAQ	1,158	581	289		1,447															
Mercer	718	A05	104111	Broadway Avenue - Ph 3	C	HRST	STP	44,475				44,475															
Mercer	718	04M	109145	PA 718: Middlesex - Broadway	P	HRST			581	100,000		100,000															
Mercer	718	04M	109145	PA 718: Middlesex - Broadway	F	HRST									581	50,000	50,000			581	50,000	50,000					
Mercer	718	04M	109145	PA 718: Middlesex - Broadway	U	HRST									581	25,000	25,000										
Mercer	718	04M	109145	PA 718: Middlesex - Broadway	R	HRST									581	25,000	25,000										
Mercer	718	04M	109145	PA 718: Middlesex - Broadway	C	HRST														581	1,500,000	1,500,000			581	1,500,000	1,500,000
Mercer	718	05M	109750	PA 718: Bank Pl - River Rd	P	HRST									581	75,000	75,000			581	75,000	75,000					
Mercer	718	05M	109750	PA 718: Bank Pl - River Rd	F	HRST														581	50,000	50,000			581	100,000	100,000
Mercer	718	05M	109750	PA 718: Bank Pl - River Rd	U	HRST																			581	25,000	25,000
Mercer	718	05M	109750	PA 718: Bank Pl - River Rd	R	HRST																			581	25,000	25,000
Mercer	718	05M	109750	PA 718: Bank Pl - River Rd	C	HRST																			581	1,500,000	1,500,000
Mercer	1002	B00	88484	SR 1002 Brdg/Otter Creek	C	BRDG			185	543,083		543,083															
Mercer	2002	B01	58081	SR 2002: Neshannock Ck Br	C	BRDG									185	1,260,874	1,260,874			185	739,126	739,126					
Mercer	2006	B00	1925	Blacktown Rd Brdg/I-79	P	BRDG	BOF	28,000	185	7,000		35,000															
Mercer	2006	B00	1925	Blacktown Rd Brdg/I-79	C	BRDG														185	150,000	150,000			185	750,000	750,000
Mercer	2102	B00	88482	Clintvill Rd Br over I-79	C	BRDG	BOF	600,000				600,000	BOF	200,000			200,000										
Mercer	2102	B01	88483	Clntville Rd Br 2 ov I-79	C	BRDG	BOF	600,000				600,000	BOF	200,000			200,000										
Mercer	2104	B00	78943	SR 2104 Brdg over I-79	C	BRDG							BOF	640,000	185	160,000	800,000										
Mercer	3007	B02	97292	SR 3007/W. Brch Nesh Ck	U	BRDG									185	10,000	10,000										
Mercer	3007	B02	97292	SR 3007/W. Brch Nesh Ck	R	BRDG									185	10,000	10,000										
Mercer	3007	B02	97292	SR 3007/W. Brch Nesh Ck	C	BRDG														185	200,000	200,000					
Mercer	3008	A00	96362	SR 3008: State St Stscp	C	HRST	STP	36,606				36,606															
Mercer	3008	A03	109077	State St. Pedestrian Improvements	+R	TENH	NHPP	80,960				80,960															
Mercer	3008	A03	109077	State St. Pedestrian Improvements	C	HRST							NHPP	450,000	581	87,500	537,500										
Mercer	3021	STU	111163	Hermitage Bikeway Project	C	HRST	STU	33,500				33,500															
Mercer	4017	B01	97324	SR 4017 Brdg/Lil Sheng Rv	R	BRDG			185	15,000		15,000															
Mercer	4017	B01	97324	SR 4017 Brdg/Lil Sheng Rv	C	BRDG			185	1,250,000		1,250,000			185	200,000	200,000										
Mercer	7204	L00	1670	Old Mercer Rd (T-401) Br	P	BRDG	BOF	123,000	183	8,063	2,687	133,750	BOF	77,000	183	29,437	9,813	116,250									
Mercer	7204	L00	1670	Old Mercer Rd (T-401) Br	F	BRDG												BOF	160,000	183	30,250	9,750	200,000				
Mercer	7204	L00	1670	Old Mercer Rd (T-401) Br	U	BRDG												BOF	4,000	183	750	250	5,000				
Mercer	7204	L00	1670	Old Mercer Rd (T-401) Br	R	BRDG												BOF	16,000	183	3,000	1,000	20,000				
Mercer	7407	STU	1693	McKinley Ave Brdg - STU	C	BRDG	STU	653,908				653,908	STU	126,892			126,892										
				Totals for: Mercer				**8,027,531**		**5,995,640**	**2,687**	**14,025,858**		**7,687,920**		**6,101,015**	**9,813**	**13,798,748**		**8,087,000**		**6,540,000**	**11,000**	**14,638,000**		**7,076,000**	**6,978,000**	**14,054,000**
				Overall Totals:				**8,027,531**		**5,995,640**	**2,687**	**14,025,858**		**7,687,920**		**6,101,015**	**9,813**	**13,798,748**		**8,087,000**		**6,540,000**	**11,000**	**14,638,000**		**7,076,000**	**6,978,000**	**14,054,000**

d Discretionary **e Economic** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for** *** Includes Conversion Amount** **Obligations have** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW,**

LOCAL BRIDGES PROJECT PROGRAMMING SCHEDULE				CURRENT		MID-RANGE		LONG RANGE		Total
				TIP +2: FFY 2021-2026		FFY: 2027-2032		FFY: 2033-2045		
Project #	Project Title	Municipality	Mode	Phase	Cost	Phase	Cost	Phase	Cost	
LOCAL BRIDGE (SPAN LESS THAN 20 FEET)										
0101	HALFWAY RD. GREENE TWP.	43/208 - GREENE	Bridge (Local Less <20 ft)	PFRC	$ 255,938					$ 255,938
0213	KO ROAD,SUGAR GROVE TWP	43/227 - SUGAR GROVE	Bridge (Local Less <20 ft)	PFRC	$ 238,875					$ 238,875
0407	OLD PERRY HWY.SANDY CK.	43/222 - SANDY CREEK	Bridge (Local Less <20 ft)	C	$ 138,332					$ 138,332
0720	MAYSVILLE RD.,W.SALEM	43/228 - WEST SALEM	Bridge (Local Less <20 ft)	C	$ 37,361					$ 37,361
0905	PILGRIM RD.,OTTER CREEK	43/217 - OTTER CREEK	Bridge (Local Less <20 ft)	C	$ 37,361					$ 37,361
1216	KLEIN ROAD,MILL CREEK	43/215 - MILL CREEK	Bridge (Local Less <20 ft)	C	$ 37,361					$ 37,361
1305	MORTIMER RD.S.PYMATUNING	43/225 - SOUTH PYMATUNIN	Bridge (Local Less <20 ft)	C	$ 37,361					$ 37,361
1602	STOCK FARM RD. LAKE TWP.	43/213 - LAKE	Bridge (Local Less <20 ft)	PFRC	$ 315,656					$ 315,656
1912	S. BEND RD.,JEFFERSON TWP	43/211 - JEFFERSON	Bridge (Local Less <20 ft)	C	$ 37,361					$ 37,361
2104	N. COTTAGE RD.,JACKSON	43/210 - JACKSON	Bridge (Local Less <20 ft)	PFRC	$ 195,000					$ 195,000
2337	SPENCER AVE SHARON	43/302 - SHARON	Bridge (Local Less <20 ft)	PFRC	$ 893,750					$ 893,750
2338	SMITH AVE.,SHARON	43/302 - SHARON	Bridge (Local Less <20 ft)	C	$ 138,332					$ 138,332
2403	MCCONNELL RD.LACKAWANNOCK	43/212 - LACKAWANNOCK	Bridge (Local Less <20 ft)	C	$ 37,361					$ 37,361
2705	GILMORE RD.,WOLF CREEK	43/230 - WOLF CREEK	Bridge (Local Less <20 ft)	PFRC	$ 32,813					$ 32,813
2708	GILMORE RD.,WOLF CREEK	43/230 - WOLF CREEK	Bridge (Local Less <20 ft)	C	$ 37,361					$ 37,361
3017	TOWER RD.,SPRINGFIELD TWP	43/226 - SPRINGFIELD	Bridge (Local Less <20 ft)	PFRC	$ 255,938					$ 255,938
0606	DEER CREEK RD.,FRENCH CREEK	43/207 - FRENCH CREEK	Bridge (Local Less <20 ft)			PFRC	$ 28,125			$ 28,125
0907	LINN-TYRO RD.,OTTER CREEK	43/217 - OTTER CREEK	Bridge (Local Less <20 ft)			PFRC	$ 30,938			$ 30,938
1716	ANDERSON R.,SANDY LAKE	43/223 - SANDY LAKE	Bridge (Local Less <20 ft)			PFRC	$ 33,750			$ 33,750
1919	WEST RIVER RD.,JEFFERSON	43/211 - JEFFERSON	Bridge (Local Less <20 ft)			PFRC	$ 27,000			$ 27,000
0216	RILEY RD.,SUGAR GROVE TWP	43/227 - SUGAR GROVE	Bridge (Local Less <20 ft)					PFRC	$ 316,875	$ 316,875
2815	CAMPGROUND RD.,SHENANGO	43/224 - SHENANGO	Bridge (Local Less <20 ft)					PFRC	$ 182,000	$ 182,000

* - non-county-owned local structure; P = preliminary engineering; F = final design; R = right-of-way, utilities, etc.; C = construction

LOCAL BRIDGES PROJECT PROGRAMMING SCHEDULE				CURRENT TIP +2: FFY 2021-2026		MID-RANGE FFY: 2027-2032		LONG RANGE FFY: 2033-2045		Total
Project #	Project Title	Municipality	Mode	Phase	Cost	Phase	Cost	Phase	Cost	
LOCAL BRIDGE (SPAN GREATER THAN 20 FEET)										
0803	OHL ST.,GREENVILLE	43/403 - GREENVILLE	Bridge (Local Greater >20 ft)	FRC	$ 1,520,000					$ 1,520,000
2107	HOSACK RD,JACKSON TWP.	43/210 - JACKSON	Bridge (Local Greater >20 ft)	PFRC	$ 682,500					$ 682,500
2108	HOSACK RD,JACKSON TWP.	43/210 - JACKSON	Bridge (Local Greater >20 ft)	PFRC	$ 658,125					$ 658,125
2303 2304	KELLY ROAD,HERMITAGE	43/303 - HERMITAGE	Bridge (Local Greater >20 ft)	FRC	$ 4,895,351					$ 4,895,351
2606	OLD MERCER RD E.LACK TWP	43/204 - EAST LACKAWANNO	Bridge (Local Greater >20 ft)	PFRC	$ 1,588,600					$ 1,588,600
2650*	MCKINLEY AVE.MERCER BORO.	43/407 - MERCER	Bridge (Local Greater >20 ft)	PFRC	$ 629,688					$ 629,688
2707	EAST GILMORE RD,WOLF CRK	43/230 - WOLF CREEK	Bridge (Local Greater >20 ft)	PFRC	$ 1,293,906					$ 1,293,906
2717	EAST GILMORE RD.,WOLF CRK	43/230 - WOLF CREEK	Bridge (Local Greater >20 ft)	PFRC	$ 879,450					$ 879,450
0000	HARRISVILLE RD.,WORTH TWP	43/231 - WORTH	Bridge (Local Greater >20 ft)	PFRC	$ 322,988					$ 322,988
0613	CREEK RD.,FRENCH CREEK TP	43/207 - FRENCH CREEK	Bridge (Local Greater >20 ft)	PFRC	$ 720,000					$ 720,000
0702	WISE ROAD,WEST SALEM TWP.	43/207 - FRENCH CREEK	Bridge (Local Greater >20 ft)	PFRC	$ 792,000					$ 792,000
0712	S.BARRY RD, W. SALEM TWP.	43/207 - FRENCH CREEK	Bridge (Local Greater >20 ft)	C	$ 37,361					$ 37,361
0724	COSSITT RD,WEST SALEM TWP	43/207 - FRENCH CREEK	Bridge (Local Greater >20 ft)	PFRC	$ 715,500					$ 715,500
1111	CARPENTER RD. NEW VERNON	43/216 - NEW VERNON	Bridge (Local Greater >20 ft)	PFRC	$ 731,250					$ 731,250
1317	SHENANGO PK.RD.PYM.TWP.	43/220 - PYMATUNING	Bridge (Local Greater >20 ft)	PFRC	$ 516,000					$ 516,000
1507	MARSTELLAR RD.,FAIRVIEW	43/205 - FAIRVIEW	Bridge (Local Greater >20 ft)	PFRC	$ 1,453,156					$ 1,453,156
1714	TRIPLE LINK, SANDY LAKE	43/223 - SANDY LAKE	Bridge (Local Greater >20 ft)	C	$ 37,361					$ 37,361
2007	TAIT RD,COOLSPRING TWP.	43/201 - COOLSPRING	Bridge (Local Greater >20 ft)	PFRC	$ 1,067,813					$ 1,067,813
2111	HOSACK ROAD,JACKSON TWP.	43/210 - JACKSON	Bridge (Local Greater >20 ft)	PFRC	$ 909,563					$ 909,563
2113	S.FOSTER RD.,JACKSON TWP.	43/210 - JACKSON	Bridge (Local Greater >20 ft)	PFRC	$ 468,563					$ 468,563
2339	SERVICE AVE,SHARON	43/302 - SHARON	Bridge (Local Greater >20 ft)	PFRC	$ 893,750					$ 893,750
2611	ANDRUSKY RD,FINDLEY TWP.	43/206 - FINDLEY	Bridge (Local Greater >20 ft)	PFRC	$ 528,000					$ 528,000
2904	BEND RD. WILMINGTON TWP.	43/229 - WILMINGTON	Bridge (Local Greater >20 ft)	PFRC	$ 1,320,313					$ 1,320,313
3103	LINCOLN AVE.,GROVE CITY	43/404 - GROVE CITY	Bridge (Local Greater >20 ft)	PFRC	$ 598,203					$ 598,203
3113	TIE LINE RD,PINE TOWNSHIP	43/219 - PINE	Bridge (Local Greater >20 ft)	PFRC	$ 468,000					$ 468,000
0850*	LEBANON AVE.,GREENVILLE	43/403 - GREENVILLE	Bridge (Local Greater >20 ft)			PFRC	$ 1,094,275			$ 1,094,275
1851*	ORANGEVLE OVER TOWEL WRK	43/225 - SOUTH PYMATUNIN	Bridge (Local Greater >20 ft)			PFRC	$ 526,500			$ 526,500
2350*	PRINDLE ST. SHARON CITY	43/302 - SHARON	Bridge (Local Greater >20 ft)			PFRC	$ 1,230,775			$ 1,230,775
0903	BUSH RD,OTTER CREEK TWP.	43/217 - OTTER CREEK	Bridge (Local Greater >20 ft)			PFRC	$ 665,600			$ 665,600
1512	RUNKLE LANE,FAIRVIEW TWP.	43/205 - FAIRVIEW	Bridge (Local Greater >20 ft)			PFRC	$ 455,000			$ 455,000
1812	S.ORANGEVILLE RD.,S.PYM.	43/225 - SOUTH PYMATUNIN	Bridge (Local Greater >20 ft)			PFRC	$ 3,422,250			$ 3,422,250
1916	HASSEL RD,JEFFERSON TWP	43/211 - JEFFERSON	Bridge (Local Greater >20 ft)			PFRC	$ 535,500			$ 535,500
2209	CREEK ROAD,WORTH TOWNSHIP	43/231 - WORTH	Bridge (Local Greater >20 ft)			PFRC	$ 821,250			$ 821,250
2313	SILVER ST SHARON	43/302 - SHARON	Bridge (Local Greater >20 ft)			PFRC	$ 1,886,625			$ 1,886,625
2603	OAKLAND RD.,FINDLEY TWP.	43/206 - FINDLEY	Bridge (Local Greater >20 ft)			PFRC	$ 1,046,250			$ 1,046,250
2716	DAUGHERTY ROAD,PINE TWP.	43/219 - PINE	Bridge (Local Greater >20 ft)			PFRC	$ 160,000			$ 160,000
3121	DAUGHERTY RD,PINE TWP.	43/219 - PINE	Bridge (Local Greater >20 ft)			PFRC	$ 1,603,875			$ 1,603,875

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LOCAL BRIDGES PROJECT PROGRAMMING SCHEDULE				CURRENT		MID-RANGE		LONG RANGE		Total
				TIP +2: FFY 2021-2026		FFY: 2027-2032		FFY: 2033-2045		
Project #	Project Title	Municipality	Mode	Phase	Cost	Phase	Cost	Phase	Cost	
LOCAL BRIDGE (SPAN GREATER THAN 20 FEET)										
0208	GROOVER RD,SUGAR GROVE	43/227 - SUGAR GROVE	Bridge (Local Greater >20 ft)					PFRC	$ 607,750	$ 607,750
0650*	FRENCH CREEK TWP.	43/207 - FRENCH CREEK	Bridge (Local Greater >20 ft)					PFRC	$ 322,969	$ 322,969
0817	HAMBURG RD,HEMPFIELD TWP.	43/209 - HEMPFIELD	Bridge (Local Greater >20 ft)					PFRC	$ 357,500	$ 357,500
1308	COLT ROAD,PYMATUNING TWP.	43/220 - PYMATUNING	Bridge (Local Greater >20 ft)					PFRC	$ 607,750	$ 607,750
1311	COLT RD,PYMATUNING TWP.	43/220 - PYMATUNING	Bridge (Local Greater >20 ft)					PFRC	$ 607,750	$ 607,750
2319	WALNUT ST.,CITY OF SHARON	43/302 - SHARON	Bridge (Local Greater >20 ft)					PFRC	$ 1,217,125	$ 1,217,125
3206	BLACK RUN,LIBERTY TWP.	43/214 - LIBERTY	Bridge (Local Greater >20 ft)					PFRC	$ 1,740,375	$ 1,740,375
3208	AMSTERDAM RD,LIBERTY TWP.	43/214 - LIBERTY	Bridge (Local Greater >20 ft)					PFRC	$ 1,132,625	$ 1,132,625

* - non-county-owned local structure; P = preliminary engineering; F = final design; R = right-of-way, utilities, etc.; C = construction

Greenville Municipal Airport Projects Report

SFY	FFY	Project Description	National Priority	BOA Priority	Status	FAA- AIP	Fed-BG	State AD	State CB	Other	*Mutli Modal*	Local	Project Amount
2020	2021	Snow Removal Equipment Building, Ph. I: Design	38		TAC		$90,000	$5,000	$0	$0	$0	$5,000	$100,000
2021	2022	Acquire Airport Maintenance Equipment Ph. II	38	75	N		$0	$150,000	$0	$0	$0	$50,000	$200,000
2021	2022	Snow Removal Equipment Building, Ph. II: Construction	38		FYP		$300,000	$16,667	$0	$0	$0	$16,667	$333,334
2022	2023	Install Windcone and Refurbish Rotating Beacon	40		FYP		$150,000	$8,333	$0	$0	$0	$8,334	$166,667
2023	2024	Improve Airport Drainage Ph. I: Design	42		FYP		$90,000	$5,000	$0	$0	$0	$5,000	$100,000
2024	2025	Develop Airport Hazard Zoning Ordinance	0	50	FYP		$0	$10,800	$0	$0	$0	$1,200	$12,000
2025	2026	Relocating the Airport Electrical Systems to the Electrical Vault.	18		TYP		$0	$158,333	$0	$0	$0	$158,333	$316,666
2025	2026	Construct (replace) AVGAS Fuel System and Jet A Fuel System (2-10,000 Tanks)	18	20	TYP		$0	$150,000	$0	$0	$0	$50,000	$200,000
2025	2026	Improve Airport Drainage, Ph. II: Construction	42		TYP		$360,000	$20,000	$0	$0	$0	$20,000	$400,000
2026	2027	Acquire Easements and Obstruction Removal	78		TYP		$315,000	$17,500	$0	$0	$0	$17,500	$350,000
2026	2027	Rehabilitate Aircraft Parking Apron	58		TYP		$237,500	$13,194	$0	$0	$0	$13,194	$263,888
2027	2028	Construct T-Hangar 10 units	31	45	TYP		$0	$287,500	$0	$0	$0	$287,500	$575,000
2027	2028	Install Security/Perimeter Fencing	40		TYP		$300,000	$16,667	$0	$0	$0	$16,667	$333,334
2027	2028	Construct T-Hangar T/W	47		TYP		$427,500	$23,750	$0	$0	$0	$23,750	$475,000
2027	2028	Install Automatic Weather Observation System	44		TYP		$150,000	$8,333	$0	$0	$0	$8,333	$166,666
2028	2029	Construct Parallel Taxiway	57		TYP		$403,750	$22,431	$0	$0	$0	$22,431	$448,612
2028	2029	Expand Apron 180' x 150'	44		TYP		$228,000	$12,667	$0	$0	$0	$12,667	$253,334
2028	2029	Rehabilitate T-Hangar Taxiway	64		TYP		$285,000	$15,833	$0	$0	$0	$15,833	$316,666
2028	2029	Extend Parallel Taxiway MITL Lighting	44		TYP		$617,500	$34,306	$0	$0	$0	$34,306	$686,112
2028	2029	Construct Conventional Hangar	0	45	TYP		$0	$250,000	$0	$0	$0	$250,000	$500,000

Note: Projects highlighted in gray are in the Four Year Plan.

SFY	FFY	Project Description	National Priority	BOA Priority	Status	FAA- AIP	Fed-BG	State AD	State CB	Other	*Mutli Modal*	Local	Project Amount
2028	2029	Construct T-Hangar Access Taxiways	57		TYP		$285,000	$15,833	$0	$7,500	$0	$0	$308,333
2028	2029	Construct Airport Access Road and Automobile Parking Area	21	20	TYP		$0	$225,000	$0	$0	$0	$75,000	$300,000
2028	2029	Construct T-Hangar T/W (Design Only)	47		TYP		$85,500	$4,750	$0	$0	$0	$4,750	$95,000
2029	2030	Construct T-Hangar Taxiway	0		TYP		$451,250	$25,069	$0	$0	$0	$25,069	$501,388

Note: Projects highlighted in gray are in the Four Year Plan.

Grove City Regional Airport Projects Report

SFY	FFY	Project Description	National Priority	BOA Priority	Status	FAA- AIP	Fed-BG	State AD	State CB	Other	*Mutli Modal*	Local	Project Amount
2020	2021	Update Airport Master Plan	62		TAC		$237,500	$13,194	$0	$0	$0	$13,194	$263,888
2021	2022	Rehab Terminal Hangar (Public Use)	29	71	FYP		$0	$150,000	$0	$0	$0	$50,000	$200,000
2021	2022	Construct Snow Removal Equipment Building, Phase I	36		FYP		$150,000	$8,333	$0	$0	$0	$8,334	$166,667
2023	2024	Construct Snow Removal Equipment Building, Phase II	36		FYP		$300,000	$16,667	$0	$0	$0	$16,667	$333,334
2025	2026	Acquire Airfield Maintenance Equipment	0	20	TYP		$0	$112,500	$0	$0	$0	$37,500	$150,000
2025	2026	Construct Partial Taxiway	46		TYP		$675,000	$37,500	$0	$0	$0	$37,500	$750,000
2026	2027	Rehabilitate Runway 10-28, Ph I: Design	66		TYP		$150,000	$8,333	$0	$0	$0	$8,334	$166,667
2026	2027	Extend Runway 10-28, 500 feet	51		TYP		2,850,000	$158,333	$0	$0	$0	$158,333	$3,166,666
2026	2027	Improve Airport Drainage (stormwater permitting)	41		TYP		$14,250	$792	$0	$0	$0	$792	$15,834
2026	2027	Rehabilitate Access Road and Expand Parking (2,700sy) 3,500 sy	15		TYP		$190,000	$10,556	$0	$0	$0	$10,556	$211,112
2026	2027	Rehabilitate Runway 10-28, Ph II: Constructon	66		TYP		$720,000	$40,000	$0	$0	$0	$40,000	$800,000
2026	2027	Rehabilitate Corporate Hangar and T-Hangar	29		TYP		$200,000	$11,111	$0	$0	$0	$11,111	$222,222
2026	2027	Expand Apron	38		TYP		$277,500	$15,417	$0	$0	$0	$15,417	$308,334
2027	2028	Construct Admisistration Building, 6,000 sf	0	23	TYP		$0	$450,000	$0	$0	$0	$450,000	$900,000
2027	2028	Construct Conventional Hangar 6,400 sf	0	45	TYP		$0	$250,000	$0	$0	$0	$250,000	$500,000

Note: Projects highlighted in gray are in the Four Year Plan.

RPT# TIP206D

Project Information			FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
Project	**Project Title**	**Sponsor**	**Fed.**	**Federal**	**St.**	**State**	**Local**	**Total**	**Fed.**	**Federal**	**St.**	**State**	**Local**	**Total**	**Fed.**	**Federal**	**St.**	**State**	**Local**	**Total**	**Fed.**	**Federal**	**St.**	**State**	**Local**	**Total**	**Totals**
77148	ADA Related Expenses	SVSS	5307	61,653	OTH-S	14,989	425	77,067	5307	71,846	OTH-S	14,970	2,991	89,807	5307	72,279	OTH-S	15,061	3,009	90,349	5307	73,399	OTH-S	15,294	3,056	91,749	348,972
83653	Asset Maintenance Exp	SVSS	5307	340,000	OTH-S	83,710	1,290	425,000	5307	180,000	OTH-S	45,000		225,000	5307	180,000	OTH-S	37,507	7,493	225,000	5307	180,000	OTH-S	37,507	7,493	225,000	1,100,000
83656	Shop/Garage Equipment	SVSS							5307	40,000	OTH-S	8,333	1,667	50,000	5307	24,000	OTH-S	5,001	999	30,000	5307	40,000	OTH-S	8,333	1,667	50,000	130,000
83658	Office Equipment	SVSS	5307	30,800	OTH-S	7,487	213	38,500	5307	9,200	OTH-S	846	1,454	11,500	5307	8,000	OTH-S	1,667	333	10,000	5307	8,000	OTH-S	1,667	333	10,000	70,000
95412	Safety & Security	SVSS	5307	11,200	OTH-S	2,333	467	14,000	5307	11,200	OTH-S	2,333	467	14,000	5307	11,200	OTH-S	2,333	467	14,000	5307	11,200	OTH-S	2,333	467	14,000	56,000
95413	Office & Garage Imprvmnts	SVSS	5307	81,680	OTH-S	19,857	1,223	102,760	5307	80,000	OTH-S	20,837	4,163	105,000	5307	96,000	OTH-S	20,004	3,996	120,000	5307	60,000	OTH-S	12,502	2,498	75,000	402,760
102638	Vehicle Purchase	SVSS	5307	185,498	OTH-S	53,403	10,668	249,569	5307	104,496	OTH-S	36,524	7,298	148,318	5307	192,800	OTH-S	54,924	10,973	258,697	5307	120,000	OTH-S	39,755	7,942	167,697	824,281
102638	Vehicle Purchase	SVSS	5339	70,788				70,788	5339	70,788				70,788	5339	70,788				70,788	5339	70,788			70,788	283,152	
106707	Replace Admin Vehicle	SVSS	5307	32,000	OTH-S	6,668	1,332	40,000													5307	32,000	OTH-S	6,668	1,332	40,000	80,000
111059	Small Transit Buses	SVSS	5307	64,000	OTH-S	13,336	2,664	80,000	5307	128,000	OTH-S	26,672	5,328	160,000	5307	72,000	OTH-S	15,003	2,997	90,000	5307	144,000	OTH-S	30,006	5,994	180,000	510,000
111060	Operating Assistance	SVSS			OTH-S	839,411	71,522	910,933			OTH-S	839,411	75,098	914,509			OTH-S	839,411	78,098	917,509			OTH-S	839,411	82,796	922,207	3,665,158
	Totals for: Shenango Valley Shuttle			**877,619**		**1,041,194**	**89,804**	**2,008,617**		**695,530**		**994,926**	**98,466**	**1,788,922**		**727,067**		**990,911**	**108,365**	**1,826,343**		**739,387**		**993,476**	**113,578**	**1,846,441**	**7,470,323**
	Overall Totals:			**877,619**		**1,041,194**	**89,804**	**2,008,617**		**695,530**		**994,926**	**98,466**	**1,788,922**		**727,067**		**990,911**	**108,365**	**1,826,343**		**739,387**		**993,476**	**113,578**	**1,846,441**	**7,470,323**

A project on the Transit TIP is for planning purposes only and is not a commitment of federal and/or state funds until a contract has been executed with the appropriate agencies.

Appendix E – Betterment Lists

Exhibit 1 – Betterment Identification of Traffic Signal Improvements

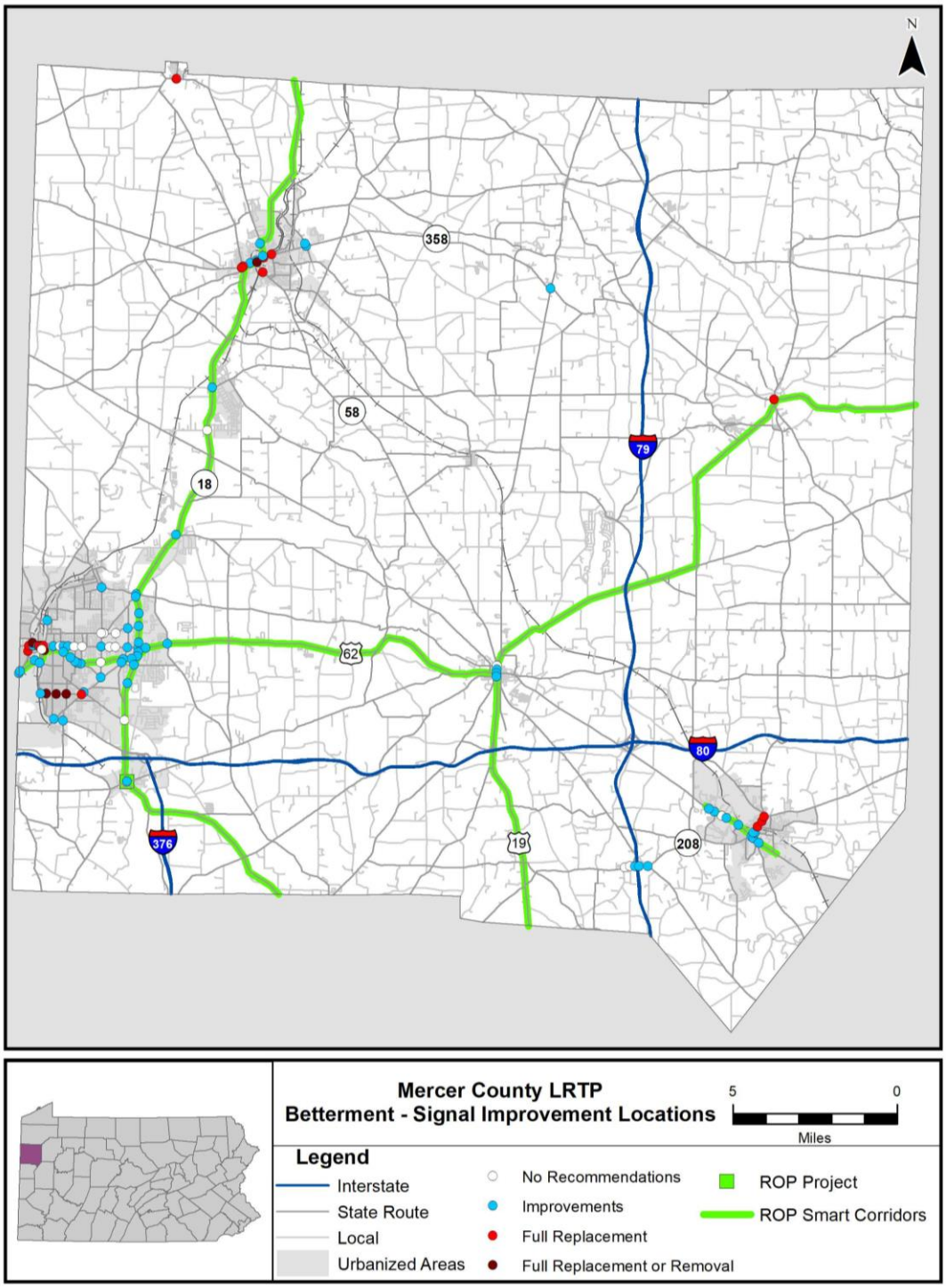

Exhibit 2 - Betterment Identification of Traffic Signal Improvement List

ID	Location	Recommendation Category	Municipality
F01	Mercer Avenue at Sharon-New Castle Avenue	Improvements	City of Farrell
F02	Mercer Avenue at Roemer Boulevard	Full Replacement	City of Farrell
F03	Roemer Boulevard at Indiana Avenue	Full Replacement or Removal	City of Farrell
F04	Roemer Boulevard at Beechwood Avenue	Full Replacement or Removal	City of Farrell
F05	Roemer Boulevard at Spearman Street	Full Replacement or Removal	City of Farrell
F06	Roemer Boulevard at Martin Luther King Jr. Boulevard	Improvements	City of Farrell
H01	North Hermitage Road at Lamor Road	Improvements	City of Hermitage
H02	North Hermitage Road at Dutch Lane at Sheetz Driveway	Improvements	City of Hermitage
H03	North Hermitage Road at Wal-Mart Driveway	Improvements	City of Hermitage
H04	North Hermitage Road at Highland Road	Improvements	City of Hermitage
H05	Highland Road at Dutch Lane	Improvements	City of Hermitage
H06	Highland Road at Kerrwood Drive at Fire Station Driveway	None	City of Hermitage
H07	Highland Road at Clarksville Road at Church Driveway	None	City of Hermitage
H08	Highland Road at Buhl Farm Drive	None	City of Hermitage
H09	East State Street at Buhl Farm Drive	Improvements	City of Hermitage
H10	East State Street at Ellis Avenue at Hermitage Towne Plaza	None	City of Hermitage
H11	East State Street at Kerrwood Drive	None	City of Hermitage
H12	East State Street at Maple Drive at Dutch Lane	Improvements	City of Hermitage
H13	East State Street at Hermitage Road	Improvements	City of Hermitage
H14	North Hermitage Road at Indian Run Road at Mall Driveway	Improvements	City of Hermitage
H15	East State Street at Shenango Valley Expressway at Mall Driveway	Improvements	City of Hermitage
H16	East State Street at Keel Ridge Road	Improvements	City of Hermitage
H17	South Hermitage Road at Glimcher Boulevard	Improvements	City of Hermitage
H18	South Hermitage Road at Shenango Valley Expressway	Improvements	City of Hermitage
H19	Shenango Valley Expressway at Glimcher Boulevard at Kohls Driveway	Improvements	City of Hermitage

(more details on improvements can be found in the Mercer County Signal Inventory study)

Exhibit 2 - Betterment Identification of Traffic Signal Improvement List (Continued)

ID	Location	Recommendation Category	Municipality
H20	Shenango Valley Expressway at Maple Drive	Improvements	City of Hermitage
H21	Shenango Valley Expressway at Buhl Farm Drive	None	City of Hermitage
H22	Mercer Avenue at Buhl Farm Drive at Pine Hollow Boulevard	Improvements	City of Hermitage
H23	Mercer Road at Maple Drive at Morefield Road	Improvements	City of Hermitage
H24	South Hermitage Road at Morefield Road	Improvements	City of Hermitage
H25	South Hermitage Road at Carroll Lane at Innovation Way	Improvements	City of Hermitage
H26	South Hermitage Road at Longview Road	None	City of Hermitage
S01	South Irvine Avenue at Addison Road at Thomas Avenue Connector	Improvements	City of Sharon
S02	South Irvine Avenue at Shenango Valley Freeway at Emanuel Place	Improvements	City of Sharon
S03	Shenango Valley Freeway at Budd Street	Improvements	City of Sharon
S04	Budd Street at Dock Street	Improvements	City of Sharon
S05	Connelly Boulevard at Shenango Valley Freeway at Sharpsville Avenue	Full Replacement or Removal	City of Sharon
S06	Irvine Avenue at Connelly Boulevard at Columbia Street	Full Replacement	City of Sharon
S07	West State Street at Irvine Avenue	Full Replacement	City of Sharon
S08	West State Street at Water Avenue	Improvements	City of Sharon
S09	North Water Avenue at Silver Street	Full Replacement or Removal	City of Sharon
S10	East State Street at Shenango Avenue	Improvements	City of Sharon
S11	East State Street at Chestnut Avenue	Full Replacement	City of Sharon
S12	East State Street at Railroad Street	Full Replacement	City of Sharon
S13	East State Street at Dock Street	Full Replacement	City of Sharon
S14	East State Street at Sharpsville Avenue	Full Replacement	City of Sharon
S15	East State Street at Oakland Avenue	Improvements	City of Sharon
S16	East State Street at Jefferson Avenue	None	City of Sharon
S17	East State Street at Euclid Avenue at Stambaugh Avenue	Improvements	City of Sharon
S18	East State Street at Case Avenue	Improvements	City of Sharon
S19	East State Street at Forker Boulevard at Spencer Avenue	None	City of Sharon
S20	East State Street at Buhl Boulevard	None	City of Sharon
S21	Connelly Boulevard at Smith Avenue at Pine Hollow Boulevard	Improvements	City of Sharon

(more details on improvements can be found in the Mercer County Signal Inventory study)

Exhibit 2 - Betterment Identification of Traffic Signal Improvement List (Continued)

ID	Location	Recommendation Category	Municipality
S22	Connelly Boulevard at Service Avenue	Improvements	City of Sharon
S23	Connelly Boulevard at Spencer Avenue	Improvements	City of Sharon
S24	Connelly Boulevard at Myers Avenue	Improvements	City of Sharon
S25	Connelly Boulevard at Stambaugh Avenue	Improvements	City of Sharon
S26	Sharpsville Avenue at Clark Street	Improvements	City of Sharon
C01	North Hermitage Road at Lake Road	Improvements	Clark Borough
G01	Main Street at Columbia Avenue	Full Replacement	Greenville
G02	Main Street at College Avenue at Prairie Way	Full Replacement	Greenville
G03	Main Street at Mercer Street	Improvements	Greenville
G04	Main Street at Water Street	Improvements	Greenville
G05	Main Street at High Street	Full Replacement	Greenville
G06	Main Street at 3rd Street at Clarksville Street	Full Replacement	Greenville
G07	Mercer Street at Clinton Street	Full Replacement or Removal	Greenville
G08	Mercer Street at York Street at Steward Avenue	Full Replacement	Greenville
G09	College Avenue at Shenango Street	Improvements	Greenville
G10	College Avenue at Packard Avenue	Improvements	Greenville
GC01	West Main Street at Ivan Drive at Industrial Drive	None	Grove City Borough
GC02	West Main Street at Breckenridge Street	Improvements	Grove City Borough
GC03	West Main Street at Highland Avenue	Improvements	Grove City Borough
GC04	West Main Street at Center Street	Improvements	Grove City Borough
GC05	Main Street at Broad Street	Improvements	Grove City Borough
GC06	Main Street at College Drive at Liberty Street	Improvements	Grove City Borough
GC07	Broad Street at Pine Street	Improvements	Grove City Borough
GC08	Center Street at Pine Street	Improvements	Grove City Borough
GC09	Broad Street at Lincoln Avenue	Full Replacement	Grove City Borough
GC10	Broad Street at Chestnut Street	Full Replacement	Grove City Borough
GC11	Broad Street at North Street	Full Replacement	Grove City Borough
J01	Liberty Street at Depot Street	Full Replacement	Jamestown Borough
M01	Greenville Avenue at Erie Street at Franklin Street at North Street	None	Mercer Borough
M02	Erie Street at Venango Street	Improvements	Mercer Borough
M03	Erie Street at Market Street	Improvements	Mercer Borough
M04	Erie Street at Butler Street	Improvements	Mercer Borough

(more details on improvements can be found in the Mercer County Signal Inventory study)

Exhibit 2 - Betterment Identification of Traffic Signal Improvement List (Continued)

ID	Location	Recommendation Category	Municipality
SA01	Main Street at Franklin Street at Lake Street	Full Replacement	Sandy Lake Borough
SH01	Walnut Street at Mercer Avenue	Improvements	Sharpsville Borough
WM01	Sharon Road at Pulaski Road at Main Street	Improvements	West Middlesex Borough
W01	Broadway Avenue at Mercer Avenue at Church Street	Improvements	Wheatland Borough
W02	Broadway Avenue at Council Avenue	Improvements	Wheatland Borough
HE01	Hadley Road at Williamson Road	Improvements	Hempfield Township
HE02	Williamson Road at Mall Driveway	Improvements	Hempfield Township
PE01	Perry Highway at Hadley Road	Improvements	Perry Township
PI01	West Main Street at Wal-Mart Driveway	Improvements	Pine Township
PI02	West Main Street at George Junior Road	Improvements	Pine Township
PY01	North Hermitage Road at Reynolds Industrial Park Road at Colt Road	Improvements	Pyamatuning Township
PY02	North Hermitage Road at Edgewood Drive	None	Pyamatuning Township
SP01	Leesburg Grove City Road at Springfield Commons Drive at Hoss's Driveway	None	Springfield Township
SP02	Leesburg Grove City Road at PA 258 at Outlets Drive	None	Springfield Township
SP03	Leesburg Grove City Road at I-79 Southbound Ramps	Improvements	Springfield Township
SP04	Leesburg Grove City Road at I-79 Northbound Ramps	Improvements	Springfield Township
SP05	Leesburg Grove City Road at Mercer Grove City Road	Improvements	Springfield Township

(more details on improvements can be found in the Mercer County Signal Inventory study)

Exhibit 3 – Betterment Identification of Safety Improvement Locations

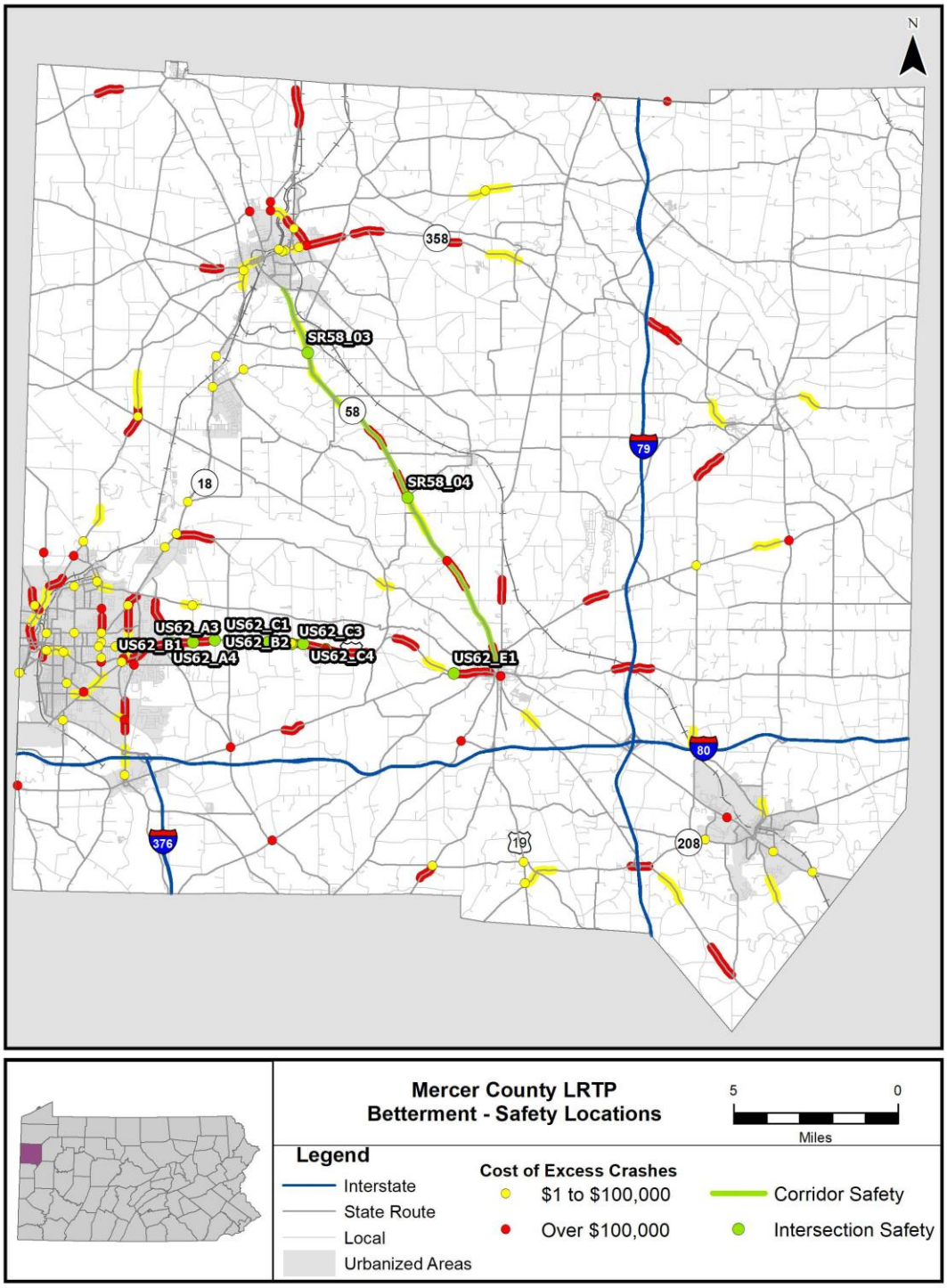

Exhibit 4 - Betterment Identification of Safety Improvement List

ID	Project Title	Desired Improvements	Municipality	Source
US62_A3	US 62 South (WB) Shoulder Maintenance Upgrades	Review, assess, and (where applicable) complete miscellaneous maintenance repairs including vegetation clearing, drainage improvements, erosion repair, guiderail updates, or signing and pavement marking updates	City of Hermitage	Safety Study
US62_A4	US 62 Shoulder Widening w Barrier	Widen US 62 South (WB) shoulder, add barrier along shoulder, and update drainage features.	City of Hermitage	Safety Study
US62_B1	US 62 at Robertson Rd Intersection treatments	Installation of low-cost intersection treatments that may include sign treatments, sign lighting/beacons, enhanced delineation, whole intersection treatments, (e.g. Speed Reduction Pavement Markings, Smooth Lane Narrowing), or feedback treatments (e.g. Dynamic Speed Feedback Displays).	City of Hermitage	Safety Study
US62_B2	US 62 at Darby Rd Intersection Treatments	Installation of low-cost intersection treatments that may include sign treatments, sign lighting/beacons, enhanced delineation, whole intersection treatments, (e.g. Speed Reduction Pavement Markings, Smooth Lane Narrowing), or feedback treatments (e.g. Dynamic Speed Feedback Displays).	City of Hermitage	Safety Study
US62_C1	US 62 at Neshannock Intersection Treatments	Installation of low-cost intersection treatments that may include sign treatments, sign lighting/beacons, enhanced delineation, whole intersection treatments, (e.g. Speed Reduction Pavement Markings, Smooth Lane Narrowing), or feedback treatments (e.g. Dynamic Speed Feedback Displays).	City of Hermitage	Safety Study
US62_C2	US 62 at Horvath Reno Intersection Treatments	Installation of low-cost intersection treatments that may include sign treatments, sign lighting/beacons, enhanced delineation, whole intersection treatments, (e.g. Speed Reduction Pavement Markings, Smooth Lane Narrowing), or feedback treatments (e.g. Dynamic Speed Feedback Displays).	Jefferson Township	Safety Study

Exhibit 4 - Betterment Identification of Safety Improvement List (Continued)

ID	Project Title	Desired Improvements	Municipality	Source
US62_C3	US 62 at Charleston Intersection Treatments	Installation of low-cost intersection treatments that may include sign treatments, sign lighting/beacons, enhanced delineation, whole intersection treatments, (e.g. Speed Reduction Pavement Markings, Smooth Lane Narrowing), or feedback treatments (e.g. Dynamic Speed Feedback Displays).	Jefferson Township	Safety Study
US62_C4	US 62 at ForestBrooke Intersection Treatments	Installation of low-cost intersection treatments that may include sign treatments, sign lighting/beacons, enhanced delineation, whole intersection treatments, (e.g. Speed Reduction Pavement Markings, Smooth Lane Narrowing), or feedback treatments (e.g. Dynamic Speed Feedback Displays).	Jefferson Township	Safety Study
US62_C5	US 62 at BendRd Intersection Treatments	Installation of low-cost intersection treatments that may include sign treatments, sign lighting/beacons, enhanced delineation, whole intersection treatments, (e.g. Speed Reduction Pavement Markings, Smooth Lane Narrowing), or feedback treatments (e.g. Dynamic Speed Feedback Displays).	Lackawannock Township	Safety Study
US62_E1	US 62 at Bestwick Intersection Treatments	Installation of low-cost intersection treatments that may include sign treatments, sign lighting/beacons, enhanced delineation, whole intersection treatments, (e.g. Speed Reduction Pavement Markings, Smooth Lane Narrowing), or feedback treatments (e.g. Dynamic Speed Feedback Displays).	East Lackawannock Township	Safety Study
SR58_03	PA 58 at SR 4003 (Wasser Bridge Rd)	Improve intersection signage, replace faded signs, and trim trees north and south of intersection for sight distance.	Hempfield Township	Safety Study
SR58_04	PA 58 at SR 3022/T595 (Line Rd)	Install cross road sign.	Delaware Township	Safety Study
SR58_09	PA 58 SR 4027 (Fredonia Rd) to SR 2010 (Penn Ave)	Widen shoulders to meet design criteria and regrade existing drainage swales along the corridor to include recoverable slopes.	Town of Greenville, Hempfield, Delaware, Jefferson, Coolspring Townships	Safety Study

Exhibit 4 - Betterment Identification of Safety Improvement List (Continued)

ID	Intersection
INTR01	SR 3007 (Pulaski Mercer Rd) at SR 3011 (New Wilmington Rd)
INTR02	SR 0846 (Saranac Dr) at T-301 (Buckeye Dr)
INTR03	SR 0318 (Hubbard Middlesex Rd) at SR 3001 / Local Road (Sharon Bedford Rd / State Line Rd)
INTR04	SR 0258 (Pitt St) at SR 2008 / Local Rd (Butler St)
INTR05	SR 2008 (Pitt St) at SR 0258 (Butler St)
INTR06	SR 0318 (Middlesex Mercer Rd) at SR 3011 (Keel Ridge Rd / Bethel New Wilmington Rd)
INTR07	SR 0358 (Hadley Rd) at T-697 (Barney Slater Rd)
INTR08	SR 0058 (Jamestown Rd) at SR 4006 / T-301 (Porter Rd / Williamson Rd)
INTR09	SR 0158 (Mercer Rd) at SR 3028 / T-429 (Steingrabe Rd / Vickerman Rd)
INTR10	SR 0062 (Sharon Mercer Rd) at T-546 (Bend Rd)
INTR11	SR 0173 (Sandy Lake Rd) at SR 0965 (Jackson Center Polk Rd)
INTR12	SR 0018 (Conneaut Lake Rd) at T-300 (High Rd)
INTR13	SR 0058 (Mercer Rd) at Local Road (Fulling Mill Rd)
INTR14	SR 0718 (Ivanhoe Rd) at T-301 (Buckeye Dr)
INTR15	SR 4020 (Sheakleyville Greenville Rd) at T-642 (Long Hill Rd)
INTR16	SR 0058 (Main St Exit) at T-876 (Fleming Dr)
INTR17	SR 4012 (Kidds Mill Rd) at Local Road (North River Rd)
INTR18	SR 0062 / SR 0965 (Main St / Henderson Rd) at SR 0062 / SR 2007
INTR19	SR 0019 (Perry Hwy) at SR 0208 / T-329 (Leesburg Grove City Rd / Leesburg Rd)
INTR20	SR 0208 (Center St Exit) at SR 2005 / T-804 (Irishtown Rd / Center Church Rd)
INTR21	SR 0062 (State St / Sharon Mercer Rd) at T-300 / T-301 (Charleston Rd / Greenfield Rd)
INTR22	SR 0062 (State St) at SR 3037 (Neshannock Rd)
INTR23	SR 0018 (Hermitage Rd) at T-585 (East Lake Rd)
INTR24	SR 0846 (Saranac Dr) at SR 3022 (Rutledge Rd)
INTR25	SR 3020 (Lamor Rd) at Local Rd (Robertson Rd)
INTR26	SR 0846 (Saranac Dr) at T-302 (Tamarack Dr)
INTR27	SR 2002 (Leesburg Station Rd) at SR 2001 (New Castle - Mercer Rd)
INTR28	SR 0019 (Perry Hwy) at SR 2002 (Leesburg Station Rd)
INTU01	SR 0062 (Shenagno Valley Hw) at SR 3025 (Buhl Farm Dr)
INTU02	SR 0062 (Shenango Valley Expwy) at SR 0418 / SR 3035 (Maple Dr)
INTU03	SR 0018 (Hermitage Rd) at Private Dwy (Indian Run Dr / Shenango Valley Mall Rd)
INTU04	SR 0358 (Hadley Rd) at SR 4006 / T-300 (Williamson Rd)
INTU05	SR 0018 (Hermitage Rd) at SR 0518 / T-412 (Longview Rd)
INTU06	SR 0018 (Hermitage Rd) at T-491 / Local Rd (Morefield Rd)
INTU07	SR 0018 (Conneaut Lake Rd) at SR 4006 / T-301 (Williamson Rd)
INTU08	SR 0418 (Mercer Ave) at SR 0518 (New Castle Ave)
INTU09	SR 3025 (Buhl Farm Rd / Mercer Ave) at SR 3016 (Hazen Rd)
INTU10	SR 0058 (Main St) at Local Rd (Breckenridge St)
INTU11	Local Rd (Idaho St) at SR 3017 (Indiana Ave)
INTU12	SR 0018 (Hermitage Rd) at SR 4012 / T-651 (Reynolds Industrial Park Rd / Colt Rd)
INTU13	SR 0018 (Hermitage Rd) at SR 9113 / T-472 (Jughandle Rd / Crestview Dr)
INTU14	SR 3025 (Buhl Farm Rd) at Local Rd (King Dr)
INTU15	SR 0418 (Mercer Ave / Maple Dr) at Local Rd (Maple Dr / Morefield Rd)

Exhibit 4 - Betterment Identification of Safety Improvement List (Continued)

ID	Intersection
INTU16	SR 3008 (State St) at Local Rd (Kerrwood Dr)
INTU17	SR 0018 (Hermitage Rd) at SR 0258 (Lake Rd)
INTU18	SR 0518 (Walnut St) at Local Rd (Ridge Ave)
INTU19	SR 0018 (Hermitage Rd) at SR 0258 (Lake Rd)
INTU20	SR 0062 (Connely Blvd) at Private Dwy (Private Dwy)
INTU21	SR 0062 (Connely Blvd) at Local Rd (Stambaugh Ave)
INTU22	SR 3014 / Local Rd (Highland Rd) at SR 3021 / Local Rd (Forker Blvd)
INTU23	SR 3025 (Buhl Farm Rd) at Local Rd / Private Dwy (Theota Dr / Private Dwy)
INTU24	SR 0018 (Hermitage Rd) at T-573 (Thomason Rd)
INTU25	SR 3025 (Buhl Farm Dr) at SR 3014 (Highland Rd)
INTU26	SR 0062 (Irvine Ave) at Local Rd (Addison Rd / Thomas Ave Exit)
INTU27	SR 0518 (Ridge Ave) at SR 3021 / Local Rd (10th St)
INTU28	SR 0718 / SR 0760 (Broadway Ave) at SR 0418 / SR 0718 (Council Ave)
INTU29	SR 4017 (Leech Rd) at SR 4006 (Williamson Rd)
INTU30	SR 3019 (Orangeville Rd) at Local Rd (East St)
INTU31	SR 0358 (Main St) at Local Rd (3rd Ave)
INTU32	SR 0208 (Center St Exit) at T-808 (George Junior Rd)
INTU33	SR 3035 (Dutch Ln) at Local Rd (Clarksville Rd)
INTU34	SR 0518 (Sharpsville Ave) at Local Rd (Meek St)
INTU35	SR 3008 (State St) at Local Rd (FNB Blvd)
INTU36	SR 0358 (Main St) at Local Rd (2nd Ave)
INTU37	SR 0358 (Hadley Rd) at T-792 (8th Ave)
INTU38	SR 3008 (State St) at Local Rd (Lyle Dr)
INTU39	SR 0018 (New Castle Rd) at Local Rd (Chestnut St)
INTU40	SR 0018 (Clarksville St) at SR 0846 (Orangeville Rd)
INTU41	SR 0058 (Main St) at Local Rd (Madison Ave)
INTU42	SR 4017 (Main St) at Local Rd (1st Ave)

Exhibit 4 - Betterment Identification of Safety Improvement List (Continued)

ID	Location
SEGR_01	SR 62 (Franklin Rd) Segment 570 Offset 2311 to Segment 580 Offset 1026
SEGR_02	SR 62 (Sharon Mercer Rd) Segment 230 Offset 996 to Segment 240 Offset 788
SEGR_03	SR 358 (Hadley Rd) Segment 430 Offset 2675 to Segment 440 Offset 966
SEGR_04	SR 358 (Hadley Rd) Segment 210 Offset 1806 to Segment 220 Offset 1121
SEGR_05	SR 846 (Saranac Dr) Segment 130 Offset 2051 to Segment 140 Offset 500
SEGR_06	SR 62 (Sharon Mercer Rd) Segment 340 Offset 570 to Segment 340 Offset 1902
SEGR_07	SR 58 (Greenville Rd) Segment 530 Offset 1489 to Segment 530 Offset 2343
SEGR_08	SR 58 (Mercer Rd) Segment 370 Offset 1291 to Segment 380 Offset 341
SEGR_09	SR 208 (Grove City Leesburg Rd) Segment 110 Offset 1730 to Segment 110 Offset 1980
SEGR_10	SR 2001 (New Castle - Mercer Rd) Segment 20 Offset 5 to Segment 20 Offset 455
SEGR_11	SR 62 (Sharon Mercer Rd) Segment 220 Offset 626 to Segment 230 Offset 343
SEGR_12	SR 58 (Mercer Rd) Segment 410 Offset 999 to Segment 420 Offset 239
SEGR_13	SR 58 (Mercer Rd) Segment 470 Offset 1127 to Segment 480 Offset 518
SEGR_14	SR 62 (State St) Segment 190 Offset 2026 to Segment 200 Offset 818
SEGR_15	SR 318 (Middlesex Mercer Rd) Segment 190 Offset 261 to Segment 190 Offset 2680
SEGR_16	SR 58 (Kinsman Rd) Segment 50 Offset 1012 to Segment 50 Offset 2558
SEGR_17	SR 358 (Hadley Rd) Segment 270 Offset 403 to Segment 270 Offset 2095
SEGR_18	SR 18 (Conneaut Lake Rd) Segment 640 Offset 2826 to Segment 650 Offset 570
SEGR_19	SR 62 (Franklin Rd) Segment 420 Offset 67 to Segment 420 Offset 1086
SEGR_20	SR 19 (Perry Hw) Segment 230 Offset 1593 to Segment 230 Offset 2655
SEGR_21	SR 358 (Hadley Rd) Segment 180 Offset 1160 to Segment 190 Offset 220
SEGR_22	SR 62 (Sharon Mercer Rd) Segment 330 Offset 1057 to Segment 330 Offset 3497
SEGR_23	SR 2014 (Scrubgrass Rd) Segment 90 Offset 1410 to Segment 100 Offset 391
SEGR_24	SR 258 (Mercer Grove City Rd) Segment 30 Offset 1604 to Segment 40 Offset 521
SEGR_25	SR 62 (Sharon Mercer Rd) Segment 290 Offset 1805 to Segment 290 Offset 3246
SEGR_26	SR 62 (Sharon Mercer Rd) Segment 260 Offset 157 to Segment 260 Offset 1474
SEGR_27	SR 62 (State St) Segment 150 Offset 94 to Segment 160 Offset 379
SEGR_28	SR 258 (Mercer Grove City Rd) Segment 80 Offset 109 to Segment 90 Offset 676
SEGR_29	SR 846 (Saranac Dr) Segment 70 Offset 344 to Segment 70 Offset 1467
SEGR_30	SR 258 (Lake Rd) Segment 380 Offset 161 to Segment 380 Offset 1256
SEGR_31	SR 4020 (Sheakleyville Grnville Rd) Segment 80 Offset 1890 to Segment 90 Offset 75
SEGR_32	SR 2007 (Springfield Church Rd) Segment 70 Offset 1109 to Segment 70 Offset 2370
SEGR_33	SR 258 (Butler Pk) Segment 230 Offset 536 to Segment 230 Offset 2250
SEGR_34	SR 965 (Jackson Ctr Polk Rd) Segment 40 Offset 10 to Segment 40 Offset 1604
SEGR_35	SR 58 (Mercer St) Segment 280 Offset 1172 to Segment 290 Offset 694
SEGR_36	SR 845 (Linden St) Segment 30 Offset 1856 to Segment 30 Offset 3895
SEGR_37	SR 58 (Mercer Rd) Segment 430 Offset 633 to Segment 440 Offset 771
SEGR_38	SR 208 (Leesburg Grove City Rd) Segment 40 Offset 2483 to Segment 50 Offset 652
SEGR_39	SR 58 (Mercer Rd) Segment 310 Offset 622 to Segment 310 Offset 1402
SEGR_40	SR 62 (Franklin Rd) Segment 670 Offset 617 to Segment 670 Offset 1370

Exhibit 4 - Betterment Identification of Safety Improvement List (Continued)

ID	Location
SEGR_41	SR 358 (Hadley Rd) Segment 300 Offset 1667 to Segment 310 Offset 560
SEGR_42	SR 173 (Slippery Rock Rd) Segment 40 Offset 676 to Segment 40 Offset 2082
SEGR_43	SR 358 (Hadley Rd) Segment 260 Offset 616 to Segment 260 Offset 1218
SEGR_44	SR 3020 (Lamor Rd) Segment 40 Offset 930 to Segment 40 Offset 1730
SEGR_45	SR 846 (Saranac Dr) Segment 150 Offset 1880 to Segment 160 Offset 732
SEGR_46	SR 62 (Sharon Mercer Rd) Segment 310 Offset 120 to Segment 310 Offset 2543
SEGR_47	SR 58 (Mercer Rd) Segment 340 Offset 136 to Segment 340 Offset 1286
SEGU_01	SR 3035 (Dutch Ln) Segment 30 Offset 2360 to Segment 40 Offset 2094
SEGU_02	SR 18 (Hermitage Rd) Segment 184 Offset 1567 to Segment 190 Offset 500
SEGU_03	SR 846 (River Rd) Segment 10 Offset 830 to Segment 10 Offset 2368
SEGU_04	SR 62 (Connelly Bl) Segment 40 Offset 1018 to Segment 50 Offset 1283
SEGU_05	SR 62 (Shenango Valley Ex) Segment 100 Offset 882 to Segment 110 Offset 564
SEGU_06	SR 3011 (Keel Ridge Rd) Segment 200 Offset 1366 to Segment 200 Offset 2690
SEGU_07	SR 718 (Water Av) Segment 130 Offset 1977 to Segment 140 Offset 488
SEGU_08	SR 258 (Lake Rd) Segment 500 Offset 2190 to Segment 510 Offset 608
SEGU_09	SR 62 (State St) Segment 130 Offset 1452 to Segment 140 Offset 600
SEGU_10	SR 4006 (Williamson Rd) Segment 70 Offset 829 to Segment 80 Offset 328
SEGU_11	SR 358 (Vernon Rd) Segment 120 Offset 204 to Segment 120 Offset 498
SEGU_12	SR 3019 (Orangeville Rd) Segment 10 Offset 936 to Segment 10 Offset 1495
SEGU_13	SR 3025 (Buhl Farm Dr) Segment 40 Offset 1135 to Segment 40 Offset 2178
SEGU_14	SR 173 (Sandy Lake Rd) Segment 100 Offset 545 to Segment 100 Offset 1735
SEGU_15	SR 358 (Hadley Rd) Segment 170 Offset 840 to Segment 180 Offset 1160
SEGU_16	SR 718 (Water Av) Segment 170 Offset 749 to Segment 170 Offset 1615
SEGU_17	SR 418 (Mercer Av) Segment 50 Offset 1530 to Segment 50 Offset 2384
SEGU_18	SR 718 (Water Av) Segment 150 Offset 2393 to Segment 160 Offset 1005
SEGU_19	SR 3035 (Maple Dr) Segment 10 Offset 1511 to Segment 20 Offset 428
SEGU_20	SR 18 (Clarksville St) Segment 520 Offset 2090 to Segment 530 Offset 99
SEGU_21	SR 518 (Longview Rd) Segment 10 Offset 75 to Segment 10 Offset 1100
SEGU_22	SR 62 (Connelly Bl) Segment 50 Offset 1450 to Segment 50 Offset 2182
SEGU_23	SR 18 (New Castle Rd) Segment 160 Offset 1152 to Segment 170 Offset 580
SEGU_24	SR 4006 (Williamson Rd) Segment 60 Offset 450 to Segment 60 Offset 1320
SEGU_25	SR 3006 (Roemer Bl) Segment 50 Offset 719 to Segment 50 Offset 1712
SEGU_26	SR 518 (Walnut St) Segment 140 Offset 1684 to Segment 140 Offset 2498

Exhibit 5 – Betterment Key Bicycle and Pedestrian Corridors

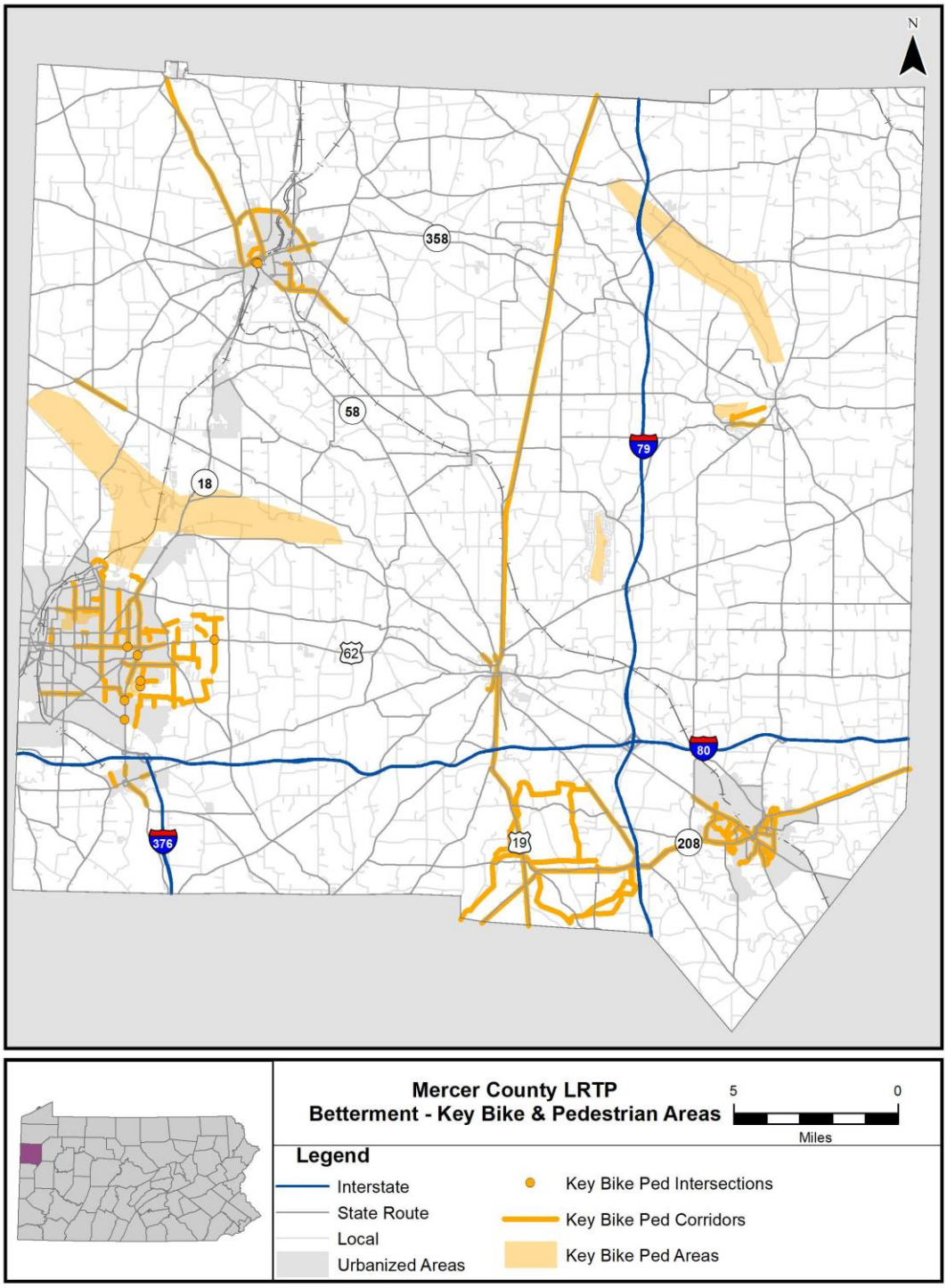

Exhibit 6 - Betterment Key Bicycle and Pedestrian Corridors List

ID	Project Title	Desired Improvements
LRTP_H3	Christy Road Bike/Ped Traffic Calming	Sidewalk connections and pedestrian crossings along Christy Road to connect neighborhoods and Lindenpointe
LRTP_B2	Hempfield Twp Elementary School Bike/Ped Connections	Sidewalk connection between the Hempfield Township elementary and high schools, as well as from residential area to the west, to the park in the southeast
LRTP_B3	Mercer Sidewalks	Sidewalk connection to the grocery store and to Dairy Queen
LRTP_B8	SR 18 Hermitage Sidewalk Extension to Linden Pointe	Sidewalk connection along US 18 south to Linden Pointe which is used like a trail system
LRTP_B11	West Middlesex School District SR 18 Sidewalks to School	Sidewalk connection between residential area and school along US 18
Green_A125	Hadley Road Sidewalks	New sidewalk along Hadley Rd (SR 358) north side, SR 4031 to Williamson Rd New sidewalk along Hadley Rd (SR 358) south side, Woodfield Rd to Williamson Rd New sidewalk along Hadley Rd south side, east of Williamson Rd
Green_A34	Williamson Road Sidewalks	New sidewalk along Willliamson Rd, north of Hadley Rd New sidewalk along Willliamson Rd, south of Hadley Rd
Green_B1	Donation Road Sidewalk	New sidewalk along Donation Rd south side, school to Mehard Ave
Green_B2	Mehard Avenue Sidewalk	New sidewalk along Mehard Ave west side, Donation Rd to Fredonia Rd
Green_B3	E Greenville Dr Sidewalk	New sidewalk along E Greenville Dr/Hempfield Dr
Green_B4	Fredonia Rd Sidewalk	New sidewalk along Fredonia Rd north side, S Mercer St to Greenville Elementary
Green_B5	S Mercer St Sidewalk	New sidewalk along S Mercer St east side, Borough line to Fredonia Rd
Green_C1	Main Street Streetscape	Main Street Safety & Streetscape Improvements
Green_C2	Trail Town Amenities	Shenango Trail Town Amenities
Green_C3	Downtown Greenville Bike Facilities	Downtown Greenville Bike Facilities
Green_D2	Thiel College Gateway Sign	Thiel College Gateway Sign

Exhibit 6 - Betterment Key Bicycle and Pedestrian Corridors List (Continued)

ID	Project Title	Desired Improvements
Green_F1	Greenville Pedestrian Crosswalks and Signal Upgrades	Borough-wide pedestrian crosswalks and signals
Green_F2	Greenville Sidewalk Improvement Program	Borough-wide sidewalk improvement program
SE_2	Falls Road Sidepath	SIDEPATH - Utilizing the existing right-of-way, this route connects Springfield Falls along Falls Rd. to the intersection with the off-road trail at Old Mercer Rd. Some grade and slope challenges exist, primarily around the Springfield Falls access point.
SE_3	Meadow Road Sidepath	SIDEPATH - The sidepath begins at the intersection of Old Mercer Rd. and Woodland Rd., continuing east and north along Woodland, then east on Meadow Rd. The route then continues through farm property to loop around the fishing lake on the west side of Butler Pike. A crossing point at Butler Pike allows direct connection to the KOA.
SE_4	Spring Road Sidepath	SIDEPATH - A sidepath along Spring Rd. completes the off-road paved trail loop connecting the KOA to Springfield Falls, and to the old railroad alignment down to Volant. Steep slopes and limited right-of-way create pinch points in some areas along Spring Rd., and an off-center intersection at Milburn Rd. must be crossed.
SE_34	Springfield Falls to VFW Sidepath	SIDEPATH - Connecting Springfield Falls down to the #2 VFW complex, this sidepath alignment traverses the #284 State Game Lands property. By primarily remaining on the abandoned railroad spur right-of-way, limited earthwork is needed and grade changes are favorable to a trail experience.
SE_35	Veterans Road Sidepath	SIDEPATH - A sidepath facility along Veterans Rd. would allow for a connection from the southern end of the loop directly to the Grove City Premium Outlets. A potential public space installation at the southern end of the Outlet property would create a potential trailhead connection. Concerns include severely restricted right-of-way.
SE_36	SR 0208 Widened Sidewalks to Outlets	WIDENED SIDEWALK - This widened sidewalk alignment connects the sidepath along the Outlet property to the under-construction Springfield Twp. sidepath and widened sidewalk along SR-208. This would complete the final loop connection to the planned facilities and the greater Western Loop network.

Exhibit 6 - Betterment Key Bicycle and Pedestrian Corridors List (Continued)

ID	Project Title	Desired Improvements
SE_6	SR 0208 Bike Lanes West of Outlets	BIKE LANES - This route creates dedicated bike lanes along SR-208 from the Grove City Premium Outlets, then continues north on Old Ash Rd. to connect to the planned off-road trails just north of the Springfield Twp. community building. This route complements the proposed off-road trails by serving road-oriented cyclists.
SE_7	SR 0208 Bike Lanes East of Outlets	BIKE LANES - Connecting Grove City and Pine Twp. to the west side of the I-79 corridor was a critical goal of the study. Bike lanes along SR-208 meet the needs of riders most likely to make the longer-distance ride from the Borough to the Outlets. Existing wide, paved shoulders along the roadway require minor overall modification. The I-79 bridge desk itself was a point of major discussion and analysis during the course of the study. Although the deck itself is substantial in width and fairly young in its lifespan, it was not deemed appropriate to reconfigure or modify the deck to accommodate any additional facilities such as the addition of curbed sidewalks, a sidepath, or protected bike lanes. After consulting with stakeholders and PennDOT, restriping the bridge to accommodate bike lanes was deemed a feasible alternative.
SE_8	Butler Pike Bike Lanes	BIKE LANES - The Butler Pike bike lanes allow a more direct connection to the northern KOA property for those who prefer to ride on the road. Challenges along the roadway include some areas of limited right-of-way or areas of needed tree clearing.
SE_10	George Junior Road Bike Lanes	BIKE LANES - These bike lanes on George Jr. Rd. begin at the intersection with SR-208 and continue north along the western edge of Memorial Park, and through the intersection with W. Main St. up to the George Jr. School campus.
SE_11	SR 0258 W Main Street Bike Lanes	BIKE LANES - The bike lanes along W. Main St. (when combined with the widened sidewalk route) allow multimodal connectivity from the high school to the shopping areas northwest of the Borough. As an alternate, a sidepath is recommended instead the bike lanes and widened sidewalk.
SE_15	Broad and Center Street Sharrows	SHARROWS - The installation of sharrows and signage along Broad and Center Streets would alert cyclists and motorists that the one-way traffic loop through Olde Town is a shared-use space. The sharrow facility was voted as the preferred option over a cycletrack along Broad St.
SE_16	W Poplar and Stewart Avenue Sharrows	SHARROWS - Sharrow and signage installations along W. Poplar St. and Stewart Ave. increase the visibility for residents and students connecting into the Grove City Area high School campus and into Memorial Park.

Exhibit 6 - Betterment Key Bicycle and Pedestrian Corridors List (Continued)

ID	Project Title	Desired Improvements
SE_19	Carrie Way and Ivan Drive Sharrows	SHARROWS - The addition of sharrows and signage along Carrie Way and Ivan Dr. connects the mobile home park on the west side of George Jr. Rd. to the additional routes proposed W. Main St. Low traffic volumes and travel speeds make bike lanes unnecessary along this route.
SE_20	Pine Street Sharrows	SHARROWS - Pine St. sharrows and signage begin at the intersection of Madison St. and Pine St., and continue west to the intersection of Broad St. and Pine., connecting to the sharrow loop through Olde Town Grove City. Right-of-way constraints do not allow bike lanes on this route.
SE_23	Lincoln Avenue Bike Lanes and Sharrows	BIKE LANES + SHARROWS - Bike lanes along Lincoln Ave. begin at the intersection with Madison St. and its sidepath alignment, continuing west to the bridge over Wolf Creek. Sharrows on the narrow bridge then connect to the bike lanes along N. Broad St.
SE_24	N Broad Street Bike Lanes	BIKE LANES - The bike lanes along N. Broad St. stretch from the Blair St. intersection south of the railroad tracks, and continue north to the intersection with Barkeyville Rd. Right-of-way limitations restrict the area around the railroad crossing, and would require widening and curb adjustment.
SE_25	Barkeyville Road Bike Lanes	BIKE LANES - The bike lanes along Barkeyville Rd. are a continuation of the N. Broad St. bike lanes, stretching from that intersection east to Forest Dr., just east of the Grove City District Court property. This route increases connectivity to the little league fields from surrounding areas.
SE_27	W Main Street Bike Lanes	BIKE LANES - The installation of bike lanes along W. Main St. creates a direct bike connection from Memorial Park and the high school campus south along Main to the Grove City College gateway at the intersection of Liberty St. and E. Main St, just past the Wolf Creek bridge.
SE_28	SR 0208 Bike Lanes and Sharrow by Uber Way	BIKE LANES + SHARROW - The portion of SR-208 between Uber Way and Main St. has limited pavement and right-of-way that does not allow for bike lanes on both sides of the roadway. An eastbound bike lane combined with a westbound sharrowed lane overcome this challenge.
SE_29	SR 0058 Bike Lanes	BIKE LANES - The western most bike lane alignment on W. Main St. connects the commercial areas east of George Jr. Rd. with the Walmart and Country Market shopping centers on the west side of the intersection. This completes a bikeable connection from shopping to Grove City College

Exhibit 6 - Betterment Key Bicycle and Pedestrian Corridors List (Continued)

ID	Project Title	Desired Improvements
SE_32	Greenwood Drive Sidewalks to Memorial Park	WIDENED SIDEWALK - Limited right-of-way and physical constraints along this portion of Greenwood Dr. limit the width of potential improvements. A sidewalk varying between 5-8 ft here would serve to provide connectivity for pedestrians to Olde Town and Grove City College. Retaining walls and easements may be required.
HBPP_A8	A8 E. State Street	Establish sidewalks from the E. State Street and Shenango Valley Freeway Intersection where missing gaps occur to Hudson Baseball Field.
HBPP_A9	A9 N. Hermitage Road	Establish sidewalks where missing gaps occur from Highland Road to E. State Street.
HBPP_A10	A10 McConnell Road	Establish pedestrian facilities from McConnell Road to the existing trails around the high school.
HBPP_C1	C1 N. Hermitage Road	Establish pedestrian facilities from the intersection of Highland Road to 1025 N Hermitage Rd.
HBPP_A1	A1 Forker Blvd	Establish sidewalks from Putman Drive to Hazen Road. Establish sidewalks from the corner of Hazen Road and Forker Boulevard to S. 4th Street.
HBPP_A2	A2 Highland Ave	Establish sidewalks from Buhl Boulevard to Boyd Drive along Highland Road.
HBPP_B5	B5 N. Buhl Farm Drive	Establish pedestrian facilities from the intersection of Hazen Road and N. Buhl Farm Drive to E. State Street.
HBPP_C4	C4 Buhl Farm Park	Establish pedestrian facilities within Buhl Farm Park to connect to the intersection of Hazen Road and N. Buhl Farm Drive.
HBPP_A11	A11 N. Hermitage Road	Establish sidewalks from the existing sidewalk at 1650 N Hermitage Rd to the first driveway on Lamor Road.
HBPP_A12	A12 N. Hermitage Road	Establish sidewalks from the existing sidewalk to Valley View Road.
HBPP_C2	C2 N. Hermitage Road	Establish pedestrian facilities from 1435 N Hermitage Rd to Dutch Lane.
HBPP_C3	C3 N. Hermitage Road	Establish pedestrian facilities from Dutch Lane to Lamor Road.
HBPP_D1	D1 N. Hermitage Road	Establish pedestrian facilities from N. Hermitage Rd to the existing Trout Island Trail.
HBPP_D2	D2 Lamor Road	Establish pedestrian facilities from Lamor Road to the proposed facilities crossing Clarksville Rd.
HBPP_D3	D3 Clarksville Road	Establish pedestrian facilities from the proposed facilities crossing Clarksville Rd to the proposed facilities on Dutch Lane.
HBPP_D6	D6 Highland Road	Establish pedestrian facilities from Highland Road along Pine Hollow Run to the Dutch Lane and N. Hermitage Road intersection.

Exhibit 6 - Betterment Key Bicycle and Pedestrian Corridors List (Continued)

ID	Project Title	Desired Improvements
HBPP_A3	A3 E. State Street	Establish sidewalks where missing gaps occur between Route 18 and the Sharon City line along E. State Street.
HBPP_A4	A4 N. Kerrwood Drive	Establish sidewalks where missing gaps occur from Highland Road to E. State Street.
HBPP_A5	A5 S. Buhl Farm Drive	Establish sidewalks from E. State Street to Mercer Avenue.
HBPP_D19	D19 Rombold Road	Establish pedestrian facilities from the intersection of S. Buhl Farm Drive and Mercer Avenue to Rombold Road. Establish pedestrian facilities from Rombold Road to UPMC Horizon Shenango Valley to Maple Drive.
HBPP_D4	D4 Dutch Lane	Establish pedestrian facilities along Dutch Lane to Highland Rd.
HBPP_D5	D5 Dutch Lane	Establish pedestrian facilities along Dutch Lane between Highland Rd and E. State Street.
HBPP_D9	D9 McConnell Road	Establish pedestrian facilities from McConnell Road to Shenango Valley Mall and Hermitage Hills Boulevard.
HBPP_D20	D20 N. Keel Ridge Road	Establish pedestrian facilities from the existing high school trails across N. Keel Ridge Rd.
HBPP_D21	D21 E. State Street	Establish pedestrian facilities from E. State Street to Whippoorwill Drive development.
HBPP_D22	D22 Whippoorwill Drive	Establish pedestrian facilities from the proposed facilities crossing N. Keel Ridge Rd up to the proposed facilities above Whippoorwill Dr.
HBPP_E2	E2 Shenango Valley Fr	Intersection improvement at Route 18.
HBPP_E4	E4 Shenango Valley Fr	Intersection improvement at entrance to Glimcher Boulevard.
HBPP_D10	D10 E. State Street	Establish pedestrian facilities from E. State Street along S. Robertson Road (along the Eastern edge of the VFW Golf Course property).
HBPP_D11	D11 Robertson Road	Establish pedestrian facilities from Robertson Road to Whispering Pines Park.
HBPP_D23	D23 Robertson Road	Establish pedestrian facilities along property lines to N. Darby Rd.
HBPP_D24	D24 N. Darby Road	Establish pedestrian facilitles from Whispering Pines connection to Robertson Road connection.
HBPP_E14	E14 E. State Street	Crosswalk Improvement at S Darby Rd.
HBPP_A6	A6 S. Hermitage Road	Establish Sidewalks from the Shenango Valley Freeway/S. Hermitage Road intersection to Presidential Boulevard (LindenPointe).
HBPP_A7	A7 Panin Road	Establish sidewalks from Christy Rd to Wilhelm Rd along Panin Rd.
HBPP_A13	A13 S. Hermitage Road	Establish sidewalks from Hann Hill Road for 0.15 mile toward LindenPointe.

Exhibit 6 - Betterment Key Bicycle and Pedestrian Corridors List (Continued)

ID	Project Title	Desired Improvements
HBPP_B1	B1 Rombold Road	Establish pedestrian facilities from Bolde Drive to Maple Drive. Establish pedestrian facilities from Rombold Road to S. Hermitage Road.
HBPP_B2	B2 Christy Road; Sample Road; Spangler Road	Establish pedestrian facilities from the southwest corner of LindenPointe to Sample Road. Establish pedestrian facilities from Christy Road to Spangler Road. Establish pedestrian facilities from Sample Road to Silver Ridge Court.
HBPP_D17	D17 S. Hermitage Road	Establish pedestrian facilities from S. Hermitage Road to LindenPointe.
HBPP_D18	D18 S. Hermitage Road	Establish pedestrian facilities from the LindenPointe trail and Christy Road intersection to Christy Road.
HBPP_E5	E5 Christy Road	Christy Road at LindenPointe trails - assumes a raised crosswalk.
HBPP_E6	E6 S. Hermitage Road	Crosswalk Improvement at Hann Hill Road.
HBPP_E9	E9 Christy Road	Crosswalk Improvement at Panin Road.
HBPP_E13	E13 S. Hermitage Road	Intersection Improvement at Longview Road.
HBPP_B3	B3 Virginia Road	Establish pedestrian facilitles for 0.15 miles between two proposed Non-Roadway Multi-Use trails.
HBPP_B4	B4 S. Darby Road	Establish pedestrian facilities from Whispering Pines to Hermitage Athletic Complex.
HBPP_D7	D7 Sample Road	Establish pedestrian facilities from Sample Road north to E. State Street.
HBPP_D16	D16 S. Hermitage Road	Establish pedestrian facilities from the LindenPointe trail and Christy Road intersection to Sample Road.
HBPP_D8	D8 Sample Road	Establish pedestrian facilities from Sample Road to the proposed facilities connecting to Christy Rd.
HBPP_D12	D12 VFW Golf Course	Establish pedestrian facilities along Southern edge of the VFW Golf Course property.
HBPP_D13	D13 Lorenwood Drive	Establish pedestrian facilities from Lorenwood Drive through the Hermitage Athletic Complex to Virginia Road.
HBPP_D14	D14 Virginia Road	Establish pedestrian facilities from Virginia Road to Miller Road.
HBPP_D15	D15 Miller Road	Establish pedestrian facilities along Miller Road to S. Keel Ridge Road and continue to connect to proposed Non-Roadway Multi-Use Trail.
16LRTP_01	SR 3022 btw SR 4002 and TR 392	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_02	Porter Rd btw SR 4005 and SR 0358	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_03	SR 0058 btw SR 0058 and SR 4006	Key bicycle and pedestrian route as shown on 2016 LRTP

Exhibit 6 - Betterment Key Bicycle and Pedestrian Corridors List (Continued)

ID	Project Title	Desired Improvements
16LRTP_04	SR 4005 btw SR 0358 and SR 0322	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_05	Alan Ave btw Race St and SR 0018	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_06	SR 0358 btw 3rd Ave and SR 4006	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_07	SR 4027 between SR 0058 and Park	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_08	Mehard Ave btw Donation Rd and SR 4027	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_09	Trout Island Trail Connection	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_10	N Buhl Farm Dr to Trout Island Trail	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_11	SR 3021 and SR 3016 Connection to Buhl Park	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_12	Wakefield Dr btw SR 3025 Connection to School	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_13	E State Street SR 3008	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_14	SR 0018 N Hermitage Rd to Walmart and Lamor	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_15	Dutch Lane	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_16	N Kerrwood Dr	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_17	Morefield Road	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_18	SR 3006 Roemer Blvd	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_19	SR 0518 Thornton Ave	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_20	4th Ave	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_21	SR 0208	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_22	Grove City Creek Outlet Trail	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_23	SR 0058 E Main St and SR 0173	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_24	Poplar St	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_25	Greenwood Dr	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_26	Memorial Park	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_27	Memorial Park Extension	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_28	SR 0058 Mercer	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_29	SR 0258 Maple St	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_30	SR 0158 Shenango St	Key bicycle and pedestrian route as shown on 2016 LRTP

Exhibit 6 - Betterment Key Bicycle and Pedestrian Corridors List (Continued)

ID	Project Title	Desired Improvements
16LRTP_31	US 19 Mercer	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_32	Sandy Lake Trail	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_33	SR 0845 Trail to School	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_34	SR 0018 Sharon Rd	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_35	SR 0018 New Castle Rd	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_36	SR 0318 Mercer W Middlesex Ave	Key bicycle and pedestrian route as shown on 2016 LRTP
16LRTP_37	West Middlesex Trail	Key bicycle and pedestrian route as shown on 2016 LRTP