



Chapter 11: Implementation Strategies

Chapter 11 provides implementation strategies for addressing ongoing transportation needs and increasing the effectiveness of continuing regional transportation planning efforts. As part of building upon and continuing the planning activities carried out within this plan, the study team recommends the production of several new smaller studies in order to help quantify and develop solutions for existing and future transportation needs at key locations. These studies should be inspired by three primary implementation objectives:

1. Identify and facilitate opportunities to integrate bicycle and pedestrian mobility with roadway transportation planning and design efforts in order to maximize opportunities to create multimodal networks. The integration requires an ongoing commitment to making bicycle and pedestrian improvements part of the traditional road building and maintenance processes. Robust data, measuring traffic volumes, pavement conditions, right-of-way limitations, sidewalk widths, and travel demand are important considerations in evaluating and developing future bicycle and pedestrian facilities.
2. Coordinate land use planning and transportation planning in order to identify cost-effective transportation improvement solutions that may be integrated with future development plans and may also enable private developers and public institutions, such as hospitals and schools, to participate in planning and directly providing for community transportation needs.
3. Improve connectivity and accessibility by reducing congestion on current roadways, enhancing access management, and analyzing the costs and benefits of new connector roads.

Approaches

Access Management

The FHWA defines access management as “the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding system in terms of safety, capacity, and speed.” According to the *Access Management Manual*, published by the Transportation Research Board, access management results from a cooperative effort between state and local agencies and private land owners to systematically control the “location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.” Access management is the regulation of access rather than the elimination of access.

Building upon recommendations from the previous MTP, the Metro Mobility 2040 study team recommends greater attention be given to access management along strategic corridors within the region. Issues that could be addressed include street signage control, streetscape elements, landscaping, access and crosswalk access, parking, building orientation, and frontage.

Complete Streets

With the passage of West Virginia’s Complete Streets Act, there is an increased emphasis on designing streets with all modes of users in mind. While the Act does not mandate implementation of Complete Streets policies, it does encourage WVDOT to consider accommodating non-motorized transportation modes when planning and designing new roadways. To the greatest extent possible, future regional transportation plans should also embrace the Complete Streets concept: the study team also recommends that future studies attempt to determine the extent to which Complete Streets can be incorporated into future transportation improvement projects.

Interagency Coordination

The collaborative efforts of numerous agencies and organizations helped strengthen the Metro Mobility 2040 plan. During the development of Metro Mobility and Imagine Charleston, RIC and the City of Charleston maintained an ongoing dialogue to exchange ideas, share data, and discuss recommendations for the two plans. RIC also collaborated with KYOVA, the MPO for the Huntington-area, on metrics for prioritizing projects. The study team recommends that future planning efforts build upon these coordination efforts and partnerships.

Further Study

I-77 and I-79 Connector, Kanawha County

During the course of the plan update, interest was expressed in developing a two-lane connector facility between I-77 and I-79. The proposed connector has been discussed in prior studies and would extend over six miles from the Tupper's Creek interchange on I-77 to the Big Chimney interchange on I-79. The study team recommends additional study research the financial cost, potential environmental constraints, and level of public support for the project.

Cross Lanes Traffic Relief

Institute Connector, Kanawha County

As discussed in earlier sections, the primary roads serving Cross Lanes (WV 62 and WV 622) were identified as exceeding their design capacity and are experiencing difficulty accommodating current traffic volumes and are expected to continue to do so within the short and long term. While the proposed Institute Connector (I-64 Institute interchange to WV 501) may offer some relief toward alleviating Cross Lanes congestion, there are a number of constraints associated with the proposed project, including:

- The existence of underground pipelines;
- Topographical challenges;
- Potential impacts on creeks and natural streams; and
- The project's proximity to a cemetery.

The Metro Mobility 2040 study team recommends an additional study to evaluate these constraints. Any future study should also examine the potential benefits of phasing the project, with the first phase extending from the I-64 Institute interchange to WV 62 (Washington Street West) and the second phase extending from WV 62 to Big Tyler Road (at Rocky Fork Road). The following completed studies should be referenced when conducting any future analysis:

- 1981 Cross Lanes Study (RIC)
- 1999 Cross Lanes Subarea Study (RIC)
- 2002 Institute-Cross Lanes Connector: Preliminary Design Report (WVDOT)

Northern Connector

The Northern Connector, also discussed in earlier sections, represents a strategy to alleviate current and future congestion in Cross Lanes and facilitate traffic between I-64 and I-77. The proposed project would

extend from a new I-64 interchange (approximately one mile east of the current Nitro interchange) to the Eden’s Fork interchange on I-77. The project, estimated at \$433.4 million (2013 dollars), was considered to be too cost prohibitive for this plan. The Metro Mobility 2040 study team recommends an additional study to evaluate environmental constraints and better gauge public support for the project.



Thomas Memorial Hospital
Source: www.wvgazette.com

MacCorkle Avenue, Spring Hill Area, South Charleston

As discussed in Chapter 4, the study team recommends a more in-depth transportation and land use study of MacCorkle Avenue in South Charleston from Jefferson Road to Rock Lake Drive in order to evaluate community objectives and assess the timing, phasing, and locations of traffic signals in the Spring Hill area. It is recommended that both transportation and land use be addressed within the study as there appear to be changing land use patterns within portions of the area.

King Street, Institute

While crash data for this location do not indicate a high number of accidents involving pedestrians, the existing conditions constitute a narrow roadway with no shoulders that is both a truck route and a primary route for pedestrians accessing the transit stop on WV 25 from a low-income neighborhood. A study of the best way to improve pedestrian accessibility would benefit the neighborhood greatly and address an important environmental justice concern. The regulatory issues triggered by the potential impacts to the adjacent park call for a study that will examine multiple alternatives and recommend the most practical alternative to meet the multimodal transportation needs of the neighborhood.



Looking southbound on King Street in Institute.