

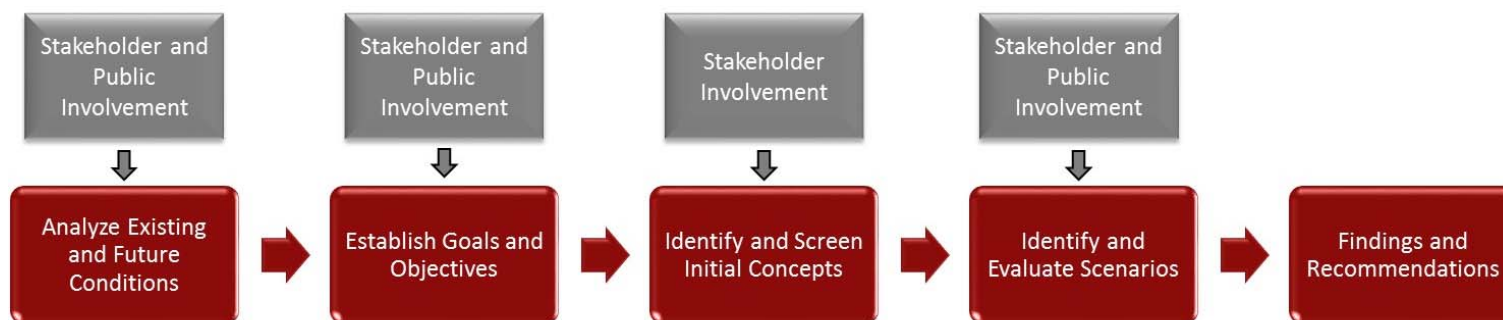
Background and Purpose

The Regional Intergovernmental Council's (RIC's) long-range transportation plan, *Metro Mobility 2040*, highlighted the significant traffic flow and capacity deficiencies in the WV 622 corridor through Cross Lanes. WV 622 is also known as Goff Mountain Road south of WV 62 and Big Tyler Road north of WV 62. Problems in this corridor are not new. Previous studies of this corridor date back to 1981 with the *Cross Lanes Subarea Transportation Plan Study*, which was subsequently updated in 1999. These prior studies explored a number of potential transportation improvements in the corridor. Some recommendations from these studies have been implemented, but most were not. Large and costly projects that would provide alternative connections to I-64 (in lieu of using WV 622) were considered and recommended. However, the high costs and potential environmental and property impacts of such recommendations have made them impractical to implement.

RIC, in cooperation with the West Virginia Department of Transportation (WVDOT), retained Burgess & Niple, Inc. to lead a new transportation planning study of the WV 622 corridor from New Goff Mountain Road to Doc Bailey Road to clearly identify and define current transportation problems and needs, and to identify cost effective solutions to improve transportation conditions.

Study Process

The following graphic illustrates the basic planning process for this study:



The study process engaged numerous stakeholders including local government agencies, community representatives, business representatives, and WVDOT. The involvement included individual meetings with many of these stakeholders. Two public meetings were also held as part of the planning process. A Steering Group advised the Study Team during the study process. The Steering Group consisted of stakeholders that will ultimately be responsible to implementation of recommended improvements, and stakeholders to represent local citizens and businesses that might be directly impacted by the study recommendations. Members of the Steering Group included representatives from: West Virginia Division of Highways (WVDOH), RIC, Kanawha County Commission, Charleston Area Alliance, and the Cross Lanes Community Development Council.

Corridor Issues and Needs

The primary corridor issues and needs identified by the study effort were:

- The intersection of WV 622 and WV 62 is significantly over capacity and is the source of most of the traffic backups in the corridor. Backups from this intersection extend to, and often through the interchange of WV 622 with I-64 in the evening; and through the intersection at the Kroger entrance in the morning.
- Traffic on Gateway Road experience very high traffic delays at SR 622 due to the limited number of gaps in traffic to complete the left turn movement.
- There is a high frequency of traffic crashes in the corridor that are attributable to the numerous and closely spaced driveways and other access points.

- Existing sidewalks are debris covered, some sections are uneven and difficult to navigate, most curb ramps do not meet Americans with Disabilities Act (ADA) design guidance, and the sidewalk system is incomplete north/east of Kroger.
- It is difficult to ride a bicycle in the corridor.

Goals and Objectives

Based on the deficiencies and needs identified by the technical analysis, the Steering Group, stakeholders, and the public, the following study goals and objectives were identified for the corridor:

- Reduce traffic delay and loss of productive/personal time due to congestion
- Reduce the number of traffic crashes
- Implement feasible and affordable solutions
- Improve pedestrian and bicycle access and connectivity to allow for a reduction in automobile trips and to improve personal health and the quality of life
- Improve aesthetics/visual quality of the corridor
- Improve air quality through reduction in vehicle emissions
- Encourage growth in employment in the corridor/Cross Lanes area

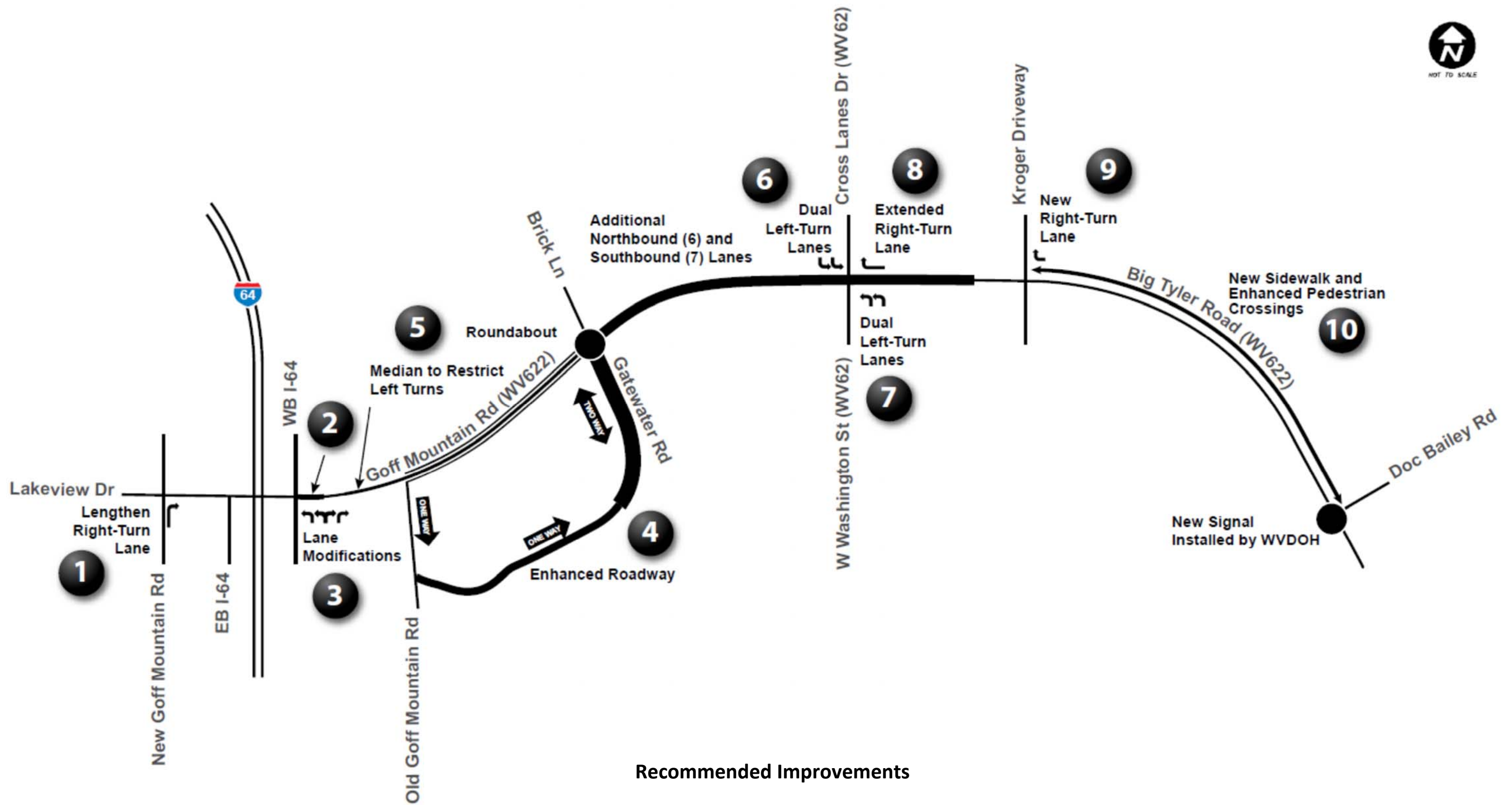
Improvements Considered

To address the problems and needs identified, and to achieve the stated goals and objectives, a large number of improvement options were reviewed and evaluated by the Study Team and the Steering Group. The most feasible and implementable options were packaged into four "Scenarios" for further analysis and evaluation. These Scenarios and their evaluation were presented to the Steering Group and the public for review and comment. The Scenarios included improvements such as:

- Widening sections of WV 622
- Improve intersections (add capacity)
- Restrict left turns from WV 622 to WV 62
- Prohibit left turns to/from driveways with raised medians and provide alternate left turn locations
- Roundabouts
- Provided additional sidewalks
- Traffic signal at Brick Lane
- Improve crosswalks
- Multiuse path/trail north/west of Kroger

Recommendations

Based on a careful analysis of the improvement Scenarios, the improvements illustrated in the figure on the next page are recommended for the WV 622 corridor. It is strongly recommended that the ten identified improvements be implemented in their entirety. If recommendations are fully implemented, most of the needs in the corridor will be addressed for a reasonable project cost. The estimated construction cost of these improvements is \$10.5 million plus right-of-way and utility relocation costs. Phasing or breaking this project into a series of smaller projects would be more costly, have greater impacts to the traveling public during construction, and will delay addressing important corridor goals. However, if funding cannot be identified to construct all of the recommendations as a single project, it is recommended that resources be focused on implementing portions of the project in the order of priority as discussed in Section 10 of the full corridor study report.



Recommended Improvements

Other Recommendations

The following recommendations address needs in the corridor for any recommended scenario. Many of these improvements can be done in the near-term for relatively low costs. The study team did not estimate costs for these recommendations.

Traffic Control Improvements

The following improvements are recommended based on problems and needs discussed in Section 5:

- **Update pavement markings** – Ensure that pavement markings are well visible, especially in low-light and wet conditions. Consider using thermoplastic (on asphalt) or epoxy (on concrete) for long lasting, highly visible markings.
- **Upgrade signal heads** – Ensure that all signal heads have 12-inch LED displays which improves visibility during all lighting conditions. Consideration should also be given to installing back plates on signal heads to increase visibility.

Pedestrian Improvements

The following pedestrian improvements are recommended based on field reviews and problems outlined in Section 5:

- **Implement a sidewalk maintenance program** – A sidewalk maintenance program would ensure that sidewalks are kept clean of debris, snow, and vegetation so that pedestrians do not encounter obstacles along their path. This program could be supported by the Cross Lanes Community Development Council and Kanawha County Commission and could rely on citizens to report locations that are damaged or in need of cleaning. These reports could be funneled to appropriate personnel at WVDOH who would be dispatched to make the repairs.
- **Fix missing sidewalk links** – According to the sidewalk inventory, the sidewalk network was nearly complete along WV 622 south of Kroger with the exception of a few spots. The major missing link is in front of the AutoZone north of WV 62. An effort should be made to construct the missing links of sidewalk to increase pedestrian safety along the corridor.
- **Fix uneven sidewalk** – Several areas of sidewalk are uneven which creates a tripping hazard. Efforts should be made to reconstruct the sidewalk in these locations. Uneven sidewalk areas could also be reported through the sidewalk maintenance program.
- **Update curb ramps, push buttons, and pedestrian heads to comply with ADA guidance** – As detailed in Section 5, many of the curb ramps, push buttons, and pedestrian heads are not compliant with ADA standards. It is recommended that these be upgraded to provide safer spaces for pedestrians, especially those with disabilities.

Transit Improvements

The following transit improvements are recommended to address problems and needs identified in Section 5:

- **Improve signage at bus stops** – Illegible bus stop signage should be replaced. Signage should publicize the service and routes that are served by the stop. Post mounted route information signs could also be installed to enable transit users to see the schedule and map of the route served by the stop.
- **Enhanced transit stops** – Provide additional designated transit stops with enhanced amenities for passengers. Recommended amenities include large sidewalk area, shelters, benches, and trash receptacles. Shelters and benches provide places for passengers to more comfortably wait (out of precipitation) for a bus and are especially recommended when service is less frequent, which is true in Cross Lanes.

Access Management Improvements

The following access management improvements are recommended:

- **Improve driveway spacing and design** – While some driveway reconfigurations were included in the recommended scenario, there are many deficiently spaced and designed driveways in the corridor. Consideration should be given to conducting a more detailed review and improvement of driveways to ensure that the guidelines established by Section 8.4 of the *Manual on Rules and Regulations for Constructing Driveways on State Highway Rights-of-Way* are met. Driveway spacing, offsets, widths, and slopes are most critical for review. The *Access Management Manual, Second Edition* published by the Transportation Research Board (TRB) can also be consulted for guidance. Data from the *Access Management Manual* indicates that improving access control improves traffic flow and reduces the potential for crashes along corridors such as WV 622.
- **Coordinate construction of new driveways** – Consideration should be given to access when a new driveway is proposed or a property is redeveloped. New driveways should also be built in accordance with WVDOH regulations. Other options such as shared access, access to a local street instead of WV 622, and allowing limited movement accesses (such as right-in/right-out onto WV 622) should be explored. Working with property owners before access is granted is in the best interests of residents, property owners, and WVDOH and will help ensure better traffic flow along WV 622.