

Meeting Displays and Comments

All displays shown at this Informational Workshop Public Meeting are available online at the Wood-Washington-Wirt Interstate Planning Commission's (WWW-IPC) website. A link to their website is provided below:

<http://www.triplew.org/reports/wv14.htm>

Because your comments are important to this project, we ask that you please complete the enclosed comment form or submit your comments online through the WWW-IPC website. The completed paper comment form may be placed in the box at the registration table. Comments not submitted today are being accepted until November 7, 2008 and should be sent to the following:

Commissioner
West Virginia Division of Highways
State Capitol Complex, Building 5
1900 Kanawha Boulevard East
Charleston, West Virginia 25305-0430



Informational Workshop Public Meeting WV 14 Traffic Operations and Safety Study

October 7, 2008

State Project: S254-14-15.32 00
Federal Project: STP-0014(096)E

Welcome

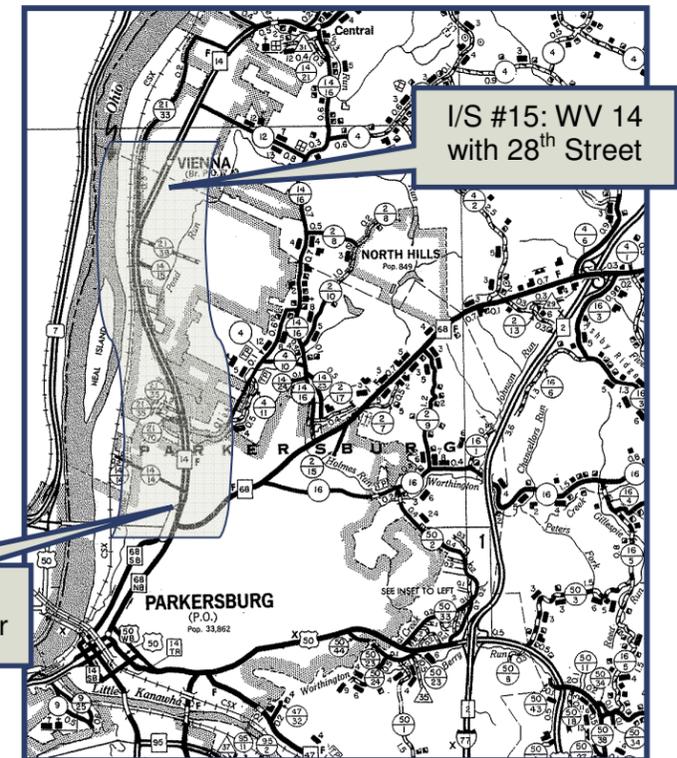
The West Virginia Department of Transportation, Division of Highways welcomes you to today's Informational Workshop Public Meeting for the WV 14 Traffic Operations and Safety Study. The purpose of this meeting is to provide information and seek public input on the recommendations developed to meet the project's goals over the 20-year study period. Comments on these solutions and their potential impacts are requested from the public to assist in the further study and development of the recommendations.

This meeting is intended to be informal to maximize the interaction between the citizens and project team. We invite you to browse the displays and encourage discussions with the project team. Your input will help guide the study team as the project moves forward. Comments may be submitted online or on the enclosed comment sheet included in this package.

Project Purpose

The purpose of this traffic operations and safety study is to evaluate current and future traffic conditions, identify potential deficiencies, and develop alternative improvements to enhance traffic flow and improve safety within the 2.86 mile study area along WV 14 (Murdoch Avenue/Grand Central Avenue). The study limits extend from the terminus of the one-way pair, just north of WV 68 in Parkersburg, to 28th Street in Vienna, Wood County. A location map of the study area is provided to the right.

I/S #1: WV 14 with
Park Shopping Center



Findings

The study results indicated that although traffic moves well on the WV 14 corridor, drivers on the side roads experience delay when trying to enter WV 14, particularly at the unsignalized intersections. The crash analyses indicated that approximately 44% of crashes occurring in the corridor are rear-end type crashes. A likely contributing factor to this statistic includes having closely spaced driveways and intersections where vehicles may be slowing or stopping to perform a turn maneuver. A key goal of this study was to balance mobility of traffic and access to the adjacent properties.

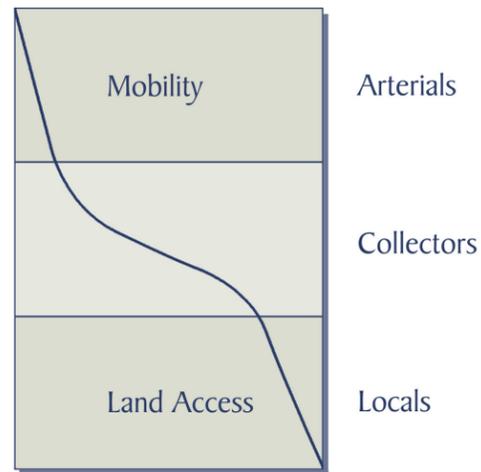
Although many conceptual alternative solutions were investigated, this Public Meeting presents the Short-term (2010), Mid-term (2015 and 2020), and Long-term (2025) Recommended Improvements that appear to best address the traffic operations and safety issues within the study area. To improve the overall operations in the corridor, the alternatives focused on several key areas including access management, safety improvements and capacity improvements.

Please note that at this early stage of the project, no detailed design has taken place, only early conceptual solutions have been developed, additional study and design will be required. The general recommendations for the Short-term, Mid-term, and Long-term time periods are discussed below.

Short-term Recommendations (See Station A)

The Short-term alternatives were developed with the objective of being low-cost, easy to implement solutions that could be implemented quickly within the study area. The alternatives focused on utilizing the existing infrastructure and utilizing available capacity. Key specific improvements during this time period include:

- Install a new traffic signal at the WV 14 with 33rd Street intersection. In conjunction with this, the existing traffic signal at 31st Street will be redesigned to provide signalization for the eastern approach of 31st Street.
- Add delineator posts at key locations to reduce the potential for left-turn type crashes.
- Provide dual left-turn lanes into the South Mall Driveway.
- Add a WV 14 SB right-turn lane into Wal-Mart and revise signal phasing.
- Revise lane configurations at the WV 14 with 12th Street intersection to better accommodate left-turn traffic from 12th Street.



Mid-term Recommendations (See Station B)

The Mid-term alternatives serve as the mid-point between when improvements can first be implemented and the ultimate design year. The focus of these alternatives is to implement access management techniques along the corridor, reduce the number of conflict points to enhance the corridor safety, and maintain the progression along WV 14. Key specific improvements during this time period include:

- Modify the lane configurations at the WV 14 with Lakeview Drive intersection to eliminate left-turns from WV 14 to the side streets. The WV 14 SB left-turns will utilize a “jughandle” concept. Drivers will turn right from WV 14 near the Rally’s Restaurant and utilize the side road to enter the existing intersection from 36th Street. At the traffic signal, drivers will then proceed straight through the intersection onto Lakeview Drive. This concept will allow for more storage of vehicles and increase the efficiency of the traffic signal.
- At the WV 14 with 5th Street and 13th Avenue intersection, 5th Street will be converted into a “one-way” in road.
- Add left-turn lanes to 23rd Street to provide vehicle storage and additional capacity at this intersection.

Long-term Recommendations (See Station C)

Long-term (2025) alternatives were developed to address the anticipated 2025 constraints and create a vision for the WV 14 corridor. The focus of these alternatives was to implement access management techniques along the corridor, reduce the number of conflict points to enhance the corridor safety, and maintain the progression along WV 14. Key specific improvements during this time period include:

- Add a left-turn lane to the eastern approach of 31st Street to provide vehicle storage and additional capacity at this intersection.
- Convert the South Mall Driveway into a right-in/right-out configuration.
- Consolidate the intersections located near the Middle Mall Driveway into a new signalized intersection with dual left-turn lanes into the Grand Central Mall.
- Relocate the North Mall Driveway to intersect with 13th Street.

