

Maxwell Hill Area Traffic Study

Stakeholder Meeting #1

Meeting Summary

Location: Beckley City Council Chambers
409 S. Kanawha Street, Beckley, WV 25801

Date: June 15, 2016 @ 2:00 PM

Attendees:

- Mike Adkins, WVDOH
- Jason Roberts, Region 1/FRM
- Amanda Smarr, Region 4/FRM
- Cori Edwards, Region 1/FRM
- John Tuggle, FRM
- Mark Wilson, RCESA/911
- John Zilinski, RCESA/911
- Lonnie Christian, Beckley Police
- Edward Wills, Beckley Fire Department
- Tom Sopher, City Council
- Jerry Stump, City of Beckley BPW
- Ann Worley, City Council
- Ellen Taylor, City Council
- Bill O'Brien, Mayor of Beckley
- Detlef Ulfers, Raleigh County
- Barry Cales, City of Beckley Controller
- Rob Rappold, Incoming Mayor
- Bill File, City Attorney
- Rodney Holbert, Burgess & Niple
- Kendra Schenk, Burgess & Niple
- Steve Thieken, Burgess & Niple

Purpose:

To discuss current conditions in the study area and potential improvement strategies.

Action Items to do After the Meeting:

- Determine state-maintained roadways and local roadways within the study area (see attached map) **[B&N and Beckley Fire Department]**

Discussion:

- Steve Thieken provided an overview of the study scope and process. The study scope is attached.
- The group discussed the current conditions and experiences in the Maxwell Hill area.
 - Pinewood Drive, Holliday Drive, and Pikeview Drive have become a shortcut between the Plaza area and Harper Road.
 - The three-way and four-way stops in the neighborhoods are working well.
 - The community and residents are more worried about the result of the new bypass with a terminus at Industrial Drive. They fear the new roadway connection will add through traffic on Pinewood Drive and through the neighborhood.
 - Residents have reported they have difficulty getting out of their driveways.
 - People cannot walk along the side of the road and no sidewalk is provided.
 - Tour buses and large trucks still use the roadways even though they are not permitted as indicated through static signage.
 - Trucks have gotten stuck at Maxwell Hill Road and Teel Road for hours.
 - The roads were not built to accommodate the amount of traffic and the weight of heavy vehicles. The heavy traffic is breaking off the edges of the asphalt roadways.

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- Even the city sign truck is overweight and is not permitted to use the roads.
- Police have tried to discourage cut-through traffic and speeding through the use of speed traps and presence of police vehicles.
- GPS routes send traffic through the neighborhood instead of using the other state maintained roadways (WV 3, WV 16, etc.).
- New River Drive intersects Pikeview Drive in a valley which makes it difficult for vehicles to find adequate gaps to turn off New River Drive.
- New River Drive intersects WV 16 in a curve and significantly restricts sight distance. To avoid this intersection, vehicles cut through the Ollie's Bargain Outlet parking lot to access the signal at Kanawha Street.
- New River Drive was built to be the connector road, but with the geometric deficiencies at the intersections with Pikeview Drive and WV 16 and lack of signage encouraging that route, it is underutilized.
- The hilly terrain creates significant speed variations throughout the neighborhood and creates additional problems in the winter season.
- Vehicles speed on Tolley Drive to bypass slow moving cars on Holliday Drive.
- The cut-through traffic has been occurring all along – no single event has caused this increase. It has become slightly more common with the use of GPS.
- Beckley Police went to local businesses to ensure that their deliveries do not use these neighborhood roadways.
- Beckley Police have observed a few more vehicles speeding on these roadways than other areas of the city, but most vehicles travel within about 10 mph of the posted speed limit.
- The roadway system through the neighborhood was built from old motorcycle trails that were paved. Roadways developed gradually to provide better connectivity as houses were built.
- The group discussed ideas for improvement.
 - Encourage New River Drive to be the preferred route through new signage and improved terminal intersections. An added benefit of improving New River Drive is the potential for development in the area.
 - In the FRM Long Range Transportation Plan, the following three projects are identified for New River Drive:
 - 2015–2020 Project S-12: Improve intersection with WV 16 (Robert C. Byrd Drive)
 - 2021-2030 Project N-7: Widen from 2 to 4 lanes with full shoulders between Pikeview Drive and WV 16 (Robert C. Byrd Drive)
 - 2031-2040 Project N-8: Construct 4-lane overpass across I-64/77 to Tamarack between Pikeview Drive and VanKirk Drive (also known as Crosstown Connector)
 - Construct a new intersection on Pinewood Drive near Yellow Wood Way and build a new roadway along the existing power line easement connecting to Maxwell Hill Road and eventually New River Road (see attached map).
 - Consider making some residential streets one-way.
 - Install stop signs at every intersection along Pinewood Drive and Pikeview Drive to discourage cut-through traffic and reduce speeds.
 - Install speed humps.

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- Gradually improve the infrastructure but do not complete right away – make a long-term construction zone to break the habit of cutting through.
- Cut off through routes by terminating streets in the neighborhood. If this option is advanced, impacts to other roadways and emergency services will be considered.
- Install flashing lights on the weight limit signs for trucks.

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Sign-in Sheet

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Beckley City Hall

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Stakeholder Meeting #1
June 15, 2016 2:00-3:00 PM

Sign-in Sheet

Beckley City Hall
409 S Kanawha St, Beckley, WV 25801

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Task Order No. FY2015 01

Fayette Raleigh Metropolitan Planning Organization

Task Order No. FY2015 01

Maxwell Hills Area Traffic Study

Burgess & Niple Task Order Scope of Services

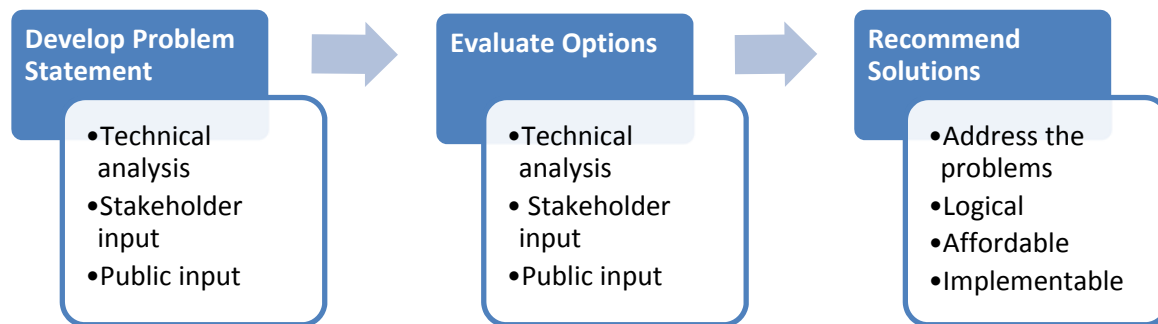
May 2, 2016

STUDY PURPOSE

This study will evaluate the issue of traffic “cutting through” the Maxwell Hills area using Pikeview Drive, Holliday Drive and Pinewood Drive (or other similar routes through the residential area) to travel from Harper Road to US 19 near the Beckley Shopping Center. The study will better define the problem and evaluate potential solutions to identified problems.

STUDY PROCESS

The following process will be followed to arrive at recommendations:



TASKS

1. Analyze Current Conditions

1.1 Base Mapping

B&N will use available aerial imagery to develop a base map for the study area. The base map for exhibits will be color aerial digital photography with line work and notations.

1.2 Field Review

B&N will conduct a field review of the study area to review characteristics of area roadways.

1.3 Travel Time Runs

B&N will perform up to three travel time runs for up to 6 different routes from the intersection of Harper Road and Pikeview Drive to the intersection of US 19 and Pinewood Drive. The routes are anticipated to include.

- WV 3 to WV 16 to US 19
- Pikeview Drive to New River Drive to WV 16 to US 19
- Pikeview Drive to Holliday Drive to Pinewood Drive

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- Pikeview Drive to Teel Road to Maxwell Hill Road to Pinewood Drive
- Two others to be determined based on initial feedback from stakeholders and the public

1.4 Traffic Counts

B&N will perform 24-hour traffic counts via Miovision Technologies equipment or Jamar mechanical count equipment the following locations:

- Pinewood Drive north of Teel Road
- New River Drive east of Pikeview Drive

Other recent 24 hour count data is available in the study area (from WVDOH database) that will also be used in the study.

B&N will perform 8 hour turning movement counts (hours to be determined) using Miovision Technologies equipment at the following six (6) intersections of:

- Harper Road and Pikeview Drive
- Pikeview Drive and New River Drive
- New River Drive and WV 16
- Holliday Drive and Pikeview Drive
- Pinewood Drive and Maxwell Hill Road
- Pinewood Drive and US 19

These could be performed by WVDOT if schedule allows.

1.5 License Plate Analysis

In order to quantify the volume of traffic that “cuts-through” the study area, B&N will rent and place license plate readers on Pikeview Drive north of Harper Road and on Pinewood Drive west of Old US 19. Vehicles that pass through both data collection points within a selected period of time are assumed to have passed through the study area without a stop within the study area.

1.6 Capacity Analysis

Using the *Highway Capacity Software (HCS)*, B&N will evaluate the current (existing traffic volumes) capacity and operational issues of the following intersections to determine if improvements to intersection operations may help encourage traffic to take more desirable paths.

- Harper Road and Pikeview Drive
- Pikeview Drive and New River Drive
- New River Drive and WV 16
- Pinewood Drive and US 19

Forecasts of future traffic will not be prepared or evaluated.

1.7 Traffic Signal Warrant Analysis

B&N will evaluate the potential for the following two intersections to meet the *Manual of Uniform Traffic Control Devices* traffic volume warrants based on data collected as described above (interpolation/ estimation of volumes may be necessary):

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- New River Drive and WV 16
- Pikeview Drive and New River Drive

2. Alternatives Development and Analysis

2.1 Develop Options

Based on the identified problems in the study area related to “cut-through” traffic B&N will identify up to five (5) concepts to address the identified problems. It is expected that improvement concepts will likely either make traveling on roadways that are residential less attractive to drivers, and/or will make driving on roadways that are not residential more attractive, primarily though affecting the travel times of the routes.

2.2 Evaluate Options

Advantages/disadvantage and tradeoffs between options will be identified. The evaluation will attempt to quantify the increase/decrease in travel time that a particular option may yield. Most tradeoff analysis will be qualitative. However, capacity analysis will be performed using *HCS* to estimate travel time decreases and/or increases at signalized intersections due to proposed options.

Cost estimates will be preliminary in nature to help compare options and will not be detailed engineering cost estimates.

Alternatives will be illustrated as simple schematics on study base maps (no to-scale geometric layouts).

3. Stakeholder and Public Involvement

B&N will facilitate two stakeholder meetings:

3.1 Stakeholder Meeting #1

An initial stakeholder meeting to introduce the study process and goals and to solicit input on current problems, needs, activity, future plans, etc. for the study area. B&N will prepare a brief presentation and facilitate discussion to obtain input.

3.2 Stakeholder Meeting #2

A second stakeholder meeting will be facilitated by B&N to present the alternatives developed and facilitate a discussion regarding tradeoffs between scenarios and seek to obtain a consensus on the concepts from each scenario to include in the recommendations.

FRMPO will handle all stakeholder meeting accommodations, invitations, advertising, and any mailings related to the meetings.

Two B&N staff members will attend each meeting.

B&N will facilitate two public meetings:

3.3 Public Meeting #1

An initial meeting to introduce the study process and goals to the public and to solicit input on current problems, needs, activities, etc. in the study area. B&N will prepare a brief presentation, study area

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maps, and a public comment form for the meeting. This meeting will be held on the evening of the same day as meeting 3.1.

3.4 Public Meeting #2

A second meeting will be facilitated by B&N to present the improvement options and evaluation for review and comment by the public. B&N will prepare a brief presentation that reviews the study purpose, process, alternatives considered, findings of the evaluation and preliminary recommendations. This meeting will be held on the evening of the same day as 3.2.

FRMPO will handle all meeting accommodations, invitations, advertising, website activities, collection and summary of comments, and meeting summary preparation.

Two B&N staff members will attend each meeting.

4. Reporting

4.1 Final Report

B&N will produce a final report that includes a discussion of the study process, stakeholder and public involvement, data collected analysis, findings, and recommendations. Data and analysis software outputs will be included in the appendix to the report. All electronic files will be included as deliverables if desired by FRMPO.

5. Project Management

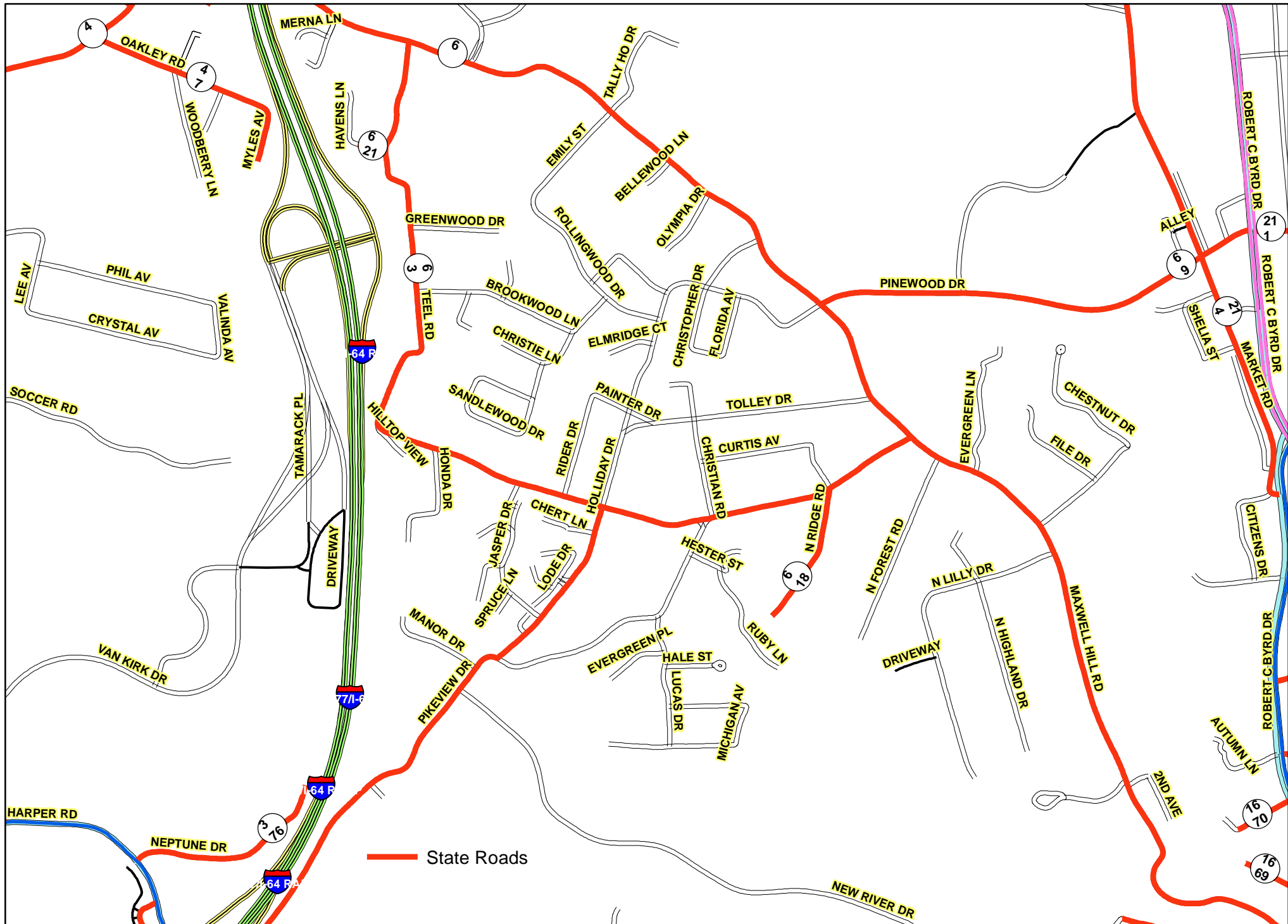
5.1 Team Meetings

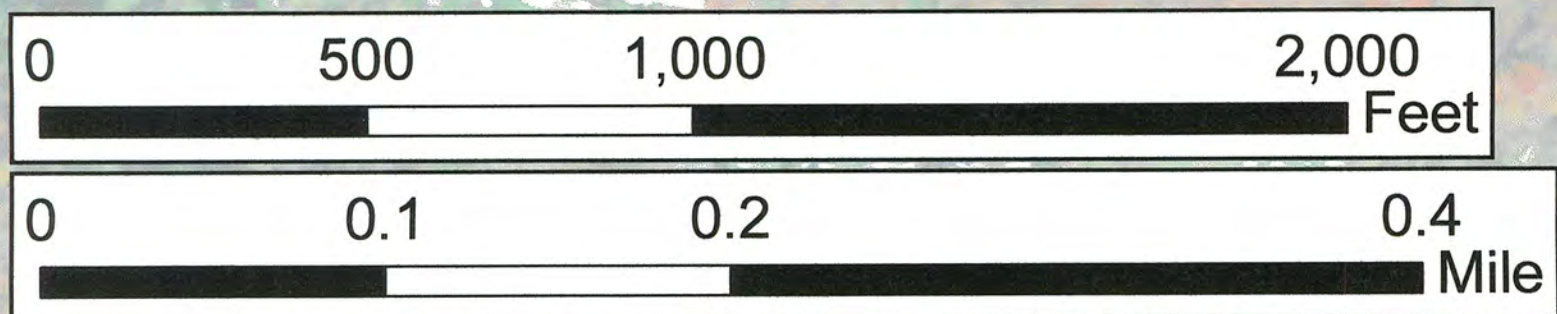
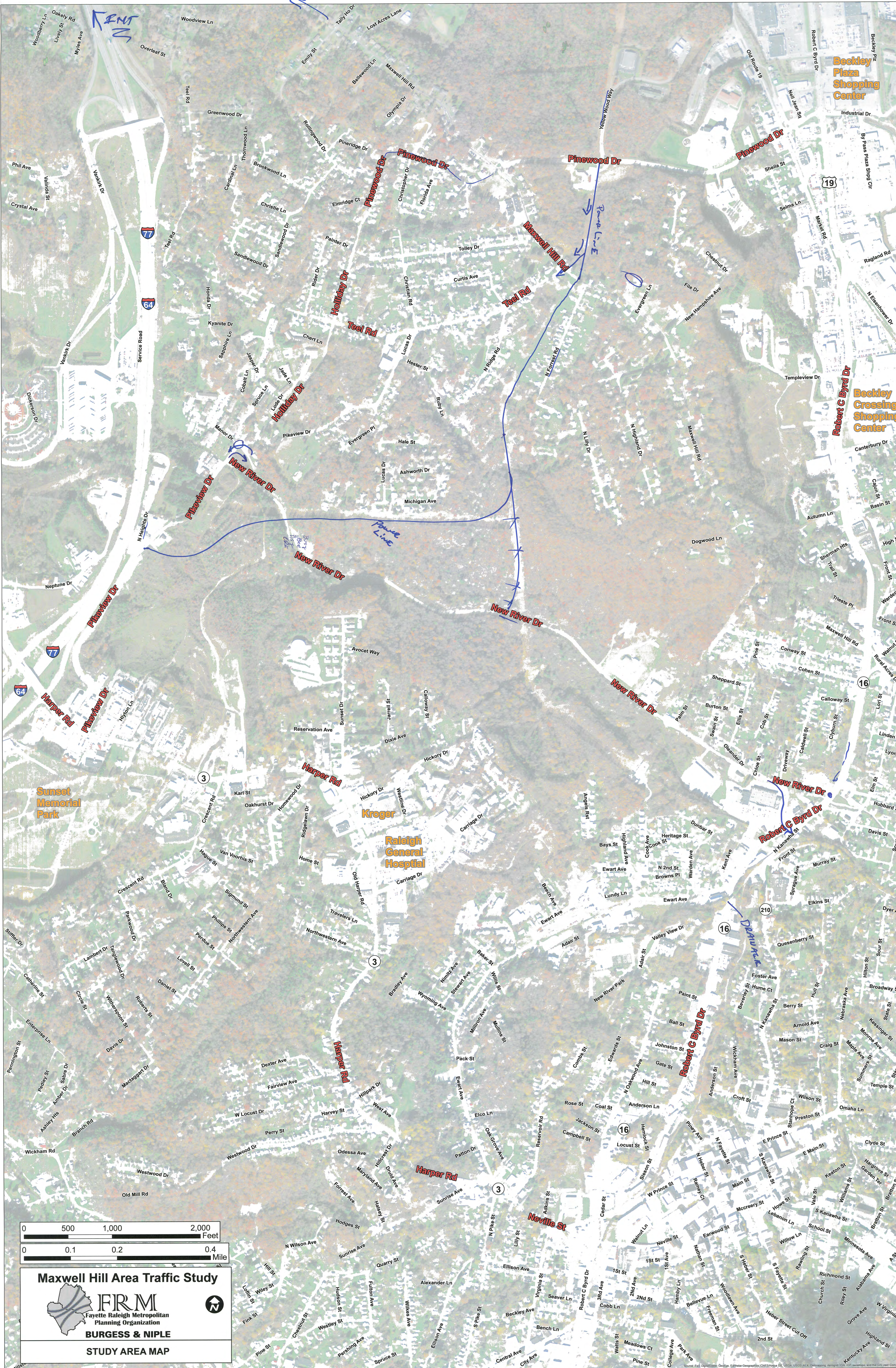
B&N will participate in up to three teleconferences to present and discuss the study with FRMPO staff. If an in-person meeting is required instead of a teleconference, it will be scheduled before or after a stakeholder or public meeting.

5.2 Project Administration

B&N will keep FRMPO up to date on the status of the project and will participate in discussions related to the scope and progress of the study. This task also includes B&N's efforts in project setup, organizing and assigning staff to the project, general quality assurance, client satisfaction check-ins, contract management, invoicing, and project close-out.

Maxwell Hill Area





Fayette Raleigh Metropolitan Planning Organization

BURGESS & NIPLE

Maxwell Hill Area Traffic Study

STUDY AREA MAP