

MT UPGRADES TO REDUCE HAZARDS AND INCREASE USE

9.1

Speed Changes with Road Changes

Eliminating surprises and offering a predictable driving and travel experience over the Trail is a goal of the Association. The Trail itself has gone through periods of evolution on its eastern sector in Kanawha County where three and four lane sections have been added atop the original Trail. In these situations a drivers speed may change significantly over short distances. The role of good signage to protect drivers from hazards is key in these situations.

Hazards for Foot Traffic

In some cases on the Western Sector in Malden, Rand, Dupont City, and Belle, the Trail runs through communities where sidewalks are limited or non-existent.

In these situations road speeds need to provide for the inclusion of tourists who are unfamiliar with traffic and slower speeds are needed in these situations.

Beware Speed Traps

The Association is working with several small towns along the Byway and its Gateways which have become so notorious for their speed traps that AAA has advised alternate routes.

Beware Roadside Vendors

Traditionally, roadside vendors have been a part of the ambiance of the Midland Trail. This may take the form of garden produce or velvet Elvis paintings. In any event these vendors provide a color, flavor and culture to the Trail reminding us of an earlier era. However, it is important that pull offs for roadside marketing be designated and signed to assure safety to travelers wishing to experience this roadside phenomena. (con'd 7.2)

Time Frame Draft June 2005

Planning 2006

Establish local task forces to identify and prioritize specific signage needs and problems in their areas.

Fold their findings into the objectives of the CMP and its supporting interest groups.

Encourage development of businesses which are compatible with the long range vision of the byway as well as discouraging starts which detract from the development.

Short Term or Immediate Improvements

Areas known for hazardous conditions such as a coal preparation plant where trucks enter and leave, as well as sections frequented by timber haulers should be clearly marked for travelers unfamiliar with the Trail.

Foot traffic along the Trail should be provided with walkways. Walkways which presently exist such as the one from the Capitol to Daniel Boone Park need upgrading and maintenance.

Signage in high accident areas should be reevaluated.

Pavement markings should be reevaluated along the entire length of the Trail

Entrance and Exits to parking areas should be well defined where possible.

Object hazards should be protected by guard rails.

Investigate possibility of "historic" wooden post and "cat eyes" guard rail in some rural pasture areas

Long Term 2010+

Truck Lanes should be provided or widened as needed.

Shoulders should be upgraded at several points along the Trail.

Underpass entrances and exits at Belle and Malden which regularly need upgrades.



Signs such as this one are necessary for proposed Trail biking routes.

travelers wishing to experience this roadside phenomena.

Share the Road Signage

Since the 2000 MT CMP, MTSHA has become very active in working with groups involved in the planning of bike routes.

The Town of Ansted recently completed a bike/Walking Trail from the center of town to the base of the New River Gorge. Safety and directional signage upgrades are needed.

The **Greenbrier River Trail** for biking and hiking intersects in the MT Byway at Caldwell and the town of Lewisburg plans to connect the Trail to their in-town walking paths.

St. Albans has laid out a share the road bike/walking path thru their downtown. **City of South Charleston** has likewise made accommodations for bikes and walking paths in their parks.

The City of Charleston has a planning committee, on which MT participates, planning new bike and walking trails along the Midland Trail at Kanawha Blvd and has a long range plan of connecting bike paths throughout the City. Currently two lanes of Kanawha Blvd are closed each Sunday during the summer to allow for biking , skating and walking along the Kanawha River on the Midland Trail Byway..

Huntington likewise has a similar Planning Committee, working on a plan for their riverside development and for linking their public spaces.

The Rahall Transportation Institute has also been active in planning a **Greenway** to connect the two largest cities in WV, Charleston and Huntington, which are 50 miles apart. The Greenway, as proposed, utilizes the Midland Trail inn several places. These plans, as does ours, also contemplates signage for biking paths which parallel the road. Signs can indicate distance and length of the proposed bike route; locations of bikers’ picnic areas, rest spots, and entrances to other bike and/or hiking paths; directional information and historical informational markers for points of interest; and potential crosswalks Informational kiosks would enhance the biker’s mini-trip.

Planned Trail Widening

The Midland Trail Scenic Highway Association has gone on record as being supportive of the widening of the Byway from Shrewsbury to Montgomery. It has also indicated that historic properties and personal safety of citizens and tourists must be considered and accommodated in any road modification.

Safety and Traffic lights Needed in Tourist areas

Developing tourist attractions have created increased foot traffic in certain areas. The Byway is the Main Streets of downtown Ansted, Lewisburg, and Rainelle. In Ansted the trailhead of the Ansted Hawk’s Nest Trail crosses the Byway. Also in Malden where WV State University is developing the Booker T. Washington Institute across the road from Cabin Creek Quilts, a Midland Trail Tourist Information Center. As foot-traffic grows in these and other areas (i.e. Charleston, St. Albans and Huntington’s riverfronts, there is a need for increased signage and safety lights.

Foreign Language Signs

The Association is committed to attracting the foreign visitor, and knows that the state of West Virginia is trying to attract Canadian, Japanese, and German tourists.

Many Canadians use the WV Route 19, which intersects with the Byway at Hico and we encourage our Partners to display the Canadian flag particularly in this area. Germans are our most frequent European tourists. WV has recently gained some Spanish and Japanese speaking population, the latter of which is also fluent in English. Plans call for signs in French, German, and Spanish, where possible and necessary, with the cooperation of WV-DOH. Some MT travel materials have included welcomes in French and German. We have included requests for foreign language signage in our proposals for projects like the Hico Welcome Center.



West Virginia Division of Highways

Traffic Engineering Division

Summary of Crashes Occurring along: Midland Trail- US 60 Putnam County

County	Putnam	Date Range	01/01/2002 to 12/31/2004
Route	US 000060	Milepost Range	000.00 - 009.01

Accidents:	161	Injury Accidents:	39	Fatal Accidents:	3	Property Damage Only Accidents:	119
		Injuries:	59	Fatalities:	3		

Manner of Collision	Roadway Surface Condition	Lighting Condition
Rear End	36 22.36% Dry	121 75.16% Daylight
Head On	1 0.62% Wet	28 17.39% Dark
Sideswipe Same Dir.	8 4.97% Snow	5 3.11% Dark, Artificial Light
Sideswipe Opp. Dir.	4 2.48% Ice	3 1.86% Dusk
Rear to Rear	0 0.00% Muddy	0 0.00% Dawn
Single Vehicle Crash	48 29.81% Haz. Materials	0 0.00% Unknown
Access Conflict	25 15.53% Other	0 0.00%
Left and Right Turn	0 0.00% Unknown	4 2.48% Clear
Left Turn	17 10.56% Pavement Marking Visibility	Cloudy
Right Turn	2 1.24% Yes	107 66.46% Raining
Other	20 12.42% No	1 0.62% Fog / Smog
Unknown	0 0.00% Unknown	53 32.92% Snowing
		9 5.59%
		0 0.00%
Traffic Control Device	Road Type	Weather Condition
Stop Sign	48 29.81% Asphalt	155 96.27% Hailing
Traffic Signal	2 1.24% Concrete	0 0.00% Crosswinds
Yield Sign	0 0.00% Brick	0 0.00% Unknown
Officer, Flagman	0 0.00% Gravel	0 0.00%
RR Gates, Signals	0 0.00% Dirt	1 0.62% Monday
Construction Zone	0 0.00%	0 0.00% Tuesday
	Other	21 13.04%
School Zone	1 0.62%	0 0.00%
	Unknown	5 3.11% Wednesday
None	104 64.60%	0 0.00%
Other	3 1.86%	0 0.00% Thursday
	Roadway Characteristic	0 0.00%
Unknown	3 1.86%	96 59.63% Friday
	Straight and Level	0 0.00%
	Straight and Grade	27 16.77% Saturday
	Straight at Hillcrest	6 3.73% Sunday
Yes	9 5.59%	15 9.32%
	Curve and Level	11 6.83%
No	0 0.00%	0 0.00%
	Curve and Grade	13 8.07% January
		10 6.21%

Unknown	152	94.41 %											
			Curve at Hillcrest	1	0.62%	February				13	8.07%		
			Sag Curve	2	1.24 %	March				9	5.59%		
State Police	16	9.94%	Unknown	1	0.62%	April				16	9.94%		
City Police	92	57.14%	Unknown	4	2.48%	May				11	6.83%		
Sheriff	53	32.92%				June				18	11.18%		
Other	0	0.00%				July				9	5.59%		
						August				11	6.83%		
						September				11	6.83%		
						October				19	11.80%		
						November				16	9.94%		
						December				18	11.18%		

Time of Day (By Hour)

	12 -1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9 -10	10 - 11	11 - 12
AM	1	3	2	1	4	1	3	10	4	3	9	9
	0.62%	1.86 %	1.24%	0.62%	2.48%	0.62%	1.86 %	6.21%	2.48%	2.48%	5.59%	5.59%
PM	13	6	10	8	15	15	12	9	7	5	6	5
	8.07%	3.73%	6.21%	4.97%	9.32%	9.32%	7.45%	5.59%	4.35%	4.35%	3.73%	3.11%

Monday, March 28, 2005

Unknown	18	0.61%	Straight and Level											
			Straight and Grade	303	10.24 %			Saturday			359	12.13%		
			<i>Traffic Control Functioning</i>											
Yes	1348	45.54 %	Straight at Hillcrest	45	1.52 %			Sunday			252	8.51%		
			Curve and Level	86	2.91%									
No	45	1.52%	Curve and Grade	81	2.74%			January			214	7.23%		
			Curve at Hillcrest	2	0.07%			February			218	7.36%		
Unknown	1567	52.94%	Straight and Rolling	4	0.14%			March			227	7.67%		
			Sag Curve	1	0.03%			April			236	7.97%		
State Police	179	6.05%	Unknown	50	1.69%			May			240	8.11%		
City Police	2520	85.14%						June			258	8.72%		
Sheriff	258	8.72%						July			245	8.28%		
Other	3	0.10%						August			256	8.65%		
								September			225	7.60%		
								October			292	9.86%		
								November			287	9.70%		
								December			262	8.85%		

Time of Day (By Hour)

	12 -1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9 -10	10 -11	11 - 12
AM	30	26	20	25	20	17	37	97	91	119	149	178
	1.01%	0.88%	0.68%	0.84%	0.68%	0.57%	125%	328%	3.07%	3.07%	5.03%	6.01%
PM	240	238	208	322	267	272	207	107	93	82	66	49
	8.11%	8.04%	7.03%	10.88%	9.02%	9.19%	6.99%	3.61%	3.14%	3.14%	2.23%	1.66%

Monday, March 28, 2005



West Virginia Division of Highways

Traffic Engineering Division

Summary of Crashes Occurring along: Midland Trail- US 60 Kanawha County

Accidents:

County Route

2865 Injury Accidents:

Injuries:

Kanawha

US

862

1295

Date Range 01/01/2002 to 12/31/2004

000060 Milepost Range 000.00 - 044.55

Fatal Accidents: 22 Properly Damage Only Accidents: 1981

Fatalities: 26

Manner of Collision		Roadway Surface Condition		Lighting Condition	
Rear End	902 31.48%	Dry	2064 72.04%	Daylight	2056 71.76%
Head On	47 1.64%	Wet	645 22.51%	Dark	335 11.69%
Sideswipe Same Dir.	325 11.34%	Snow	37 1.29%	Dark, Artificial Light	342 11.94%
Sideswipe Opp. Dir.	61 2.13%	Ice	36 1.26%	Dusk	51 1.78%
Rear to Rear	11 0.38%	Muddy	1 0.03%	Dawn	27 0.94%
Single Vehicle Crash	409 14.28%	Haz. Materials	0 0.00%	Unknown	54 1.88%
Access Conflict	396 13.82%	Other	9 0.31%	<i>Weather Condition</i>	
Left and Right Turn	4 0.14%	Unknown	73 2.55%	Clear	1510 52.71%
Left Turn	326 11.38%	<i>Pavement Marking Visibility</i>		Cloudy	805 28.10%
Right Turn	72 2.51%	Yes	2446 85.38%	Raining	402 14.03%
Other	309 10.79%	No	63 2.20%	Fog / Smog	10 0.35%
Unknown	3 0.10%	Unknown	356 12.43%	Snowing	85 2.97%
<i>Traffic Control Device</i>		<i>Road Type</i>		Sleeting	6 0.21%
Stop Sign	220 7.68%	Asphalt	2675 93.37%	Hailing	0 0.00%
Traffic Signal	1273 44.43%	Concrete	135 4.71%	Crosswinds	0 0.00%
Yield Sign	61 2.13%	Brick	8 0.28%	Unknown	47 1.64%
Officer, Flagman	2 0.07%	Gravel	1 0.03%	<i>Day</i>	
RR Gates, Signals	1 0.03%	Dirt	1 0.03%	Monday	417 14.55%
Construction Zone	22 0.77%			Tuesday	457 15.95%
		Other	1 0.03%		
School Zone	2 0.07%			Wednesday	454 15.85%
		Unknown	44 1.54%		
None	1174 40.98%			Thursday	478 16.68%

		Roadway Characteristic			
Other	78	2.72%	Straight and Level	2292	80.00%
Unknown	32	1.12 %	Straight and Grade	211	7.36%
<i>Traffic Control Functioning</i>			Straight at Hillcrest	24	0.84%
Yes	1439	50.23%	Curve and Level	138	4.82%
No	56	1.95%	Curve and Grade	99	3.46%
Unknown	1370	47.82%	Curve at Hillcrest	4	0.14%
<i>Reported By</i>			Straight and Rolling	8	0.28%
State Police	211	736%	Sag Curve	5	0.17%
City Police	2257	78.78%	Unknown	84	2.93%
Sheriff	348	12.15%			
Other	49	1.71 %			

<i>Month</i>	
Friday	500 17.45%
Saturday	318 11.10%
Sunday	241 8.41%
January	251 8.76%
February	220 7.68%
March	236 8.24%
April	234 8.17%
May	231 8.06%
June	224 7.82%
July	221 7.71%
August	240 8.38%
September	247 8.62%
October	226 7.89%
November	260 9.08%
December	275 9.60%

<i>Time of Day (By Hour)</i>												
	12 - 1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9 -10	10 - 11	11 - 12
AM	40	36	39	41	22	22	43	99	145	113	130	161
	1.40%	1.26 %	1.36 %	1.43%	0.77%	0.77%	1.50 %	3.46%	5.06%	5.06%	4.54%	5.62%
PM	218	200	217	224	261	257	177	111	96	92	65	56
	7.61%	6.98%	7.57%	7.82%	9.11%	8.97%	6.18%	3.87%	3.35%	3.35%	2.27%	1.95%

Monday, March 28, 2005



West Virginia Division of Highways

Traffic Engineering Division

Summary of Crashes Occurring along: Midland Trail - US 60 Wayne County

County	Wayne	Date Range	01/01/2002 to 12/31/2004
Route	US 000060	Milepost Range	000.00 - 005.60

Accidents: 329 Injury Accidents: 117 Fatal Accidents: 2 Property Damage Only Accidents: 210
 Injuries: 178 Fatalities: 2

<i>Manner of Collision</i>		<i>Roadway Surface Condition</i>		<i>Lighting Condition</i>	
Rear End	119 36.17%	Dry	255 77.51%	Daylight	254 77.20%
Head On	6 1.82%	Wet	63 19.15%	Dark	22 6.69%
Sideswipe Same Dir.	33 10.03%	Snow	2 0.61%	Dark, Artificial Light	33 10.03%
Sideswipe Opp. Dir.	7 2.13%	Ice	5 1.52%	Dusk	11 3.34%
Rear to Rear	1 0.30%	Muddy	0 0.00%	Dawn	5 1.52%
Single Vehicle Crash	21 6.38%	Haz. Materials	0 0.00%	Unknown	4 1.22%
Access Conflict	47 14.29%	Other	1 0.30%	<i>Weather Condition</i>	
Left and Right Turn	0 0.00%	Unknown	3 0.91%	Clear	172 52.28%
Left Turn	50 15.20%	<i>Pavement Marking Visibility</i>		Cloudy	111 33.74%
Right Turn	7 2.13%	Yes	219 66.57%	Raining	36 10.94%
Other	38 11.55%	No	14 4.26%	Fog / Smog	1 0.30%
Unknown	0 0.00%	Unknown	96 29.18%	Snowing	5 1.52%
<i>Traffic Control Device</i>		<i>Road Type</i>		Sleeting	0 0.00%
Stop Sign	62 18.84%	Asphalt	312 94.83%	Hailing	0 0.00%
Traffic Signal	92 27.96%	Concrete	14 4.26%	Crosswinds	0 0.00%
Yield Sign	1 0.30%	Brick	0 0.00%	Unknown	4 1.22%
Officer, Flagman	0 0.00%	Gravel	0 0.00%	<i>Day</i>	
RR Gates, Signals	3 0.91%	Dirt	0 0.00%	Monday	52 15.81%
Construction Zone	0 0.00%	Other		Tuesday	42 12.77%
School Zone	0 0.00%	Unknown		Wednesday	48 14.59%
None	165 50.15%	Unknown		Thursday	59 17.93%
Other	1 0.30%	<i>Roadway Characteristic</i>		Friday	62 18.84%
Unknown	5 1.52%	Straight and Level	261 79.33%	Saturday	40 12.16%
<i>Traffic Control Functioning</i>		Straight and Grade	9 2.74%	Sunday	26 7.90%
Yes	101 30.70%	Straight at Hillcrest		<i>Month</i>	
No	8 2.43%	Curve and Level	48 14.59%	January	
Unknown	220 66.87%	Curve and Grade	3 0.91%	February	31 9.42%
<i>Reported By</i>		Curve at Hillcrest	0 0.00%	March	16 4.86%
		Straight and Rolling	0 0.00%	March	18 5.47%

State Police	1	0.30%	Sag Curve	1	0.30%	April	28	8.51%
City Police	305	92.71%	Unknown	6	1.82%	May	32	9.73%
Sheriff	5	1.52%				June	21	6.38%
Other	18	5.47%				July	34	10.33%
						August	43	13.07%
						September	27	8.21%
						October	25	7.60%
						November	24	7.29%
						December	30	9.12%

Time of Day (By Hour)

	12 - 1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9 -10	10 - 11	11 - 12
AM	3	2	5	1	1	0	6	14	8	15	16	21
	0.91%	0.61%	1.52%	0.30%	0.30%	0.00%	1.82%	4.26%	2.43%	2.43%	4.86%	6.38%
PM	30	22	23	38	24	36	25	17	7	9	5	1
	9.12%	6.69%	6.99%	11.55%	7.29%	10.94%	7.60%	5.17%	2.13%	2.13%	1.52%	0.30%

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