Regional Intergovernmental Council

WV 62 Traffic Safety Study

Poca, WV

Mead & Hunt

DRAFT SUBMISSION

VERSION CONTROL

Version	Date	Author(s)	Description
1	05/27/2025	D. Hardy, B. Krofcheck, J. Hall	Draft Submission
2	06/10/2025		Added Vehicle Speed Comparison

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1.0 Executive Summary

The following assessment builds upon multiple priority studies completed by RIC MPO and WVDOH to determine overlap and opportunities to combine priority sections within WVDOH committed and proposed studies.

This report summarizes a traffic and safety study encompassing a segment of WV 62 which was generated from the original 100 safety sensitive sites and prioritized by the RIC MPO. Based on the completed analysis, recommendations will be made to WVDOH for addition into their known Vulnerable Road User Projects. This study included an analysis of the existing safety conditions and determined potential countermeasures to mitigate crashes as well as crash risk and improve traffic operations in the area along WV 62, Poca West Virginia from milepost 2.8 to Laurel Avenue (MP 3.04).

Crash Data from AASHTOWare Safety for the timeframe of January 1, 2019 – December 31, 2023, was analyzed. In the five-year study period, there were a total of 7 collisions in the study area, and no injuries were recorded.

Based on observations, crash patterns, and crash risk the following countermeasures were recommended:

Short Term:

- Install high-visibility signage from the end of the bridge to Charles Lane
- Relocate longitudinal bars crosswalks on WV 62 to line up with Center Street intersection and existing pedestrian facilities on school campus. Fully eradicate the existing crosswalk.
- Add school zone signage to Laurel Avenue and move existing sign with flashing beacon on southbound WV 62 to be more visible to traveling public (**Figure 23**)
- Enhance signing and marking on Laurel Avenue and Center Street
- Use tubular markers to create access management at the shopping center.
- Work with schools to find volunteers to work as crossing guards. This may be improved by a city or county ordinance giving direction of the expected roles of a crossing guard.
- Send flyers reminding parents drop off/pick rules and discourage dropping off kids outside of school zone
- Work with City to do a safety campaign that discourages risky behavior including speeding, jaywalking, and blocking crosswalks
- Consider reducing speed limit to 25 mph

Long Term:

- Install LED Street Lighting and sidewalk to area in front of shopping center (**Figure 24**)
- Install permanent access management at Poca Plaza including removal of parking places adjacent to roadway with cross hatching, planters, benches and/or bike racks (**Figure 24**)
- Install Rectangular Rapid Flashing Beacon (RRFB) to assist children crossing WV 62. (**Figure 24**)
- Install sidewalks on both sides of WV 62 including ADA ramps to complete the gaps in the sidewalk network
- Request potential new crosswalk to WVDOH at study limit with VRU project.

2.0 Background, Purpose and Safety Location Identification

Background:

The following assessment builds upon multiple priority studies completed by RIC MPO and WVDOH to determine overlap and opportunities to combine priority sections within WVDOH committed and proposed studies.

An intial high level screening was performed of nearly 100 sites in Kanawha and Putnam Counties that were identified through RIC's Comprehensive Safety Action Plan (2023), RIC's Kanawha-Putnam Bicycle & Pedestrian Plan (2020), the WVDOH Vulnerable Road User Study (2022), the WV Strategic Highway Safety Plan, and past RIC traffic studies. A list of potential projects sites and identified funding opportunities with best use recommendations was generated. Recommendations for 22 sites were provided to RIC for potential grants, HSIP funding eligibility or additions into existing WVDOH projects. Two sites, which fall outside **existing WVDOH project limits**, were jointly identified by RIC MPO and Mead & Hunt staff for a more detailed study. This study explores one of those sites in Poca, WV.

Purpose:

This study seeks to improve traffic safety and operations along WV 62 in Poca and encompasses the major local traffic generators: Poca Elementary School, Poca Middle School and Poca Plaza. The study includes site observations, crash analysis, and stakeholder engagement, to seek solutions to improve this section of WV 62, generally through the Poca City limits, while coordinating with WVDOH to facilitate a consistent corridor.

Based on the completed analysis, recommendations will be made to WVDOH for addition into their known Vulnerable Road User Projects from milepost 2.8 to Laurel Avenue (MP 3.04).

Safety Location Identification:

The WVDOH used the AASHTOWare Safety system to perform a High Injury Network (HIN) analysis which identified segments of roadway where the highest concentrations of crashes were occurring. WVDOH's HIN analysis was based on two factors: frequency of crashes and severity. To measure severity, the Equivalent Property Damage Only (EPDO) index was utilized. The segment from Etta Street to 0.1 mile north of Truett Street on WV 62 was ranked # 1 in the State for EPDO crashes only and identified as #9 with the composite score that accounted for EPDO and total crash frequency. WVDOH has programmed a two-phase project for the top 20 sites listed in the HIN ranking. These project scopes include preparation of a design report with recommendations and then preparation of contract plans for all approved recommendations generated from the design report. Highway Safety Improvement Program (HSIP) funds have

been set aside to perform this work in 2025-2026.

In reviewing all crash data types (in addition to pedestrian and bicycle related) the segment from milepost 2.85 – 3.04 was ranked #20 in Putnam County for crash severity. This study focuses on the additional segment which begins at the end of the WVDOH VRU study and continues beyond the middle and elementary schools to Laurel Avenue. All safety improvement findings and recommendations from this study will be given to the WVDOH with a request to extend their construction project limits to include the full segment of WV 62 from Etta Street to Laurel Avenue (**Figure 1**).

Figure 1: *Project Location (Poca, WV)*

3.0 Existing Conditions

The study area is a mixture of school zones, residential and commercial businesses surrounding WV 62 within the city limits of Poca, WV.

Roadway Conditions

WV 62 is a bidirectional roadway that is owned and maintained by the West Virginia Division of Highways (WVDOH) and classified as a minor arterial. It has a posted speed limit of 35 mph for normal operations within city limits unless the school zone 15 mph signs are active. Two 11-foot lanes exist with shoulders of varying width through study segment. There are three minor approach stop-controlled City Street intersections within the study area: Charles Lane, Center Street and Laurel Avenue. There are no traffic signals located within the study limits.

There are sidewalks in various width from 4-5 feet located on both sides of the roadway. However, there are large gaps within the sidewalk network. This makes it difficult for pedestrians, especially those using mobility assistance devices such as wheelchairs, to get from one destination to another in a safe manner. The sidewalk on the western side has fire hydrants within the sidewalk narrowing the sidewalk width to less than the required 36 inches for ADA compliance. This requires wheelchairs to move into the street to continue along WV 62 (**Figure 2**).

Figure 2: *Fire Hydrant in Middle of Sidewalk*

Poca Elementary and Middle School Campus

Poca Elementary School has an enrollment of 289 students and 43 staff. The school provides education for grades Pre-K through 5th grade. The doors open at 7:15 a.m. with tardy bells at 7:45 a.m. Dismissal for parent pick-up begins at 2:55 p.m. and dismissal for buses is at 3:00 p.m. The main entrance is on the Middle School loop and staff is available during drop-off and pick up times to assist with getting students in and out of vehicles. Parent drop-off/pick-up and the buses are loaded in front of the school.

Poca Middle School has an enrollment of 295 students and 46 staff. The school provides education for grades 6th through 8th grade. The doors open at 7:15 a.m. with a tardy bell at 7:53 a.m. and dismissal at 3:05 p.m. The main entrance is on the Middle School loop and there is one (1) staff member assigned to monitor drop-off and pick-up times. Parent drop-off is located along the school loop and at the visitor parking lot located at the lower lot adjacent to WV 62. When school is dismissed, walkers exit from the side door of the Middle School building. Parents can pick-up along the side of the Middle School or at the lower lot adjacent to WV 62. Students riding the buses exit from the front of the Middle School.

The current signing for campus traffic includes two ONE WAY signs and a yellow solid line pavement marking that denotes one lane as Bus Lane Only and other for parent pick-up/drop-off. This traffic control is not to MUTCD compliant and violates driver expectancy potentially creating driver confusion.

Figure 3: *Current Signing for School Loop*

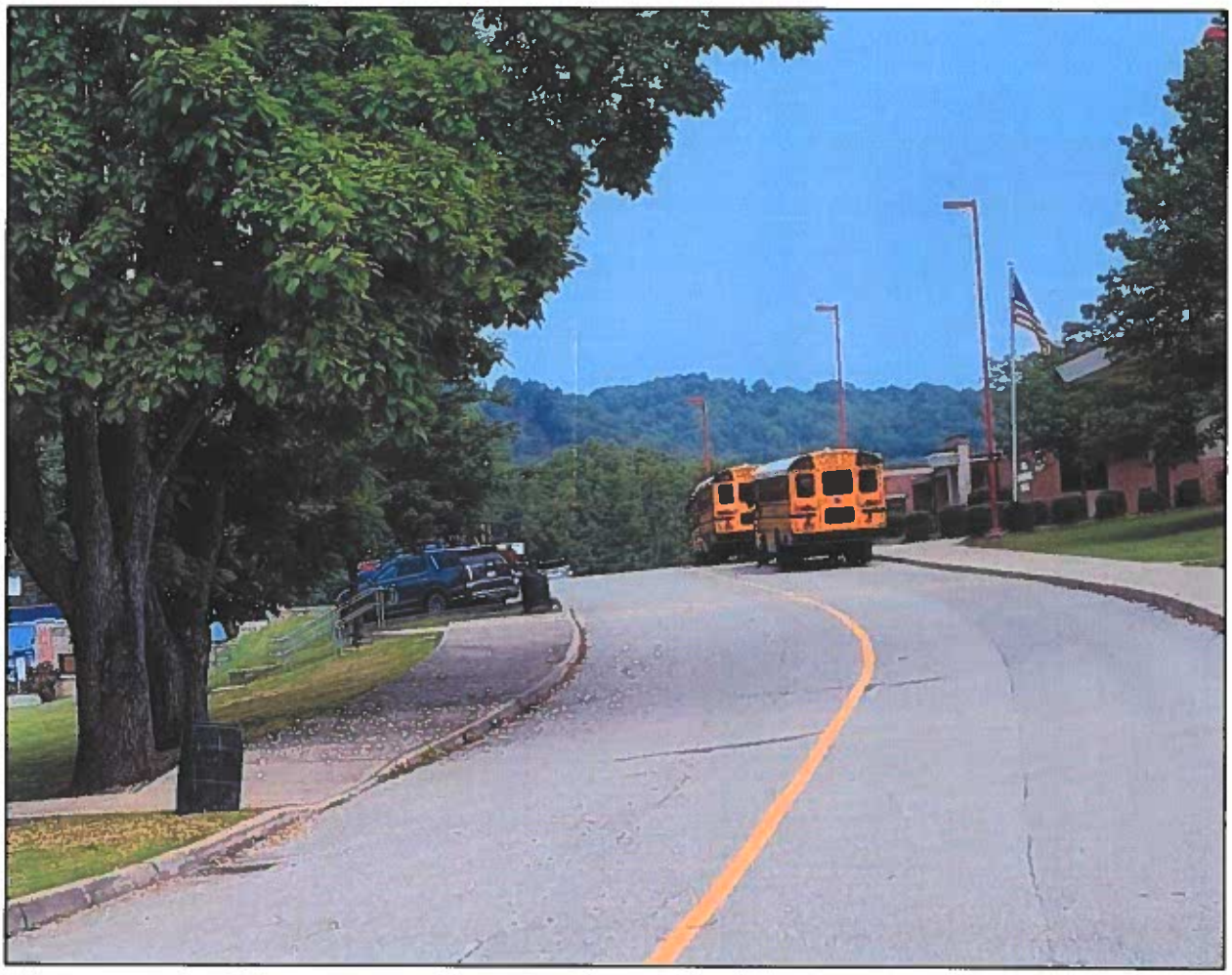


Figure 4: *Existing Pavement Markings for School Loop*

Putnam County Library – Poca Branch shares the campus with Poca Elementary and Middle Schools. It is open Monday through Friday from 9 a.m. to 5 p.m. In addition to the ample parking, there is a small bike rack available.

Residential

The study area is comprised of three (3) residential developments that are accessed primarily by four (4) city streets.

- The Hanshaw Addition is located on the west of WV 62 with a single egress/ingress from Center Street. The development is comprised with more than 50 single family homes that do not have sidewalks or bike paths within the development. Residents are easily within walking/biking distance of shopping, medical care and the elementary and middle schools (**Figure 5**).
- The Poca Subdivision is located on the east side of WV 62 behind the elementary school accessing WV 62 from Laurel Avenue (**Figure 6**). The development is comprised of more than 50 single family homes that do not have sidewalks or bike paths. Residents are easily within walking/biking distance to shopping, medical care and the elementary and middle school.
- Several single-family homes, townhomes and apartments are within walking distance of the study area from Charles Lane, Oklahoma Avenue and Silver Street. Charles Lane is a dirt road serving as a single access point to 5 homes. Though they are lacking sidewalks, Oklahoma Avenue and Silver Street connect to several low speed/low volume local streets to create a walk friendly community.

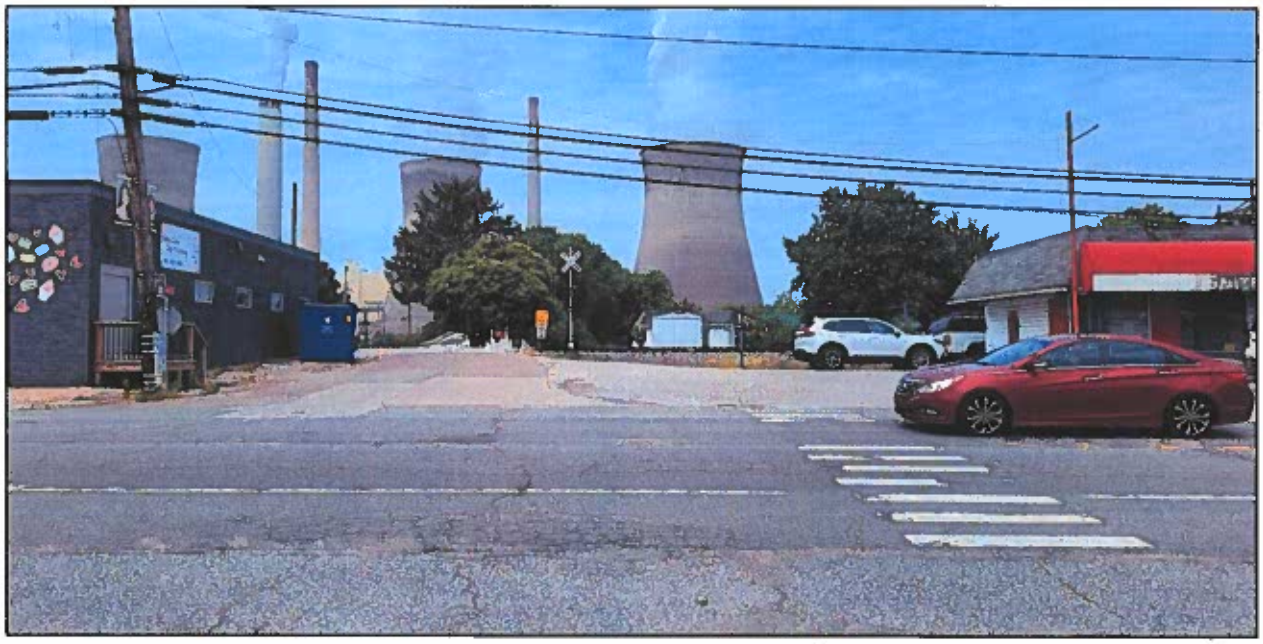


***Figure 5**: Entrance to Hanshaw Addition*

Figure 6: *Entrance to Poca Subdivision*

Commercial

Poca Plaza

The Poca Plaza is located directly across from the Poca Library and located on the western side of WV 62. Access is generally uncontrolled with vehicle ingress and egress points throughout the parking lot. There is no curb, sidewalks or any directional arrows within the Poca Plaza to give the traveling public or pedestrians guidance for entry to the parking lot. Some vehicles (**Figure 7**) will park outside the designating parking spots and block the sight distance for those leaving the Plaza. From observations, other identified risks are that pedestrians and students have the potential not to be seen when vehicles are not parked correctly. There are varying retail businesses and governmental functions operating within the Plaza as follows:

- Poca Food Fair (grocery store)
- US Post Office
- CAMC Primary Care (medical facility)
- Insurance Company
- Valley Cakes & Cafe (restaurant and bakery)
- Looking Glass Boutique (retail clothing)

Buildings that have parking adjacent to WV 62

- Ghareeb Dental Group
- Marathon Gas/One Stop
- Poca Valley Bank (located adjacent to Poca Food Fair)

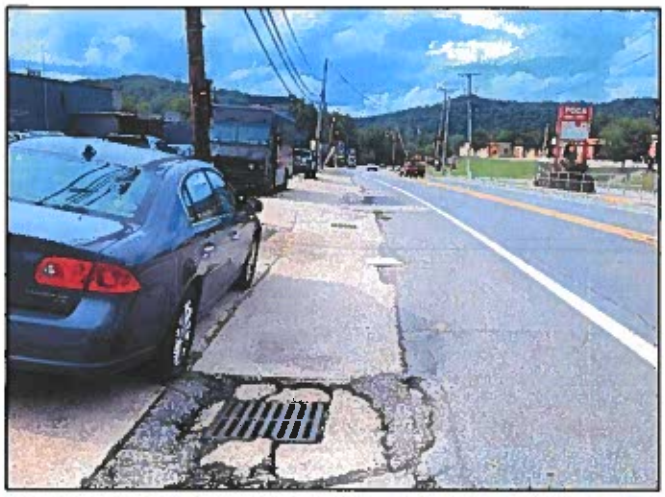


Figure 7: *Vehicles Parking Outside of Marked Parking Spaces*

Lighting

The City of Poca has lighting throughout the city limits that starts at the Town Hall and extends to Poca Elementary School alternating on each side of the main road. The light fixtures are high pressure sodium and mounted to wooden poles that are maintained by American Electric Power (AEP). While ambient lighting from commercial businesses within the area is available; this is not enough lighting to safety illuminate the sidewalks and roadway for pedestrians and drivers. One concern is there is no lighting at the crosswalk for students to be seen by the traveling public.

Parking

Visitor parking for the study area is available within the Poca Plaza, school parking areas and various locations adjacent to WV 62. On the westside, several parking spots are available. The Poca Plaza has approximately 4 handicap spots, 14 standard pull-in parking spots along the front of the store perpendicular to WV 62 and approximately 64 within the shopping center (**Figure 8**). There are 6 pull-in standard parking spots perpendicular to Main Street (WV 62) in front of Valley Cakes and Café (**Figure 9**).

On the eastside of WV 62 Poca Library has approximately 40 parking spaces and 2 handicap parking spots. There are 15 parking spots in the Middle School loop and 65 parking spots located on the right side of the Middle School. Poca Elementary has 15 parking spots to the left of the school and 40 parking spots to the rear of the school (**Figure 10**). Staff begin arriving at 6:30 a.m. and all designated spots typically first come first serve and most staff members generally park in the same relative location each day. All school staff drive to work, and parking appears to be adequate.

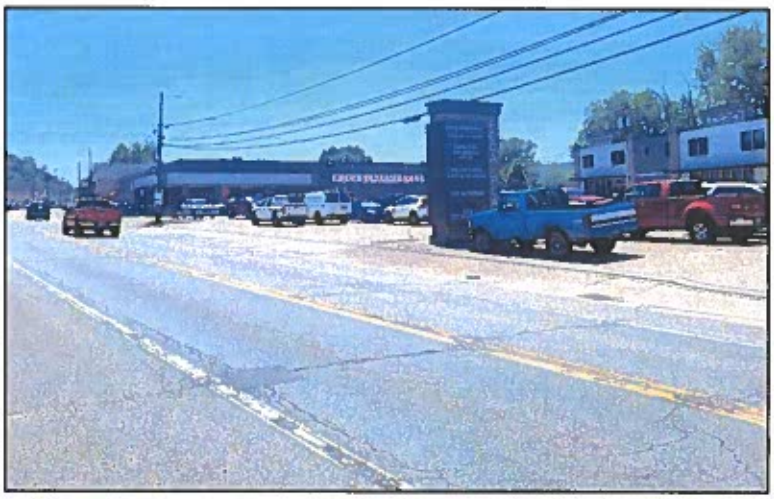


***Figure 8**: Poca Plaza Parking*

***Figure 9**: Perpendicular Parking to WV 62 (Main Street)*

***Figure 10**: School Loop*

Red Line Represents Parent Drop-Off/Pick Up.

Yellow Line Represents Bus Drop-Off/Pick Up

Public Transportation

There is no public transportation in Putnam County. Teays Valley Taxi is the only taxi service listed for Putnam County, which is in Hurricane, West Virginia. Putnam County Aging offers medical treatment transportation and limited non-medical transportation for essential services.

School Bus Routes

Poca Elementary has seven morning buses that run from 7:05 to 7:31 a.m. with bus 1405 and 1807 making a second run each day and six buses in the afternoon all departing at 3:05 p.m. Approximately 75% of students ride the bus according to school officials.

Poca Middle School has twelve a.m. buses that run from 7:05 a.m. to 7:31 a.m. with bus 1405 and 1807 running a second run and nine afternoon buses that run beginning at 3:05 p.m. with the last bus departing at 3:31 p.m.

Table 1: *Morning Bus Schedule*

Bus Number	Arrival Time	School	Travel Direction to School from Last Stop
1807	0705	PES/PMS	Southwest (Heizer Creek Road)
1602	0705	PES/PMS	Northwest (Skidmore Lane to 2215 Dairy Road)
1409	0708	PES/PMS	Southwest (Manilla Creek Road to Hidden Farms Road)
234	0711	PES/PMS	North (Valley Brook Trailer Park to Gino's Pizza)
1405	0716	PES/PMS	Southeast (1026 Dairy Road to 29 &11 River Street)
1705	0718	PMS	South (Bancroft Bottom to Charleston Road)
1306	0723	PMS	South (Old Confidence Elementary to 4030 Charleston Road)
222	0724	PES/PMS	South (Dupont Road to Bridge at Poca)
1703	0725	PMS	Southwest (Heizer Creek to 8148 Heizer Creek)
1305	0725	PMS	North (Crochan Lane to Apartments at Pilot Station)
1807	0726	PES/PMS	Southwest (Heizer Creek Road)
204	0729	PMS	South (Rt 34 to 2960 Bowles Ridge)
1405	0731	PES/PMS	Southeast (1026 Dairy Road to 29 &11 River Street)
1108	0731	PES/PMS	South (Farley Hollow to Sigman Road)

Table 2: *Afternoon Bus Schedule*

Bus Number	Depart Time	School	Travel Direction from School to First Stop
204	1505	PMS	North (Rt 34 to 2960 Bowles Ridge)
222	1505	PES	Southeast (Dairy Road to Gate at Dupont Fishing)
234	1505	PMS	Southeast (Sam's Hot Dog to Jasper Drive)
1108	1505	PES/PMS	North (Farley Hollow to Sigman Road)
1306	1505	PES/PMS	South (Gino's Pizza to Rock Branch Elementary)
1409	1505	PES/PMS	Northeast (Raymond City Church to 393 Manilla Creek)
1602	1505	PES/PMS	Southeast (Caruthers Lane to 3589 Poca River Road)
1604	1505	PMS	Southeast (7 Elizabeth to 134 Silver Street)
1807	1505	PES/PMS	Northeast (Heizer Creek to Kelly's Creek Road)
1705	1531	PMS	Northeast (End of Heizer Creek Apartments to Kelly's Creek Road)

Pedestrian/Bicyclists

During field observations, pedestrians were noted as using the sidewalk in front of the middle school (**Figure 11**). During afternoon dismissal observations, 15 elementary and middle school students crossed at the crosswalk, one parent and preschooler walked along Laurel Avenue, four middle school boys were observed jaywalking midblock and one parent with elementary school student crossed at the library entrance.

Students were observed jaywalking to go to Poca Plaza. Also, during field observations, it was clear that many pedestrians walk from their homes to the Poca Plaza or the gas station. A scooter was seen traveling south along WV 62 (**Figure 12**) stopping at US Postal Service and then returning to Center Street.

The addition of a 5-foot sidewalk along school property was recently completed on Laurel Avenue. Pedestrians were observed utilizing the new sidewalk and then continuing in the road to walk home from school. When interviewed one parent stated that he walks his kids to school every day since the sidewalk had been installed to and from Poca Subdivision.

Pedestrians that need to cross WV 62 rely on a longitudinal bar crosswalk near Center Street or jaywalk. The crosswalk is over 450 feet south of the Pocatalico River bridge and over 400 feet north of Poca Food Fair. The next marked crosswalk is over a half mile away at Silver Street. None of the adjacent intersections have marked pedestrian crosswalks or a connected sidewalk network. Pedestrians were observed in the surrounding neighborhoods walking to school or to Poca Plaza. The majority were observed in the Hanshaw Addition area, located on Center Street.

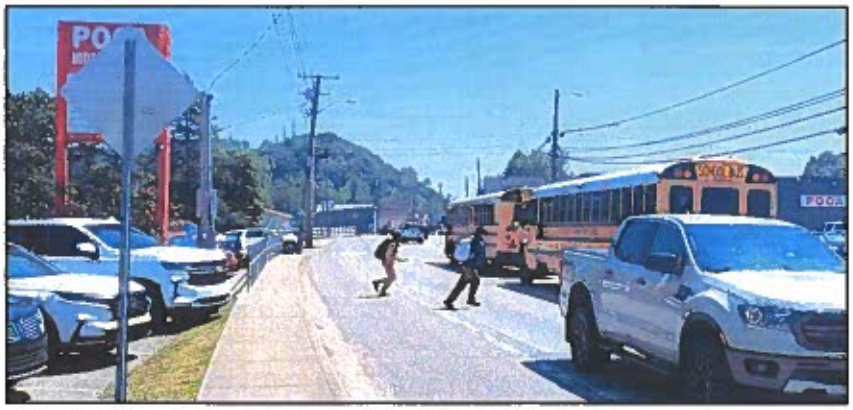


Figure 11: *Middle School students jaywalking*

Figure 12: *Scooter traveling south on WV 62 shoulder*

4.0 Data Collection

Speed Analysis

A spot speed analysis was conducted along WV 62 southbound adjacent to Poca Middle School.

In total, 81 vehicles traveling southbound along WV 62 were measured during the off-peak period on a typical weekday in December 2024. The analysis results (**Table 3**) reveal that speeding was not observed to be an issue and the 85th percentile speed was estimated to be 2 mph over the posted speed limit with fewer than 5% traveling more than 5 mph over the speed limit. This is generally accepted as a good compliance rate; however a pedestrian being struck at this speed has a greater chance of fatality.

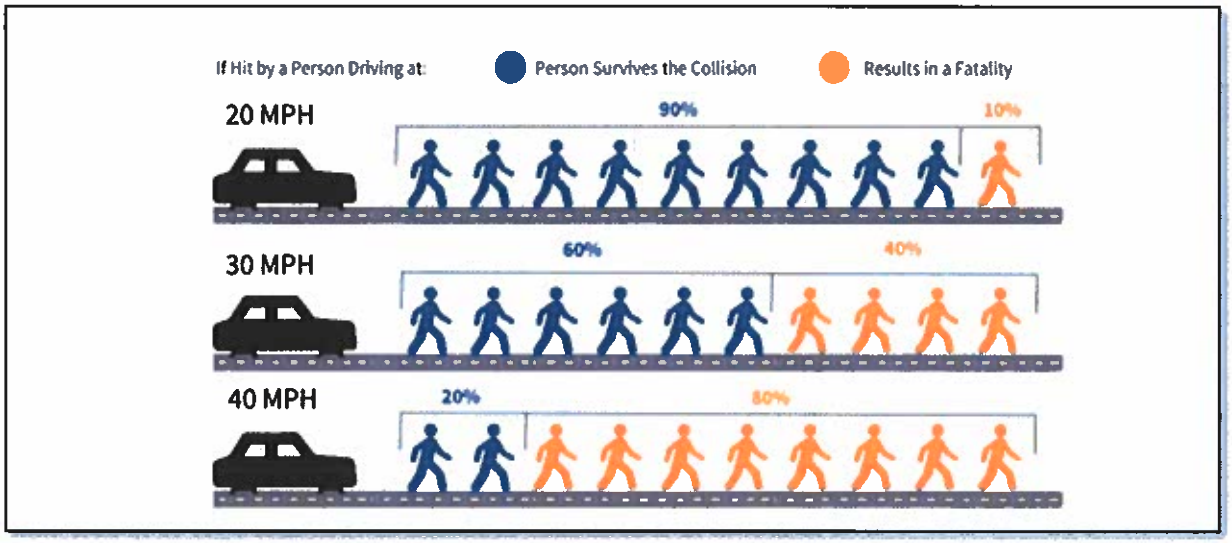


***Figure 13**: Vehicle Speed Comparison*

Data source: USDOT, Vehicle Travel Speeds and Pedestrian Injuries, March 2000.

The spot speed reports are provided in **Appendix A.**

***Table 3:** Speed Analysis Results*

Location	Direction	Posted Speed	Avg. Speed	85th Percentile	% Traveling 5 mph (or more) Over Posted Speed Limit
Southbound Along WV 62 Adjacent to the Poca Middle School	SB	35	34	37	3.7%

Traffic Volume

Based on the available information provided by the WVDOH GeoCounts database, the annual average daily traffic (AADT) is 7,882 vehicles per day and the percentage of truck traffic is 7.2% of the AADT.

Field observations were performed several times over the school year so traffic movements during the different seasons could be observed. The following observations were made:

- School Zone Flashers are not in use during release of preschool
- New sidewalk at Laurel Avenue is utilized which makes walking manageable
- Mixed traffic with trucks appearing to be normally represented
- Access Management concerns at Poca Plaza parking lot **(Figure 14)**
- Parents park randomly along WV 62 for pickup

Fall/Winter Observation: December 16, 2024

The school was visited during pick up hours starting at 2:30 p.m. until 3:45 p.m. the following was observed:

- Parents leave before the buses
- Parents pick up in the library parking lot
- Middle school students jaywalking from library to Poca Plaza (**Figure 15**)
- Children crossing WV 62 at crosswalk
    - Teachers crossed with the elementary students (**Figure 16**)
    - Middle School siblings crossed with younger children
    - Several continue in roadway along Center Street to Hanshaw Addition
    - Some are picked up by parents waiting at entrance to Hanshaw Addition
- Mainline vehicles stopped along WV 62 when the buses departed schools
- There were no crossing guards along WV 62
- Parent walking to pick up preschooler from Laurel Avenue

Spring Observation: April 8, 2025

Poca Elementary and Poca Middle School were observed during drop hours starting at 6:15 a.m. until 8:15 a.m. The following items were noted during the field observation:

- At 6:15 a.m. cars were waiting in the Middle School loop of the parking lot
- At 6:44 a.m. parents started lining up to drop off kids
- Police arrived on scene at 7:10 a.m. at the Poca Plaza parking lot where the monitor morning school arrivals
- High peak traffic was around 7:27 a.m. with most traffic traveling south

- There was no back-up observed onto WV 62 on this day (**Figure 17**)
- There was a backup along the Middle School Loop due to parent drop off on the library parking lot. Vehicles would let students cross the loop road causing a queue down the hill on the Middle School loop (**Figure 18**)
- Six cars were observed exiting from the entrance of the Middle School Loop after the police officer had left.
- There were a few students observed crossing WV 62 during drop-off
- Northbound queue backup is created at the yield sign where school traffic is waiting to cross the Middle School Loop to reach the library parking lot for drop-off

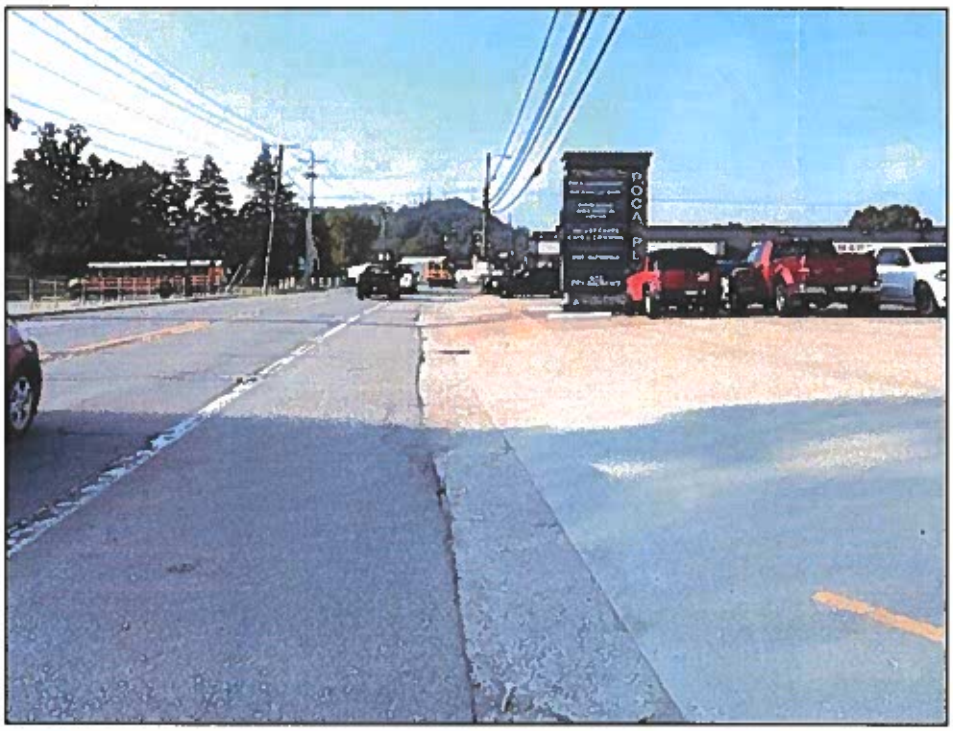


***Figure 14**: Access Management Concerns in Poca Plaza Parking Lot*

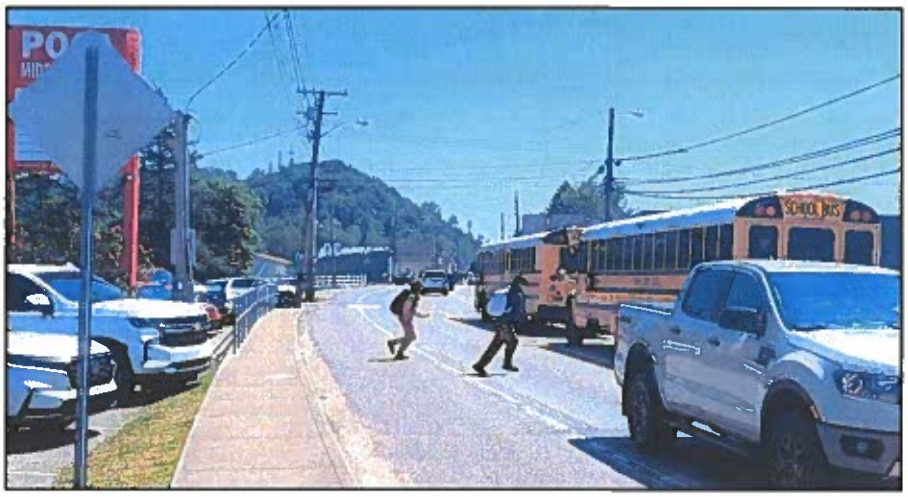


***Figure 15**: Middle School Students Jaywalking*

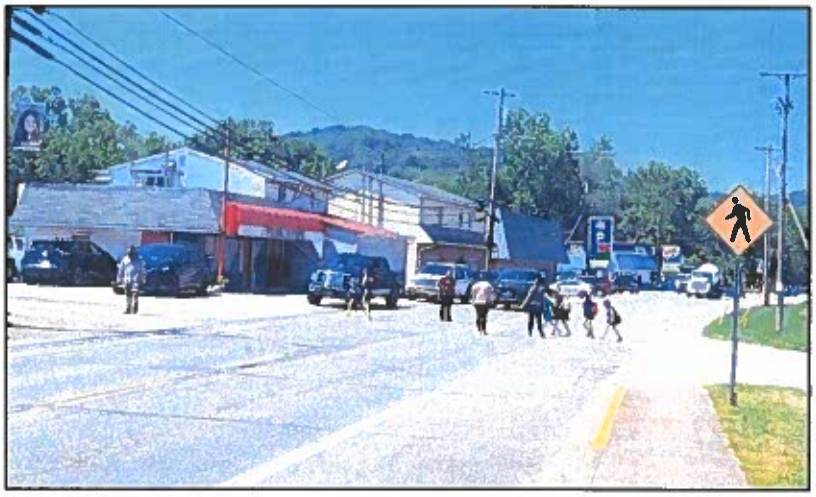


***Figure 16:** Elementary Students Crossing with Teacher Assisting*

***Figure 17**: The Queue on Middle School Loop – Cars waiting to access the Loop*

***Figure 18:** Cars stopping to let Students cross Along Middle School Loop*

Stakeholder Meetings

Individual stakeholder meetings were held with each partner to have an open discussion on each

concern within the study area. The following is a recap of each meeting:

Schools:

- Concerned about the visibility of the students when crossing WV 62
- Not enough lighting
- Need more school signage
- Teachers are getting stuck in traffic due to parent drop-off

City/First Responder:

- Queuing on the Pocatalico River bridge waiting to turn left into Laural Avenue – asked about possibility of warning signs
- Silver Street – request to relocate utility pole (3 crashes within last 6 months)
- Poca Baptist Church missing a sign (Coordinating with WVDOH)
- Concerned with the overall condition of the roadway
- Low spot on the bridge/culvert (south of Town Hall)
- Poca River Road (no slip was repaired) UPS truck wrecked turned over and there was no warning sign.
- Ditches need cleaned (Coordinating with WVDOH)
- Fire Hydrants are in the sidewalk (multiple sites) – wheelchair must wheel out in the roadway to navigate around the hydrant.
- Boat ramp along Davis Drive – Guardrail needs to be shortened to allow enough room for boats to pull out.
- Fire signal/Truck Transmitter to alert the traffic when pulling out of the building.
- Smith Lane – Roadway is damaged, and Railroad crossing is in bad condition, needs repairs.
- At the intersection of Dairy Road and WV 62– according to the stakeholders 3 crashes in the last week. Requested warning signs, signal ahead sign (from WVDOH).

5.0 Safety

Crash Data

Crash Data for the timeframe of January 1, 2019 – December 31, 2023, was downloaded from AASHTOWare Safety website. In the five-year study period, there were a total of 7 collisions **(Figure 19)** in the study area, and no injuries or fatalities were recorded. A few notable crash characteristics are listed as follows:

- One (1) crash was within the school zone
- Six (6) crashes involved dry conditions, and one (1) crash involved wet conditions
- Six (6) crashes were during clear weather conditions, and one (1) crash was during the rain.
- One (1) crash involved an animal in the roadway, one (1) crash involved weather conditions and five (5) had no contributing environmental circumstances
- Six (6) crashes were in daylight, and one (1) was under dark – lighted conditions.
- One (1) crash involved striking a parked motor vehicle, one (1) crash involved a utility pole and five (5) crashes the first harmful event was a motor vehicle in transport.

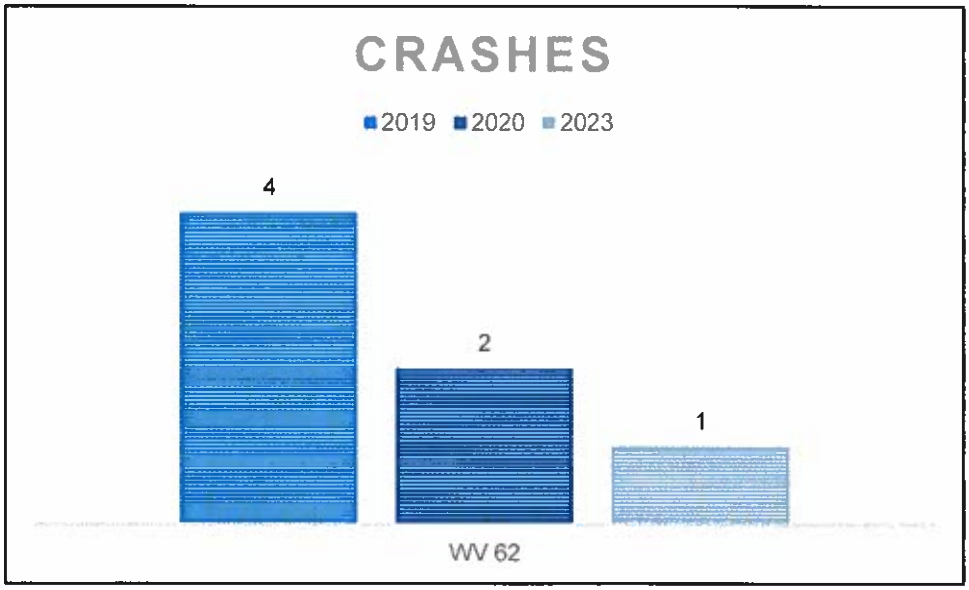


Figure 19: *Crashes in Study Area*

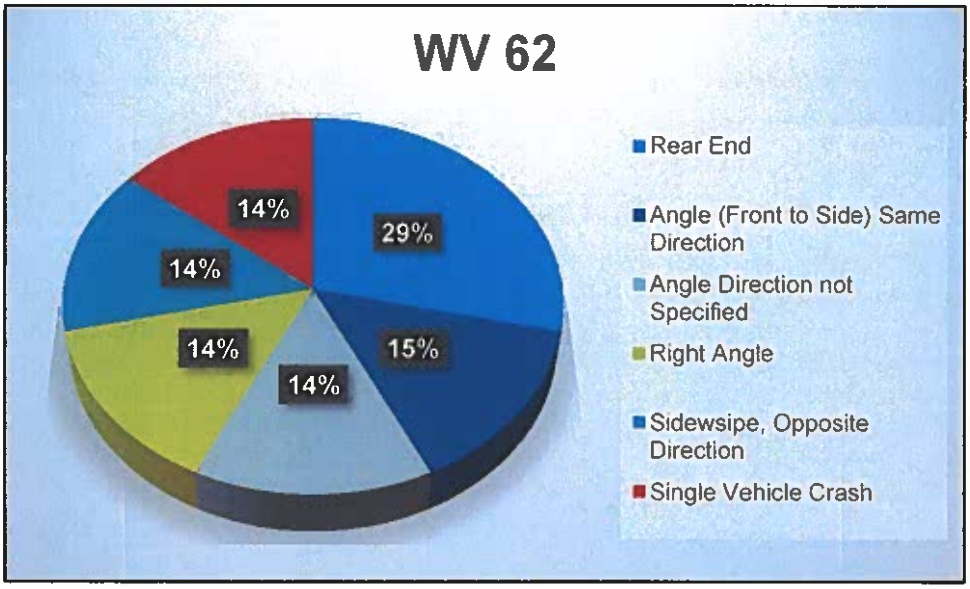


Figure 20: *Crash Type in Study Area*

No specific trends were identified from the crash data other than multiple crashes occurred in the vicinity of Laurel Avenue and near Poca Valley Bank **(Figure 21)**. The crash report summary for the study area is provided in **Appendix B.**

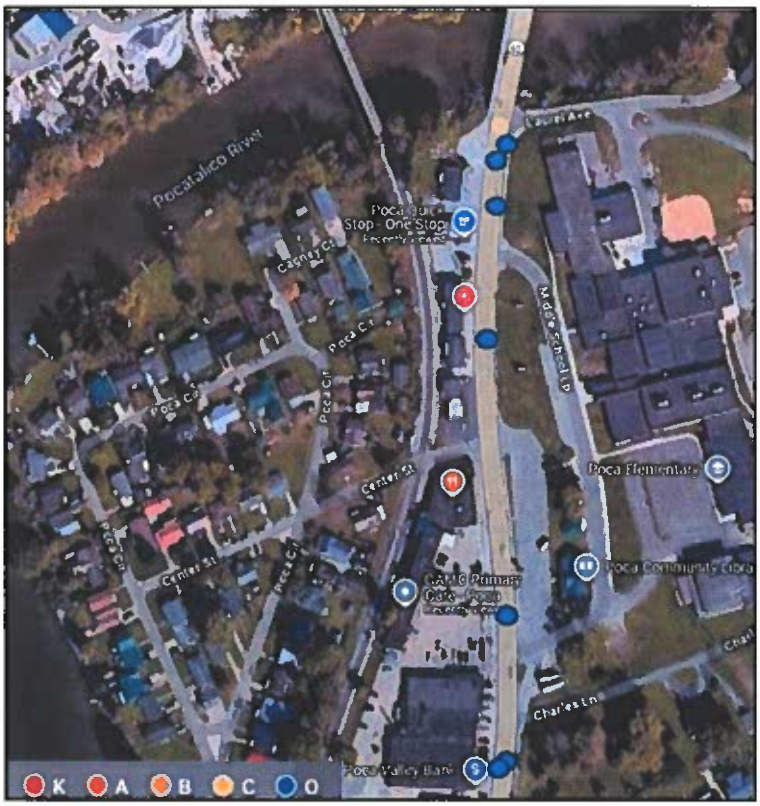


Figure 21: *Crash Location*

Safety Assessment for Every Roadway (SAFER)

As part of WVDOH's desire to facilitate safety discussions for transportation, all WVDOH projects require designers to complete and submit to the Traffic Engineering Division the Safety Assessment for Every Roadway (SAFER) Form for the project as part of the Preliminary Field Review and Final Office Review. All studies are to complete the SAFER form and submit in addition to final report. To help streamline incorporating the recommendations in this report, a SAFER form has been completed in Microsoft Excel and upon acceptance will be submitted to Traffic Engineering Division for inclusion in upcoming HSIP project. The proposed SAFER form can be found in **Appendix D.**

6.0 Countermeasures for Consideration

The following countermeasures were identified as potential solutions to improve safety within the study area.

- Install high visibility crosswalk
- Install Rectangular Rapid Flashing Beacon (RRFB) (**Figure 22**)
- Access Management at Poca Plaza
- Install curb extensions at the shopping plaza to enforce access management into the parking lot
- Install continuous sidewalks on both sides of WV 62 and move the fire hydrants out of the sidewalks
- Separated Bike Lane
- Install new street lighting with LED light fixtures for enhanced visibility
- Convert parking spaces perpendicular to WV 62 into bike racks
- Install high-visibility yellow signage at intersections
- Install longitudinal bar crosswalks
- Install raised crosswalks
- Prohibit cars exiting the entrance of the Middle School Loop
- Prohibit parking adjacent to WV 62
- Install fixed speed cameras in school zone (using automated enforcement with this countermeasure is currently not permitted in West Virginia and would require a change in WV State Code)
- Conduct education campaign for drop-off/pick-up rules
- Develop continuous bike/ped routes throughout the city of Poca
- Install sidewalks on both sides of WV 62 including ADA ramps to complete the gaps in the sidewalk network.

***Figure 22**: Example of RRFB on Two Lane Road*

7.0 Conclusion and Recommendations

Poca is a small country community with a population of 875 residents in the 2020 census. It has shown a steady decline in population since its peak in 1980. Unlike many urban communities, congestion is not the primary concern, it is safe accessibility to daily necessities like housing and shopping. The community leaders, along with regional and state representatives have worked on revitalizing the downtown area to make it a safe, healthy community. RIC working on the behalf of Poca, began a grant application to do significant upgrades to the study area. Unfortunately, Poca was unable to secure the required 20% local match. This study supports the recommendations from Poca's grant application to make the area surrounding WV 62 a walkable community (**Appendix E**). The following recommendations can aid in the town's desire to enhance streetscape, retain businesses, help with economic development, enhance visitor's experience to Poca, align with community plans while prioritizing pedestrian safety and accessibility.

Conceptual cost estimates for the recommended infrastructure improvements are included in **Appendix C**.

Short Term:

- Install high-visibility signage from the end of the bridge to Charles Lane
- Relocate longitudinal bars crosswalks on WV 62 to line up with Center Street intersection and existing pedestrian facilities on school campus. Fully eradicate existing crosswalk.
- Add school zone signage to Laurel Avenue and move existing sign with flashing beacon on southbound WV 62 to be more visible to traveling public (**Figure 23**)
- Enhance signing and marking on Laurel Avenue and Center Street
- Use tubular markers to create access management at the shopping center.
- Work with schools to find volunteers to work as crossing guards. This may be improved by a city or county ordinance giving direction of the expected roles of a crossing guard.
- Send flyers reminding parents drop off/pick rules and discourage dropping off kids outside of school zone
- Work with City to do a safety campaign that discourages risky behavior including speeding, jaywalking, and blocking crosswalks
- Consider reducing speed limit to 25 mph

Long Term:

- Install LED Street Lighting and sidewalk to area in front of shopping center (**Figure 24**)
- Install permanent access management at Poca Plaza including removal of parking places adjacent to roadway with cross hatching, planters, benches and/or bike racks (**Figure 24**)

***Figure 23**: Proposed School Signs & Crosswalk Pavement Markings*

Figure 24: *Enhancements to the Study Area*

8.0 Resources

- RIC's Comprehensive Safety Action Plan (2023), https://wvregion3.org/wp-content/uploads/2020/07/FULL_CSAP_RIC_reduced.pdf
- RIC's Kanawha-Putnam Bicycle & Pedestrian Plan (2020), https://wvregion3.org/wp-content/uploads/2020/07/RICBikePedPlan-10-Dec-2020-UPDATED_1.pdf
- WVDOH Vulnerable Road User Assessment (2022), https://transportation.wv.gov/highways/traffic/SiteAssets/Pages/default/WV%20VRU%20Assessment.pdf
- WV Strategic Highway Safety Plan https://transportation.wv.gov/highways/traffic/Documents/StrategicHighwaySafetyPlan.pdf
- Manual on Uniform Traffic Control Devices (MUTCD) Part 2, 3 and 7, https:\\MUTCD 11th Edition - FHWA MUTCD
- WVDOH Traffic Engineering Division, Traffic Monitoring Unit, https://gis.transportation.wv.gov/aadt/
- WVDOH GIS Division https://gis.transportation.wv.gov/ftp/FunctionalClassMaps/Federal_Functional_Class.pdf
- WVDOH Traffic Engineering Directives, https://transportation.wv.gov/highways/traffic/Pages/TrafficEngineeringDirectives.aspx, including:
  - TED 302-2 - Pedestrian Crosswalks and Pedestrian Crossings
  - TED 701-2 - School Area Traffic Control

Appendix A

Vehicle Spot Speed Report

REGIONAL INTERGOVERNMENTAL COUNCIL

VEHICLE SPOT SPEED STUDY

SPEED RANGES	NUMBER OF VEHICLES	PERCENT OF TOTAL	PERCENT ACCUMULATION
15	0	0.0%	0.0%
16	0	0.0%	0.0%
17	0	0.0%	0.0%
18	0	0.0%	0.0%
19	0	0.0%	0.0%
20	0	0.0%	0.0%
21	0	0.0%	0.0%
22	0	0.0%	0.0%
23	0	0.0%	0.0%
24	0	0.0%	0.0%
25	0	0.0%	0.0%
26	1	1.2%	1.2%
27	0	0.0%	1.2%
28	2	2.5%	3.7%
29	2	2.5%	6.2%
30	2	2.5%	8.6%
31	4	4.9%	13.6%
32	11	13.6%	27.2%
33	11	13.6%	40.7%
34	12	14.8%	55.6%
POSTED SPEED: 35	6	7.4%	63.0%
36	9	11.1%	74.1%
37	9	11.1%	85.2%
38	4	4.9%	90.1%
39	3	3.7%	93.8%
40	2	2.5%	96.3%
41	1	1.2%	97.5%
42	1	1.2%	98.8%
43	1	1.2%	100.0%
44	0	0.0%	100.0%
45	0	0.0%	100.0%
46	0	0.0%	100.0%
47	0	0.0%	100.0%
48	0	0.0%	100.0%
49	0	0.0%	100.0%
50	0	0.0%	100.0%
51	0	0.0%	100.0%
52	0	0.0%	100.0%
53	0	0.0%	100.0%
54	0	0.0%	100.0%
55	0	0.0%	100.0%
56	0	0.0%	100.0%
57	0	0.0%	100.0%
58	0	0.0%	100.0%
59	0	0.0%	100.0%
60	0	0.0%	100.0%
61	0	0.0%	100.0%
62	0	0.0%	100.0%
63	0	0.0%	100.0%
64	0	0.0%	100.0%
65	0	0.0%	100.0%
66	0	0.0%	100.0%
67	0	0.0%	100.0%
68	0	0.0%	100.0%
69	0	0.0%	100.0%
70	0	0.0%	100.0%
TOTAL VEHICLES	*81*		

RECORDER

LOCATION: WV 62 Poca

APPROACH: SB

SURFACE: Wet

WEATHER: 61

DATE: 12/16/2024

TIME: 2:00 PM

SURVEY STATISTICS

POSTED SPEED:	*35*	MPH
AVERAGE SPEED:	*34*	MPH
MEDIAN SPEED:	*33*	MPH
MODAL SPEED:	*34*	MPH
85TH PERCENTILE SPEED:	*37*	MPH
10 MPH PACE:	*30 - 39*	MPH
PERCENT IN PACE:	*88%*	
PERCENT ENFORCEABLE:	*0%*	

COMMENTS:

Appendix B

WVDOH Crash Data Summary

(AASHTOWare Safety)

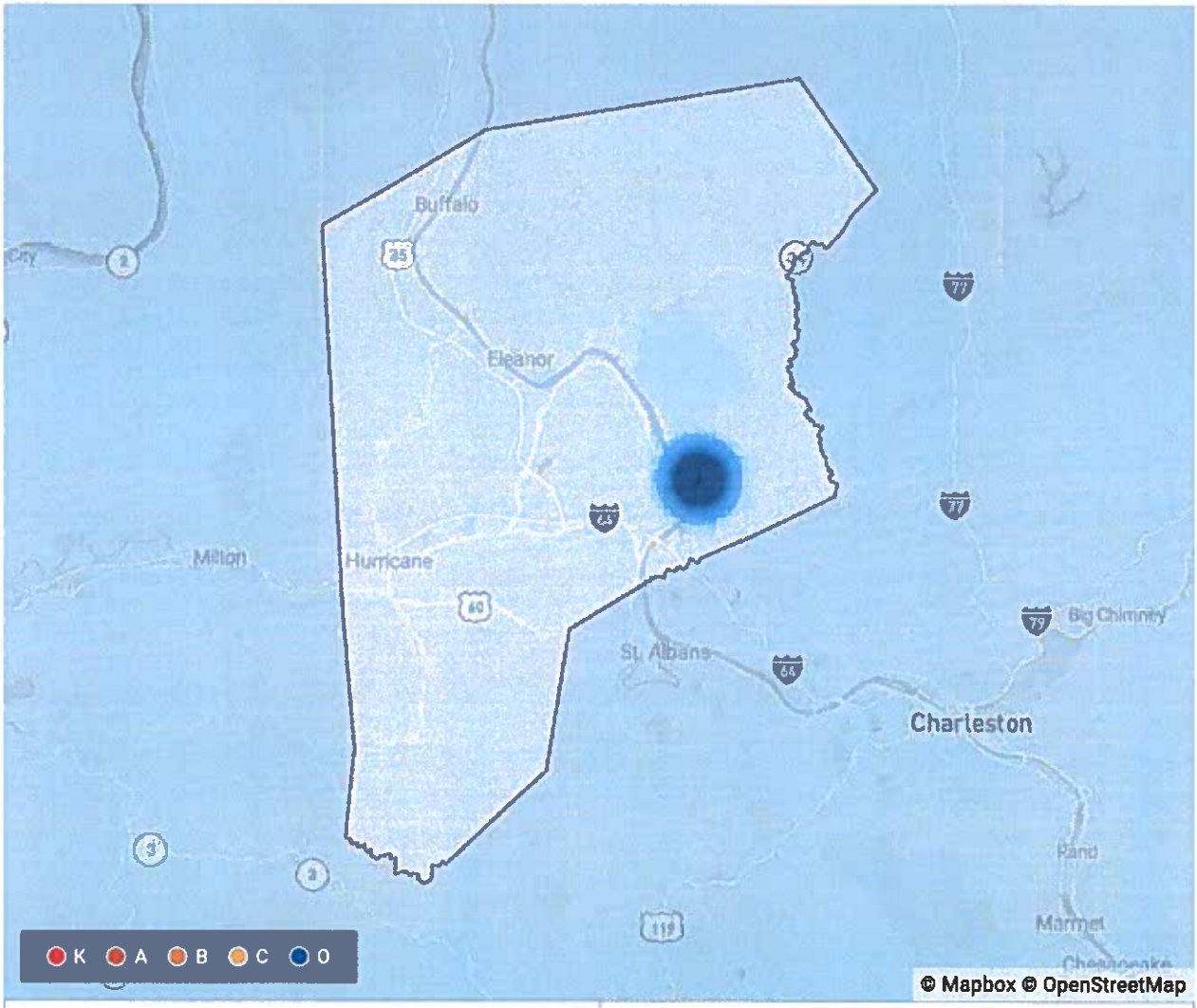
CRASH SUMMARY REPORT

Crash Query for Poca RIC limits

Created on May 23, 2025
Created by Donna Hardy
Data extents: December 31, 2018 to December 31, 2023

Applied Filters

G - County (Geo) = Putnam | C - Municipality/Community = Poca | Shape: Polygon



Total Crashes	7	Fatal Crashes	0

C01 - Date of Crash (Year)	Crash	
2023	1	14.29%
2020	2	28.57%
2019	4	57.14%

+ 5 more	0	0%

C03 - Crash Severity		Crash
Property Damage Only Crash	7	100.00%
+ 4 more	0	0%

C04 - County		Crash
Putnam	7	100.00%
+ 54 more	0	0%

C05 - Sign System		Crash
WV	7	100.00%
+ 3 more	0	0%

C06 - Location Name		Crash
Putnam WV 062/00	7	100.00%
+ 999 more	0	0%

C07 - Route Direction		Crash
+ 4 more	0	0%

C14 - Manner of Collision		Crash
Rear End	2	28.57%
Angle (Front to Side) Same Direction	1	14.29%
Angle - Direction Not Specified	1	14.29%
Right Angle	1	14.29%
Sideswipe, Opposite Direction	1	14.29%
Single Vehicle Crash	1	14.29%
+ 5 more	0	0%

C19 - First Harmful Event		Crash
Motor Vehicle in Transport	5	71.43%
Parked Motor Vehicle	1	14.29%
Utility Pole/Light Support	1	14.29%
+ 34 more	0	0%

C18 - Location of First Harmful Event		Crash
On Roadway	5	71.43%
Off Roadway, Location Unknown	1	14.29%

Roadside	1	14.29%
+ 7 more	0	0%

C15 - Lighting Condition		Crash
Daylight	6	85.71%
Dark - Lighted	1	14.29%
+ 4 more	0	0%

C20 - Environmental Contributing Circumstance		Crash
None	5	71.43%
Animal(s) in Roadway	1	14.29%
Weather Conditions	1	14.29%
+ 4 more	0	0%

C22 - Weather Condition		Crash
Clear	6	85.71%
Rain	1	14.29%
+ 9 more	0	0%

C16 - Roadway Surface Condition		Crash
Dry	6	85.71%
Wet	1	14.29%
+ 6 more	0	0%

C17 - Road Surface Type		Crash
Asphalt	7	100.00%
+ 4 more	0	0%

C21 - Road Contributing Circumstance		Crash
None	6	85.71%
Road Surface Conditions (Wet, Icy, etc.)	1	14.29%
+ 11 more	0	0%

C01 - Date of Crash and Time (Month of Year)		Crash
February	1	14.29%
May	2	28.57%
July	1	14.29%
September	1	14.29%
October	2	28.57%

+ 7 more	0	0%

C01 - Date of Crash and Time (Day of Week)		Crash
Monday	2	28.57%
Tuesday	2	28.57%
Thursday	1	14.29%
Saturday	1	14.29%
Sunday	1	14.29%
+ 2 more	0	0%

C01 - Date of Crash and Time (Hour of Day)		Crash
12 am - 2 am	1	14.29%
6 am - 8 am	1	14.29%
2 pm - 4 pm	4	57.14%
4 pm - 6 pm	1	14.29%
+ 8 more	0	0%

C26 - Reporting Agency Type		Crash
Sheriff's Dept	5	71.43%
State Police	2	28.57%
+ 2 more	0	0%

C23 - School Bus Involved		Crash
No	7	100.00%
+ 2 more	0	0%

C24 - School Zone Related		Crash
No	6	85.71%
Yes	1	14.29%

C25 - Work Zone Related		Crash
No	7	100.00%
Yes	0	0.00%

Appendix C

Conceptual Cost Estimate

Infrastructure Projects

Regional Intergovermental Council

CONCEPTUAL ESTIMATE

WV 62, POCA WV

ROADWAY						
ITEM NO.	ALT.	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	PRICE
		Mobilization and MOT	LS	1	$10,000.00	$10,000.00
		crosswalk	lf	75	$20.00	$1,500.00
		Type V 12' Stripe	lf	150	$17.00	$2,550.00
		0.080 IN FLAT SHEET SIGN - SZ Speed Limit	SF	32	$25.00	$800.00
		0.080 IN FLAT SHEET SIGN - School	SF	36	$25.00	$900.00
		0.080 IN FLAT SHEET SIGN - End School Zone	SF	20	$25.00	$500.00
		REFLECTIVE SIGN SUPPORT STRIP	EA	12	$50.00	$600.00
		Solar Flasher SZ Assembly	EA	1	$17,000.00	$17,000.00
		RRFB Assembly	EA	2	$24,000.00	$48,000.00
		0.080 IN FLAT SHEET SIGN - RRFB	SF	36	$25.00	$900.00
		0.080 IN FLAT SHEET SIGN - RRFB supplemental sign	SF	8	$25.00	$200.00
		5 loop bicycle rack	EA	1	$750.00	$750.00
		Conventional lighting - 9 Poles	LS	1	$150,000.00	$150,000.00
		5' sidewalk with curb	LF	525	$200.00	$105,000.00
		ADA curb cuts	EA	9	$5,225.00	$47,025.00

Prepared for: West Virginia Department of Transportation
Division of Highways

Prepared by: Mead & Hunt, Inc.
400 Tracy Way, Suite 200
Charleston, WV 25311
304-345-6712

SUB TOTAL	$374,225.00
E&C (19%)	$71,102.75
TOTAL	$445,328

Appendix D

Safety Assessment for Every Roadway (SAFER)

WV 62 Study Phase SAFER

These questions are to be answered during before completion of a design study and at the final design preliminary field review

				Yes	No	N/A	Disposition Responses/Support Discussion
VULNERABLE ROADWAY USERS							
1.1	Are there opportunities to enhance crossings based on factors such as	1.1.1	number of lanes crossed,		x		1.1.1 Two-lane roadway, cannot be reduced
		1.1.2	Average Annual Daily Traffic (AADT),		x		1.1.2 Mid-volume 7800AADT
		1.1.3	and speeds?		x		1.1.3 No, 85th percentile speed within 2mph of posted speed limit. Average speed 1 mph under posted SL of 35
	*Reference: Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations, Table 1						
1.2	Are there trail crossing locations that could be improved?				x		1.2 No trail crossings
1.3	Is the speed of the roadway conducive to Vulnerable Roadway Users (VRUs) along the corridor?			x			1.3 Average speed 34 mph
1.4	Are there traffic calming measures that could be implemented, such as narrow lanes, road diets, or roundabouts?				x		1.4 More pedestrian infrastructure needed such as sidewalks. Roadway sufficiently narrow
1.5	Is there sufficient crossing movement time for VRUs? Consider options like leading pedestrian intervals or extended crossing intervals.					x	1.5 No traffic signals in the study area
1.6	Can vehicle traffic and VRUs be separated effectively? Options include barriers or grade separations.				x		1.6 Separation is not a viable option for this segment
1.7	Is there an overall bike/ped plan for the community that this project can accommodate?			x			1.7 RIC Kanawha-Putnam Pedestrian & Bicycle Plan (20200
1.8	Consider improvements near transit stations. Is the transit station located optimally?					x	1.8 No transit in Putnam County
1.9	Are there high generators of bike/ped traffic that require additional improvements? This could include bus stops, schools, or tourist areas.			x			1.9 Poca Elementary & Middle Schools
1.10	Are there alcohol establishments nearby that may merit additional improvements? Consider enhanced crosswalk visibility.				x		1.10 No bars or restaurants serving alcohol in study area
1.11	Are improvements identified on the WVDOH ADA transition plan? Can these go beyond ADA to incorporate pedestrian safety?					x	1.11 Unknown
1.12	Are Intelligent Transportation System (ITS) solutions incorporated at mid-block and signalized intersections?				x		1.12 N/A
1.13	Are there gaps within the VRU infrastructure that can be made continuous?			x			1.13 Complete gaps within existing sidewalks and bring existing to current standards
1.14	Are there unique road users in the area, such as horse/buggy traffic, schools, or older roadway users?			x			1.14 Schools (see 1.9)
1.15	Does the location allow for complete street concepts?			x			1.15
1.16	Are there elements of the roadway that block pedestrian view, such as on-street parking or shrubbery?			x			1.16 Parking along WV 62 at Valley Cakes & Cafe/Center Street
1.17	Does the local municipality have a complete streets ordinance or policy that should be considered?			x			1.17 Web search did not reveal a City Ordinance
ACCESS MANAGEMENT				Yes	No	N/A	**ACCESS MANAGEMENT**
2.1	What is the primary focus of the corridor (e.g., through traffic, business district, both)?			x			2.1 Dual focused for commercial business, residential and through traffic along the north side of the Kan. River
2.2	Are there opportunities to consolidate or narrow accesses?				x		2.2 Not consolidate but better define.
2.3	Are there unused driveways that can be removed?				x		2.3 No alternate access points available.
2.4	Is there an opportunity to change access to reduce severe crash risks?			x			2.4 Particularly at Poca Plaza
ROADWAY ALIGNMENT				Yes	No	N/A	**ROADWAY ALIGNMENT**
3.1	Do the curves meet WVDOH standards?					x	3.1 No significant horizontal or vertical curves in study limits.
3.2	Do the driveways/intersections have poor sight distance?				x		3.2 Sight distance adequate for speed limit
3.3	Do we have adequate intersection sight distance triangles for side roads?			x			3.3 Intersection sight distance adequate
3.4	Are there any skewed driveways/intersections?				x		3.4 No skewed access points
ROADWAY VISIBILITY				Yes	No	N/A	**ROADWAY VISIBILITY**
4.1	Are there any unlit, raised, non-mountable islands/medians?				x		4.1
4.2	Does the lighting change significantly along the corridor?				x		4.2
4.3	Are crosswalks adequately lit and signed?				x		4.3
4.4	Is there sub-standard or insufficient signing along the roadway?			x			4.4 Within school areas. Street name signing is red.
4.5	Can the visibility of pavement markings be improved for wet conditions?			x			4.5 Particularly crosswalk markings
4.6	Is there a need for increased signal visibility?					x	4.6
4.7	Can driver compliance be improved through enhanced sign visibility?			x			4.7 School Zone sign southbound is difficult to see
4.8	Are intersection pavement markings in need of replacement?			x			4.8 Cross walkmarkings could be improved. Markings from WV 62 to City Streets could be improved to better define travel way.
4.9	Is there sufficient lighting to accommodate pedestrian facilities if needed?				x		4.9 AEP lighting only
ROADWAY SURFACE				Yes	No	N/A	**ROADWAY SURFACE**
5.1	What is the friction need for the corridor/curves ?				x		5.1 Crash data does not indicate wet or roadway departure type crashes
5.2	Are we making the safest use of the roadway cross section?			x			5.2
5.3	Consider adding centerline and edge line rumble strips.				x		5.3 Crash data does not indicate roadway departure crash pattern
5.4	Are there signs of off-tracking at intersections or through curves?				x		5.4
5.5	Are there rutting issues or drainage problems causing water pooling or hydroplaning?				x		5.5
INTERSECTION/INTERCHANGE DESIGN				Yes	No	N/A	**INTERSECTION/INTERCHANGE DESIGN**
6.1	Is this location feasible for an alternative design, such as a Diverging Diamond Interchange (DDI) or roundabouts?					x	6.1
6.2	Are there opportunities to reduce conflict points?			x			6.2 Particularly between vehicles and pedestrians
6.3	Are bicyclists and pedestrians accommodated at the intersection?				x		6.3 Pedestrian movements in school zone can be better accomodated
6.4	Are turn lanes warranted? Can offset turn lanes be incorporated?					x	6.4
6.5	Could sight distance be improved by reducing angles or trimming vegetation?				x		6.5
6.6	Are there opportunities to reduce/minimize pedestrian crossing distances?			x			6.6 Better define pedestrian crossing area and remove parking
6.7	Are there opportunities to improve alignment and reduce skew?				x		6.7
6.8	Do the thru lanes align with the appropriate receiving lane?					x	6.8
6.9	Does the interchange/intersection design make drivers more prone to wrong-way movements?					x	6.9 No occurrence in crash data or field observations.

WV 62 Study Phase SAFER

These questions are to be answered during before completion of a design study and at the final design preliminary field review

		Yes	No	N/A	Disposition Responses/Support Discussion
ROADSIDE					**ROADSIDE**
7.1	Are there opportunities to upgrade crashworthy devices to current standards?	x			7.1
7.2	Is guardrail length of need sufficient? Do bridge approach transitions need updating?	x			7.2
7.3	Is there an elevated risk of vehicles crossing the median? Consider guard cable installation.			x	7.3
7.4	Are there fixed objects within the right-of-way/sight triangles?	x			7.4 Utility poles and buildings
7.5	Are there edge drop-offs that need addressing?		x		7.5 None noted
7.6	Can side slopes be adjusted to be more recoverable?		x		7.6
7.7	What is the risk of run-off-road crashes? Consider adding shoulders, rumble strips, or delineation.		x		7.7 Crash data does not indicate roadway departure crash problem
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)		Yes	No	N/A	**TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)**
8.1	Is there a need for additional enforcement to address driver behavior?		x		8.1
8.2	Is there a need to provide warning systems to alert drivers of various conditions?	x			8.2 School Zone signing improvements needed
8.3	Is there an opportunity to improve traffic surveillance to assist incident response?		x		8.3
8.4	Is there an opportunity to improve messaging to drivers, such as dynamic message signs (DMS)?		x		8.4
8.5	Can the traffic signal operations be improved? Consider adjustments to signal timing or preemption for emergency vehicles.			x	8.5 No traffic signals in study limits
8.6	Can Smart Work Zone strategies be considered during construction?			x	8.6 N/A. Sidewalk construction should not have significant impacts
8.7	Is the shoulder wide enough for emergency response? Are additional emergency response operators needed?			x	8.7 Shoulder varies; more of an expressway concern
8.8	Have maintenance or emergency response operators identified areas of concern?	x			8.8 In discussion with City officials noted pedestrian crossing concerns in school zone
8.9	Is there a need for fences along the right-of-way to reduce pedestrian crossings?		x		8.9
OTHER CONSIDERATIONS		Yes	No	N/A	**OTHER CONSIDERATIONS**
9.1	Does the crash history along the corridor indicate trends that could be mitigated?		x		9.1 No specific crash patterns identified
9.2	Does the project area include any locations identified on Traffic Safety Lists?	x			9.2 VRU
9.3	Have we received customer safety concerns in the project area?	x			9.3 School administration, City officials, MPO
9.4	Can future maintenance activities be made safer?			x	9.4
9.5	Can existing at-grade railroad crossings be improved to enhance safety?	x			9.5 Railroad grade crossing adjacent to project limits at Center St/Hanshaw addition
9.6	Can speed management strategies be implemented?	x			9.6 Speed and crash data does not indicate it is necessary
9.7	Has a safety performance assessment been completed, and is there an opportunity to incorporate findings along the corridor?	x			9.7 VRU Study and RIC-MPO Poca WV 62 Study

This questionnaire is designed to comprehensively evaluate various aspects related to roadway safety, accessibility, and operational efficiency.
Your feedback and additional insights are welcome to refine and tailor it further to your specific needs.

Appendix E

Poca Grant Application

The project aims to retain businesses in the retail development along WV-62, Poca's Main Street, by creating an attractive and welcoming environment that prioritizes pedestrian accessibility. By incorporating beautification elements, lighting, and addressing drainage issues, the project contributes to a more visually appealing and functional streetscape that encourages foot traffic and supports local economic vitality.

Public Benefit and Transportation:

Improved Pedestrian Safety and Accessibility: By enhancing pedestrian accessibility through vehicle access control, the construction or upgrading of sidewalks, curb ramps, and grass or shrubbed curbs, the project ensures a safer and more accessible environment for all pedestrians, including individuals with disabilities. This promotes active transportation, reduces reliance on cars, and supports a healthier community.

Enhanced Streetscape: The inclusion of beautification elements, such as brick pavers, lighting, landscaping, and shrubbed curbs, contributes to a visually appealing streetscape. This creates a more inviting atmosphere and encourages pedestrians to explore the area, fostering a vibrant and walkable community.

Economic Development:

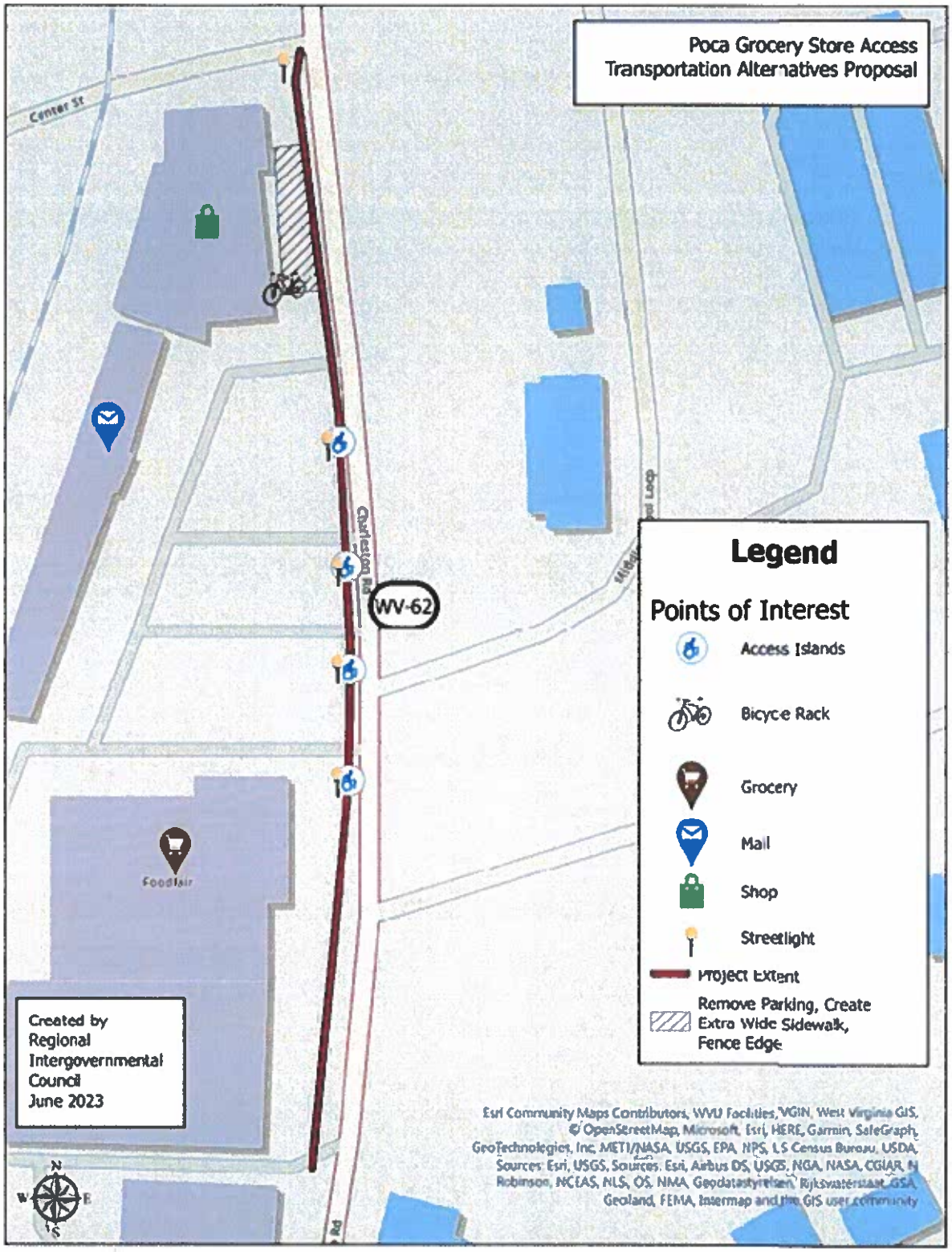
Business Retention and Attraction: The project's focus on creating an attractive and welcoming environment along WV-62 supports the retention of existing businesses in the retail development area. Additionally, the improved streetscape can attract new businesses, as it enhances the overall appeal of the area for potential investors, contributing to economic growth and job creation.

Increased Foot Traffic: The project's emphasis on pedestrian accessibility and creating an inviting environment can lead to increased foot traffic, benefiting local businesses. As more people visit the area on foot, there is a higher likelihood of engaging with local shops, restaurants, and other establishments, bolstering economic activity.

Tourism Development:

Enhanced Visitor Experience: The project's improvements in pedestrian accessibility, streetscape aesthetics, and lighting contribute to an enhanced visitor experience. A visually appealing and accessible Main Street can attract tourists and encourage them to spend more time exploring the area, boosting tourism-related businesses and activities.

Alignment with Community Plans: Being the top priority on Poca's draft ADA Transition Plan indicates that the project aligns with the community's commitment to inclusivity and accessibility.


Poca Grocery Store Access
Transportation Alternatives Proposal
Center St
Charleston Rd
WV-62
Foodfair
Legend
Points of Interest
Access Islands
Bicycle Rack
Grocery
Mail
Shop
Streetlight
Project Extent
Remove Parking, Create Extra Wide Sidewalk, Fence Edge
Created by Regional Intergovernmental Council June 2023
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