



City of Lewisburg

Comprehensive Plan

Update

Final Draft: September 2015

Chapter 2: Transportation



City of Lewisburg Comprehensive Plan

Transportation Network

Roadways

The City of Lewisburg experiences a great deal of traffic as it is located at the intersection of US 219 and US 60. Interstate 64 is also located within city limits. I-64 travels east and west through Lewisburg. Travelers on I-64 use exit 169 to visit the city via US 219.

US 60 connects the City of Lewisburg to White Sulphur Springs to the east and Rainelle to the west. US 60 is a two lane roadway. US 219 connects the City of Lewisburg to Ronceverte to the South and Frankford to the north. US 219 from the Interstate to near the downtown is a 3 lane highway with a center turning lane. The roadway then becomes a two lane for the rest of the time it travels in Lewisburg.

In 2009, West Virginia Department of Transportation (WVDOT) conducted traffic counts in order to better determine the level of traffic in Lewisburg. The traffic counts were then used to calculate average daily traffic (ADT) of roadways in Lewisburg. Average daily traffic refers to the number of vehicles traveling through a point on streets in a 24-hour period. The following are the results from the counts:

- US 219 entering the downtown from I-64– 19,900 ADT
- US 219 traveling north from I-64– 10,800 ADT
- US 60 west– 3,100 ADT
- US 60 east– 5,000 ADT
- US 219 leaving downtown and traveling south– 19,300 ADT

Parking

Parking is available in the downtown on the street and in public parking lots. There are approximately 282 on-street parking spaces with a 2 hour time limit (which is not enforced). There are 5 parking lots that provide a total of 147 spaces.





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Parking Lot 1– located on Washington Street near the Church Street intersection. There are a 13 marked parking spaces.

Parking Lot 2– located on Jefferson Street at the county owned Andrew Lewis Park. There are a total of 12 marked spaces.

Parking Lot 3– located on Washington Street near the Post Office. There are 67 marked spaces.

Parking Lot 4– located at the corner of Lafayette and Foster Streets. There are 48 unmarked parking spaces.

Parking Lot 5– located off of Jefferson Street at the Green Space. There are 7 parking spaces.

Pedestrian Network

Sidewalks are provided in Lewisburg, mainly in the downtown and surrounding areas. Property owners are responsible for maintaining the sidewalk, which also includes removal of ice and snow.

The city is currently in the process of completing a sidewalk project on US Route 219 North that consists of concrete sidewalks that are six inches by five feet. Curb and gutter will be placed as required by WVDOT. Phase One of the project is complete and Phase II will go north approximately 1,500 feet from Lee Street to Rosewood Drive along North Jefferson Street. Phase III will continue approximately 1,000 feet from Rosewood Drive to Piercy Drive and will tie into an existing sidewalk.

In terms of pedestrian safety, striped crosswalks are located at the major intersection in the downtown; US 219/ US 60. Pedestrian crossing signals are also located at this intersection. A striped crosswalk is also located at the Jefferson Street/Foster Street intersection.

Trails

The Lewisburg and Ronceverte (L&R) Trail begins in Lewisburg and will eventually connect the city to the Town of Ronceverte. The trail follows the abandoned L&R Railroad for a total of six miles. Phase One of the project included the construction of a trailhead at the intersection of Foster/South Court Streets to Frazier Street. Less than a mile is completed with a four foot wide path that is paved in colored asphalt. Phase Two consists of extending the trail from Frazier Street south toward Holt Lane.





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The Greenbrier River Trail, while not located in Lewisburg, is approximately 5 miles from the city. The trail begins near Caldwell and travels 78 miles north near Cass, WV.

Public Transit

The Mountain Transit Authority (MTA) provides bus service to residents of Lewisburg. The Alderson, Lewisburg, and White Sulphur Springs route stops in Lewisburg, Ronceverte, Alderson, Caldwell, and White Sulphur Springs. The Lewisburg Fairlea route makes several stops throughout Lewisburg and Fairlea. Both routes run Monday through Friday. Cost varies depending on the destination of the rider.



The city also has taxi service provided through the Cosmic Cab Company. The Cosmic Cab provides service to those wishing to travel from the Greenbrier Valley Airport, Greenbrier, Amtrak Station in White Sulphur Springs, Town of Alderson, Snowshoe Resort, as well as around town for errands and appointments. The cab operates Monday through Thursday from 8 AM to 11 PM, Friday and Saturday from 8 AM to midnight, and Sunday from 9 AM to 11 PM.

Lewisburg is close to both an airport and railroad, making it easy for travelers and residents to travel to the city.

Air Service

The Greenbrier Valley Airport is located 3 miles north of the Lewisburg Exit off of I-64. The airport has been recently renovated and includes free WiFi, a restaurant, and free parking. Silver Airways provides two daily flights to Washington D.C.

Railroad

Passenger railroad service is provided by Amtrak in White Sulphur Springs, approximately 10 miles from Lewisburg. The Cardinal line of Amtrak makes 3 stops weekly in White Sulphur Springs. The Cardinal line operates between Chicago and New York City with various stops throughout the East Coast.

Other modes of transportation

There are no ports in close vicinity to Lewisburg. The Greenbrier River is a short distance away, however it is not used for commercial traffic.



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Needs Assessment

During the planning process transportation was routinely mentioned as a major issue for residents in Lewisburg. The online survey created for the comprehensive plan revealed that traffic circulation was listed as the most important issue Lewisburg needs to improve upon.

Respondents to the survey were asked to rate their level of satisfaction of several different transportation modes.

Assets	Challenges
<ul style="list-style-type: none"> • Interstate Access • Alternative Modes of Transportation • Public Transit • Walkability • Lewisburg Ronceverte Trail • Greenbrier River Trail • Airport • Passenger Rail Service 	<ul style="list-style-type: none"> • Traffic congestion • Lack of sidewalks • No designated on the road bike routes • Limited flight schedule • Truck traffic

Traffic circulation and public transportation received fair to poor ratings. Pedestrian safety, sidewalks, and street condition received good to fair ratings. A fair rating illustrates that the city has room for improvement.

Congestion on US Route 219 is the main source of concern for residents. The roadway is very congested, especially during peak hours. The commercial development near the interstate further exacerbates the issue as there are many

stop lights and driveways that create additional traffic. This portion of US Route 219 is 3 lane, which helps alleviate congestion for those turning across traffic. However, closer to the downtown core the road is only 2 lane and traffic at times is often at a standstill during peak travel times. The intersection of US Route 219 and US 60 is the most congested area, especially due to the lack of left turn lanes. In 2007 the city hired a consultant to investigate the traffic issues and offer solutions for improvement. The study included future modeling to better understand how traffic would be by 2015 and 2025. The modeling predicts that a significant degradation in Level of Service (LOS) at several of the signalized intersections will occur by 2015 and 2025. The modeling predicts that most of the intersections will

Public Survey Results: Rate your level of satisfaction:

	Excellent	Good	Fair	Poor
Pedestrian Safety	17.99%	37.41%	35.97%	8.63%
Sidewalks	6.47%	38.13%	36.69%	18.71%
Street condition	6.57%	61.31%	27.74%	4.38%
Traffic circulation	0.71%	20.71%	42.86%	35.71%
Public transit	0.75%	14.18%	35.82%	49.25%



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operate at or over capacity during the AM and/or PM peak hours. The following were recommendations in the study:

- No left turn signs on US 60 / US 219
- Left turn lanes on US 60 / US 219
- Conversion of US 219 and Court Street to one way streets
- Widening of US 219 to 5 lane highway
- Reversible lane configuration south of Coleman Drive
- Revisions to the Scenic Corridor Overlay District
- Consider reduction in speed limits



The 2004 Comprehensive Plan also recommended that the city install left turn lanes at the US Route 219 and US 60 intersection, however the city is not in favor of this as it would remove 35 on-street parking spaces. In 2013 WVDOH placed no-left turn signs at the US Route 219 and US 60 intersection. Many in the community and city administration felt that the signs alleviated congestion during peak hours. However, in December of 2013, WVDOH announced they were removing the signs as traffic counts conducted during peak hours showed no significant improvement to traffic congestion.

In 2012 the West Virginia Department of Highway (DOH) initiated a planning study to try to alleviate traffic in Lewisburg. The Richlands Interchange project would provide access to I-64 with the construction of a new interchange at the I-64 and US 60 crossover at Richlands or the I-64 and CR 60/12 crossover. DOH has not released any more information about the proposed timeline of the project after the initial public meetings in 2012.

There are also several roadways and intersections that are a concern to residents:

- North Court Street– narrow road that is used as a bypass
- US 219/Walmart intersection– congestion
- Holt Lane / Dwyer intersection– 4 lane offset, dangerous

Another concern of residents in Lewisburg is pedestrian safety. While there are sidewalks in the downtown core and immediate area, sidewalks in the rest of the city limits are not contiguous and some areas have no sidewalks. Residents are most concerned about pedestrian safety on Holt Lane, Fairview Road, Church Street, North Court Street, Fairview Road, Dwyer Lane, Lee Street, and South Court Street. The city is in the process of extending sidewalks on US 219 North toward the commercial area of town. The commercial area around Lowe's and Walmart is in need of crosswalks for those who walk to shop. Residents would also like additional pedestrian crosswalks in the downtown core, specifically near the post office. There is also need for designated bike routes or bike lanes for those traveling by bicycle.

Concerns regarding the proposed Richlands interchange:

- Lack of zoning regulations in the Richlands area would could lead to sprawl development at the new interchange
- Road upgrades to secondary roads need to be in place before a new interchange should be built
- Potential less costly and difficult solutions to reducing traffic congestion on US 219



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Currently there are no bicycle paths or lanes, except for the L& R trail. Many people bicycle in town; however the narrow roadways and lack of signage make it dangerous.

Some at the public meeting suggested that there is a lack of parking in the downtown. However, the Transportation Management Plan completed in 2007 studied parking and concluded that the availability of parking in the downtown is not an issue. On-street parking in the downtown core is usually near or at capacity during the day; however the parking lots are most often never at capacity.



Other transportation issues include expanding public transportation and making the current transit more visible to residents. There is also a need for directional signage for visitors directing them to City Hall, county courthouse, hospital, and the shopping and historical locations.

Public Survey Results: Do you have any suggestions on improving traffic in Lewisburg?

Need left turn lanes at US 219/US 60 intersection

Bypass

Turning lanes

Timing of stoplights

Exit off of the I-64 on Fairview Road

Police enforcement

(Most common answers to the question)



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Action Plan

Goal: Provide a safe and efficient transportation system that accommodates pedestrians, bicycles, automobiles, and public transit users

Objective 1:

Identify solutions to improve traffic circulation in Lewisburg

Action Step 1: Revise the Subdivision and Land Development Ordinance

Congestion along US 219 is common due to the amount of commercial development that has taken place over the past several years. This has led to an increased amount of curb cuts. Specific regulations should be incorporated into the city's subdivision and land development ordinance to reduce traffic issues. Regulations include joint access requirements, driveway spacing, and requirements for sight distance and limitation on new driveways.

Action Step 2: Work with WVDOH to place electronic no-left turn signs at the US Route 219 and US 60 Intersection

In 2013, WVDOH placed no-left turn signs at the US Route 219 and US 60 Intersection. DOH has since removed the signs, citing that they did not improve traffic congestion. The city administration and many residents disagree with this statement. The city should petition DOH to place more signage, as well as an electronic sign on the yard arm so that all motorists are aware of the no-left turn restriction during peak traffic times.

Action Step 3: Investigate solutions with WVDOH concerning traffic congestion

The transportation study completed in 2007 for the City of Lewisburg explored many different options to reduce traffic congestion within city limits. Many of the options are not feasible or would be costly for the city to undertake. As the study is over eight (8) years old, the City would like to work with WVDOH traffic engineers to brainstorm options that could minimize the impact of traffic congestion to city residents and other travelers. City officials would also like to discuss the potential for additional pedestrian and bicycling opportunities within city limits.



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Objective 2:

Develop a pedestrian and bicycle network in downtown Lewisburg that connects to surrounding neighborhoods

Action Step 1: Develop a pedestrian and bicycle master plan

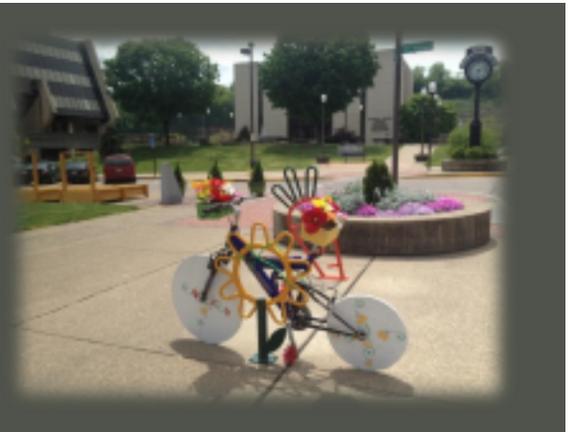
City officials and residents desire to make Lewisburg a pedestrian and bicycle friendly city. There are many facets to this, therefore the city should develop a pedestrian and bicycle plan. The plan would explore the pedestrian network and review issues and provide solutions regarding crosswalks, pedestrian pathways, traffic signals, intersection issues, and traffic calming.

Action Step 2: Install bicycle racks throughout the city

The installation of bicycle racks in key locations is an easy way to promote the use of bicycles in the city. The bicycle racks could be financed through sponsorship from local businesses, as well as through a contest for public art.

Case Study

The City of Parkersburg has placed bicycle racks in key locations to promote the use of bicycles within the city. They have asked for sponsors for commercial bicycle racks and have even used bicycle racks as public art. The city also formed a bicycle advisory board to lead efforts to develop bicycle and pedestrian trails.



Action Step 3: Update and create maps of transportation resources and challenges

The 2004 Comprehensive Plan included a Pedestrian Circulation Concept map and a Transportation Network map to aid city officials in future transportation planning. The maps have not been updated since they were developed in 2004. The city should update these maps and create new maps to aid in improving the transportation system in the future.



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Objective 3:

Ensure public transit is available to all residents

Action Step 1: Initiate a public education campaign to promote and increase public transportation ridership

While Lewisburg is served by public transportation, many are not aware of its existence or the location of bus stops within city limits. The City of Lewisburg and Mountain Transit Authority (MTA) should work together to publicize the availability of bus service within the city. Lewisburg should include a link to MTA's website on their webpage, as well as a listing of bus stops and times. Signs should be installed at all bus stop locations.