

Bluefield Safe Streets and Roads for All Community Participation Plan

January 2024



Table of Contents

- List of Figures 2
- List of Tables 2
- List of Appendices 3
- 1. Introduction 4
- 2. Goals 4
- 3. Audience 4
- 4. Key Messaging 7
- 5. Outreach Methods, Tools, and Techniques 7
 - 5.1 Steering Committee Meetings 7
 - 5.2 Stakeholder Interviews 9
 - 5.3 Public Meetings 9
 - 5.4 Data Collection Tool (Social Media) 10
 - 5.5 Media Coverage 11
 - 5.6 City Board of Directors Meetings 11
- 6. Project Team Members 12
- 7. Project Schedule 12
- 8. Incorporating Feedback 13
- 9. Evaluating Success 13

List of Figures

- Figure 1: Action Area Boundaries 4
- Figure 2: Percent Low Income 5
- Figure 3: Percent Minority 6
- Figure 4: Data Collection Tool 11

List of Tables

- Table 1: Key Messaging 7
- Table 2: Steering Committee Members 7
- Table 3: Steering Committee Meeting Dates and Topics 8
- Table 4: Stakeholder Interviews 9
- Table 5: Public Meeting Advertisements 9
- Table 6: Public Meetings 10
- Table 7: Distribution 10
- Table 8: Media Coverage 11
- Table 9: City Board of Directors Meeting 12
- Table 10: Project Team Members 12
- Table 11: Project Schedule 12
- Table 12: Key Metrics 13
- Table 13: Public Engagement Key Outputs 13

List of Appendices

- Appendix A Steering Committee Meeting Materials & Minutes
- Appendix B Stakeholder Interview Meeting Materials & Minutes
- Appendix C Public Meeting Materials & Summaries
- Appendix D Data Collection Tool Materials & Summary
- Appendix E Media Coverage
- Appendix F City Meetings

1. Introduction

Bluefield’s Safe Streets 4 All Action Plan is a comprehensive plan that identifies and prioritizes transportation safety projects for the Bluefield Action Area. Bluefield’s Action Area boundaries were primarily defined based on the location of fatal crashes, the boundaries also considered key roadways and major travel destinations. Figure 1 displays the Action Area boundaries.

Figure 1: Action Area Boundaries



To develop the Action Plan, safety data was collected and analyzed to identify areas of transportation safety concern and potential safety projects for those areas. Safety data was collected from a variety of sources including crash data, safety audits, and community participation events and activities. The following outlines the community participation events and activities that were used to collect data and feedback during the development of the Action Plan.

2. Goals

Community participation as part of the Action Plan had three primary purposes: to inform the community, consult with the community, and involve the community. Informational presentations and handouts helped inform the community on what an Action Plan was and what would be included in the Action Plan. Throughout the participation process the community was given the opportunity to identify and describe areas of safety concern. This data was used to identify areas of safety concern that weren’t necessarily identified through the crash data and road safety audits. Public engagement events encouraged community involvement by providing them with an opportunity to voice their concerns and provide feedback on the Action Plan and its essential projects.

3. Audience

The key audience for the community participation includes the citizens of Bluefield, West Virginia and Virginia who live within and immediately adjacent to the Action Area. To ensure that the audience received equitable participation opportunities, the public meeting locations were strategically chosen. The Northside and East

**Bluefield SS4A
Community Participation Plan**

End communities in Bluefield are predominantly minority and low-income communities. Figures 2 and 3 display the percent low income and percent minority populations for the Action Area census tracts.

The Northside and East End communities have historically been neglected. As such, the first public meeting took place at Mount Zion Pentecostal Church located in the Northside and East End area of Bluefield. This location was chosen by the Steering Committee as it would best accommodate members of the Northside and East End communities.

Figure 2: Percent Low Income

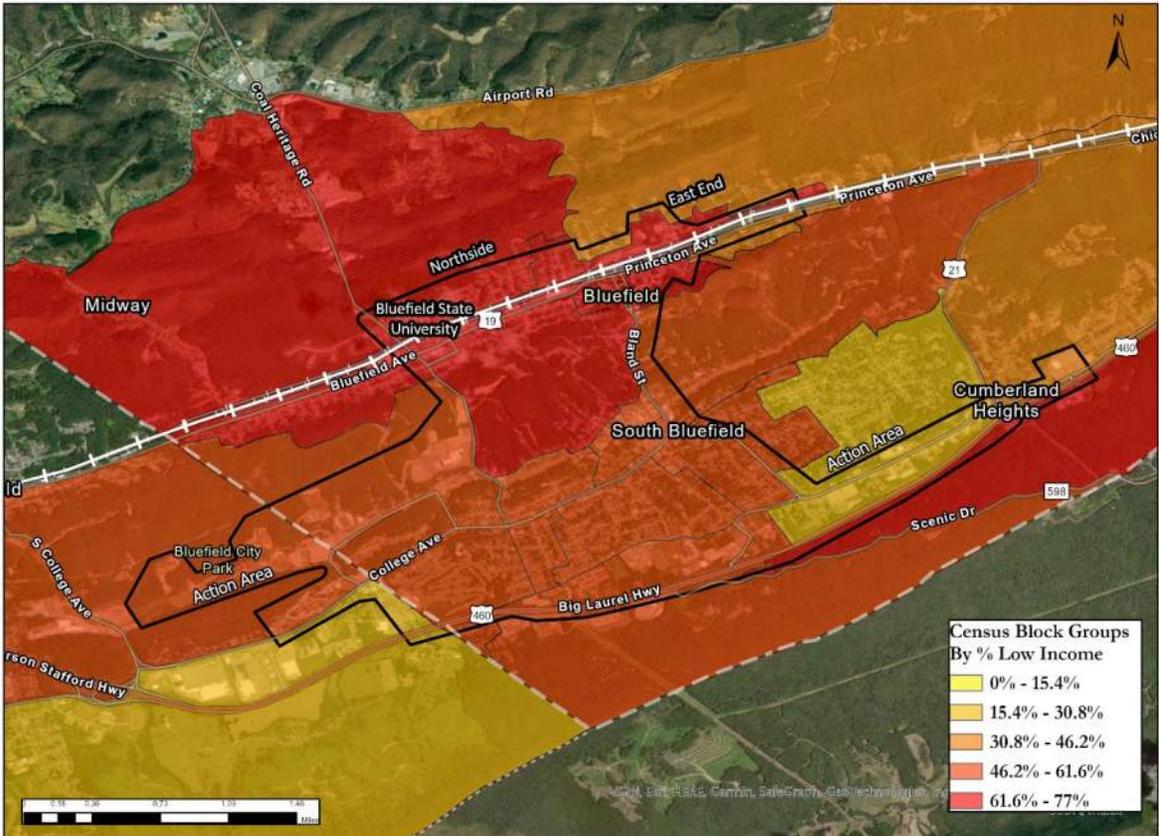
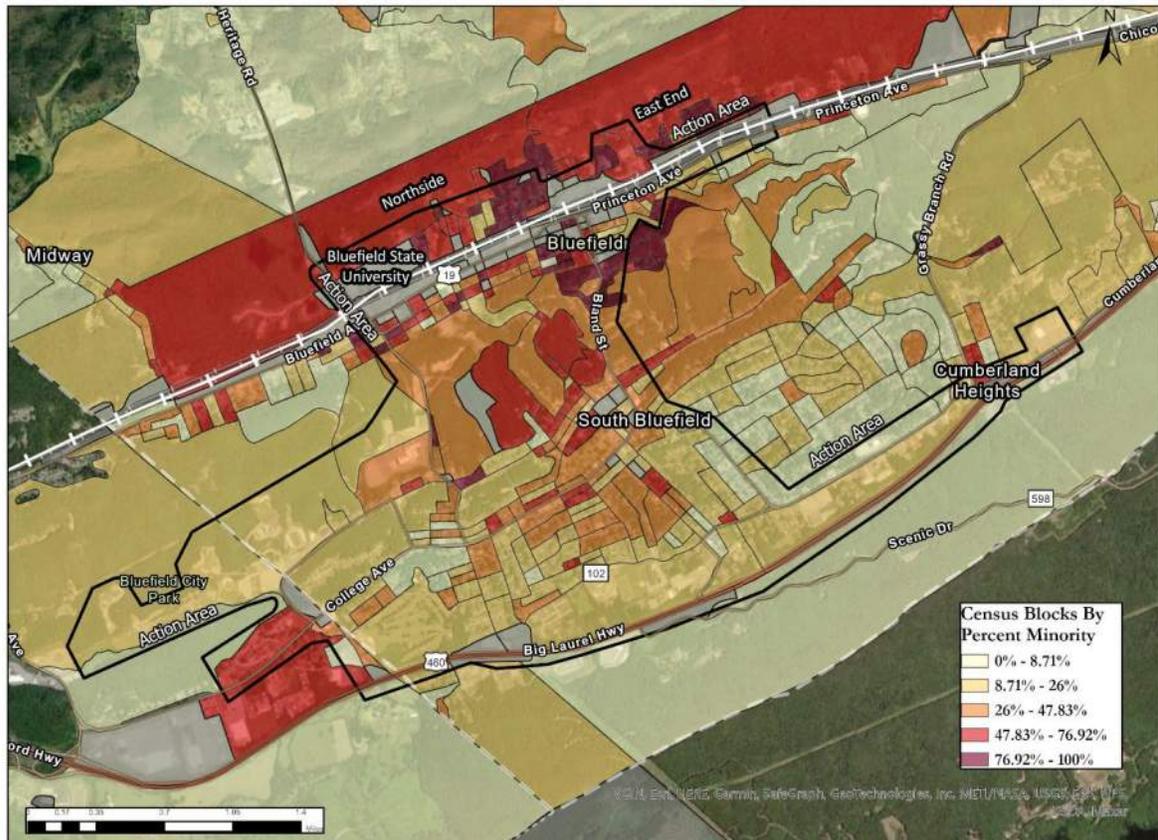


Figure 3: Percent Minority



Community participation reached the level of “involvement” on the IAP2 spectrum of public participation. Involvement is found in the middle of the spectrum and involves working with the community to ensure their concerns and goals are understood and considered during the development of the Action Plan.

Steering Committee members, stakeholders, and the public were all highly involved during the development of the Action Plan and its components. Outreach during the development of the Action Plan encouraged transparent and open two-way communication. This communication aided in the development of the potential project areas and understanding those area’s transportation safety concerns. Communication with the public was also educational, helping the public understand the purpose and scope of the Safe Streets and Roads for All program and the Action Plan.

Community outreach helped develop and strengthen relationships between the public, the stakeholders, and the City of Bluefield. The success of the projects outlined in the Action Plan will require commitment from these entities. The relationships established through this, and future engagement, will help the groups remain committed to improving the safety of Bluefield and the successful implementation of the projects outlined in the Action Plan.

4. Key Messaging

Key messaging included providing information on what an Action Plan was and its purpose. Table 1 provides the key messaging provided.

Table 1: Key Messaging

What is in an Action Plan?	What is the Action Plan's purpose
<ul style="list-style-type: none"> • Defines an Action Area. • Collects and analyzes safety data within the Action Area. • Identifies areas of safety concerns within the Action Area. <ul style="list-style-type: none"> ○ Safety Audits ○ Interviews ○ Public Meetings • Identifies safety projects that address safety concerns. • Prioritizes and aligns the safety projects for implementation and funding sources. 	<ul style="list-style-type: none"> • Is a USDOT requirement for seeking implementation funding grants. • It demonstrates to USDOT that the city has thoughtfully selected projects with input from the community that meet the intent of grant funding. • Will help the city be competitive in receiving USDOT grant monies to implement roadway safety projects that improve the overall safety and appearance of Bluefield's streets within the Action Area.

Key messaging was conveyed in the presentations, handouts, and advertisements. Appendices A through F provide copies of the presentations, handouts, and advertisements.

5. Outreach Methods, Tools, and Techniques

Community outreach was critical for obtaining input from individuals that use Bluefield's streets every day and played a fundamental role in seeing that their needs and safety concerns were documented in the Action Plan. Community outreach included:

- 3 Steering Committee Meetings
- 9 Stakeholder Group Interviews
- 2 Public Meetings
- The implementation of a web-based Data Collection Tool

5.1 Steering Committee Meetings

A steering committee was established to help guide the Action Plan. Table 2 provides a list of Steering Committee Members. Table 3 provides the meeting dates and topics.

Table 2: Steering Committee Members

Name	Entity	Position
Cecil Marson	City of Bluefield	City Manager
Peter Taylor	City of Bluefield	Board of Directors Member at-large
Curtis French	City of Bluefield	City Engineer

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Community Participation Plan**

Dennis Dillow	City of Bluefield	Chief of Police
Ryland Musick	WVDOH	District 10 Engineer
Kieth Olson	Bluefield State University (WV)	Vice President of University Development
Joseph Beckett	Bluefield State University (WV)	Chief of Staff
Joshua Cline	Bluefield University (VA)	Vice President of Institutional Advancement

Table 3: Steering Committee Meeting Dates and Topics

#	Date	Topics
1	September 18, 2023	Explanation of the Action Plan and its purpose, any potential data needs, future public involvement, and brainstorming the initial areas of safety concern
2	October 19, 2023	Provide an update on the public engagement and data collection process, introduce the draft vision, goals, and metrics, and educate stakeholders on various safety countermeasures
3	November 9, 2023	Provide an update on the data collection process, give an in-depth explanation of safety countermeasures applicable to Bluefield, and provide a list of potential projects

Appendix A provides copies of meeting summaries and presentation materials.

5.2 Stakeholder Interviews

Several stakeholders were selected to be interviewed for the Action Plan. The stakeholders were selected based on the input the Steering Committee believed they could provide on the safety concerns related to Bluefield. Table 4 presents the stakeholder interview groupings.

Table 4: Stakeholder Interviews

	Grouping	Entity	Name
1.	Utility Providers	Appalachian Power CO.	Kristopher Howell
		Cardinal Natural Gas	Matt Hatfield
		Bluefield Sanitary Board	Chris Casey
		West Virginia American Water	Grant Blackburn
		City of Bluefield	Joey Rose
2.	Fire & Police Department	Bluefield Fire Department	Shannon Akers
		Bluefield Police Department	Dennis Dillow
3.	Bluefield Area Transit & Rescue Squad	Bluefield Area Transit	Cliff Riffe
			Olivia Lawson
			John Reeves
		Bluefield Rescue Squad	Tracey Wright
4.	Downtown Businesses	The Vault	Sean Cawtaell
5.	Bluefield Non-profits & Downtown Businesses	The Vault	Bill Cole
		Case WV	Kim Allen
		Wade Center	Betty Brainerd
		Bluefield Union Mission	Craig Hammond
6.	Bluefield Schools	Downtown Business (The Railyard)	Emma Bailey
		Bluefield Middle School	Kim Miller
7.	Bluefield State University & Bluefield University	Bluefield High School	Don Jones
		Bluefield State University	Joe Beckett
			Tim Mckenzie
			Ronnie Hypes
			Keith Olson
		Bluefield University	Hal Keene
8.	Additional Bluefield Non-Profit	Recovery Point	Joshua Cline
9.	Town of Bluefield Virginia & VDOT	Recovery Point	Josh Farmer
		Town of Bluefield Virginia	Andy Hanson
		VDOT	Jeff Buchanan

In-person interviews were conducted for interviews 1-7 throughout the week of October 16th. Virtual interviews occurred on November 7, 2023, for Recovery Point (8) and December 6, 2023, for the Town of Bluefield, VA and Virginia Department of Transportation (9). The interviews began with a brief explanation of the Action Plan and then continued as an open discussion with maps of the Action Area being provided to help guide the discussion and mark areas of safety concern. Appendix B provides copies of interview invitations, materials, and summaries.

5.3 Public Meetings

Two public meetings were held as part of this Action Plan. Both meetings were advertised well in advance through a variety of methods. The meetings were advertised on the City of Bluefield’s Facebook and Instagram page, the WVVA’s Community Calendar, and on the Bluefield Daily Telegraph. Advertisement flyers for the first public meeting were also distributed to local churches throughout Bluefield. Table 5 lists the advertisements for the public meetings. Table 6 provides the public meeting dates, locations, goals, and attendance.

Table 5: Public Meeting Advertisements

Date	Media	
Public Meeting #1		
September 29, 2023	Facebook	City of Bluefield (Government Page)
September 29, 2023	Facebook	Bluefield West Virginia (Community Page)
October 3, 2023	Newspaper	Bluefield Daily Telegraph

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Community Participation Plan**

October 9 through 14, 2023	Flyer Drop Off	Greater Mt. Zion Pentecostal Church, First Baptist Church, Westminster Presbyterian Church, Mt. Zion AME Church, First Church of Nazarene, Trinity United Methodist Church
October 14, 2023	Facebook	City of Bluefield (Government Page)
Public Meeting #2		
November 29, 2023	Facebook	City of Bluefield (Government Page)
November 29, 2023	Newspaper	WVVA
December 12, 2023	Facebook	City of Bluefield (Government Page)

Table 6: Public Meetings

#	Date	Location	Goal	Attendance
1	October 18, 2023	Mt. Zion Pentecostal Church	Data Collection	37
2	December 14, 2023	Bluefield City Hall	Review Draft Projects	19

Appendix C provides copies of meeting invitations, flyers, handouts, sign-in sheets, presentations, and meeting summaries.

5.4 Data Collection Tool (Social Media)

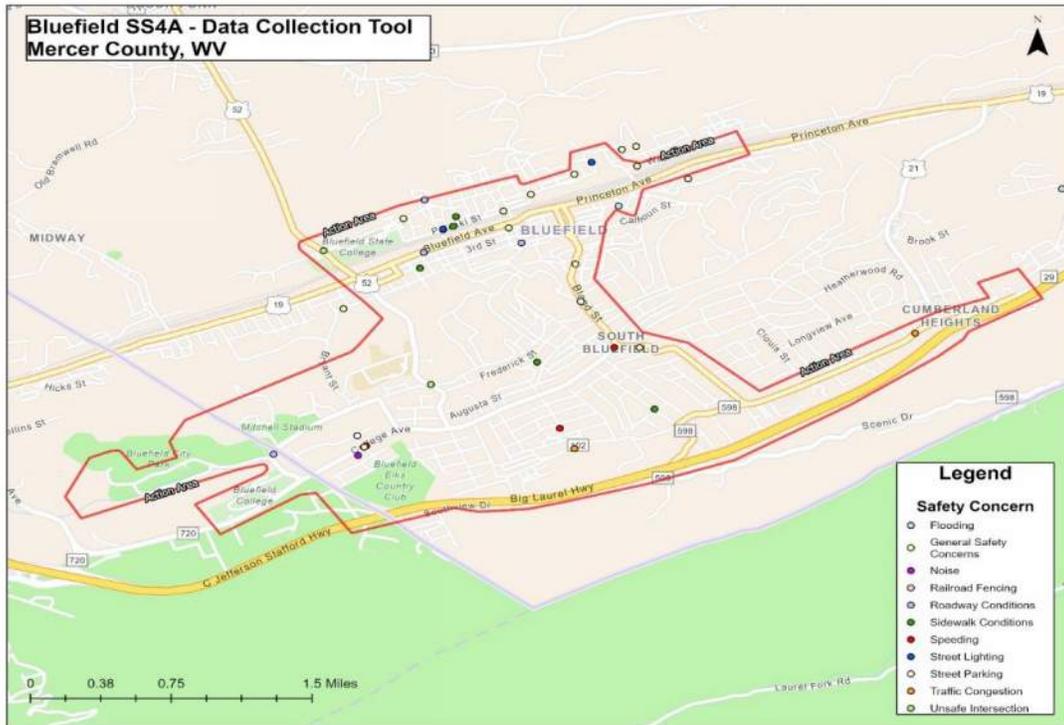
A data collection tool was developed and implemented as part of the community engagement portion of this Action Plan. This tool was used to collect the public’s input on areas of transportation safety concern. The tool was developed using the ArcGIS Survey123 application and allowed respondents to mark areas of safety concern and then provide a brief description of that concern. The tool was open from September 6, 2023, to December 4, 2023. Table 7 lists the distribution date and distribution media used for the tool.

Table 7: Distribution

Date	Media	
September 8, 2023	Facebook	City of Bluefield – Local Government
September 8, 2023	Facebook	Bluefield West Virginia
September 12, 2023	YouTube	Bluefield Board of Directors Meeting Live Stream
September 13, 2023	Facebook	Bluefield West Virginia
September 15, 2023	Facebook	Bluefield West Virginia
September 26, 2023	Facebook	Bluefield West Virginia
October 18, 2023	Public Meeting Handout and Presentation	Bluefield West Virginia

The data collection tool had 41 different respondents and 58 marked safety concerns. Figure 4 displays the map generated from the collected responses. The data collection tool also provided an option for responses and questions to be sent in by email. 4 responses were sent by email. Appendix D contains the results of the data collection tool and a high-level summary of the results.

Figure 4: Data Collection Tool



5.5 Media Coverage

The development of the Action Plan received local media coverage. Table 8 provides a list of the media coverage. Appendix E provides copies of the media coverage articles.

Table 8: Media Coverage

Publication Date	Media	Title / Link
February 1, 2023	Bluefield Daily Telegraph	Bluefield among W.Va. cities getting federal money to improve roads
September 12, 2023	WVVA	Bluefield, WV, hopes to upgrade streets through federal grant, Safe Streets For All
October 3, 2023	Bluefield Daily Telegraph	Bluefield seeks public input at first “Safe Streets for All” meeting
November 29, 2023	WVVA	Town Hall meeting set in Bluefield for Safe Streets For All Program

5.6 City Board of Directors Meetings

As the City Board of Directors formally adopted the Action Plan on February 15, 2024, they were kept informed throughout the Action Plan’s development. The Board were provided formal meeting presentations. Table 9 provides the meeting dates with links to the public livestreams and the meeting purpose. Appendix F provides copies of the meeting presentations.

Table 9: City Board of Directors Meeting

Date	Purpose
September 12, 2023	Introduce the Action Plan
December 12, 2023	Project selection and countermeasures
February 27, 2024	Action Plan Adoption

6. Project Team Members

Table 10: Project Team Members

Company	Team Member	Role	Email Address
ELR	Paul Mattox, Jr., PE	Project Manager	pmattox@elrobinson.com
ELR	Leigh Lane	Equity SME	llane@elrobinson.com
ELR	Douglas Parker	Data Collection	dparker@elrobinson.com
ELR	Kerry Stauffer	Public Engagement	kstauffer@elrobinson.com
ELR	Randy Skaggs	Conceptual Designs	jskaggs@elrobinson.com
ELR	Sam Ellison	GIS / Mapping	sellison@elrobinson.com
AECOM	David Weaver	Report Review	david.weaver@aecom.com
AECOM	Ashley Tracy	Traffic Engineer	Ashley.Tracy@aecom.com
AECOM	Nic Fazio	Graphics	Nic.Fazio@aecom.com
AECOM	Ange Ndayishimiye	Traffic Design	Ange.Ndayishimiye@aecom.com
AECOM	Kevin Conahan	Roadway Safety	Kevin.Conahan@aecom.com

7. Project Schedule

Table 11 presents key milestones in the Action Plan’s development.

Table 11: Project Schedule

Date	Milestone
August 20, 2023	Kick Off Meeting
September 12, 2023	Board of Directors Meeting #1
September 18, 2023	Steering Committee Meeting #1
October 17 through 19, 2023	Stakeholder Interviews
October 18, 2023	Public Meeting #1
October 19, 2023	Steering Committee Meeting #2
October 24-27, 2023	Roadway Safety Audits
November 7, 2023	Stakeholder Interview – Recovery Point
November 9 th , 2023	Steering Committee Meeting #3
December 6, 2023	Stakeholder Interview – VDOT & Town of Bluefield, VA
December 12, 2023	Board of Directors Meeting #2
December 14, 2023	Public Meeting #2
December 29, 2023	Draft Action Plan
January 1-19, 2024	Steering Committee review of draft Action Plan
January 31, 2024	Final Action Plan
February 1-21, 2024	Board of Directors review of final Action Plan
February 22, 2024	Board of Directors adoption of final Action Plan

8. Incorporating Feedback

Feedback from the Steering Committee and stakeholders helped guide the development of the Action Plan and its potential projects. The Steering Committee provided feedback on the areas of safety concern, stakeholder involvement, road safety audit locations, the potential projects and their associated safety countermeasures, and the Action Plan report. Stakeholders provided valuable feedback on the areas of safety concern, which were incorporated into the road safety audits and the potential projects and their associated safety countermeasures.

Community feedback was collected throughout the development of the Action Plan. Community feedback was collected through the data collection tool and during the first and second public meeting. Feedback collected from the data collection tool and the first public meeting included information on areas of safety concern. This information was used to select roadway corridors and specific locations for the road safety audits. This information also helped determine the potential project locations as well as the associated safety countermeasures.

9. Evaluating Success

The following key metrics have been utilized to evaluate community outreach events and activities. Table 12 displays the key metrics used to evaluate the success of the events and activities.

Table 12: Key Metrics

Key Metrics	Applicable Events and Activities
Attendance	<ul style="list-style-type: none"> Public Meeting 1 & 2 Steering Committee Meeting 1, 2, & 3
Number of Stakeholders Interviewed	<ul style="list-style-type: none"> Stakeholder Interviews
Number of Responses or Comment Forms Returned	<ul style="list-style-type: none"> Public Meeting 1 & 2 Data Collection Tool
Number of Safety Concerns Identified	<ul style="list-style-type: none"> Public Meeting 1 Steering Committee Meeting 1 & 2 Stakeholder Interviews Data Collection Tool

The tables containing the outputs for the key metrics follows below.

Table 13: Public Engagement Key Outputs

Evaluating Success - Key Outputs		
Event	Key Metrics	Output
Public Meeting #1	Attendance	37
	Comment Forms Returned	8
	Number of Safety Concerns Identified	93
Public Meeting #2	Attendance	19
	Comment Forms Returned	2
Steering Committee Meeting #1	Attendance	17
	Number of Safety Concerns Identified	23
	Attendance	8

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Community Participation Plan**

Steering Committee Meeting #2	Number of Safety Concerns Identified	3
Steering Committee Meeting #3	Attendance	12
Stakeholder Interviews	Number of Stakeholders Interviewed	21
	Number of Safety Concerns Identified	159
Data Collection Tool	Number of Responses	41
	Number of Safety Concerns Identified	58

Appendix A
Steering Committee Meeting Materials & Minutes

Meeting Summary – September 18, 2023
Bluefield SS4A Steering Committee Meeting

Meeting Summary

Meeting Name SS4A Steering Committee Meeting	Meeting Date September 18, 2023	Attendees Cecil Marson, City Manager Curtis French, City Engineer Danny Dillow, City Treasurer Dennis Dillow, Chief of Police Keith Olson, BSU Joseph Beckett, BSU Joshua Cline, BU Ryland Musick, WVDOH	Paul Mattox, ELR Douglas Parker, ELR Leigh Lane, ELR Kerry Stauffer, ELR Sam Ellison, ELR David Weaver, AECOM Ashely Tracy, AECOM Ange Ndayishimiye, AECOM Kevin Conahan, AECOM
	Time 10:30 AM		

Bluefield SS4A Steering Committee Meeting

Data Collection

- Recent changes in the city have led to changes in both pedestrian and vehicular traffic. Any future fieldwork that takes place should keep this in mind.
 - Bluefield State University has converted the hospital into dorms. This has caused increased pedestrian and vehicular traffic along Cherry Street which is not equipped to deal with it. Fieldwork should be conducted here to document new travel patterns.
-

Community Participation Plan

- Suggested stakeholder interviews
 - Fire Department – The city has had to purchase specialized fire trucks to navigate the city. They should be interviewed in order to understand the issues they face when responding to emergencies. Also, the Rescue Squad who is included already in the EMS description.
 - Salvation Army – Suggested by Ryland Musick. Cecil brought up how the Salvation Army might not have the biggest presence in the city. The team suggested that we have a panel including all local non-profits.
 - Wade Center
 - CASE WV – Cecil can connect the team to Mary Turner at CASE WV.
 - VDOT and Town of Bluefield Virginia would be good to coordinate with.
- Bluefield State University and Bluefield University agreed to conduct a stakeholder interview together.
 - Bluefield State University and Bluefield University share some common roadways (College Ave., Stadium Dr., etc.). These roadways become especially dangerous around school events, like football games. The team suggested

combining separate interviews with the Universities into one panel discussion to coordinate these concerns.

Public Meetings

- The first public meeting will be held on the week of October 16th and take place at Mt. Zion Church
 - Cecil will coordinate with the church to get potential times and dates for that week.
 - In person stakeholder interviews can be coordinated based off the date set for the public meeting.
 - Fieldwork will take place after the Public Meeting and Stakeholder Interviews. The information gathered in these meetings will be used to guide the fieldwork.
 - There is a potential to have a “work meeting” following the public meeting in order to review and synthesize the information from the public meeting with the steering committee and prepare for the data collection.
-

Data Collection Tool

- Steering Committee members will pass the link to the tool to others in the community.
 - <https://arcg.is/vmKqO>
-

Brainstorming

The following summarizes the opinions expressed by the Steering Committee members on issues related to the Bluefield SS4A Action Plan.

- Stadium Drive
 - No sidewalks.
- Cherry Street – Bluefield State University has converted the hospital into dorms. This conversion has caused an alteration in traffic volume.
 - No sidewalks.
 - Lacks lighting.
 - Very dangerous area.
- West Cumberland Avenue
 - Traffic backs up to 460.
 - Traffic is blocked for 30 to 45 minutes.
 - Traffic affects areas with older residents and doctors’ offices.
 - No sidewalks.
 - No turnoffs.
 - No crossings.

Meeting Summary – September 18, 2023
Bluefield SS4A Steering Committee Meeting

- No stoplights.
- Pedestrian traffic – students will walk to school on West Cumberland.
- Inexperienced drivers in the area are an additional danger.
- There is a potential for more housing to be developed along West Cumberland.
- Hardy Street
 - Roads are very narrow.
 - The sidewalks are either nonexistent or in poor condition.
 - People will walk in the road instead of using the sidewalks.
- Pulaski Street
 - No sidewalks or the sidewalks are in poor condition.
 - People will walk in the street as they come from Bluefield State University.
 - Pulaski Street is owned by Norfolk Southern.
 - The team did raise the question of potentially interviewing or speaking with a representative at Norfolk Southern.
- Railroad
 - There is no fronting for the railroad.
 - Cecil would like to beautify the area and improve crossings to turn it into something like a “River Walk”.
 - The paths should also be widened to accommodate biking, walking, and other pedestrian activities.
 - The land is owned by Norfolk Southern.
- US 52 between campus and Tiffany Manor
 - Very steep road.
 - Fast traffic.
 - There is no access across the main thoroughfare.
 - High levels of pedestrian traffic from students.
 - The 5-way intersection creates a lot of confusion and has experienced severe crashes historically.
 - When vehicles are coming from Tiffany Manor, the roadway crest creates a sight distance issue, making it difficult to get onto the road.
- Issues with errant 18-wheelers and ATV traffic
 - Maryland Avenue and MLK bridge have a significant amount of 18-wheeler and ATV traffic. These roads weren’t built to support large vehicles.
 - 18-wheeler traffic using suboptimal routes caused by navigation apps. The city has tried to fix the traffic issue by contacting the navigation apps, but it hasn’t helped.
 - Additional signage has somewhat improved 18-wheeler traffic but not by much.
- Bluefield Intermediate School
 - Heavy traffic flow when school starts and ends. This causes back up issues.
 - People run lights at the intersection. Fatalities have occurred at the intersection.
 - The parking lot may need to be restructured to fix the traffic back up. The parking lot exits right on to 460.

Meeting Summary – September 18, 2023
Bluefield SS4A Steering Committee Meeting

- Stadium Drive onto Cherry Street
 - High traffic volume during sporting and school events.
 - There are no roadways to support high levels of traffic volume. There is no way to circle through the lot and turn around.
 - Traffic backs up to 460. Traffic backup on 460 is not ideal due to the higher traffic speeds causing additional danger.
 - Buccaneer Drive
 - Football and Baseball stadiums receive heavy traffic.
 - Heavy traffic destined to the stadiums is not able to get out of the way of other through traffic, due to the lack of turn lanes, etc.
 - Bluefield Middle School has better access as you loop around at the school's parking lot.
 - US 19 / CR 25 Bridge (Old Princeton Road)
 - Potential truck transfer facility.
 - Turning lanes and widening the bridge could accommodate trucks going to the facility.
 - Bland Street
 - Cars will park on the street. This causes sight to be obstructed when driving.
 - Police view Cherry Street, Stadium Drive, and West Cumberland Drive as the most dangerous streets for pedestrians and vehicles.
-

Follow Ups

- Send a specific list of data needs to the City/Cecil.
 - The Police Department has data concerning crashes and traffic accidents.
 - The Fire Department may have additional data.
- ADA compliance will be reviewed.
 - The few areas that are ADA-compliant are found at the intersections of state roads.
- The city will take photos to document traffic congestion around schools, events, and areas where traffic patterns have recently changed (BSU's new dormitories).
- The city has an archive of photos of areas with damage, poor lighting, and flooding.
- Curtis French will send the team a story map that shows where the flooding damaging has occurred. (Completed 9/18)
- The cities' engineering office has a large collection of photos that may be useful for the action plan.
- The city is coordinating the public meeting for the North/East end community.
 - The meeting is planned to take place at Mt. Zion Pentecostal Church at 6 pm on the 17th of October.
- The city will try to coordinate a meeting with the engineering team and the Mercer County School Board, if the school board has a meeting during the week of October 16th.

Meeting Summary – September 18, 2023
Bluefield SS4A Steering Committee Meeting

- One on one stakeholder interviews are being set up for the week of October 16th. The proposed interviewed list includes:
 - WVDOH
 - Bluefield EMS/Police/Fire Department
 - Bluefield Area Transit
 - Mercer County Schools (all the principals)
 - Business Community
 - Town of Bluefield, VA/VDOT
 - Bluefield State University (WV)
 - Bluefield University (VA)
 - Bluefield Union Mission/CASE/Wade Center
 - Times will be set up for the steering committee to review photos and crash data from the Police Department.
 - Board members will receive a schedule in the event they want to attend a public meeting.
 - The city will share the data collection tool in order to be distributed to students and faculty.
-



E. L. Robinson Engineering
Bluefield Safe Streets for All Action Plan

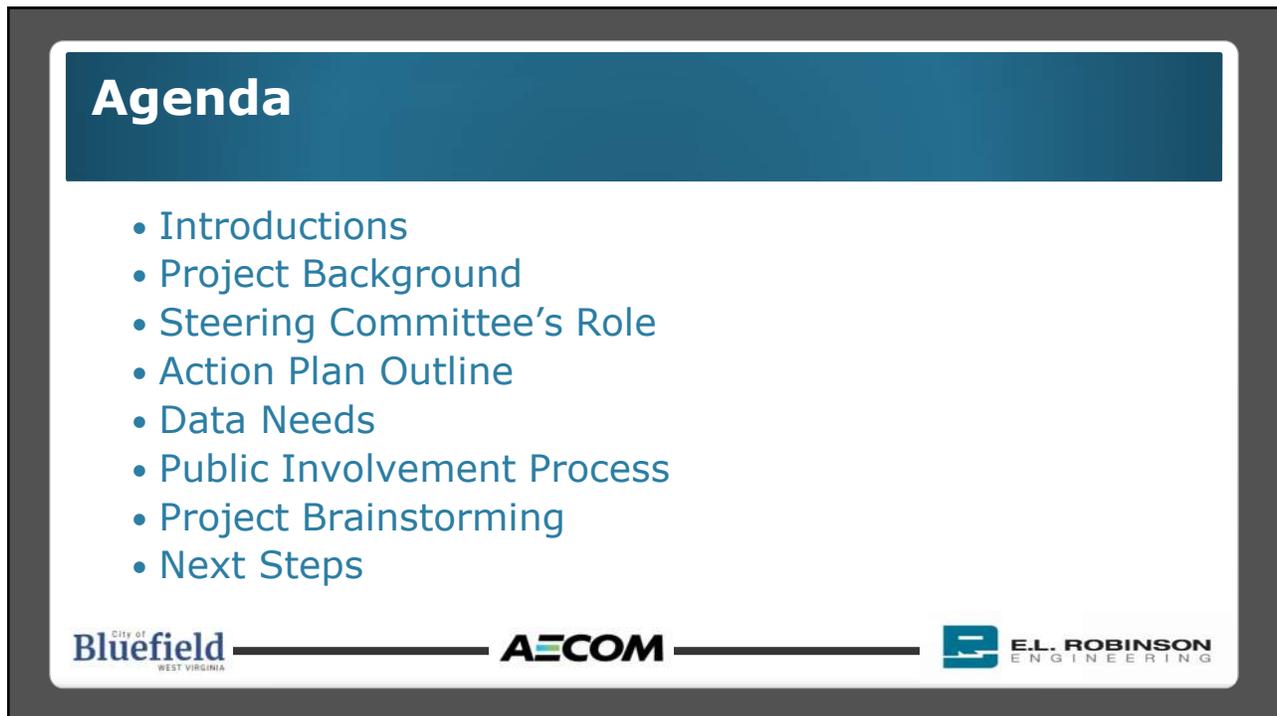
Steering Committee Meeting #1

September 18, 2023

City of Bluefield WEST VIRGINIA — AECOM — E.L. ROBINSON ENGINEERING

The slide features a background image of a cityscape with buildings and hills under a blue sky. The text is overlaid on a dark blue header and a white footer area.

1



Agenda

- Introductions
- Project Background
- Steering Committee’s Role
- Action Plan Outline
- Data Needs
- Public Involvement Process
- Project Brainstorming
- Next Steps

City of Bluefield WEST VIRGINIA — AECOM — E.L. ROBINSON ENGINEERING

The slide features a dark blue header with the word 'Agenda' in white. Below the header is a list of agenda items. The footer contains the logos for the City of Bluefield, AECOM, and E.L. Robinson Engineering.

2

Project Team & Roles

- E.L. Robinson Engineering (Prime)
 - Project Management
 - Community and Equity Considerations
 - Engineering Solutions / Cost Estimates
 - Social Media Data Collection Tool
- AECOM
 - Crash Analysis and Safety Audits
 - Review Policies
 - Grant Recommendations
- Both
 - Public Involvement
 - Write Action Plan



Paul Mattox, Jr. P.E.



Ashley Tracy



3

Steering Committee Members

- Cecil Marson
- Curtis French
- Dennis Dillow
- Peter Taylor
- Amy Harrison
- Keith Olson
- Joseph Beckett
- Joshua Cline
- Ryland Musick



4

2022 USDOT Safe Streets and Roads for All (SS4A) Grant

- \$497,550 total project cost
- \$398,040 grant
- Develop an **Action Plan**
 - Identify projects
 - Competitive on future **Grant Applications**

City of Bluefield
\$99,510
20%

SS4A Grant
\$398,040
80%

\$497,550

5

Project Schedule

Goal: Draft **Action Plan** Completed by Year's End

	September				October				November				December				
Week	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Starting	9/4	9/11	9/18	9/25	10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/25
Steering Committee Meetings																	
Develop Approach																	
Safety Audits & Data Collection																	
Interviews																	
Collection Method Tool																	
Public Meetings																	
Policy Recommendations																	
Strategy & Project Selections																	
Deliverables																	

6

Steering Committee Role

Provide insight and approval on key task

- **Meeting #1** – September 18th:
Action Plan outline, data needs, public involvement
- **Meeting #2** – Tuesday, October 17th – 11AM to Noon:
Review data and public meeting findings
- **Meeting #3** – Tuesday, November 14th – 11AM to Noon:
Review draft projects, policies, draft report
- **Meeting #4** – Tuesday, December 12th – 11AM to Noon:
Prioritization, timelines, performance measures



7

What is an Action Plan? Foundation of the SS4A Grant Program

- Components / Requirements:
 - Steering Committee
 - Data Collection and Analysis
 - Identification of High-risk Areas
 - Public Engagement
 - Equity Considerations
 - Assessment of Current Policies, Plans, and Guidelines
 - Identify Solutions
 - Timeline
 - Monitoring
 - Posted Publicly Online

Action Plan Goal:
Develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality.



8

Action Plan Outline

1. Executive Summary

2. Introduction

- Purpose
- Context
- Project History
- Project Timeline

3. Data Analysis

- Crash
- Demographic Analysis
- Road Safety Audit
- Pedestrian Safety Audit

4. Public Engagement

- Steering Committee
- Stakeholder Interviews
- Public Meetings

5. Current Polices and Plans

(continued next slide)





9

Action Plan Outline

(continued from prior slide)

6. Solutions

- Vision and Goals
- Performance Measures
- Equity Considerations
- Engineering Solutions
- Cost Estimates
- Project Sheets

7. Implementation and Evaluation

- Prioritization
- Policy Recommendations
- Grant Application Recommendations
- Timeline for completion
- Plan Adoption
- Plan for publicly posting Action Plan





10

Data Collection

- Crash
- Demographics
- Road Safety Audit
- Pedestrian Safety Audit
- ADA Audit
- Traffic Volumes
- Accident Rates
- Lighting Audit
- Roadway Flooding



11

Community Participation Plan

- Documents all public involvement activities and results
- Takes demographics (equity) into consideration
- Suggested by USDOT
- Makes grant applications more competitive

USDOT Guidance: *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*



12

Stakeholder Interviews

1. WVDOH
2. Bluefield EMS/Police
3. Bluefield Area Transit
4. Mercer County Schools
5. Business Community
6. Town of Bluefield, VA
7. Bluefield State University (WV)
8. Bluefield University (VA)
9. Bluefield Union Mission
10. Northside / East End



13

Public Meetings

- **Meeting #1:** Week October 16th
 - *Identify Areas of Concern*
 - *Held in East End Community*
- **Meeting #2:** Week November 27th
 - *Review draft findings, prioritize projects*
 - *Held in City Hall*



14

Social Media Data Collection Tool

- Deployed on City webpage and Facebook page September 8th
- Place point on map
- Provide description of issue
- Information usage
 - Used to inform field review
 - Help prepare for first Public Meeting

Please Share: <https://arcg.is/vmKqO>

Use the map below to describe and mark your transportation safety concerns. You may use the 1, 2, 3 buttons to identify more than one area of concern. Click the + button to add additional areas (4, 5, 6, etc.). Don't forget to hit Submit when you are done!

1 +

Transportation Safety Concerns

Location of Transportation Safety Concern

Scroll around on the map below to find the location of the transportation safety concern. Click the map to mark the location of the transportation safety concern.



Find address or place

Lat: 37.267914, Lon: -81.226859

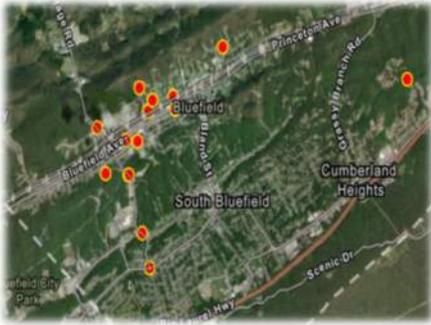




15

Social Media Data Collection Tool

- "A simple visit to Allen Street provides a perfect example of the problems residents of the Northside areas face with sidewalks. The **sidewalks are either nonexistent or impassable requiring walking in the street.**"
- "Sidewalks in the Pulaski Street area of the Northside of Bluefield are in horrible conditions. The area leads to BSU and the **sidewalks are often not able to be walked upon in their current condition**, requiring residents to walk in the street in some areas"







16

Brainstorming

What specific locations are you most concerned with as it relates to transportation safety?

Reponses: *Chat window or raise your hand*



The slide features a dark blue header with the word "Brainstorming" in white. Below the header, the question "What specific locations are you most concerned with as it relates to transportation safety?" is centered in a blue font. Underneath the question, a light blue box contains the text "Reponses: Chat window or raise your hand". At the bottom of the slide, there are three logos: the City of Bluefield logo on the left, the AECOM logo in the center, and the E.L. ROBINSON ENGINEERING logo on the right.

19

Next Steps

- **Meeting #2** – Tuesday, October 17th – 11AM to Noon - Review data and public meeting findings
- **Public Meeting #1** (Week October 16th)



The slide features a dark blue header with the words "Next Steps" in white. Below the header, there is a list of two items. The first item is "Meeting #2 – Tuesday, October 17th – 11AM to Noon - Review data and public meeting findings". The second item is "Public Meeting #1 (Week October 16th)". To the right of the text is a graphic of a winding road with yellow dashed lines. At the bottom of the slide, there are three logos: the City of Bluefield logo on the left, the AECOM logo in the center, and the E.L. ROBINSON ENGINEERING logo on the right.

20

Contacts

Paul Mattox, Jr., PE
pmattox@elrobinson.com
(304) 389-1444

Kerry Stauffer, PhD, PE, PS
kstauffer@elrobinson.com
(304) 888-1957

Subject: [Outside Sender] STEERING COMMITTEE SS4A
Location: City Hall Conference Room

Start: Mon 9/18/2023 10:30 AM
End: Mon 9/18/2023 11:30 AM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Cecil Marson
Required Attendees: Douglas Parker; Leigh Lane; Paul Mattox Jr., P.E. Peter Taylor
;Curtis French; Dennis Dillow; Danny Dillow; Musick, Ryland W; Keith N. Olson; Beckett,
Joseph; Ashley Tracy; David Weaver; Joshua Cline; Candy Sayers

Optional Attendees: Sam Ellison; Kerry Stauffer; Conahan, Kevin

Call Handling Mode 2: 2

Good Afternoon,

The first SS4A Committee Meeting has been scheduled for September 18, 2023, at 10:30 am. This first meeting will go over the following:

- Outline
- PI Process
- Data Needs
- Project Brainstorming

If you have any questions, comments, or concerns, please do not hesitate to contact me.

Thanks,
Gabrielle

Gabrielle Ponder, MBA

Executive Assistant to the City Manager
City of Bluefield
200 Rogers St.
Bluefield, WV 24701
(304) 327-2401 x2415

Meeting Summary

Meeting Name SS4A Steering Committee Meeting #2	Meeting Date October 19, 2023	Attendees Curtis French, City Engineer Keith Olson, BSU Jospeh Beckett, BSU Ryland Musick, WVDOH	Leigh Lane, ELR Kerry Stauffer, ELR Sam Ellison, ELR Ashely Tracy, AECOM
	Time 1:30 PM		

Bluefield SS4A Steering Committee Meeting #2

Vision, Metrics, and Goals Comments

- Vision
 - No comments.
 - Goals
 - Stakeholders asked what a countermeasure was and if examples could be provided.
 - Countermeasures and examples were then explained.
 - Metrics
 - The metrics need to be linked to the goals.
 - The metrics need to be aligned with the previously gathered data and any additional data that is gathered throughout this process.
 - It is very common to get carried away with the metrics and have too many.
 - The SS4A action plan should focus on metrics that are manageable and that the city of Bluefield can realistically commit to.
-

Project Priorities

- Cherry Street
 - Cherry Street is an area in Bluefield where the stakeholders want to be proactive. The stakeholders recognize that this area is accident prone and would like to prevent accidents from occurring here.
 - This area is a priority, but the stakeholders are concerned that the data doesn't exist to support a project in this area.
 - Pictures can be provided of the hazards that pedestrians face on Cherry Street.
 - Intersection of Maryland and College
 - Trailers frequently turn on this intersection. This intersection is already a tight turn and becomes even tighter when trailers turn on it.
 - Intersection of Stadium Drive and Cherry Street.
-

General Comments & Questions

- The public-school buses must make strange turns when driving their routes.
 - What would happen if the project design conflicts with a property or business?
 - This partially depends on who is funding the project. It also depends on the countermeasure.
 - Roadway expansion will most likely have to occur due to how narrow the roadway is and how limited the shoulder is. The projects have the potential to cross into other individual's properties.
 - If one or several of the 5 projects aren't feasible will the steering committee be able to go back and select/prioritize additional projects?
 - This is possible.
 - The purpose of the public meeting prior to finalizing the draft action plan is to get public approval of the projects and minimize public backlash. Getting public approval and minimizing public backlash will help with any potential feasibility issues.
 - Stakeholders are concerned over potential public relation issues that can result from the projects.
 - The potential projects will be presented in a public meeting to minimize public relation issues and to get the public's approval on the projects.
 - Bluefield State University's status as a Historically Black College or University should be leveraged when applying for grants.
-

Follow Ups and Next Steps

- The presentation used in this meeting will be sent to the steering committee.
 - WVDOH will provide traffic counts to be included in the action plan. WVDOH will also speak to VDOT to get traffic information for the portion of the project that goes into Virginia.
 - Bluefield's comprehensive plan has been completed and a draft can be provided to the SS4A team.
 - The Road Safety Audits will take place next week from October 24th through the 26th.
 - BSU staff and administration asked if they could participate in the audits that take place near or around campus so they can show us the area and their specific concerns.
-

City of Bluefield

Safe Streets and Roads for All Action Plan (SS4A)

Steering Committee Meeting #2

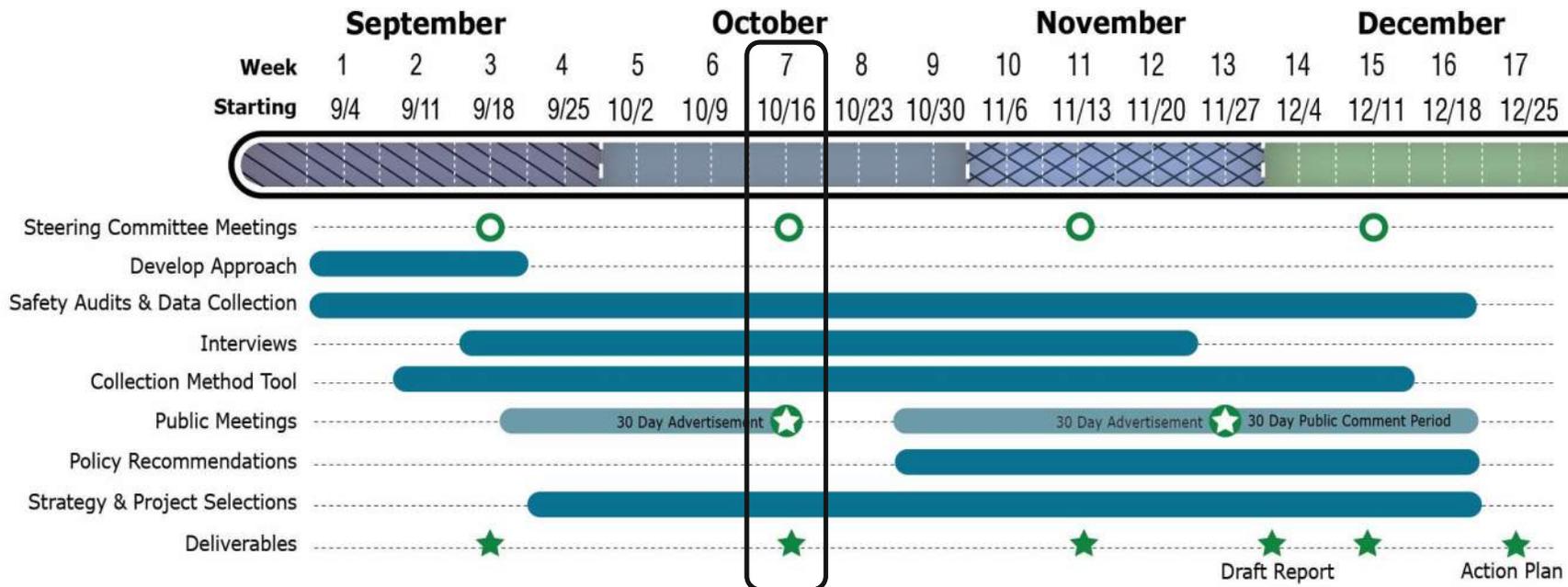
October 19th, 2023



Agenda

- Schedule Recap
- Public & Stakeholder Outreach Review
- Vision, Goals, and Metrics
- Data Collection to Date Review
- Next Steps

Schedule



Stakeholder Interviews

- Fire Depart., EMS, Police Depart.
- Bluefield Area Transit
- Downtown Businesses
- Bluefield Non-profits
(CASE, WADE, Union Mission)
- Bluefield Area School Principals
- Bluefield State and Bluefield University
- VDOT, City of Bluefield, VA (pending)

Stakeholder Interviews

Key Findings

Common Areas of Concern

- Cherry Street
- US 460 directly in front of the Intermediate School
- Cumberland Road
- College Avenue
- Princeton Avenue
- US 52 at BSU front entrance
- Pulaski Street
- Bland Street

Public Meeting

- Held last night at Mt. Zion
- 35 attendees from the public
- Interests
 - Sidewalk repair/replacements
 - Pedestrian lighting
 - Bus shelters
 - Trash cans/amenities



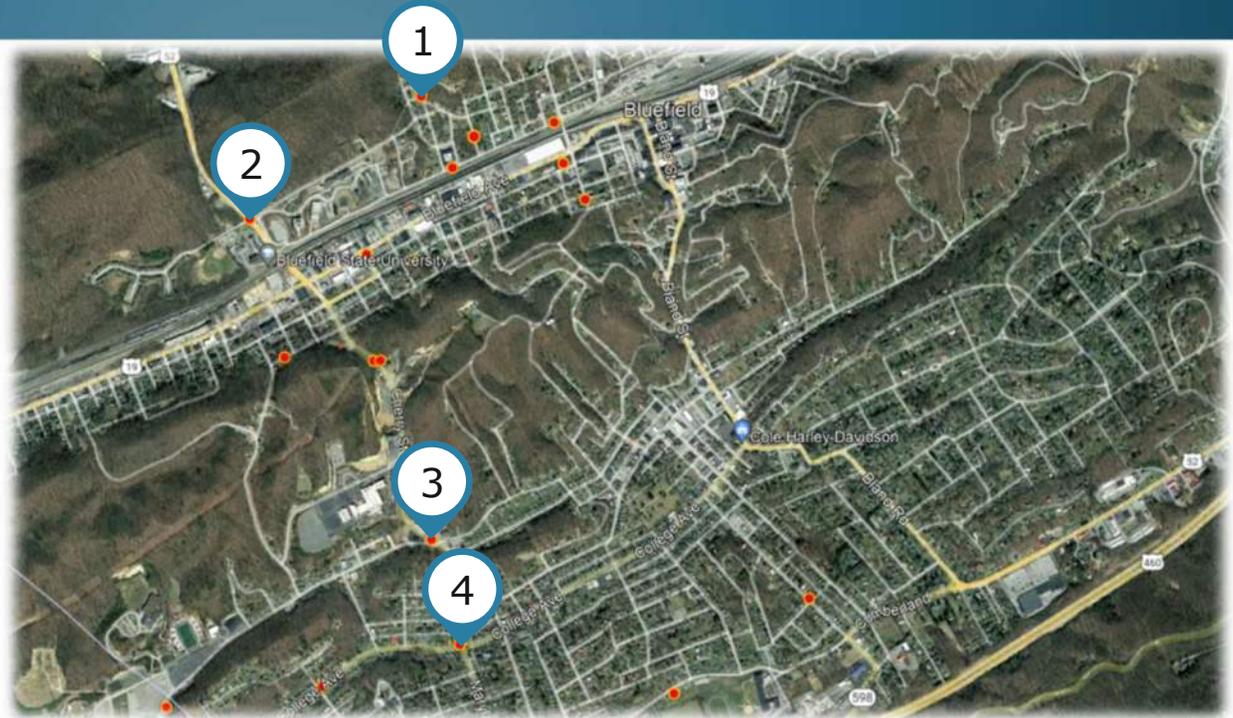
Data Collection Tool

- Advertised via social media
- Over 41 unique responses (10/18)

Data Collection Tool Status

Highlight of Comments

1. Deep potholes and no road to go down hill
2. Odd 4-way intersection
3. The intersection of Stadium Dr and Cherry St. is a hazard. There are too many signs blocking your view if you are turning towards the hospital from Stadium
4. The intersection of College and Maryland is very unsafe for pedestrians



Vision, Goals, and Metrics

- **Developed with...**
 - Feedback from the public and stakeholders
 - Review of similar plans
 - Consideration of City's goals
- **Includes rationale for each**
- **Aligns with SS4A grant language**

Draft Vision

Prevent roadway fatalities and serious injuries encompassing the Bluefield area, for users of all modes, in a manner that promotes diverse economic development and equitable outcomes throughout.

Draft Goals

- 1. Improve Safety Outcomes:** Reduce fatalities and serious injuries for users of all modes through designing infrastructure that implements countermeasures.
- 2. Promote Equitable Outcomes:** Implement transportation safety solutions in a manner that promotes equitable outcomes for underserved and vulnerable populations.
- 3. Prioritize Safety Enforcement:** Governing safety measures through enforcement to lower risk of severe and fatal crashes.

Draft Goals

- 4. Using Best Available Technologies:** Implement new technologies that can affect transportation safety for all users.
- 5. Improve Safety Culture:** Transform public attitudes and organizational safety culture to recognize all transportation system users have responsibility for other people's safety in addition to their own.
- 6. Promote Economic Development:** Implement transportation safety solutions in a manner that promotes economic development.

Example Metrics

- Metrics need to be trackable and achievable
- Samples:
 - Decrease in number or rate of fatal crashes
 - Decrease in number or rate of injury crashes
 - Decrease in number or rate of pedestrian and cyclist crashes
 - Linear feet of sidewalk repaired/replaced/added
 - Grant applications pursued
 - What else?

Data Collection – Crash Data

- **Local crash history data plotted**
 - 5-year crash history
 - Full year data from 2018 to 2022
- **Crash type identification**
 - Correctable types
 - Rear-end associated with congestion
 - Run off road associated with roadway curvature, signage
- **Used to identify the high injury locations**

Data Collection – Injury Severity

Preliminary High Injury Network

1. Cherry Street
2. Bland Street
3. College Avenue
4. West Cumberland Ave



Legend

- Action Area
- Railroad

Injury Severity (For Crashes with Any Injuries)

- Fatality
- Possible Injury
- Incapacitating Injury

Bluefield Safe Streets 4 All Plan
5-Year Crash History Map (2018-2022)
Mercer County, WV

Data Collection – Collision Types

Correctable Collision Types

1. Rear Ends
2. Run off road / single vehicle collision
3. Head-On
4. Angle
5. Pedestrian or cyclist involved



Legend

- Action Area
- Railroad

Collision Type

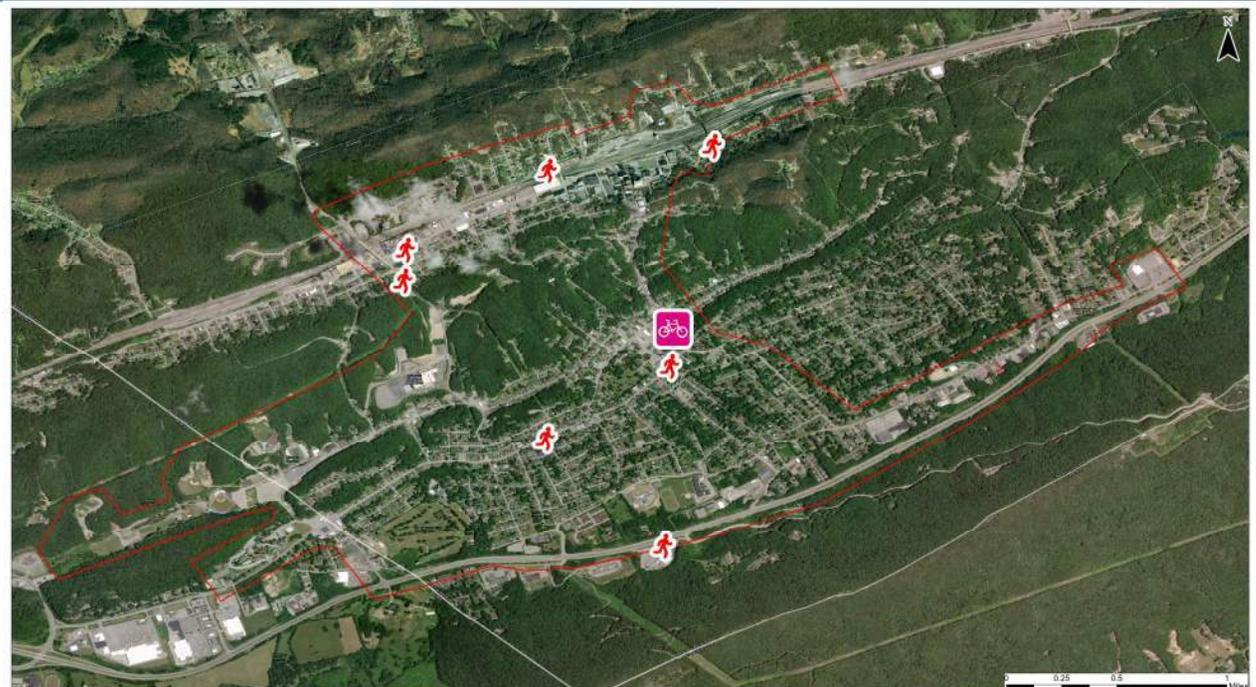
- | | | |
|------------------------|-------------|-----------|
| ● Head-On | ● Sideswipe | ● Angle |
| ● Single Vehicle Crash | ● Rear End | ● Unknown |

Bluefield Safe Streets 4 All Plan
5-Year Crash History Map (2018-2022)
Mercer County, WV

Data Collection – Pedestrian Involved

Pedestrian Struck

1. College Avenue
 - Jefferson St
 - Dearborn St
2. Bluefield Ave at Pine St
3. Cherry Street
4. Pulaski St/Peck St
5. 2 Parking Lot Crashes
 - Cole Chevrolet
 - Sacred Heart Church
6. Bland St / South St (Bike)



Legend

- Action Area
- Railroad

Crashes Involving Pedestrians and Cyclists

-  Pedestrian
-  Pedalcycle

Bluefield Safe Streets 4 All Plan
5-Year Crash History Map (2018-2022)
Mercer County, WV

Data Collection – Road Safety Audits

- **Roadway, Pedestrian, and ADA Audits**
- **Happening Next Week**
 - Wednesday October 25th to Friday October 27th
- **Specific Areas of Interest**

What are safety countermeasures?

- Street and roadway treatments that are proven to improve specific correctable safety concerns
- Each countermeasure has an expected safety benefit
- Countermeasures can be combined for added safety
- Some categories with proven countermeasures:
 - Vulnerable users (pedestrians and bicyclists)
 - Intersection improvements
 - Roadway and roadside

Safety Countermeasures

- Bicycle and Pedestrian
 - Add/improve sidewalk or add side path
 - Add bike lane
- Intersection
 - Install/retime/remove traffic signal
 - Install roundabout
- Roadway
 - Add turn lane
 - Straighten curves or regrade hills
 - High visibility signs & markings
 - Rumble strips
 - Manage driveway access



Next Steps & Thank You!

- Steering Committee review and approve **Vision, Goals, and Metrics**
- Road Safety Audits (next week)
- Project team to synthesize all information and draft an initial project list to select from
- **Steering Committee Meeting #3**–
Tuesday, November 14th – 11AM to Noon (virtual)
 - Review draft projects & policies

Subject: Steering Committee Meeting
Start: Thu 10/19/2023 1:30 PM
End: Thu 10/19/2023 3:00 PM
Recurrence: (none)
Organizer: Sam Ellison

Bluefield City Hall – Conference Room

Invitees:

Cecil Marson - Bluefield City Manager
Peter Taylor - City of Bluefield Vice Mayor/ Board Member
Curtis French - City of Bluefield Engineer
Keith Olson - BSU
Joseph Beckett - BSU
Ryland Musick - WVDOH
Douglas Parker - ELR
Leigh Lane - ELR
Paul Mattox - ELR
Kerry Stauffer - ELR
Sam Ellison - ELR
Ashley Tracy - AECOM

Meeting Summary – November 9, 2023
Bluefield SS4A Steering Committee Meeting

Meeting Name	Meeting Date	Attendees	
SS4A Steering Committee Meeting #3	November 9, 2023	Cecil Marson, City Manager Curtis French, City Engineer Peter Taylor, City of Bluefield	Thomas Adkins, Mercer County Schools
	Time 11:00 AM	Keith Olson, BSU Joseph Beckett, BSU Ryland Musick, WVDOH	Paul Mattox, ELR Leigh Lane, ELR Douglas Parker, ELR Sam Ellison, ELR Ashley Tracy, AECOM

Project List & Comments

College Avenue Corridor

- No comment.

Stadium Drive Corridor

- No comment.

Cherry Street / Maryland Avenue / Stadium Intersection

- No comment.

Cherry Street “gap”

- Lack of street lighting was mentioned as an issue for this area, but street lighting was not mentioned as a countermeasure.
 - Street lighting was added as a countermeasure.

Jefferson Street Spur

- No comment.

Bluefield Ave / Princeton Ave Corridor

- No comment.

Hill Ave / Pulaski Street / Hardy Street Corridor

- No comment.

US 52 / Hill Avenue

- This intersection is found at the entrance of BSU. A roundabout at this intersection should be considered as a potential countermeasure. A roundabout at this intersection has the potential to provide BSU with a better entrance and calm traffic.
- There is no walkway at the intersection of US 52 and Hill Avenue. There is a tunnel at this intersection that BSU students will use to walk to and from Tiffany Manor and BSU’s campus. Although, this tunnel is not used much. A walkway type countermeasure would be beneficial here.

Bland Street Corridor

- The steep vertical grade at the intersection of Bland Street and College Avenue may make it impossible to place a roundabout at this intersection.
 - The feasibility of placing a roundabout at this intersection will be reviewed. Placing a roundabout at this intersection would be better than the current intersection design. Currently the traffic at the intersection must sit on a steep vertical grade.

Cumberland Avenue Corridor

- Cumberland Avenue is named Cumberland Road
 - The naming of the roads will be double checked.
-

Follow Ups and Next Steps

- The planning commission will be holding a town hall style meeting to present the city's new comprehensive plan. The next SS4A public meeting could occur concurrently with the comprehensive plan meeting.
 - A tentative date will be set for December 14th at 6 pm. A firm date will be set after the planning commission meets on November 30th.
 - If the meetings were held concurrently, they would take place in Bluefield's art center.
 - The comprehensive plan will be presented through stations, with WVU law students presenting sections of the comprehensive plan at each station. A separate station can be set up for the SS4A presentation.
 - Approximate project lengths and widths should be estimated and provided to Paul Mattox so he can create the project cost estimates.
-

City of Bluefield
Safe Streets and Roads for All Action Plan (SS4A)

Steering Committee Meeting #3

November 9th, 2023

Bluefield — AECOM — E.L. ROBINSON ENGINEERING

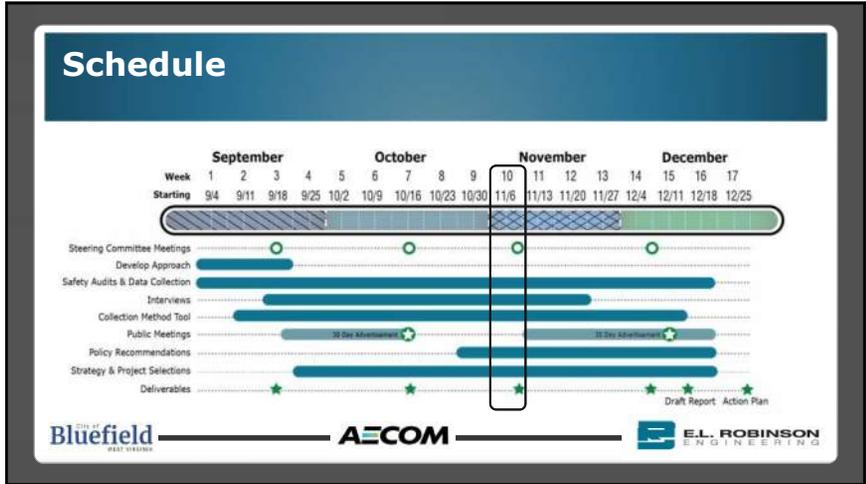
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Agenda

- Schedule Recap
- Road Safety Audit updates
- Safety Countermeasures
- Potential Project Areas
- Next Steps

Bluefield — AECOM — E.L. ROBINSON ENGINEERING

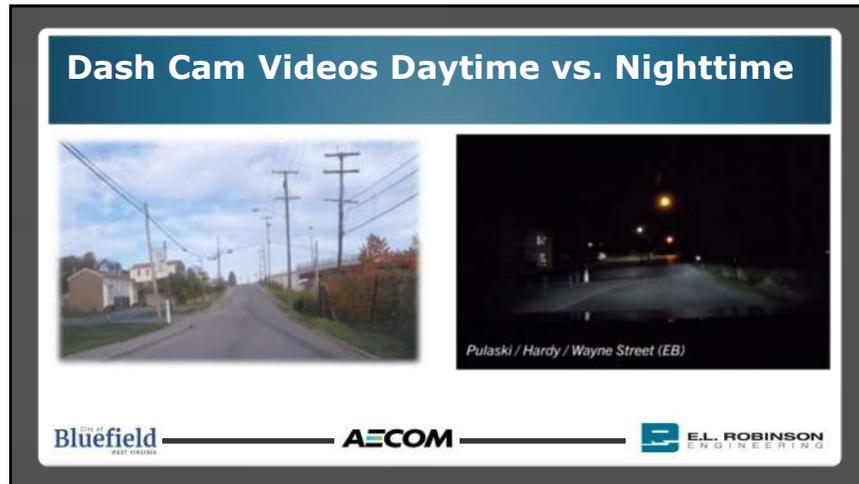
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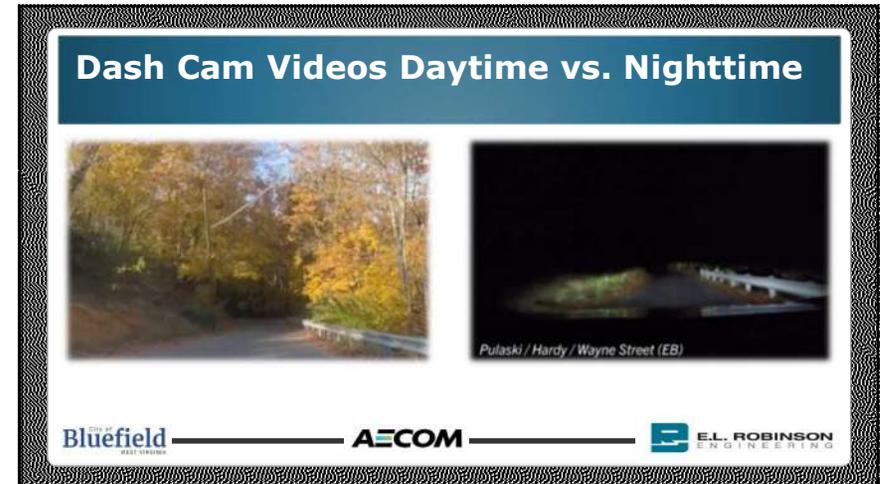
Data Collection – Road Safety Audits

- Walking Audits
- Photographs
- Observations
- Bus Tour
- Dash Cam Videos
- Daytime and Nighttime Views

Logos: Bluefield, AECOM, E.L. ROBINSON ENGINEERING



5



6

What are safety countermeasures?

- Street and roadway treatments that are shown to improve specific safety concerns
- Each countermeasure has an expected safety benefit
- Countermeasures can be combined for added safety
- Some categories with proven countermeasures:
 - Vulnerable Users (Pedestrians and Bicyclists)
 - Intersection Improvements
 - Roadway and Roadside





7

Pedestrian Bicycle Enhancements



- **Pedestrians Facility Enhancements**
 - Sidewalk Installation or Replacement
 - High Visibility Crosswalks
 - Street Lighting
- **Bicycle Facility Enhancements**
 - Bike Lanes







8



9



10



11



12



13



14

Road Diet



- **Intersection Improvements**
 - Install, Retime, or Remove a Traffic Signal
 - Install a Roundabout
- **Roadway Improvements**
 - High Visibility Pavement Markings
 - Rumble Strips
 - Road Diets



Bluefield  

15

Roundabout Intersection



Bluefield  

16

Transit

- **Others**
 - Curbside Management
 - Bus Shelters
 - Bus Signage



Bluefield AECOM E.L. ROBINSON ENGINEERING

17

Streetscaping

- **Others**
 - Access Management
 - Speed Management
 - Transit Improvements
 - Streetscaping



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18

Project List Methodology

- Developed with input from public, stakeholders, crash data, road safety audits, City staff suggestions
- Projects to include proven safety countermeasures to address safety concerns and reduce fatal and serious injury crashes





Project List

- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- Bland Street Corridor
- Cumberland Road Corridor







Project List – College Avenue Corridor

- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- Bland Street Corridor
- Cumberland Road Corridor



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – College Avenue Corridor

- Location: Stadium Drive to Bland Street
- Observed Safety Concerns:
 - Dark Night-Time Conditions
 - Crash History – Pedestrians
 - No Pavement Markings
 - Lacking Signage
- Suggested Countermeasures:
 - Sidewalk Improvement
 - Bike Lane Installation
 - Lighting Improvements
 - Streetscaping Installation



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – College Avenue Corridor

- **College Ave at Stadium Dr-**
 - Roundabout Installation
 - Pedestrian Crossing Installation
 - Access Management
- **College Ave at Maryland Ave-**
 - Signage Improvement
 - Wayfinding Installation
 - Truck Restriction Implementation

Bluefield AECOM E.L. ROBINSON ENGINEERING

23

Project List – Stadium Drive

- College Avenue Corridor
- **Stadium Drive Corridor**
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- Bland Street Corridor
- Cumberland Road Corridor

Bluefield AECOM E.L. ROBINSON ENGINEERING

24

Project List – Stadium Drive

- **Location:** Stadium Drive to Cherry Street
- **Observed Safety Concerns:**
 - Poor Sidewalk Conditions
 - Discontinuous Sidewalks
 - Night-Time Lighting
 - Large Pedestrian Generators with park, recreation facilities, and football stadium
- **Suggested Countermeasures:**
 - Sidewalk Improvements
 - Lighting Improvements
 - Pedestrian Crossing Installation



Bluefield AECOM E.L. ROBINSON ENGINEERING

25

Project List – Cherry Street / Maryland Avenue / Stadium Intersection

- College Avenue Corridor
- Stadium Drive Corridor
- **Cherry Street / Maryland Avenue / Stadium Intersection**
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- Bland Street Corridor
- Cumberland Road Corridor

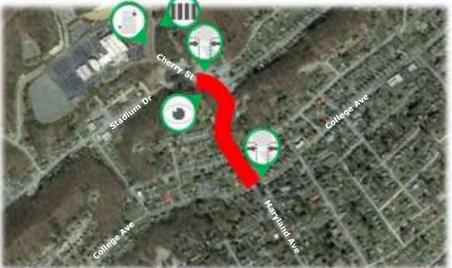


Bluefield AECOM E.L. ROBINSON ENGINEERING

26

Project List – Cherry Street / Maryland Avenue / Stadium Intersection

- **Location:** College Ave to Stadium Drive
- **Observed Safety Concerns:**
 - Poor Sight Distance at intersection due to curves in the roadway and proximity of nearby intersections and driveways
 - Speeding
 - Poor Intersection and Driveway Alignment
 - Signs Blocking Sightlines from the stop bar
 - Pedestrian generators nearby (coffee shop, laundromat, etc.) without sidewalks or crosswalks
- **Suggested Countermeasures:**
 - Intersection Realignment
 - Remove Obstructions for Sightlines
 - Add Sidewalks & Crosswalk



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Cherry Street Gap

- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- **Cherry Street "gap"**
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- Bland Street Corridor
- Cumberland Road Corridor



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Cherry Street Gap

- **Location:** Stadium Drive to Highland Ave
- **Observed Safety Concerns:**
 - Narrow Roadway with No shoulders or Sidewalks
 - Pedestrians Walking in Roadway
 - Speeding
 - Only Path between large pedestrian generator at new dorms and campus
 - Poor Night-Time Visibility
 - History of Rock Fall in Gap Area
- **Suggested Countermeasures:**
 - Sidewalk Installation
 - Roadway Shoulder Improvements
 - Rockslide Projection Installation
 - Lighting Improvements



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Jefferson Street Spur

- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- Bland Street Corridor
- Cumberland Road Corridor



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Jefferson Street Spur

- **Location:** College Avenue to Bay Street
- **Observed Safety Concerns:**
 - Poor Night-Time visibility
 - Pedestrian generator between B&Bs and shopping plaza area
 - Pedestrian Crash at Intersection
- **Suggested Countermeasures:**
 - Sidewalk Improvements
 - Lighting Improvements
 - Crosswalk & Signage Improvements

Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Bluefield Ave / Princeton Ave Corridor

- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- **Bluefield Ave / Princeton Ave Corridor**
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- Bland Street Corridor
- Cumberland Road Corridor

Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Bluefield Ave / Princeton Ave Corridor

- **Location:** Cedar Street to Grant Street
- **Observed Safety Concerns:**
 - Wide roadway, unused capacity
 - Speeding
 - Lack of connectivity across the roadway
 - Bicycles using sidewalk or center turn lane
 - Transit and truck routes
- **Suggested Countermeasures:**
 - Road Diet/Bike Lane
 - Streetscaping Installation
 - Curbside Management/Bus Shelters

Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Bluefield Ave / Princeton Ave Corridor

- **Grant Street Bridge-**
 - Pedestrian Connection Improvement (To Princeton Ave & Downtown)
 - Advance Warning Signage to Drivers
 - Pedestrian Crossing and tight right turn Intersection Ahead

Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Hill Ave / Pulaski St / Hardy St Corridor

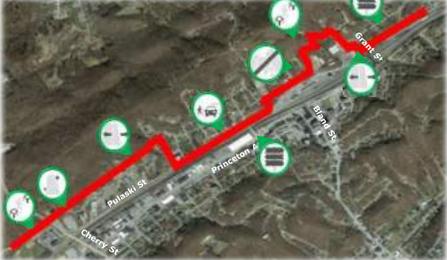
- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- **Hill Ave / Pulaski Street / Hardy Street Corridor**
- US 52 / Hill Avenue
- Bland Street Corridor
- Cumberland Road Corridor



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Hill Ave / Pulaski St / Hardy St Corridor

- **Location:** Hill Ave to Putnam Street
- **Observed Safety Concerns:**
 - Narrow roads with on-street parking
 - Sidewalks poor, pedestrians in roadway
 - Access and wayfinding is poor
 - Poor night-time visibility
- **Suggested Countermeasures:**
 - Wayfinding Installation
 - Curbside Management/Bus
 - Streetscaping/Lighting Installation
 - Sidewalk Improvements
 - Roadway Widening



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – US 52 / Hill Avenue

- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- **US 52 / Hill Avenue**
- Bland Street Corridor
- Cumberland Road Corridor



Bluefield AECOM E.L. ROBINSON ENGINEERING

37

Project List – US 52 / Hill Avenue

- **Location:** US 52 at Hill Ave
- **Observed Safety Concerns:**
 - Poor sight distance across roadway due to hill
 - Poor sight distance of oncoming vehicles due to hill and curve
 - Speeding on US 52
 - Too many entrance points introduces areas for potential conflict
 - US 52 is the main route for freight & ATVs
 - Crash history
- **Suggested Countermeasures:**
 - Intersection Realignment
 - Remove Obstructions for Sightlines
 - Access Management

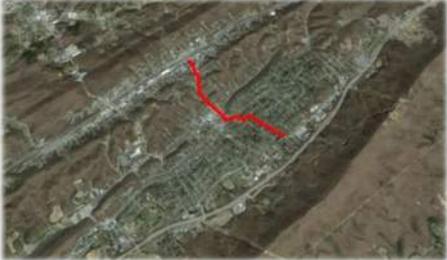


Bluefield AECOM E.L. ROBINSON ENGINEERING

38

Project List – Bland Street Corridor

- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- **Bland Street Corridor**
- Cumberland Road Corridor



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Bland Street Corridor

- **Location:** Princeton Ave to Cumberland Ave
- **Observed Safety Concerns:**
 - Speeding
 - Lack of Pedestrian Crossings
 - Business Driveways Uncontrolled
 - Curves and Hills restrict Sight Distance for turning vehicles
- **Suggested Countermeasures:**
 - Remove Obstructions for Sightlines
 - Curbside Management
 - Access Management
 - Streetscaping Installation



Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Bland Street Corridor

- **Bland / Cumberland Intersection-**
 - Roundabout Installation
 - Pedestrian Crossing Installation
- **Bland / College Intersection-**
 - Roundabout Installation

Bluefield AECOM E.L. ROBINSON ENGINEERING

41

Project List – Cumberland Road Corridor

- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- Bland Street Corridor
- **Cumberland Road Corridor**

Bluefield AECOM E.L. ROBINSON ENGINEERING

42

Project List – Cumberland Road Corridor

- **Location:** US 460 21/1 Connector to Gabe's Plaza
- **Observed Safety Concerns:**
 - Lack of Sidewalk Connectivity to important pedestrian generators
 - Pedestrians and Mobility scooters in the roadway
 - Student pick-up queue spills back onto roadway
- **Suggested Countermeasures:**
 - Sidewalk Improvements
 - Roadway Shoulder Improvements (School Area)
 - Curbside Management

Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Cumberland Road Corridor

- **East Cumberland Connector-**
 - Intersection Improvement
 - Advance Warning Signage to Drivers
 - Pedestrian Crossing Installation

Bluefield AECOM E.L. ROBINSON ENGINEERING

Project List – Comments?

- College Avenue Corridor
- Stadium Drive Corridor
- Cherry Street / Maryland Avenue / Stadium Intersection
- Cherry Street "gap"
- Jefferson Street Spur
- Bluefield Ave / Princeton Ave Corridor
- Hill Ave / Pulaski Street / Hardy Street Corridor
- US 52 / Hill Avenue
- Bland Street Corridor
- Cumberland Road Corridor





45

Next Steps & Thank You!

- **Project Development**
 - Engineering
 - Funding sources match to projects (Toni, Paul, etc. – multifaceted)
- **Development of Action Plan**
 - Matching the format to the FHWA requirements
- **Next Steering Committee meeting week of 12/11**
- **Public engagement aiming for December**
 - City Hall
 - Present the 10 projects at a high level & next steps for implementation
 - Simpler than Public Meeting #1





46

Subject: [Outside Sender] REMINDER: Steering Committee Meeting
Location: City Hall Conference Room
Start: Thu 11/9/2023 11:00 AM
End: Thu 11/9/2023 1:00 PM
Recurrence: (none)
Meeting Status: Accepted
Organizer: Gabrielle Ponder

Good Morning,

The third SS4A Committee Meeting has been RE-scheduled for **November 9, 2023, at 11am**. This meeting will take place in the City Hall conference room. However, there is a MS TEAMS link attached for those to attend virtually. This meeting will go over the following:

- Review Draft Projects
- Policy Recs
- Maps & Data
- Draft Report
-

If you have any questions, comments, or concerns, please do not hesitate to contact me.

PLEASE CONFIRM.

Thanks,

Gabrielle

Gabrielle Ponder, MBA
Executive Assistant to the City Manager

City of Bluefield

Appendix B
Stakeholder Interview Meeting Materials & Minutes

Attendees: Douglas Parker (ELR – Interviewer), Kerry Stauffer (ELR - Interviewer), Sam Ellison (ELR – Notes), Joey Rose (City of Bluefield), Grant Blackburn (WV American Water), Chris Casey (Bluefield Sanitary Board), Matt Hatfield (Cardinal Natural Gas), Kristopher R. Howell (Appalachian Power Co.)

Stakeholder Discussion Guide

Introductions – Introduced team members, explained the interview process, and then explained the Action Plan. (General information about the action plan was provided in an email prior to the interview as well as the general topics that will be discussed.)

A map was provided to the interviewees to help guide their responses to these questions

Safety Issues – What locations in the action area do you consider unsafe and why? (Including conflicts with vehicles, congestion, narrow lane widths, lack of sidewalks, poor lighting, access to transit services, poor sight distances, flooding, access barriers, etc.)

- WV American Water
 - Their current task is to ensure that water pressure is sufficient for fire flow. Elevation makes it difficult to have sufficient water pressure for fire flow.
 - Installing more pump stations.
 - Currently redoing the smaller diameter water mains on Jones Street.
 - The sidewalk is fixed while they are redoing water mains.
 - The gas company has much longer lines.
 - WV American Water is doing the best with the resources they have. Currently they focus on problem areas or the older areas of town. Currently they are working on College Avenue, Stadium Drive, and Ferndale.
 - Bland and Cumberland have been recently worked on.
 - WV American Water had GIS mapping. Although this information is hard to access.
 - Several sidewalk covers have been moved that were an issue or hazard. These covers were moved to the other side of the sidewalk. The sidewalk covers were also redone with plastic lids.
 - The standard operating procedure is to move utility covers out of the sidewalk and fill those areas in with gravel and concrete.
 - They still have several covers that cause trouble.
- Bluefield Sanitary Board
 - The Bluefield Sanitary Board is conducting a large project on College from Golf to Church. This is on the south side of town.
 - Old Bramwell road is another large project being conducted by the Sanitary Board.
 - The Sanitary Board prefers not to tear things up.
 - Bluefield has Terracotta sewers.
 - The Sanitary Board tries to fix trouble spot areas.
 - Would like to renew their lines prior to the SS4A project.

Bluefield SS4A Stakeholder Interview – Utility Providers
October 17, 2023; 8AM

- Utilities coordinate well with the city of Bluefield.
- The Sanitary Board has a good inspection crew that is capable of fixing and repairing issues and problem areas.
- Would like to coordinate with the SS4A Project to create additional opportunities for utilities.
- Emergency crew and capital improvement crew can be ready in any time frame.
- The Sanitary Board has a good GIS mapping database.
- The Sanitary Board tries not to place covers or markers. They do have utility covers but Shannon would prefer that they are not used because they are a tripping hazard.
- College students are now walking from the old medical hospital (along Cherry Street). Busses use that route as well, making it even tighter with the increased foot traffic. There is no lighting early in the morning along Cherry Street as well.
- Rorey street is very steep and “drops like a rock”.
- 4th street is also an issue.

Cardinal Natural Gas

- West Cumberland’s traffic is bad.
- Concerned about the potential for new utilities to be removed and replaced because of the SS4A projects.
- Utilities will be compensated if they have to move lines because of the SS4A project.
- Utilities will be budgeted as part of the SS4A.
- Sidewalks may not be included in this grant. But could be included in other grants.
- Roads will have to be changed, which will cause a mess for utilities and the city.
- 2025 potential gas utility projects include Union Street, Preston Street, and Bland with Jones.
- 2026 potential projects will take place on the North Side of Bluefield.
- The North Side of Bluefield is the toughest area to coordinate project wise.
- It is difficult to drive in the North Side of Bluefield. All of the utility representatives agree that responding to emergencies is an issue due to how tight the roads are. The tight roads are difficult for the utility trucks to navigate.
- Cardinal Natural Gas is conducting multiple projects outside of the action area.
- Roads are more of a concern on the North Side of Bluefield than bridges.
- The North Side is difficult to navigate in trucks, dump trucks, and trailers.
- There is no alternative route on the North Side of Bluefield. Everyone is using the same route in the North Side. Work on one side of the road will block off all of the North Side. A bypass would help solve the issue of blocked access.
- Orange Street is a very narrow street. You must pull over on the sidewalk when there is oncoming traffic.
- The roads are so narrow that you can have the trailer snatched off the back of your truck.

Bluefield SS4A Stakeholder Interview – Utility Providers
October 17, 2023; 8AM

- The railroad is hard to deal with. The railroad bridge also causes issues.
 - The railroad owns land off Pulaski Street. They might also own Hardy and Orange Street. This makes it difficult.

Appalachian Power Company.

- Can not think of any poles that are getting hit frequently.
- There is no room for additional sidewalk that would pass between the utility poles and existing sidewalks.
- Street lighting is highly involved.
- They want to begin the transition to LED street light bulbs. Although, a current tariff placed on LED bulbs makes replacing the current bulbs with LEDs expensive. The tariff is supposed to be lowered. Other utility providers are changing to LED bulbs instead of using high-pressure sodium. Appalachian Power can currently replace bulbs, not fixtures. New street light installations use LED bulbs.
- All poles on Bland Street are in the sidewalk. The city of Bluefield owns half the poles while Appalachian Power Company owns the other half. This creates an issue when working on the Bland Street poles.
- Poles in the sidewalk may force people on to the street.
- Covers in sidewalk can cause tripping hazards.
- Low lines could be an issue for traffic. Appalachian power couldn't think of any specific low lines at the time.
- North Side and East End roads must be an issue for fire trucks.

Stormwater (City of Bluefield)

- The City of Bluefield currently has a Request for Quote for stormwater and stormwater infrastructure.
- Union Street is the worst area for stormwater issues. Other spots are bad throughout town.
- Union Street has compromised sidewalks around the stormwater boxes and culverts. This leads to flooding issues. The 400 block is a particular flooding issue. Flooding occurs in front of the maples next to Cole Harley. Flooding has caused them to shut down in certain instances. They may have pictures of the flooding.
- Part of Orange Street is falling off the hill.
- The dogleg off Orange Street has had the entire sidewalk shift and is also falling off the hill.

Misc.

- Utilities would like to be aware of opportunities to place new utilities throughout Bluefield.
- Utility providers would like to see the potential SS4A projects so that the providers can plan for potential projects.

Bluefield SS4A Stakeholder Interview – Utility Providers

October 17, 2023; 8AM

- The winter is challenging for residents.
- Bland Street has had their sidewalks shift and settle. This has caused the sidewalks to crack.
- Street trees have pushed the sidewalks up in several areas.
- Trees have caused an issue with the terracotta water pipes.

Is there anyone else you recommend we talk with?

Frontier, Segra, and BBU.

Attendees: Douglas Parker (ELR – Interviewer), Kerry Stauffer (ELR – Interviewer), Sam Ellison (ELR – Notes), Shannon Akers (Bluefield Fire Department), Chad Bailey (Bluefield Fire Department), Dennis Dillow (Bluefield Police Department)

Introductions – Introduced team members, explained the interview process, and then explained the Action Plan. (General information about the action plan was provided in an email prior to the interview as well as the general topics that will be discussed.)

A map was provided to the interviewees to help guide their responses to these questions

Safety Issues – What locations in the action area do you consider unsafe and why? (Including conflicts with vehicles, congestion, narrow lane widths, lack of sidewalks, poor lighting, access to transit services, poor sight distances, flooding, access barriers, etc.)

- Stadium, Maryland, and Lyndale create almost a 4-way intersection. The intersection is a design nightmare and confuses people and causes accidents.
- Cumberland road between the two schools. Around 2:30 to 3:30 it is a design nightmare with lots of accidents.
- Grassy branch and Cumberland intersection is poorly designed and causes wrecks.
- Traffic from the Intermediate School backs up onto 460. This leads to wrecks and fatalities. The school needs an entrance and exits for better traffic flow.
- Stadium and Maryland intersection is at an acute angle making it hard to see everywhere.
- Fatalities at the Maryland and 460 intersections. Fatalities were a result of school congestion and speed. Two fatalities occurred from this incident. From 2:30 to 4 this intersection is one of the most congested areas in the city.
- Incident on 460. 2 vehicles were traveling east, one vehicle attempted to get over and T-bones another car across the intersection causing two fatalities. The driver that caused the accident was trying to avoid traffic on 460 and hit one car in the turning lane. The driver then swerved across the intersection and T-boned another car killing two. The storage lanes on 460 are not big enough to accommodate traffic for the school and nursing home. Extending the exit lane, adding a center lane, or adding a third lane could be potential solutions to try to alleviate traffic.
- It is common to have a red light run at the intersection near the Tractor Supply. 460 runs parallel with Cumberland and this creates almost two intersections which makes it confusing. Drivers will not yield the right of way or traffic controls and they aren't sure how to fix it.
- Stadium Drive and Buccaneer are big issues as well.
- Issues are mirrored across the city, and all require construction to be fixed.
- Historically Bluefield had fewer and smaller vehicles. Certain areas of the city that were not designed for vehicular traffic.
- BSU has an awkward 4-way intersection at the entrance to the University. US 52 had numerous roads entering on to 52 at BSU's front entrance. They have worked numerous incidents at that intersection for a while. The speed limit is supposed to be 35 mph coming off the hill. Trucks are not slowing down, and numerous tickets are written in this area. Drivers don't realize how hard the turn onto Hill Avenue is and people will drive off the road. A temporary red light was placed at the intersection. The light at the intersection caused a lot of confusion, a light at the intersection might not be the solution. Two cars came out of the intersection at the same time and collided. Something needs to take place at the intersection. During big events police have to maintain traffic. The school

Bluefield SS4A Stakeholder Interview – Fire Department & Police Department
October 17, 2023; 9AM

can't have some events because of traffic. Traffic is particularly bad at this intersection around 8 to 10 am due to college students and people going to work. Some cars that try to beat traffic don't make it. During basketball games the traffic is particularly bad.

- College dorms don't create a problem for vehicular traffic.
- Accessing roads with a Fire Truck is difficult everywhere. 4th street hard is particularly hard to access due to the steepness of the road. The North Side is hard to access, when you have to turn off the main street fire trucks will have to make a two-point turn.
- Telephone pole on 4th and Thomas causes an issue for fire engines,
- Fire engines can't make it up Jones Street and Vine Street.
- Bluefield is not designed for cars. Many houses don't have a driveway, causing residents to park on the street, Lewis Street is an example of this. When cars are parked on the street you can't get a Fire Engine up the roads
- Washington and Jefferson are supposed to have one side street parking. Individuals will still park on both sides of the road. These roads are already very narrow and combined with street parking makes it difficult for Fire Engines to navigate these roads. Washington, Jefferson, and Wythe should be one lane one-way roads.
- The Police Chief has worked numerous vehicular accidents. He hasn't been out working the accidents. He is not as aware of the day-to-day accidents.
- An accident occurred on Bluefield Avenue. An individual was in the turn off lane from Spruce Street and the individual didn't stop. This accident wasn't as bad.
- A pedestrian accident occurred near Gabe's with a minivan and a pedestrian. This accident was not a fatality but has the potential to be.
- The intersection of Cumberland runs parallel to 460. This area has numerous intersections, making it difficult for drivers and pedestrians.
- Utility pole found south bound on Bland Street is rotted out at the bottom and needs to be replaced
- The curve on West Cumberland turning right on to Maryland, in front of the transformer station, is a very tight turn. Tractor trailers turning onto this intersection makes this area worse.
- Speed has been a contributing factor to numerous accidents in Bluefield. 3 accidents have occurred at a fountain in a Bluefield neighborhood, speed and impairment was a contributing factor in these accidents. Oakhurst, College, Princeton Ave, and Cumberland rd., many drive too fast for the nature of the road. Oakhurst and Heatherwood is straight connection to Grassy Branch, many drivers go too fast on this road. Washington Jefferson, and Wythe are roads that cause issues. Wythe is particularly bad as kids are going to school and can encounter oncoming traffic or parked traffic on the sides of the road. Maryland had a lot of speed issues when Whitethorn was opened. The second light was removed in Maryland and now people will speed through that intersection.
- A complete list of speed humps can be obtained from Cansy. Speed humps can be found on North Street, Jefferson Street, the Lower End, Frederick Street, Groveland, and Bollum. Have had an issue where drivers will speed in between the speed humps. The location of the speed humps changes from year to year. Two speed humps were place on Wythe this year because a driver lost control and hit the wall at the bottom of the hill. Speed humps are everywhere throughout Bluefield.
- Winter weather with ice and snow causes additional vehicular accidents. Vehicles are forced to park at the bottom of a hill, if not the cars will slide off the hill. Snowplows have to back up the hill in order to scrape the road. Backing up the roads is difficult, causing the snowplows to occasionally hit cars. Snowplows can't plow the streets fast enough during snowstorms, people will still leave during a snowstorm and get into accident. Police and Fire Department can't even get up some streets when the weather is bad, they will walk up the street when they aren't able to drive. The Fire

Bluefield SS4A Stakeholder Interview – Fire Department & Police Department
October 17, 2023; 9AM

Department must have a truck with a snowplow and salt to ensure they can get an engine up certain roads during winter weather events. Sometimes the Fire Department must keep a snowplow on standby to ensure they can get through the streets during poor weather. Fire trucks must be custom built to maneuver the streets.

- Pulaski has no sidewalks or street lighting. The Fire and Police Department often see people walking in Pulaski Street.
- Lots of students are now walking to BSU's campus from their dorms on Cherry Street. Cherry Street lacks street lighting and sidewalks. A mountain face on the side of the road forces students to walk in the street. Students walking on Cherry Street is a bad issue and it's only a matter of time before an accident occurs.
- Students will walk from their dorms to the game on Stadium Drive. During events they will park on the street because the parking lot isn't big enough. Street parking is causing people to walk in the road.
- Maryland intersection at the Intermediate School has had a lot of accidents.
- Double intersection at the Tractor Supply. The intersection design is poor and has led to numerous accidents.
- Princeton Avenue has a lot of pedestrian traffic.
- Sections of Cumberland Avenue are bad. Cumberland Avenue may have the worst sections in the city. Pedestrians will use Cumberland Avenue to walk to shops.
- Grassy Branch is a bad connector to Cumberland.
- Cherry Street is the path that students use to walk in between BSU's campus and the new converted hospital dorm. Cherry Street doesn't have a sidewalk and the road runs through a gap cut through the mountain. The emergency room part of the hospital is also still open, people will walk across to Cherry Street to the hospital. Having no path or sidewalk in front of the hospital and dorm is very dangerous.
- Grant street bridge has sidewalk access, but there are no sidewalks on the other side of the street (Princeton Avenue).
- US 19 is sinking. There are lots of accidents on US 19, especially near and around business. The state fixed the traffic lane instead of the road which is still a major issue. The state has fixed the road from Grassy Branch to the new Grant Street Bridge. There are still several sinkholes on US 19, this road is in dire need of repair.
- There is a need to follow up with AEP to make sure the lights work. The Police and Fire Department don't view lighting as a problem in the city. Lighting needs to be upgraded across the city. They don't think that lighting will improve crime statistics, but it may improve driving. Changing current lights to LEDs, instead of adding more lights, may be beneficial. Lighting isn't as big of an issue as some of the intersection design flaws.
- Lots of accidents are caused by deer and bear crossing the road. Deer have caused numerous accidents on 460, Stadium Drive, College Avenue. Bluefield Avenue, Cherry Street, and US 52 are of particular concern when it comes to deer collisions.
- Hardees on US 19 have an issue where individuals won't obey designated crosswalks and will walk across the street at undesignated areas.

Attendees: Douglas Parker (ELR – Interviewer), Kerry Stauffer (ELR – Interviewer), Sam Ellison (ELR – Notes), Cliff Riffe (BAT), Olivia Lawson (BAT), John Reeves (BAT), Tracey Wright (Bluefield Rescue Squad), Sean Cawtaell (Bluefield Rescue Squad).

Stakeholder Discussion Guide

Introductions – Introduced team members, explained the interview process, and then explained the Action Plan. (General information about the action plan was provided in an email prior to the interview as well as the general topics that will be discussed.)

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Safety Issues – What locations in the action area do you consider unsafe and why? (Including conflicts with vehicles, congestion, narrow lane widths, lack of sidewalks, poor lighting, access to transit services, poor sight distances, flooding, access barriers, etc.)

Rescue Squad

- Traffic from the Intermediate School will back up onto 460.
- There are no sidewalks on Cherry Street. There is also the potential for rocks to fall on Cherry Street (gap cut through mountain). Rock fall is a concern, especially around Lamberts.
- A pedestrian was recently hit running/walking on 460. The individual was on or near the 460/Cumberland intersection (around Gabe's) and was struck by a vehicle from out of town. The driver probably couldn't see the pedestrian due to lack of lighting near Gabe's. It is unclear whether the pedestrian will survive the accident.
- There are no wildlife crossing signs on 460 ("low hanging fruit").
- Preston is a difficult road for the Rescue Squad to get down.
- The sidewalks are so bad in some areas that the Rescue Squad must have an additional crew on the stretcher. If an additional crew isn't on a stretcher the sidewalks will cause the stretcher to tilt.
- College is very dark and lacks street lighting.
- 3rd and 4th street have sidewalks that are in terrible condition.
- Roads themselves are an issue, especially the end of Maryland (near Hardees).
- There is no way to get into the hospital without driving on roads that are in poor condition.
- The rough roads can cause additional pain to patients being transported by the Rescue Squad.
- Rescue Squad drivers must slow down because of the potholes. Rescue Squad drivers need to know where the potholes are in Bluefield to drive safely.

BAT

- BAT uses a flag stop system and doesn't have many designated stops around the city. The buses will stop anywhere along the route that is safe. Stopping along the route will block traffic. People will also congregate at certain stops.
- Areas where people congregate would be a good place to put an actual stop, so traffic isn't backed up onto busy streets.
- From the corner of Leatherwood to Stadium Driver there isn't a sidewalk on one side of the road. On certain roads there will be a sidewalk on one side of the road and not the other. Cherry Street and Frederick Street have no sidewalks.
- BAT has two routes, one on Cumberland Road and the other in South Bluefield. BAT doesn't take many buses over on the North Side because of the narrow roads and limited access. BAT will cover Pulaski Street, but the rest of the North Side is mainly calling in. Generally, BAT won't go to the North Side unless they must. Once the new Grant Street bridge opens the North Side will be provided additional service.
- College Avenue on East River is a hard turn to make with a bus. Buses must wait for the traffic to dissipate before they can turn.
- The BAT has recently installed bike racks on the front of their buses. Most bikers will ride a bike to the transfer station then ride the bus to Princeton. There is not a lot of bike traffic in Princeton. There are not many people taking advantage of bikes in Bluefield. College students don't seem to ride bikes that much.
- BAT buses do have disability access. Wheelchair users are picked up across all routes. Generally, wheelchair users are picked up at their residences.
- BAT goes onto Three Springs Boulevard to pick up a rider that is a wheelchair user. A pullover here would be useful since it's on West Cumberland. Improved sidewalks would also make it easier for wheelchair users to get on and off the bus.
- A wall where the old railroad station used to be (downtown on Princeton/US 19) makes the road very narrow for buses.
- BAT generally has the same riders; these riders know where to stand on the roadside to get picked up. New riders don't know where to stand to get picked up. BAT has some signage that directs riders where to stop and stand, but signage isn't all over the city.
- Preston is a difficult road for the busses to get down.
- If a rider needs to be picked up on Jones, they must walk down to Bland Street. Lots of riders must walk to the bus route roads.
- Often someone at the BAT will need to investigate a route to determine if it can be driven. BAT doesn't really map the streets they have previously investigated; they usually just try to remember which roads have been previously investigated.
- The BAT is working on creating a GIS map.
- The BAT doesn't track stops or pickups. They are working with a company to begin tracking stops and pickups or drop off. BAT is currently working to get tracking implemented.

Bluefield SS4A Stakeholder Interview – Bluefield Area Transit (BAT) / Rescue Squad
October 17, 2023; 10AM

- The routes BAT currently uses are nearly 20 years old. They are not sure if the routes are the most efficient and as such want to track stops and pickups to evaluate the routes (and modify them if appropriate)
- Their main route maps are online at ridethebatbus.com. The BAT gave the website a KMZ file of their routes.
- The roads in Bluefield are in poor condition. The roads are rough and will shake people out of secured wheelchairs.
- Back up traffic on Cumberland Road is a mess.
- GPS bus tracking is integrated into the camera system.
- Sidewalks can make loading or unloading a wheelchair very difficult. Loading and unloading a wheelchair safely is one of the biggest problems for the BAT.
- The BAT has attempted to tweak routes to make them as safe as possible.
- BAT/EMS wanted to know if grant money existed to help coordinate BAT and the Rescue if the Rescue needed to use the buses to transport people during a disaster (chemical spill, shooting, etc.)
- If it has been snowing or if the roads are icy, the BAT will investigate their routes beforehand. BAT will then inform their drivers where they can and cannot go and keep them updated on roadway conditions. Flag stopping is a problem when snow blocks the sidewalks.

Attendees: Douglas Parker (ELR – Interviewer), Kerry Stauffer (ELR – Interviewer), Sam Ellison (ELR – Notes), Bill Cole (Downtown Businesses), Cecil Marson (City Manager)

Stakeholder Discussion Guide

Introductions – Introduced team members, explained the interview process, and then explained the Action Plan. (General information about the action plan was provided in an email prior to the interview as well as the general topics that will be discussed.)

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Safety Issues – What locations in the action area do you consider unsafe and why? (Including conflicts with vehicles, congestion, narrow lane widths, lack of sidewalks, poor lighting, access to transit services, poor sight distances, flooding, access barriers, etc.)

- Cherry Street handles hospital (emergency room) as well as additional dorm housing pedestrian and vehicular traffic.
- 70 mile per hour traffic meets 0 mile per hour traffic when traffic is back up on US 460 in front of the Intermediate School.
- Shipment deliveries are difficult for downtown businesses. Delivery trucks will stop downtown and block the roads creating traffic obstacles downtown. The solution to blocked truck traffic could be in the 400 block that is about to be torn down. Commerce on the side of Main goes parallel instead of angling in. Angling the road in could be a potential solution.
- Allure and Intuit have been guaranteed 300 parking spots downtown. When those spots are fully occupied there will be a need to find additional areas for trucks to offload shipments downtown.
- College Avenue at night is overall safe, just too dark. AEP struggles to keep the road lighted and all the poles in working order.
- Fixing the roads just causes vehicle speed to increase. There needs to be additional ways to control speed or ways to implement other speed mitigation tools.
- Abrupt stops at the bridges on Princeton Avenue causes frequent accidents to occur there.
- Traffic patterns in Bluefield have been altered since BSU's dorms opened at the former hospital on Cherry Street.
- There is no crossing at Albemarle near high school (Cumberland), people have to dodge traffic.
 - Businesses on 3 Springs and Blaydes are also affected by the additional school traffic.
- Truck traffic at the end of John Nash Boulevard near exit one is expected to be bad.
 - Additional truck traffic isn't expected to be addressed until it becomes a problem.
- OMNiS (building a new facility in Bluefield) is expected to produce 11 houses a day. Two tractor trailers are to move one house. 22 tractor trailers a day are needed a day to ship the

produced houses. This doesn't account for the tractor trailers that are needed to bring in the raw materials to build the houses.

- Bluefield needs to have freight coming and going. Currently, the freight coming into Bluefield is a modified tank car. The freight leaving Bluefield is a flat or box car. Would like to see both types of freight going in and out of the city.
- The new intermodal facility will cause additional traffic.
- There is a need to continue reclaiming downtown and emphasize that is safe for others to use.
- The 400-block downtown transformation from dilapidated buildings to city park is the project that declares that downtown Bluefield has been reclaimed.
- The additional businesses and truck traffic will be very visceral for the public.
- Have a belief that cleaning up the business's downtown will change everything, and Bluefield residents will begin to understand why it is needed.
- Would like to see downtown revitalized with hotels and roof top bars.
- Overlooks and rooftop access downtown would be preferred by the city.
- Pedestrian traffic on Cherry Street is not just students walking to the college, but individuals walking to the stadium and other athletic events.
 - Football games causes traffic to back up.
 - During Christmas time the city park has a Christmas lights display. The light display causes massive traffic backups. Individuals will go through the parking lot to get to the light display. The parking lot is not equipped to handle the traffic for the light display and can barely handle the traffic from the football games as it is.
- The narrative on future grants should revolve around BSU being a HBU.
- There is some worry that the new King Coal Highway might reduce some of the ATV traffic that comes through Bluefield.
- College Avenue used to look like a Norman Rockwell painting. It would be nice to see College Avenue restored to what it previously looked like.

Attendees: Douglas Parker (ELR – Interviewer), Sam Ellison (ELR – Notes), Kim Allen (CASEWV), Betty Brainerd (Wade Center), Emma Bailey (Downtown Businesses – The Railyard), Craig Hammond (Bluefield Union Mission)

Stakeholder Discussion Guide

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Safety Issues – What locations in the action area do you consider unsafe and why? (Including conflicts with vehicles, congestion, narrow lane widths, lack of sidewalks, poor lighting, access to transit services, poor sight distances, flooding, access barriers, etc.)

Downtown Businesses

- One employee does bike to and from work, but that employee is an exception.
- Most employees walk.
- Employees will utilize the bus. Although, they don't use it very often.
- "Unique people" tend to ride the bus.
- 45% of employees get a ride from a friend or family member.
- Bland Street needs lighting. The sidewalks on Bland Street are not as bad. Numerous people walk from the Bed and Breakfast found on Bland Street. Individuals that stay at the Bed and Breakfast would like to walk downtown using Bland Street, but it is just too dark and not very safe.
- The Bed and Breakfasts are doing pick up and drop off because it is not safe for their visitors to walk downtown.
- Walking at night in Bluefield is scary for all users. This makes it hard for people to walk downtown.

Non-Profits

- Bluefield has very few bike riders.
- Individuals don't ride bikes in Bluefield because they feel unsafe.
- Bluefield has several biking groups, but they generally bike out of town.
- The Nonprofits offer bikes as an incentive, but individuals don't really have a place to bike in Bluefield.
- It is believed that lower income individuals wouldn't touch a bike.
- Consensus thinking was that lower income individuals would rather walk than ride a bike.
- Individuals would rather ride the bus or walk than bike.
- They would like to see more biking in Bluefield.

Bluefield SS4A Stakeholder Interviews – Non-Profits & Downtown Businesses
October 18, 2023; 9AM

- Kids in Bluefield like to ride bikes, there is just no safe area for kids to ride their bikes.
- Cherry Street is very dangerous.
- Transportation is a large issue in Bluefield. CASE will reimburse individuals who order a private vehicle or bus for transportation.
- Most of the Bluefield community walks. Individuals in the Bluefield community are also good at hitching rides.
- Many in the Bluefield community depend on family connections to get a ride. Individuals will call family a member to get a ride before they get on a bus.
- It is a personal choice to ride the bus. Generally, “Unique people” ride the bus and it doesn’t seem safe.
- The new bus station is very impressive.
- Individuals tend to walk from downtown on the “tree streets” to get to the Union Mission and the Wade Center. Individuals will generally avoid waling on Bluefield Avenue
- Lots of the sidewalks in Bluefield are cracked or broken up.
- Individuals will use the backstreets to walk and not walk on Bluefield Avenue
- Princeton Avenue, Bluefield Avenue, and College Avenue is the service loop for the Non-profits.
- North Street is in very bad shape.
- Highland Street has a steep drop off. Highland Street is a popular cut through route to Cherry Street and people commonly speed off Highland.
- Highland has a large speeding issue, that is partly due to the grade of the road. Individuals will use Highland to avoid Bluefield Avenue and commonly speed on Highland.
- Individuals that live in Bluefield, WV will walk to the Walmart in Bluefield, VA. Individuals will occasionally use the transit system to get to Walmart.
- Cherry Street is a mess.
- BSU college students lack transportation.
- There is a city bus to and from BSU’s dorm to campus.
- BSU’s students aren’t familiar with the area. Bluefield residents also aren’t used to students walking on the street.
- BSU’s new dorm has been a big change in the past 6 months.
- Students will walk on Stadium Drive to get to Mitchell Stadium and Bown Field.
- Most of the individuals that use the Wade Center come from Downtown.
- Individuals from Tiffany Manor that use the Case facility will get a ride from family members.
- Bluefield residents take care of each other by giving others rides.
- Biking in Bluefield is a no go. Walking and having walkable sidewalks would be great. It is desired to have sidewalks that can “pushing strollers and walking streets”.
- Individuals will get into downtown Bluefield using the bridge. Individuals commonly push carts across the bridge when they get groceries.
- It is difficult to walk in the winter due to poor weather and bad sidewalks.

Bluefield SS4A Stakeholder Interviews – Non-Profits & Downtown Businesses
October 18, 2023; 9AM

- CASE has completed a community action survey. Follow up with CASE to see if we can get the results from this survey.
- The North Side of Bluefield has some definite insight into the issues that they face.
- Rescue Squad has some difficulties getting into the North Side of Bluefield.
- Backroads are the primary pedestrian routes in Bluefield.
- Individuals that utilize the nonprofits don't want to be seen on the main road. Individuals make "connections" on the back road and may use back roads for other reasons.
- Even with a nice sidewalk on Bluefield Avenue the Non-profits believe individuals will still use the back roads.
- Students use Pulaski Street to get to and from downtown Bluefield. Pulaski Street is chaotic when they have events.
- Wade Center representatives expressed that Cherry Street, North Street, and Stadium Drive are popular cut through routes to get on Bland Street. Individuals would rather travel on Bland Street than other routes.
- CASE - Students will walk on Cherry Street across the tracks to get to BSU's campus.
- CASE – Individuals will constantly walk on Pulaski and use the MLK bridge to get from the North Side of Bluefield to downtown Bluefield so they can go grocery shopping at Grant's.
- BSU's campus is hard campus to get to. Individuals have to go down and around from BSU's campus to get to downtown Bluefield.
- Traffic on Bryant Street is too fast, and the hill is too steep for trucks and buses. Buses on Bryant Street have been taken out by tow trucks. The road is very narrow as well.
- A new bridge on Allen Street would be a great way to connect the North Side and East End to the downtown area.
- Students from Bluefield University (VA) will come to downtown Bluefield.
- The walkability of Bluefield is a priority over bike lanes.
- The walkability of Bluefield is a priority, especially when community members can't afford cars.
- Bluefield doesn't have a hospital anymore. To get to the hospital you must go to Princeton. To get to the hospital in Princeton individuals either must take public transport or the medical express.
- They think a bus runs on 460 to Princeton but aren't sure.
- Virginia residents must take public transport to Princeton Hospital.
- Buses in Bluefield only have meeting points.
- Individuals that utilize the buses in Bluefield know where the stops are.
- There is a lack of medical facilities in Bluefield and a lack of transportation to Princeton WV from Bluefield.
- It may be helpful to determine how many Bluefield residents must travel to Princeton to get medical treatment.
- For day-to-day care, Bluefield residents walk to the Med Express or clinics. Some Bluefield residents must walk to Virginia to get medical treatment.
- Individuals in Bluefield walk everywhere at all times of the day.

Bluefield SS4A Stakeholder Interviews – Non-Profits & Downtown Businesses
October 18, 2023; 9AM

- The African American community is very well connected in Bluefield. They will pick each other up and take them home or to other places.
- Designated stops would be beneficial for public transit.
- Individuals will speed on Bland Street. Bland Street has had numerous accidents. The other day, a car on Bland Street went over an embankment and totaled a parked car at the Inn (10/17).
- Speed enforcement is a concern in Bluefield. There is a lot of speeding that occurs in Bluefield.
- An individual will walk to work on Vineyard. This individual prefers to walk to work over anything.
- The housing group from CASE will reach out and see if they have anything to add.
- A walking bridge connecting downtown Bluefield to the North Side / East end would be “Fantastic”.
- BSU wants to continue to bring students to the area.

Union Mission

- There are very few bikers in Bluefield. Little to no bikers in Bluefield.
- Midway Tunnel is a safety issue. Pedestrians that use the tunnel must dodge the cars that are coming through the tunnel.
- 20 to 30 people walk through the Midway Tunnel to get their lunch at the Union Mission
- Individuals will walk from the West End.
- Individuals that utilize the Union Mission prefer taking meals to go. Several users drive to get their meals. Lots of users come from the housing authority and East Virginia Avenue in VA. The walk on Cherry Street from the housing authority to Union Mission is very long.
- Bluefield Virginia has removed and opened the culverts. This has made them easier to access.
- BSU’s front gates on US 52 is a very bad intersection and “real dangerous”. Line of sight is obstructed when you are pulling onto US 52 due to how steep US 52 is.
- Union Mission gets a lot of users that walk. The Union Mission representative does see a lot of people on the sidewalk.
- Everybody loves to recreationally walk on College Avenue. College Avenue is the flattest street and people enjoy walking on it.
- During Halloween College Avenue gets a lot of traffic.
- On Hyland while going up towards Cherry Street, the headlights of oncoming traffic will blind drivers. The headlights of oncoming traffic are higher due to the slope of the road. When drivers are blinded by the headlights, they can’t see people walking on Cherry Street.

Bluefield SS4A Stakeholder Interview – Bluefield Area School Principals
October 18, 2023; 10AM

Attendees: Douglas Parker (ELR – Interviewer), Sam Ellison (ELR – Notes), Kim Miller (Bluefield Middle School), Don Jones (Bluefield High School)

Stakeholder Discussion Guide

Introduction – Introduced team members, explained the interview process, and then explained the Action Plan. (General information about the action plan was provided in an email prior to the interview as well as the general topics that will be discussed.)

A map was provided to the interviewees to help guide their responses to these questions.

Safety Issues – What locations in the action area do you consider unsafe and why? (Including conflicts with vehicles, congestion, narrow lane widths, lack of sidewalks, poor lighting, access to transit services, poor sight distances, flooding, access barriers, etc.)

- Bluefield Middle doesn't have a way finding sign.
- Bluefield High School does not have sidewalks going west near the school.
- Several students walk to Bluefield High School.
- Stadium Drive is the only entrance to Bluefield Middle. Entrance and exit turning lanes would help alleviate traffic. Additional traffic on Stadium Drive is caused by Bluefield University (VA) students.
- Cherry Street, Stadium Drive, and Maryland Avenue have bad traffic issues. The turning lane for Bluefield Middle is not on the map handout. Vehicles in the turning lane will block traffic.
- A turning lane onto Bluefield Middle will help alleviate the traffic that backs up onto Stadium Drive.
- Bluefield Middle – A roundabout here (marked on map handout – on Stadium Drive), wouldn't work. The curve coming from the Virginia side would make it difficult.
- A turn-off coming onto Stadium Drive would help alleviate traffic.
- Bluefield Middle is empty by 3:30. The school dismisses by 3:12 and runs 2 late buses.
- Traffic will back up on Stadium Drive starting around 3:05 and will be backed up until 3:20.
- Accidents that occur near Bluefield Middle are at the intersection of Stadium Drive and Buccaneer Drive.
- Turn off lanes (on Stadium Drive) coming from Virginia and West Virginia would be very beneficial. A light near Bluefield Middle would be overkill for the majority of the day.
- Roundabouts receive a lot of complaints in Bluefield.
- Stadium Drive and Cherry Street.
- The streets that lead up to Bluefield High have no sidewalks or crosswalks. When you leave the school, going west, there are no sidewalks all the way down to Maryland Avenue.
- The Primary School blocks up one lane of traffic.
- Bluefield High has two entrances and because of this, traffic back-up is not a major problem.

Bluefield SS4A Stakeholder Interview – Bluefield Area School Principals
October 18, 2023; 10AM

- The Primary School takes up an entire lane of traffic. It is only a matter of time before it causes an issue or traffic accident.
- Bluefield Middle needs a crosswalk on Ferndale. Students cross Ferndale to get to Augusta. Bluefield Middle may need a crosswalk on Augusta as well.
- 4 students walk to and from Bluefield Middle. All 4 cross at Ferndale.
- Bluefield Middle will not let kids walk across Stadium Drive. Bluefield Middle will also not let kids' cross US 52.
- Bluefield High has around 60 kids that walk to the school. Students will come from both ends of the high school. Students do not just walk from Cumberland. Students will also walk from streets that are adjacent to Cumberland.
- Buses will stop traffic in order to allow kids to walk across the streets safely.
- People commonly speed in front of the high school.
- A crosswalk at East River would help the high school.
- Bluefield Middle has one student that rides a bike. No students at Bluefield High ride a bike to school.
- Bluefield High doesn't have a bike policy.
- Pedestrians now walk on Cherry Street. There is no room to walk on Cherry Street, unless you go into the mountains. Cherry Street did not used to have pedestrian traffic. There is very little room on Cherry Street for pedestrians.
- Handicap students will ride the school bus.
- Traffic congestion is the primary issue for school buses. The primary issues getting reported by parents are "random people at bus stops". Infrastructure issues aren't the issues that are being reported.
- School buses cannot make certain routes because of the one-way narrow streets in Bluefield.
- School buses cannot get on to Hardy Street.
- School buses use zone drop offs because they can't reach certain houses. Most students must walk to the drop off zone. There is nowhere for a bus to turn around in the North Side and East End Bluefield. School buses will turn onto Bluefield State to pick up kids from the projects. Buses will not go up on Hill Avenue. Students have to walk down Hill Avenue to be picked up by the bus.
- Students from East End and North Side Bluefield have to walk a "fairly good distance to take the bus."
- Bluefield Middle and High will send ELR maps with their bus routes.
- There is one bus stop on Jones Street.
- Drivers commonly run the bus stop signs on Frederick Street. Speed bumps have helped alleviate this issue.
- Bluefield is continuing to change and has experienced change in the past. For example, traffic lights have recently been removed from around the city. Drivers will now speed through the areas where the lights have been removed.
 - Two lights have been removed on Maryland Avenue and some have been removed downtown.

Bluefield SS4A Stakeholder Interview – Bluefield Area School Principals

October 18, 2023; 10AM

- Removing the lights has contributed to speeding issues across the city.
- Most of the traffic in Bluefield comes from out of town.
- Bland Street and Cumberland Road don't have a cross walk. When traveling east bound on Cumberland to Bland Street there is not cross walk or area for pedestrians to cross.
- Individuals are moving to Bluefield from out of town.
- Bluefield is not as safe as it used to be.
- It is difficult to get buses through the West End area of Bluefield and then back to Bluefield Middle
- There have been “lot of close calls” on Cherry Street.
- Cherry Street is one of the top 5 issues that is called into a local morning show.

Bluefield SS4A Stakeholder Interview – Bluefield State, Bluefield University, and Mercer County Convention and Visitors Bureau

October 19, 2023; 10:30 AM

Attendees: Leigh Lane (ELR – Interviewer), Sam Ellison (ELR – Notes), Ronnie Hypes (BSU), Tim McKenzie (BSU), Keith Olsen (BSU), Josh Cline (BU), Hal Keene (BU), Jamie Null (Mercer County Convention and Visitor Bureau)

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Safety Issues – What locations in the action area do you consider unsafe and why? (Including conflicts with vehicles, congestion, narrow lane widths, lack of sidewalks, poor lighting, access to transit services, poor sight distances, flooding, access barriers, etc.)

Mercer County Convention and Visitor Bureau

- Bluefield is not friendly for pedestrians or bicyclists. There is an interest in creating a multimodal network in Bluefield.
- Bicyclists are nonexistent in Bluefield. It may be a terrain issue. The lack of bicyclists in Bluefield may also be related to the poor conditions of the sidewalks.
- West Virginia is marketed as an outdoorsy state and the Colorado of the East. The Visitors Bureau gets frustrated when the State is marketed as an outdoorsy state, but Bluefield isn't designed to be pedestrian or biker friendly.
- There are no trails in Bluefield that connect to downtown. People going to downtown Bluefield will drive. Bluefield is not designed for people to walk across the city. It is much easier to tout living a healthy lifestyle when the city is more set up for walking.

BSU & BU

- BSU's administration has general concerns about students' access between their new dorms on Cherry Street and their campus.
- Downtown has changed dramatically.
- To the west of BSU's campus at the intersection of US 52 and Hill, there are too many lanes of traffic coming together. This leads to a lot of crashes and accidents. This is essentially a 5-way intersection with too many stop signs. Drivers coming down US 52 are going at least 50 miles per hour. Lots of drivers on US 52 are pulling trailers with ATVs. Due to the weight of the trailer these vehicles are harder to stop and take longer to stop. ATV riders will go through Bluefield on a Thursday and stay through the weekend. The new King Coal Highway may alter these traffic patterns.
- BSU and BU's administration noted that it would be important to pull other traffic data, not just fatalities.
- BU's administration noted that there have been numerous near misses coming down on Stadium drive towards BU and the City Park. This area receives a lot of pedestrian traffic

Bluefield SS4A Stakeholder Interview – Bluefield State, Bluefield University, and Mercer County Convention and Visitors Bureau

October 19, 2023; 10:30 AM

and host events like the 5K and Christmas light display. This area is dark and not well lit. A police officer has been required to sit on the corner in order to slow traffic. Stadium Drive is difficult to drive in general.

- BU students walk between the Dome and Recreation Center.
- Stadium Drive, US 52, Maryland Avenue, and Cherry Street were listed as areas of concern.
- Stadium Drive onto Cherry Street is a concern.
- Both Universities don't have a survey to record near misses but would be willing to share a survey with their students.
- Students are now walking on Cherry Street between the new dorms and BSU'S campus. These students can't walk safely on the road, as there is no shoulder or sidewalk for them to walk on. The Universities have told students not to walk on Cherry Street. Students walking on Cherry Street is a significant safety issue. Several students have reported that they have almost been hit by cars. Students walking on Cherry Street is the primary concern for the University and students. Most students don't drive to campus because they don't have a vehicle. The University has been in contact with B.A.T to see if a shuttle can run in between the dorm and campus.
- The sidewalks on Pulaski Street are bad. Students and staff will drive too fast on Pulaski Street. Students have expressed safety concerns about walking on Pulaski Street.
- Cherry Street is the main issue. There hasn't been a fatality yet on Cherry Street but there is concern that one is likely to occur here. Previously, pedestrian traffic wasn't an issue on Cherry Street. But converting the parts of the hospital to dorms has caused an increase in pedestrian traffic. There is a general concern that the data might not reflect the new pedestrian and traffic conditions on Cherry Street. There has been a heavy police presence on Cherry Street since the school year started.
- Need to get speeding ticket data.
- There is a general need for designated transportation stops. Washinton Street has no designated stops. Students will stop and wait on the road with no adequate separation between the bus riders and vehicular traffic.
- The Primary School on Cumberland Road is a mess.
- High school students will walk home and run the risk of being hit by traffic that is going too fast.
- SS4A and Reconnecting Communities have no connection.
- North Side and East End have street issues that are better suited for the reconnecting community's grant.
- Dealing with Norfolk Southern has been difficult.
- Norfolk Southern would not let anyone fix Princeton Avenue.
- The intersection of Cherry Street, College Avenue, and Maryland has little to no sidewalks. The roads in this area are also in disrepair. School buses and trucks commonly get on this intersection.
- The sidewalks around Stadium Drive and the sharp curve found in that road is a priority for BU.

Bluefield SS4A Stakeholder Interview – Bluefield State, Bluefield University, and Mercer County Convention and Visitors Bureau

October 19, 2023; 10:30 AM

- Cumberland Road is another issue.
- There has previously been a conversation about building a tunnel on US 52 at the 5-way intersection found at BSU's front entrance.
- Bluefield had a revision plan created by a firm out of Charlotte. The goal of the plan was to create a boardwalk. The SS4A team should follow up with the city to see if they can obtain the revision plan and rendering. The boardwalk aspect of the plan came down on Pulaski Street and went all the way down to Street. The plan was named Design Revival 24.
- Any potential surveys should be sent to Joshua Cline at BU jccline@bluefield.edu.
 - Origin and destination type survey.
 - Rates sense of safety.
 - Records near misses.
 - ELR would design the survey and can identify 4 to 5 key questions.
 - Questions could include whether students have a driver's license and vehicular access or most common mode of transportation.
- The Allen Street bridge was the primary pedestrian bridge between BSU and downtown Bluefield. This bridge was shut down by the railroad. It may be beneficial to consider opening another pedestrian bridge so people can walk between BSU's campus and the North Side/East End area to downtown Bluefield.
- It may be beneficial to review Bluefield's older city plans. The SS4A team may be able to gather additional data that can be used in the action plan.
- A quick survey can be developed for students that could be used for the wider Bluefield community as well.

Community Engagement – Is there anyone else you recommend we talk with?

- Recovery Point and Fellowship Hall are two non-profits in Bluefield that should be contacted. Users of these non-profits commonly walk to them.

BSU/BU/Mercer county visitors Bureau

Sign-In Sheet 10/14 10:30 am

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Attendees: Leigh Lane (ELR – Interviewer), Ashley Tracy (AECOM – Interviewer), Sam Ellison (ELR – Notes), Josh Farmer (Recovery Point – Program Director)

Stakeholder Discussion Guide

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- Recovery Point is a long-term drug and alcohol rehabilitation center. Programs are 9 to 12 months in length.
- Recovery Point members rely on public transportation to get to and from various locations (Walmart, grocery stores, work, etc.)
- Southern Highlands has multiple recovery groups. CASE WV is another nonprofit in West Virginia. Users of Southern Highlands and CASE WV utilize public transportation as well.
- WAVES is an all-female rehabilitation center. They also have a house in Bluefield. Brandon Lafferty is the WAVES program director for Bluefield.
- Bland Street and College Avenue intersection need a crosswalk. Recovery Point users frequently walk around this area and a crosswalk here would make it less “iffy”. A crosswalk should help this area. Recovery Point users come down from Preston and go up Bland Street to get down College Avenue and go to Trinity United Methodist Church. You are not supposed to turn right on red at the Bland Street and College Avenue intersection, but drivers will ignore the sign. The hill at the intersection also makes this intersection difficult.
- There was a fatality on Leatherwood Lane at the stop light. There have been multiple crashes at the Leatherwood Lane light within the week. The flashing yellow arrow is thought to be causing confusion, which leads to wrecks.
- Recovery Point would like to see public transportation that runs later. Currently public transportation stops running routes at 5 pm. Recovery Point would also like public transportation to run on the weekend.
 - Other than public transportation not running late or at the weekends, Recovery Point thinks that the public transportation in Bluefield is great and has no additional complaints.
- Some users of Recovery Point drive. Per guidelines of the program, members in the program aren’t allowed to drive for the first 8 months. Recovery Point has seen an increase in users that have a license.
- Users of Recovery Point use public transportation as much as possible. Some guys will walk, generally to Walmart.

Bluefield SS4A Stakeholder Interview – Recovery Point
November 7, 2023; 2:00 PM

- No users really bike to and from Recovery Point. Recovery Point offers a bike for its users, but no one really uses it.
- Recovery Point users haven't complained about any safety concerns.
- Bus drivers will go out of their way to make sure passengers are dropped off in a safe area.
- Would like to see the roadway signs updated/changed. They are currently stone monoliths that make it hard to tell which road you are turning on to.
- College Avenue has a speeding issue.
- Cherry Street lacks a sidewalk.
- Recovery Point services the entire state of West Virginia. 30% of Recovery Point Bluefield users are probably from Mercer County.
- A lot of Recovery Point users didn't have permanent housing or are coming from prison or jail before joining the program.
- After completing the Recovery Point programs a lot of users will stay in the area after completing the program.
- Users of recovery point frequent Walmart and shops on College Avenue.
- Recovery Point users are commonly hired by Macado's, Lawrence Brothers, Blizzards, City of Bluefield, Recovery Point, or Southern Highlands.
- Recovery Point reemphasized the need for sidewalks on Cherry Street.
- Recovery Point is about to move into the Old Salvation Army building on Highland Avenue behind the Hardee's. This move will cause users to now walk on Cherry Street to get to College Avenue and Trinity United Methodist Church.
- Visibility at night doesn't seem to be much of an issue. Cherry Street has the potential to be an issue at nighttime.

Community Engagement – Is there anyone else you recommend we talk with?

- WAVES – Female rehabilitation center.

Bluefield SS4A Stakeholder Interview – VDOT and Bluefield, VA
December 6, 2023; 2PM (Virtual)

Attendees: Kerry Stauffer (ELR – Interviewer), Sam Ellison (ELR – Notes), Andy Hanson (Town Manager of Bluefield Virginia), Jeff Buchanan (VDOT)

Stakeholder Discussion Guide

Introductions – Introduced team members, explained the interview process, and then explained the Action Plan. (General information about the action plan was provided in an email prior to the interview as well as the general topics that will be discussed.)

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Safety Issues – What locations in the action area do you consider unsafe and why? (Including conflicts with vehicles, congestion, narrow lane widths, lack of sidewalks, poor lighting, access to transit services, poor sight distances, flooding, access barriers, etc.)

- VDOT may be able to provide the last 5 years of crash data for the portion of the Action Area that extends into Virginia. Kerry Stauffer will follow up with Jeff Buchanan to see about getting the data and a potential timeline.
- The Town of Bluefield has discussed placing a roundabout at the intersection of Stadium Drive and College Avenue. The Town decided against placing a roundabout at this intersection due to potential access issues to the strip malls located along College Avenue and because of a creek that runs underneath College Avenue.
 - The Town would be open for a roundabout at this intersection if the plans address the creek and accessibility.
- Jeff Buchanan (VDOT) didn't immediately recall any major safety issues for this portion of the Action Area.
 - He did see the potential for a lot of traffic accidents occurring in this area due to the logistics of the driveways and roadway alignment.
 - The Smart Scale database may contain data that is applicable to this project. Jeff will investigate and share anything that he thinks would be useful.
- Andy Hanson (Town of Bluefield) couldn't directly recall the number of crashes that occurred in the Virginia portion of the Action Area, but he believes it is low. He does know that more wrecks occur farther west on College Avenue, but not many occur near the Virginia West Virginia border.
- Bluefield University lacks a good pedestrian walkway between the University and the strip malls found along College Avenue and Stadium Drive. Near or around the creek that runs along College Avenue would be a good place to put a pedestrian walkway between the University and the strip mall.
- There is very little to no lighting in the Virginia portion of the Action Area.
- VDOT and the Town of Bluefield wouldn't be opposed to having bike lanes that extend into Virginia. They both believe that bike lanes would be beneficial for the bike enthusiasts in Virginia and Bluefield University students. There have been discussions of extending bike lanes in the past, but administrative and construction issues have prevented the extension of bike lanes. If bike lanes did extend into Virginia as part of this project continuity and logical termini should be considered.

Bluefield SS4A Stakeholder Interview – VDOT and Bluefield, VA
December 6, 2023; 2PM (Virtual)

- VDOT raised the question if there would be any funding issues because the project crossed state lines and if both towns would need to make an application for projects that cross state lines. VDOT believes that a collaborative effort between two entities would make it more attractive for funding.
- There is a Smart Scale project taking place towards Pocahontas on VA 102. This project includes sidewalks and other basic improvements. There are no sidewalk projects near Bluefield University.
- Most sidewalk projects are taking place farther west of the Virginia West Virginia border.
- No projects have been planned or are occurring in the Virginia portion of the Action Area.
- The Town of Bluefield and VDOT is primarily concerned about access management for the areas around College Avenue. They are also concerned about the potential public backlash that could occur if access is removed or is limited due to a roundabout being placed in that area.
- Placing a crosswalk, sidewalk, bike lanes, and improving the street lighting all makes sense in the Virginia portion of the Action Area due to the student pedestrian traffic.
- A roundabout at the intersection of College Avenue and Stadium Drive is not high on the list of priorities for Bluefield Virginia. The Town will consider placing a roundabout at the intersection if the data indicates a need for a roundabout.
- The potential for shifting the existing alignment of College Avenue for the purpose of building a roundabout should be explored. Bluefield University would have to be willing to give up a parcel of land to shift the existing College Avenue alignment.
- VDOT is heading in the direction and encouraging the creation of innovative intersection designs throughout the state.
- A roundabout at the College Avenue and Stadium Drive Intersection would be very beneficial after a football game or another event on Stadium Drive.
- There have been close call accidents and near misses on College Avenue, but these occur closer to Sam's Club and Walmart. Not many close calls occur in the Virginia portion of the Action Area.
- There is a lack of access to Mitchell Stadium, this causes students to walk in the road to get to the stadium. Providing a sidewalk or path along Stadium Drive would help alleviate this issue.
- A sidewalk along the southwest side of the creek that runs along College Avenue would help with a lot of the pedestrian issues that occur along College Avenue. It could also be made like a natural trail or something similar.

Bluefield SS4A
Stakeholder Interviews - High Level Summary
October 17th-19th, 2023
November 7th, 2023
December 6th, 2023

Interviewers: Douglas Parker (ELR), Kerry Stauffer (ELR), Sam Ellison (ELR)
October 17th

Interviewed
October 17th

Utility Providers: 8 am

Kristopher R. Howell (Appalachian Power Co.)
Matt Hatfield (Cardinal Natural Gas)
Chris Casey (Bluefield Sanitary Board)
Grant Blackburn (WV American Water)
Joey Rose (City of Bluefield)

Fire & Police Department: 9 am

Shannon Akers (Bluefield Fire Department)
Chad Bailey (Bluefield Fire Department)
Dennis Dillow (Bluefield Police Department)

B.A.T & Bluefield Rescue Squad: 10 am

Cliff Riffe (B.A.T)
Olivia Lawson (B.A.T)
John Reeves (B.A.T)
Tracey Wright (Bluefield Rescue Squad)
Sean Cawtaell (Bluefield Rescue Squad)

Downtown Businesses: 11 am

Bill Cole (owns the Vault and other properties downtown)
Cecil Marson (City of Bluefield)

Interviewers: Douglas Parker (ELR), Sam Ellison (ELR)
October 18th

Interviewed
October 18th

Bluefield Non-profits & Downtown Businesses: 9 am

Kim Allen (CASE WV)
Betty Brainerd (Wade Center)
Craig Hammond (Bluefield Union Mission)
Emma Bailey (The Railyard)

Bluefield Schools: 10 am

Kim Miller (Bluefield Middle School)
Don Jones (Bluefield High School)

Interviewers: Leigh Lane (ELR), Sam Ellison (ELR)
October 19th

Interviewed
October 19th

BSU & BU Representatives, Mercer County Convention and Visitors Bureau: 10:30 am

Bluefield SS4A
Stakeholder Interviews - High Level Summary
October 17th-19th, 2023
November 7th, 2023
December 6th, 2023

Hal Keene (BU)
Joshua Cline (BU)
Joe Beckett (BSU)
Tim McKenzie (BSU)
Ronnie Hypes (BSU)
Keith Olson (BSU)

Interviewers: Leigh Lane (ELR), Ashley Tracey (AECOM), Sam Ellison (ELR)
November 7th

Interviewed
November 7th
Recovery Point: 2:00 pm
Josh Farmer

Interviewers: Kerry Stauffer (ELR), Sam Ellison (ELR)
December 6th

Interviewed
December 6th
Town of Bluefield Virginia and VDOT: 2:00 pm
Andy Hanson (Town Manager of Bluefield Virginia)
Jeff Buchanan (VDOT)

Commonly Discussed Areas and Concerns

- US 460 directly in front of the Bluefield Intermediate School
 - Traffic from the Intermediate School backs up on to US 460. This leads to collisions and other traffic accidents, including 2 recent fatalities.
 - Need longer turning lanes (storage) to the school to alleviate traffic build up.
- Cherry Street
 - Converting the hospital to a dorm has caused pedestrian traffic to increase. Pedestrian traffic goes to and from Bluefield State's new Dorm and main Campus.
 - Cherry Street lacks sidewalks and lighting to support pedestrian traffic.
 - Rocks will fall along Cherry Street causing additional safety concerns.
 - Due to the slope of the road oncoming traffic will blind drivers going uphill due to how the headlights are angled.
- College Avenue
 - College Avenue is safe but very dark. Consistently working lights are needed along College Avenue.
- Princeton Avenue

Bluefield SS4A

Stakeholder Interviews - High Level Summary

October 17th-19th, 2023

November 7th, 2023

December 6th, 2023

- Turns onto the bridges from Princeton Avenue are abrupt, causing frequent accidents.
 - Bridges onto Princeton Avenue have sidewalks but Princeton Avenue lacks sidewalks around these bridges.
- **Cumberland Road**
 - Cumberland Road lacks sidewalks or they are poorly maintained.
 - Schools on Cumberland Road cause traffic to back up onto the road during drop off and pickup. Storage lanes are needed to get school traffic off the road.
 - Schools on Cumberland Road lack sidewalks around them as well as the roads off Cumberland approaching the school.
- **The intersection of Maryland Avenue, Cherry Street, Stadium Drive, and Lyndale Avenue is poorly designed, leading to confusion and accidents.**
 - US 460 and Cumberland near the Tractor Supply is a poor intersection design leading to confusion and accidents.
- **5 Way intersection on US 52 at the front entrance to BSU**
 - Numerous roads connecting to US 52 near BSU.
 - The steepness of US 52 combined with the speed limit and numerous lanes of traffic trying to pull onto US 52 has led to numerous traffic accidents.
 - The intersection lacks accommodations for pedestrians.
- **Pulaski Street**
 - The lack of sidewalks causes people to walk in the street.
- **Bland Street**
 - Bland Street frequently floods.
 - Sidewalks along Bland Street are in poor condition.
 - Bland Street lacks street lighting and is very dark at night. This makes the street feel unsafe and uninviting.
- **Stadium Drive**
 - Stadium Drive becomes congested when the middle school starts and finishes. Stadium Drive also becomes congested when there are events at Bowen Field and Mitchell Stadium as well as at the park (Christmas light display).
 - BSU students will walk on Stadium Drive to the field and stadium.

Utility Providers

- Responding to requests and emergencies in the North Side/ East End of Bluefield is incredibly difficult due to how narrow the streets are. Bringing trucks and trailers into this part of Bluefield is very difficult. Utility trucks responding to issues in the North Side / East End will block traffic.
- Appalachian Power Company would like to replace the older lights with LEDs but a tariff on LEDs is making it difficult and expensive.

Bluefield SS4A

Stakeholder Interviews - High Level Summary

October 17th-19th, 2023

November 7th, 2023

December 6th, 2023

- The city owns half the poles on Bland Street while the Appalachian Power Company owns the other half. All the poles on Bland Street are in the sidewalk.
- Some utility covers are found on sidewalks and may cause a tripping hazard.

Bluefield Fire and Police Departments

- Numerous roads are difficult for fire engines to navigate due to how steep and narrow they are. The roads on the North Side of Bluefield are particularly difficult to navigate in a fire engine.
 - Washington Street
 - Jefferson Street
 - Wythe Avenue
 - Jones Street
 - Vine Street
 - Lewis Street
- Street parking causes additional issues for fire engines trying to navigate the narrow streets (homes lack driveways due to terrain, older pre-car construction).
- The fire department requires custom fire engines so they can navigate the narrow streets. They also need to hire a plow in the winter to make sure they can get up certain roads when the weather is poor.
- The fire department identified road obstacles (utility poles, rocks) that make some intersections difficult to navigate.

B.A.T

- B.A.T utilizes flag stops and does not utilize designated stops.
 - Stopping to pick up riders can cause traffic to back up.
- B.A.T runs routes on Cumberland Road and South Bluefield.
 - They generally don't run buses on the North Side / East End of Bluefield unless a rider calls in.
- B.A.T has several passengers that use wheelchairs.
 - Sidewalk height mismatch makes it difficult to load and unload passengers that use wheelchairs.
 - Roads that are in poor condition (potholes, cracks, etc.) make it difficult to transport passengers in wheelchairs. The buses have the capability to secure wheelchairs and their users, but some wheelchair users lack the ability to support themselves, making it uncomfortable and unsafe for them to drive on rough roads.
- B.A.T. is currently researching ways of collecting rider pickup data to reassess the routes that were laid out 20 years ago.

Bluefield Rescue Squad

Bluefield SS4A
Stakeholder Interviews - High Level Summary
October 17th-19th, 2023
November 7th, 2023
December 6th, 2023

- Sidewalks that are in poor condition or are nonexistent make it difficult for the Rescue Squad to stretch patients out of an area. In some cases, the Rescue Squad must call an additional crew to make sure the stretcher does not tip over.
 - Lack of sidewalks are of a particular concern on Leatherwood, Stadium Drive, Cumberland, Cherry Street, and Frederick Street.
- Poor pavement makes it difficult for Rescue Squad drivers. Drivers need to avoid potholes and certain areas in the road to ensure that the patient is transported safely.

Downtown Businesses

- Shipments to downtown businesses are difficult. Truck traffic is forced to stop in the middle of the street to unload the shipments to these businesses. Trucks offloading shipments will block traffic downtown.
- The city is tearing down the 400-block downtown to open up the city center with a pedestrian friendly park.
- Allure and Intuit have been guaranteed 300 parking spots downtown. This could cause additional issues for trucks trying to offload shipments.
- Increased truck traffic is expected in Bluefield due to the OMNiS facility and the Intermodal Transfer Facility.
 - OMNiS is expected to bring in 22 tractor trailers a day just to move the houses out of the facility. This could result in a truck every hour 24/7/365 coming through downtown.
- Downtown businesses would like to clean up and reclaim downtown to make it safer and more inviting. Additional lighting would help make the downtown area more inviting.
- Bed and Breakfasts would like additional street lighting on Bland Street. The Bed and Breakfasts would like their guests to use Bland Street to walk downtown. In its current condition, they feel like Bland Street is unsafe for walking along at night.
- The Rail Yard estimated that 45% of their employees walk to work.

Non-profits

- Very few individuals that utilize the non-profits bike to the non-profits.
- Most individuals that utilize the non-profits will walk or get a friend or family member to pick them up.
 - Individuals that walk to the non-profits will use the back roads. They tend to not walk on Bluefield Avenue or other main streets and prefer to walk on the smaller back roads that lack sidewalks. The back roads seem to be the primary pedestrian routes.
 - The African American community in North Side / East End is especially tight knit when it comes to providing rides for friends and family members.
- Many individuals the utilize the non-profits don't use B.A.T. (even when provided vouchers). They prefer individual rides.

Bluefield SS4A
Stakeholder Interviews - High Level Summary
October 17th-19th, 2023
November 7th, 2023
December 6th, 2023

- Connecting streets like Highland, Wade, and North Street are popular vehicular traffic cut through streets that have speeding issues.
- Residents in the North Side and East End will walk across the MLK bridge to get to downtown and the grocery store (Grants' on Bluefield). Replacing the Allen Street Pedestrian bridge would give the North Side and East End residents additional access to downtown Bluefield.
- BSU's campus is very hard to access. They typically travel down Poulaski (no sidewalks) and across the MLK bridge to get to downtown Bluefield. Replacing the Allen Street Pedestrian bridge would give BSU's students additional access to downtown Bluefield.
- Bluefield medical facilities are limited (no hospital) to the emergency room and walk in clinics (in Bluefield, VA). Most people walk to these facilities for routine care. Special care (cancer treatments, etc.) requires the hospital in Princeton (including Bluefield, VA residents). There is a concern that public transportation won't be able to get people that need medical care to the hospital in Princeton.
- CASE WV has completed a community action survey and will see what results they can send to us.
- College Avenue is a popular recreational walking street because it is flat terrain.

Bluefield School Principals

- Bluefield Middle School has no Way Finding Signs.
- Stadium Drive is the only entrance and exit for the Middle School.
 - When school begins and ends traffic will back up onto Stadium Drive, Cherry Street, and Maryland Avenue. Traffic will be backed up for 15 to 20 minutes during morning drop off and afternoon pickup.
 - Turning lanes (for storage) will help alleviate this traffic.
- 4 students routinely walk to the Middle School.
 - These students are not allowed to walk past the Ferndale intersection on Stadium Drive because it is too dangerous.
 - The Middle School needs a crosswalk on Stadium at Ferndale.
 - Students cross at Ferndale to get to Augusta.
 - Augusta may need crosswalks across Maryland.
- Streets that lead up to the High School lack sidewalks. Maryland Avenue also lacks crosswalks leading up to the High School.
- The Primary School blocks an entire lane of traffic when students are being picked up and dropped off.
- 60 students routinely walk to the High School.
 - Students will walk to the High School from different parts of town and to both High School entrances.
- Neither school currently has routine bikers to school

Bluefield SS4A
Stakeholder Interviews - High Level Summary
October 17th-19th, 2023
November 7th, 2023
December 6th, 2023

- Both schools use zonal bus routes with designed bus stops along main roads. Their school buses can't reach certain areas or houses due to how narrow the streets are. Most students must walk to the drop off zones and some have to walk a fair distance.
 - Drivers will ignore bus stop signs on Frederick.
 - The Middle School and High School will send us their bus routes.

BSU & BU

- BSU staff listed students walking on Cherry Street, from the new dorms to BSU's campus, as their primary safety concern for students. They also listed the 5-way intersection at US 52 located at BSU's front entrance and Pulaski Street as an additional concern.
 - BSU staff also illustrated that although no pedestrian accidents have been reported on Cherry Street, they believe it is only a matter of time before an accident occurs. BSU staff indicated that they would like to be proactive in order to prevent pedestrian accidents from occurring.
 - BSU staff explained that accidents frequently occur at the 5-way intersection located at BSU's front entrance. BSU staff listed speed, line of sight issues, and confusion on who has the right of way as reasons for accidents occurring at this intersection.
 - BSU staff have concerns about Pulaski Street due to its lack of sidewalks and vehicle speed.
- Washington Street lacks a designated bus stop. Students will wait for the bus on the street, which poses several safety concerns. Designated bus stops on Washington Street and across the city would provide separation from traffic and those waiting for the bus.
- BU staff listed Stadium Drive as a primary safety concern for BU students. BU staff explained that students commonly walk on Stadium Drive to get to the stadium and park during events (football games, 5k race, Christmas Light Show, etc.). BU staff believes the traffic congestion and vehicular speed makes Stadium Drive a safety concern for pedestrians.
- Both BU and BSU's staff indicated their willingness to provide their students with a survey in order to record "near misses" that have occurred as students walk to campus and other school related events.

Mercer County Convention and Visitors Bureau

- Explained that Bluefield is not walker or biker friendly and would like to see the city become more walkable or bikeable. This would help the Bureau promote the city as an area that promotes outdoor activities. Promoting the city as an outdoor city would be more in line with how the state is trying to promote itself as the "Colorado of the East".

Bluefield SS4A
Stakeholder Interviews - High Level Summary
October 17th-19th, 2023
November 7th, 2023
December 6th, 2023

- It was also noted that US 52 has a significant amount of ATV and trailer traffic. Due to the grade of the US 52 and the weight of the trucks and trailers, speeding and coming to a stop on US 52 is a concern.
 - ATV traffic through Bluefield may be reduced on US 52 after the completion of the King Coal Highway.

Recovery Point

- Recovery Point relies on public transportation to get its users to and from the Recovery Point center and other places in Bluefield.
 - Recovery Point would like the public transportation to run routes on the weekend and offer late routes after 5 pm.
- The intersection of Bland Street and College Avenue needs a crosswalk. The intersection is on a hill and drivers frequently ignore the no turn on red signage. These two issues make crossing the street at this intersection difficult and dangerous.
- There was a recent fatality that occurred near the light on Leatherwood Lane. The flashing yellow arrow could be causing confusion and creating these accidents.
- Some Recovery Point users walk. Users will generally walk to the Walmart in Virginia.
- Recovery Point would like to see the street signs updated or changed. The current stone monolith street signs make wayfaring difficult.
- Recovery Point is about to move into the old Salvation Army building on Highland Avenue behind Hardee's. Moving here will alter users walking patterns. They will now walk along Cherry Street to get to College Avenue and Trinity United Methodist Church. A sidewalk on Cherry Street would help Recovery Point users walk along this route.

Town of Bluefield Virginia and VDOT

- The Town of Bluefield has discussed placing a roundabout at the intersection of Stadium Drive and College Avenue. The Town decided against placing a roundabout at this intersection due to potential access issues to the strip malls located along College Avenue and because of a creek that runs underneath College Avenue.
 - The Town would be open for a roundabout at this intersection if the plans address the creek and potential accessibility issues.
- The Town of Bluefield and VDOT is primarily concerned about access management for the areas around College Avenue. They are also concerned about the potential public backlash that could occur if access is removed or is limited due to a roundabout being placed in that area.
- Jeff Buchanan (VDOT) didn't immediately recall any major safety issues for this portion of the Action Area.
 - He did see the potential for a lot of traffic accidents occurring in this area due to the logistics of the driveways and roadway alignment.
 - The Smart Scale database may contain data that is applicable to this project. Jeff will investigate and share anything that he thinks would be useful.

Bluefield SS4A

Stakeholder Interviews - High Level Summary

October 17th-19th, 2023

November 7th, 2023

December 6th, 2023

- Andy Hanson (Town of Bluefield) couldn't directly recall the number of crashes that occurred in the Virginia portion of the Action Area, but he believes it is low. He does know that more wrecks occur farther west on College Avenue, but not many occur near the Virginia West Virginia border.
- Bluefield University lacks a good pedestrian walkway between the University and the strip malls found along College Avenue and Stadium Drive. Near or around the creek that runs along College Avenue would be a good place to put a pedestrian walkway between the University and the strip mall.
- There is very little to no lighting in the Virginia portion of the Action Area.
- There have been close call accidents and near misses on College Avenue, but these occur closer to Sam's Club and Walmart. Not many close calls occur in the Virginia portion of the Action Area.
- There is a lack of access to Mitchell Stadium, this causes students to walk in the road to get to the stadium. Providing a sidewalk or path along Stadium Drive would help alleviate this issue.

Stakeholder Discussion Guide

Introduction – Introduce team members, explain the interview process, and then explain the Action Plan. (General information about the action plan will be provided in an email prior to the interview as well as the general topics that will be discussed.)

Ice Breaker Question:

What is a comfortable place in your neighborhood (or another place you have been) to walk/bike, and what makes it great?

A map will be provided to the interviewees to help guide their responses to these questions

Safety Issues – What locations in the action area do you consider unsafe and why? (Including conflicts with vehicles, congestion, narrow lane widths, lack of sidewalks, poor lighting, access to transit services, poor sight distances, flooding, access barriers, etc.)

Travel Characteristics (Origins and Destinations) – What are the most popular destinations in the action area?

- Travel routes?
- Travel mode?
- Barriers?
- Safety Risks?
- Improvement suggestions?

Equity Concerns – What locations in the action areas do you think include residents that are most underserved and why?

1. Community Characteristics?
2. Specific Community Problems or Concerns?
3. Transportation Related Challenges?
4. How do you think this safety plan can help improve Bluefield's quality of life?

Community Engagement – Is there anyone else you recommend we talk with?

Individual Stakeholder Interview Questions (May not be necessary)

1. (First Responders) Bluefield EMS/Police

- a. What are your biggest concerns for transportation safety when responding to a situation?
- b. What do you believe is the biggest transportation safety issue?
- c. With Fatal and Serious Injury (FSI) crashes, are there any themes of commonalities that exist?
- d. What role do you believe roadway design plays in most crashes (Large/Small role)?
- e. Are there specific areas of concern when you think of major crash locations (e.g., “bad intersections”), and do you have thoughts on how best to improve them?

2. (Transit) Public Transit (Bluefield Area Transit)

- a. Is safe access to transit stops a problem?
 - i. (If so), are there specific locations where pedestrian facilities do not exist but should? (Lack of Sidewalks, Bus Shelters)
- b. How are stop locations chosen, and does safe access play a part in those decisions? (i.e., Is there a desire to provide transit stops into an area in which transportation issues are a hinderance to doing so?)
- c. What do the more accessible bus stops share in common?
- d. What partnerships are needed to improve safe access to transit?
- e. Can anyone speak to the bus drivers’ experience and transportation safety issues on the system or with passengers’ access to transit?

3. WVDOH

- a. What are your concern areas for state roads and other WVDOH-owned roads that go through the study area?
- b. Please describe signal operations in the study area. (problems, planned changes, etc.).
- c. What are DOH’s goals statewide?
- d. What plans, if any, does DOH have for the City of Bluefield that support these statewide goals?

4. (Education and Institutional) Mercer County Schools, University (WV) (VA)

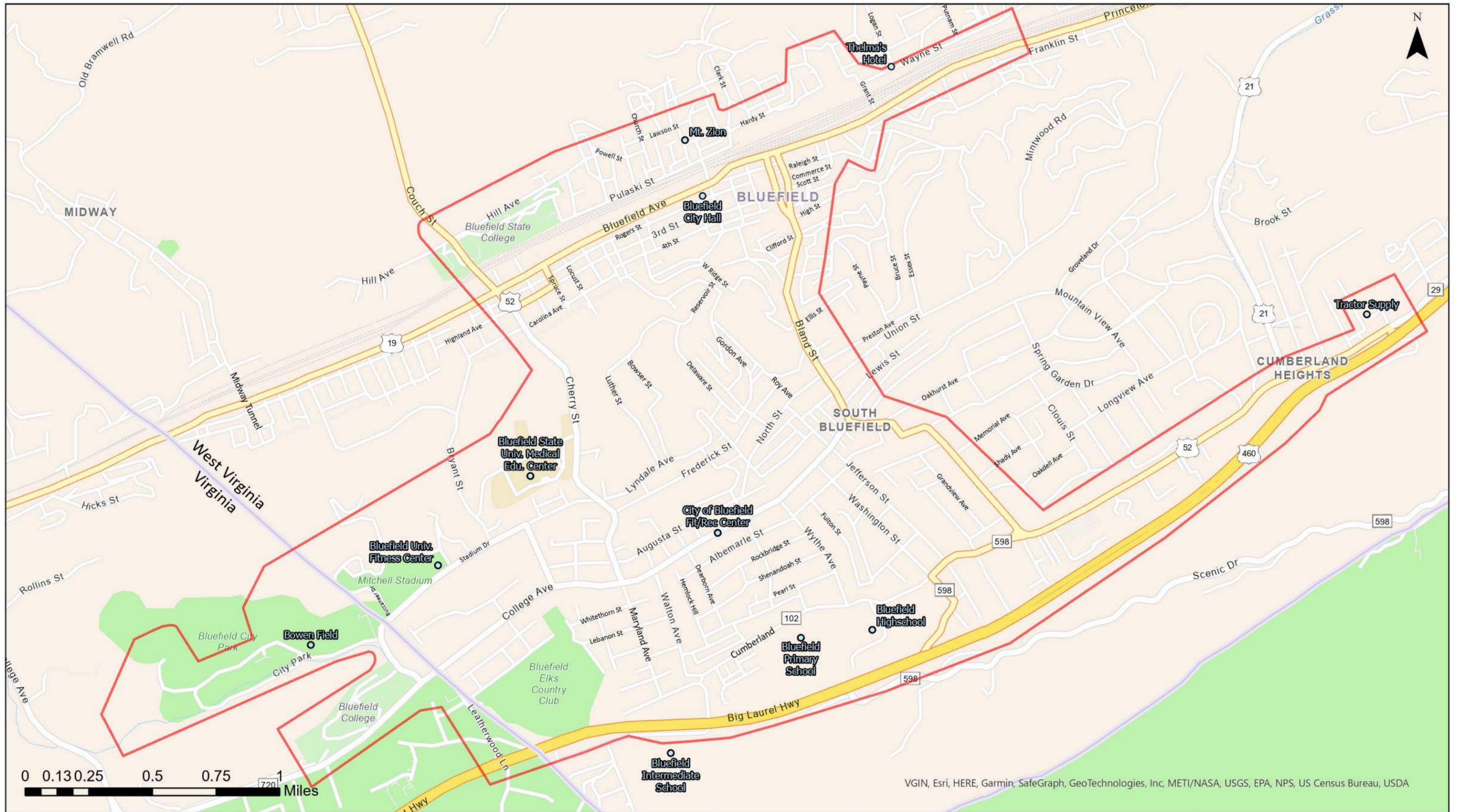
- a. What are the biggest obstacles in ~~at~~ your district/area for student transportation (parking, sidewalks, lighting, bussing, bicycle lanes/facilities)?
- b. What are the top transportation safety concerns of your School/Institution (Campus)
- c. What do you believe are the most critical methods to improving traffic safety?

5. (Community Development, Government and Social Services) City of Bluefield, Business Community, Bluefield Union Mission

- a. What are the biggest transportation needs (pedestrian, bicycle, wheelchair/ADA compliant sidewalks, ramps and crossings, transit, etc.) of those you serve?
- b. What is the top transportation safety concern of your constituents/in your neighborhoods?
- c. How concerned are the residents you serve with safe transportation /in your neighborhoods?
- d. How willing are the communities you serve to embrace major changes to the way roadways are designed (Roundabouts, Road Diets, Bike Lanes, New and Improved Sidewalks, Transit Facilities)
- e. If you were given funding to improve transportation safety, where would you start? What would be your top priorities?
- f. (Business Community) Do you feel access for your business is facilitated by the current road and travel structure?
- g. (Parks) How accessible are your parks to young adults?

6. (Active Users) Northside/East End Community Members

- a. What do you feel is most important in terms of active transportation? (Facility design, enforcement, education)?
- b. What would make you feel safer riding on Bluefield's roads?
- c. How do we incorporate equity considerations into active transportation planning?

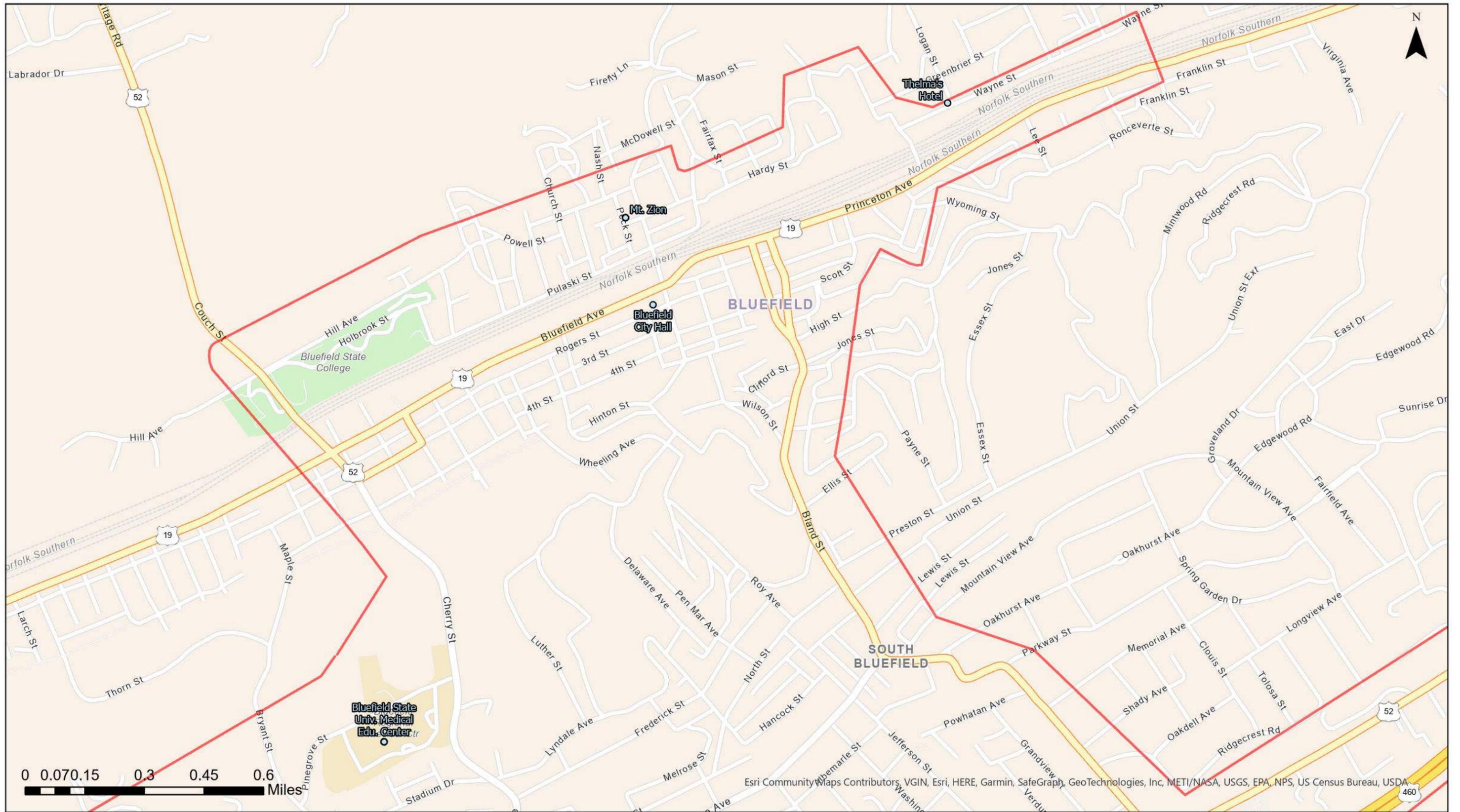


VGIN, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Bluefield Safe Streets For All Action Plan Areas of Transportation Safety Concern

Organization:
Name:

Legend
— Action Area



Esri Community Maps Contributors, VGIN, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Bluefield Safe Streets For All Action Plan Areas of Transportation Safety Concern

Organization:
Name:

Legend

— Action Area

Subject: [Outside Sender] Utilities Meeting for SS4A
Location: City Hall Conference Room

Start: Tue 10/17/2023 8:00 AM
End: Tue 10/17/2023 8:30 AM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Gabrielle Ponder

-----Original Appointment-----

From: Gabrielle Ponder
Sent: Friday, October 13, 2023 3:54 PM
To: Gabrielle Ponder; Matt Hatfield
Cc: Douglas Parker; Cecil Marson
Subject: [Outside Sender] Utilities Meeting for SS4A
When: Tuesday, October 17, 2023 8:00 AM-8:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: City Hall Conference Room

Matt,

You have been scheduled to meet to discuss the SS4A Action plan. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Thanks,
Gabrielle

Gabrielle Ponder, MBA

Executive Assistant to the City Manager
City of Bluefield
200 Rogers St.
Bluefield, WV 24701
(304) 327-2401 x2415

Subject: FD/EMS/PD Stakeholder Interview

Start: Tue 10/17/2023 9:00 AM

End: Tue 10/17/2023 10:00 AM

Recurrence: (none)

Organizer: Sam Ellison

Bluefield City Hall – Conference Room

Invitees: FD, EMS, PD

Subject: B.A.T Stakeholder Interview

Start: Tue 10/17/2023 10:00 AM

End: Tue 10/17/2023 11:00 AM

Recurrence: (none)

Organizer: Sam Ellison

Bluefield City Hall – Conference Room

Invitees: B.A.T Leadership

From: [Gabrielle Ponder](#) on behalf of [Cecil Marson](#)
To: [Emma Bailey](#) ; davidsattheclub@frontier.com; [Bill Cole](#); emcsway@gmail.com
[Douglas Parker](#)
Cc: [Outside Sender] Downtown Businesses SS4A Meeting
Subject:

Good Afternoon,

You have received an invitation to participate in a conversation regarding the Safe Streets for All grant, which aims to enhance the quality of sidewalks and roadways. We look forward to your attendance or the presence of a representative from your business. If you have any inquiries, feedback, or issues, please feel free to reach out to me directly.

Thanks,
Gabrielle

Gabrielle Ponder, MBA
Executive Assistant to the City Manager

City of Bluefield

200 Rogers St.

Bluefield, WV 24701

(304) 327-2401 x2415

From: [Gabrielle Ponder](#) on behalf of [Cecil Marson](#)
To: mturner@casewv.org
Cc: [Douglas Parker](#); [Leigh Lane](#); [Tracy, Ashley](#) [Outside Sender] CASE WV
Subject: SS4A MEETING

Good Afternoon,

You have received an invitation to participate in a conversation regarding the Safe Streets for All grant, which aims to enhance the quality of sidewalks and roadways. We look forward to your attendance or the presence of a representative from your business. If you have any inquiries, feedback, or issues, please feel free to reach out to me directly.

Thanks,

Gabrielle

Gabrielle Ponder, MBA
Executive Assistant to the City Manager

City of Bluefield

200 Rogers St.

Bluefield, WV 24701

(304) 327-2401 x2415

Subject: Non-profit Stakeholder Interviews

Start: Wed 10/18/2023 9:00 AM

End: Wed 10/18/2023 10:00 AM

Recurrence: (none)

Organizer: Sam Ellison

Bluefield City Hall – Conference Room

Invitees: CASE WV, Wade Center, Union Mission Leadership

From: [Gabrielle Ponder](#)
To: [Brittany Anderson](#); [Kimberly Miller](#); mrcollins@k12.wv.us; angela.damon@k12.wv.us
Cc: [Douglas Parker](#); [Tracy, Ashley](#); [Leigh Lane](#); [Cecil Marson](#)
Subject: [Outside Sender] Bluefield Area Principals SS4A Action Plan Meeting
Attachments: [SS4A Action Plan Week October 16--October 20 2023 ELR \(002\).docx](#)

Good Afternoon,

You have been scheduled to attend the SS4A Action Plan meeting that will take place at City Hall on October 18, 2023, at 10 am. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Thanks,
Gabrielle

Gabrielle Ponder, MBA
Executive Assistant to the City Manager

City of Bluefield

200 Rogers St.

Bluefield, WV 24701

(304) 327-2401 x2415

From: [Gabrielle Ponder](#) on behalf of [Cecil Marson](#)
To: [Beckett, Joseph](#) ; [Josh Cline](#); [Douglas Parker](#); [Leigh Lane](#); [Tracy, Ashley](#)
Cc: [Outside Sender] Bluefield State/ Bluefield University SS4A Meeting
Subject:

Good Afternoon,

You have received an invitation to participate in a conversation regarding the Safe Streets for All grant, which aims to enhance the quality of sidewalks and roadways. We look forward to your attendance or the presence of a representative from your business. If you have any inquiries, feedback, or issues, please feel free to reach out to me directly.

Thanks,

Gabrielle

Gabrielle Ponder, MBA
Executive Assistant to the City Manager

City of Bluefield

200 Rogers St.

Bluefield, WV 24701

(304) 327-2401 x2415

From: [Gabrielle Ponder](#)
To: [Douglas Parker](#)
Cc: [Leigh Lane](#)
Subject: [Outside Sender] RE: Bluefield SS4A - Stakeholder Interviews
Date: Thursday, October 12, 2023 8:43:14 AM

Doug,

All interviews have been set up and the interviewees have been confirmed.

Thanks,
Gabrielle

Gabrielle Ponder, MBA

Executive Assistant to the City Manager
City of Bluefield
200 Rogers St.
Bluefield, WV 24701
(304) 327-2401 x2415

From: Douglas Parker <dparker@elrobinson.com>
Sent: Wednesday, October 11, 2023 8:29 PM
To: Gabrielle Ponder <gponder@bluewv.org>
Cc: Leigh Lane <llane@elrobinson.com>
Subject: Bluefield SS4A - Stakeholder Interviews

Hi Gabby,

Just confirming all the stakeholder interviews have been set up and the interviewees have confirmed their attendance.

Thanks!
Douglas

Douglas S. Parker, CEP

Mid Atlantic Environmental Manager
E. L. Robinson Engineering
3362 Six Forks Road
Raleigh, NC 27609
C: 919.758.2308

www.elrobinsonengineering.com

Follow Us: [LinkedIn](#)|[Facebook](#)|[Twitter](#)

Subject: Bluefield SS4A - Stakeholder Interview - Recovery Point
Location: Microsoft Teams Meeting

Start: Tue 11/7/2023 2:00 PM
End: Tue 11/7/2023 3:00 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Douglas Parker
Required Attendees: Leigh Lane; Josh Farmer <jfarmer@recoverypointwv.org>; Sam Ellison
Optional Attendees: Tracy, Ashley

Subject: [Outside Sender] SS4A Town of Bluefield/VDOT/EL Robinson Meeting
Location: City Hall Conference Room

Start: Wed 12/6/2023 2:00 PM
End: Wed 12/6/2023 3:00 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Gabrielle Ponder

Good Morning,

You have been scheduled to meet to discuss the Safe streets for All Action plan with member from the EL Robinson team, Dr. Kerry Stauffer and Mr. Sam Ellison. **This meeting will take place on Next Wednesday, December 6, 2023, at 02:00pm/1400.** This meeting will be located at Bluefield City Hall but there is a Microsoft Teams link available if you are unable to attend in person.

Thanks,
Gabrielle

Gabrielle Ponder, MBA
Executive Assistant to the City Manager
City of Bluefield

200 Rogers Street
Bluefield WV 24701
P: 304-327-2401 | Extension :2415
Email: gponder@bluewv.org



Bluefield, West Virginia
Nature's Air-Conditioned City

Microsoft Teams meeting

Join on your computer, mobile app or room device

From: [Douglas Parker](#)
To: brandonlafferty@shcmhc.com
Cc: [Leigh Lane](#); [Sam Ellison](#); [Tracy, Ashley](#)
Subject: Bluefield SS4A Interview - Waves
Date: Friday, November 10, 2023 9:59:59 AM

Hi Mr. Lafferty,

E.L. Robinson Engineering is developing a safety Action Plan on behalf of the City of Bluefield under a USDOT grant. The Action Plan will set the city up for future USDOT project implementation grants.

<https://www.wvva.com/2023/09/12/bluefield-wv-hopes-upgrade-streets-through-federal-grant-safe-streets-all/>

As part of our work developing the Action Plan, we have been conducting stakeholder interviews with local community representatives to gain insight on how their communities utilize the local transportation infrastructure, where that infrastructure is deficient, and suggests on how the infrastructure can be improved. Josh Farmer, Recovery Point, suggested you and your organization as interested in being interviewed.

If you would like the opportunity to speak with us directly, I can set up virtual teams meeting the week of November 13th. Please feel free to contact me with any questions or comments.

Thank you,
Douglas

Douglas S. Parker, CEP

Mid Atlantic Environmental Manager

E. L. Robinson Engineering

3362 Six Forks Road

Raleigh, NC 27609

C: 919.758.2308

www.elrobinsonengineering.com

Follow Us: [LinkedIn](#)|[Facebook](#)|[Twitter](#)

From: [Douglas Parker](#)
To: jimmccclanahan1@frontier.com
Cc: [Leigh Lane](#); [Sam Ellison](#)
Subject: Bluefield Safe Streets and Roads for All (SS4A) Action Plan - Fellowship Home
Date: Friday, October 27, 2023 9:15:56 AM

Mr. McClanahan,

E.L. Robinson Engineering is developing a safety Action Plan on behalf of the City of Bluefield under a USDOT grant. The Action Plan will set the city up for future USDOT project implementation grants. <https://www.wvva.com/2023/09/12/bluefield-wv-hopes-upgrade-streets-through-federal-grant-safe-streets-all/>

As part of our work developing the Action Plan, we have been conducting stakeholder interviews with local community representatives to gain insight on how their communities utilize the local transportation infrastructure, where that infrastructure is deficient, and suggests on how the infrastructure can be improved. Last week, ELR conducted in-person interviews with several stakeholder groups. During those interviews, your organization was suggested as one we should speak with who could provide input.

If you would like the opportunity to speak with us directly, I can set up virtual teams meeting the week of November 6th. Please feel free to contact me with any questions or comments.

Thank you,
Douglas

Douglas S. Parker, CEP

Mid Atlantic Environmental Manager

E. L. Robinson Engineering

3362 Six Forks Road

Raleigh, NC 27609

C: 919.758.2308

www.elrobinsonengineering.com

Follow Us: [LinkedIn](#)|[Facebook](#)|[Twitter](#)

From: [Douglas Parker](#)
To: prm03@yahoo.com
Cc: [Leigh Lane](#); [Sam Ellison](#); [Tracy, Ashley](#) Bluefield
Subject: SS4A Interview - Sacred Heart Ministries Tuesday,
Date: November 7, 2023 1:46:14 PM [image001.jpg](#)
Attachments: [image002.png](#)

Hi Ms. Newbill-Mlynczak,

E.L. Robinson Engineering is developing a safety Action Plan on behalf of the City of Bluefield under a USDOT grant. The Action Plan will set the city up for future USDOT project implementation grants.

<https://www.wvva.com/2023/09/12/bluefield-wv-hopes-upgrade-streets-through-federal-grant-safe-streets-all/>

As part of our work developing the Action Plan, we have been conducting stakeholder interviews with local community representatives to gain insight on how their communities utilize the local transportation infrastructure, where that infrastructure is deficient, and suggests on how the infrastructure can be improved. Curtis French, City Engineer, suggested you and your organization as interested in being interviewed.

If you would like the opportunity to speak with us directly, I can set up virtual teams meeting the week of November 13th. Please feel free to contact me with any questions or comments.

Thank you,
Douglas

From: Curtis French <cfrench@bluewv.org>
Sent: Friday, November 3, 2023 10:34 AM
To: Tracy, Ashley <Ashley.Tracy@aecom.com>
Cc: Douglas Parker <dparker@elrobinson.com>
Subject: [Outside Sender] Non Profit Interview

Ashley,

I guess there was a lady that was left out of the conversations. If you still have time to contact her for an interview, her name is Paula Newbill-Mlynczak and she runs Sacred Heart Ministries. They provide shelter for the homeless, run a children's summer program and have a café that they use to support other individuals and initiatives. Her contact information is prm03@yahoo.com and her telephone number is 304-800-3370. Let me know if you need anything else and I'll do my best.

Thanks,

Phone: 304-327-2401

From: [Josh Farmer](#)
To: [Douglas Parker](#)
Cc: [Leigh Lane](#); [Sam Ellison](#)
Subject: [Outside Sender] Re: Bluefield Safe Streets and Roads for All (SS4A) Action Plan - Recovery Point
Date: Friday, October 27, 2023 9:47:50 AM

I would love to be a part of that conversation, and I am honored that you thought of us. Just send me an invite and I will be sure to join.

Josh

Sent via the Samsung Galaxy S23 Ultra 5G, an AT&T 5G smartphone
Get [Outlook for Android](#)

From: Douglas Parker <dparker@elrobinson.com>
Sent: Friday, October 27, 2023 9:10:41 AM
To: Josh Farmer <jfarmer@recoverypointwv.org>
Cc: Leigh Lane <llane@elrobinson.com>; Sam Ellison <sellison@elrobinson.com>
Subject: Bluefield Safe Streets and Roads for All (SS4A) Action Plan - Recovery Point

Mr. Farmer,

E.L. Robinson Engineering is developing a safety Action Plan on behalf of the City of Bluefield under a USDOT grant. The Action Plan will set the city up for future USDOT project implementation grants. <https://www.wvva.com/2023/09/12/bluefield-wv-hopes-upgrade-streets-through-federal-grant-safe-streets-all/>

As part of our work developing the Action Plan, we have been conducting stakeholder interviews with local community representatives to gain insight on how their communities utilize the local transportation infrastructure, where that infrastructure is deficient, and suggests on how the infrastructure can be improved. Last week, ELR conducted in-person interviews with several stakeholder groups. During those interviews, your organization was suggested as one we should speak with who could provide input.

If you would like the opportunity to speak with us directly, I can set up virtual teams meeting the week of November 6th. Please feel free to contact me with any questions or comments.

Thank you,
Douglas

Douglas S. Parker, CEP

Mid Atlantic Environmental Manager
E. L. Robinson Engineering
3362 Six Forks Road
Raleigh, NC 27609
C: 919.758.2308
www.elrobinsonengineering.com

From: [Douglas Parker](#)
To: [Josh Farmer](#)
Cc: [Leigh Lane](#); [Sam Ellison](#)
Subject: Bluefield SS4A - Recovery Point Interview
Date: Tuesday, November 7, 2023 10:44:00 AM
Attachments: [20231006 Stakeholder Map_FINAL.pdf](#)
[20231023 BluefieldSS4A_PM#1_FINAL.pdf](#)
[20230929 Bluefield SS4A Stakeholder Discussion Guide_FINAL.pdf](#)
[2023-10-10 Project Handout_Final.pdf](#)

Hi Mr. Farmer,

Please find attached a few documents to help orient you for the interview.

- A copy of the study area map
- A copy of the Public Meeting presentation
- A copy of the Public Meeting handout
- A copy of the stakeholder discussion guide with example questions we have been asking stakeholders (not all will apply to you)

I will not be able to make the interview but you will be in good hands with Leigh Lane and Sam Ellison.

Thanks!
Douglas

Douglas S. Parker, CEP

Mid Atlantic Environmental Manager

E. L. Robinson Engineering

3362 Six Forks Road

Raleigh, NC 27609

C: 919.758.2308

www.elrobinsonengineering.com

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Appendix C
Public Meeting Materials & Summaries

Introduction

The following summarizes the first Public Meeting held for the Bluefield Safe Streets and Roads for All (SS4A) Action Plan. The meeting took place in Bluefield, West Virginia at Mount Zion Pentecostal Church on October 18, 2023, from 6 to 8 pm. Thirty-seven (37) individuals attended the meeting. The meeting was advertised virtually on the City’s Facebook and Instagram page, on WVVA’s community calendar, and through an article in the Bluefield Daily Telegraph. Advertisement flyers were also provided to Mount Zion Pentecostal Church, First Baptist Church, Westminster Presbyterian Church, Mount Zion AME Church, First Church of Nazarene, and Trinity United Methodist Church.

The Public Meeting began with a brief presentation on the SS4A Action Plan. After the presentation, individuals participated in 3 exercises that were set up at different stations throughout the room. The exercises included a design preference exercise, a mapping exercise, and a comment form. After the individuals circulated through all the exercises, closing remarks were given, and the meeting ended.

Design Preference Exercise

During this exercise, individuals voted on which designs they preferred. Individuals voted on their preferred crosswalk and intersection design, wayfinding design, bicycle facilities design, and sidewalk design.

Crosswalk and Intersection Design

Individuals were presented with four crosswalk and intersection designs: painted crosswalks, curb extensions, painted decorative crosswalks, and crosswalks with decorative paving. Image 1 shows the design options for crosswalks and intersections. Curb extensions and painted decorative sidewalks received the most votes with 7. Figure 1 shows the voting results for the crosswalk and intersection design.

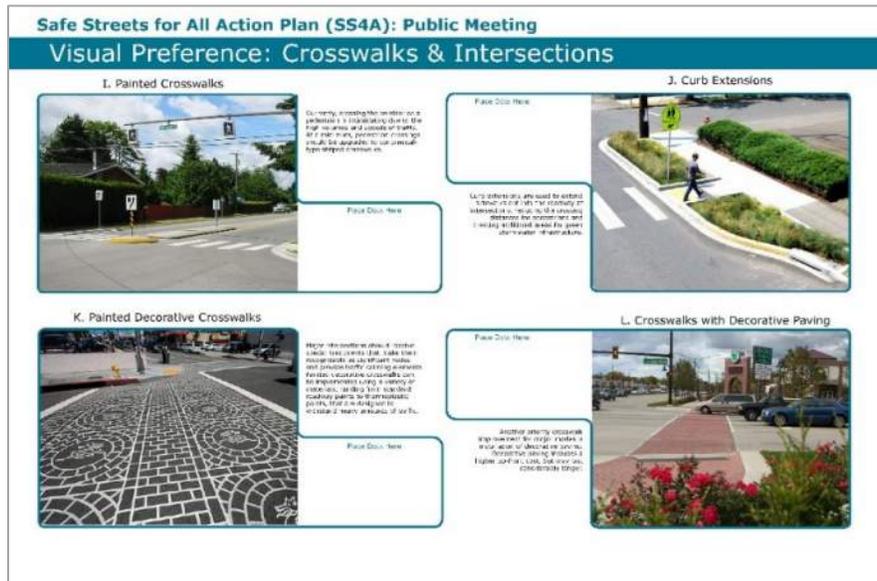


Image 1

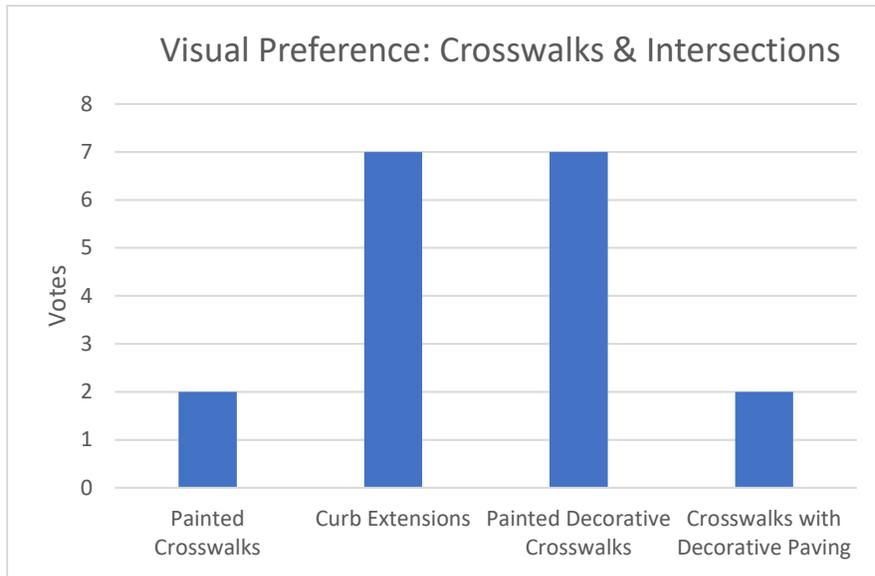


Figure 1

Wayfinding Design

Individuals were presented with four wayfinding designs: directional signage, pole mounted gateway signage, bus stop signage, and bus shelters. Image 2 shows the design options for way finding. Bus shelters received the most votes with 20. Figure 2 shows the voting results for the way finding design.



Image 2

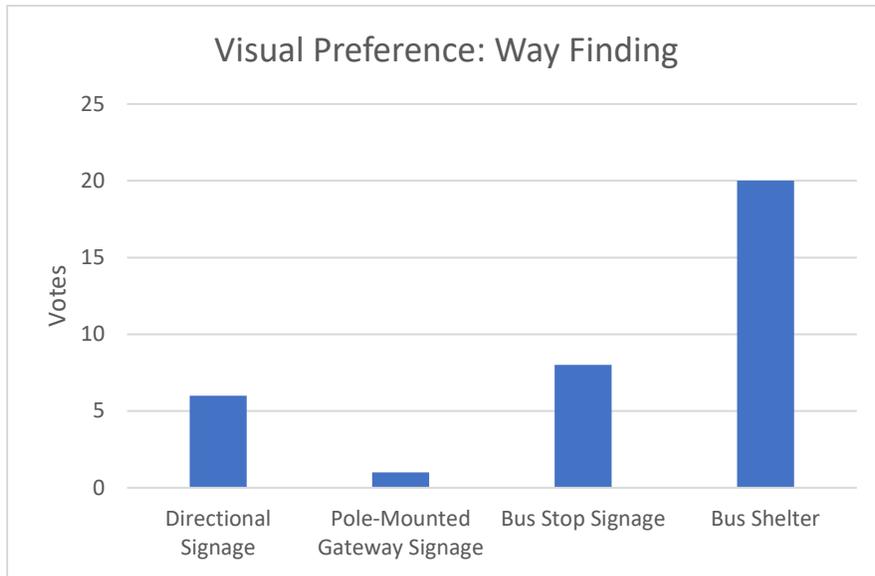


Figure 2

Bicycle Facility Designs

Individuals were presented with four bicycle facility designs: off road multi-use trail, bike path adjacent to road, buffered and painted bike lane, and pedestrian lighting. Image 3 shows the design options for bicycle facilities. Pedestrian lighting received the most votes with 16. Figure 3 shows the voting results for the bicycle facility design.

Safe Streets for All Action Plan (SS4A): Public Meeting
Visual Preference: Bicycle Facilities

M. Off-Road Multi-Use Trail
 [Image of a multi-use trail with a person on a bicycle]

 [Comments box]

N. Buffered & Painted Bike Lane
 [Image of a buffered and painted bike lane with a bicycle symbol]

 [Comments box]

O. Bike Path Adjacent to Road
 [Image of a bike path adjacent to a road]

 [Comments box]

P. Pedestrian Lighting
 [Image of a street with pedestrian lighting]

 [Comments box]

Image 3

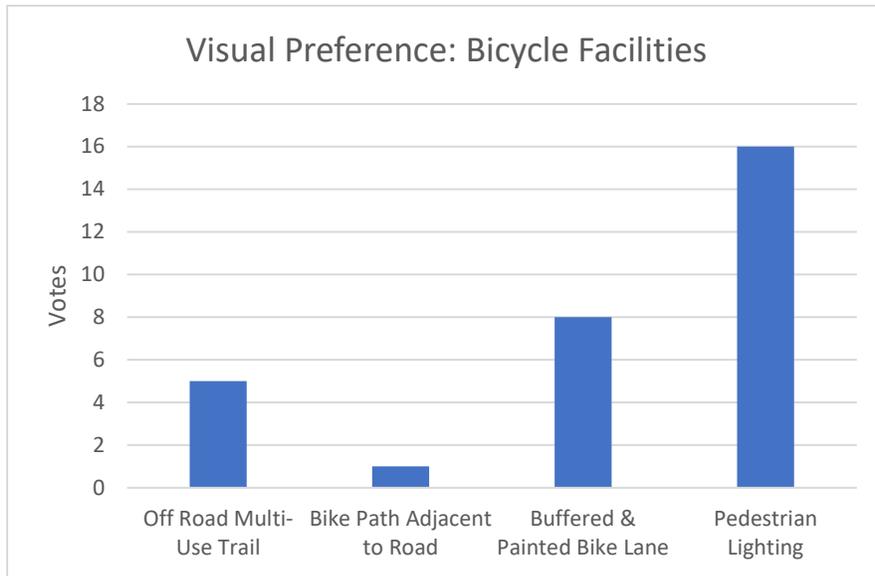


Figure 3

Sidewalk Designs

Individuals were presented with four sidewalk designs: vertical buffers, sidewalk with landscaped buffer, decorative paving accent band, and sidewalk reconfiguration. Image 4 shows the design option for the sidewalk design. Sidewalk reconfiguration received the most votes with 23. Figure 4 shows the voting results for the sidewalk design.

Safe Streets for All Action Plan (SS4A): Public Meeting
Visual Preference: Sidewalks

A. Vertical Buffers
 When there is an oblique angle at some location or area, installing a vertical buffer can help create a more uniform sidewalk width and improve the overall appearance of the sidewalk. The height and spacing between buffers should be consistent throughout the sidewalk.

B. Sidewalk with Landscaped Buffer
 If there are trees or other vegetation near the sidewalk, a landscaped buffer can help create a more uniform sidewalk width and improve the overall appearance of the sidewalk. The landscaping should be consistent throughout the sidewalk.

C. Decorative Paving Accent Band
 A decorative paving accent band can help create a more uniform sidewalk width and improve the overall appearance of the sidewalk. The band should be consistent throughout the sidewalk.

D. Sidewalk Reconfiguration
 Sidewalk reconfiguration can help create a more uniform sidewalk width and improve the overall appearance of the sidewalk. The reconfiguration should be consistent throughout the sidewalk.

Image 4

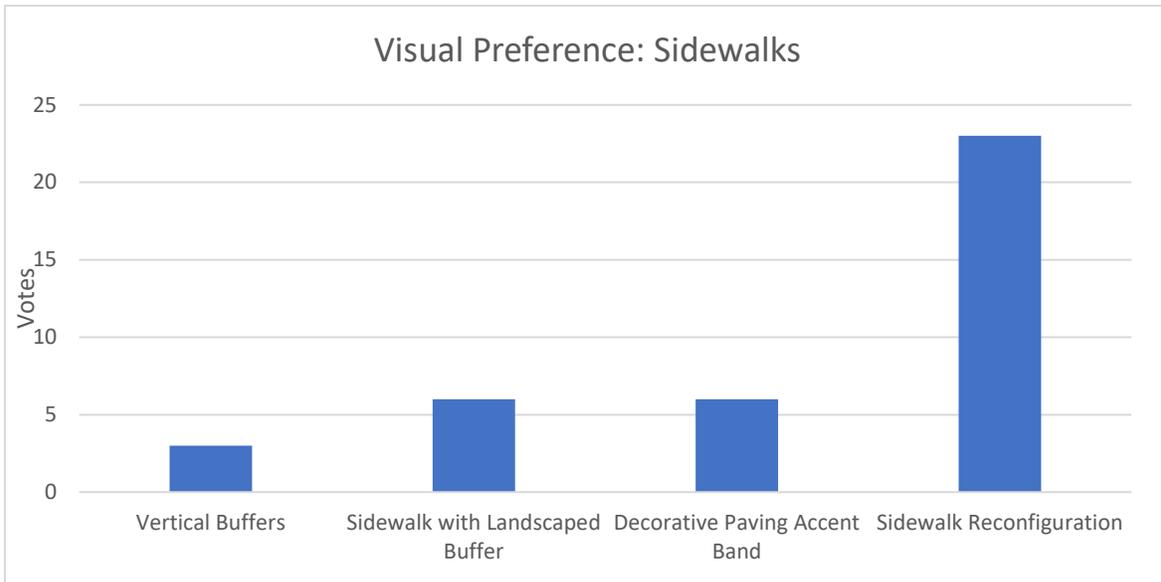


Figure 4

Comments were also made on the design options. Comments on the crosswalk and intersection design illustrate the community’s desire to have curbs that were ADA compliant. The community also wants curbs that don’t have any lips or bumps that could be a tripping hazard or an issue for individuals in a wheelchair. Comments on way finding design mentioned the need for bus shelters on Pulaski Street, the need for additional bus stop signage, and the need for additional directional signage around Bluefield State College. Comments on bicycle facility design mentioned how it was common for bicyclists to bike on the sidewalk of Bluefield Avenue, how bike riding takes place on the north side of Bluefield, and how Orange Street and Surry Street need lighting due to pedestrians using these streets at night. Comments on sidewalk design illustrate the need for vertical buffers on Cherry Street, the generally poor condition of the city’s sidewalks, and the poor condition of the streetscaping around the city.

Mapping Exercise

For the mapping exercise, individuals were asked to mark the location of areas that were of specific concern on a large-scale map of Bluefield. Large-scale maps were provided for the individuals to mark and comment on. The Northside and East End communities in Bluefield were commented on the most, with 60 areas marked. The comments on the marked areas illustrate the transportation issues that the residents of the Northside and East End face. These issues include narrow and steep roadways, poor paving conditions, poor sidewalk conditions, and lack of street lighting. Other areas marked throughout the Action Area emphasized the poor sidewalk conditions, narrow streets, traffic accidents, and speeding issues that are of particular concern.

Comment Form

Individuals that attended the meeting were also able to fill out a general comment form about the Action Plan and issues they have noticed across the city. Eight (8) individuals filled out the comment form. The comments mentioned the poor condition of the sidewalks and streets in the Northside and East End communities. Other comments made were concerned about the timing and logistics of the Action Plan.

City of Bluefield

Safe Streets and Roads for All Action Plan (SS4A)

Public Meeting #1

Welcome!

October 18, 2023

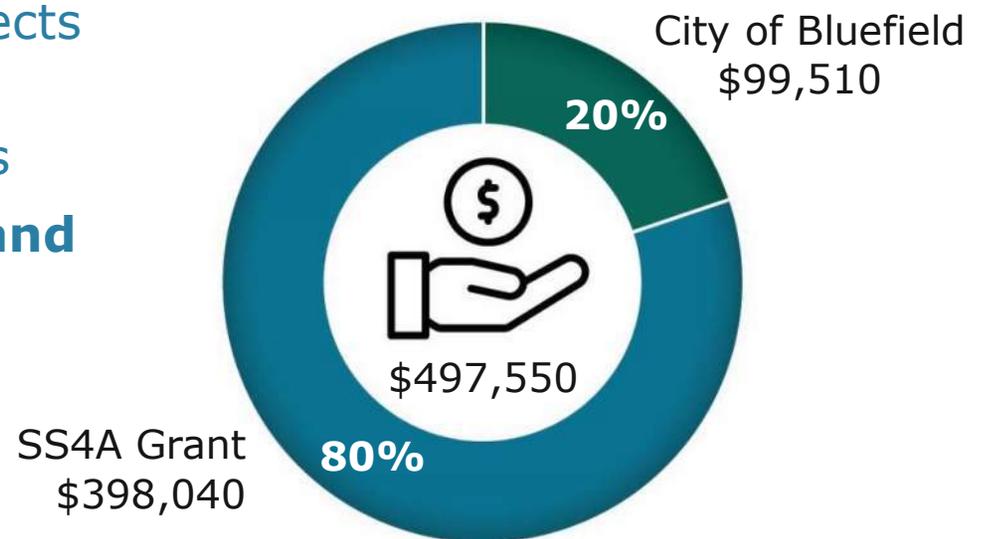
City of
Bluefield
WEST VIRGINIA

AECOM

 **E.L. ROBINSON**
ENGINEERING

What is the project?

- Develop a safety **Action Plan**
 - Identify and prioritize safety projects
 - Competitive on future implementation grant applications
- Funding by: USDOT **Safe Streets and Roads for All (SS4A)** Grant



What is in an Action Plan?

1. Defines an **Action Area**
2. Collects and Analyzes safety data within the **Action Area**
 - a. Safety Audits
 - b. Interviews
 - c. Public Meeting** WE ARE HERE!!!
3. Identifies areas of safety concerns and Projects within the **Action Area**
4. Prioritizes and Aligns the safety projects for implementation and funding sources



What is the

Action Area?



Data Collection

- Crash
- Demographics
- Road Safety Audit
- Pedestrian Safety Audit
- ADA Audit
- Traffic Volumes
- Accident Rates
- Lighting Audit
- Roadway Flooding
- Public Engagement (Social Media)



Public Engagement

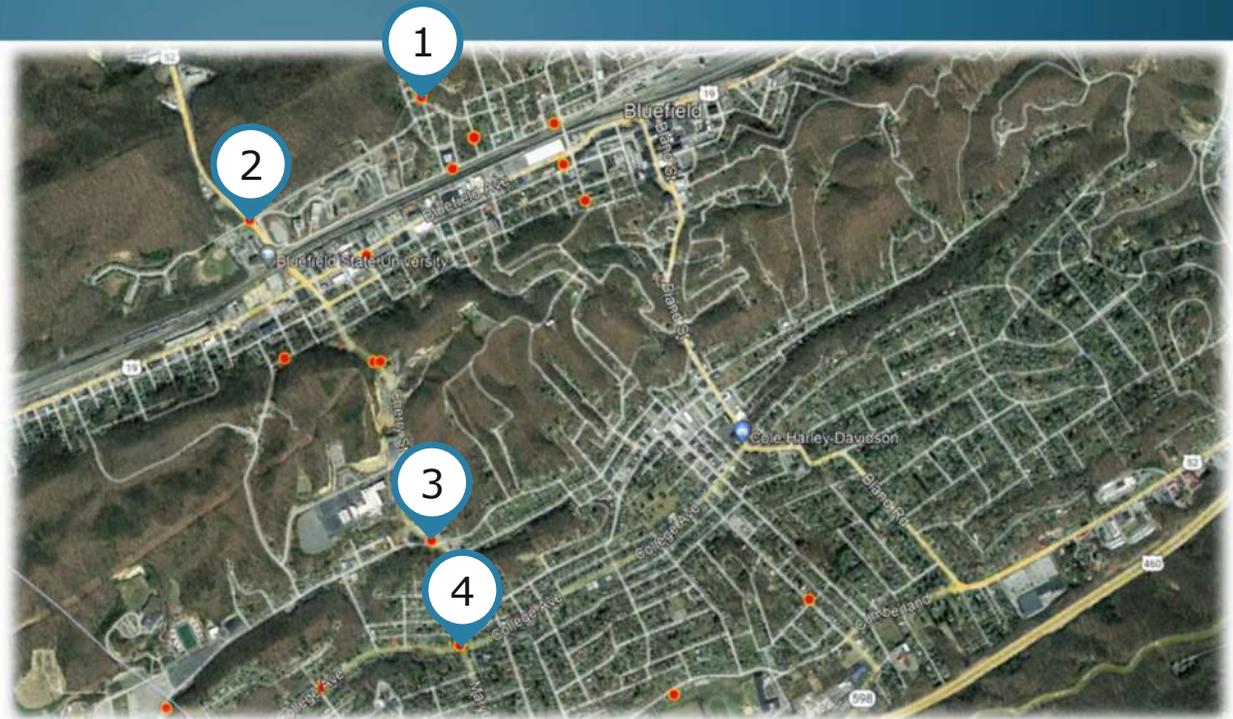
- Community Participation Plan
- Steering Committee Meetings (4)
- Stakeholder Interviews (10)
- Public Meetings (2)
 - October 18th (data collection)
 - December (draft solutions)
- Data Collection Tool (Social Media)
 - <https://arcg.is/vmKqO>



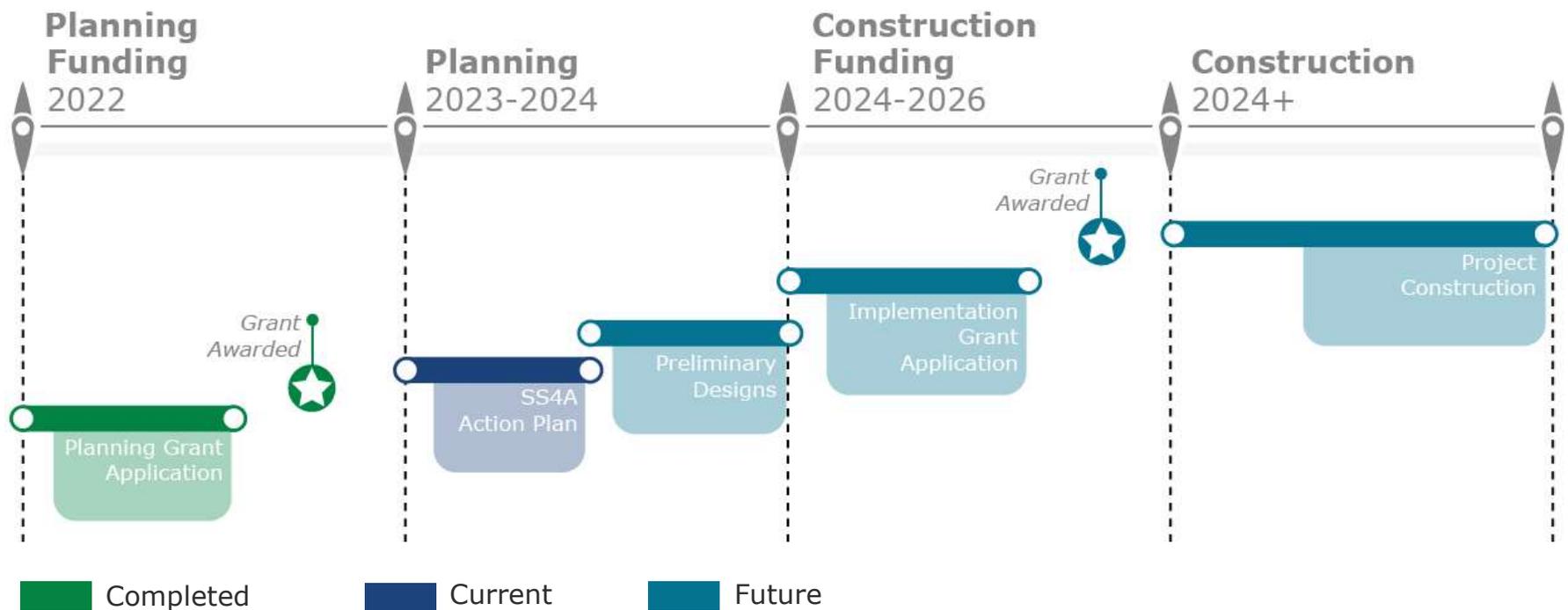
Data Collection Tool Status

Highlight of Comments

1. Deep potholes and no road to go down hill
2. Odd 4-way intersection
3. The intersection of Stadium Dr and Cherry St. is a hazard. There are too many signs blocking your view if you are turning towards the hospital from Stadium
4. The intersection of College and Maryland is very unsafe for pedestrians



When will projects be constructed? (Lifecycle of a project)



How can I help this evening?

Data Collection Stations

- Map safety concerns within Action Area
- Visual preference / design choices for **Safety Countermeasures**

What are safety countermeasures?

- Street and roadway treatments that are shown to improve specific safety concerns
- Each countermeasure has an expected safety benefit
- Countermeasures can be combined for added safety
- Some categories with proven countermeasures:
 - Vulnerable Users (Pedestrians and Bicyclists)
 - Intersection Improvements
 - Roadway and Roadside

Pedestrian/Bicycle Enhancements

- **Pedestrians Facility Enhancements**

- Sidewalk Installation or Replacement
- High Visibility Crosswalks
- Street Lighting

- **Bicycle Facility Enhancements**

- Bike Lanes



Side Path with Pedestrian Crossing



Campus Side Path



Bike Lanes



Intersection/Roadway Improvements

- **Intersection Improvements**

- Install, Retime, or Remove a Traffic Signal
- Install a Roundabout

- **Roadway Improvements**

- High Visibility Pavement Markings
- Rumble Strips



Roundabout Intersection



Transit/Streetscaping Improvements

- **Others**

- Access Management
- Speed Management
- Transit Improvements
- Streetscaping



Public Meeting #2

- Review safety project solutions
- December
- City Hall



Mapping Safety Concerns

- Tables in the back with **Action Area** maps
- Show us on the **Action Area** map your areas safety concerns

Visual Preference / Design Choice (Instructions)

- You should have received 8 “voting” dots (ask if you did not receive)
- Review the example improvements and descriptions (ask questions!)
- “Vote” by sticking your dots on the example improvements you would prefer to see in Bluefield
- You can place all your dots on one image or spread them out

Contact

Douglas Parker, E.L. Robinson Engineering
dparker@elrobinson.com

Ashley Tracy, AECOM
Ashley.Tracy@aecom.com

SS4A Data Collection Tool
<https://arcg.is/vmKqO>

SCAN ME!!!



Safe Streets and Roads for All (SS4A) Action Plan

Public Meeting #1 Handout

October 18, 2023

Welcome

The City of Bluefield welcomes you to the first public meeting for the Safe Streets and Roads for All (SS4A) Action Plan. The Action Plan is intended to develop a well-defined strategy to address roadway safety issues in Bluefield.

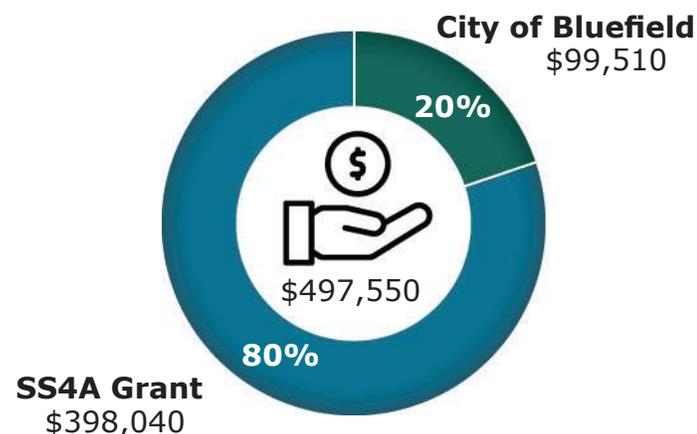
Your input is essential! Please look around, enjoy the presentation, ask questions, and provide your comments.

Meeting Agenda

- 6:00 PM–6:15 PM** Sign-in
- 6:15 PM–6:30 PM** Presentation
- 6:30 PM–7:30 PM** Circulate to Stations
- 7:30 PM–7:35 PM** Closing Statements

SS4A Grant Overview

In 2022, the City of Bluefield applied for as was awarded a SS4A grant to develop an **Action Plan**. Total project costs are \$497,500, of which the SS4A grant is funding \$398,040 (80%) and Bluefield matched \$99,510 (20%).



Safety Countermeasures

Safety countermeasures are used to address safety concerns. They are street and roadway treatments that have been shown to improve specific safety concerns.

Purpose of an Action Plan

- Is a USDOT requirement for seeking implementation funding grants.
- It demonstrates to USDOT that the City has **thoughtfully selected projects with input from the community** that meet the intent of grant funding.
- Will help the City be competitive in receiving USDOT grant monies to implement roadway safety projects that improve the overall safety and appearance of Bluefield's streets within the Action Area.

Elements of an Action Plan

- Defines an Action Area.
- Collects and analyzes safety data within the Action Area.
- Identifies areas of safety concerns within the Action Area.
 - Safety Audits
 - Interviews
 - **Public Meetings**
- Identifies safety projects that address safety concerns.
- Prioritizes and aligns the safety projects for implementation and funding sources.

Action Area



Safety Countermeasures

Pedestrian / Bicycle Enhancements

- Sidewalk installation or replacement
- High visibility crosswalks
- Street lighting
- Bike lanes

Intersection Improvements

- Install, retime, or remove a traffic signal
- Install a roundabout

Roadway Improvements

- High visibility pavement markings
- Rumble strips

Transit/Streetscaping Improvements

- Access management
- Speed management
- Transit improvements
- Streetscaping

How will my Input be used?

Your input will be used to help identify and prioritize safety concerns areas in Bluefield and be used as supporting testimony within future grant applications.

When will I get to see the results?

There will be a 2nd Public Meeting in December at City Hall where you will be able to review the safety project solutions. The final Action Plan is anticipated to be available in January. The City will publicly post it on their webpage

Provide Your Comments

Cecil Marson, City Manager, City of Bluefield
cmarson@bluewv.org

Douglas Parker, E.L. Robinson Engineering
dparker@elrobinson.com

Ashley Tracy, AECOM
Ashley.Tracy@aecom.com

SS4A Data Collection Tool
<https://arcg.is/vmKqQ>

SCAN ME
HERE!



SAFE STREETS FOR ALL ACTION PLAN: PUBLIC MEETING

Please join us for the Safe Streets for All Action Plan Public Meeting. This safety action plan will identify the most significant transportation safety concerns in Bluefield and the implementation of project and strategies to address roadway safety issues.

This Public Meeting presented by the City of Bluefield includes opportunities to learn about the Safe Streets for All Action Plan and to provide feedback on transportation safety.

This meeting is open to the public and will include a brief presentation.



SAVE THE DATE!

DATE: October 18, 2023

TIME: 6:00PM - 8:00PM

VENUE: Mt. Zion Pentecostal Church
104 Park St., Bluefield, WV 24701



ARE YOU CONCERNED ABOUT TRANSPORTATION SAFETY IN BLUEFIELD?

The City of Bluefield wants to hear from you about the safety of our transportation system

To learn more and share your comments and questions, join us for a Public Meeting:

Date: October 18, 2023

Time: 6:00PM - 8:00PM

Venue: Mt. Zion Pentecostal Church
104 Park St., Bluefield, WV 24701

<https://www.facebook.com/bluefieldlocalgovernment/posts/pfbid0WCCkhwaCV54eu1W7oe5Yg8xQQGXfjko545zQ19YTUdmhrgTE4BcVfgLean4azJJ5l>

City of Bluefield - Local Government
21m · 🌐

ALL RESIDENTS,

The City of Bluefield invites the community to actively participate by providing their valuable input on our streets and sidewalks, as we work together to implement our Safe Streets for All Action Plan. Your contribution is vital to our success in achieving this goal!



ARE YOU CONCERNED ABOUT TRANSPORTATION SAFETY IN BLUEFIELD?

The City of Bluefield wants to hear from you about the safety of our transportation system

To learn more and share your comments and questions, join us for a Public Meeting:

Date: October 18, 2023
Time: 6:00PM - 8:00PM
Venue: Mt. Zion Pentecostal Church
104 Park St., Bluefield, WV 24701

City of Bluefield
WEST VIRGINIA

👍 Like 💬 Comment ➦ Share

👤 Write a comment... ⭐ 🗨️ 😊 📺 🎭

https://www.bdonline.com/news/bluefield-seeks-public-input-at-first-safe-streets-for-all-meeting/article_87f91d6a-6164-11ee-aa8b-87df30c53833.html

FEATURED

Bluefield seeks public input at first 'Safe Streets for All' meeting

By CHARLES OWENS Bluefield Daily Telegraph
Oct 3, 2023



Bluefield City Manager Cecil Marson said Wednesday the new cameras will be installed across the city, including the downtown area.
Staff photo by Tara Wyatt

[f](#) [t](#) [in](#) [p](#) @



BLUEFIELD — Residents of Bluefield will have an opportunity this month to share transportation-related concerns with city leaders.

City Manager Cecil Marson announced the first community input meeting Monday for the “Safe Streets for All Action plan.” That meeting will be held Wednesday, Oct. 18, at 6 p.m. at the Greater Mt. Zion Pentecostal Church, which is located at 104 Park Street.

At the meeting, city residents will have an opportunity to voice their opinions, concerns and suggestions regarding the city’s transportation infrastructure, including roads, streets and sidewalks.

According to a press release issued by Marson's office, key topics that will be discussed at the Oct. 18 meeting include pedestrian safety measures, traffic flow improvements, bicycle-friendly initiatives, accessibility for individuals with disabilities, road maintenance and repairs, public transportation enhancements and neighborhood-specific concerns.

Marson said all community members — regardless of whether they are a pedestrian, cyclist, driver or simply a concerned resident — are being asked to participate in the Oct. 18 event. All of the input received at that meeting will be used in the development of a comprehensive action plan for the city that prioritizes safety and accessibility for all.

That action plan will then be used by the city in its pursuit of additional federal transportation dollars.

Bluefield was awarded a \$497,550 grant in February from the U.S. Department of Transportation's Safe Streets and Roads for All program. That funding award is being used to launch the city's local Safe Streets for All Action Plan.

A notice to proceed on the project was received on August 15, Paul Mattox with the engineering firm E.L. Robinson, told the city board last month.

Mattox, a former highway commissioner for the state of West Virginia, said goal is to have the action plan in place by year's end.

As part of the effort, a steering committee will be created to meet with stakeholders across the city, and at least two community meetings will be scheduled — the first being the forum on Oct. 18 at Greater Mt. Zion Pentecostal Church.

In addition to the community meetings, data on roadway, sidewalk and other transportation concerns also will be collected through social media and public engagement, according to the earlier report from Mattox.

An online survey has already been launched on the city's Facebook page where citizens can provide input on transportation safety issues within their neighborhoods. Those who participate in the online survey are required to provide their name and email address, and a short description of their transportation safety concern, which can include anything from sidewalks and crosswalks to flooding on streets and street lighting.

During the earlier board meeting, Marson said millions of transportation dollars are being made available by the federal government, and the city hopes to "go after" some of that money.

— *Contact Charles Owens at cowens@bdtonline.com*

— Contact Charles Owens at cowens@bdtonline.com. Follow him @BDTOwens

Trending Video

Bluefield SS4A – Public Meeting #1 – October 18, 2023

Talking Points

What is SS4A?

Safe Streets and Roads for All (SS4A) is a USDOT grant program established by the Bipartisan Infrastructure Law. The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

How much grant money did Bluefield receive? / How much is this project costing? / How is this project being funded?

Total project costs are \$497,500, of which the SS4A grant is funding \$398,040 (80%) and Bluefield matched \$99,510 (20%).

What did Bluefield receive the grant money for (what is the project)? Bluefield received a 2022 SS4A grant to develop an Action Plan.

What is the importance of this project?

The importance of the project is to produce the Action Plan. The Action Plan is a USDOT requirement for seeking implementation funding grants. It demonstrates to USDOT that the City has thoughtfully selected projects with input from the community that meet the intent of grant funding.

How will this project help this community?

The final Action Plan will help the City be competitive in receiving USDOT grant monies to implement roadway safety projects that improve the overall safety and appearance of Bluefield's streets within the Action Area.

What is an Action Plan?

The Action Plan will identify and prioritize projects the City will want to pursue for grant funding to implement. In other words, it provides a roadmap of projects that the City will want to implement to improve the overall safety and appearance of Bluefield's streets within the Action Area.

How will my input be used?

Your input will be used to help identify and prioritize safety concerns areas in Bluefield and be used as supporting testimony within future grant applications.

Bluefield SS4A – Public Meeting #1 – October 18, 2023

Talking Points

What other information is the City using to identify and prioritize projects?

The consultant team hired by the City is compiling crash data, conducting safety audits, interviewing key community leaders, and working with City appointed decision-makers (Steering Committee) to also identify and prioritize projects.

Will I be able to provide comments on the proposed solutions?

Yes, we will hold another public meeting in December at City Hall where you will be able to review proposed solutions to the areas of safety concerns that you helped us identify today. At that meeting, you will get to provide input on which solutions you like, and think should be implemented first.

When will the Action Plan be completed (project schedule)?

The Action Plan will be finalized in January.

Will I be able to obtain a copy of the completed Action Plan?

Yes, the City will post the Action Plan on a publicly available webpage.

How will the final Action Plan be used?

The final Action Plan be used to demonstrate to USDOT that the City has thoughtfully selected projects with input from the community. This will make the City more competitive on future grant applications seeking funding to implement the projects.

When are we going to start building projects?

This Action Plan is the first step on identifying and prioritizing projects to seek grant funding to implement. The projects would then have to apply for and be awarded grants to be constructed.

How can I provide input outside the meeting?

You can also provide input on the online mapping application located here:

<https://arcg.is/vmKqO>

SIGN-IN SHEET

Safe Streets 4 All (SS4A)

Public Meeting

Name	Information for Preferred Contact (Email Address, Phone Number or Mailing Address)	Check Here to Give Permission to Use Email Address
Rusty Lane Assistant City Mgr	rlane@bluewv.org	yes
Gabrielle Ponder (Exec. City Mgr)	gponder@bluewv.org	yes
Willie B. Perry Jr	PERRD@YAHOO.COM	YES
Sandra Dorsey	sandradorsey4@gmail.com	yes
Deborah Saunders	trine.brown3@gmail.com	yes
Daniel Taylor	dtaylor4july@gmail.com	yes
Angela Greene	greene1233@gmail.com	yes ✓
GEORGE DAMON	gdamon@ppnatgas.com	YES
Ashley Tracy	ashley.tracy@ap.com.com	
SUSAN DODSON	SUSAN DODSON4@GMAIL.COM	✓
RACHEL J. KING-RAEDEL	315 MARSHALL ST rakingro@gmail.com	✓
Lissa Giles - City Planning Comm.	lissagiles3@gmail.com	yes
Tom Thompson	tthompson165@gmail.com	
Natasha Valentin	thedoctor@frontier.com	
Jamelah Teel	jamelah1978@yahoo.com	✓
GCC Construction Co. James Green	gcc.constructionwv@gmail.com	✓

SIGN-IN SHEET

Safe Streets 4 All (SS4A)

Public Meeting

Name	Information for Preferred Contact (Email Address, Phone Number or Mailing Address)	Check Here to Give Permission to Use Email Address
Dorothy Warren	704-648-5894 dotsa@rocketmail.com	✓
Stanford Haden	304-323-2369	
Sonja Haden	304-910-2021	
Angela Sharp	304-952-1899 angelasharp80@gmail.com	✓
Connie Pannell	304-922-9628	
Beverly A. Phillips	1-304-325-8545	
Mura Perry	304-922-7703	
Janet Williams	jawilliamsww@aol.com - 304-324-8450	✓
Sarah Pomeroy	skpomeroy@yahoo.com	✓
Emily Ayoyora	lakerick@ko2mail.com	✓
Ann Perry	1321 W. Apple St.	
Francine Saunders	103 Burton ST. Blfd. Fran favored ss@gmail.com	✓
Timmy Saunders	" " " "	✓
Catrice Robinson		
Pamela Goffens	104 Clark St Blfd.	
W. H. H.	1504 Jefferson St Blfd.	

PM #1 Summary

Sign-In Sheet		
Name	Preferred Contact	Permission to contact using email address
Rusty Lane	rlane@bluewv.org	Y
Gabrielle Ponder	gpnder@bluewv.org	Y
Willie B. Perry Jr	PERRd@yahoo.com	Y
Sandra Dorsey	sandradorsey4@gmail.com	Y
Deborah Saunders	trixie.brown3@gmail.com	Y
Daniel Taylor	ddtay4duly@gmail.com	Y
Angela Greene	green1233@gmail.com	Y
George Damon	gdamon@appnatgas.com	Y
Ashley Tracy	ashley.tracy@aecom.com	N
Susan Dodson	susandodson4@gmail.com	Y
Rachel J. King-Rozzel	315 Marshall St & rakingro@gmail.com	Y
Dassa Giles	dassgiles3@gmail.com	Y
Jay Thompson	tthompson165@gmail.com	N
Datela Valencia	thedoctoe@frontier.com	N
Jamelah Tuel	jamelah1878@yahoo.com	Y
James Green	gcc.constructoinwv@gmail.com	Y
Charles Williams	317 Church St, Bluefield WV	N
Antony Wright	tufftony@frontiernet.net	Y
Valarie Jaffet	Valariejaffectt@gmail.com	Y
Dorothy Warren	704-648-5894 dot52@rocketmail.com	Y
Stanford Haden	304-322-2369	N
Sonja Haden	304-910-2021	N
Angela Sharp	304-952 1899 angelasharp80@gmail.com	Y
Connie Pannell	304-922-5628	N
Beverly A. Phillips	1-304-325-8545	N
Myra Perry	304-922-7703	Y
Janet Williams	jawilliamsww@aol.com & 304-324-8450	Y
Sarah Ponder	skpenar@yahoo.com	Y
Emily Hayford	lockelleck@hotmail.com	Y
Ron Tatum	1321 Wayne St.	N
Francine Saunders	103 Burton ST Blfd. WV & franfavoted55@gmail.com	Y
Jimmy Saunders	103 Burton ST Blfd. WV & franfavoted55@gmail.com	Y
Catrice Robinson		N
Pamela Jenne	404 Clark St Bluefield	N
James Hatfield	1504 Jefferson St Bluefield	N
Carver B. Wade	1123 Greenbrier St Bluefield, WV	N
Jamey Thompson	2720 Tolosa Street. Bluefield, WV 24701	N

PM #1 Summary

Visual Preference: Crosswalks & Intersections	
Type	Votes
Painted Crosswalks	2
Curb Extensions	7
Painted Decorative Crosswalks	7
Crosswalks with Decorative Paving	2

Visual Preference: Way Finding	
Type	Votes
Directional Signage	6
Pole-Mounted Gateway Signage	1
Bus Stop Signage	8
Bus Shelter	20

Visual Preference: Bicycle Facilities	
Type	Votes
Off Road Multi-Use Trail	5
Bike Path Adjacent to Road	1
Buffered & Painted Bike Lane	8
Pedestrian Lighting	16

Visual Preference: Sidewalks	
Type	Votes
Vertical Buffers	3
Sidewalk with Landscaped Buffer	6
Decorative Paving Accent Band	6
Sidewalk Reconfiguration	23

PM #1 Summary

Visual Preference: Crosswalks & Intersections	
Type	Comment
Painted Crosswalks	None
Curb Extensions	Make sure there is not 1/2 - 1 in high bump Princeton business, Big, Bikes, good ADA ramps avoid lip, Wheelchair transitions, trip hazard/liability
Painted Decorative Crosswalks	None
Crosswalks with Decorative Paving	None

Visual Preference: Way Finding	
Type	Comment
Directional Signage	Bluefield State College
Pole-Mounted Gateway Signage	None
Bus Stop Signage	Pam Call in routes for the bus now How to get the bus? more clear
Bus Shelter	Bus shelter on Pulaski St. School bus shelters kids in streets, needed More bus stations in N and E side - beneficial keeps streets in order - more of it where busses are used and run

Visual Preference: Bicycle Facilities	
Type	Comment
Off Road Multi-Use Trail	None
Bike Path Adjacent to Road	Cherry St & Stadium
Buffered & Painted Bike Lane	Grant St to be Open Railroad Bluefield Ave Bikes on Sidewalk North Side bike riding
Pedestrian Lighting	Orange St and Surry St needs lighting One way night time walking /Cameras

Visual Preference: Sidewalks	
Type	Comment
Vertical Buffers	RT. 52/Cherry St. Bluefield State to Medical Education Center
Sidewalk with Landscaped Buffer	None
Decorative Paving Accent Band	None
Sidewalk Reconfiguration	/ Improvement Trees blocking streets w/ no sidewalks, Retaining wall, noise wall -RR Chemicals, South Side - Wayne St Pedestrian Bridge, Allen St bridge, dec. weeded again, 62 walks, dollar store disconnected City buy empty lots, wide, weeds, rocks, cracks..., sw starts Hill Ave - past 910 Hill add SW up Rd narrow. Mobility scooters in streets due to sidewalk conditions

PM #1 Summary

Map 1	
Location	Comment
South West Bluefield	
Intersection of 460 at the Intermediate School	Student vs. Traffic
South East Bluefield	
Intersection of 460 and Cumberland (Tractor Supply)	Accident Heavy
North Side/ East End	
Pulaski Street	No Trash Cans
Pulaski Street	Decorative Flowering along Pulaski
Intersection of Pulaski Street & Rook Street	Poor looking
Rorer Street	Steep incline tractor trailers travel often
Church Street	Sidewalks are deteoriated
Church Street	Steep street with fourway intersection
Church Street	Elderly Folks Church
Church Street	Speeding
Park Street	No driveways narrow
Lawson Street	Poor Lighting 1 Way Should Bw
Bedford Street	Police Presence Beford Street Camera
Bedford Street	Paving
Bethel Street	Paving
MLK Bridge	Bus Drop Off Busses Don't Come Over
Wayne Street	Lighting/Cameras by Playground and Traveler
Logan Street	Dodging Pot Holes Steep
Norfolk Street	Norfolk Paving Poor
Downtown Bluefield	
4th Street	Drug Area
Vine Street	Sidewalk
South Bluefield	
Bland and Union Street Intersection	Drug Sale In The Store
Bland and Union Street Intersection	Traffic Fast With Limited Sight Distance

PM #1 Summary

Map 2	
Location	Comment
South West Bluefield	
US 460 and Cumberland Intersection	Wrecks
US 460 and Washington Street Intersection	Wrecks
South East Bluefield	
US 460 and Cumberland Intersection (Near Tractor Supply)	Bad Intersection, Quality Inn
North Side/ East End	
Rorer Street	Regularly used. Don't close it. Fix it don't close it!
Hill Avenue and US 52 Intersection	No Sidewalks
Hill Avenue and Rorer Street Intersection	Bad Sidewalks
Hill Avenue	Lights Burned Out
Park Street	Bad Sidewalks
Rock Street and Pulaski Street Intersection	Street lights are not on sidewalks (are one side)
Pulaski Street	No Truck Sign
Pulaski Street	Bad Sidewalks
Pulaski Street	Bad Sidewalks
Pulaski Street (In between Burton Ave and Baldwin Ave)	Student bus shelter
Pulaski Street	Sidewalks Pulaski - Burton Restored Sidewalks (Benchmark Looking For)
Pulaski Street	College Students Walking in Street
Pulaski Street	Speed Enforcement - Used to have speed bumps
Pulaski Street	6:30 am little kids walk road to schools
Greenbrier Street	Greenbrier Disconnected
Downtown Bluefield	
Rogers Street (Bluefield City Hall)	Middle School Students
Rogers Street (Bluefield City Hall)	Bus Stop Fire Department
Rogers Street (Bluefield City Hall)	Have to pull off to let busses by
Allen Street	Replace Allen Street Pedestrian Bridge sheltered
Jones Street	102 Jones Church no Sidewalks

PM #1 Summary

Map 3	
Location	Comment
South West Bluefield	
The intersection of Stadium Drive, Cherry Street, and Lynndale Avenue.	The intersection was circled
South East Bluefield	
Intersection of US 460 and Cumberland	The intersection was circled
North Side/ East End	
Hill Avenue	All of Hill Avenue was highlighted
Cherry Street	All of Cherry Street was highlighted from US 52 to BSU's new dorms
Pulaski Street	All of Pulaski Street was highlighted
Pulaski Street	Sidewalks along Pulaski Street were highlighted
Rorer Street	Sidewalks along Rorer Street were highlighted
Park Street	Sidewalks along Park Street were highlighted
Powell Street	Sidewalks along Powell Street were highlighted
Church Street	Sidewalks along Church Street were highlighted
Lawson Street	Sidewalks along Lawson Street were highlighted
MLK Bridge and Pulaski Intersection	Highlighted Intersection
Reese Street	Sidewalks along Reece Street were highlighted
Bedford Street	Sidewalks along Bedford Street were highlighted
Hardy Street	Sidewalks along Hardy Street were highlighted
Fairfax Street	Sidewalks along Fairfax Street were highlighted
Floyd Street	Sidewalks along Floyd Street were highlighted
King Street	Sidewalks along King Street were highlighted
Halifax Street	The corner of Halifax Street was highlighted
Orange Street	The curve on Orange Street that is held up by a retaining wall was highlighted

Orange Street	Sidewalks along Orange Street were highlighted
Logan Street	Sidewalks along Logan Street were highlighted
Wayne Street	All of Wayne Street was highlighted
Greenbrier Street	All of Greenbrier Street was highlighted
Greenbrier Street	Sidewalks along Greenbrier Street were highlighted
Nelson Street	All of Nelson Street was highlighted
Norfolk Street	All of Norfolk Street was highlighted
Putnam Street	The sidewalks along Norfolk Street were highlighted
Carter Street	The sidewalks along Carter Street were highlighted
Wise Street	The sidewalks along Wise Street were highlighted
Downtown Bluefield	
3rd Street	Sidewalks along 3rd Street were highlighted from Hoge Street to Tyler Street
Wilson Street	Wilson Street was highlighted
Cole Street	Cole Street was highlighted
Randolph Terrace	Randolph Terrace was highlighted
Ramsey Street	Ramsey Street was highlighted from Mercer Street to Tazewell Avenue
Tyler Street	Tyler Street was highlighted from Holly Street to 3rd Street
Mercer Street	Mercer Street was highlighted from Randolph Terrace to Ramsey Street
South Bluefield	
South Spring Street and View Avenue Intersection	Intersection was circled
View Avenue	1147 View Avenue was circled
College Avenue and Bland Street Intersection	The intersection of College Avenue and Bland Street was circled
Wythe Avenue	The sidewalks along Wythe Avenue were highlighted

PM #1 Summary

Comment Form		
Name	Preferred Contact Information	Comment
Ronald Perry	N/A	Poor Lighting on Wayne St. Side Walks on other side coming cross Grant St Bridge sidewalks on both sides street. Trees need to be cut down. Streets poor condition Wayne, Carter, York and Greenbrier, Orange St, Hardy St, Floyd St, speed bumps to slow up traffic not to tear up vehicles. Fence for bridge not in four years.
N/A	N/A	I have lived on Church Street for 70 yrs, the only thing I have seen taken place is garbage pick up and trash removal. No road repairs what so ever. I would love to see road repairs done on the north side. Sidewalk repairs and more and brighter street lights. Repair the dip at the top of Church St. Stop signs. Pulaski Street: Make it a more historic and beautified area and connect it to signify Bluefield State University. More inviting and appealing area.
Janet Williams	jwilliamsvw@aol.com	For 25 years, we have begged, pleaded and prayed for sidewalks we can actually in the Bluefield Minority Community. With BSHBCU located in the area, not only are the sidewalks and fences in need of repair, but the aesthetic related to appearance have a negative effect on the self-worth of the residents who reside in the location. "Safe Streets for All" should mean what it says! IN the Bluefield area the concentration of African-Americans is the highest in the state. Health issues are extremely in need of improvement and are disporportionate in nature. Safe and accessible sidewalks would help address the need for increased exercise. Residents would not need to leave their neighborhood or pay expensive fees to engage in health improvement initiative. Research has shown that walking clubs have reduced negative health effects in as little as 12 weeks. Programs like "Safe Streets for all" must be democratic to the model of thought it seeks to serve, while collaborating with stakeholders. Frequent that the streets in the Northside area require priority funding for the aforementioned reasons and adhere to the beleifs of Martin Luther King who said" it really boils down to this : all life is interrelated. We are caught in an inescapable network of mutuality tied into a single garmnet of destiny. Whatever affects one directly, affects all indirectly."
Emily	N/A	This meeting personally did not address the lives and concerns of the north side & east end area. We are people concerned about out neighborhood and children. We cant even get the beautification committee to replace flowers on the bridge. Do we hope that the city will start replacing the areas of our concern. City feels like we are already segregated from the city beat.
Deborah Saunders	(304)952-1242 & trixiebrown3@gmail.com	My main convern is the sidewalks and side streets from MLK Bridge to BSU. Also our street lights along Pulaski are not above the sidewalks we are the only area where the lights are on the opposite side of the street not over our sidewalks. All of our streets are not safe because in our neighborhood we can only park on the actual street because we have no driveways so its hard to miss the craters and bumps in the road when you only have one land to travel on. Pulaski needds more signs a line dividing the roadway and its to narrow, when buses city & school are coming you have to completely stop or go on the sidewalk because they have to get way over to avoid their mirrors from hitting the poles. Rorer Streets inclince is not safe cars get stuck everyday ive complained fore years & nothing has been done. Please help us!! Because no one else will!
Sandra Dorsey	sandradorsey4@gmail.com	make sure all handicap reamps have a smooth transition w/no lips. It limits mobility for those pushing the elderly. It creates a tipping issue.

PM #1 Summary

Francine Saunders	N/A	I would like to see safe streets for the people in our community. Pulaski St. sidewalks are not safe for our grade school, middle school, & high school students that walk to the bus stop. I would like to see a bus shelter for the students so they do not have to stand out in the elements. To reconnect us to the other side the Allen Street Pedestrian bridge needs to be put back up. It would be convenient to the walkers who shop at Grants, Dollar Store, also convenient for Bluefield Stae University Students.
N/A	N/A	My concerns are the start date and completion dates of the projects an if the tax payers of Bluefield will have to pay the overage if this occurs. Who will be submitting the necessary "Quarterly Program Performance Reports". How many minority contractors will be hired thru thr bidding processes which the federal government stipulates in article 18.2 for SS4A grants awarded. Some of the streets outlined in the "Action Areas" do not classify as "underserved areas" or "historically disadvantaged communities" such as Cumberland Rd, Bland St, Maryland Ave; College Ave etc... and some of these streets have already been paved and sidewalks redone last summer. Areas on the northside and eastend of Bluefield have continually been negelected year after year. Streets from Rock St through these communities to communities to Carter Street. If not mistaken, wasnt this federal grant awarded to the City of Bluefield given on the backs of these communities. Will we be privy to the 10 areas of concern mentioned in the meeting. Where is the city manager and it speaks to the failure of his concern for these communities who pay taxes, street fees, and contribute within the city as everyone else. The horrid neglects of these underserved communities will now come to an end. We/they deserve the same amenities as South Bluefield and the elite money maker that are given an abundance of special treatment in the city.

Introduction

The following summarizes the second Public Meeting held for the Bluefield Safe Streets and Roads for All (SS4A) Action Plan. The meeting took place in Bluefield, West Virginia at City Hall on December 14, 2023, from 6 to 8 pm. Nineteen (19) individuals attended the meeting. The meeting was advertised virtually on the City's Facebook and Instagram page and through an article published on WVVA's website.

The second meeting consisted of a presentation updating the public on the study, safety countermeasures, the ten potential projects, and next steps for the Action Plan. The presentation primarily focused on the 10 potential projects. A handout was given to the meeting attendees that explained the projects in greater detail and included a comment form that could be turned in after the meeting. Following the presentation, attendees were able to review large-scale maps of the potential project corridors and provide additional feedback or questions.

Comments

Following the presentation, a brief question and answer period was held. Comments ranged from project location to potential logistical issues. Specific questions were raised on the feasibility of expanding the roads and sidewalks due to the narrow right-of-way and limited space in some of the project corridors. This question also raised concerns over how private property could be impacted through these projects. Comments made on the Hill Avenue, Pulaski Street, and Hardy Street Corridor project indicate that this corridor needs street lighting and poses a significant pedestrian hazard at night. Other comments were made voicing their support for these projects and that any effort towards improvement was better than no effort.

Two comment forms were turned in at the end of the meeting. One comment form asked for improved public transit with additional transit shelters and routes. The other form explained how important the Hill Avenue, Pulaski Street, and Hardy Street Corridor project would be for the North Side and East End Community of Bluefield. The comment form explains how this corridor had been neglected and how desperately it needs improvements to help the low-income and minority community that resides there.

No additional comments or questions were made when reviewing the large-scale maps of the potential project corridors.

City of Bluefield

Safe Streets and Roads for All Action Plan (SS4A)

Public Meeting #2

December 14, 2023

Agenda

- Study Recap
- Safety Countermeasures
- Draft Project Areas
- Next Steps

What is in an Action Plan?

1. Defines an **Action Area**
2. Collects and Analyzes safety data within the **Action Area**
 - a. Safety Audits
 - b. Interviews
 - c. Public Meeting #2** WE ARE HERE!!!
3. Identifies areas of safety concerns and projects within the **Action Area**



Project Recap

- Draft list of projects developed using information from:
 - Public Meeting #1
 - Stakeholder Interviews
 - Online Data Collection Tool
 - Crash Analysis
 - Road Safety Audit & Field Visits



What are safety countermeasures?

- Street and roadway treatments that are shown to improve specific safety concerns
- Each countermeasure has an expected safety benefit
- Countermeasures can be combined for added safety
- Some categories with proven countermeasures:
 - Vulnerable Users (Pedestrians and Bicyclists)
 - Intersection Improvements
 - Roadway and Roadside

Pedestrian Bicycle Enhancements



- **Pedestrians Facility Enhancements**

- Sidewalk Installation or Replacement
- High Visibility Crosswalks
- Street Lighting

- **Bicycle Facility Enhancements**

- Bike Lanes



Pedestrian Crossings Intersection Amenities



Pedestrian Crossings



Sidewalk Improvements



Wayfinding



Lighting



Bike Lanes



Road Diet



- **Intersection Improvements**

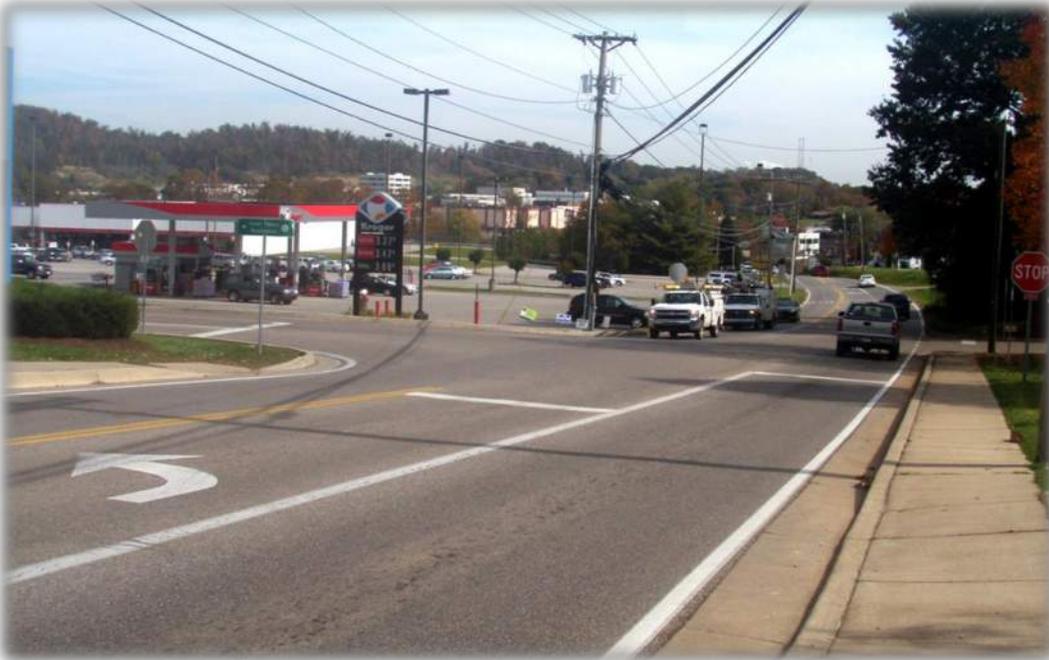
- Install, Retime, or Remove a Traffic Signal
- Install a Roundabout

- **Roadway Improvements**

- High Visibility Pavement Markings
- Rumble Strips
- Road Diets



Roundabout Intersection



Transit



- **Others**

- Curbside Management
- Bus Shelters
- Bus Signage



Streetscaping



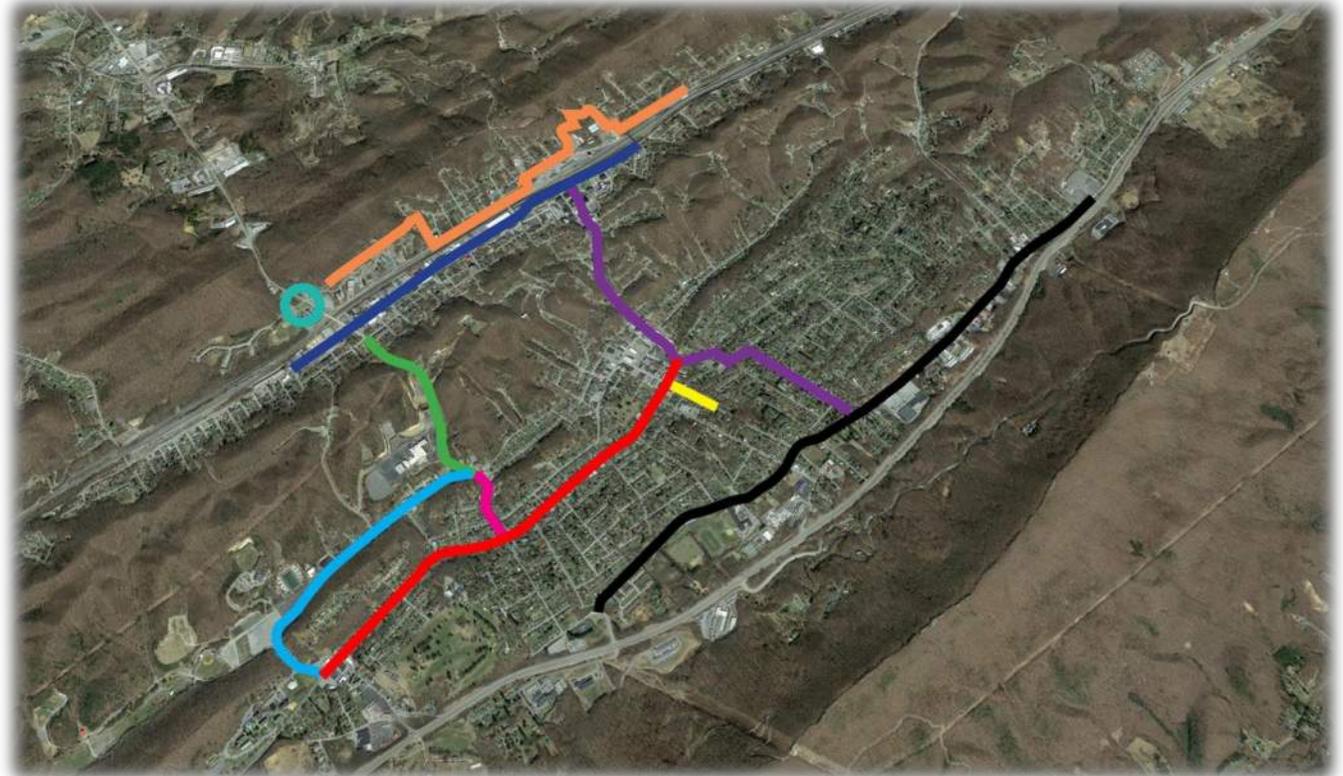
- **Others**

- Access Management
- Speed Management
- Transit Improvements
- Streetscaping



Project List

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – College Avenue

- **College Avenue**
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – College Avenue

- **Location:** Stadium Drive to Bland Street

- **Observed Safety Concerns:**

- Dark Night-Time Conditions
- Crash History – Pedestrians
- No Pavement Markings
- Lacking Signage

- **Suggested Countermeasures:**



Sidewalk Improvement



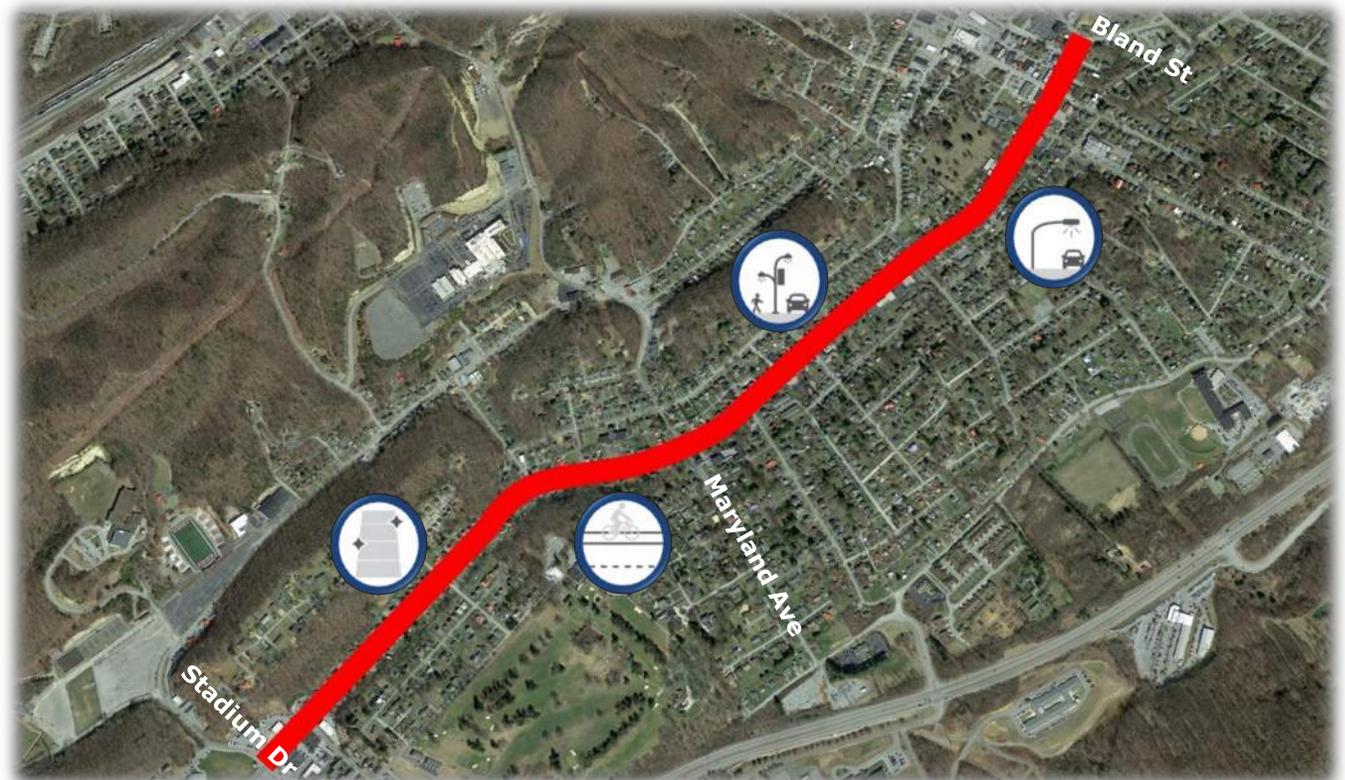
Bike Lane Installation



Lighting Improvements



Streetscaping Installation



Project – College Avenue

- **College Ave at Stadium Dr-**



Roundabout Installation



Pedestrian Crossing Installation



Access Management

- **College Ave at Maryland Ave-**



Signage Improvement



Wayfinding Installation

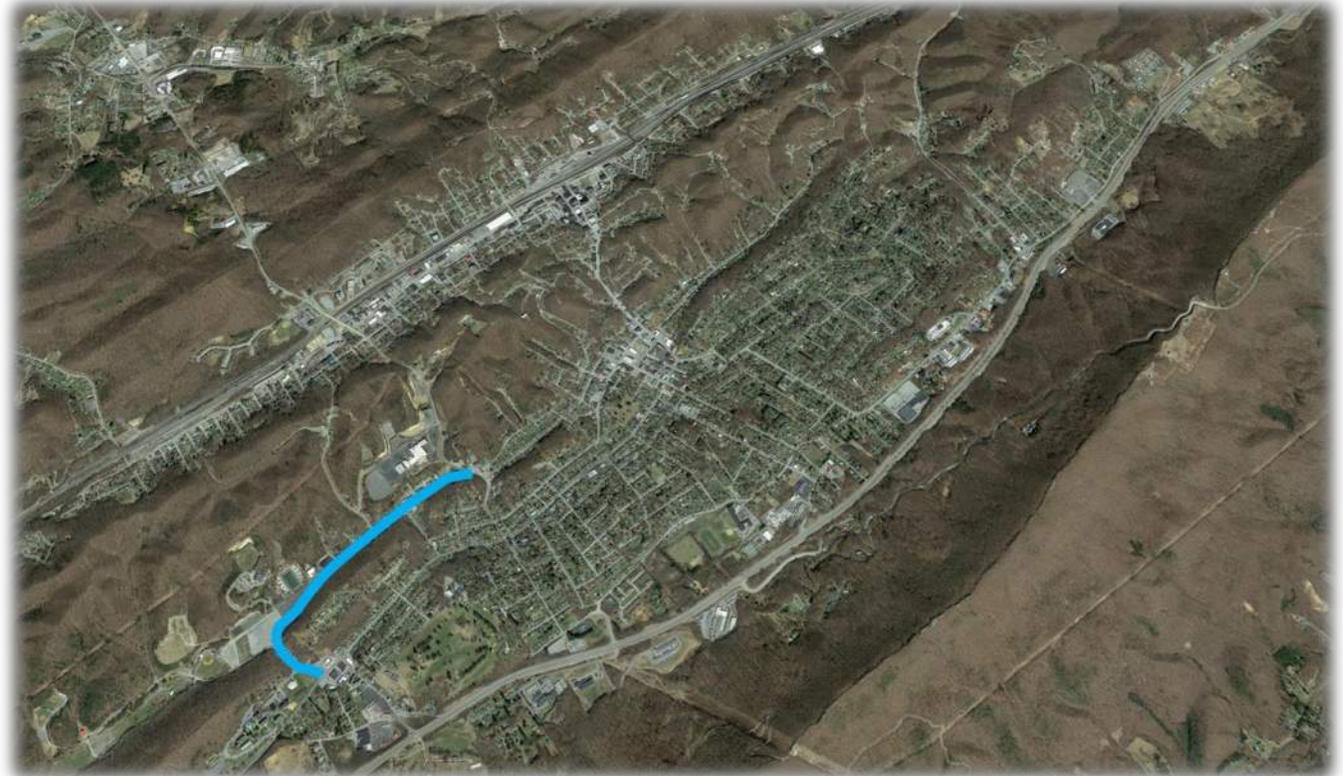


Truck Restriction Implementation



Project List – Stadium Drive

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Stadium Drive

- **Location:** Stadium Drive to Cherry Street

- **Observed Safety Concerns:**

- Poor Sidewalk Conditions
- Discontinuous Sidewalks
- Night-Time Lighting
- Large Pedestrian Generators with park, recreation facilities, and football stadium

- **Suggested Countermeasures:**



Sidewalk Improvements



Lighting Improvements

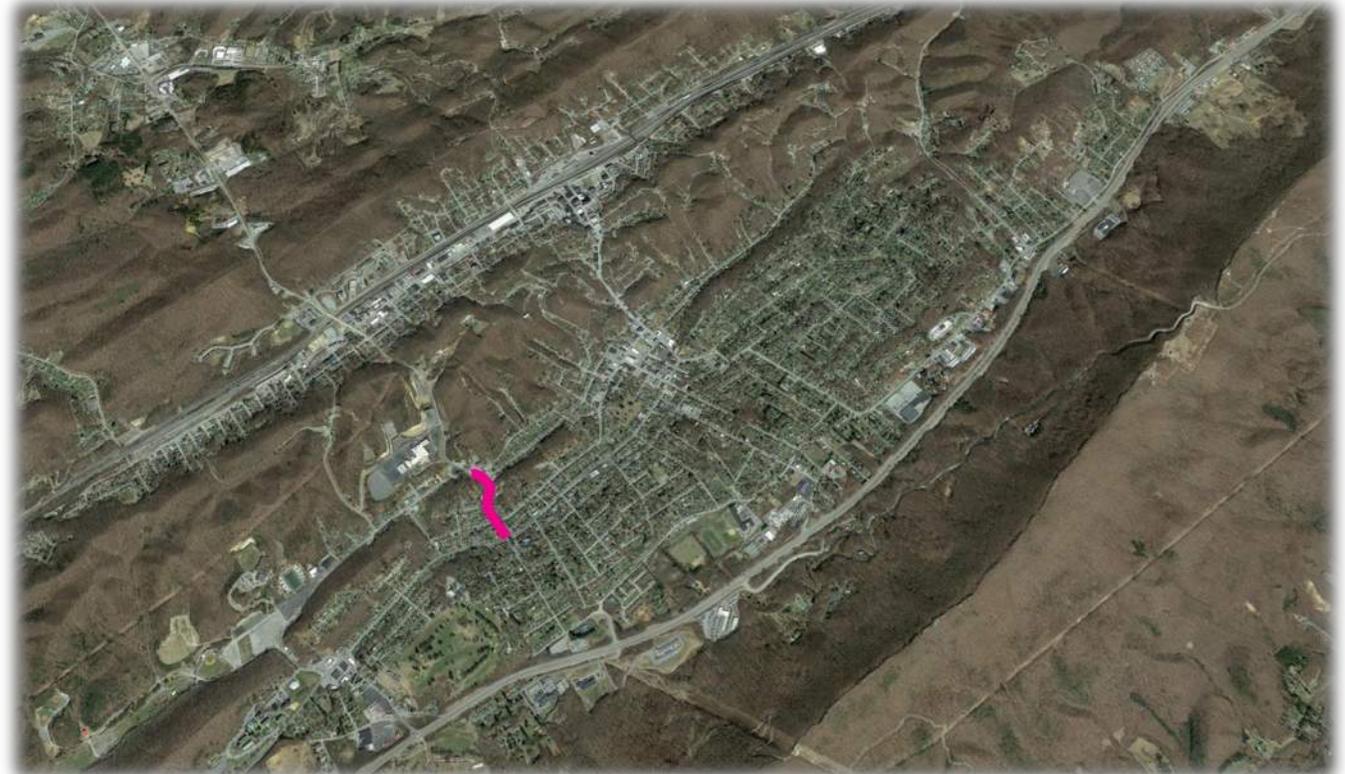


Pedestrian Crossing Installation



Project List – Maryland Avenue

- College Avenue
- Stadium Drive
- **Maryland Avenue**
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Maryland Avenue

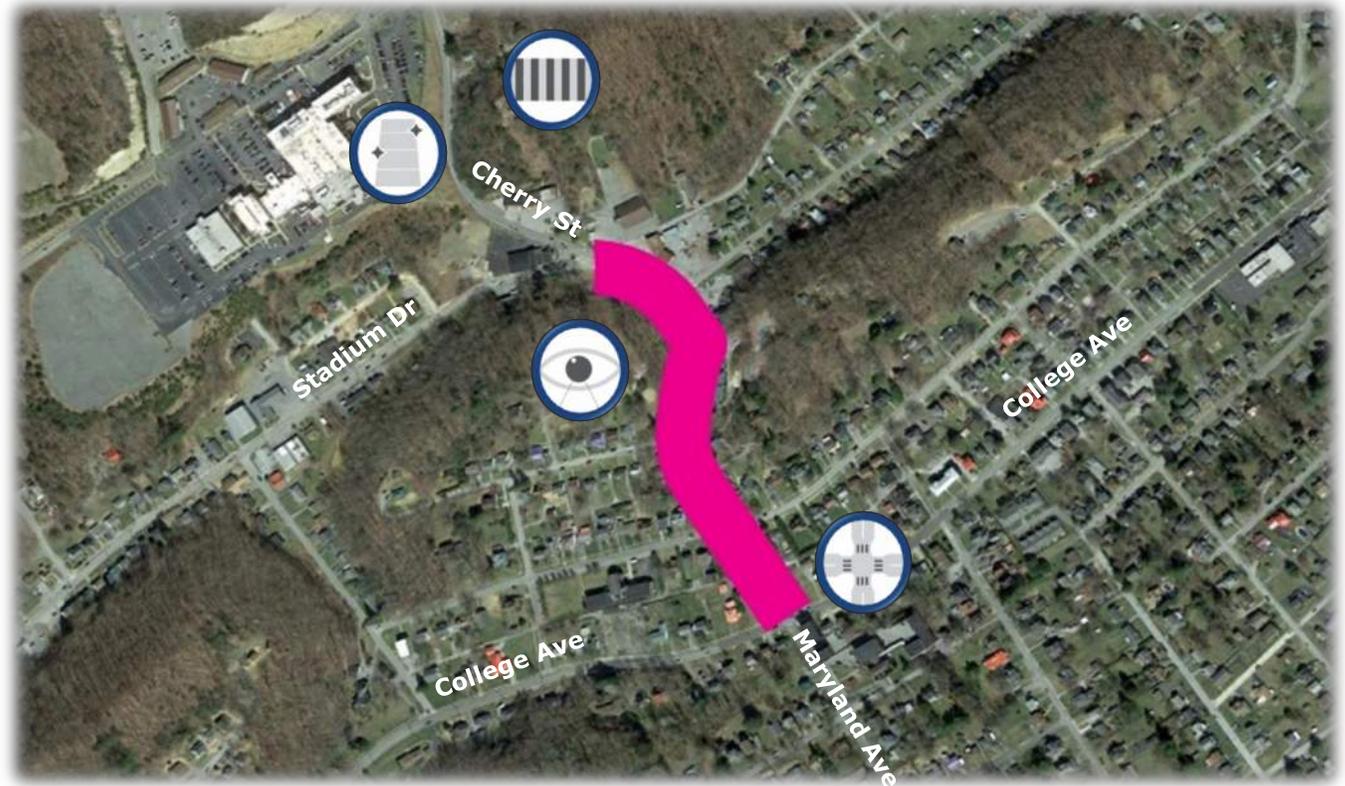
- **Location:** College Ave to Stadium Drive
- **Observed Safety Concerns:**
 - Poor Sight Distance at intersection due to curves in the roadway and proximity of nearby intersections and driveways
 - Speeding
 - Poor Intersection and Driveway Alignment
 - Signs Blocking Sightlines from the stop bar
 - Pedestrian generators nearby (coffee shop, laundrymat, etc.) without sidewalks or crosswalks

- **Suggested Countermeasures:**

 Intersection (4-Way Ped Crossing)

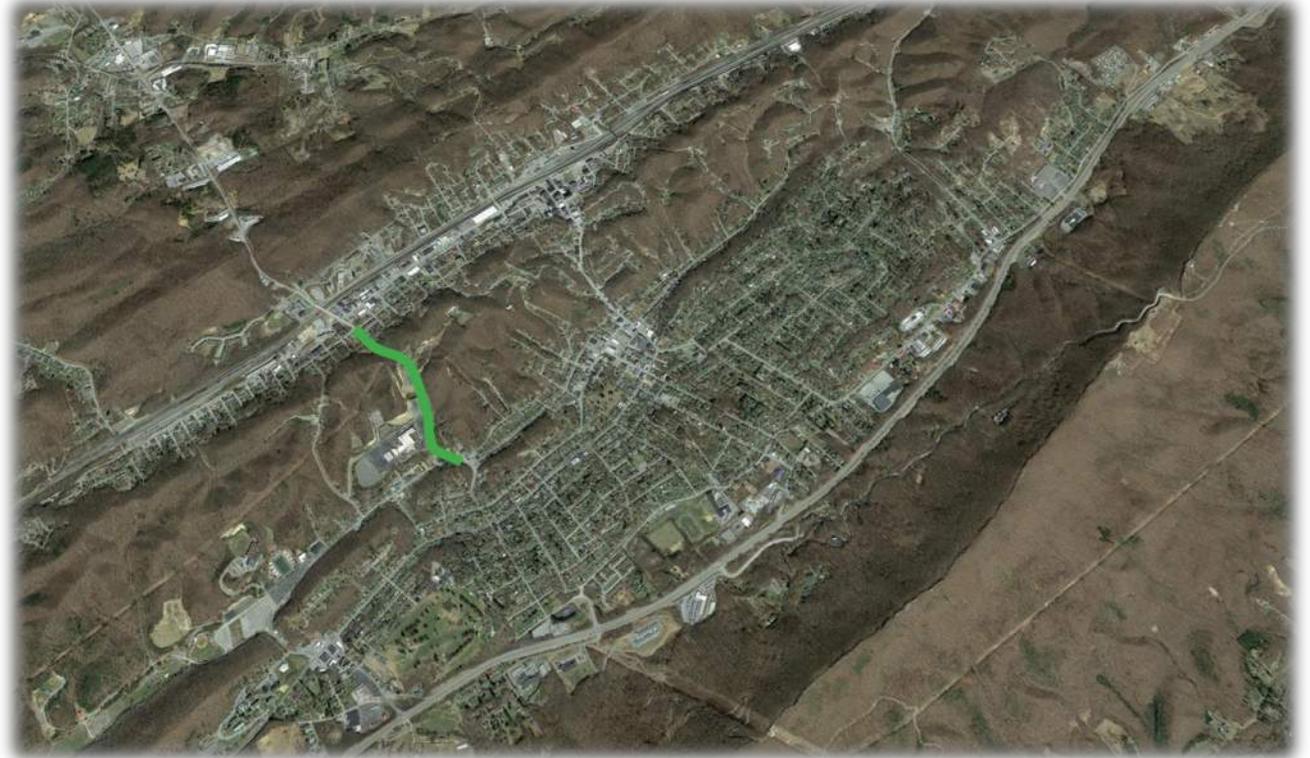
 Remove Obstructions for Sightlines

  Add Sidewalks & Crosswalk



Project – Cherry Street 'Gap'

- College Avenue
- Stadium Drive
- Maryland Avenue
- **Cherry Street 'Gap'**
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Cherry Street 'Gap'

- **Location:** Stadium Drive to Highland Ave
- **Observed Safety Concerns:**
 - Narrow Roadway with No shoulders or Sidewalks
 - Pedestrians Walking in Roadway
 - Speeding
 - Only Path between large pedestrian generator at new dorms and campus
 - Poor Night-Time Visibility
 - History of Rock Fall in Gap Area

- **Suggested Countermeasures:**



Sidewalk Installation



Roadway Shoulder Improvements



Rockslide Projection Installation

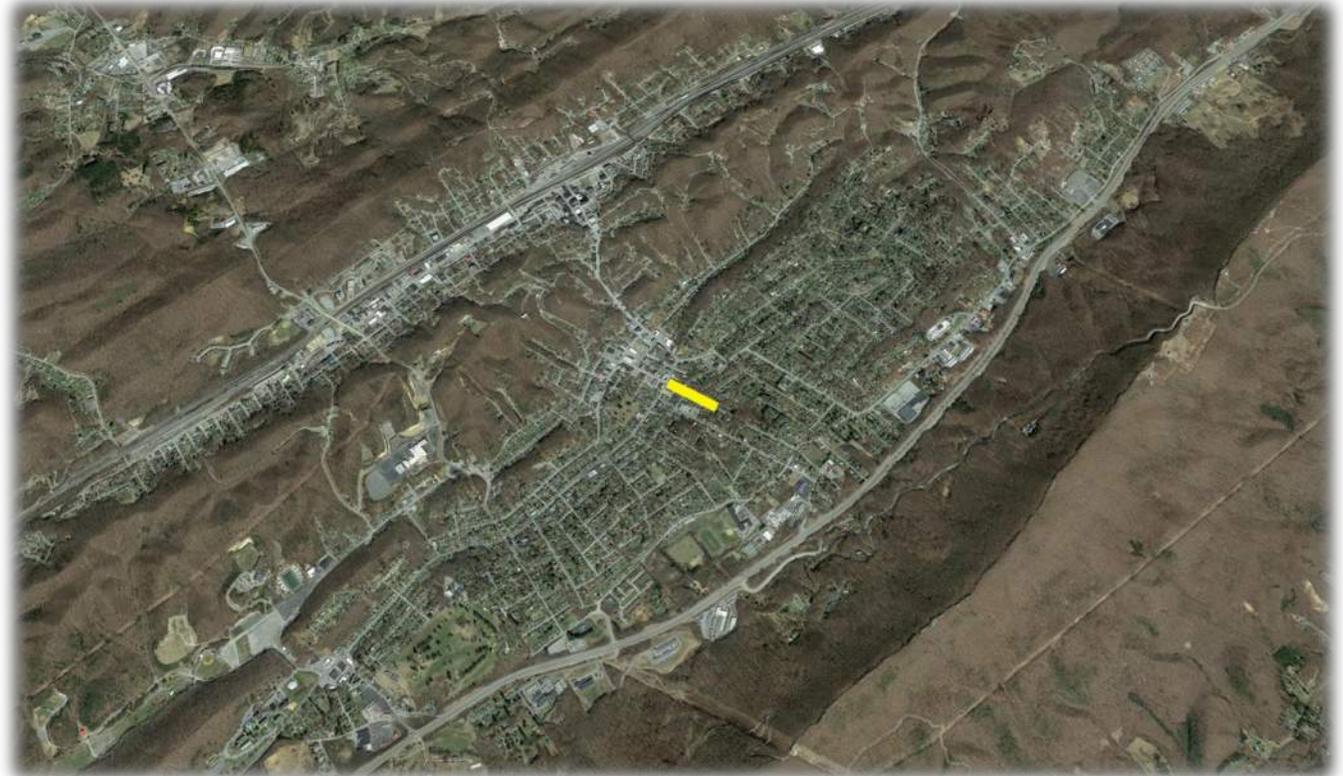


Lighting Improvements



Project – Jefferson Street 'Spur'

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- **Jefferson Street 'Spur'**
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Jefferson Street 'Spur'

- **Location:** College Avenue to Bay Street

- **Observed Safety Concerns:**

- Poor Night-Time visibility
- Pedestrian generator between B&Bs and shopping plaza area
- Pedestrian Crash at Intersection

- **Suggested Countermeasures:**



Sidewalk Improvements



Lighting Improvements

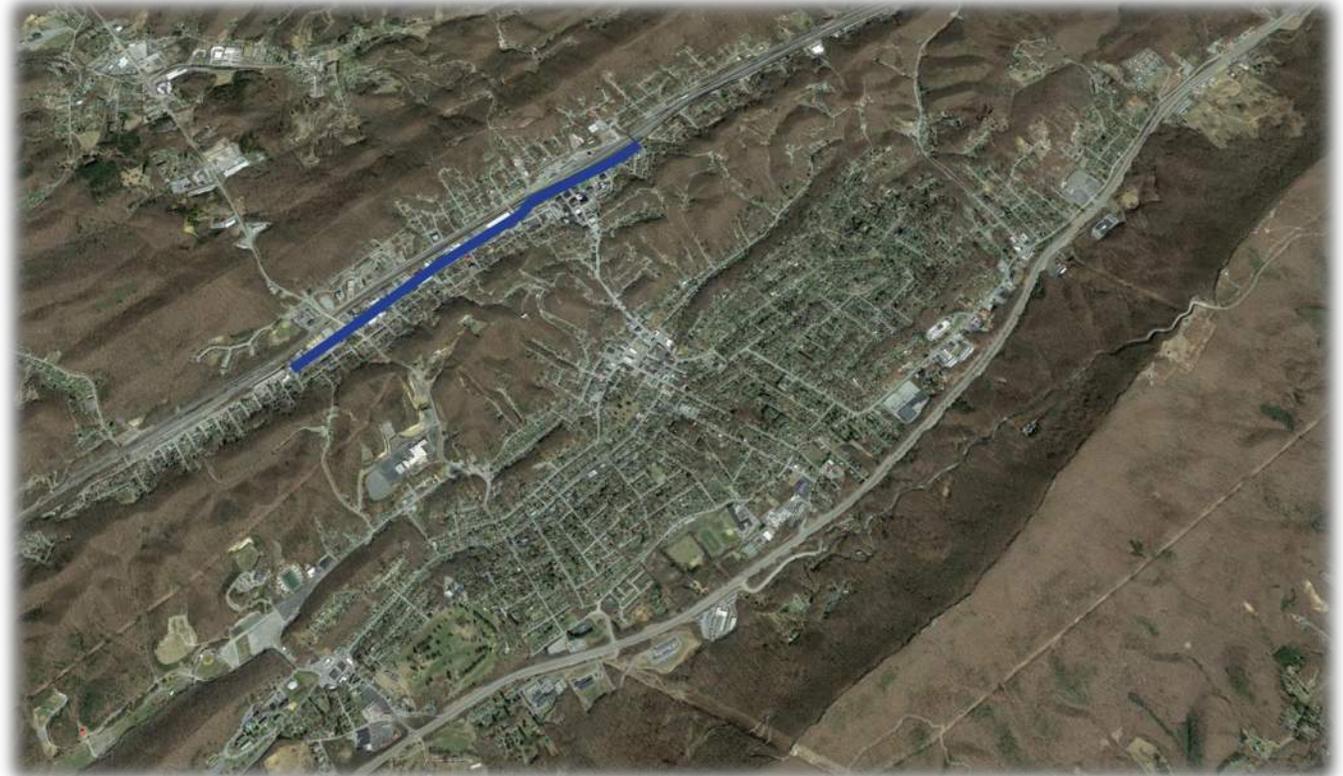


Crosswalk & Signage Improvements



Project – Bluefield Ave | Princeton Ave

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- **Bluefield Ave | Princeton Ave**
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Bluefield Ave | Princeton Ave

- **Location:** Cedar Street to Grant Street
- **Observed Safety Concerns:**
 - Wide roadway, unused capacity
 - Speeding
 - Lack of connectivity across the roadway
 - Bicycles using sidewalk or center turn lane
 - Transit and truck routes

- **Suggested Countermeasures:**



Road Diet



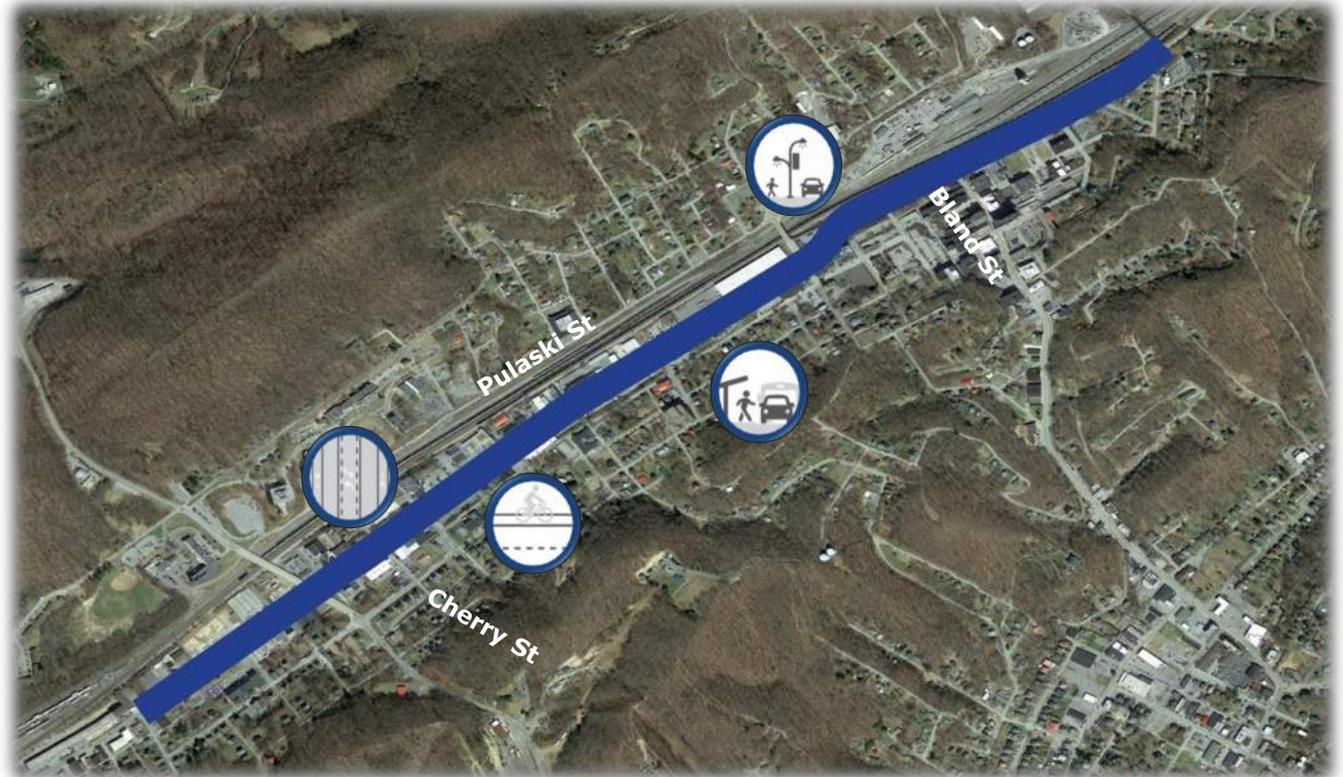
Bike Lane



Streetscaping Installation



Curbside Management/Bus Shelters



Project – Bluefield Ave | Princeton Ave

- **Grant Street Bridge-**



Pedestrian Connection Improvement
(To Princeton Ave & Downtown)



Advance Warning Signage to Drivers

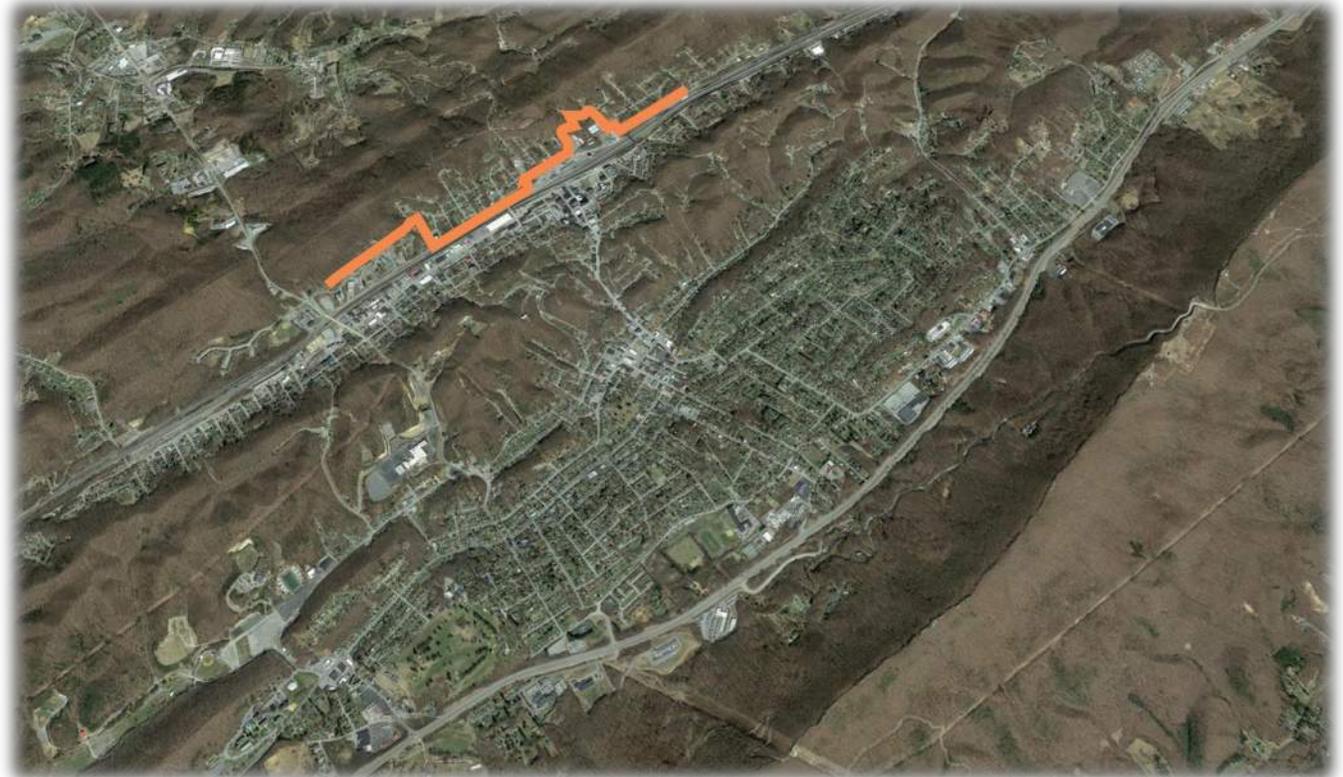


Pedestrian Crossing and tight right
turn Intersection Ahead



Project – Hill Ave | Pulaski St | Hardy St

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Hill Ave | Pulaski St | Hardy St

- **Location:** Hill Ave to Putnam Street
- **Observed Safety Concerns:**
 - Narrow roads with on-street parking
 - Sidewalks poor, pedestrians in roadway
 - Access and wayfinding is poor
 - Poor night-time visibility

- **Suggested Countermeasures:**



Wayfinding Installation



Curbside Management/Bus



Streetscaping/Lighting Installation



Sidewalk Improvements

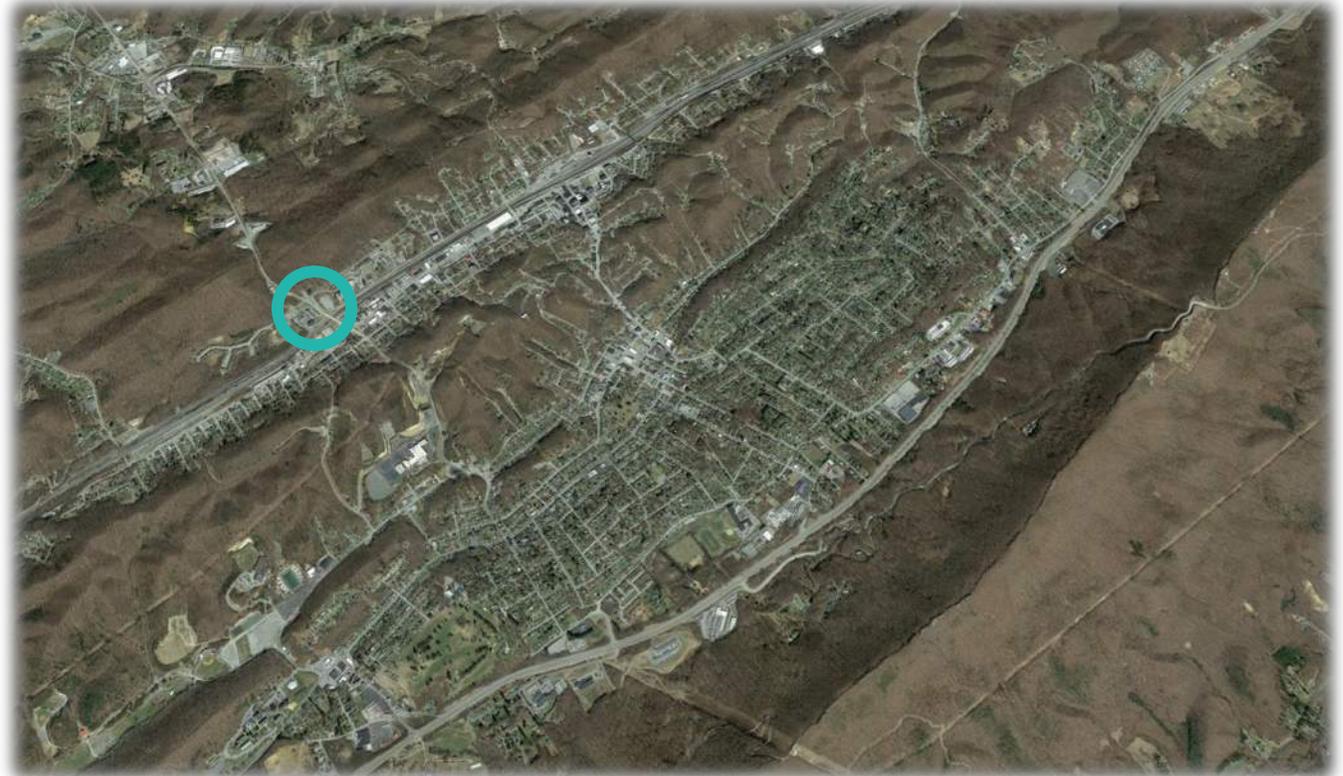


Roadway Widening



Project – US 52 | Hill Avenue Intersection

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- **US 52 | Hill Avenue Intersection**
- Bland Street
- Cumberland Road



Project – US 52 | Hill Avenue Intersection

- **Location:** US 52 at Hill Ave
- **Observed Safety Concerns:**
 - Poor sight distance across roadway due to hill
 - Poor sight distance of oncoming vehicles due to hill and curve
 - Speeding on US 52
 - Too many entrance points introduces areas for potential conflict
 - US 52 is the main route for freight & ATVs
 - Crash history

- **Suggested Countermeasures:**



Roundabout (4-Way Intersection)



Remove Obstructions for Sightlines



Access Management

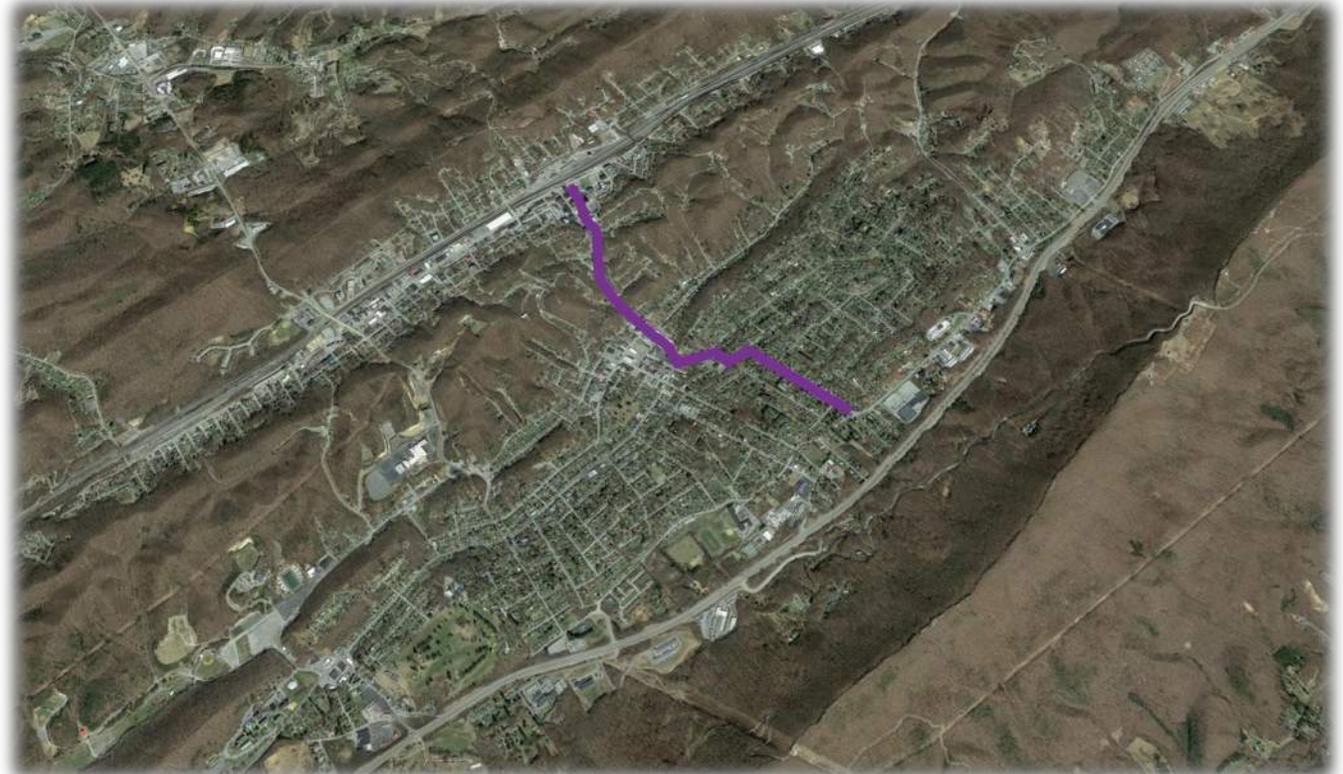


Advance Warning Signage



Project – Bland Street

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- **Bland Street**
- Cumberland Road



Project – Bland Street

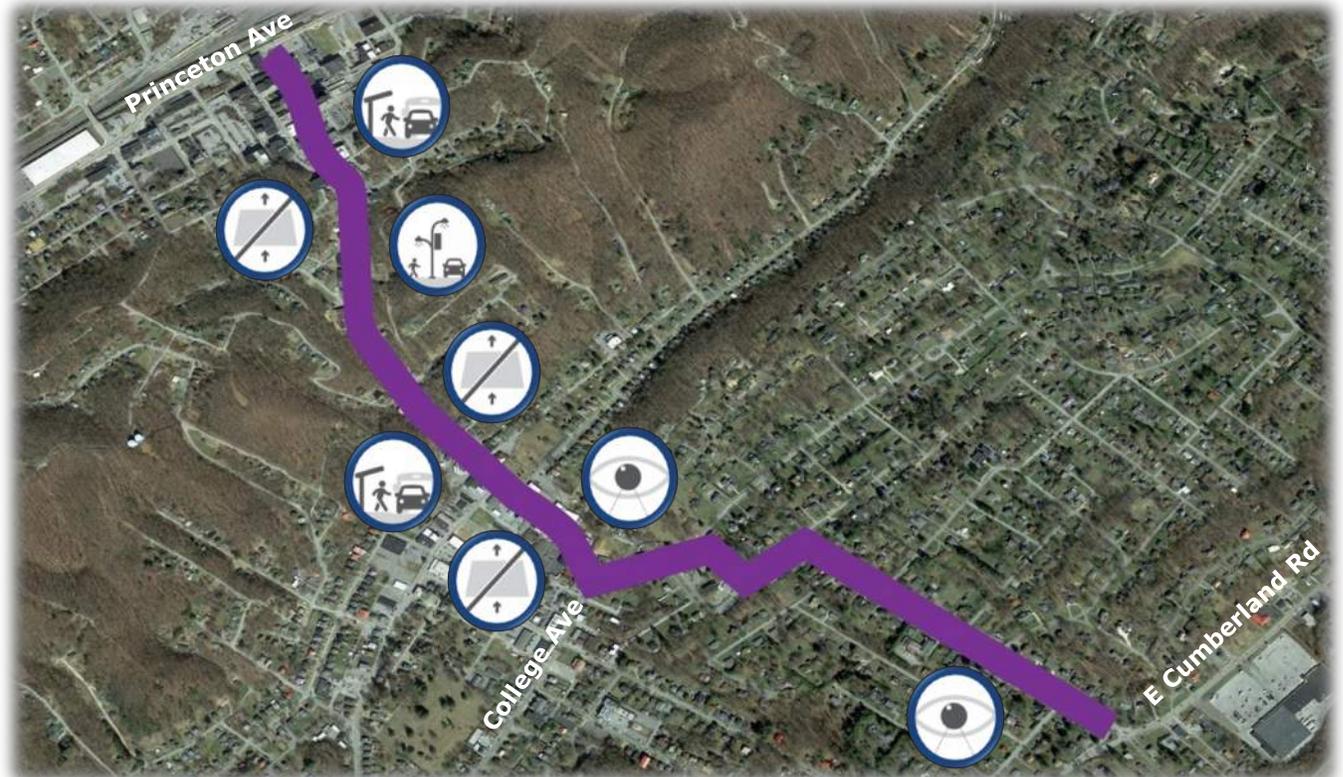
- **Location:** Princeton Ave to Cumberland Ave

- **Observed Safety Concerns:**

- Speeding
- Lack of Pedestrian Crossings
- Business Driveways Uncontrolled
- Curves and Hills restrict Sight Distance for turning vehicles

- **Suggested Countermeasures:**

-  Remove Obstructions for Sightlines
-  Curbside Management
-  Access Management
-  Streetscaping Installation



Project – Bland Street

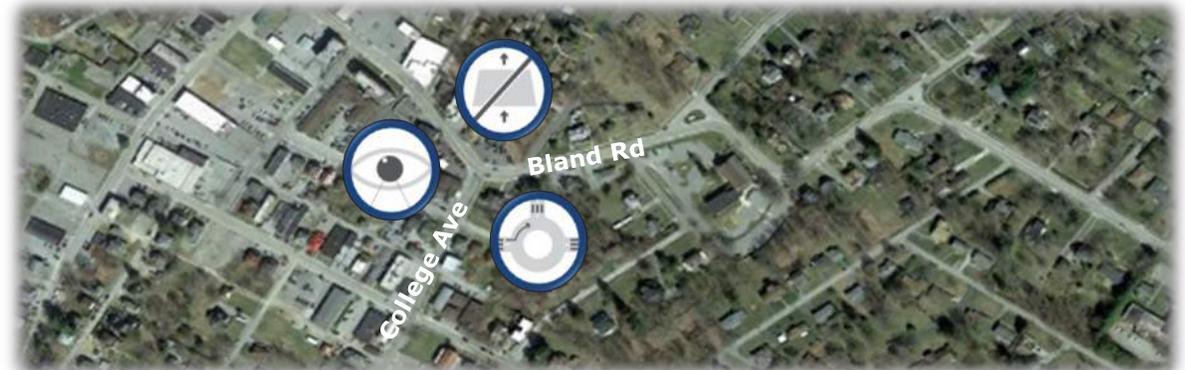
- **Bland / Cumberland Intersection-**

 Roundabout (4-Way Intersection)

 Pedestrian Crossing Installation

- **Bland / College Intersection-**

 Roundabout (3-Way Intersection)



Project – Cumberland Road

- **Location:** US 460 21/1 Connector to Gabe's Plaza
- **Observed Safety Concerns:**
 - Lack of Sidewalk Connectivity to important pedestrian generators
 - Pedestrians and Mobility scooters in the roadway
 - Student pick-up queue spills back onto roadway
- **Suggested Countermeasures:**



Sidewalk Improvements



Roadway Shoulder Improvements
(School Area)



Curbside Management



Project – Cumberland Road

- **East Cumberland Connector-**

 Advance Warning Signage to Drivers

 Pedestrian Crossing Installation



Next Steps & Thank You!

- **Final Safety Action Plan**
- **Comment Forms**
 - Please fill out a comment form
 - Talk to us at the maps for more information

Safe Streets for All (SS4A)

Public Meeting #2 Handout

City of Bluefield, WV
December 14, 2023



Project Overview

Welcome

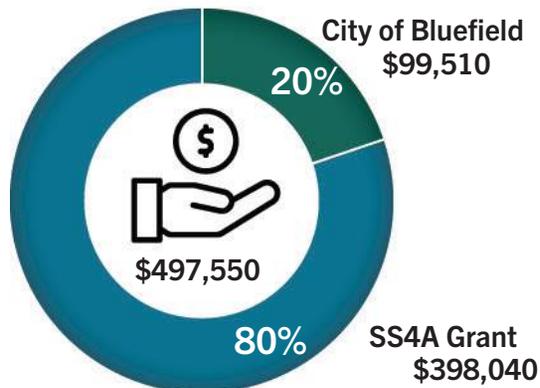
The City of Bluefield welcomes you to the second public meeting for the Safe Streets and Roads for All (SS4A) Action Plan. The Action Plan is intended to develop a well-defined strategy to address roadway safety issues in Bluefield.

Your input is essential! Please look around, enjoy the presentation, ask questions, and review and provide your comments on the proposed safety improvements.

The SS4A Grant

In 2022, the City of Bluefield applied for and was awarded a SS4A grant to develop an Action Plan.

Total project costs are \$497,500, of which the SS4A grant is funding \$398,040 (80%) and Bluefield matched \$99,510 (20%).



Meeting Agenda

- 6:00 PM–6:10 PM Sign-in
- 6:10 PM–6:50 PM Presentation
- 6:50 PM–7:30 PM Open House
- 7:30 PM–7:35 PM Closing Statements

Purpose of an Action Plan

- Is a USDOT requirement for seeking implementation funding grants.
- It demonstrates to USDOT that the City has thoughtfully selected projects with input from the community that meet the intent of grant funding.
- Will help the City be competitive in receiving USDOT grant monies to implement roadway safety projects that improve the overall safety and appearance of Bluefield's streets within the Action Area.

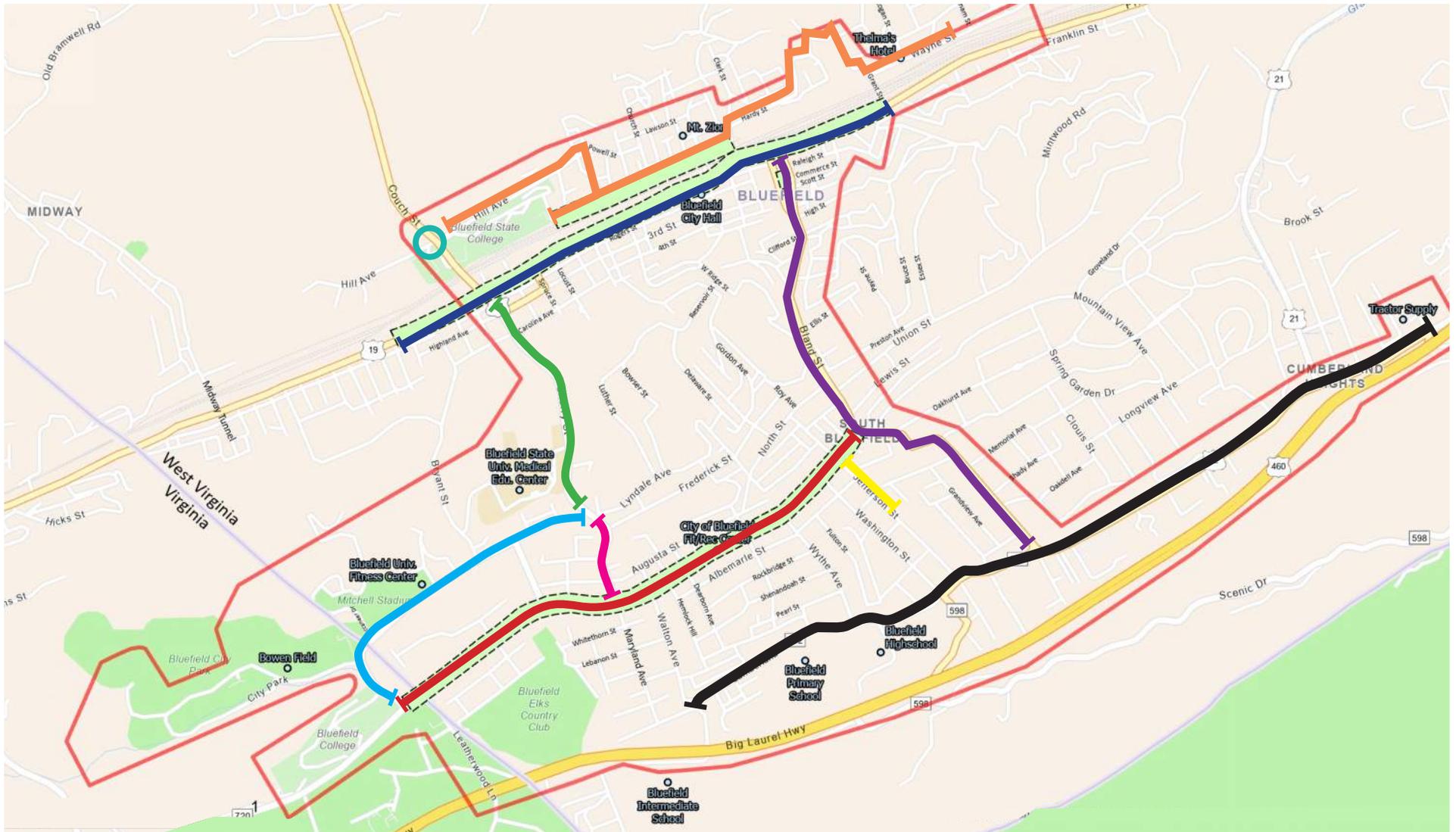


Project Team conducting Safety Audits in the Field

Elements of an Action Plan

- Defines an Action Area.
- Collects and analyzes safety data within the Action Area.
- Identifies areas of safety concerns within the Action Area.
 - Safety Audits
 - Interviews
 - Public Meetings
- Identifies safety projects that address safety concerns.

Project Corridors



Legend							
	Study Area		College Avenue		Jefferson Street Spur		Cumberland Road
	Blocks		Stadium Drive		Bluefield/Princeton Avenue		US 52 / Hill Avenue Intersection
	Existing Parks/Open Space		Maryland Avenue		Hill Avenue, Pulaski/Hardy Street		
	Proposed Parks/Open Space		Cherry Street Gap		Bland Street		



Safety Improvement Key

Safety countermeasures are used to address safety concerns. They are street and roadway treatments that have been shown to improve specific safety concerns.

Signage Improvements



Improve signage along roadway.

Roundabout 3-Way with Crosswalk



Install a roundabout at a 3-way intersection and include pedestrian crosswalks

Intersection 3-Way Crosswalk



Install pedestrian crosswalks at a 3-way intersection.

Crosswalk Installation



Install a pedestrian crosswalk.

Roundabout 4-Way with Crosswalk



Install a roundabout at a 4-way intersection and include pedestrian crosswalks.

Access Management



Install pavement markings or curbing to reduce conflict areas and manage access points to commercial driveways.

Sightline Visibility



Improve visibility at intersections by removing obstacles in the line of sight, for example: foliage, embankments, roadway curvature.

Intersection 4-Way with Crosswalk



Install pedestrian crosswalks at a 4-way intersection.

Widen Sidewalk



Install wider sidewalks to meet recommended guidelines.

Rock Fall Prevention



Install protective infrastructure against rock fall.

Lighting Improvements



Install or replace highway and/or pedestrian-level lighting to improve nighttime visibility.

Truck Restriction



Enforce truck restrictions through signage.

Road Diet



Reduce the number of travel lanes to an appropriate level to calm traffic and provide space for all modes of transportation.

Streetscaping



Install streetscaping elements like gateway signage, benches, decorative pavements, etc.

Mid-block Crossing



Install curb bulbouts and pedestrian crossings to break up longer breaks of roadway.

Transit Shelters



Install curbside amenities such as transit shelters, benches, garbage cans, etc.

New Sidewalk



Install new ADA-compliant sidewalks and curb ramps; or replace sidewalks and curb ramps in poor condition.

Wayfinding



Install wayfinding signage including to key sites.

Lane Narrow



Narrow lanes to free up more space for sidewalk and curbside management.

Bike Lane



Install a dedicated bike lane.

Advance Warning Signage



Install advance warning signage to notify road users in advance of intersections, curves, pedestrian crossings, and more.

Lane Widen



Widen lanes for car pull-offs in areas for school pick-ups.

Statistics: College Avenue

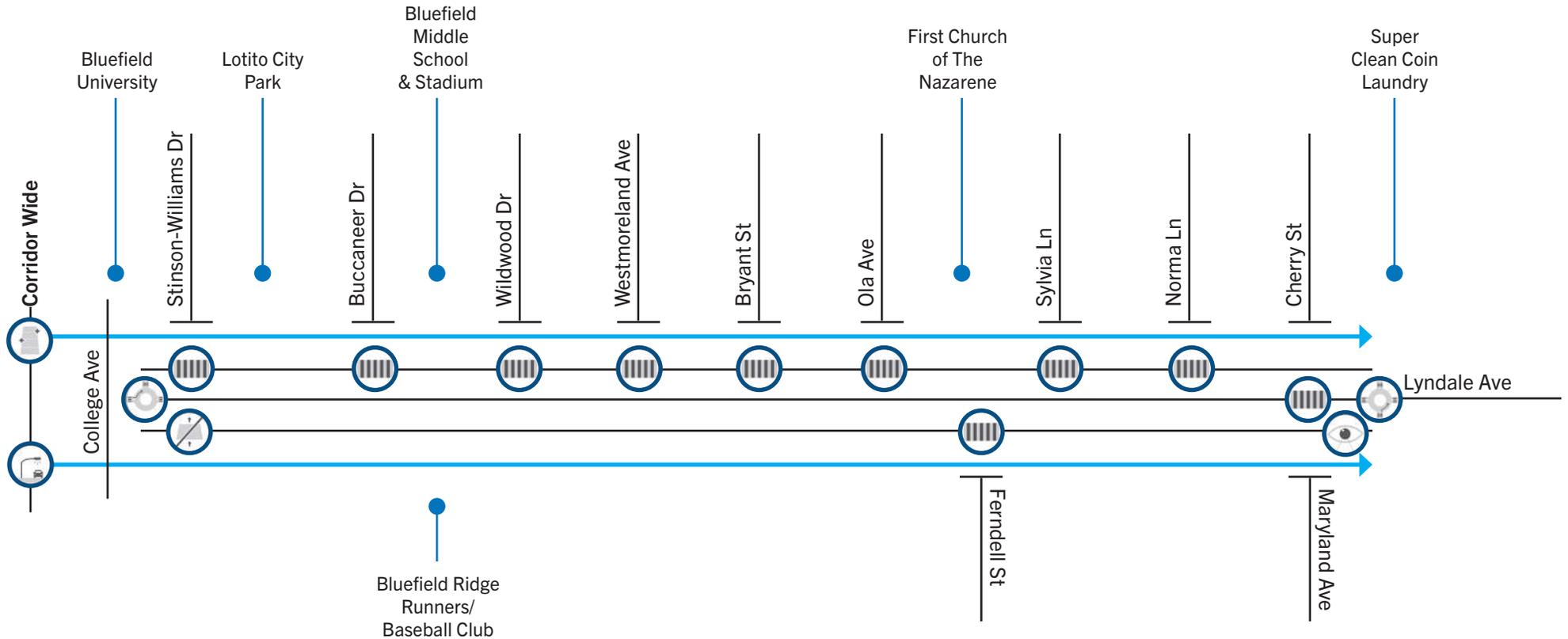
Applicable Safety Countermeasures

-  Sidewalk Improvement
-  Pedestrian Crosswalk
-  Wayfinding Installation
-  Intersection (4-Way Ped Crossing)
-  Roundabout (4-Way Intersection)
-  Remove Obstructions for Sightlines
-  Truck Restriction Implementation
-  Lighting Improvement
-  Bike Lane Installation
-  Streetscaping Installation
-  Roundabout (3-Way Intersection)
-  Access Management
-  Signage Improvement

Corridor Statistics

Corridor Length	Approx. 7,700 Feet
New/Replaced Sidewalk	Approx. 15,400 Feet (Includes Both Sides)
Recommended Sidewalk Widths	5 Feet (Min. 4 Feet)
Proposed Pedestrian Crosswalk & ADA Ramps	Approx. 6 Crossings
Proposed Lighting	Approx. 15,400 Feet (Includes Both Sides)
Proposed Intersection Treatments	College Ave & Stadium Dr (Roundabout) College Ave & Bland St (Roundabout) Golf, Maryland, Walton, Dearborn, Jefferson (4-Way Ped Cross)
Existing Typical Section Widths	R.O.W. 50 to 60 Feet
Existing Typical Paving Widths	32 Feet

Corridor: Stadium Drive



Statistics: Stadium Drive

Applicable Safety Countermeasures



Sidewalk Improvement



Lighting Improvement



Pedestrian Crosswalk



Roundabout (3-Way Intersection)



Roundabout (4-Way Intersection)



Access Management

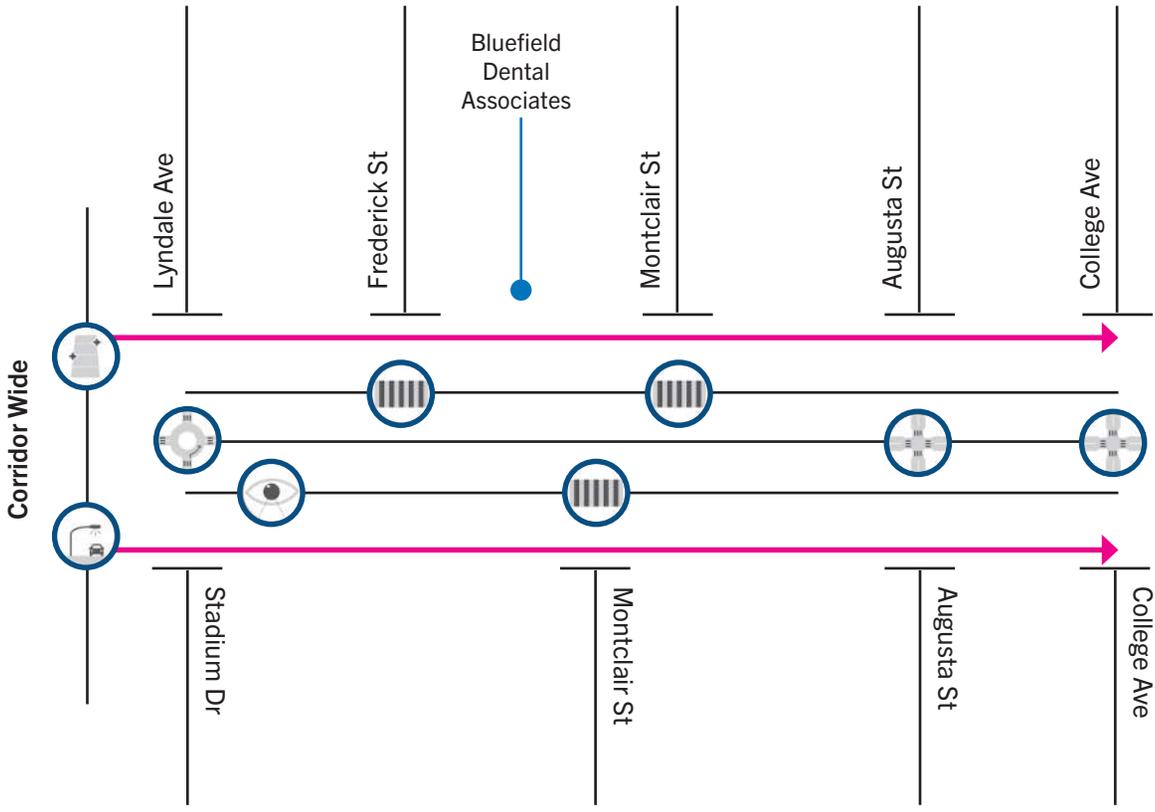


Remove Obstructions for Sightlines

Corridor Statistics

Corridor Length	Approx. 5,000 Feet
New/Replaced Sidewalk	Approx. 10,000 Feet (Includes Both Sides)
Recommended Sidewalk Widths	5 Feet (Min. 4 Feet)
Proposed Pedestrian Crosswalk & ADA Ramps	Approx. 10 Crossings
Proposed Lighting	Approx. 10,070 Feet (Includes Both Sides)
Proposed Intersection Treatments	Stadium Dr & College Dr (Roundabout) Stadium Dr & Maryland Ave (Roundabout)
Existing Typical Section Widths	R.O.W. 60 Feet
Existing Typical Paving Widths	20 Feet

Corridor: Maryland Avenue



Statistics: Maryland Avenue

Applicable Safety Countermeasures



Sidewalk Improvement



Lighting Improvement



Pedestrian Crosswalk



Roundabout (4-Way Intersection)



Intersection (4-Way Pedestrian Crossing)

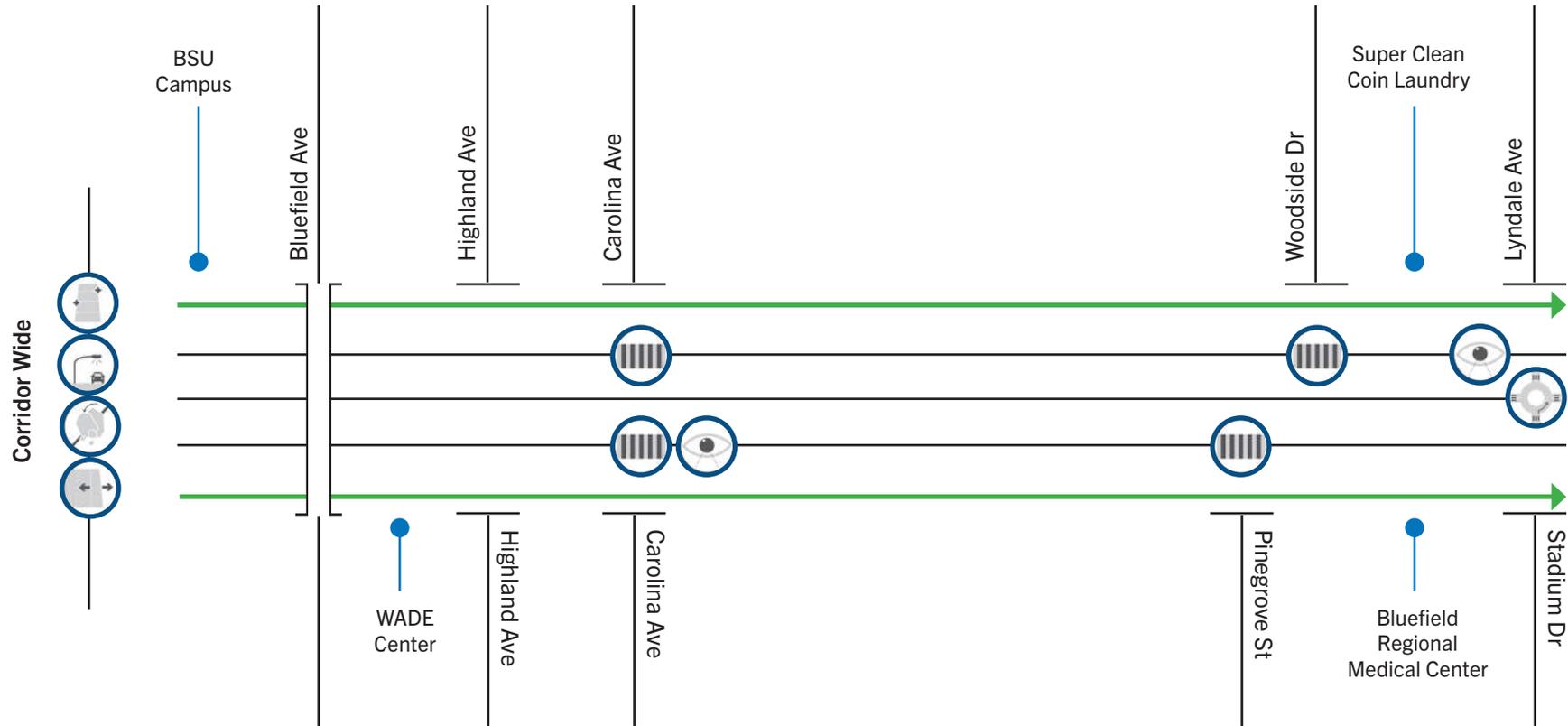


Remove Obstructions for Sightlines

Corridor Statistics

Corridor Length	Approx. 1,600 Feet
New/Replaced Sidewalk	Approx. 3,200 Feet (Includes Both Sides)
Recommended Sidewalk Widths	5 Feet (Min. 4 Feet)
Proposed Pedestrian Crosswalk & ADA Ramps	Approx. 3 Crossings
Proposed Lighting	Approx. 3,200 Feet (Includes Both Sides)
Proposed Intersection Treatments	Cherry St & Stadium Dr (Roundabout) Augusta St & College Ave (4-Way Pedestrian Crossing)
Existing Typical Section Widths	R.O.W. 50 Feet
Existing Typical Paving Widths	22 Feet

Corridor: Cherry Street 'Gap'



Statistics: Cherry Street 'Gap'

Applicable Safety Countermeasures



Sidewalk Improvement



Lighting Improvement



Pedestrian Crosswalk



Roundabout (4-Way Intersection)



Remove Obstructions for Sightlines

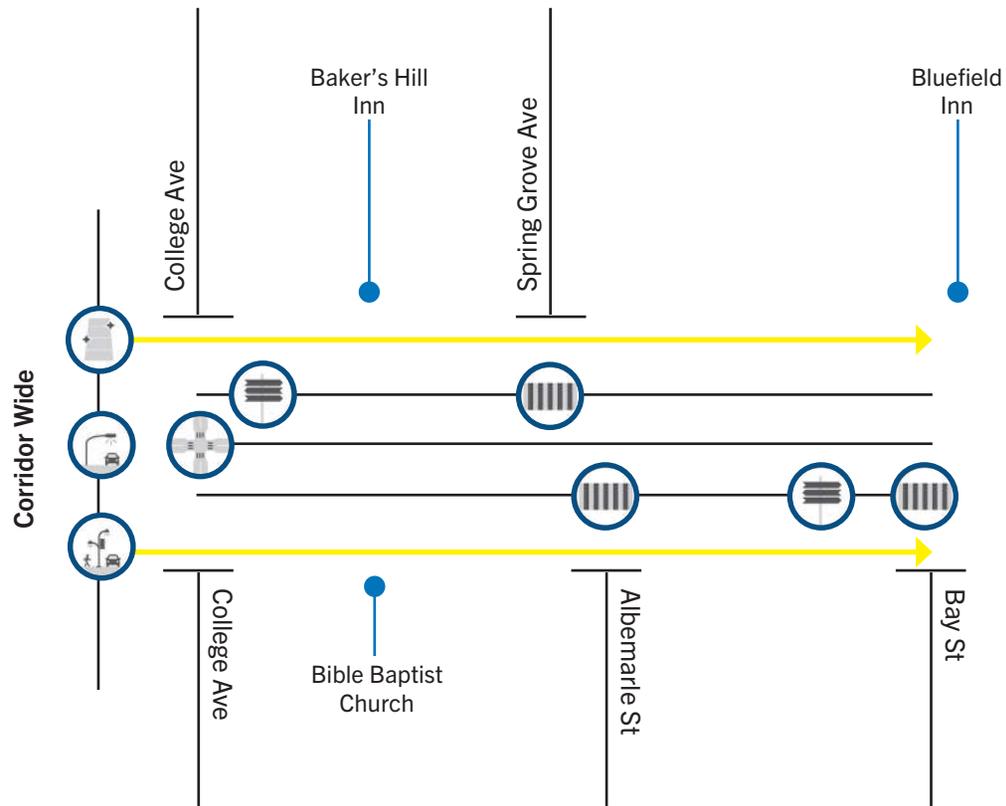


Rockslide Projection Installation

Corridor Statistics

Corridor Length	Approx. 4,400 Feet
New/Replaced Sidewalk	Approx. 8,800 Feet (Includes Both Sides)
Recommended Sidewalk Widths	5 Feet (Min. 4 Feet)
Proposed Pedestrian Crosswalk & ADA Ramps	Approx. 4 Crossings
Proposed Lighting	Approx. 8,800 Feet (Includes Both Sides)
Proposed Intersection Treatments	Cherry St & Stadium Dr (Roundabout)
Existing Typical Section Widths	R.O.W. 70 Feet
Existing Typical Paving Widths	22 Feet

Corridor: Jefferson Street 'Spur'



Statistics: Jefferson Street 'Spur'

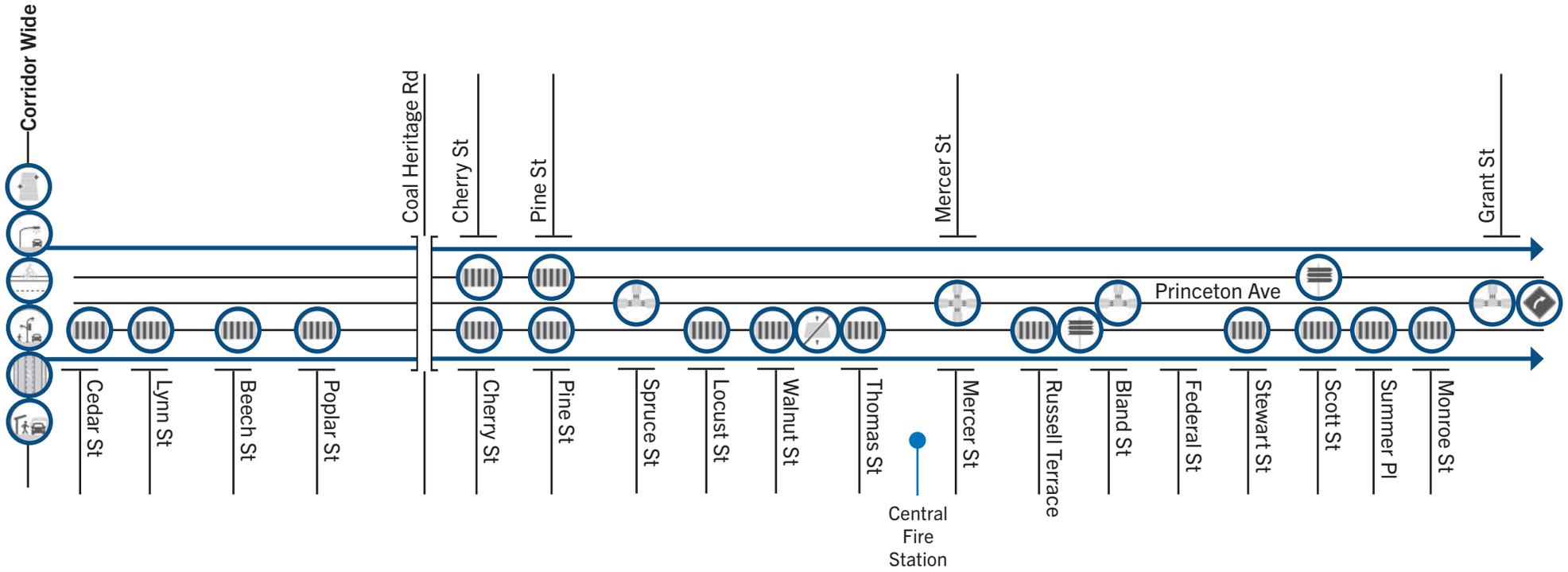
Applicable Safety Countermeasures

-  Sidewalk Improvement
-  Pedestrian Crosswalk
-  Streetscaping Installation
-  Lighting Improvement
-  Wayfinding Installation
-  Intersection (4-Way Pedestrian Crossing)

Corridor Statistics

Corridor Length	Approx. 1,100 Feet
New/Replaced Sidewalk	Approx. 2,200 Feet (Includes Both Sides)
Recommended Sidewalk Widths	5 Feet (Min. 4 Feet)
Proposed Pedestrian Crosswalk & ADA Ramps	Approx. 3 Crossings
Proposed Lighting	Approx. 2,200 Feet (Includes Both Sides)
Proposed Intersection Treatments	Jefferson St & College Ave (4-Way Pedestrian Crossing)
Existing Typical Section Widths	R.O.W. 40 Feet
Existing Typical Paving Widths	20 Feet

Corridor: Bluefield Avenue | Princeton Avenue



Statistics: Bluefield Avenue | Princeton Avenue

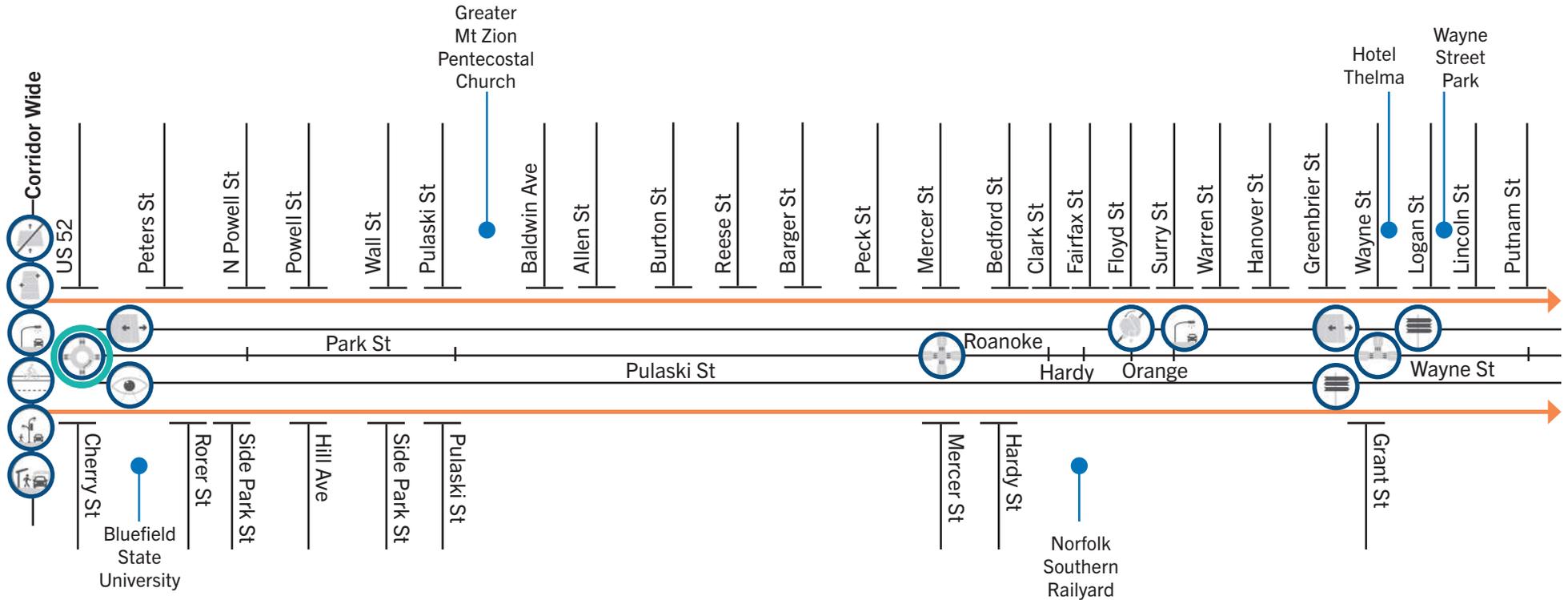
Applicable Safety Countermeasures

- | | |
|---|--|
|  Sidewalk Improvement |  Lighting Improvement |
|  Pedestrian Crosswalk |  Bike Lane Installation |
|  Wayfinding Installation |  Streetscaping Installation |
|  Transit Shelters |  Intersection (4-Way Pedestrian Crossing) |
|  Intersection (3-Way Pedestrian Crossing) |  Mid Block Crossing |
|  Roadway Diet |  Access Management |
|  Advance Warning Signage | |

Corridor Statistics

Corridor Length	Approx. 9,400 Feet
New/Replaced Sidewalk	Approx. 18,800 Feet (Includes Both Sides)
Recommended Sidewalk Widths	5 Feet (Min. 4 Feet)
Proposed Pedestrian Crosswalk & ADA Ramps	Approx. 16 Crossings
Proposed Lighting	Approx. 18,800 Feet (Includes Both Sides)
Proposed Intersection Treatments	Bluefield Ave & Mercer St (4-Way Pedestrian Crossing) Spruce, Bland, Grant St (3-Way Pedestrian Crossing)
Existing Typical Section Widths	Bluefield R.O.W. 60-73 Feet Princeton R.O.W. 50-70 Feet
Existing Typical Paving Widths	Bluefield 59 Feet Princeton 35-50 Feet

Corridor: Hill Avenue | Pulaski Street | Hardy Street



Statistics: Hill Avenue | Pulaski Street | Hardy Street

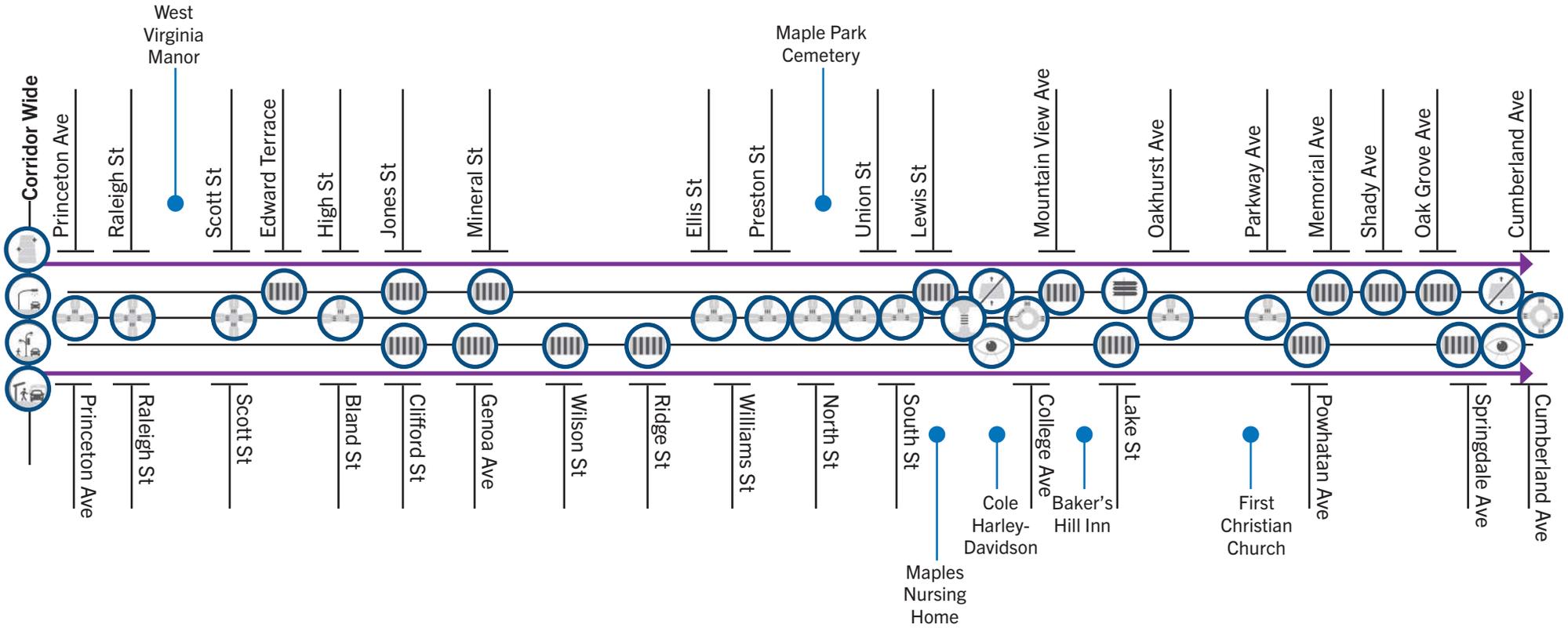
Applicable Safety Countermeasures

- | | |
|---|--|
|  Sidewalk Improvement |  Lighting Improvement |
|  Wayfinding Installation |  Streetscaping Installation |
|  Transit Shelters |  Rockslide Projection Installation |
|  Intersection (3-Way Pedestrian Crossing) |  Intersection (4-Way Pedestrian Crossing) |
|  Roundabout (4-Way Intersection) |  Roadway Shoulder Improvement |
|  Access Management |  Remove Obstructions for Sightlines |

Corridor Statistics

Corridor Length	Approx. 13,200 Feet
New/Replaced Sidewalk	Approx. 26,400 Feet (Includes Both Sides)
Recommended Sidewalk Widths	5 Feet (Min. 4 Feet)
Proposed Pedestrian Crosswalk & ADA Ramps	Approx. 0 Crossings
Proposed Lighting	Approx. 26,400 Feet (Includes Both Sides)
Proposed Intersection Treatments	US 52 (Roundabout) Wayne St & Hill Ave (3-Way Pedestrian Crossing)
Existing Typical Section Widths	Hill & Hardy R.O.W. 40 Feet Pulaski R.O.W. 30 Feet
Existing Typical Paving Widths	Hill & Hardy 20 Feet Pulaski 20 Feet

Corridor: Bland Street



Statistics: Bland Street

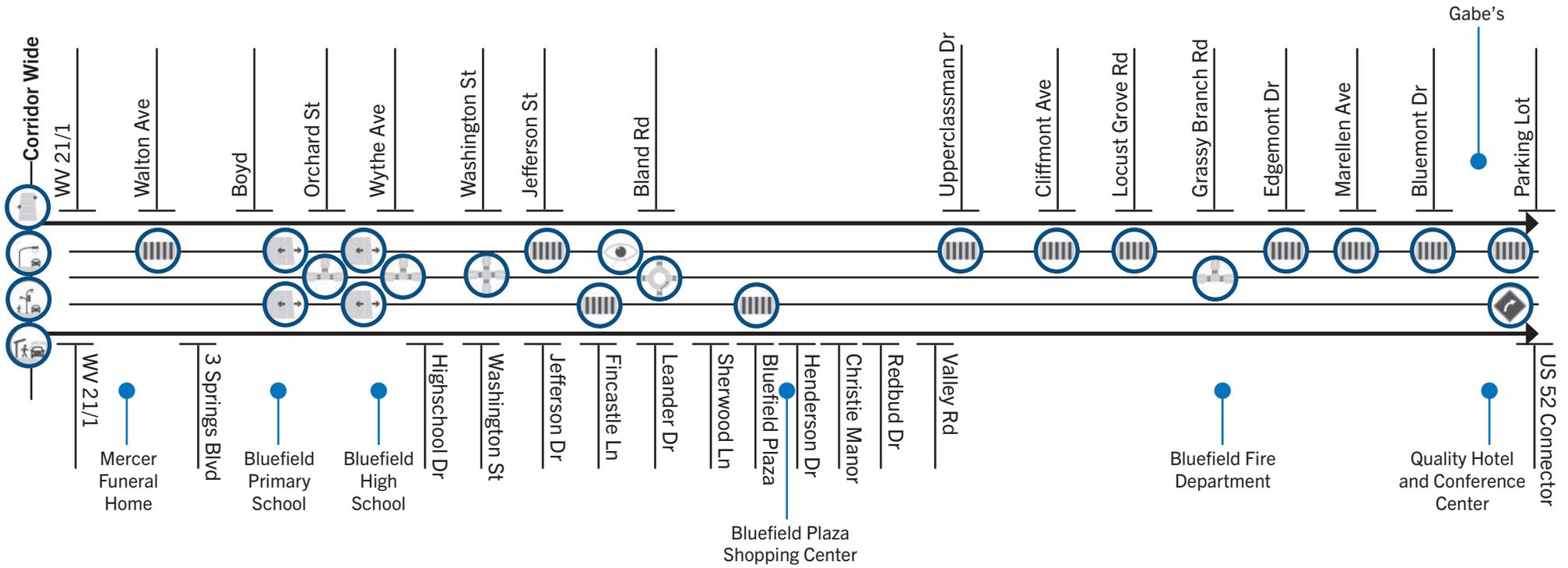
Applicable Safety Countermeasures

- | | |
|---|--|
|  Sidewalk Improvement |  Lighting Improvement |
|  Pedestrian Crosswalk |  Wayfinding Installation |
|  Streetscaping Installation |  Transit Shelters |
|  Intersection (3-Way Pedestrian Crossing) |  Intersection (4-Way Pedestrian Crossing) |
|  Roundabout (3-Way Intersection) |  Roundabout (4-Way Intersection) |
|  Mid Block Crossing |  Access Management |
|  Remove Obstructions for Sightlines | |

Corridor Statistics

Corridor Length	Approx. 9,100 Feet
New/Replaced Sidewalk	Approx. 18,200 Feet (Includes Both Sides)
Recommended Sidewalk Widths	5 Feet (Min. 4 Feet)
Proposed Pedestrian Crosswalk & ADA Ramps	Approx. 15 Crossings
Proposed Lighting	Approx. 18,200 Feet (Includes Both Sides)
Proposed Intersection Treatments	Bland St & College Ave (Roundabout) Bland St & Cumberland Ave (Roundabout) Raleigh, Scorr St (4-Way Intersection) Princeton, High, Ellis, North, Union, Lewis St (3-Way Intersection)
Existing Typical Section Widths	R.O.W. 40 Feet
Existing Typical Paving Widths	30 to 50 Feet

Corridor: Cumberland Road



Statistics: Cumberland Road

Applicable Safety Countermeasures

- | | |
|---|--|
|  Sidewalk Improvement |  Lighting Improvement |
|  Pedestrian Crosswalk |  Streetscaping Installation |
|  Transit Shelters |  Intersection (3-Way Pedestrian Crossing) |
|  Intersection (4-Way Pedestrian Crossing) |  Roundabout (4-Way Intersection) |
|  Access Management |  Roadway Shoulder Improvement |
|  Remove Obstructions for Sightlines |  Advance Warning Signage |

Corridor Statistics

Corridor Length	Approx. 13,200 Feet
New/Replaced Sidewalk	Approx. 26,400 Feet (Includes Both Sides)
Recommended Sidewalk Widths	5 Feet (Min. 4 Feet)
Proposed Pedestrian Crosswalk & ADA Ramps	Approx. 11 Crossings
Proposed Lighting	Approx. 26,400 Feet (Includes Both Sides)
Proposed Intersection Treatments	Wythe Ave (4-Way Intersection) Orchard, Wythe, Grassy (3-Way Intersection) Cumberland Rd & Bland Rd (Roundabout)
Existing Typical Section Widths	R.O.W. 50 to 60 Feet
Existing Typical Paving Widths	25 Feet

Contact Information:

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dparker@elrobinson.com

Kerry Stauffer

kstauffer@elrobinson.com

The City of Bluefield Presents:

SAFE STREETS FOR ALL ACTION PLAN: PUBLIC MEETING

Please join us for the Safe Streets for All Action Plan Public Meeting 2. This safety action plan will identify the most significant transportation safety concerns in Bluefield and the implementation of projects and strategies to address roadway safety issues.

This Public Meeting presented by the City of Bluefield includes opportunities to hear about the Safe Streets for All Action Plan findings and progress. Don't miss out!

This meeting is open to the public and will include a brief presentation, catering by David's Downtown, and an appearance by the big guy in red, Santa Claus.

SAVE THE DATE!

DATE: December 14, 2023

TIME: 6:00PM - 8:00PM

VENUE: City Hall, 200 Rogers Street,
Bluefield WV 24701



Come get your
photo with
Santa

ADVERTISEMENT



1-in-6 children are food insecure

foodbank
OF CENTRAL & EASTERN NORTH CAROLINA

HELP NOW

Town Hall meeting set in Bluefield for Safe Streets For All program



Safe Streets For All will make major improvements in city (Taylor Hankins)

By [Charlie Boothe](#)

Published: Nov. 29, 2023 at 11:57 AM EST



BLUEFIELD, [W.Va.](#) (WVVA) - The City of Bluefield has set a town hall meeting to discuss the Safe Streets for All program, which will bring major changes to sidewalks and related areas around the city.

Gabrielle Ponder, executive assistant to the city manager, said the meeting will be held on Dec. 14 at town hall at 6 p.m.

Ponder said 10 proposed projects will be unveiled, and that will give residents a chance to see how the program will enhance safety and community well-being.

Those projects were developed through the city's collaboration with EL Robinson Engineering and AECOM, an infrastructure consulting firm.

Residents can ask questions and provide feedback as part of an ongoing dialogue about the program.

Earlier this year the city received an almost \$500,000 grant to do the preliminary planning work on Safe Streets For All.



Marson said it is too early to know exactly how much the multi-year project will cost, but the funding was made possible with the bipartisan Infrastructure Law and will go through the U.S. Dept. of Transportation.

Nationally, \$5 billion is earmarked for Safe Streets For All projects, with the money disseminated over a five-year period.

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Dolly Parton, 77, Takes off Makeup, Leaves Us With No Words

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A couple gave birth to beautiful twin sisters in 2009, 14 years later they are no longer beautiful. Check out Their latest pictures explain it all!

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Brothers killed in head-on motorcycle crash with each other

WVVA

Truck repossession leads to shooting, critically injured victim, arrest

WVVA

SIGN-IN SHEET

Safe Streets 4 All (SS4A)

Public Meeting 2

Name	Information for Preferred Contact (Email Address, Phone Number or Mailing Address)	Check Here to Give Permission to Use Email Address
Charles T. Gant		
James H. Mitchell		
Peter B Taylor		
Patricia H Taylor		
Greg Jordan		
KEITH J OLSON		
Forrest Ingole		
Bob Rollins		
Robert Collins	mr_h_collins13@yahoo.com	✓
Dannel Wells		

SIGN-IN SHEET

Safe Streets 4 All (SS4A)

Public Meeting 2

Name	Information for Preferred Contact (Email Address, Phone Number or Mailing Address)	Check Here to Give Permission to Use Email Address
Willie B. Perry Jr. Lt. A. W. Ballard	PERRD@YAHOO.COM 504-325-3584 amballard@WVMCS.ORG	
F. Martin	<hr/>	<hr/>
Carol Wade	mamacarolb@gmail.com	
Jenny Hasler		
Ansel Ponder	aponder@bluefieldstate.edu	✓
Tara Wlarr		
Janet Williams	jawilliams@WV@aol.com	✓
Epitomville R		

PM #2 Summary

PM # 2 Sign In Sheet		
Name	Contact Information	Permission to use email address
Wille B. Perry Jr.	PERRD@yahoo.com (304)325-3584	
G. A.M Ballard	amballard@wvmcs.org	
F Marton		
Carol Wade	mamacarolb@gmail.com	
Jenny Hagler		
Ansel Ponder	aponder@bluefieldstate.edu	x
Tara Wilson		
Janet Williams	jwilliamsww@aol.com	x
Gabrielle Ponder		
Charles Blandhart		
James Mitchell		
Peter B Taylor		
Patricia Taylor		
Greg Jordan		
Keith Olson		
Forest Ingle		
Bob Rollins		
Herbert Collins	mr_collins13@yahoo.com	x
Daniel Wells		

PM #2 Summary

Comment Form	
Name	Comment
Janet Williams	<p>I was delighted to know that the Hill Avenue, Pulaski Street and Hardy Street Corridor was included in the preliminary projects. As a resident of the area for 71 years, I can state that the area is in dire need of safety and street improvements. The residents are underserved mostly minority people, many with low incomes, The ability to actually walk on sidewalks also addresses healthier lifestyles. Research has shown that many people equate there personal health with the appearance of the neighborhood. Aesthetic appeal would benefit the residents in many ways and would improve safety services. In their current state, the side walks are impassable. One could agree that inclusion of minority well suites the SS4A purpose because all residents should be included in the endeavor. Personally, I have had the improvement of sidewalks and railroad fencing at the core of my concerns for many years, I appreciate the opportunity to state my case. I pray that the area is selected for immediate inclusion.</p>
Herbert Collins	<p>The need of Public Transit Bus Shelters at pubic businesses (Gabe's, Portabellas, downtown and etc). Need sidewalks on the streets. Need for more Public Transit.</p>

Appendix D
Data Collection Tool Materials & Summary

Introduction

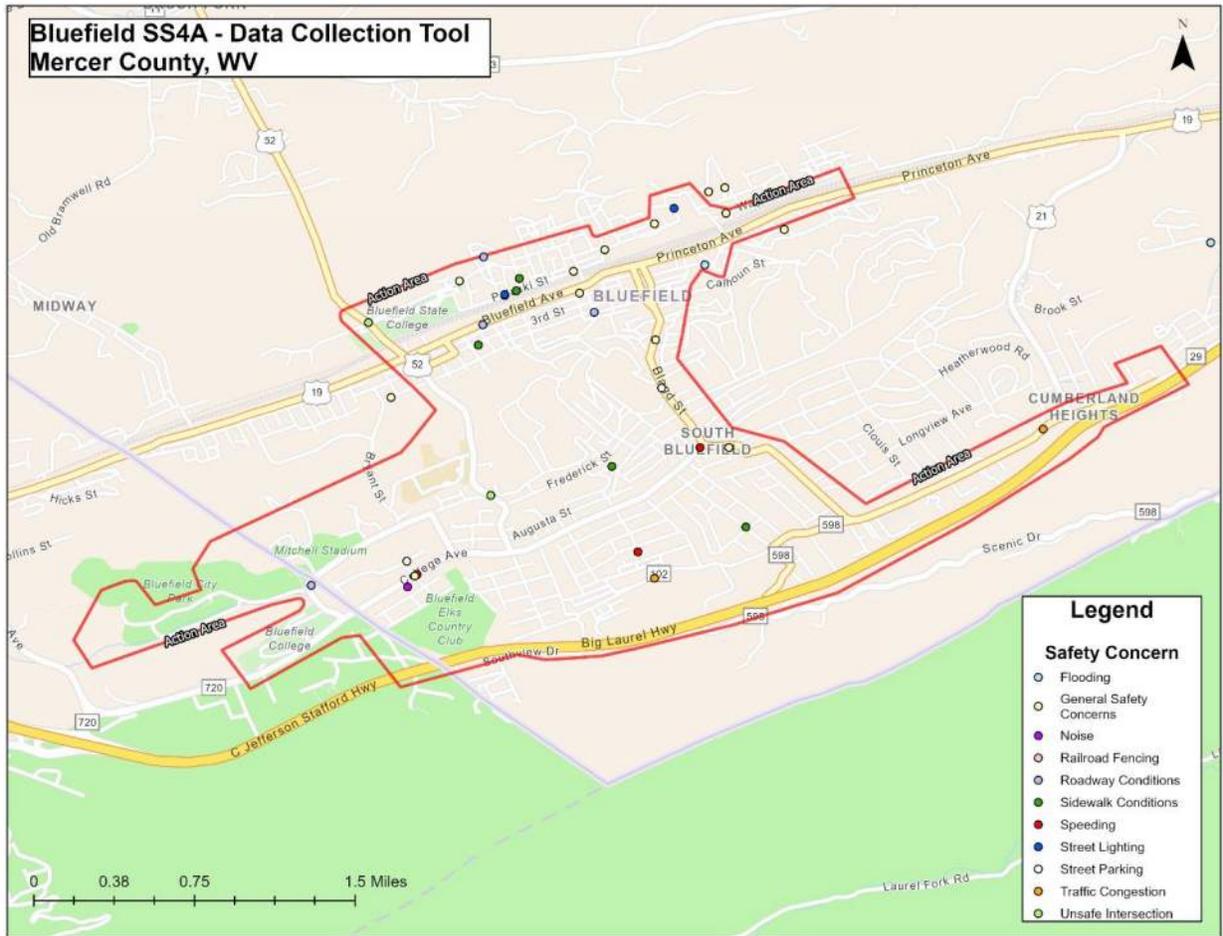
Public engagement for this Action Plan included the development and implementation of a data collection tool. The tool was designed to collect the public's feedback on areas of transportation safety concern. The data collection tool was developed using the ArcGIS Survey123 application. Survey123 is an intuitive form-centric data-gathering solution for creating and analyzing surveys. The data collection tool developed for the Action Plan asked respondents for their name, email, and then asked respondents to mark the location and to provide a brief description of their concern. Respondents could mark and describe as many transportation safety concerns as they saw fit. Respondents also had the option to email Douglas Parker of E.L. Robinson if they had any additional questions or concerns.

The data collection tool was published on September 6, 2023, and was open until December 4, 2023. The data collection tool was posted on the city of Bluefield's Facebook page and Bluefield's community Facebook page. The data collection tool was also advertised during the first public meeting for the Safety Action Plan in the meeting presentation and the meeting handout. In total the data collection tool had 41 different respondents and 58 transportation safety concerns marked.

Responses

The transportation safety concerns varied from each individual response. Common themes among the concerns were the poor sidewalk conditions, poor roadway conditions, speeding, street lighting, street parking, general safety concerns, and traffic congestion. A detailed list of the responses collected by the data collection tool can be found in section D of the Community Participation Plan appendix. The location of the transportation safety concern also varied from each individual response. Although responses varied, a noticeable grouping of marking occurs in the North Side and East End area of Bluefield. Figure 1 shows the marked location of the transportation safety concern.

Figure 1



Bluefield Safe Streets for All

This data collection tool will be used to identify areas of transportation safety concern in Bluefield as part of the Safe Streets for All Action Plan. Below is a map where you can describe and mark the areas of transportation safety concern.

Please provide your name. If you would like to receive notifications for future public meetings, please provide your email.

Name

Email

Instructions

Please write a short description of the concern in the box provided below and then mark its location on the map provided below.

Transportation Safety Concerns can include but are not limited to:

- Pedestrians/Cyclists
- Sidewalks/Crosswalks
- Vehicles
- Flooding
- Street Lighting

The + button below can be used to describe and mark additional transportation safety concerns. Please describe and mark as many transportation safety concerns as you would like, there is no limit. You can also come back and complete this form as many times as you

The + button below can be used to describe and mark additional transportation safety concerns. Please describe and mark as many transportation safety concerns as you would like, there is no limit. You can also come back and complete this form as many times as you would like. Please hit submit when you are finished.

Use the map below to describe and mark your transportation safety concerns. You may use the 1, 2, 3 buttons to identify more than one area of concern. Click the + button to add additional areas (4, 5, 6, etc.). Don't forget to hit Submit when you are done!

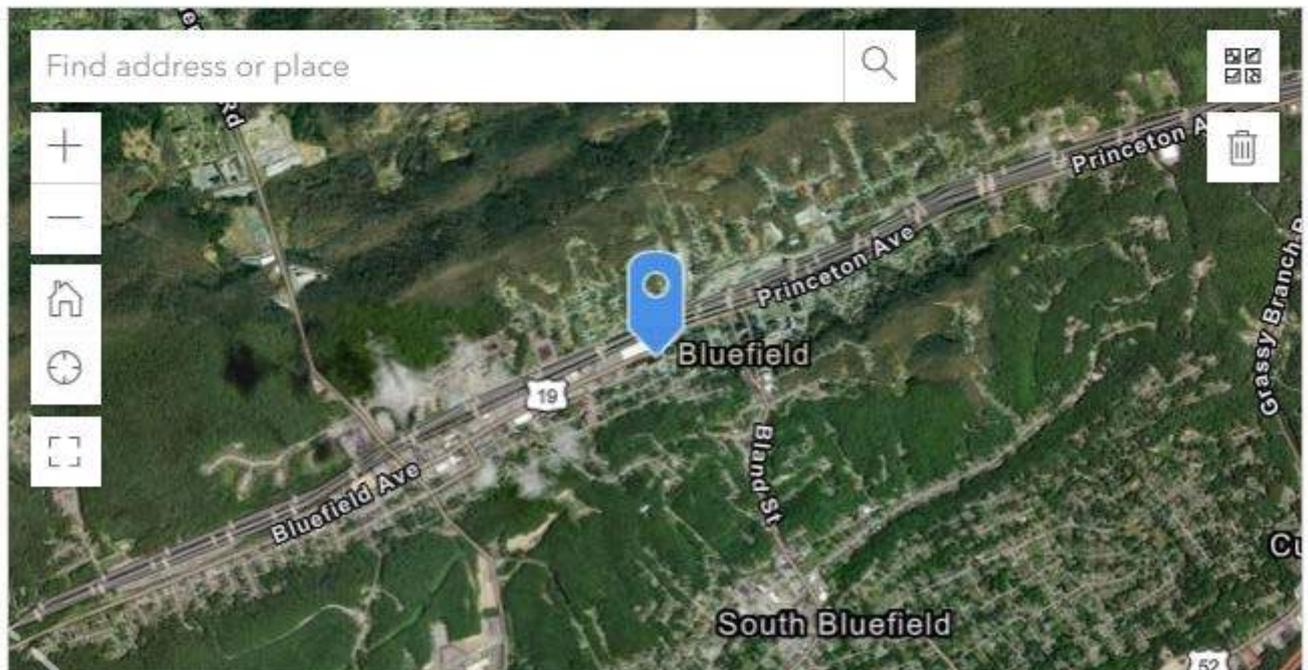
(1) 



Transportation Safety Concerns

Location of Transportation Safety Concern

Scroll around on the map below to find the location of the transportation safety concern. Click the map to mark the location of the transportation safety concern.



Description of Transportation Safety Concern

Please provide a short description of the transportation safety concern.

255

Please email Douglas Parker (dparker@elrobinson.com) with additional questions or concerns.

Please hit submit when you are finished. Thank you for participating!

Submit



City of Bluefield - Local Government

4h · 🌐



Dear Bluefield Residents,

Your assistance is invaluable! The City of Bluefield is reaching out to you for vital input as we work on our Safe Streets for All Action Plan. We have provided a survey link to identify transportation safety concerns within Bluefield, which is an integral part of this initiative. Please take a moment to fill out the survey and contribute your insights.

On the linked map, you can describe and pinpoint specific areas where you've observed transportation safety issues. Your participation is crucial, and we encourage every resident to complete this survey.

Thank you for your dedication to making our streets safer for all. Together, we can create a safer and more enjoyable community.



SURVEY123.ARCGIS.COM

Bluefield Safe Streets for All Data Collection Tool V2



1

2 shares



Like



Comment



Share



Write a comment...



Bluefield West Virginia

Discussion

Featured

People

Media

Files



Write something...



Photo/video

Featured

2 new



Recently Seen



Douglas Seabrook Parker

Top contributor · 2m ·



Hi Everyone,

The City just posted this important survey. Please participate!

CITY OF BLUEFIELD - LOCAL GOVERNMENT

Dear Bluefield Residents,

[See more](#)



SURVEY123.ARCGIS.COM

Bluefield Safe Streets for All Data Collection Tool V2

People who shared this



Zee Hurt

8h · 🌐



To be heard ! Speak UP 📢

[Show Attachment](#)



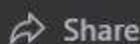
2



1



Like



Share



Janet Williams

Participate! Make your area's needs known!

Like 8h



Treyvon Simmons

Yesterday at 6:36 PM · 🌐



[Shawn Wilkes](#)

[Trixie Saunders](#)

[Janet Williams](#)

[Francine Saunders](#)

[Rebecca Perry](#)

[Anneka Jenay Perry](#)

[Shawanda Hunt](#)

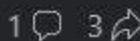
[Ebony Brown](#)

[Prissy Bigelow](#)

[Show Attachment](#)



3

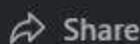


1

3



Like



Share



Trixie Saunders

Thank you 🙏❤️



Cecelia Thompson

Is there a way to send an opinion if we can't make it in person? An email address? Washington Street's sidewalk is an accessibility nightmare.

Like Reply 4d



Douglas Seabrook Parker

Cecelia Thompson You can put your comments here: <https://arcg.is/vmKqO>



SURVEY123.ARCGIS.COM

Bluefield Safe Streets for All Data Collection Tool V2

Like Reply Remove Preview 5m



Reply to Cecelia Thompson...



Mandy Slone Broomfield

Augusta st all way the way down is horrible!

Like Reply 4d



Dennis Lund

Get the parked cars off the streets and back into driveways. Some streets can be nearly impassable at times.

Like Reply 3d



Ophelia MW

I was told by the city that sidewalk maintenance is the responsibility of a homeowner, or does that just pertain to certain parts of town and not others? Because I see that the city will take care of things in certain neighborhoods. 🙄

Like Reply 3d



Skete Davidson

Bluefield will write people a ticket for weed to make money while doing nothing about violent crackheads running the roads

Like Reply 3d



Diana Green

Yeah we're worried we can't walk down our sidewalk because of drive-by shootings or some crackhead hitting us up for money or afraid WE WILL have to protect OUR SELF because NTH is being done about it ! It's a shame a female can't pull into a gas stati... **See more**

Like Reply 1d Edited

City of Bluefield - Local Government
September 8 at 12:48 PM · 🌐

Dear Bluefield Residents,

Your assistance is invaluable! The City of Bluefield is reaching out to you for vital input as we work on our Safe Streets for All Action Plan. We have provided a survey link to identify transportation safety concerns within Bluefield, which is an integral part of this initiative. Please take a moment to fill out the survey and contribute your insights.

On the linked map, you can describe and pinpoint specific areas where you've observed transportation safety issues. Your participation is crucial, and we encourage every resident to complete this survey.

Thank you for your dedication to making our streets safer for all. Together, we can create a safer and more enjoyable community.



👍❤️ You and 3 others 1 comment 9 shares

👍 Like 💬 Comment ➦ Share

Dayton Strickland
As a potential new resident shopping for a nice town away from the heat and humidity of Florida this is the kind of community outreach I like to see. Bluefield, you're looking good. 👍

Like Reply 1w

<https://www.facebook.com/bluefieldlocalgovernment/posts/pfbid02cbQZxMNtk2AEQfHSPq6iXKuAGuHxx43dJ92goTvmafbYuzcu8xhM2FvsUEi66kaHl>

Bluefield West Virginia

Discussion Featured People Media Files

Robert Carruthers Jr.
Top contributor · September 13 at 3:35 PM · 🌐



CITY HOPES TO IMPROVE STREETS WITH GRANT · 6:08 73°
BLUEFIELD, WV · WVVA

WVVA.COM
Bluefield, WV, hopes to upgrade streets through federal grant, Safe Streets For All
Some streets in Bluefield, West Virginia, may be getting a major update in the future.

👍❤️ 5 1 comment 1 share

👍 Like 💬 Comment ➦ Share

Top comments ▾

Write a public comment...

Douglas Seabrook Parker · Top contributor
Survey link (mentioned in article and report):
<https://survey123.arcgis.com/.../402e292fdd145cea1cf14db...>



Like Reply Share Remove Preview 1w

[https://www.facebook.com/groups/bluefield/
posts/6712074688885585/](https://www.facebook.com/groups/bluefield/posts/6712074688885585/)

Bluefield SS4A Data Collection Tool Results

Name	Email	Date Submitted	Comment	Location
Khiana smith	kasmith23@hotmail.com	9/8/2023	Deep pot Wholes and No road to go down hill.	Lat: 37.270341 Lon: -81.233343
Michael Rochester	mwrochester259@gmail.com	9/8/2023	Sidewalk on south side of the street needs reconstructed, there are several areas where it is reverting to grass	Lat: 37.26439 Lon: -81.2337
Deanna Lawless	clawless123@comcast.net	9/9/2023	The intersection of Stadium Drive and Cherry Street is a hazard. There are too many signs blocking your view if you are turning towards the hospital from Stadium.	Lat: 37.254268 Lon: -81.232869
Janet Williams	jwilliamsww@aol.com	9/9/2023	The chicken wire fences on Pulaski Street desperately need to be replaced with safe, approved fencing for train and railway areas located in residential neighborhoods. Not only is this a safety issue, but the overgrown weeds are extremely depressing.	Lat: 37.269395 Lon: -81.227275
			A simple visit to Allen Street provides a perfect example of the problems residents of the Northside areas face with sidewalks. The sidewalks are either nonexistent or impassable requiring walking in the street.	Lat: 37.26889 Lon: -81.230935
			Sidewalks in the Pulaski Street area of the Northside of Bluefield are in horrible conditions. The area leads to BSU and the sidewalks are often not able to be walked upon in their current condition, requiring residents to walk in the street in some areas	Lat: 37.269395 Lon: -81.227275
Zee Hurt	zhurt49@gmail.com	9/9/2023	I'm concerned about all areas ! No place is really safe	Lat: 37.274744 Lon: -81.21815
Deborah Saunders	trixie.brown3@gmail.com	9/10/2023	Our sidewalks are unsafe for pedestrians	Lat: 37.267752 Lon: -81.231922
DEE	deecarter312@gmail.com	9/11/2023	My concerns are cars that park on the wrong side of the streets. Makes it hard to drive up or down the street Jones Street is one of the streets that have this problem	Lat: 37.267914 Lon: -81.226859
Bill Albert	albert.bill@gmail.com	9/12/2023	Road has not been paved and drains are below pavement risking a flooding situation	Lat: 37.271315 Lon: -81.184247
N/A	N/A	9/12/2023	1400 Hundred block of Carolina Ave has to be among the worst in town, for vehicles and people walking. It needs lighting also. Thank you.	Lat: 37.260878 Lon: -81.239585
Angela Lowe	Adlowe123456@gmail.com	9/15/2023	Road is steep, but made worse by the pavement in middle of road. It's rough & loose. I made a video for someone on the bluefield facebook page. I thought my tires were going to spin in the rough pavement. I don't know traffic. it may not be traveled.	Lat: 37.2666 Lon: -81.2259
			Shoulder of road has eroded away. If you drive to close hit the shoulder bumps it will damage tires. I have video of atra but do not think it shows the damage.	Lat: 37.24818 Lon: -81.245
N/A	N/A	9/24/2023	Too much speeding, cars trying to pass.	Lat: 37.24869 Lon: -81.237848
Clint Smith	railroadrone23@yahoo.com	9/26/2023	When parents are picking up students from the new school the east bound lane of Cumberland rd gets backed up to to the eye clinic west of there.	Lat: 37.248685 Lon: -81.221805
Cecelia Thompson	Cecelet@gmail.com	10/3/2023	The sidewalks on the entire street aren't accessible for people with disabilities or walking aids. There are entire chunks of street blocks by brush and a lot of pieces missing. Street parking is also an issue, hard to navigate the street with the cars.	Lat: 37.252137 Lon: -81.21563
John Beckett	jbeckerrir49@outlook.com	10/4/2023	Vehicles driving faster than the posted miles limit. (Major!!!) Motor cycles in same area. Exceeding speed limits. Many well over the speed limits. Some call it the College Avenue 500. No frequent police patrols.	Lat: 37.2575 Lon: -81.218725
Deloris French	delorismax43@gmail.com	10/8/2023	Flooding. We need storm drains on Wayne Street. Flood water running off hill behind my house has no where to go; therefore, it floods my basement.	Lat: 37.267914 Lon: -81.226859
Tina Rocchetti	tandme12@gmail.com	10/8/2023	The sidewalks around 821 Highland Ave are very dangerous. I have filled the enormous holes, cracks, are raised and sunken. The cause is clearly from the trees planted decades ago that also need to be removed. The trees are diseased and hollow.	Lat: 37.267914 Lon: -81.226859
Deborah Saunders	trixie.brown3@gmail.com	10/9/2023	my main concern is trying to stop oversized vehicles from coming up Rorer Street the high incline at the top due to the last company who paved left it build up too high and now cars that go down are on 3 wheels and those that come up are getting stuck!	Lat: 37.267914 Lon: -81.226859
Charles Blankenship	blankgeek@frontier.com	10/10/2023	There are several businesses of sorts in this area and constantly cars parked everywhere on both sides of street and cars parked at service shop and out in street tend to block view of motorists...sometimes cars back out from this location into traffic.	Lat: 37.26150938 Lon: -81.22130984
Sarah Ponder	skpengr@yahoo.com	10/11/2023	Sidewalks and speed limit, children playing, slow driving signs for Wythe Avenue.	Lat: 37.2504627 Lon: -81.2292077
Li Cara	licaralights@gmail.com	10/11/2023	Enforceable noise ordinance Speed reminders where it goes down to 25 along college	Lat: 37.24808 Lon: -81.2385
John Arthur Velke III	jvelke@yahoo.com	10/11/2023	Raleigh Street between Scott Street & Monroe. The road and its rainwater runoff has not been maintained resulting in ever increasing cracks in the road where water seeps through causing the road and sidewalk retaining wall to start to collapse.	Lat: 37.26982 Lon: -81.2184
Teresa Wilson	tastew@gmail.com	10/12/2023	Intersection of Rorer St and Hill Ave unsafe for larger trucks. Trail riders use this area like a speedway.	Lat: 37.26791 Lon: -81.2269
John Saunders	saundersjohn600@icloud.com	10/12/2023	This sidewalk is very unsafe all the college kids walk this way in the road and at night the street lights don't shine over on the side walks to those to see well while walking. This has been a problem for many years now it's time we get safe streets.	Lat: 37.2678 Lon: -81.2319
Beverly Crenshaw	bevie_c_66@yahoo.com	10/12/2023	Sidewalks are in disrepair, no wheelchair or carriage ramps. I keep a solid sheet of ice in front of my driveway practically the entire winter. I've fallen numerous times just trying to get to my vehicle. The water is coming off of Stoney Ridge.	Lat: 37.26791 Lon: -81.2269
N/A	N/A	10/13/2023	Big pothole in road needs fixed has knocked my alignment out several times	Lat: 37.26577 Lon: -81.2334

Christine Campbell	christinecampbell1126@gmail.com	10/13/2023	The sidewalks after MLK bridge throughout north side/Easter's are non-existent. From deterioration to the bushes and grass overlapping them. The community literally 80% of their walk are having to walk in the road which is most concerning for the youth.	Lat:37.26791 Lon: -81.2269
Selena Jenks	sdjholiday@yahoo.com	10/14/2023	Staff of Cumberland Heights head start cross street to go to and from parking area behind Tudors. Traffic is heavy and crossing is dangerous at times. A pedestrian crossing sign and crosswalk would be wonderful.	Lat:37.25873 Lon: -81.1956
Ervin Griffin		10/14/2023	Right now, it's mainly just getting over this way safely. Hopefully, this will be alleviated once. The bridge is open. N. Grant St. bridge that is.	Lat:37.27519 Lon: -81.2121
N/A	N/A	10/15/2023	There's nowhere to park on this street. People can't even park in front of their own house it's ridiculous. You have to park a mile from your home and walk down the street to get home. Something really needs to be done about this.	Lat:37.24981 Lon: -81.2385
Isaac Preston	ipreston.geology@gmail.com	10/15/2023	This sidewalk is in very rough shape. It can be challenging to walk it with my children. From this point, all the way to Bluefield State is in very rough shape and needs to be addressed.	Lat:37.26805 Lon: -81.2311
N/A	N/A	10/15/2023	A traffic light is desperately needed at the entrance to BSU off 52.	Lat:37.26791 Lon: -81.2269
Valerie Jaffett	valariejaffett@gmail.com	10/18/2023	Orange St has no lights and is not safe for pedestrians at night	Lat:37.27364 Lon: -81.2205
N/A	N/A	10/19/2023	COL	Lat:37.24883 Lon: -81.238
Zee Hurt	zhurt49@gmail.com	10/19/2023	Sidewalks need replacing along Pulaski Street	Lat:37.26791 Lon: -81.2269

Facebook Responses

Name	Source	Date	Description	Link
Cecelia Thompson	Shared via FaceBook	9/29/2023	Washington Street's sidewalk is an accessibility nightmare.	https://www.facebook.com/bluefieldlocalgovernment/posts/pfbid02ZhtLTKxYhabNg5SFG5xgFcmomJnki2rJYG5oBQirUwJRZPue6RZBpFShKaSyPmw6l
Mandy Slone Broomfield	Shared via FaceBook	9/29/2023	Augusta Street all the way down is horrible!	https://www.facebook.com/bluefieldlocalgovernment/posts/pfbid02ZhtLTKxYhabNg5SFG5xgFcmomJnki2rJYG5oBQirUwJRZPue6RZBpFShKaSyPmw6l
Dennis Lund	Shared via FaceBook	9/29/2023	Get the parked cars off the streets and back into driveways. Some streets can be nearly impassable at times.	https://www.facebook.com/bluefieldlocalgovernment/posts/pfbid02ZhtLTKxYhabNg5SFG5xgFcmomJnki2rJYG5oBQirUwJRZPue6RZBpFShKaSyPmw6l

Emailed Responses

Name	Email	Date	Description	Pictures Included
Teresa Wilson	tastew@gmail.com	10/12/2023	<p>Concerns for safer streets on the North Side and East End. Things have changed dramatically since I was a child walking the streets of the north side. It's as if the area and its residents don't matter. I'm sure they pay city and property taxes like other residents of Bluefield but lack the benefits received in other areas.</p> <p>The Rorer St. Intersection with Hill Ave is extremely unsafe for the residents who have called this area home their entire lives. Company trucks have used this area as a short cut because of directions given by GPS. This has caused property damage for residents and companies as well. Trail Riders speed on Hill Ave as though its a highway. There are no signs warning drivers of the possible imminent danger ahead. If there is it's either to small or in the wrong location.</p> <p>Sidewalks along the entire North Side and East End have almost completely disappeared due to years of neglect and overgrowth this causes people to have to walk in the streets that some use as a speedway. The street lighting can use some updates as well along the areas.</p> <p>So for the management for the city of Bluefield WV take pride in the entire city make all of Bluefield beautiful and safe.</p>	n/a

			<p>I moved from Bluefield 42 yrs ago, and returned last August, and saddened by the "poor" conditions of the roads & sidewalks. Why homeowners have difficulty with something as simple as edging, removing embedded grass, weeds, grass clippings, debris, trash, and gravel from the sidewalks? This is standard with lawn services but not all choose to practice. Then there's rentals which aren't maintained well when it comes to lawns & grass clippings in the road, it's all about the money, not quality & integrity. I pressure wash my concrete driveway and considered the sidewalks BUT only IF they aren't replaced. I know you are aware that the streets are in need of attention due to over 20 years of neglect in paving, potholes, washboard conditions, grass clippings, gravel, leaves from overbearing trees, & debris. The curbs are crumbling, dislodged and even missing. If city employees are unable to take on this task then contact the local jail or correctional center and have prisoners do the work.</p> <p>Here are some examples of unattended sidewalks. But I'm sure you know. I have sent in several dozens of Code infringements and plan to continue to do so. If there's anything I can do, please let me know</p>	
Sheree (Dawn) Crotty	djsheree22@gmail.com	9/22/2023		Pictures included in email
			<p>I emailed you Friday Sept. 22 regarding city issues instead of completing the survey that was a bit cumbersome. Here's an email sent to Code that I wish to share with you.</p> <p>REF: poor city conditions Sept. 01 Copley Ave (2 story brick house) across from 1st Baptist Church</p> <p>Good afternoon.</p> <p>Last week, I took a walk on Copley to Augusta, and noticed that the city trees at the curb are in desperate need of pruning if NOT completely removed. It appears that the homeowner is not only neglecting his property but the sidewalks which are in "poor" condition with a hole in one section. Plus an extremely large bush in need of pruning or removing. (may not be city related) Please find pictures for further clarification.</p>	
Sheree (Dawn) Crotty	djsheree22@gmail.com	9/25/2023	And again, thank you for all you do!	Pictures included in email
			<p>The points of town where I believe need to be addressed the most are: Pulaski St Rock St Hill Ave Hardy St Wayne St Bluefield Ave Cherry St</p> <p>And the veins that branch from them. When you see these sides of town you will realize how neglected they have been for generations.</p> <p>As a native of Atlanta and coming to Bluefield, the first thing I noticed was there was a divide. You can clearly see what side of town has "the haves" and the side that has the "have nots".</p> <p>The secondary parts of town that need to be addressed are: Stadium Dr Cumberland Rd College Ave</p> <p>And the upper ends of Bland St.</p> <p>Parts of town that have been well kept and have had quarterly repair are: Lower ends of Bland St Parkway Oakhurst Mountainview Oakdale</p>	
Gabrielle Ponder	gponder@bluewv.org	10/14/2023	And the veins that branch off of those	n/a

Appendix E
Media Coverage

https://www.bdtonline.com/news/bluefield-among-w-va-cities-getting-federal-money-to-improve-roads/article_1de80c96-a248-11ed-82b4-d3fbd8cdc96.html

FEATURED

Bluefield among W.Va. cities getting federal money to improve roads

By GREG JORDAN Bluefield Daily Telegraph
Feb 1, 2023



BLUEFIELD — Federal money awarded Wednesday to the City of Bluefield will be aimed at improving the municipality’s streets and making them safer for the drivers using them and the pedestrians walking along them.

The City of Bluefield is among the 510 cities and organizations across the nation that are sharing \$800 million in grant awards through the new Safe Streets and Roads for All (SS4A) Grant Program.

The competitive grant program, established by President Biden’s historic infrastructure law, provides \$5 billion over five years for regional, local, and Tribal initiatives — from redesigned roads to better sidewalks and crosswalks — to prevent deaths and serious injuries on the nation’s roadways. The Department also launched a data visualization tool that shows crash hotspots that can help target needed resources, according to U.S. Transportation Secretary Pete Buttigieg.

“Every year, crashes cost tens of thousands of American lives and hundreds of billions of dollars to our economy; we face a national emergency on our roadways, and it demands urgent action,” Buttigieg said. “We are proud that these grants will directly support hundreds of communities as they prepare steps that are proven to make roadways safer and save lives.”

Bluefield is receiving a \$398,040 grant from the SS4A program, said City Attorney Anthony Heltzel.

“What this grant is aimed at is making the streets safer for all people including pedestrians and drivers,” Heltzel stated. “The primary goal is to make sure the roadways are safe for travel, well lit and free of hazards.”

The funds will pay for studies that will allow the city to apply for more grant funding.

“We’re using this money as seed money, basically, to do studies on our roadways and then apply for additional money to effectively address all the needs in the City of Bluefield,” Heltzel said.

Parts of the city’s roads such as crosswalks and lighting will be addressed.

“We have a lot of residents in the city who walk around at night and some of the roadways are not very well lit,” he said. “We want to make it safer for pedestrians and drivers.”

The areas that will be studied include most of Cumberland Road, Bland Street, Route 19, Pulaski Street, Hardy Street, Stadium Drive, College Avenue and Maryland Avenue.

“We’re trying to hit all the major thoroughfares that come through the city and trying to spread this out so we can hit as much of the city as possible to make our streets safer,” Heltzel said. “There’s a lot of people who put in a lot of hard work on it.”

Heltzel said people including City Manager Cecil Marson, state Transportation Secretary Jimmy Wriston, City Engineer Kerry Stauffer, Community and Economic Development Director Jim Spencer and the City Board of Directors all worked to acquire the SS4A grant for the city.

“We worked together harmoniously to get all the approvals and get this grant money to fix up the city,” he said.

The city will have to contract with engineers to perform the studies.

“We’re planning to start on them (studies) as soon as possible,” Heltzel stated. “We have to put out some procurements for engineering studies, but we plan on starting it as soon as we possibly can.”

— Contact Greg Jordan at gjordan@bdtonline.com

Contact Greg Jordan at gjordan@bdtonline.com

Trending Video

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Bluefield, WV, hopes to upgrade streets through federal grant, Safe Streets For All

The city is already in preliminary stages of getting approval for the grant.



By [Clayton McChesney](#) and [Charlie Boothe](#)

Published: Sep. 12, 2023 at 6:30 PM EDT



BLUEFIELD, W.Va. (WVVA) -Some streets in Bluefield, West Virginia, may be getting a major update in the future. Safe Streets & Roads For All (SS4A) is a federal program that hopes to improve roadways for those traveling by car or on foot. Now, Bluefield, West Virginia, is in the preliminary stages of utilizing that grant to improve many of the major roads throughout the city, including West Cumberland Drive, Bland Street, Pulaski Street, and more. The city has already cleared hurdles to be able to apply for grants to give their streets a makeover, from new sidewalks to new lighting, bike lanes, ADA (Americans with Disabilities Act) access, flood safety, crosswalks, and other safety measures.

The city board was updated Tuesday on the progress of some preliminary work being conducted by the civil engineering firm, E. L. Robinson. The City of Bluefield is working with the firm to create an "Action Plan" to identify potential projects in the community as well as gather data for the grants. Paul Mattox, project manager for the firm, said the plan is now being developed to include community input on where problems are and what is needed to be done. Mattox said a community meeting will be held next month.

"The Safe Streets For All is something the City of Bluefield... I won't say has been neglected, but there are a lot of opportunities or challenges that we have in and around the city..." says Kerry Stauffer, civil design leader for E. L. Robinson Engineering, "...Not only just to move freely around the city but to enjoy doing that, and a lot of recreation activities will be enhanced by this also."

Stauffer said it is too early to estimate the cost of the project but it will be many millions of dollars through the federal and state grant programs. The work being done now puts the city in a position to be successful in their grant applications, he said. He adds, they hope to complete the action plan by the end of the year, but the proposed improvements could take up to ten years to complete. However, he says you can help with the process by filling out a "Data Collection Tool" transportation safety survey to help identify specific areas or streets that you believe are a safety concern. You can find the link to that survey on the [City of Bluefield's Facebook page](#).

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https://www.bdonline.com/news/bluefield-seeks-public-input-at-first-safe-streets-for-all-meeting/article_87f91d6a-6164-11ee-aa8b-87df30c53833.html

FEATURED

Bluefield seeks public input at first 'Safe Streets for All' meeting

By CHARLES OWENS Bluefield Daily Telegraph
Oct 3, 2023



Bluefield City Manager Cecil Marson said Wednesday the new cameras will be installed across the city, including the downtown area.
Staff photo by Tara Wyatt

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BLUEFIELD — Residents of Bluefield will have an opportunity this month to share transportation-related concerns with city leaders.

City Manager Cecil Marson announced the first community input meeting Monday for the “Safe Streets for All Action plan.” That meeting will be held Wednesday, Oct. 18, at 6 p.m. at the Greater Mt. Zion Pentecostal Church, which is located at 104 Park Street.

At the meeting, city residents will have an opportunity to voice their opinions, concerns and suggestions regarding the city’s transportation infrastructure, including roads, streets and sidewalks.

According to a press release issued by Marson's office, key topics that will be discussed at the Oct. 18 meeting include pedestrian safety measures, traffic flow improvements, bicycle-friendly initiatives, accessibility for individuals with disabilities, road maintenance and repairs, public transportation enhancements and neighborhood-specific concerns.

Marson said all community members — regardless of whether they are a pedestrian, cyclist, driver or simply a concerned resident — are being asked to participate in the Oct. 18 event. All of the input received at that meeting will be used in the development of a comprehensive action plan for the city that prioritizes safety and accessibility for all.

That action plan will then be used by the city in its pursuit of additional federal transportation dollars.

Bluefield was awarded a \$497,550 grant in February from the U.S. Department of Transportation's Safe Streets and Roads for All program. That funding award is being used to launch the city's local Safe Streets for All Action Plan.

A notice to proceed on the project was received on August 15, Paul Mattox with the engineering firm E.L. Robinson, told the city board last month.

Mattox, a former highway commissioner for the state of West Virginia, said goal is to have the action plan in place by year's end.

As part of the effort, a steering committee will be created to meet with stakeholders across the city, and at least two community meetings will be scheduled — the first being the forum on Oct. 18 at Greater Mt. Zion Pentecostal Church.

In addition to the community meetings, data on roadway, sidewalk and other transportation concerns also will be collected through social media and public engagement, according to the earlier report from Mattox.

An online survey has already been launched on the city's Facebook page where citizens can provide input on transportation safety issues within their neighborhoods. Those who participate in the online survey are required to provide their name and email address, and a short description of their transportation safety concern, which can include anything from sidewalks and crosswalks to flooding on streets and street lighting.

During the earlier board meeting, Marson said millions of transportation dollars are being made available by the federal government, and the city hopes to "go after" some of that money.

— *Contact Charles Owens at cowens@bdtonline.com*

— Contact Charles Owens at cowens@bdtonline.com. Follow him @BDTOwens

Trending Video

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1-in-6 children are food insecure

foodbank
OF CENTRAL & EASTERN NORTH CAROLINA

HELP NOW

Town Hall meeting set in Bluefield for Safe Streets For All program



Safe Streets For All will make major improvements in city (Taylor Hankins)

By [Charlie Boothe](#)

Published: Nov. 29, 2023 at 11:57 AM EST



BLUEFIELD, [W.Va.](#) (WVVA) - The City of Bluefield has set a town hall meeting to discuss the Safe Streets for All program, which will bring major changes to sidewalks and related areas around the city.

Gabrielle Ponder, executive assistant to the city manager, said the meeting will be held on Dec. 14 at town hall at 6 p.m.

Ponder said 10 proposed projects will be unveiled, and that will give residents a chance to see how the program will enhance safety and community well-being.

Those projects were developed through the city's collaboration with EL Robinson Engineering and AECOM, an infrastructure consulting firm.

Residents can ask questions and provide feedback as part of an ongoing dialogue about the program.

Earlier this year the city received an almost \$500,000 grant to do the preliminary planning work on Safe Streets For All.



Marson said it is too early to know exactly how much the multi-year project will cost, but the funding was made possible with the bipartisan Infrastructure Law and will go through the U.S. Dept. of Transportation.

Nationally, \$5 billion is earmarked for Safe Streets For All projects, with the money disseminated over a five-year period.

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Brothers killed in head-on motorcycle crash with each other

WVVA

Truck repossession leads to shooting, critically injured victim, arrest

WVVA

Appendix F
City Meetings

E. L. Robinson Engineering

Bluefield Safe Streets for All Action Plan

Presented to:
Board of Directors - Bluefield, WV

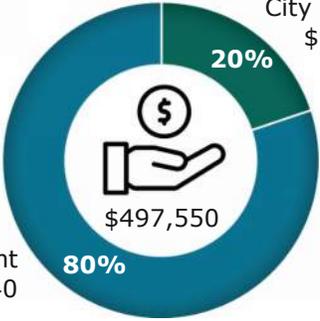
September 12, 2023



1

Grant

- **USDOT Safe Streets and Roads for All (SS4A) Grant**
 - Grant application submitted September 2022
 - Awards announced February 1, 2023
 - Project Notice to Proceed August 15, 2023
 - Total Grant Amount \$497,550



Source	Percentage	Amount
SS4A Grant	80%	\$398,040
City of Bluefield	20%	\$99,510
Total	100%	\$497,550



2

Project Team & Roles

- E.L. Robinson Engineering (Prime)
 - Project Management
 - Community and Equity Considerations
 - Engineering Solutions / Cost Estimates
 - (Collection Method Tool) Survey
- AECOM
 - Crash Analysis and Safety Audits
 - Review Policies
 - Grant Recommendations
- Both
 - Public Engagement
 - Write Action Plan



Paul Mattox, Jr. P.E.



David Weaver

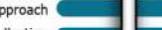
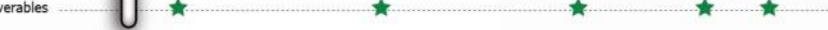




3

Project Schedule

Goal: Draft **Action Plan** Completed by Year's End

	September					October				November				December			
Week	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Starting	9/4	9/11	9/18	9/25	10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/25
Steering Committee Meetings																	
Develop Approach																	
Safety Audits & Data Collection																	
Interviews																	
Collection Method Tool																	
Public Meetings																	
Policy Recommendations																	
Strategy & Project Selections																	
Deliverables																	





4

Project Outcomes

- Develop the **Action Plan**
- Identify projects
- Gather data and create documents necessary to be competitive on future grant applications



5

What is an Action Plan? Foundation of the SS4A Grant Program

- Components / Requirements:
 - Steering Committee
 - Data Collection and Analysis
 - Identification of High-risk Areas
 - Public Engagement
 - Equity Considerations
 - Assessment of Current Policies, Plans, and Guidelines
 - Identify Solutions
 - Timeline
 - Monitoring
 - Posted Publicly Online

Action Plan Goal:
Develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality.



6



7

Potential Projects

- West Cumberland Drive
- Bland Street (US 52)
- Maryland Avenue
- College Avenue
- VA-102
- Stadium Drive
- Cherry Street
- Couch Street (US 52)
- Highland Avenue
- Federal Street
- Bluefield Avenue
- Rock Street
- Pulaski Street
- Hardy Street
- East Wayne Street







8

Data Collection

- Crash
- Demographics
- Road Safety Audit
- Pedestrian Safety Audit
- ADA Audit
- Traffic Volumes
- Accident Rates
- Lighting Audit
- Roadway Flooding
- Public Engagement (Social Media)



9

Public Engagement

- Community Participation Plan
- Steering Committee Meetings (4)
- Stakeholder Interviews (10)
- Public Meetings (2)
 - Mid-October (data collection)
 - Late November (draft report)
- Data Collection Tool (Social Media)
 - <https://arcg.is/vmKqO>



10

Task Completed

- Project Management
 - Project Schedule
 - Task List with assigned roles and responsibilities
- Data Collection
 - Request to City
 - Demographic data
- Public Engagement
 - Draft Community Participation Plan
 - Steering Committee identified
 - Stakeholder Interviews identified
 - Data Collection Tool deployed to social media
- Action Plan
 - Outline



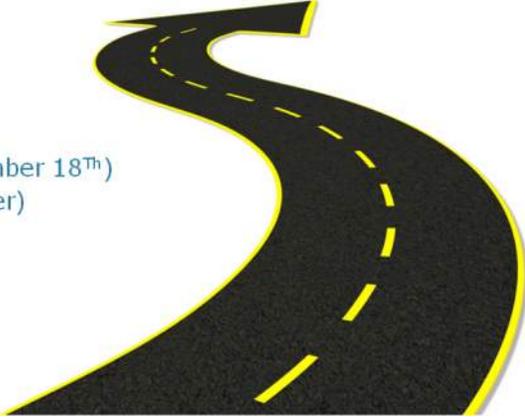




11

Next Steps

- Data Collection
 - Audits
 - Crash data
- Public Engagement
 - Steering Committee Meeting #1 (Week September 18th)
 - Stakeholder Interviews (September – November)
 - Public Meeting #1 (Week October 16th)







12

Contact

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13

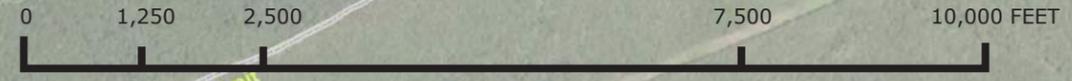
<https://www.youtube.com/watch?v=BL3wZhjA7eQ>

USDOT Safe Streets and Roads for All (SS4A) Grant Action Plan

Action Area Map

Legend

- - - Action Area
- Key Avenues
- Fatality Crashes



USDOT Safe Streets and Roads for All (SS4A) Grant Action Plan

SS4A Grant Program Information

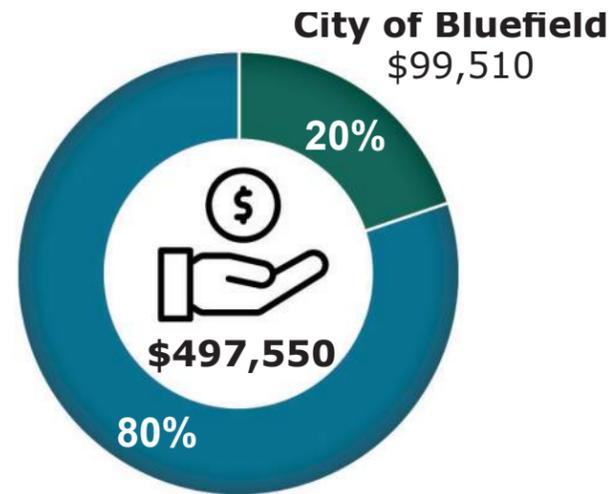
The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program, with \$5 billion in appropriated funds over 5 years, 2022-2026.

This program supports the development of a comprehensive safety action plan (Action Plan) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. The Action Plans are the foundation of the SS4A grant program.

The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries.

Grant Information

- Grant application submitted September, 2022
- Awards announced February, 2023
- Notice to Proceed August 15, 2023
- Total Grant Amount \$497,550



Project Team & Roles



Paul Mattox, Jr. P.E.

- Project Management
- Community & Equity Considerations
- Engineering Solutions/Cost Estimates
- (Collection Method Tool) Survey
- Public Engagement
- Writing Action Plan



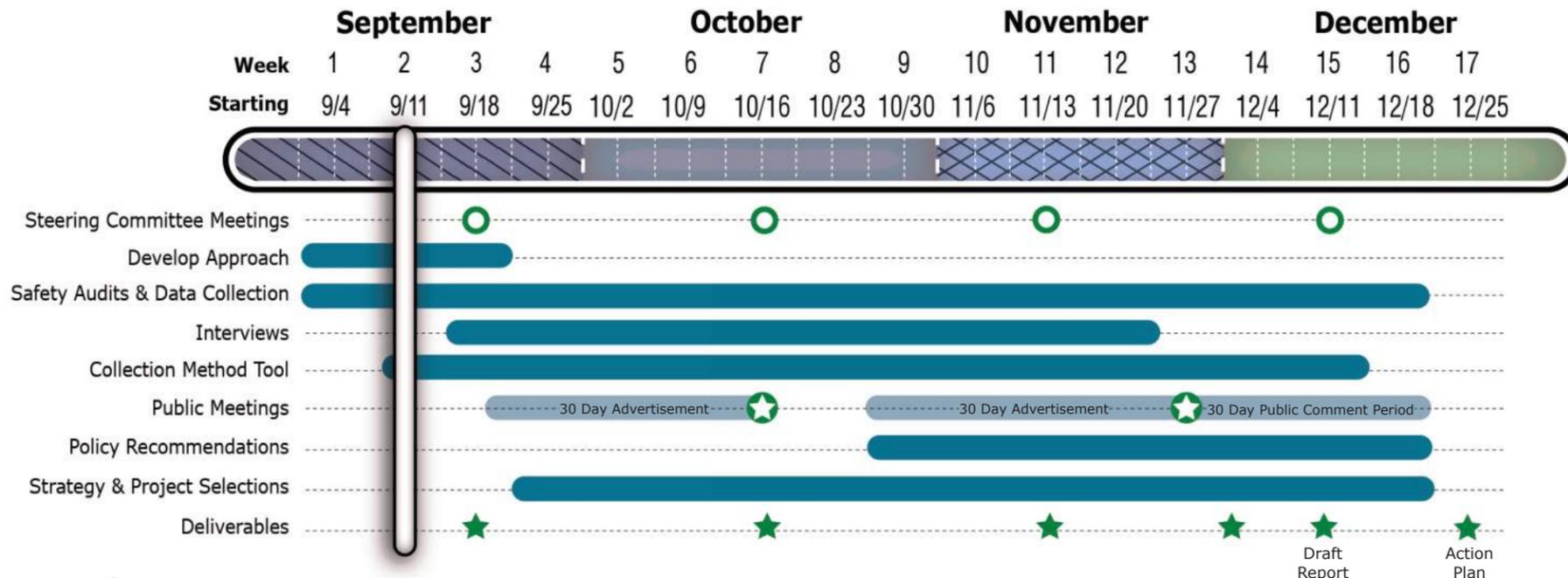
David Weaver

- Crash Analysis and Safety Audits
- Review Policies
- Grant Recommendations
- Public Engagement
- Writing Action Plan

Action Plan Requirements

- 1 Steering Committee
- 2 Data Collection & Analysis
- 3 Identification of High-risk Areas
- 4 Public Engagement
- 5 Equity Considerations
- 6 Assessment of Current Policies, Plans, Guidelines
- 7 Identify Solutions
- 8 Timeline
- 9 Monitoring
- 10 Posted Publicly Online

Project Schedule



Contact Information

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City of Bluefield

Safe Streets and Roads for All Action Plan (SS4A)

Board of Directors Meeting

December 12, 2023

Agenda

- Study Recap
- Safety Countermeasures
- Draft Project Areas
- Next Steps

What is in an Action Plan?

1. Defines an **Action Area**
2. Collects and Analyzes safety data within the **Action Area**
 - a. Safety Audits
 - b. Interviews
 - c. Public Meeting #2** WE ARE HERE!!!
3. Identifies areas of safety concerns and projects within the **Action Area**



Project Recap

- Draft list of projects developed using information from:
 - Public Meeting #1
 - Stakeholder Interviews
 - Online Data Collection Tool
 - Crash Analysis
 - Road Safety Audit & Field Visits



What are safety countermeasures?

- Street and roadway treatments that are shown to improve specific safety concerns
- Each countermeasure has an expected safety benefit
- Countermeasures can be combined for added safety
- Some categories with proven countermeasures:
 - Vulnerable Users (Pedestrians and Bicyclists)
 - Intersection Improvements
 - Roadway and Roadside

Pedestrian Bicycle Enhancements



- **Pedestrians Facility Enhancements**

- Sidewalk Installation or Replacement
- High Visibility Crosswalks
- Street Lighting

- **Bicycle Facility Enhancements**

- Bike Lanes



Pedestrian Crossings Intersection Amenities



Pedestrian Crossings



Sidewalk Improvements



Wayfinding



Lighting



Bike Lanes



Road Diet



- **Intersection Improvements**

- Install, Retime, or Remove a Traffic Signal
- Install a Roundabout

- **Roadway Improvements**

- High Visibility Pavement Markings
- Rumble Strips
- Road Diets



Roundabout Intersection



Transit



- **Others**

- Curbside Management
- Bus Shelters
- Bus Signage



Streetscaping



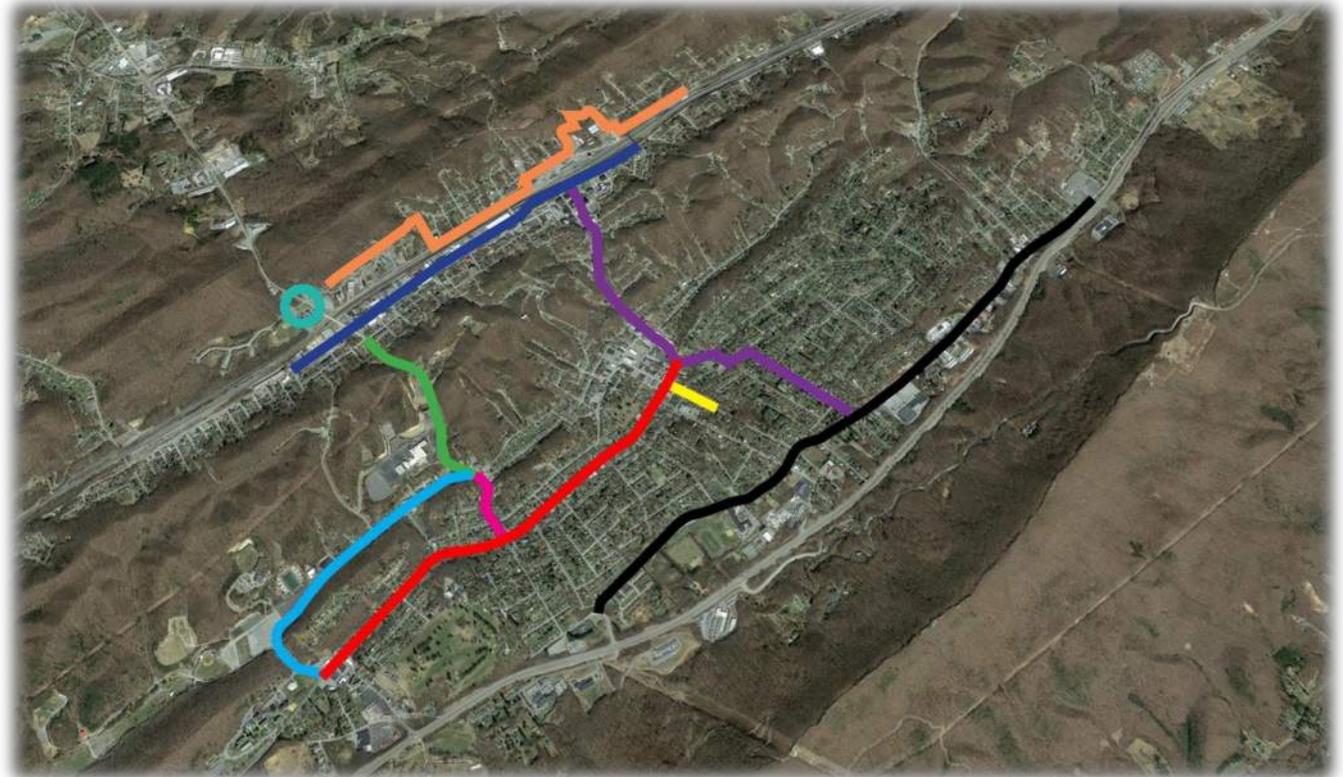
- **Others**

- Access Management
- Speed Management
- Transit Improvements
- Streetscaping



Project List

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – College Avenue

- **College Avenue**
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – College Avenue

- **Location:** Stadium Drive to Bland Street

- **Observed Safety Concerns:**

- Dark Night-Time Conditions
- Crash History – Pedestrians
- No Pavement Markings
- Lacking Signage

- **Suggested Countermeasures:**



Sidewalk Improvement



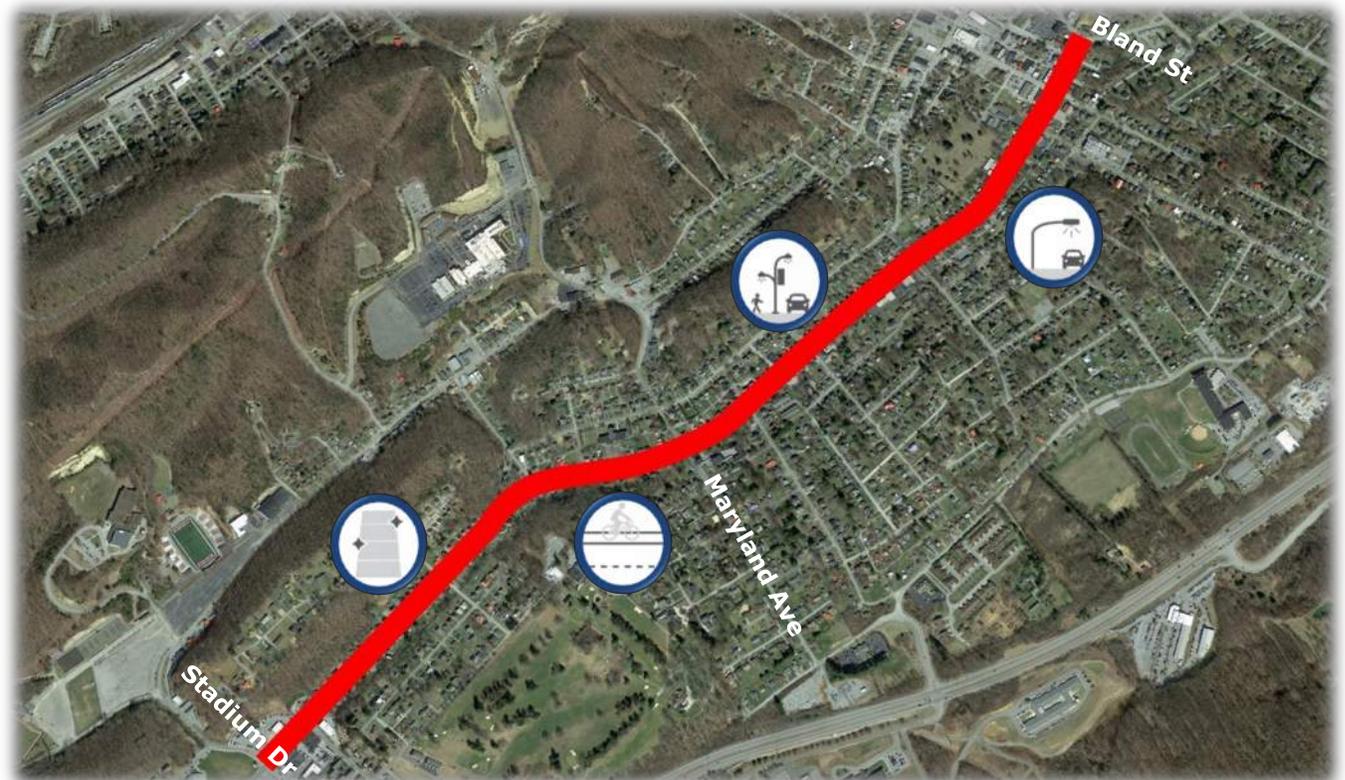
Bike Lane Installation



Lighting Improvements



Streetscaping Installation



Project – College Avenue

- **College Ave at Stadium Dr-**



Roundabout Installation



Pedestrian Crossing Installation



Access Management

- **College Ave at Maryland Ave-**



Signage Improvement



Wayfinding Installation

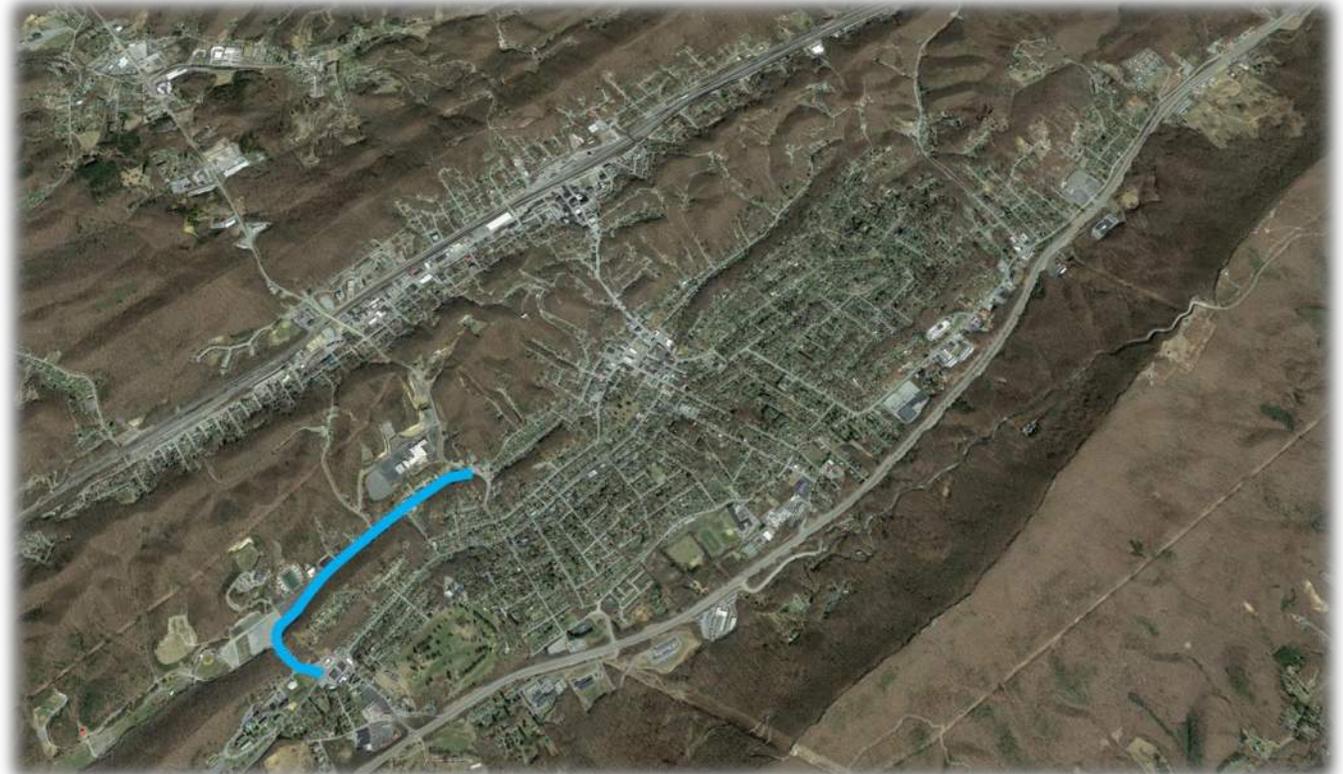


Truck Restriction Implementation



Project List – Stadium Drive

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Stadium Drive

- **Location:** Stadium Drive to Cherry Street

- **Observed Safety Concerns:**

- Poor Sidewalk Conditions
- Discontinuous Sidewalks
- Night-Time Lighting
- Large Pedestrian Generators with park, recreation facilities, and football stadium

- **Suggested Countermeasures:**



Sidewalk Improvements



Lighting Improvements

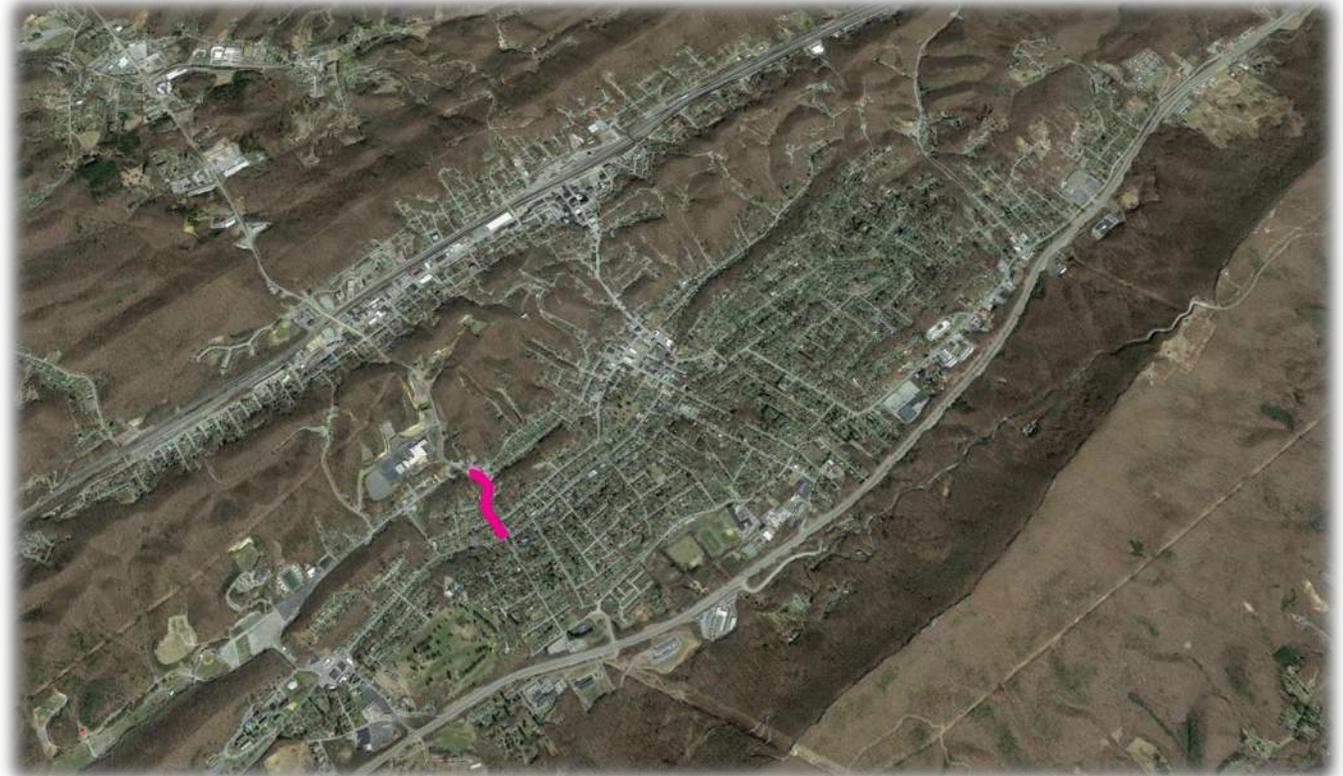


Pedestrian Crossing Installation



Project List – Maryland Avenue

- College Avenue
- Stadium Drive
- **Maryland Avenue**
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Maryland Avenue

- **Location:** College Ave to Stadium Drive
- **Observed Safety Concerns:**
 - Poor Sight Distance at intersection due to curves in the roadway and proximity of nearby intersections and driveways
 - Speeding
 - Poor Intersection and Driveway Alignment
 - Signs Blocking Sightlines from the stop bar
 - Pedestrian generators nearby (coffee shop, laundrymat, etc.) without sidewalks or crosswalks

- **Suggested Countermeasures:**



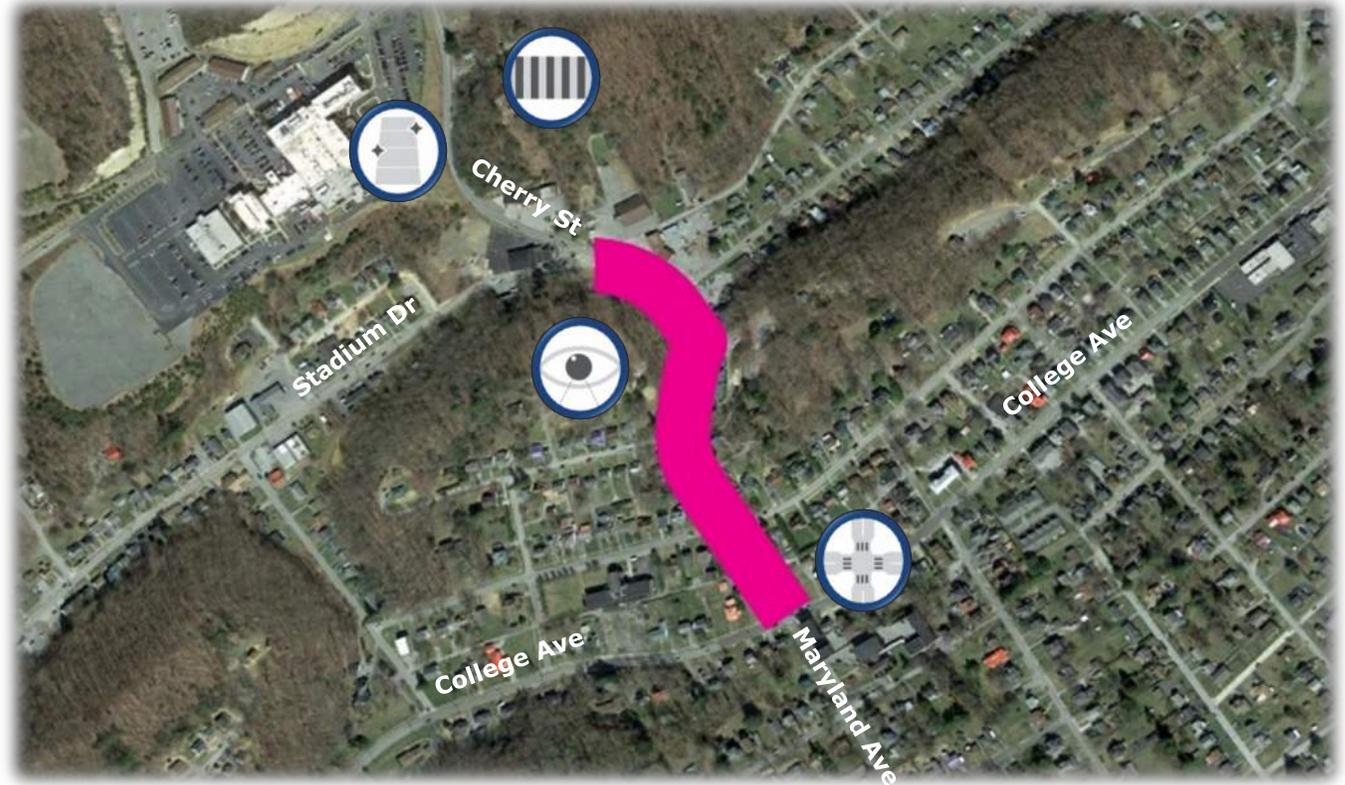
Intersection (4-Way Ped Crossing)



Remove Obstructions for Sightlines

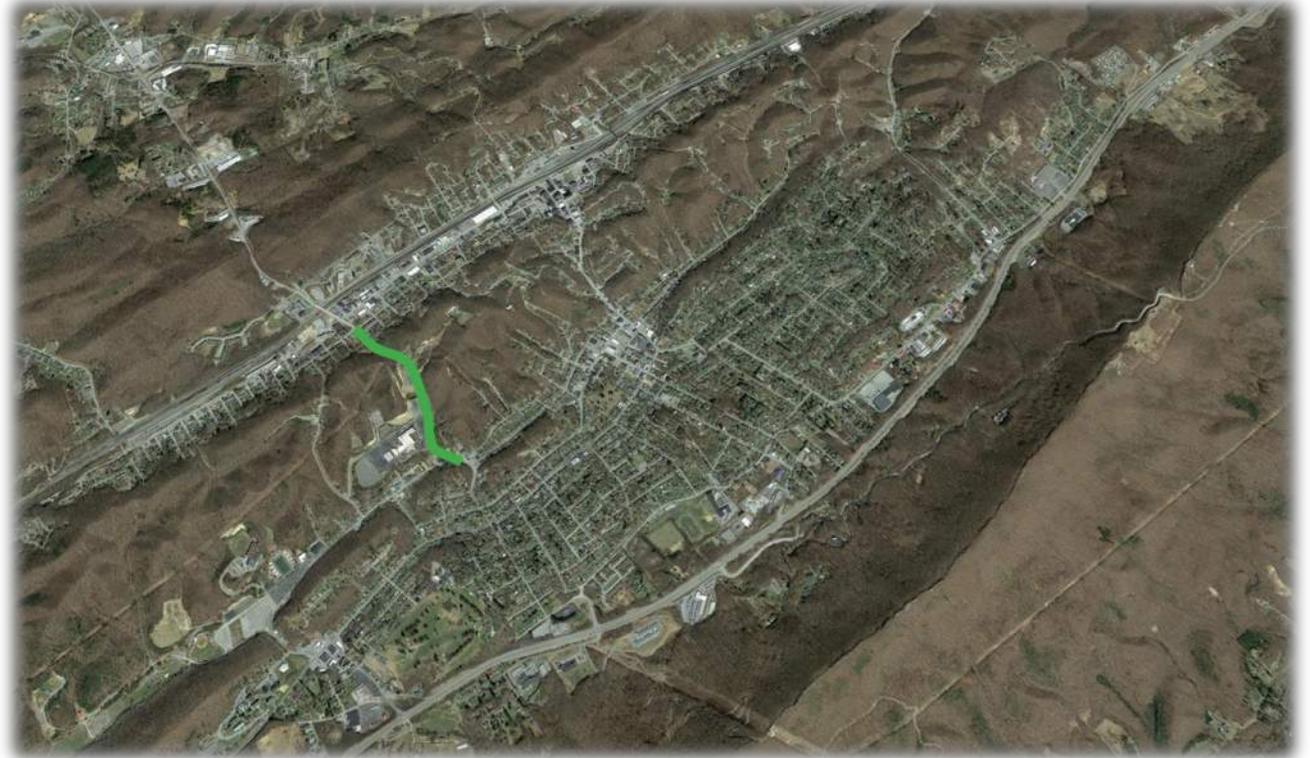


Add Sidewalks & Crosswalk



Project – Cherry Street 'Gap'

- College Avenue
- Stadium Drive
- Maryland Avenue
- **Cherry Street 'Gap'**
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road

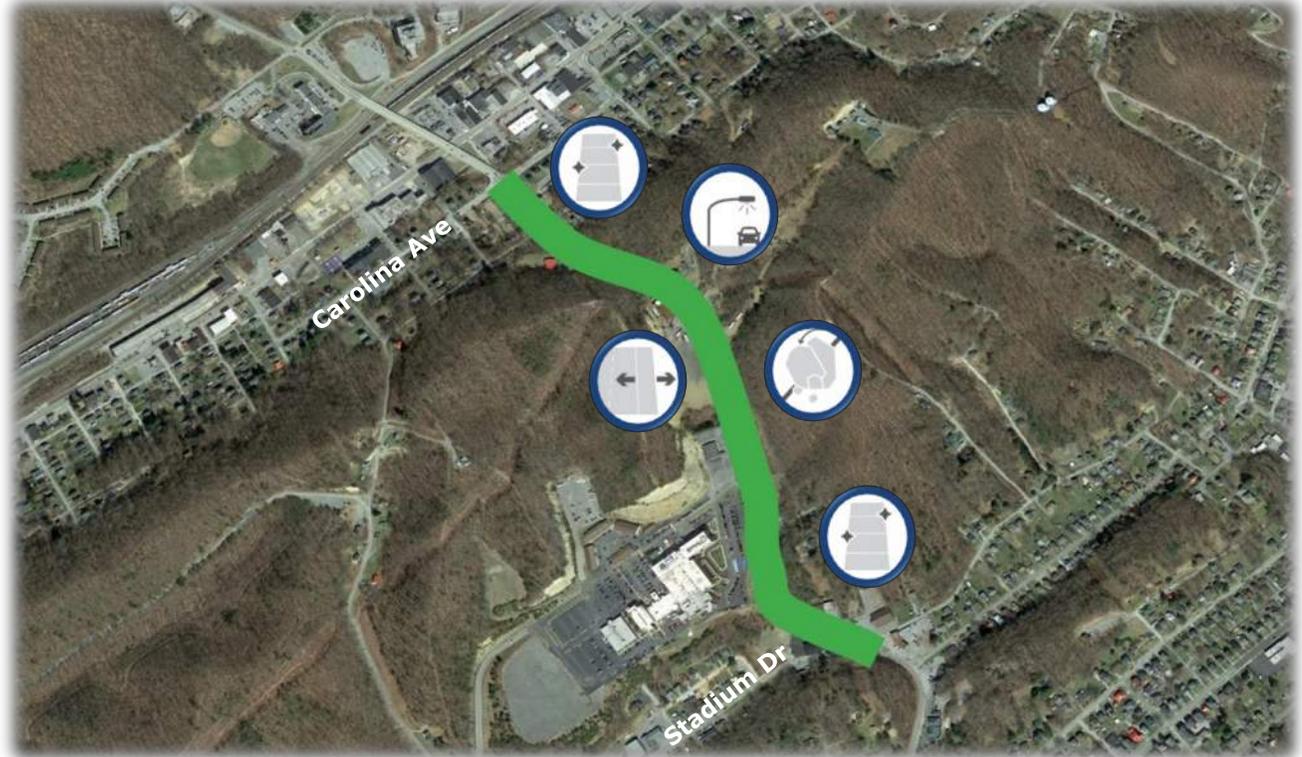


Project – Cherry Street 'Gap'

- **Location:** Stadium Drive to Highland Ave
- **Observed Safety Concerns:**
 - Narrow Roadway with No shoulders or Sidewalks
 - Pedestrians Walking in Roadway
 - Speeding
 - Only Path between large pedestrian generator at new dorms and campus
 - Poor Night-Time Visibility
 - History of Rock Fall in Gap Area

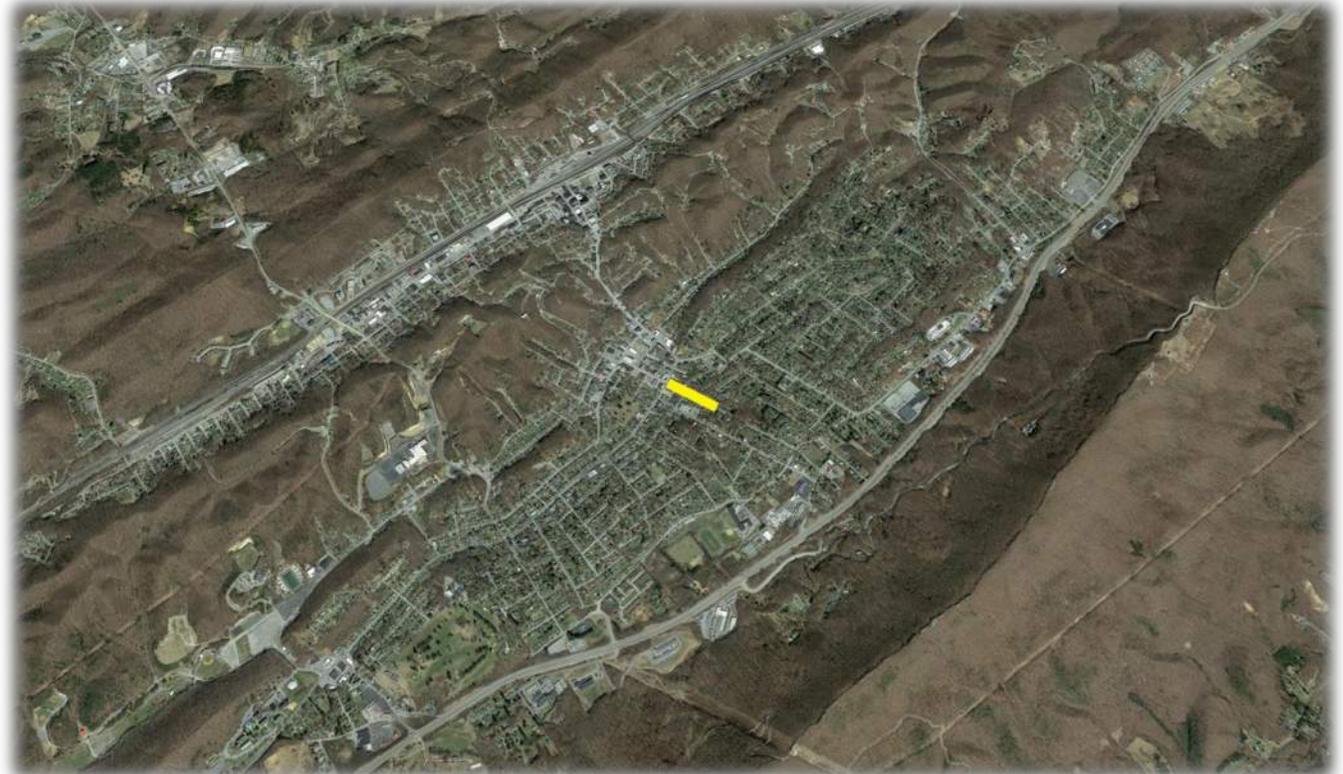
- **Suggested Countermeasures:**

- Sidewalk Installation
- Roadway Shoulder Improvements
- Rockslide Projection Installation
- Lighting Improvements



Project – Jefferson Street 'Spur'

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- **Jefferson Street 'Spur'**
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Jefferson Street 'Spur'

- **Location:** College Avenue to Bay Street

- **Observed Safety Concerns:**

- Poor Night-Time visibility
- Pedestrian generator between B&Bs and shopping plaza area
- Pedestrian Crash at Intersection

- **Suggested Countermeasures:**



Sidewalk Improvements



Lighting Improvements

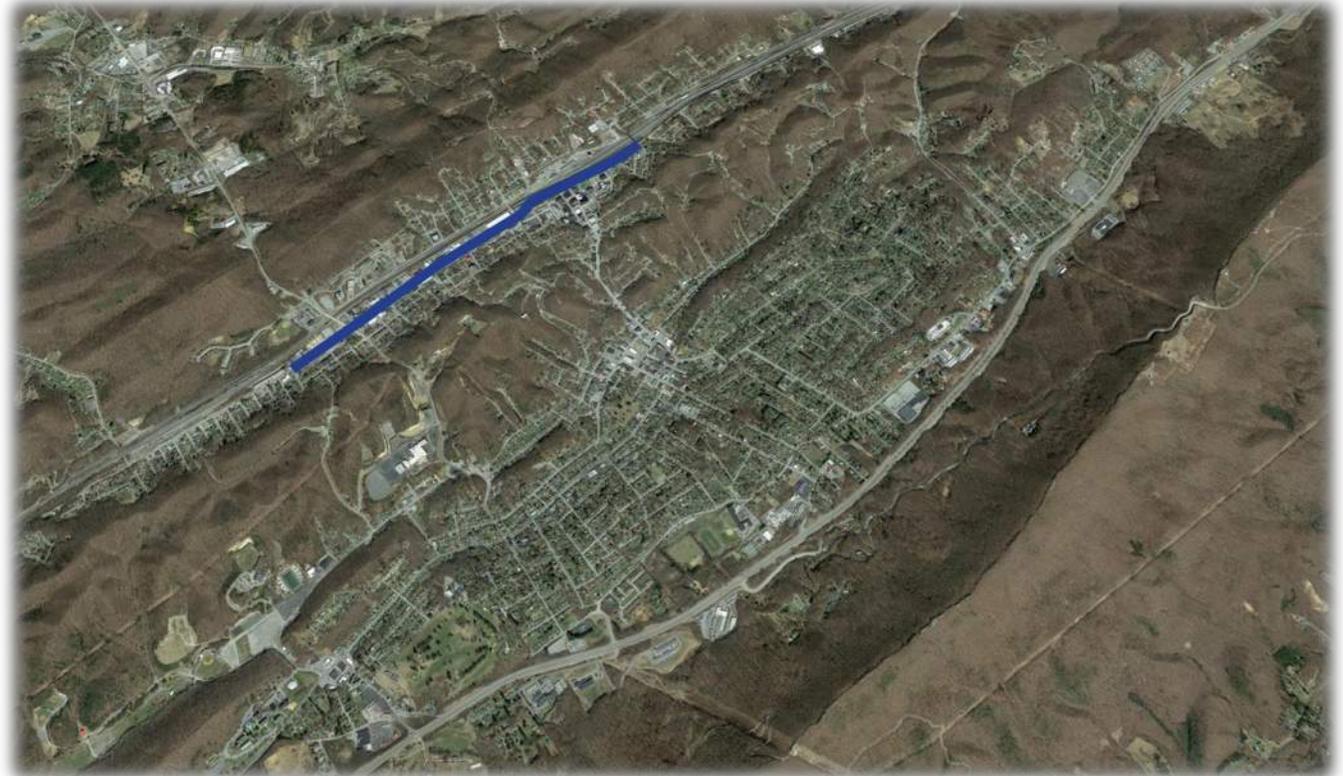


Crosswalk & Signage Improvements



Project – Bluefield Ave | Princeton Ave

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- **Bluefield Ave | Princeton Ave**
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Bluefield Ave | Princeton Ave

- **Location:** Cedar Street to Grant Street
- **Observed Safety Concerns:**
 - Wide roadway, unused capacity
 - Speeding
 - Lack of connectivity across the roadway
 - Bicycles using sidewalk or center turn lane
 - Transit and truck routes

- **Suggested Countermeasures:**



Road Diet



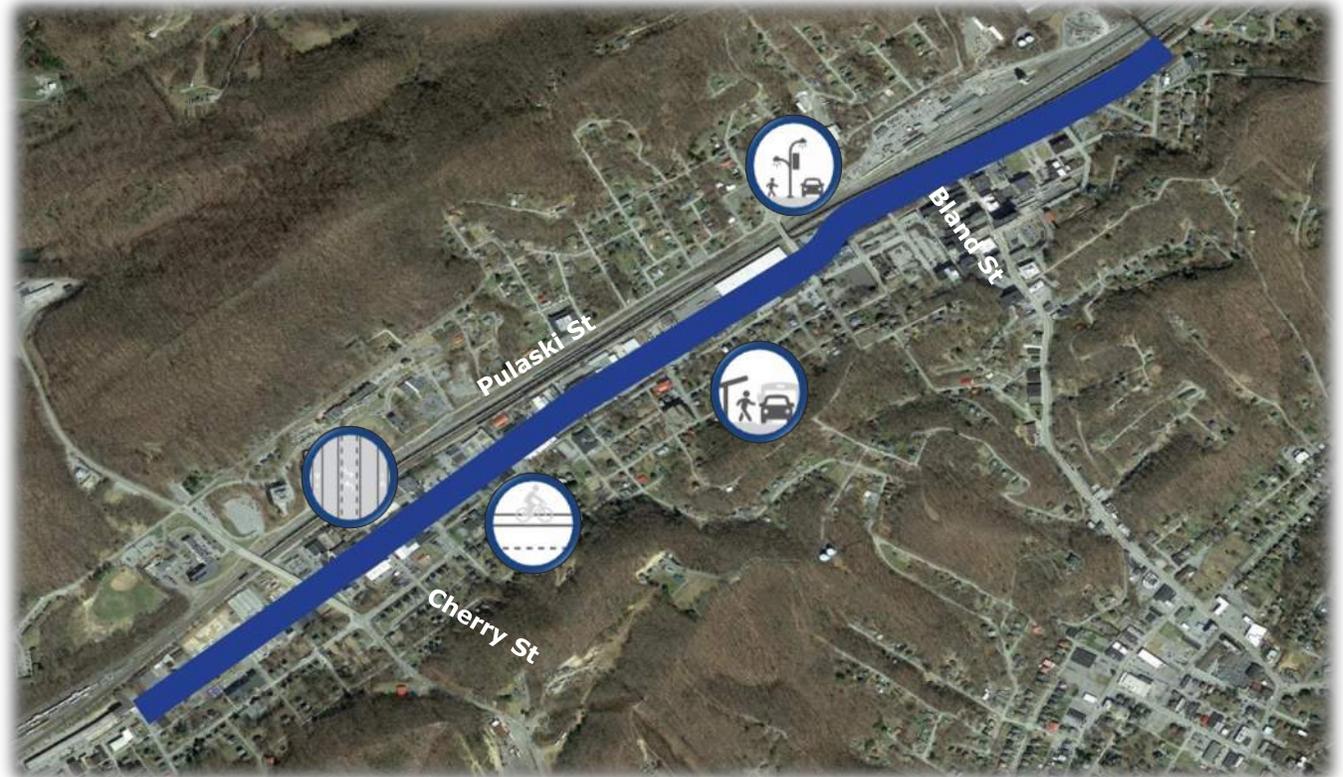
Bike Lane



Streetscaping Installation



Curbside Management/Bus Shelters



Project – Bluefield Ave | Princeton Ave

- **Grant Street Bridge-**



Pedestrian Connection Improvement
(To Princeton Ave & Downtown)



Advance Warning Signage to Drivers

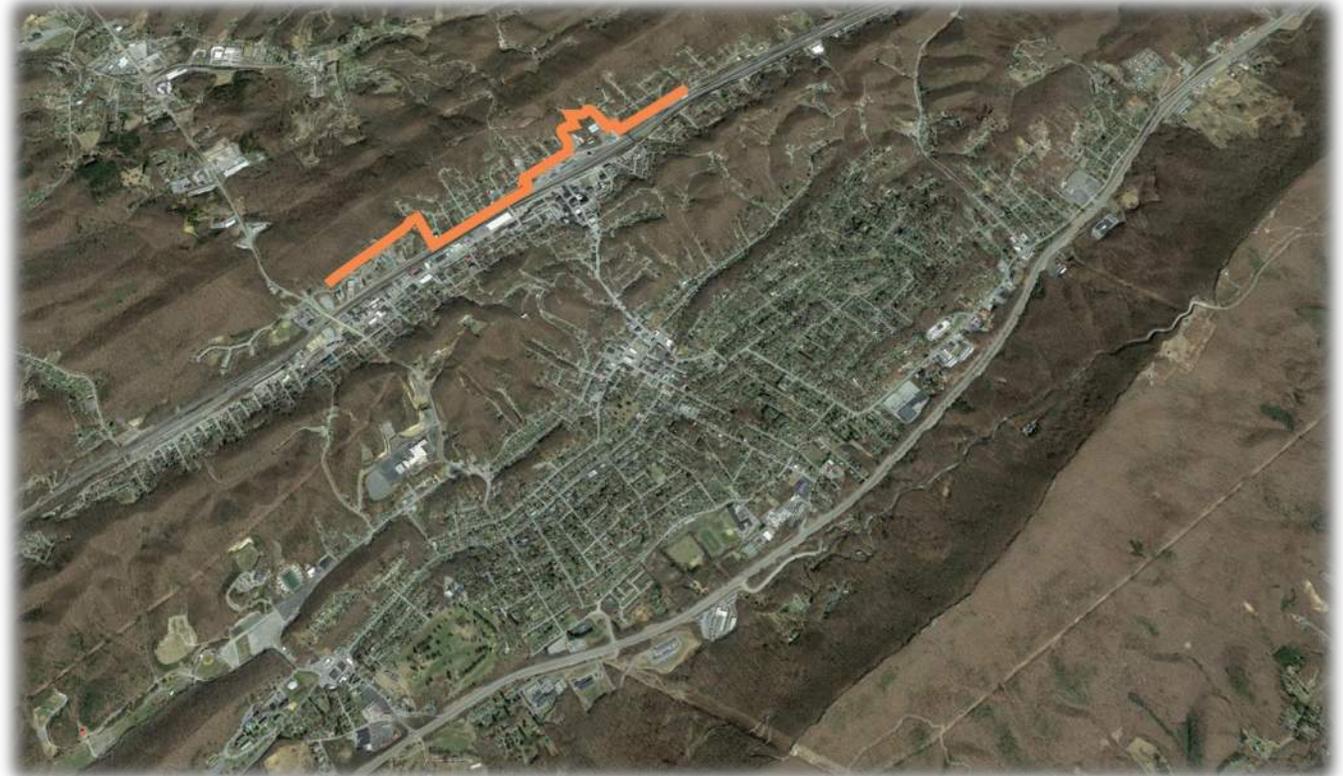


Pedestrian Crossing and tight right
turn Intersection Ahead



Project – Hill Ave | Pulaski St | Hardy St

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Hill Ave | Pulaski St | Hardy St

- **Location:** Hill Ave to Putnam Street
- **Observed Safety Concerns:**
 - Narrow roads with on-street parking
 - Sidewalks poor, pedestrians in roadway
 - Access and wayfinding is poor
 - Poor night-time visibility

- **Suggested Countermeasures:**



Wayfinding Installation



Curbside Management/Bus



Streetscaping/Lighting Installation



Sidewalk Improvements

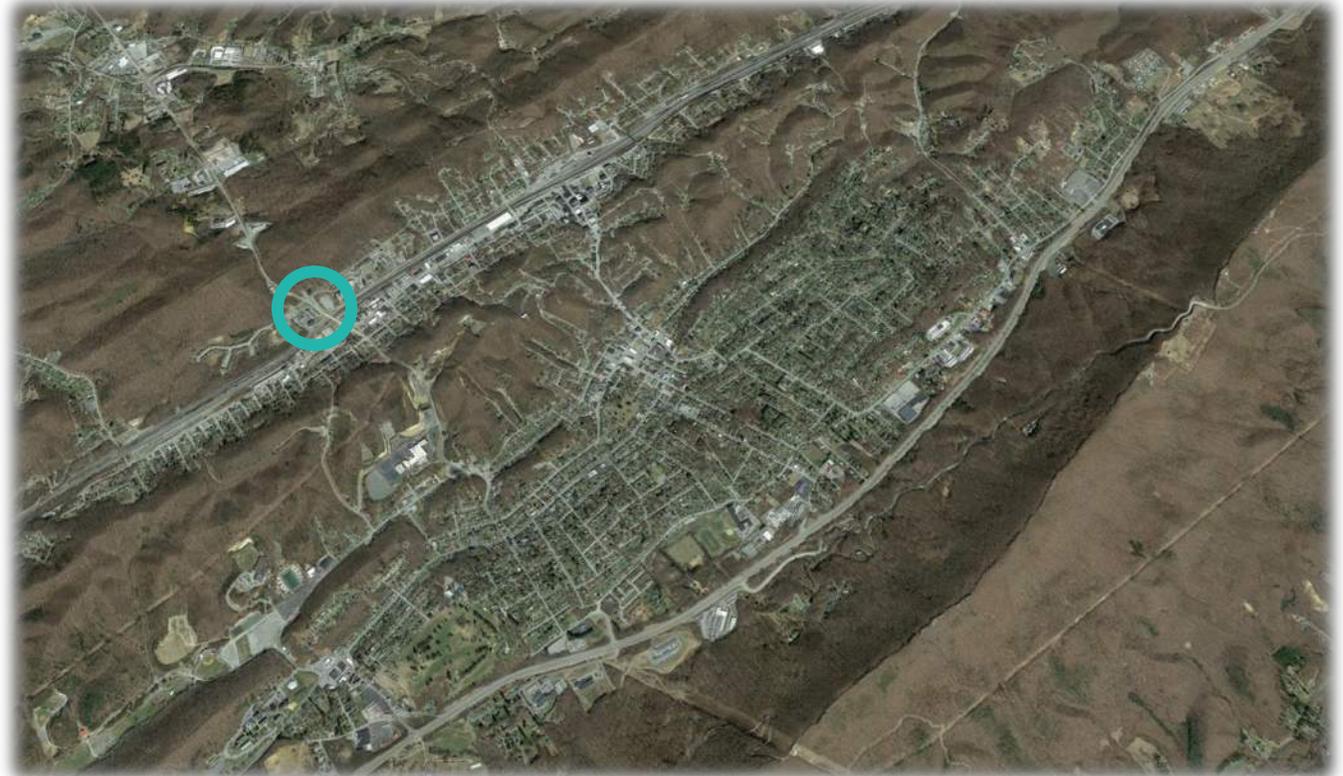


Roadway Widening



Project – US 52 | Hill Avenue Intersection

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- **US 52 | Hill Avenue Intersection**
- Bland Street
- Cumberland Road



Project – US 52 | Hill Avenue Intersection

- **Location:** US 52 at Hill Ave
- **Observed Safety Concerns:**
 - Poor sight distance across roadway due to hill
 - Poor sight distance of oncoming vehicles due to hill and curve
 - Speeding on US 52
 - Too many entrance points introduces areas for potential conflict
 - US 52 is the main route for freight & ATVs
 - Crash history

- **Suggested Countermeasures:**



Roundabout (4-Way Intersection)



Remove Obstructions for Sightlines



Access Management

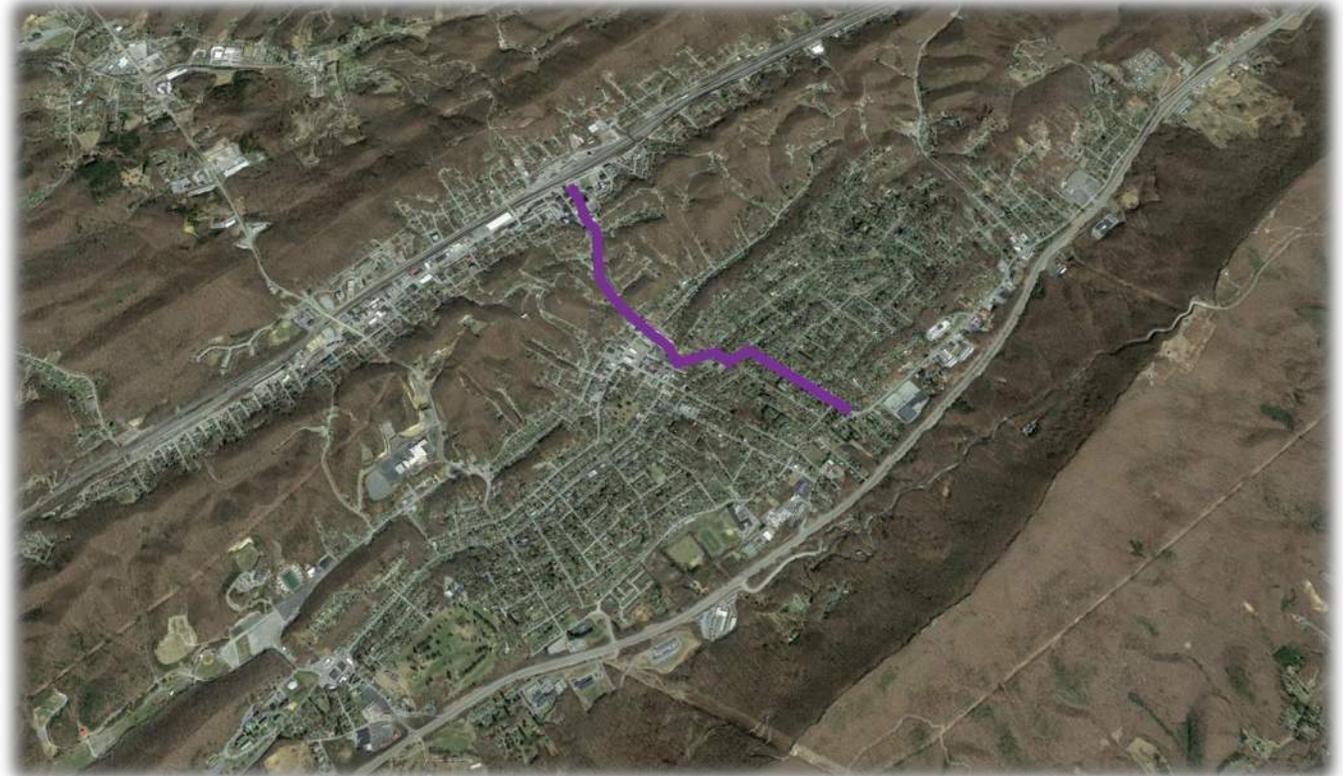


Advance Warning Signage



Project – Bland Street

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- **Bland Street**
- Cumberland Road



Project – Bland Street

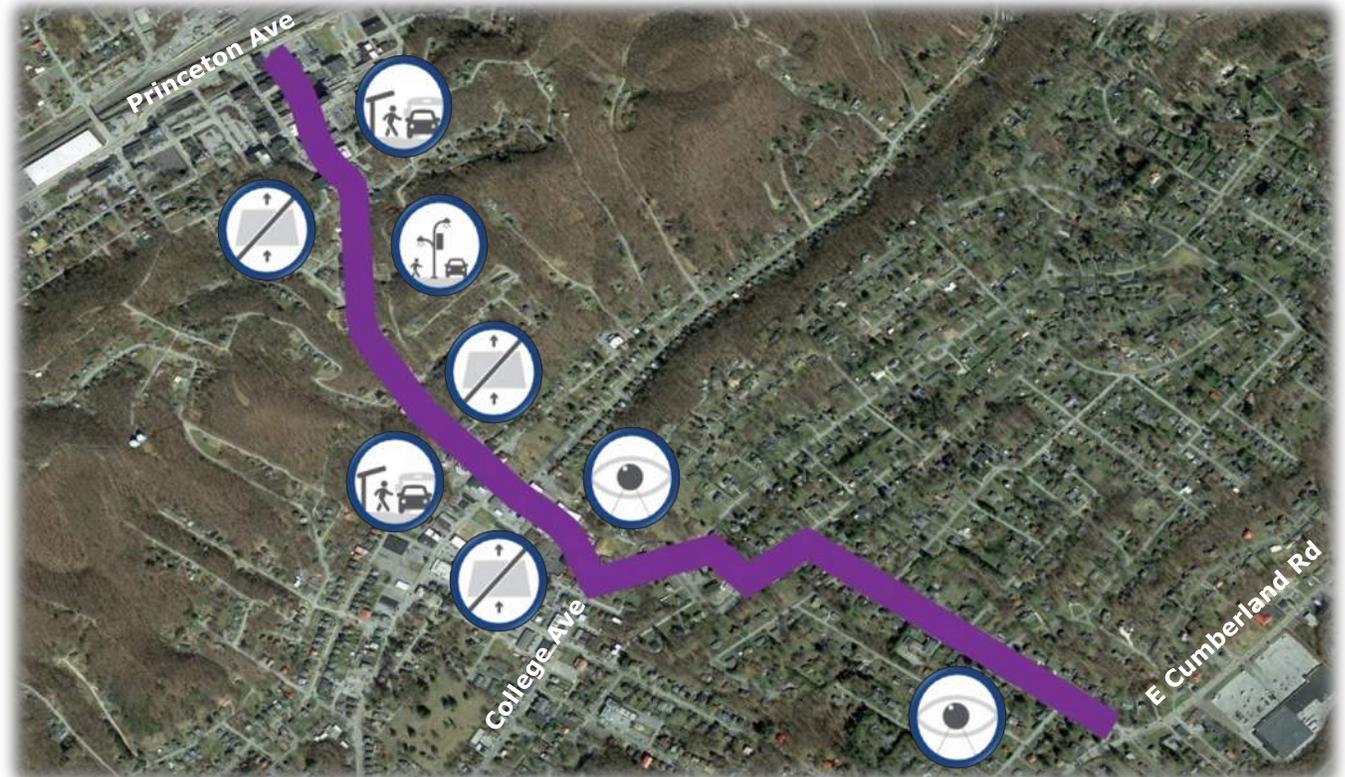
- **Location:** Princeton Ave to Cumberland Ave

- **Observed Safety Concerns:**

- Speeding
- Lack of Pedestrian Crossings
- Business Driveways Uncontrolled
- Curves and Hills restrict Sight Distance for turning vehicles

- **Suggested Countermeasures:**

-  Remove Obstructions for Sightlines
-  Curbside Management
-  Access Management
-  Streetscaping Installation



Project – Bland Street

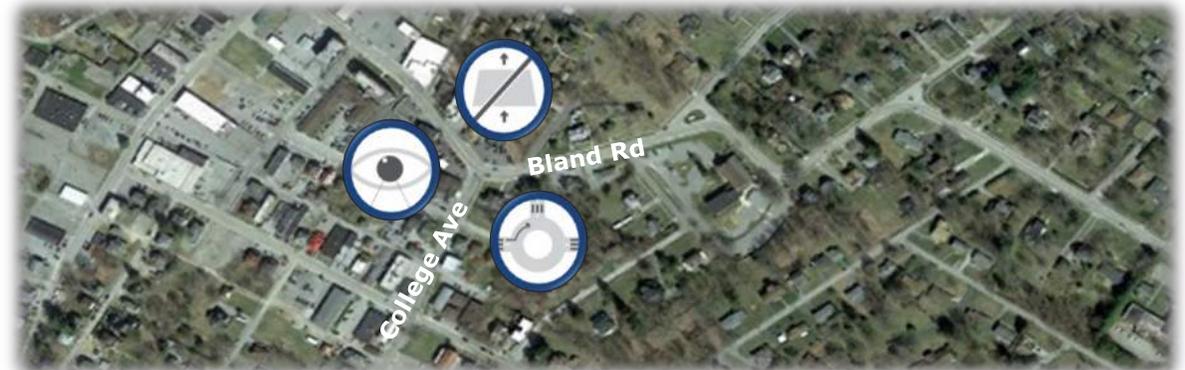
- **Bland / Cumberland Intersection-**

 Roundabout (4-Way Intersection)

 Pedestrian Crossing Installation

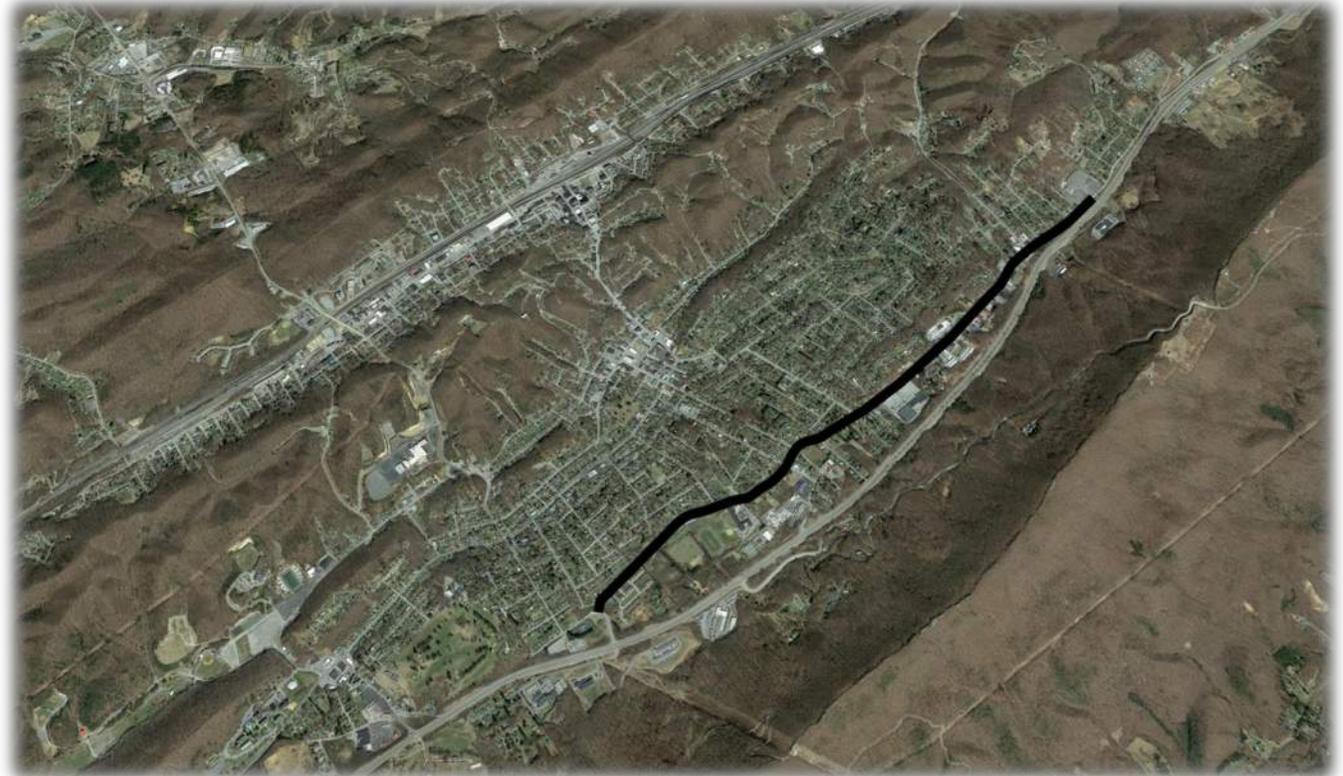
- **Bland / College Intersection-**

 Roundabout (3-Way Intersection)



Project – Cumberland Road

- College Avenue
- Stadium Drive
- Maryland Avenue
- Cherry Street 'Gap'
- Jefferson Street 'Spur'
- Bluefield Ave | Princeton Ave
- Hill Ave | Pulaski Street | Hardy Street
- US 52 | Hill Avenue Intersection
- Bland Street
- Cumberland Road



Project – Cumberland Road

- **Location:** US 460 21/1 Connector to Gabe's Plaza
- **Observed Safety Concerns:**
 - Lack of Sidewalk Connectivity to important pedestrian generators
 - Pedestrians and Mobility scooters in the roadway
 - Student pick-up queue spills back onto roadway
- **Suggested Countermeasures:**



Sidewalk Improvements



Roadway Shoulder Improvements
(School Area)



Curbside Management



Project – Cumberland Road

- **East Cumberland Connector-**

 Advance Warning Signage to Drivers

 Pedestrian Crossing Installation



Next Steps & Thank You!

- **Final Safety Action Plan**
- **Comment Forms**
 - Please fill out a comment form
 - Talk to us at the maps for more information