

Local sponsors should also identify opportunities to track progress in pursuing educational and awareness goals. Tracking existing educational programs will establish a benchmark to demonstrate the success of the expanded range of education and awareness programs envisioned.

Bike racks and shelters

Bike racks and shelters can be used to promote the use of biking. The RIC region has a deficiency in available bicycle parking, however there are bike parking racks throughout downtown Charleston that were funded through a Sustainable Kanawha Valley Initiative grant sponsored by the Mountain State Wheelers Bicycle Club. There are bicycle racks on all Kanawha Valley Regional Transportation Authority (KVRTA) buses, and at several bus shelters.

Figure 5-3: Urban Racks System



Municipalities should pursue funding for bicycle racks to promote the use of biking including working with local land and business owners. Bicycle parking should be required with new development.

The Association of Pedestrian and Bicycle Professionals published *Bicycle Parking Guidelines*, a basic guide to the selection and placement of bicycle racks specifically for short-term parking. These guidelines should be referred to for the location of racks and shelters throughout the RIC region. The cost for an 11-bike in-ground rack ranges from \$250 to \$1,400 per rack. Bike lockers can also be used along with the racks and shelters. The lockers cost in the range from \$200-\$1,200. Bike shelters can cost in the range from \$1,000 to \$10,000 depending on the size and style. Some examples of bike shelters, bike racks, and lockers include:

Figure 5-2: Bicycle Parking

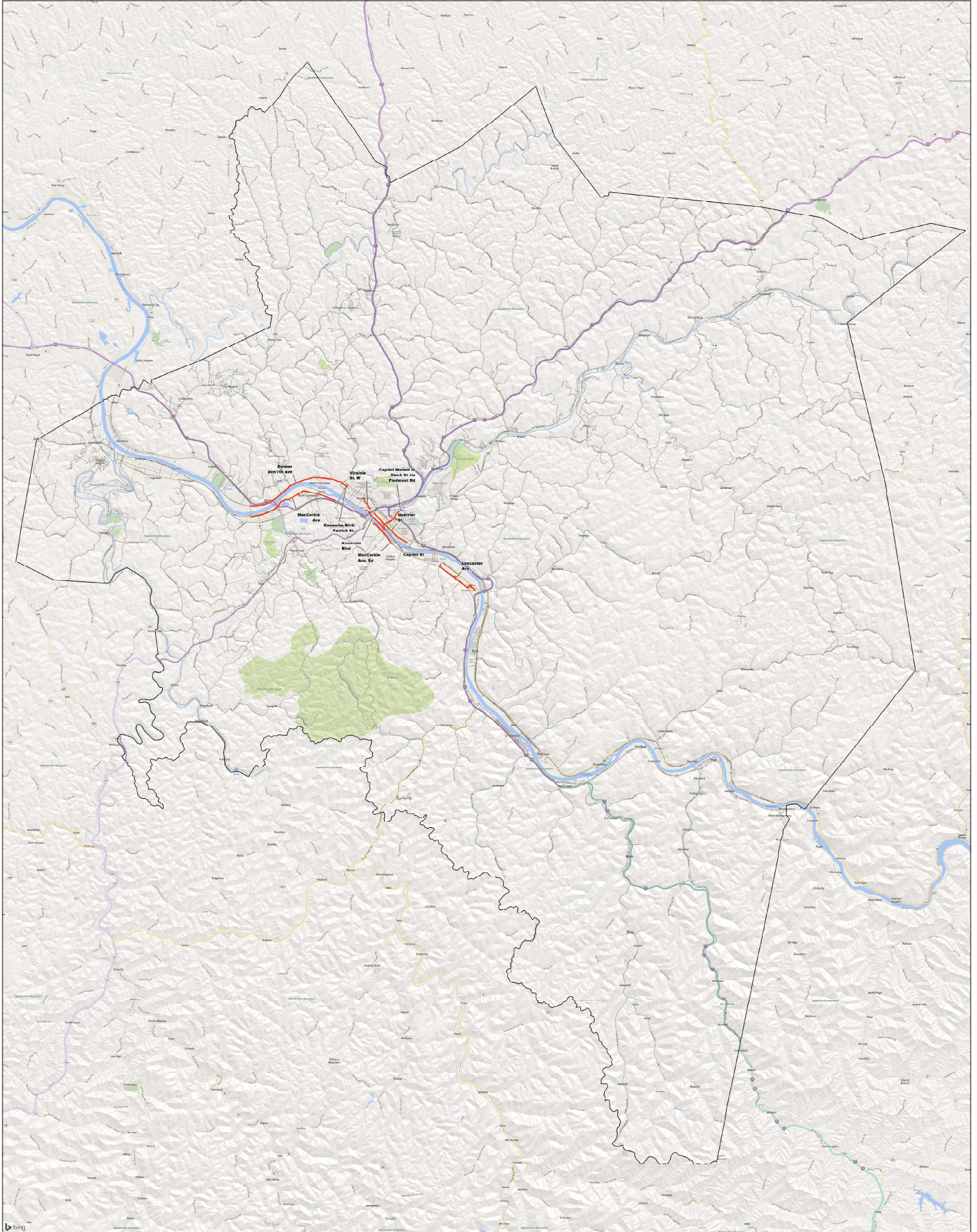


Figure 5-4: City of Columbus Bike Rack





Appendix A: Demographic Maps



bing

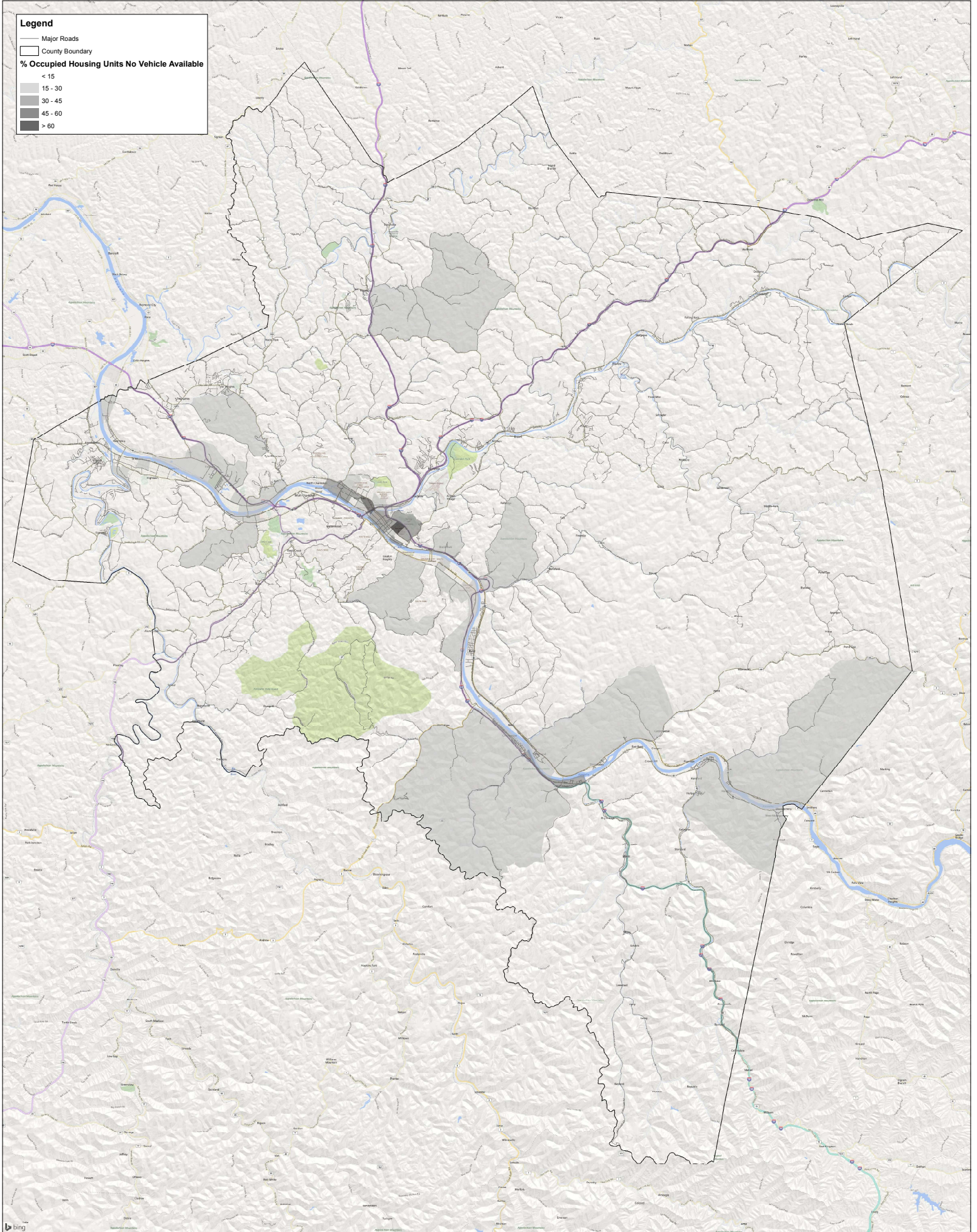


KANAWHA COUNTY

PREVIOUSLY RECOMMENDED BICYCLE AND PEDESTRIAN PROJECTS

Legend

- Major Roads
- County Boundary
- % Occupied Housing Units No Vehicle Available**
- < 15
- 15 - 30
- 30 - 45
- 45 - 60
- > 60



bing

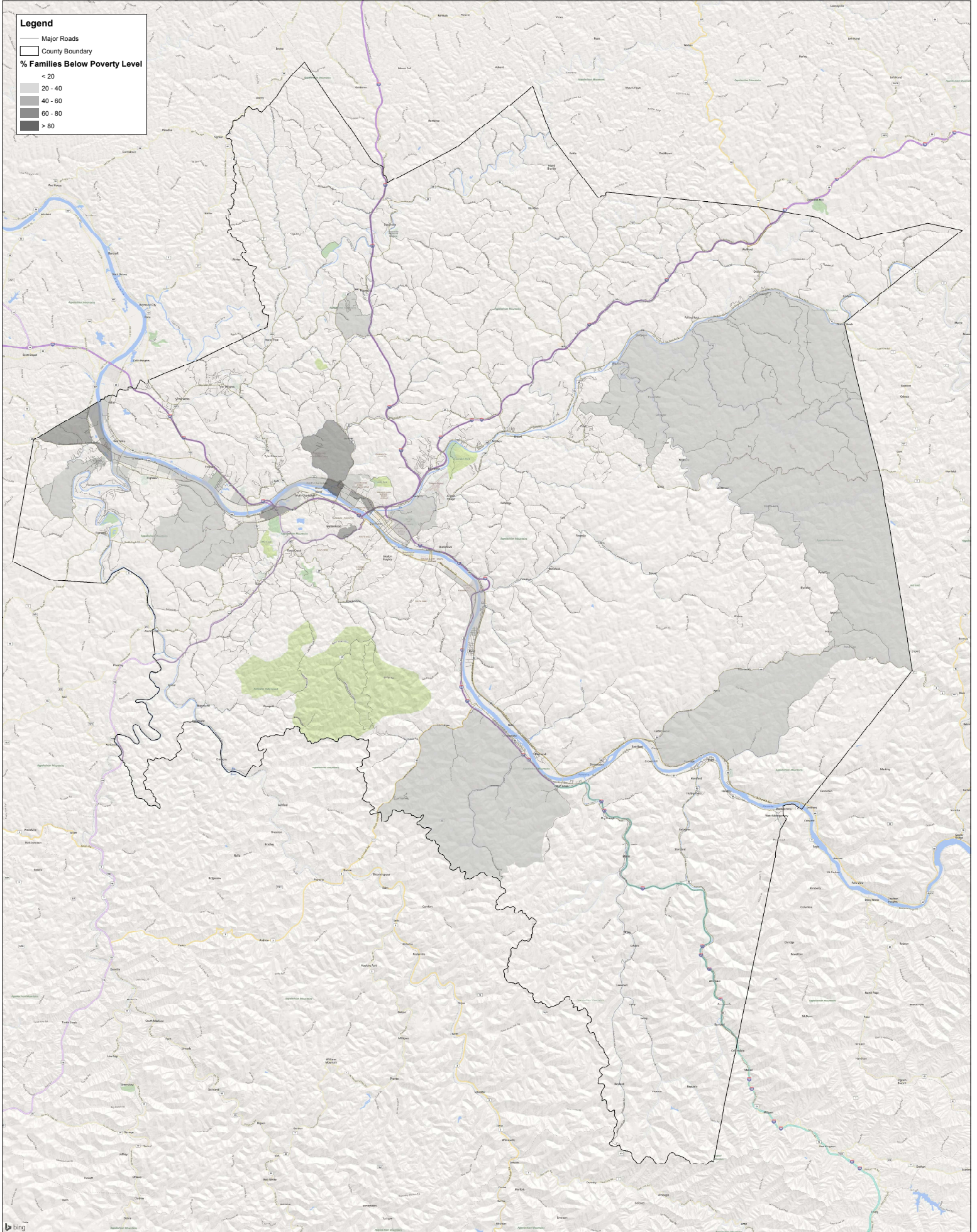


KANAWHA COUNTY

OCCUPIED HOUSING UNITS WITH NO VEHICLE AVAILABLE

Legend

- Major Roads
- County Boundary
- % Families Below Poverty Level**
 - < 20
 - 20 - 40
 - 40 - 60
 - 60 - 80
 - > 80



bing

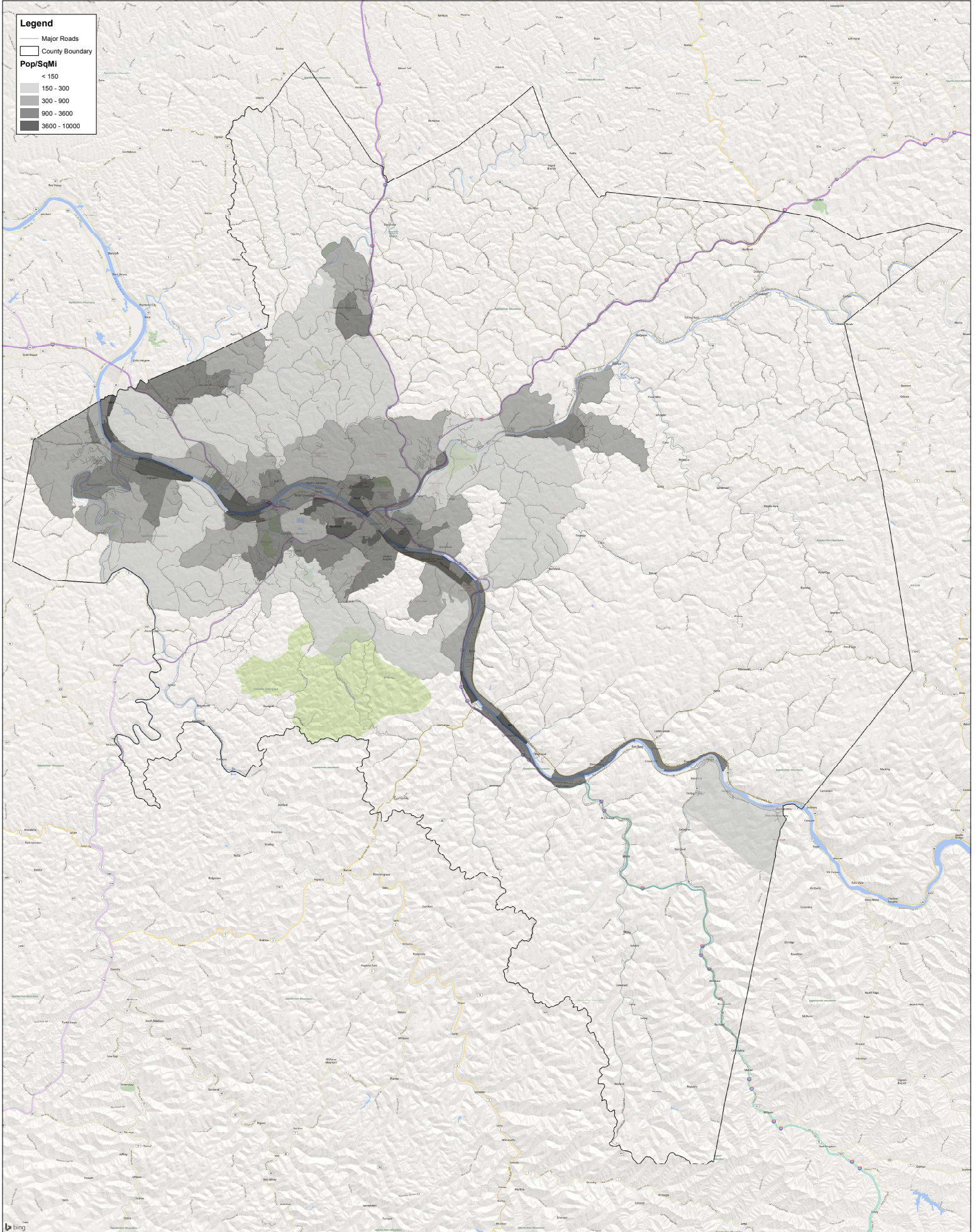


KANAWHA COUNTY

% OF FAMILIES BELOW THE FEDERAL POVERTY LEVEL

Legend

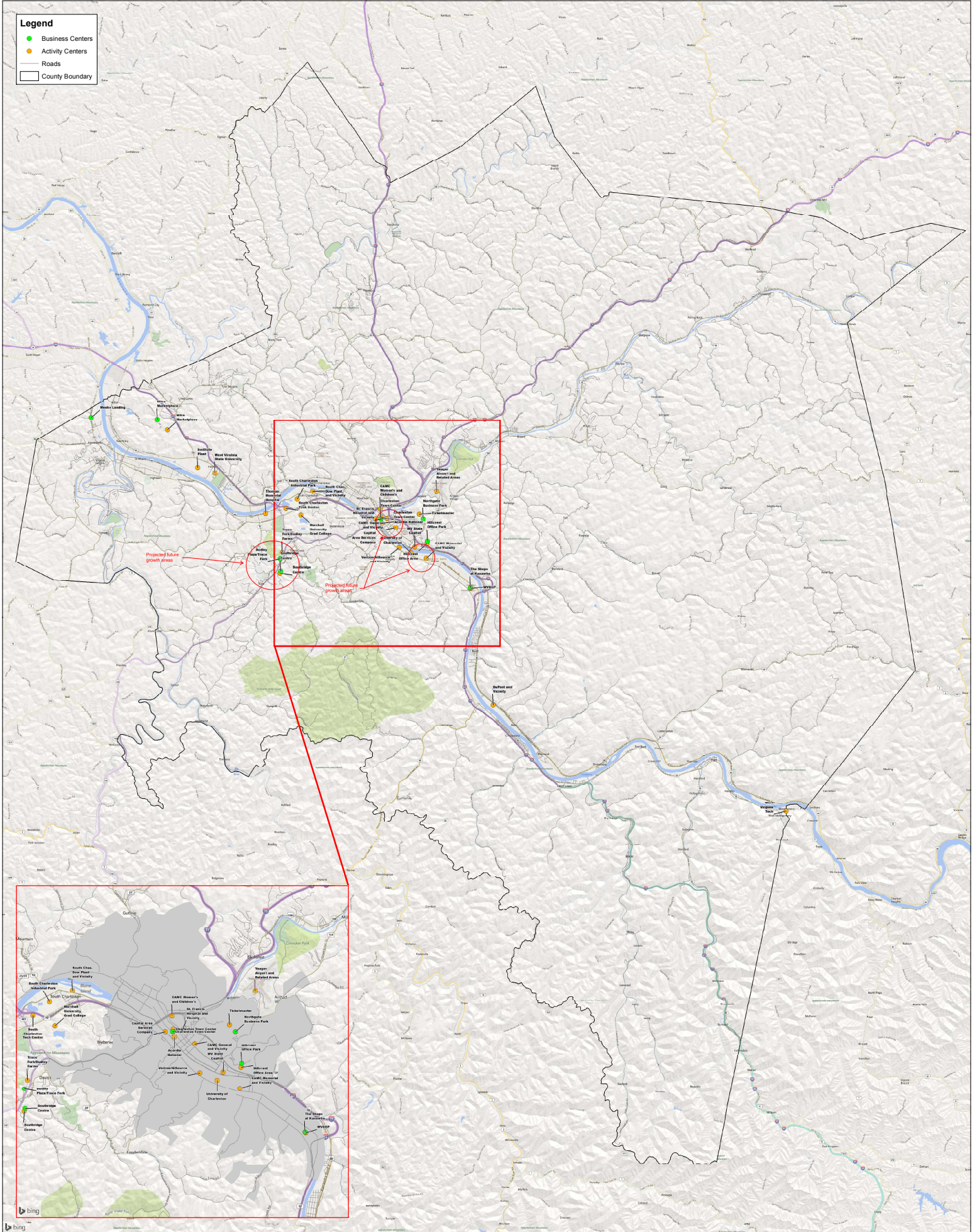
- Major Roads
- County Boundary
- Pop/SqMi**
 - < 150
 - 150 - 300
 - 300 - 900
 - 900 - 3600
 - 3600 - 10000

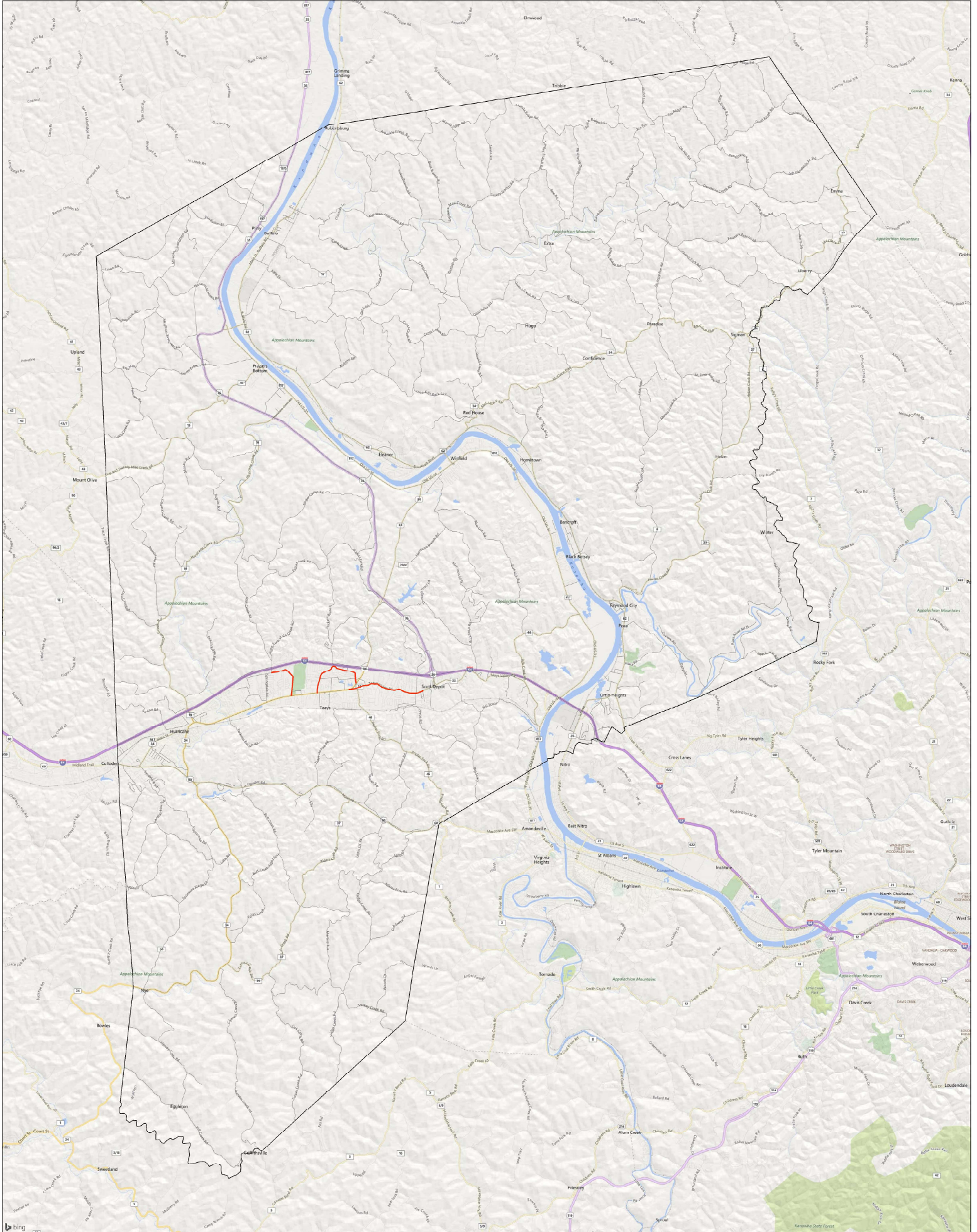


KANAWHA COUNTY
POPULATION DENSITY
(BY CENSUS BLOCKGROUP)



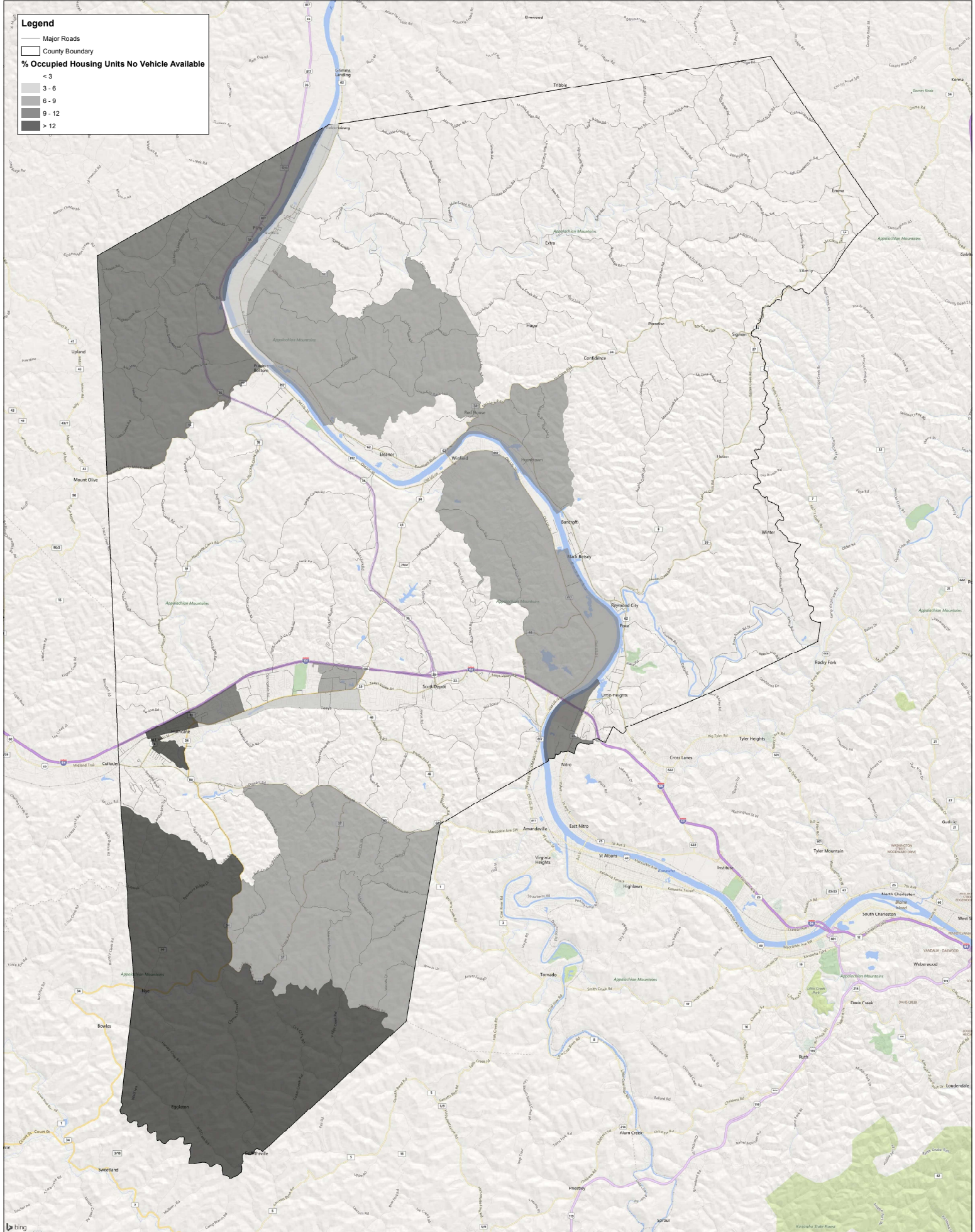
- Legend**
- Business Centers
 - Activity Centers
 - Roads
 - ▭ County Boundary





Legend

- Major Roads
- County Boundary
- % Occupied Housing Units No Vehicle Available**
 - < 3
 - 3 - 6
 - 6 - 9
 - 9 - 12
 - > 12



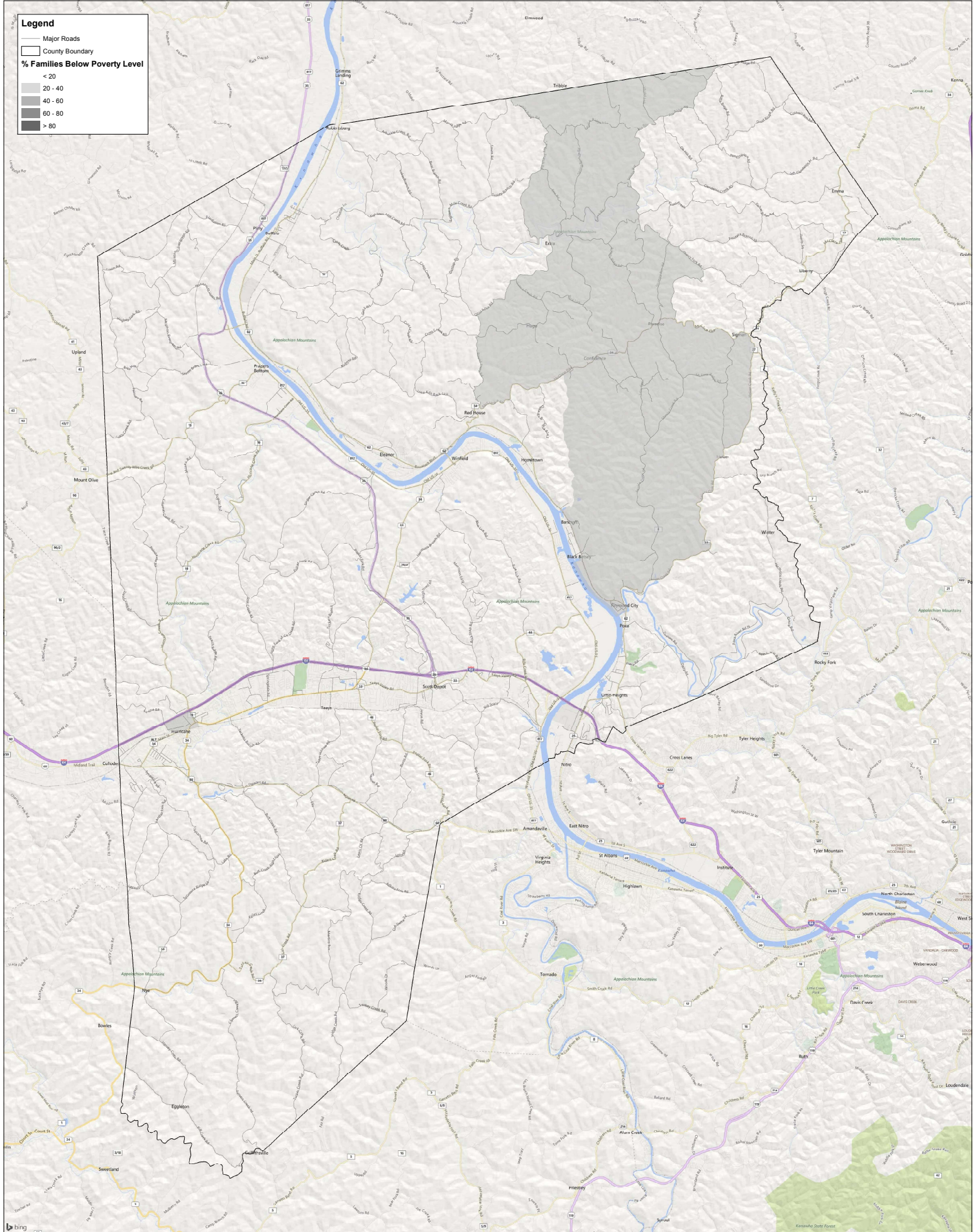
PUTNAM COUNTY

OCCUPIED HOUSING UNITS WITH NO VEHICLE AVAILABLE



Legend

- Major Roads
- County Boundary
- % Families Below Poverty Level**
 - < 20
 - 20 - 40
 - 40 - 60
 - 60 - 80
 - > 80



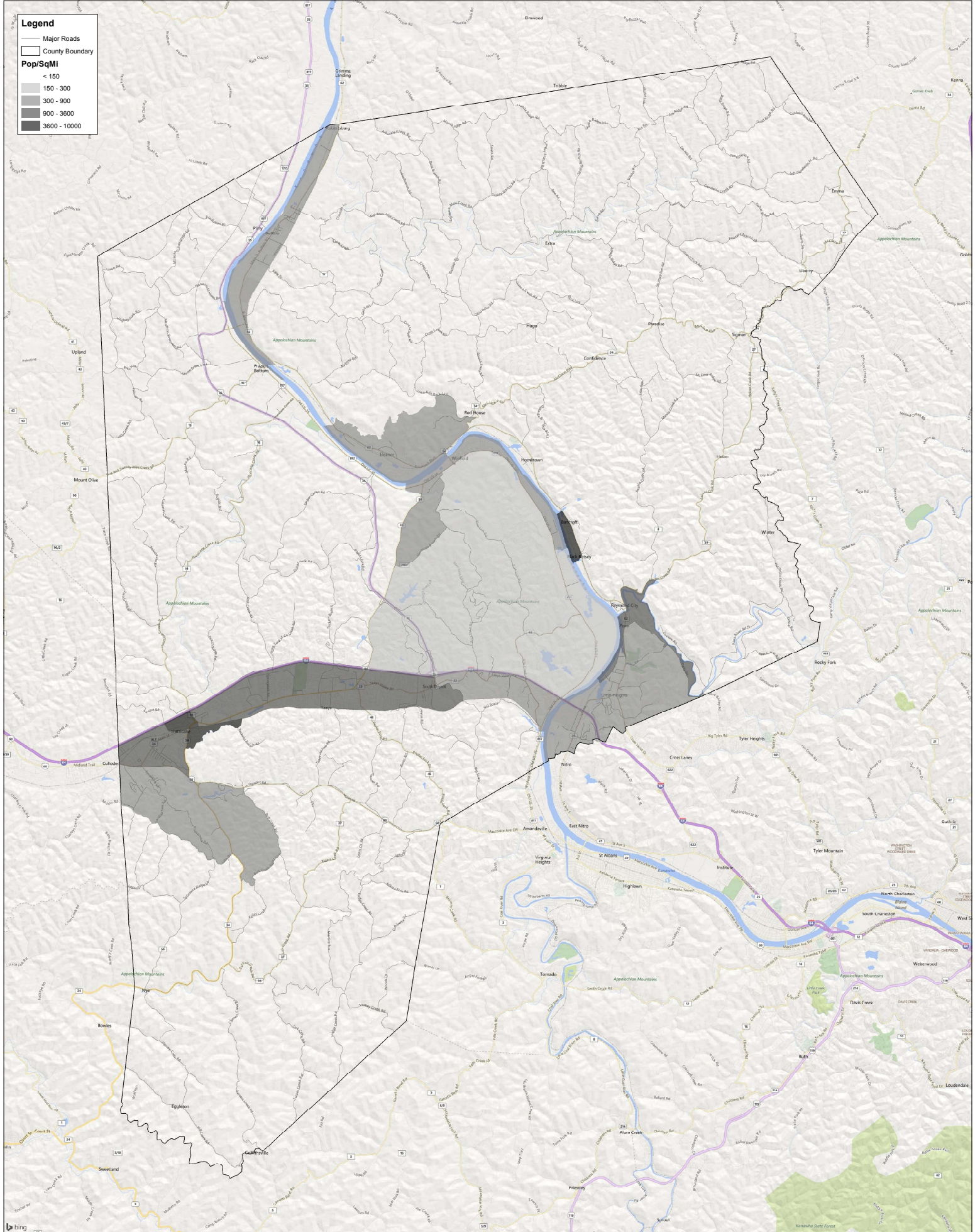
PUTNAM COUNTY

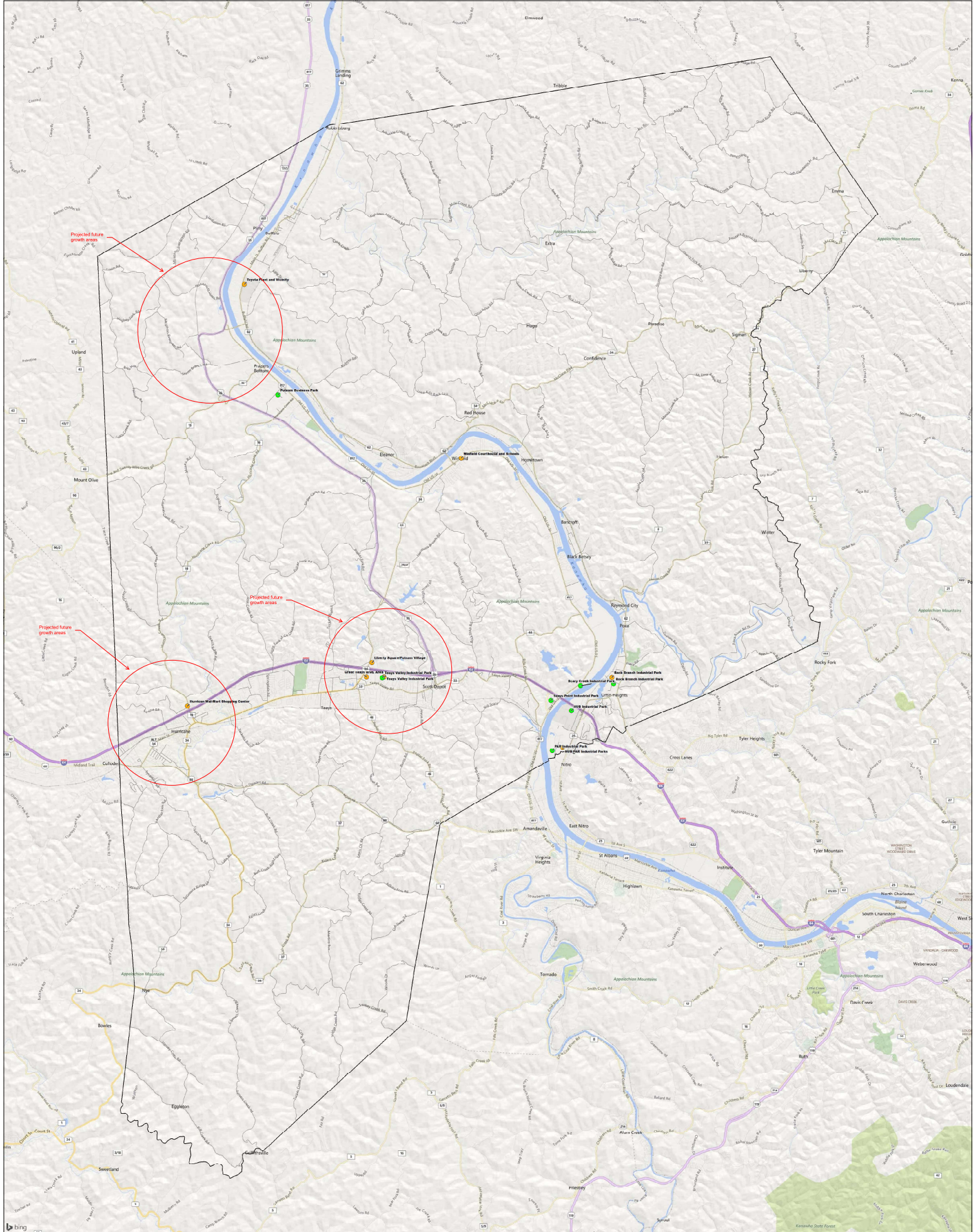
% OF FAMILIES BELOW THE FEDERAL POVERTY LEVEL



Legend

- Major Roads
- County Boundary
- Pop/SqMi
 - < 150
 - 150 - 300
 - 300 - 900
 - 900 - 3600
 - 3600 - 10000





**PUTNAM COUNTY
ROADWAY NETWORK**



Appendix B: Public Participation Plan

Public Participation Plan

Kanawha-Putnam Counties, WV Bike and Pedestrian Plan

Matt Selhorst and Amy Staud

Prepared for:

Regional Intergovernmental Council

315 D Street

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Prepared by:

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2416 Pennsylvania Avenue

Weirton, WV 26062-3639

(304)748-8740

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Columbus, OH 43213

(614) 839-5700

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INTRODUCTION

The Regional Intergovernmental Council (RIC) is the federally designated Metropolitan Planning Organization (MPO) for the Charleston, WV Metropolitan Planning Area. As such, it performs cooperative, continuous and comprehensive transportation planning for Kanawha and Putnam counties. The RIC represents the region's transportation interests and needs at the state and federal levels and has an established history of providing effective and inclusive transportation planning for this region. Public participation plays a vital role in transportation planning. The RIC recognizes this and works to build consensus in its transportation planning process. It employs a variety of public participation techniques in carrying out its planning process including citizen and technical advisory committees, public meetings, tabling at local events, charrettes, surveys, public notices, newsletters, social media, and the RIC website.

This plan describes the strategies, techniques and activities the RIC will employ to inform and engage the public in transportation planning issues for the update of the bicycle and pedestrian plan within Kanawha and Putnam Counties, WV with the purpose of maximizing participation and effectiveness. Through this plan, RIC endeavors to achieve a level and mix of public participation activities appropriate to the scope and nature of this project. Additionally, this plan outlines RIC's goals for ensuring successful public participation.

This plan is a dynamic document and will be reviewed by the RIC staff to maintain compliance with any new state or federal legislation and policies.

Study Area

Figure 1 shows the study area, Kanawha and Putnam counties in southern West Virginia.

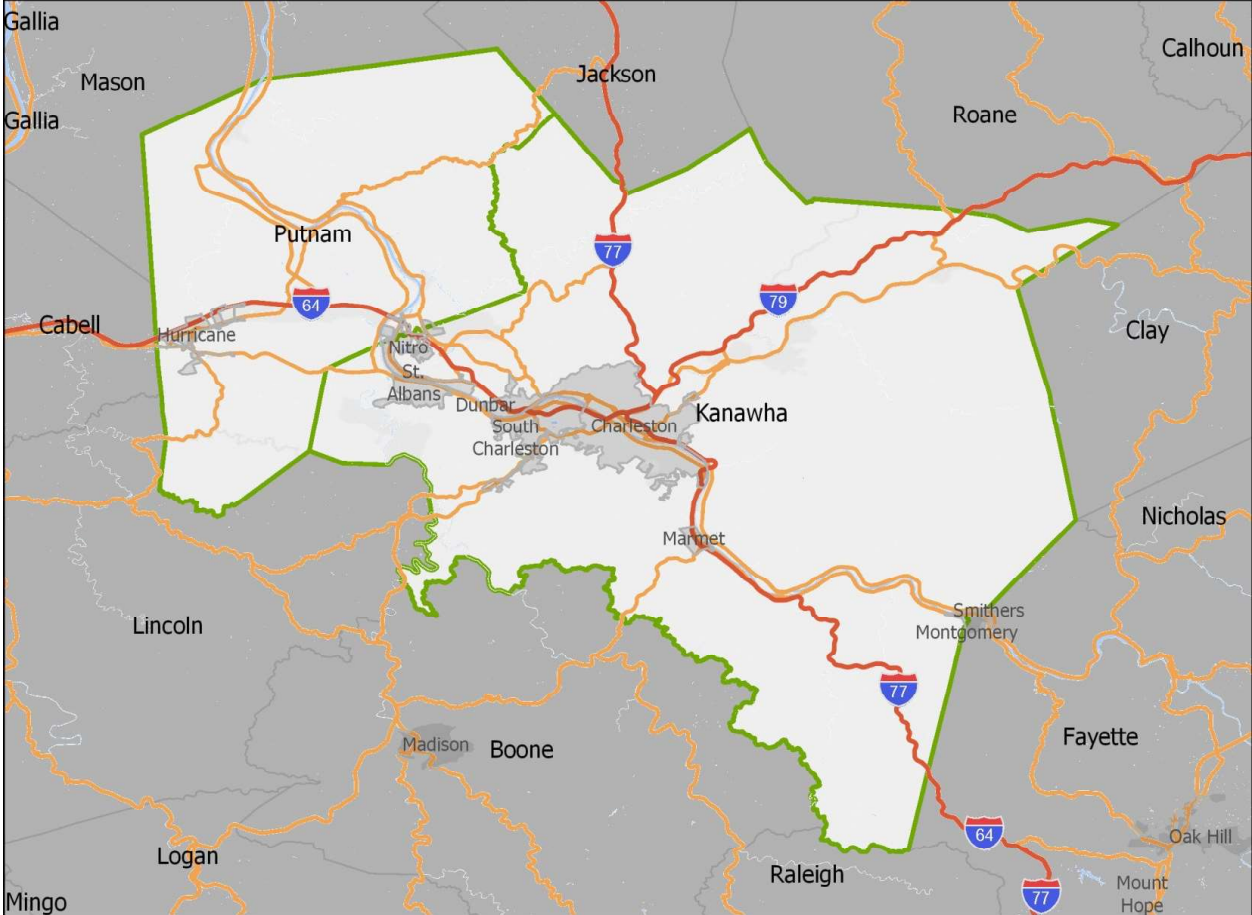


Figure 1: Kanawha and Putnam Counties

Project Scope

The Plan will guide planning and development of bicycle and pedestrian connections within Kanawha and Putnam Counties, WV. The Plan shall identify potential future bike-lanes/route opportunities as well as upgrades or improvements to existing sidewalk, trails and roadways such as lane restriping, signage, pavement markings and other safety and road-sharing enhancements.

The planning process for this task will identify barriers to active transportation, create solutions, and develop a realistic and implementable action plan. The planning process will uncover information, engage stakeholders, and outline a vision for bicycling and walking. The strategy is to link attractions and destinations, such as the CBD, schools, and other trip generators. The resulting network not only will include multi-use paths on exclusive rights of way, but also identify opportunities to provide safe operation within the existing roadway network. The plan will coordinate improvements to the bicycle and pedestrian network with other elements and

work to create “Complete Street” policies to guide implementation. The study team will provide recommendations to:

- Increase bicycle and pedestrian safety
- Improve accessibility and mobility options
- Improve options throughout the two counties

The plan will undertake a thorough information gathering and analysis process. Following this, the plan will identify bicycle and pedestrian networks and create high-quality, user-oriented maps for public dissemination.

Deliverables for the project include:

- Project Management Plan
- Goals and Objectives
- Public Participation Plan
- GIS map
- Existing conditions report
- Deficiencies and improvements report
- Prioritization and implementation plan
- Draft and Final report

Public Participation Plan

RIC and the HDR Team recognize that a proactive, effective communications effort will enhance the outcome of the project. Soliciting input from project stakeholders and local communities and neighborhoods will provide the valuable feedback needed when assessing possible alternatives and achieving buy-in throughout the planning process.

This Public Participation Plan (PPP) is intended to be flexible to meet the changing needs of both the project and the public as the project proceeds. The public participation process will follow RIC's adopted Public Participation Process and be guided by federal statutory and regulatory requirements, particularly Title VI of the Civil Rights Act of 1964 and Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, enacted in 1994. The RIC staff adheres to federal public participation requirements for MPOs, which are described in the Code of Federal Regulations Title 23, Section 450.316 CFR 450.316. In particular, section (1) (vii) of the Title 23 regulations references how MPOs should address the needs of Environmental Justice populations. Throughout its transportation planning process, the RIC considers the transportation needs of these traditionally underserved populations. This plan seeks to reduce public participation barriers that may exist for low-income, minority, disabled, and limited English proficiency (LEP) groups. Detailed planning for all underserved populations is further described in the RIC's Title VI Plan, which is available on the RIC website.

The plan will:

- 1) Utilize visualization techniques to describe plans and studies.
- 2) Conduct public meetings at convenient and accessible locations at convenient times.
- 3) Make public information available in an electronically accessible format, such as the web.
- 4) Comply with Limited English Proficiency (LEP) requirement (Executive Order 13166) when soliciting comments from the general public (in accordance with Title VI of the Civil Rights Act).

Purpose and Goals

The purpose of this PPP is to organize and guide a public involvement effort that creates and promotes communication between the public, stakeholders, and the Project Management Team (PMT). The effort will provide overall public awareness and promote valuable input, ultimately advancing the project and preferred improvements.

The PPP is an active document and modifications may be necessary to better implement and document public input and opinion as the process progresses. Throughout the public involvement process, this suggested PPP approach will be evaluated for effectiveness and modified as needed.

This PPP includes the responsible areas among the Consultant team and RIC staff, a media contact list, a draft list of stakeholders for stakeholder outreach efforts, and list of public involvement activities.

The following list of goals will lead the public involvement effort:

- Identify key stakeholders and document their concerns;
- Involve these stakeholders at strategic points during the planning and NEPA process;
- Provide easy to understand information regarding the project;
- Provide convenient ways for participants to supply input;
- Provide public involvement meeting and community meetings;
- Adapt outreach efforts that promote awareness to all stakeholders; and
- Meet local, state, and federal regulations for public notification and involvement.

TEAM LEADERSHIP

Project Management Team

The PMT will be established with the primary purpose of managing the project and providing regularly scheduled review and input as the study progresses. The PMT will meet in person multiple times during the study, and communicate through e-mail and calls as needed. The goals of the PMT include:

- Manage the schedule;
- Review deliverables;
- Collect and assemble information;
- Manage and review input from the stakeholders;
- Arrive at an agreeable preferred solution; and
- Present information to public and private stakeholders.

The PMT will include RIC and consultant team members and will have the direct responsibility of managing the process and approving intermediate and final deliverables. The PMT will include the following representatives:

Project Management Team

Kara Greathouse, Transportation Planning Director, RIC

Kelsey Harrah, Transportation Planner, RIC

Doug Rice, Transportation Planner, RIC

Matt Selhorst, Project Manager, HDR Engineering

Amy Staud, Deputy Project Manager, HDR Engineering

Nick Ross, Traffic Engineer, HDR Engineering

Public Involvement Task Leader

Amy Staud, Deputy Project Manager, HDR Engineering

DECISION MAKING ROLES AND RESPONSIBILITIES

RIC will make the final decisions throughout the Plan process. The HDR Team, in consultation with RIC representatives, will be responsible for conducting the technical studies, evaluations, and public involvement activities necessary for formulating recommendations in regards to the project. While input received from stakeholders and the general public will be integral to the evaluation process, their roles will be advisory only.

PPP MATERIALS APPROVAL PROCESS

Throughout the implementation of the PPP, the HDR Team will develop informational materials to be presented to stakeholders, the media, and the general public. Approvals and distribution of these materials will be coordinated through Kara Greathouse, Transportation Planning Director, RIC, prior to dissemination. In greater detail, the approval process for all communications materials is as follows:

- Once the HDR Project Manager Matt Selhorst approves the materials, he will submit them to RIC, namely Kara Greathouse, for review and approval.
- Once materials have been approved by RIC, an RIC representative will distribute them as appropriate, or provide (in writing) HDR with distribution instructions.
- RIC will coordinate directly with the stakeholders and media as needed and provide necessary details to HDR.

PROJECT STAKEHOLDERS

Public participants in the transportation planning process belong to one of two groups: key stakeholders and the general public.

Stakeholder Outreach

There are anticipated to be a total of up to 4 Stakeholder Committee meetings during the life of the planning process. RIC staff will assist in identifying potential stakeholder participants.

The stakeholder committee meetings will be held during the following times:

- The kickoff period of the study to present the project scope, schedule, and discuss goals, objectives, and needs.
- Following the development of potential improvements (charrette format),
- Following the development of recommendations (prior to public involvement), and
- Following the draft report.

RIC staff and the Consultant will collaborate on identifying locations for these stakeholder meetings and inviting participants. The Consultant will add invited stakeholders to the project correspondence list so they can continue to stay informed of upcoming activities. There will also be up to 4 meetings scheduled in each county with individual Stakeholder members. Stakeholders unable to participate in face-to-face discussions will be engaged over the phone or by email.

Stakeholder List

Below is a general listing of the key stakeholders identified for the project(s). The degree and frequency with which we communicate to each audience will vary depending on their needs and level of interest. The HDR Team will update this database regularly and ensure that it is reflective of the important and diverse audiences who will be either directly or indirectly affected by the Plan. These stakeholders share the common interest of finding a resolution to the problems within the Study area.

- Putnam County
- Kanawha County
- City of Charleston
- City of Hurricane
- City of St. Albans
- Town of Buffalo
- WV DOH
- FHWA WV
- Kanawha Valley Regional Transportation Authority
- Charleston Area Alliance

Additional Resources

Below is a general listing of other key contact and resources identified for the project(s) that will be provided information and contacted as necessary.

State & Federal Stakeholders:

US Representative Alexander Mooney, District 2

United States Senator Shelley Moore Capito

United States Senator Joe Manchin, III

State Representatives:

Joshua Higginbotham (R - Putnam) District 13

Jim Butler (R - Mason) District 14

Geoff Foster (R - Putnam) District 15

Charlotte Lane (R - Kanawha) District 35

Andrew Byrd (D - Kanawha) District 35

Moore Capito (R - Kanawha) District 35

Eric Nelson (R - Kanawha) District 35

Andrew Robinson (D - Kanawha) District 36

Brad White (R - Kanawha) District 36

Larry Rowe (D - Kanawha) District 36

Mike Pushkin (D - Kanawha) District 37

Dianna Graves (R - Kanawha) District 38
Ron Walters (R - Kanawha) District 39
Tim Armstead (R - Kanawha) District 40

State Senators:

Ed Gaunch (R - Kanawha) District 8
Glenn Jeffries (D - Putnam) District 8
Corey Palumbo (D - Kanawha) District 17
Tom Takubo (R - Kanawha) District 17
Mark Drennan (R - Putnam) District 4

Stephen Andes, Putnam County Commissioner
Ron Foster, Putnam County Commissioner
Andy Skidmore, Putnam County Commissioner
W. Kent Carper, Kanawha County Commissioner
Ben Salango, Kanawha County Commissioner
Henry Shores, Kanawha County Commissioner

Local Stakeholders:

- Elected officials, such as mayors and city council members,
- City and county government staff, such as city and county managers, department heads and planning department officials,
- Resource agency staff, such as officials with the WVDOH, the WV Department of Environmental Protection (WV DEP), and FHWA
- Public transportation providers, such as the KRT and paratransit agencies,
- Kanawha and Putnam County School Systems, and
- Community leaders in business and development, including economic development and chamber of commerce officials

The HDR team will also present information as needed to the RIC Bicycle and Pedestrian Committee as well as the RIC Technical Advisory Committee (TAC) and RIC Board

Media Relations

The team will contact media relations to encourage maximum participation in public outreach activities. The media relations will include:

- Press releases prior to major public outreach activities, including release of the survey (up to two press releases);
- Facilitating up to two interviews of RIC staff or Consultant team members by the media.

The team will engage support for media coverage of public meetings and outreach activities up to two times during plan development.

The following media will be contacted:

Radio Stations

MetroNews

<u>WCHS</u>	580 AM
<u>WJYP</u>	1300 AM
<u>WKAZ</u>	680 AM
<u>WKLC-FM</u>	105.1 FM
<u>WKWS</u>	96.1 FM
<u>WLUX</u>	1450 AM
<u>WMUX</u>	1110 AM
<u>WMXE</u>	100.9 FM
<u>WPJW</u>	91.5 FM
<u>WQBE-FM</u>	97.5 FM
<u>WSCW</u>	1410 AM
<u>WSVQ-LP</u>	92.1 FM
<u>WSWW</u>	1490 AM
<u>WTSQ-LP</u>	88.1 FM
<u>WVAF</u>	99.9 FM
<u>WVPB</u>	88.5 FM
<u>WVSR-FM</u>	102.7 FM
<u>WVTS</u>	1240 AM
<u>WWLA</u>	89.3 FM
<u>WWSA-LP</u>	96.9 FM
<u>WYNL</u>	94.5 FM
<u>WZZW</u>	1600 AM

TV Stations

Channel	Channel		
3	23	<u>WSAZ-TV</u>	<u>NBC</u>
8	41	<u>WCHS-TV</u>	<u>ABC</u>
11	19	<u>WVAH-TV</u>	<u>Fox</u>
13	13	<u>WOWK-TV</u>	<u>CBS</u>
29	39	<u>WLPX-TV</u>	<u>ION</u>
30	17	<u>WQCW</u>	<u>CW</u>
33	34	<u>WVPB-TV</u>	<u>PBS</u>
61	44	<u>WTSF</u>	<u>DTN</u>
16		<u>W16CE</u>	<u>NBC</u>

Newspapers

Charleston Gazette-Mail
State Journal
Putnam Standard

Public Information

During the Plan update process, two types of public meetings will be held:

1. One public workshop (one in each county) will be held at two points during the plan development: kickoff/scoping, and recommendations/draft plan review.
2. Using the materials produced for the public workshops, additional community outreach events will be conducted to enhance the range of public input and participants in the Plan update as defined in the Public Participation Plan. These outreach events will be scheduled to occur as part of other previously scheduled community events.

Public workshops will be conducted as open-house style meetings and will feature display boards, a brief presentation, and interactive exercises that may directly include the online survey. The Consultant will prepare a summary of input received at each of the two workshops. The Consultants shall develop a flyer suitable for printing in tabloid-size format for use by RIC staff to publicize the meetings.

The Consultant will attend up to 8 community events (4 during the existing conditions analysis and 4 for comments on draft recommendations) to enhance the input in areas that will receive a greater focus in the plan update. The Consultant will prepare a brief summary of input from each meeting that will be included in the overall project documentation of public input. If additional meetings are needed, RIC staff will conduct these meetings using the materials prepared for the other public involvement activities. Information will be prepared for these community events that can be used by RIC staff for input at other meetings. Potential Community Events include:

- Something Special Art and Craft Show – St. Albans (March)
- Vandalia Gathering – Charleston (May)
- St. Albans Founders Day (May)
- Main Street Spring Festival – Hurricane (May)
- FestivAll – Charleston (May-August)
- East End Bazaar – Charleston (June)
- St. Albans Riverfest (June)
- Putnam County Fair – Eleanor (July)
- WV Food Truck Festival – Hurricane (September)
- Charleston Rod Run and Doo Wop (October)
- Hurricane Harvest Festival – Hurricane (October)
- Dunbar Craft Fair – Dunbar (October)
- Capital City Art and Craft Show – Charleston (November)

Public meetings are publicized through notices or articles in the local newspaper, flyers or posters in prominent public locations, television news stories, press releases, social media such as Facebook and Twitter and the RIC website. During public meetings, members of the public

are given an opportunity to view maps and other visual media, review plans and studies, speak with RIC staff and other transportation officials, and provide oral and written comments on proposed plans, projects and studies.

The Project Team will also reach out to the following organization and agencies for input:

- WV Press Association MountainStateWheelers.org
- WV Connecting Communities
- University of Charleston
- Marshall University
- West Virginia State University
- Schools
- Minority Groups
- Neighborhood Interest Groups
- Business Associations/ Chambers
- Hospitals
- Environmental Interests
- WV Rails to Trails Council
- Elk River Rails to Trails Foundation
- Charleston Land Trust
- Kanawha Running Club
- WV DHHR Bureau for Public Health

Education and Awareness

Education and awareness on the Plan process as well as potential bicycle improvements and programs such as a Bike Rodeo will be developed during the plan process. This will be conducted through the community events as well as through a quarterly newsletter prepared by the Consultant. This information will also be distributed for the RIC Messenger Quarterly newsletter.

Online/Social Media Outreach

Content will be developed for the RIC website to engage the public through the Internet. An online survey will be administered in the visioning and issues identification phase of the plan development. A survey will be distributed via social media, online, and email to gather input from the public on the needs and improvements for the bicycle and pedestrian facilities.

The Plan update will communicate on social media through existing accounts from member jurisdictions and the Project Team. www.wvregion3.org, Twitter:@WVregion3, Facebook:WVregion3

PUBLIC PARTICIPATION PLAN IMPLEMENTATION ACTIVITIES

The public participation activities recommended are outlined below. All relevant materials will be updated as new information becomes available to keep the materials accurate and up-to-date. Since public involvement is a fluid process, all communications activities outlined in this plan must remain flexible to meet changing project and stakeholder needs. Any changes to the PPP activities will be noted and the plan will be revised accordingly.

Activity	Implementation Details	Primary Lead	Deliverable(s)	Timing
Populate Stakeholder Database	A general list of project stakeholders is provided in this PPP and will be updated regularly. The HDR Team will further identify individual contacts representing each listing throughout the process. These contacts will receive project information from Project Management Team (PMT) members (such as public meeting schedules, etc) and will be responsible for distributing the information among their respective organizations.	RIC	Stakeholder database	Initial Database: January 2018 Updates: On-going
Stakeholder Meetings	A stakeholder meeting will be held to discuss development plans for the area. A stakeholder meeting will also be held prior to a public meeting to introduce and discuss the alternative evaluation. Individual meetings	RIC	Stakeholder meetings	Initial Database: January 2018 Updates: Ongoing
Host Public Meetings	The HDR Team will coordinate two public meetings designed to share key project information with the community and obtain the community's feedback on related issues. Meeting attendees will have the opportunity to meet project leaders from both the PMT and HDR Team, ask questions, submit comments/concerns, identify issues that may impact project design and sign up to receive additional information updates. <u>Meeting Locations</u> To be determined. The meeting location will be held central to the study area and will meet ADA	HDR Team will work with RIC to identify location. HDR will prepare presentations and handouts for public meeting. Draft information will be presented to RIC one to two weeks prior to meeting for comments and	Presentations and handouts for the public meeting Disposition of response to comments from meeting	February 2018 and August 2018

Activity	Implementation Details	Primary Lead	Deliverable(s)	Timing
	<p>requirements. Possible locations include South Charleston Library, Putnam County Courthouse, Hurricane Library, Teays Valley Baptist Church. The meeting will address:</p> <ul style="list-style-type: none"> • Project information • Summary of project alternatives • Project findings 	<p>approval.</p> <p>HDR Team/RIC to be on hand.</p> <p>RIC will send out press release to media.</p>		<p>1 week prior to public meeting</p>
	<p><u>Meeting Format</u></p> <p>The public meeting will be comprised of a series of information stations, each dedicated to a different element of the project. Key elements of each station will be information boards either depicting photos or project information and related handouts. Each station will be staffed by either a PMT or HDR Team member who can discuss the subject matter with attendees and answer questions. There will be a time during the meeting to allow for public comments.</p> <p>Meeting attendees will have the opportunity to meet project leaders from both the PMT and HDR Team, ask questions, submit comments/concerns, identify issues that may impact project design and sign up to receive additional information updates. There will be 2 weeks for comments following the public meeting.</p>			
	<p><u>Meeting Publicity</u></p> <ul style="list-style-type: none"> ▪ Press release announcements distributed to local media channels by RIC ▪ Emails sent to project stakeholders 			
<p>Public Information and Social Media</p>	<p>The HDR team will provide updated project information in order to distribute information and gather input.</p>	<p>HDR</p>	<p>Newsletter</p>	<p>February, May, August, November 2018</p>
		<p>HDR</p>	<p>Survey</p>	<p>February 2018</p>

Community Outreach Events

The HDR Team will coordinate key project information to share with the community and obtain the community's feedback on related issues. Meeting attendees will have the opportunity to meet project leaders from both the PMT and HDR Team, ask questions, submit comments/concerns, identify issues that may impact project design and sign up to receive additional information updates.

HDR
HDR
Social Media (Websites, Twitter) updates
Presentations and handouts for the events
Ongoing
March 2018 and September 2018

Meeting Locations

Possible locations include:

- Something Special Art and Craft Show – St. Albans (March)
- Vandalia Gathering – Charleston (May)
- St. Albans Founders Day (May)
- Main Street Spring Festival – Hurricane (May)
- FestivAll – Charleston (May-August)
- East End Bazaar – Charleston (June)
- St. Albans Riverfest (June)
- Putnam County Fair – Eleanor (July)
- WV Food Truck Festival – Hurricane (September)
- Charleston Rod Run and Doo Wop (October)
- Hurricane Harvest Festival – Hurricane (October)
- Dunbar Craft Fair – Dunbar (October)
- Capital City Art and Craft Show – Charleston (November)



Appendix C: Stakeholder Interview Notes

Stakeholder Questions



Summary of Comments February and March 2018

- What are the strengths and weaknesses of the existing non-motorized transportation system?
 - Weakness -
 - lack of connecting communities, US 60 bike lanes through St. Albans are unsafe
 - Connectivity is an issue
 - Non existent ped crossings are an issue
 - missing links,
 - convincing people to walk or ride/education,
 - need more sharrows for motorist awareness,
 - need bike sharing
 - gaps in ped system in CBD,
 - sidewalks need maintenance,
 - Penn. Ave, I-64, and Greenbrier are barriers,
 - many ped projects in 2008 plan not addressed,
 - most riders are casual and want protected status
 - sidewalks don't go into neighborhoods,
 - lighting is an issue,
 - only 3 walking/biking trails in Hurricane,
 - no ARC funding available, foundations (Toyota, Greater Kanawha, Benneman) are geared towards STEM
 - Not a lot of designation for bike ways
 - Many pedestrian areas not served and no ADA compliance
 - Strengths -
 - recent projects
 - very good sidewalks with ADA compliance,
 - Kanawaha Blvd trail was immediately used,
 - no complaints on signed bike routes downtown Charleston
 - very good sidewalks along 60,
 - Mtn bike trail is being developed on Hurricane city's park 15 acres
 - Certain areas with adequate right of way available in Hurricane



Stakeholder Questions



- Where are the most popular bicycling or walking origins and destinations?
 - Kanawha Blvd path – for recreational and not a through route, people congregate and feel safe
 - Kanawha St. forest is a mountain biking mecca and a road biking destination (U. of Charleston, Kanawha Turnpike to Jefferson Rd)
 - Kanawha City Bike loop
 - Coonskin Park connection from Capitol Market
 - Parks
 - Capitol
 - S. Charleston CDB
 - Charleston CBD
 - Capitol Market
 - YMCA
 - Hospitals
 - Community Centers
 - Coonskin Park
 - U. of Charleston
 - Elk City District
 - Magic Island
 - Haddad Park
 - Baseball stadium
 - Main St - Hurricane
 - Park- Hurricane
 - Wave Pool- Hurricane
 - New City Park – next to Main Street- Hurricane
 - Hurricane Elementary- Hurricane
 - Concentrated populations
 - Subdivisions
 - Hillsdale Intersection – problem area
 - Teays Valley Rd between Hurricane and Teays Valley
 - Across the bridge at Eleanor to Winfield
 - Sable Point
- What challenges exist on roadways in your area related to bicycle and pedestrian safety?
 - Motorists don't pay attention to sharrows
 - Bike lanes are not that safe if no extra roadway width or barriers present
 - Ped crossings at intersections either not working or not utilized
 - Widening is difficult as a result of topography
 - Motorist awareness/education
 - No curbs
 - Rough edges/shoulders
 - Road debris
 - No education by WVDOT
 - Yield to pedestrians
 - Roads such as Patrick St and Penn Ave dedicated to cars
 - Need connections for middle schools at Nyland and Conner St. - Hurricane
 - Terrain is not sufficient,
 - need right of way for a buffer
 - Education – lack of health consciences
- Are there any road condition issues in your area that negatively affect bicycling



Stakeholder Questions



or walking?

- Prefer wide shoulder versus riding on the road
 - Roads need repaved
 - Not comfortable with sharrows
 - Not much connection to Edgewood elementary, Capital HS, S. Charleston, GW HS
 - Mid-block crossings not allowed
 - Potholes and pavement joints
 - Sidewalk conditions
 - Terrain
 - ADA compliance
- List the three best roads for bicycling or walking in your community.
 - St. Albans loop (Coal River Rd, 214, Falls Creek rd)
 - Paint Creek Rd
 - Brown's Creek – west of St. Albans
 - Kanawha loop that starts at 4800 Kanawha Blvd in Kanawha City is good safe route for beginners
 - 119 to Coonskin Park with sharrows
 - 114 except Greenbrier Hill
 - Kanawha Blvd
 - Southside expressway – 119 to 31st on MacCorkle Ave
 - Virginia Street west
 - Central Avenue to Patrick
 - Washington – Brooks to Penn.
 - 225 through Dunbar/7th Ave
 - Sidewalks in the neighborhood behind Sheetz - Hurricane
 - Rt 817 to County line, Teays Valley Road, US 60, WV 62 between Eleanor and Winfield
 - List the three worst roads for bicycling or walking in your community.
 - Used to ride in Poca but road conditions are very poor
 - Poca route - Manilla Creek Rd, Heitzer Creek Rd, Rt 34 – but road is now closed
 - Walking under the Corridor G bridge by Gallery 64
 - MacCorkle 31st to 57th - would need a road diet or use roads behind businesses MacCorkle Ave in St. Albans
 - South Hills area/bridge road
 - Corridor G
 - US 60 - Washington from Patrick to Greenbrier
 - SR 19, SR 34, US 60 - Hurricane
 - WV 34 to Red House Rd



Stakeholder Questions



- Where should improvements be added to roads in your community?
 - Bike share along Paint Creek Rd trail
 - Connection to Coonskin Park
 - Connection to Milton
 - Improvement at Jefferson Rd/Corridor G intersection
 - Install Share the Road signs
 - Kanawha Turnpike
 - Connection from Charleston to Paint Creek Road
 - Eleanor Trails
 - Connection to Chief Logan State Park and Kanawha St. Forest
 - Little Creek Park in S. Charleston, crossing the railroad by the S. Charleston Community Center
 - Tech Trail in Montgomery – tie to Smithers
 - Elkview to BlueCreek
 - Carriage Trails
 - Ridge Trails
 - Bullitt area by memorial tunnel
 - Old railbed on the northern part of the county
 - Bill Bright wants to develop/sell his rail/trail property held under TERI, NS has a piece from Charleston but 20yr lease to a company
 - Link arterials
 - Old Piedmont – Port Amherst – need 400 ft connection to upper Kanawha Valley
 - Main Street (received a DEP grant for 13 bike racks) along Washington from West end to Baseball stadium
 - City is currently working on:
 - o 2 bike racks are being placed in 4 city owned garages
 - o Scott is working on a wayfinding plan
 - o City received a grant for a on-street bike share
 - o Bike Lanes on Quarrier from Capitol to Penn. Ave
 - o Bike Lanes on Virginia St from Penn. Ave to Delaware
 - City priorities:
 - o Extend Kanawha Blvd trail
 - o Signing for E2
 - o Quarrier St./Virginia St.
 - o Coonskin Connection on Bullitt
 - City projects in the queue:
 - o Slack plaza
 - o Greenbrier
 - o Quarrier/Virginia
 - Cross Lanes missing links
 - CR 21 from Sissonville to Charleston for pedestrian facilities
 - Elk River trussel (owned by NS) east of I-77
 - Connection behind Union building at Capital St/Lee
 - Need connections to Kanawha City, S. Charleston, Dunbar
 - Connectivity to different parts of the City and across the rivers
 - Kanawha turnpike to Jefferson to Davis Creek is not on the City plan
 - Missing cross street connections to Kanawha City and Magic Island
 - CAMC
 - Horace Mann Elementary
 - Ped improvements near gallery 64
 - Ped movements on Penn. Ave.to Women’s and Children’s Hospital
 - Ped improvement from Elk City



Stakeholder Questions



- 817,
- Teays Valley Road,
- Hurricane Creek Rd to Fraziers Bottom,
- Bills Creek Rd
- Eastbrook elementary on 817 to Cannery Lane

- Rate your importance of bicycle and pedestrian improvements that you would like to see made.
 - Need safe connections between trails
 - Extend Kanawha Blvd
 - Education
 - Incorporate ADA/bike/ped facilities during plan/development reviews

- How would this have an impact to your agency's operations or cost?
 - Initial construction funding is an issue
 - City needs maintenance agreements for 3rd party projects

- Where do you anticipate the most growth within your area over the next 25 years?
 - Along Corridor G (119)
 - Downtown redevelopment
 - Southridge, S. Charleston/Jefferson Rd
 - Some west side development along Penn. And Delaware
 - Most is downtown Charleston redevelopment
 - Some in Kanawha City, CAMC, U. of Charleston
 - Around I-64 – Hurricane, Teays Valley
 - US 35 corridor – zoned in advance, possible business park , Sheetz
 - New subdivision on Fraziers Bottom Rd

- How can the non-motorized transportation system aid economic development in this region?
 - Quality of life
 - Connecting economic generators
 - Business development for bikeshops and rentals
 - Underserved populations
 - Valley Park has potential to bring in tourism

- Any unusual factors that influence walking or biking?
 - Terrain
 - Perception
 - Lack of Education
 - Aging population
 - Need to realize benefits

- Are there any events that our staff or RIC should attend to promote the plan and receive input?
 - WV Hunting and Fishing show
 - Summer Fest
 - Kids Fishing Day at Handicap Fishing pier – weekend before Memorial Day
 - Pratt Fallfest – there is a big bike ride
 - Clay Center opening day
 - Live on Levee
 - Baseball stadium



Stakeholder Questions



- Alliance Brown Bag concerts
 - Vandalia Gathering
 - City Alliance - brown bag concerts
 - CBD pop up tent
 - S. Charleston concert at the mound
 - Live on Levee
 - Armed Forces Parade
 - Water Festival – April 20
 - Harvest Fest
 - Halloween
 - Food Truck Festival – March
 - Spring Festival - May
 - Annual Jubilee in June
 - Valley Park Grand reopening in May
- Are there any others that we should contact to receive input on the plan?
 - Ashland Cycling Enthusiast (ACE)
 - Post information at John Cyclery in St Albans, and at Charleston Bike Center in Kanawha City
 - Cycling clubs
 - Charleston City parks
 - CVBD
 - Civic Center
 - U. of Charleston
 - Shanika Owens – FHWA
 - TJ Summers
 - Andrew Dunlap – PCDA
 - Chris Gress
 - Jared Dean – Putnam County Parks Director
 - Andy Skidmore – Putnam County Commissioner
 - Jeremy Young – Putnam County Manager
- Please provide any general comments you would like to share regarding bicycling or walking in your area.
 - Look at the update of the share the roads signs, they are better
 - Riders use Ride with GPS or Strava for bike route mapping
 - Motorists need more education on 3ft passing law
 - Paint Creek Road trail
 - Biggest problem is signage
 - Want it signed as part of the Mary Draper Ingalls trail
 - Have share the road signs ready to go
 - Want to add kiosk signs with the history and signs along the turnpike
 - Need approval from DOH
 - Fayette County to follow Kanawha County
 - Trail along Paint Creek Road from Tamarack to Pratt
 - There is an old railbed from Paint Creek to Kingston, owned by CSX but not question about ownership of property
 - Currently not part of WV bike network
 - Road is approximately 20 ft with some shoulder and some centerline



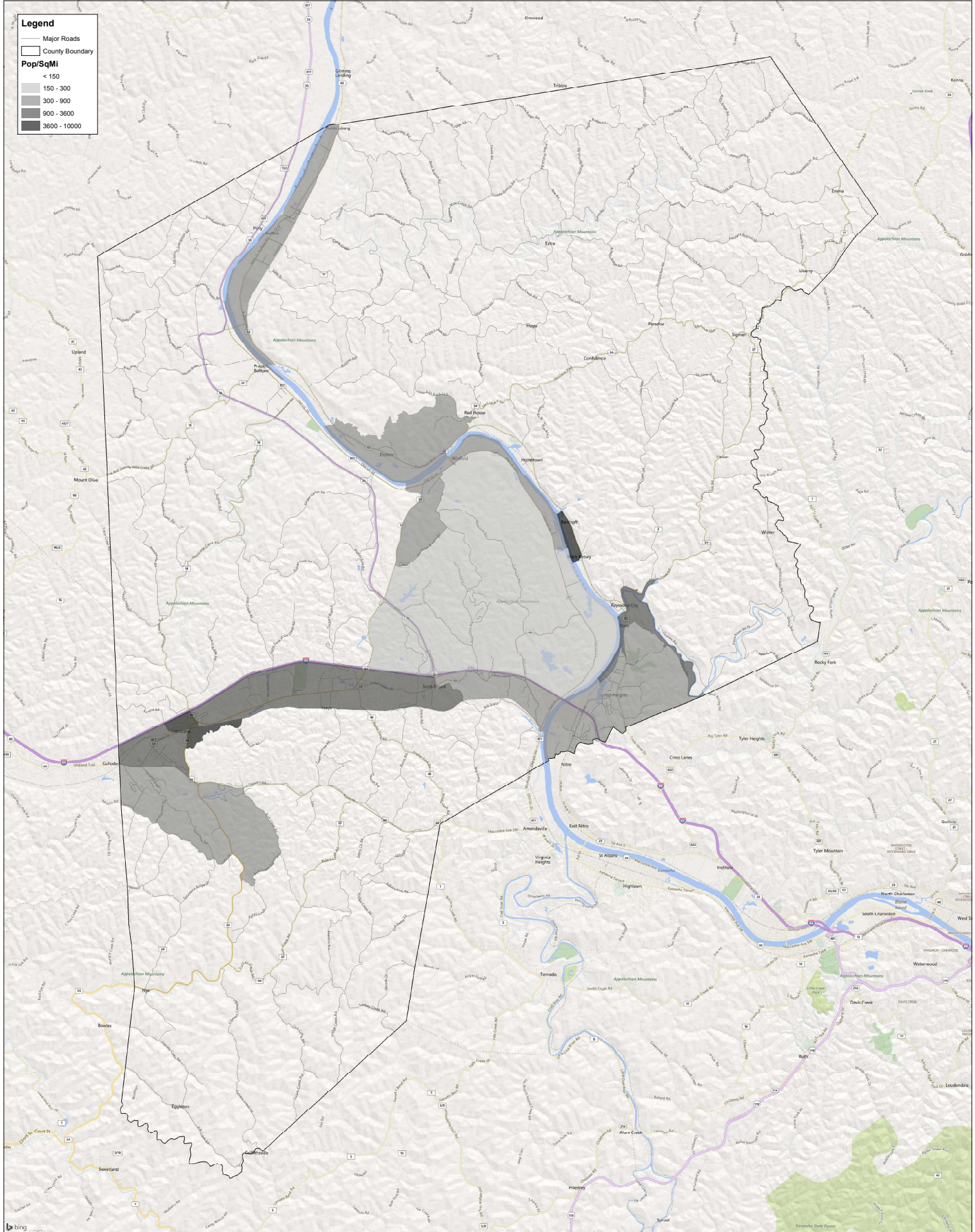
Stakeholder Questions

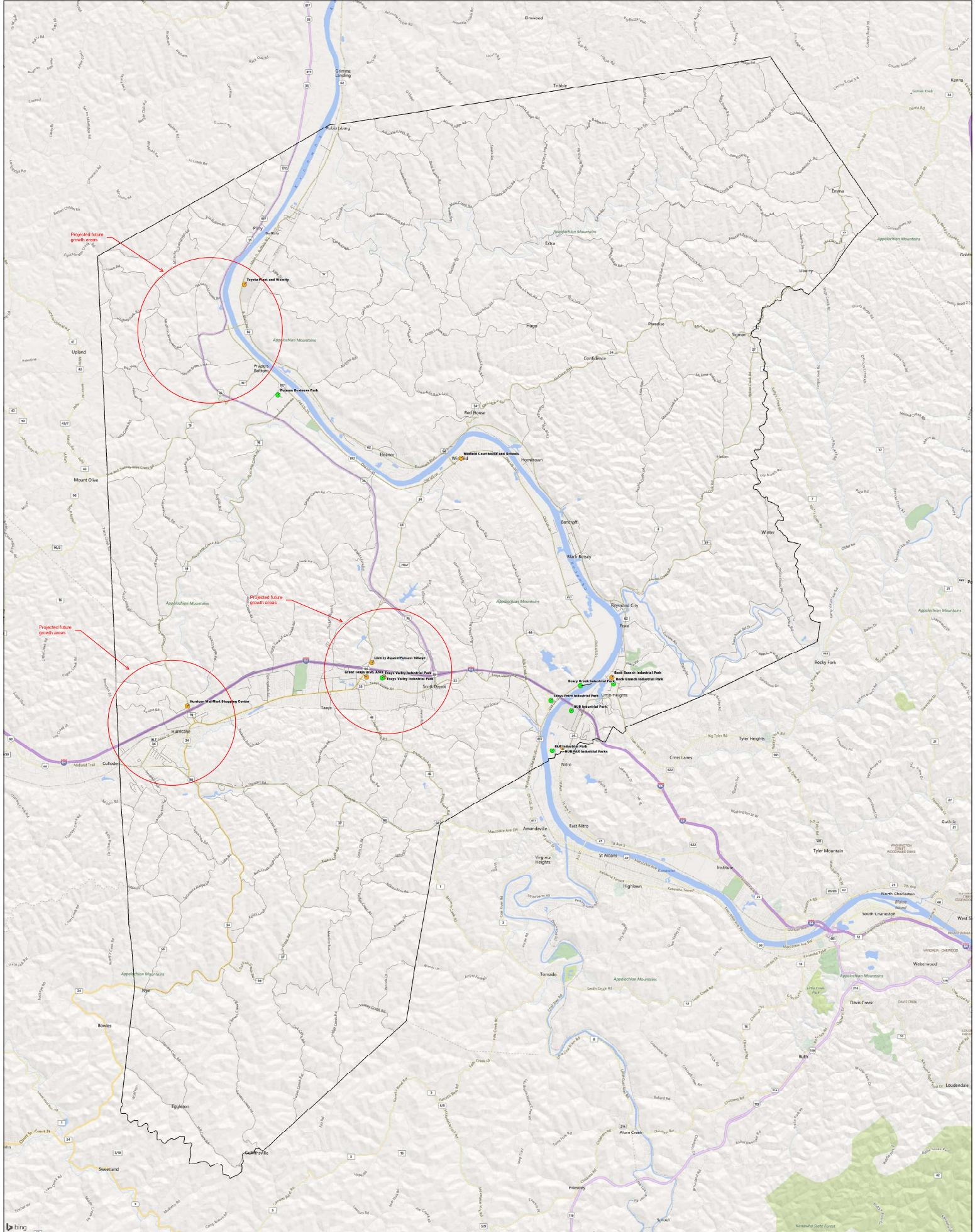
- Look at EPA grant - healthy trail/healthy people
- Lack of design standards for DOH projects
- Only 2 routes available to get to Kanawha St. Forest
- MOECD provides block grants for low income neighborhoods that can include sidewalks
- Worried that Putnam County may not get as much attention as Kanawha County
- Regional needs are a connection between Charleston and Huntington



Legend

- Major Roads
- County Boundary
- Pop/SqMi
 - < 150
 - 150 - 300
 - 300 - 900
 - 900 - 3600
 - 3600 - 10000





**PUTNAM COUNTY
ROADWAY NETWORK**



Appendix D: Public Meetings



KANAWHA - PUTNAM
Bicycle and Pedestrian Plan

YOU'RE INVITED



Join us for a public involvement

Open House

April 3 | 4 - 6
2018 | PM

West Virginia State University
Economic Development Center (EDC)

1506 Kanawha Blvd. West
Charleston, WV 25387

April 5 | 4 - 6
2018 | PM

Putnam County
Library

4219 State Route 34
Hurricane, WV 25526

We need your feedback

About the Project

The Regional Intergovernmental Council (RIC) is developing a plan to improve bicycle and pedestrian facilities for Kanawha and Putnam counties. In response to the growing need for bicycle and pedestrian facilities, the purpose of this plan is to serve as a guide to communities for enhancing bicycle and pedestrian access, provide mobility choices, and safety.

Please attend this open house to review existing non-motorized transportation data, provide input on the development of the plan, provide potential recommendations to enhance and expand bicycle and walking facilities, and ask questions of the project team. If you should have any questions about the meeting or project, please contact the planning director at kgreathouse@wvregion3.org.



KANAWHA - PUTNAM
Bicycle and Pedestrian Plan

Stay Connected



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[@WVregion3](https://twitter.com/WVregion3)



mail@wvregion3.org



KANAWHA - PUTNAM Bicycle and Pedestrian Plan

SHARE THE SURVEY



It will take approximately 10 minutes to complete.

If your email address is affiliated with an organization (i.e. city, village, township, school district, advocacy group, etc.) please send the survey to your staff, students, members, customers, or anyone else who may be interested in responding.

This extra step on your part will ensure a wide variety of responses to survey questions and a comprehensive set of recommendations for bicycle and pedestrian improvements.

Thank you for your participation!

TAKE THE SURVEY



Please provide your feedback by completing the survey below:

<https://www.getfeedback.com/r/G9HRZvnT>



KANAWHA - PUTNAM
Bicycle and Pedestrian Plan

Join us for a public involvement Open House

November 8
2018

4:00 - 6:00
PM

Putnam County
Library

4219 State Route 34
Hurricane, WV 25526

West Virginia State University
Economic Development Center

1506 Kanawha Blvd. West
Charleston, WV 25387



Walk



Bike



Connect

The Regional Intergovernmental Council is developing a plan to improve bicycle and pedestrian facilities for Kanawha and Putnam counties. In response to the growing need for bicycle and pedestrian facilities, the purpose of this plan is to serve as a guide to communities for enhancing bicycle and pedestrian access, provide mobility choices, and safety.

Please plan to attend this open house to review the recommendations that will enhance and expand bicycle and walking facilities in the area and to provide input to the project team. If you should have any questions about the meeting or project, please contact the planning director at kgreathouse@wvregion3.org.

We need your feedback

 [Facebook.com/WVregion3](https://www.facebook.com/WVregion3)  [@WVregion3](https://twitter.com/WVregion3)  mail@wvregion3.org

Regional Intergovernmental Council - Kanawha-Putnam Counties
Bicycle/Pedestrian Improvement Plan



Plan Development and Public Involvement

April, 2018

The Regional Intergovernmental Council (RIC) is developing a plan to improve bicycle and pedestrian facilities for Kanawha and Putnam counties. The purpose of this plan is to serve as a guide to communities for enhancing bicycle and pedestrian access, provide mobility choices, and safety.



Plan Goals

- Increase bicycle and pedestrian connectivity between population centers and educational institutions, public recreational areas, and retail/entertainment activity centers in Kanawha and Putnam counties.
- Improve safety and user comfort levels on all bicycle and pedestrian facilities.
- Increase public awareness of bicycle and pedestrian facility locations.
- Promote education of bicycle safety among both motorized and non-motorized users.
- Promote the adoption and implementation of Complete Streets concepts within each community in Kanawha and Putnam counties.
- Incorporate bicycle and pedestrian improvements into the transportation network and development projects
- Institutionalize bicycle and walking friendliness as a core value of County and Municipal projects, policies, and programs.



Project Prioritization Criteria

- *Regional Connectivity*
- *Access to Local Facilities*
- *Emphasis on Equity*
- *User Safety*
- *User Population/Demographics*
- *Condition of Facility Type*
- *Supports Planned Development*
- *Steering Committee Feedback*

Study Approach and Schedule

- Solicit stakeholder and public input ➡ February-April
- Document existing and future conditions ➡ April
- Identify potential future bike-lanes/route opportunities ➡ April-May
- Evaluate alternatives ➡ June-August
- Incorporate stakeholder and public feedback ➡ August-September
- Provide recommendations ➡ October
- Final Plan ➡ December

TAKE THE SURVEY



Please provide your feedback by completing the survey below:

<https://www.getfeedback.com/r/G9HRZvnT>

If you should have any questions about the project, please contact RIC's planning director at: kgreathouse@wvregion3.org.





**Regional
Intergovernmental
Council**

Public Involvement Meeting #1
WVSUEDC
Tuesday, April 3, 2018 | 4:00 pm



FIRST & LAST NAME	MAIL ADDRESS, CITY & ZIP CODE	PHONE #	EMAIL ADDRESS
1. Dena Stanley	218 Capital St. Charleston, WV 25301	304.543.7078	adelphusportsbar@hotmail.com
2. Jennifer Plarr	3 Lambert Place #3 Charleston, WV 25314	304.615.7574	jennifer@riggscommercialrealty.com
3. Todd Dorcas	1600 Huntington Sq SPOD UBE SE EAST 25301	304.346.3620	hdoras@tyke.org
4. Jessica Eastridge	632 Kanawha Blvd W, Charleston, WV 25302	304-539-2919	jeastridgedqt@gmail.com
5. Rachel Kerns	1313 Watts St. Chas, WV 25302	304-767-1293	racheldkerns@yahoo.com
6. Scott Ferry			
7. Dana Taylor	1524 Lee St. E Apt. C Chas, WV 25311	304-521-9865	danahtob@gmail.com
8. Catherine Dittin	1622 Wilkie Dr, Chas WV 25314	304 541-6831	Conterlux@gmail.com
9. John B. Suterwald			
10. Johanna Nissner	105 Grandford St #5 Chas, WV 25301	304 549 3440	JNissner@gmail.com
11. E Bud Anderson	P.O. Box 8211 So. Chas, WV 25303	304 744-7737	FriendsInDeedWV@gmail.com
12. Kara Greathouse	RIC	304-744-4858	
13. Kelsey Tucker	RIC	304-744-4858	
14. Ashli C.	St. V. g	3143	
15.			



**Regional
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Tuesday, April 3, 2018 | 4:00 pm



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15.			



KANAWHA - PUTNAM
Bicycle and Pedestrian Plan



Regional Intergovernmental Council

Public Open House

WHAT TO DO AT THIS MEETING?

- Walk around and review information (open house)
- Ask questions and provide comments to staff
- No formal presentation
- Leave written comments or send in after the meeting

Any Input or Questions?

Kara Greathouse
RIC Planning Director
304-744-4258
kgreathouse@wvregion3.org

Matt Selhorst
HDR Project Manager
614-257-8353
matt.selhorst@hdrinc.com



Regional Intergovernmental Council

Plan And Meeting Purpose

The Regional Intergovernmental Council (RIC) is developing a plan to improve bicycle and pedestrian facilities for Kanawha and Putnam counties. In response to the growing need for bicycle and pedestrian facilities, the purpose of this plan is to serve as a guide to communities for enhancing bicycle and pedestrian access, provide mobility choices, and safety.

Please review the existing non-motorized transportation data, provide input on the development of the plan, provide potential recommendations to enhance and expand bicycle and walking facilities, and ask questions of the project team.



Regional Intergovernmental Council

Plan Vision

The **Vision** of the Plan is to serve as a guide to Kanawha and Putnam counties and communities for enhancing bicycle and pedestrian access, providing mobility choices, and safety. This Plan will connect the communities by directing them to potential deficiencies and providing solutions in accordance with the five (5) E's (Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning).



Plan Goals

- Increase bicycle and pedestrian connectivity between population centers and educational institutions, public recreational areas, and retail/entertainment activity centers in Kanawha and Putnam counties.
- Improve safety and user comfort levels on all bicycle and pedestrian facilities.
- Increase public awareness of bicycle and pedestrian facility locations.
- Promote education of bicycle safety among both motorized and non-motorized users.
- Promote the adoption and implementation of Complete Streets concepts within each community in Kanawha and Putnam counties.
- Incorporate bicycle and pedestrian improvements into the transportation network and development projects
- Institutionalize bicycle and walking friendliness as a core value of County and Municipal projects, policies, and programs.



Project Prioritization Criteria

- *Regional Connectivity* – How connectivity (vicinity of existing facility or completes a crucial link) is improved within the Kanawha-Putnam transportation planning area for non-motorized users
- *Access to Local Facilities* – The capability and ease of accessibility (1/4 mile, 1/2 mile) for non-motorized users is important for travel to local community facilities and resources
- *Emphasis on Equity* – Utilizing data from the United States Census Bureau, this measurement focuses on the transportation planning area's local communities that possess a higher volume of low-income households
- *User Safety* – This measurement (volumes, speeds) highly emphasizes the variable of safety for motorized and non-motorized users alike for recommended projects or improvements
- *User Population/Demographics* – Criteria for this measurement include inclusivity of all users, regardless of factors such as age or rider skill level
- *Condition of Facility Type* – This measurement relates to the existing surface conditions or land terrain of the project or improvement
- *Supports planned development* – Emphasizes incorporating bicycle and pedestrian facilities with other planned improvements
- *Steering Committee Feedback* – The final measurement is exclusive to project or improvement feedback provided by members of the Stakeholder Committee



Study Approach

- Solicit stakeholder and public input
- Document existing and future conditions
- Alternative identification and analysis to address deficiencies
- Identify potential future bike-lanes/route opportunities
- Evaluate alternatives
- Incorporate public feedback
- Provide recommendations



You are here!



Study Schedule

Kanawha-Putnam Bicycle and Pedestrian Plan Update												
	January	February	March	April	May	June	July	August	September	October	November	December
Progress Meeting Calls												
Development of Goals and Objectives												
Public Participation Plan												
Stakeholder	◆											
PI Open House				◆								
Community Outreach												
Data Collection and Analysis												
LOS and Safety Analysis												
Identification of Potential Improvements												
Stakeholder Charette					◆							
Funding and Prioritization and Recommendations												
Stakeholder									◆	◆		
PI Open House												
Community Outreach												
Draft Report												
Stakeholder												◆
Final Report												



COMMENT SHEET



Regional
Intergovernmental
Council



KANAWHA - PUTNAM
Bicycle and Pedestrian Plan

Please provide any comments you have concerning the Kanawha-Putnam Bicycle and Pedestrian Plan in the space below or on a separate sheet of paper. You may present this sheet at this meeting or by mailing it or any other comment form to HDR (Attention: Matt Selhorst), 2800 Corporate Exchange Drive, Suite 100, Columbus, OH, 43231. You may also submit your comments via email at: matt.selhorst@hdrinc.com

NAME: NAOMI BAYS TELEPHONE: _____

ORGANIZATION (if applicable): Oddbird Gifts

STREET ADDRESS: 247 Capitol St

CITY, STATE, ZIP: Chas, WV 25301

EMAIL: NAOMIBAYS@GMAIL.COM

COMMENTS:

- Start education marketing plan now - rules, routes etc
- develop 1-2 min videos explaining this process
- Engage folks online w/ questions
- partner w/ various events for promotion -
Live on the Levee, Artwalk, Festival
- Encourage artistic bike races to build excitement
- could you use "found" bikes from P.D. to begin
bike share @ events or as pilot program?

SUGGESTED IMPROVEMENTS:

- Zoom in on large maps more - hard to see details
- _____

COMMENT SHEET



Regional
Intergovernmental
Council



KANAWHA - PUTNAM
Bicycle and Pedestrian Plan

Please provide any comments you have concerning the Kanawha-Putnam Bicycle and Pedestrian Plan in the space below or on a separate sheet of paper. You may present this sheet at this meeting or by mailing it or any other comment form to HDR (Attention: Matt Selhorst), 2800 Corporate Exchange Drive, Suite 100, Columbus, OH, 43231. You may also submit your comments via email at: matt.selhorst@hdrinc.com

NAME: TODD DORCAS TELEPHONE: (304) 550-1514

ORGANIZATION (if applicable): GREATER KANAWHA VALLEY FOUNDATION

STREET ADDRESS: 1600 HUNTINGTON SQUARE 900 LEE ST. EAST

CITY, STATE, ZIP: CHARLESTON, WV 25301

EMAIL: tdorcas@tgkvf.org

COMMENTS:

CITY LINKS FROM THE BOULEVARD INTO
NEIGHBORHOODS (NORTH & SOUTH) TO PROVIDE
ACCESS TO RESIDENTS. SHOULD BE PART OF
THE PLAN.

CONNECTING INTO THE AREAS SURROUNDING
CHARLESTON WOULD BE NICE TOO. IE DUNBAR, SOUTH
CHARLESTON, METRO, INSTITUTE, CROSS LANES, ETC.

SUGGESTED IMPROVEMENTS:

COMMENT SHEET



Regional
Intergovernmental
Council



KANAWHA - PUTNAM
Bicycle and Pedestrian Plan

Please provide any comments you have concerning the Kanawha-Putnam Bicycle and Pedestrian Plan in the space below or on a separate sheet of paper. You may present this sheet at this meeting or by mailing it or any other comment form to HDR (Attention: Matt Selhorst), 2800 Corporate Exchange Drive, Suite 100, Columbus, OH, 43231. You may also submit your comments via email at: matt.selhorst@hdrinc.com

NAME: Don Taylor

TELEPHONE: 304-521-9865

ORGANIZATION (if applicable): _____

STREET ADDRESS: 1529 Lee St. E Apt. C

CITY, STATE, ZIP: Charleston, WV 25311

EMAIL: don@bob@gmail.com

COMMENTS:

I like the focus on connectivity of all parts of town, from the blud to neighborhoods ~~in~~ in the West Side, like Elk City, to other parts of town like South Charleston and Kanawha City and from there to other parts of the county. MacCorkle in Kanawha City could use a dedicated bike lane in the shoulder.

SUGGESTED IMPROVEMENTS:

Connect the West Side blud project all the way past the Capital to the East End. More bike rack everywhere. Sewers laid in the area. Better connectivity to Kanawha City + from there to South Charleston and Dubois. Dedicated bike lane on full length of MacCorkle Ave. both ways. Bike/pedestrian bridge over the river for better access.

This sheet can be folded in thirds, taped or stapled, and mailed without an envelope. First Class Postage is required.



Plan Development and Public Involvement

November, 2018

The Regional Intergovernmental Council (RIC) is developing a plan to improve bicycle and pedestrian facilities for Kanawha and Putnam counties. The purpose of this plan is to serve as a guide to communities for enhancing bicycle and pedestrian access, provide mobility choices, and safety.



Plan Goals

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- Institutionalize bicycle and walking friendliness as a core value of County and Municipal projects, policies, and programs.



Project Prioritization Criteria

- *Regional Connectivity*
- *Access to Local Facilities*
- *Emphasis on Equity*
- *User Safety*
- *User Population/Demographics*
- *Condition of Facility Type*
- *Supports Planned Development*
- *Steering Committee Feedback*

Study Approach and Schedule

- Solicit stakeholder and public input ➡ February-April
- Document existing and future conditions ➡ April
- Identify potential future bike-lanes/route opportunities ➡ April-May
- Evaluate alternatives ➡ June-August
- Provide recommendations ➡ October
- Incorporate stakeholder and public feedback ➡ November
- Final Plan ➡ December

If you should have any questions about the project, please contact RIC's planning director at: kgreathouse@wvregion3.org.





**Sandusky Road Transportation Study
 Public Involvement Meeting
 Lawrence County Economic Development Corporation
 Thursday, January 31, 2019 | 4:00 pm**



FIRST & LAST NAME	MAIL ADDRESS, CITY & ZIP CODE	PHONE #	EMAIL ADDRESS
1.			
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KANAWHA - PUTNAM
Bicycle and Pedestrian Plan



Regional Intergovernmental Council

Public Open House

WHAT TO DO AT THIS MEETING?

- No formal presentation
- Walk around and review information (open house)
- Ask questions and provide comments to staff or written
- Provide input to prioritize the bicycle and walking facilities.

Any Input or Questions?

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Recommended Projects Rankings					
Number	Road	Between	Location	Cost Range	
High Priority Projects					
1	WV 62	Winfield Bridge to Eleanor	Eleanor	Widen shoulder, Sidewalk, Bike Path	\$600K-\$900K
2	Teays Valley Road	WV 34 and Scott Depot	Teays Valley	Road widening, Sidewalks, Shoulder	\$600K-\$900K
3	Barlow Drive	Slack St to Coonskin Park	Charleston	Bike Path, Widen Shoulders	\$1.3 mil - \$1.6 mil
4	Jefferson Road	at Davis Creek Interchange	Charleston	Signal, Bike lanes, Signs	\$300K - \$500K
5	Tennessee Ave	Kanawha Blvd to Virginia St. W	West Side Charleston	Bike Lanes, Signs	\$60K-\$90K
6	Virginia St. West	Tennessee Ave to Delaware Ave	West Side Charleston	Bike Lanes, Signs	\$10K-\$30K
7	MacCorkle Ave SE	Kanawha City to Marmet	Kanawha County	Repave shoulder, Signs	\$3.5 mil - \$3.9 mil
8	Corridor G	Davis Creek Interchange to Southridge	Charleston	Bike Path	\$1.3 mil - \$1.6 mil
9	US 60	4th Avenue to MacCorkle Ave SW	West End	Improve approaches, sharrows, signs	\$60K-\$90K
10	WV 817	Winfield to Hurricane Creek Rd	Putnam County	Widen shoulders, signs	\$1.3 mil - \$1.6 mil
11	Quarrier St	Capitol St to Clendenin St	Charleston	Bike Lanes, Signs, sharrows	\$60K-\$90K
12	Kanawha River Trestle Trail	Bridge over Kanawha River	West End	Bridge upgrade	\$25 mil - \$29 mil
13	WV 817	I-64 to Winfield	Putnam County	Widen shoulders, signs	\$3 mil - \$3.5 mil
14	WV 25	Iowa St to Washington St W	West End	Widen shoulders for bike lanes, signs	\$2.2 mil - \$2.6 mil
15	Stockton St	Kanawha Blvd to 7th Ave	West End	Bike Lanes, Signs	\$10K-\$30K
16	Former B&O railroad	Elk River trail connecting Coonskin Park to WV 114	Kanawha County	Bike Trail	\$1.5 mil - \$1.9 mil
17	Former B&O railroad	Elk River trail connecting WV 114 bridge to Elkview	Kanawha County	Bike Trail	\$3 mil - \$3.5 mil
18	Former B&O railroad	Elk River trail connecting Elkview to Clendenin.	Kanawha County	Bike Trail	\$6 mil - \$6.5 mil
19	Elk River (NS) railroad bridge	Pennsylvania Ave to Bullitt St	Charleston	Bike Path	\$14 mil - \$14.5 mil
20	St. Albans to Teays Valley bike trail		Putnam County	Bike Path	\$5 mil - \$5.5 mil
Medium Priority Projects					
21	Kanawha River Trestle Trail	Kanawha Blvd and 6th St	West End	Bike Path, remove viaduct	\$900K - \$1.3 mil
22	35th St Bridge	at Kanawha Blvd	Kanawha City	Improve approaches, sharrows, signs	\$10K-\$30K
23	Buffalo Bridge	WV 817 to WV 62	Putnam County	Signs	\$10K-\$30K
24	US 60	Campbell Creek Dr to Malden	Kanawha County	Repave shoulders, signs	\$200K - \$400K
25	Piedmont Road	Court Street to Leon Sullivan Way	Charleston	Designated bike route with sharrows and signs	\$200K - \$400K
26	Kanawha Boulevard	35 th Street to Daniel Boone Park	Kanawha County	Widen shoulders for bike lanes, signs	\$400K-\$600K
27	Kanawha Boulevard	Tennessee Ave to Capitol St	Charleston	Cycle Track	\$900K - \$1.3 mil
28	Kanawha Boulevard	Capitol St to Chesapeake Ave	Charleston	Cycle Track	\$2.0 mil - \$2.4 mil
29	Kanawha Boulevard	Chesapeake Ave to 35th St Bridge	Charleston	Cycle Track	\$200K - \$400K
30	MacCorkle Ave. (US 60)	Montrose Drive to Patrick Street	Charleston	Widen shoulder, signs	\$200K - \$400K
31	US 60	St. Albans to Culloden	Putnam County	Widen shoulder, bike lanes, signs	\$2.0 mil - \$2.4 mil
32	Washington St	at Pennsylvania Ave	Charleston	Bike Lanes, Signs	\$100K - \$200K
33	Greenbrier St	at I-64 Interchange	Charleston	Bike Lanes, Signs	\$160K - \$190K
34	Washington St	Near CAMC	Charleston	Bike Lanes, Signs	\$160K - \$190K
35	South Poplar Fork Road	Teays Valley Road (CR 33) to CSX Railroad	Teays Valley	Widen shoulders, bike lanes, signs	\$200K - \$400K
36	Great Teays Boulevard	WV 34 to CR 35 (Teays Valley)	Teays Valley	Bike lanes, sidewalks, signs	\$100K - \$200K
37	Teays Valley Road	WV 817 to Hurricane, parallel I-64 WV 817 to US 35 on south side, use Hickory Road on north side, then parallel I-64 on south side from WV 34 to Hurricane Creek Rd	Teays Valley	Bike path	\$7.0 mil - \$7.5 mil
38	Court St	Kanawha Blvd to Piedmont Rd	Charleston	Bike Lanes, Signs	\$10K-\$30K
39	7th Ave	Virginia St W to Patrick St	Charleston	Bike Lanes, Signs, sharrows	\$10K-\$30K
40	MacCorkle Ave	Thayer St to 31st St	Charleston	Bike Lanes	\$10K-\$30K
41	Hurricane Creek Road (CR 19)	I-64 to Wal-Mart (Hurricane)	Hurricane	Sidewalks, signs	\$100K - \$200K



Regional Intergovernmental Council



Recommended Projects Rankings					
Number	Road	Between	Location	Proposed Improvement	Cost Range
Low Priority Projects					
42	WV 34	I-64 and Winfield	Putnam County	Widen shoulder, Signs	\$1.5 mil - \$1.9 mil
43	Edgewood Drive	Washington Street West to Wood Rd	Charleston	Multi-use path	\$400K-\$600K
44	WV 34	Great Teays Boulevard to Putnam County Library	Hurricane	Sidewalks, signs	\$100K - \$200K
45	Connection to Little Creek Park	from S. Charleston across RR	S. Charleston	Bike Path	\$400K-\$600K
46	Sissonville Dr (CR 21)	7th Ave to Sissonville	Kanawha County	Widen Shoulder, signs	\$4.0 mil - \$4.5 mil
47	WV 34	Lynn Street to Main Street (Hurricane)	Hurricane	Bike lanes, signs	\$10K-\$30K
48	WV 34	Valley Park to Hurricane Creek Rd	Hurricane	Signs	\$10K-\$30K
49	WV 35	Buffalo Bridge to north Putnam Co. line	Putnam County	Repave shoulder, bike lanes, signs	\$3 mil - \$3.5 mil
50	WV 25/Charles St	Through Dunbar (parallel RR tracks) to I-64 in Nitro	Dunbar	Widen shoulders, bike lanes, signs	\$5 mil - \$5.5 mil
51	D Street	Second Ave to The Mound	S. Charleston	Sharrows, Signs	\$10K-\$30K
52	WV 62	Buffalo to Cross Creek Rd	Buffalo	Widen shoulder, signs	\$200K - \$400K
53	Jefferson Rd	at Kanawha Turnpike intersection	S. Charleston	Bike lanes	\$60K-\$90K
54	US 119	Conner Dr to I-79 intersection	Charleston	Widen shoulder, signs	\$200K - \$400K
55	WV 62 (Cross Lanes Drive)	Big Tyler Rd. (SR 622) to WV 25	Cross Lanes	widen shoulders, signs	\$900K - \$1.3 mil
56	Clayton Ave	WV 34 (Midland Trail) to Main st	Hurricane	Bike Lanes, Signs, sharrows	\$10K-\$30K
57	US 119	Elkview to BlueCreek	Elkview	Widen Shoulder, Signs	\$400K-\$600K
58	Kanawha City	Connecting Lanes from University of Charleston	Kanawha City	Bike Lanes, Signs	\$10K-\$30K
59	WV 62	Raymond City to Eleanor	Putnam County	Widen shoulders, signs	\$5 mil - \$5.5 mil
60	Oakwood Rd	US 119 to Bridge Road	Charleston	Bicycle route, signs and sharrows	\$600K-\$900K
61	Wv 61	Upper Drive to Handley Fire Department	Handley	Widen shoulders, bike lanes, signs	\$100K - \$200K
62	WV 62	Nitro WV 25 to Poca	Poca	Widen shoulders, bike lanes, signs	\$2.0 mil - \$2.4 mil
63	Tech Trail	Montgomery and Smithers	Montgomery	Bike Path	\$400K-\$600K
64	Frame Road	Elkview to Elk Valley Library, connect Elkview Elementary School	Elkview	Widen shoulder, Signs	\$400K-\$600K
Pedestrian Improvements					
1	Kanawha Blvd and Chesapeake Avenue		Charleston	curb ramps	\$10K-\$20K
2	Kanawha Blvd and California Avenue		Charleston	curb ramps	\$10K-\$20K
3	Kanawha Blvd and Greenbrier Street		Charleston	curb ramps	\$10K-\$20K
4	Kanawha Blvd and Ruffner Avenue		Charleston	crosswalks	\$10K-\$20K
5	Patrick St/5th St intersection improvements		West End	crosswalks	\$10K-\$20K
6	Trace Fork- behind the stores/by ice rink		S. Charleston	walking path	\$300K-\$400K
7	WV 34 b/w Hurricane Creek Rd and Hurricane Middle School		Hurricane	sidewalk	\$300K-\$400K
8	Ped movements on Penn. Ave. to Women's and Children's Hospital		Charleston	crosswalks	\$10K-\$20K
9	MacCorkle Ave. (US 60) Gateway Shopping Center to Oliver Street		S. Charleston	crosswalks	\$10K-\$20K



High Priority Project Locations



#1 WV 62 – Winfield Bridge to Eleanor



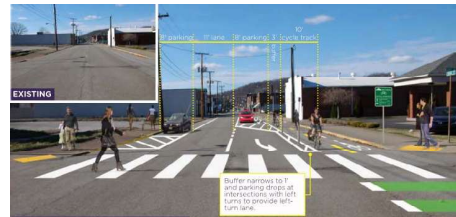
#4 Jefferson Road – at Davis Creek Interchange (Source: Google Maps)



#5 Tennessee Avenue – Kanawha Boulevard to Virginia Street W (Source: Google Maps)



#2 Teays Valley Road – WV 34 and Scott Depot (Source: Google Maps)



#6 Virginia Street W – Tennessee Avenue to Delaware Avenue (Source: Charleston Bike & Trail Master Plan)



#3 Barlow Drive – Slack Street to Coonskin Park



#7 MacCorkle Avenue SE - Kanawha City to Marmet



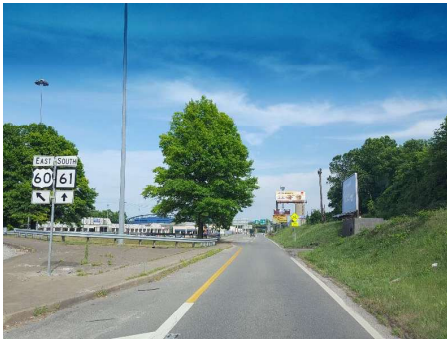
High Priority Project Locations



#8 Corridor G Connector Trail to Southridge (Source: South Charleston Master Plan for Pedestrian and Bicycle Trail Corridors)



#10 WV 817 – Winfield to Hurricane Creek Road



#9 US 60 at MacCorkle Avenue SW



11 Quarrier Street – Capitol Street to Clendenin Street (Source: Charleston Bike & Trail Master Plan)



High Priority Project Locations



#12 Kanawha River Trestle



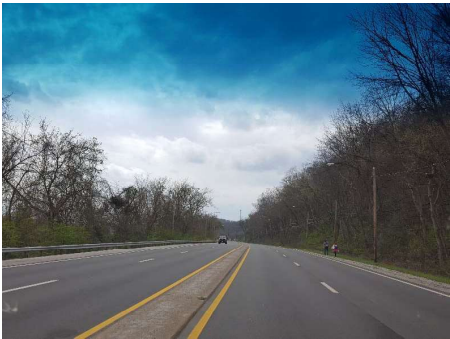
15 Stockton Street – Kanawha Boulevard to 7th Avenue (Source: Google Maps)



#13 WV 817- I-64 to Winfield (Source: Google Maps)



#16-18 Elk River Trail (Source: www.american-rails.com ©Dan Robie)



#14 WV 25 – Iowa Street to Washington Street W



19 Elk River Railroad Bridge – Pennsylvania Avenue to Bullitt Street



Treatment Types

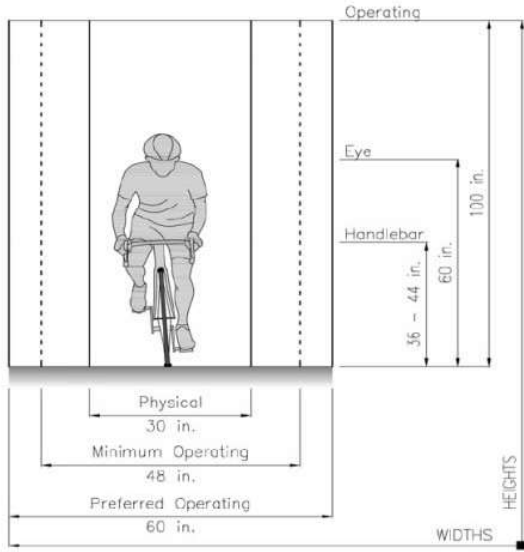
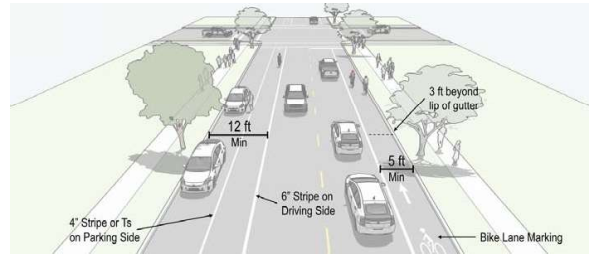
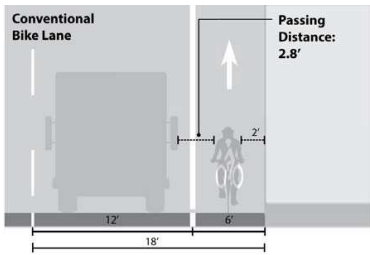


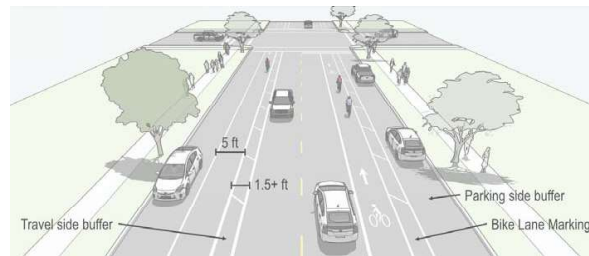
Figure 14-1 Bicycle Operating Space Requirements



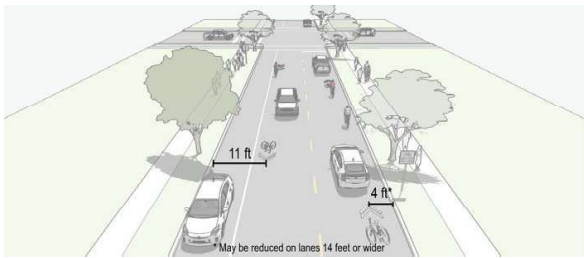
Bike Lanes with Parking



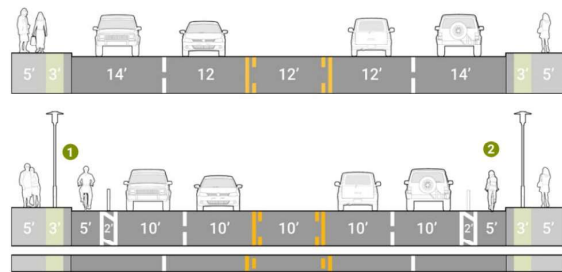
Bike lane on or off roadway



Bike Lanes with Parking and Buffers



Sharrows



Adding Bike Lanes



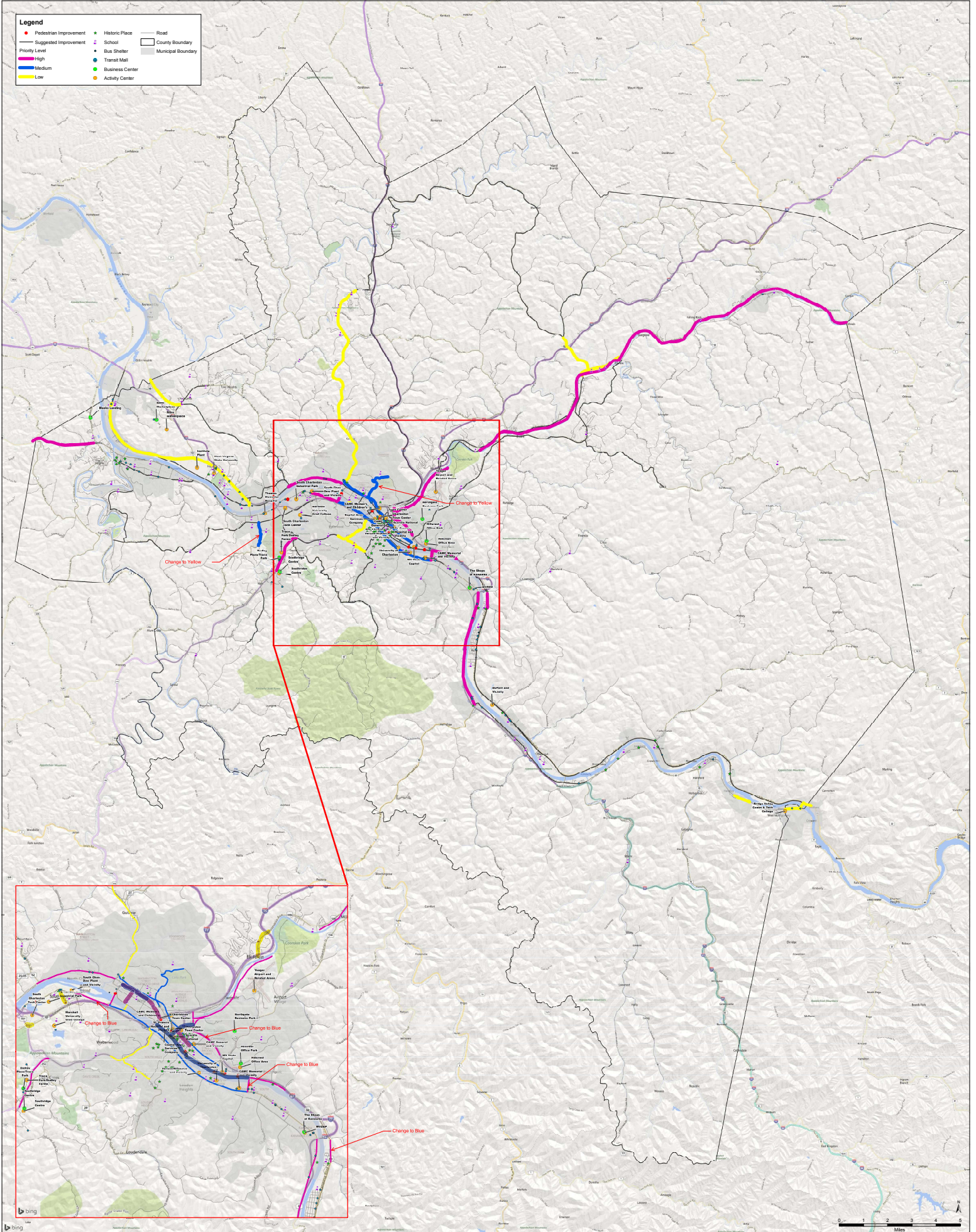
Signs

Legend

- Pedestrian Improvement
- Suggested Improvement
- Historic Place
- School
- Bus Shelter
- Transit Shelter
- Business Center
- Activity Center
- Road
- County Boundary
- Municipal Boundary

Priority Level

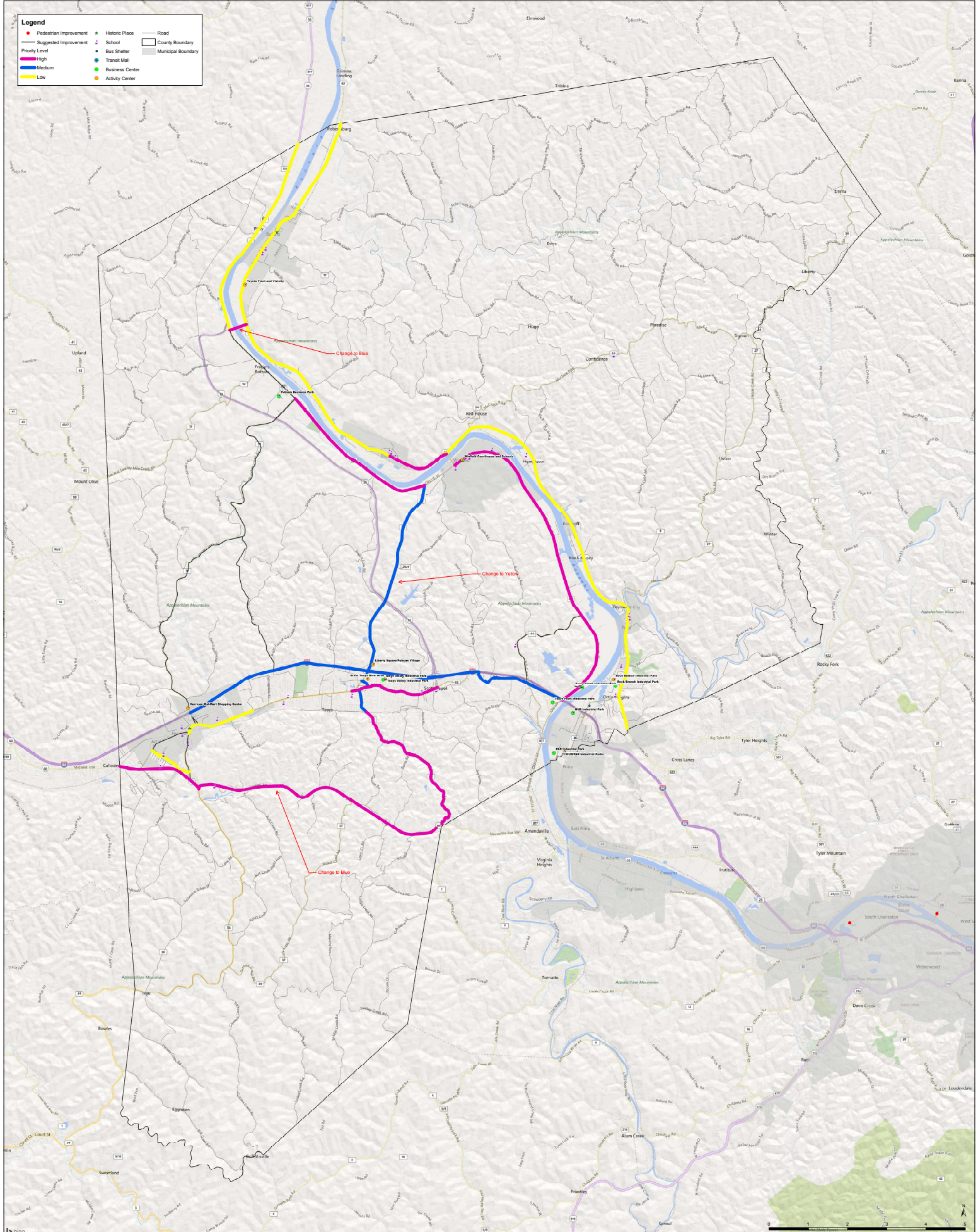
- High (Pink line)
- Medium (Yellow line)
- Low (Blue line)



KANAWHA COUNTY
SUGGESTED BIKE/PEDESTRIAN IMPROVEMENTS

Legend

- Pedestrian Improvement
- Suggested Improvement
- Priority Level
 - High
 - Medium
 - Low
- Historic Place
- School
- Bus Shelter
- Transit Mall
- Business Center
- Activity Center
- Road
- ▭ County Boundary
- ▭ Municipal Boundary



PUTNAM COUNTY
SUGGESTED BIKE/PEDESTRIAN IMPROVEMENTS



Appendix E: Summary of Survey Results

Survey Results



Question 1:

If you are interested in receiving updates on the project, including notices to public meetings, please provide your name and email address here:

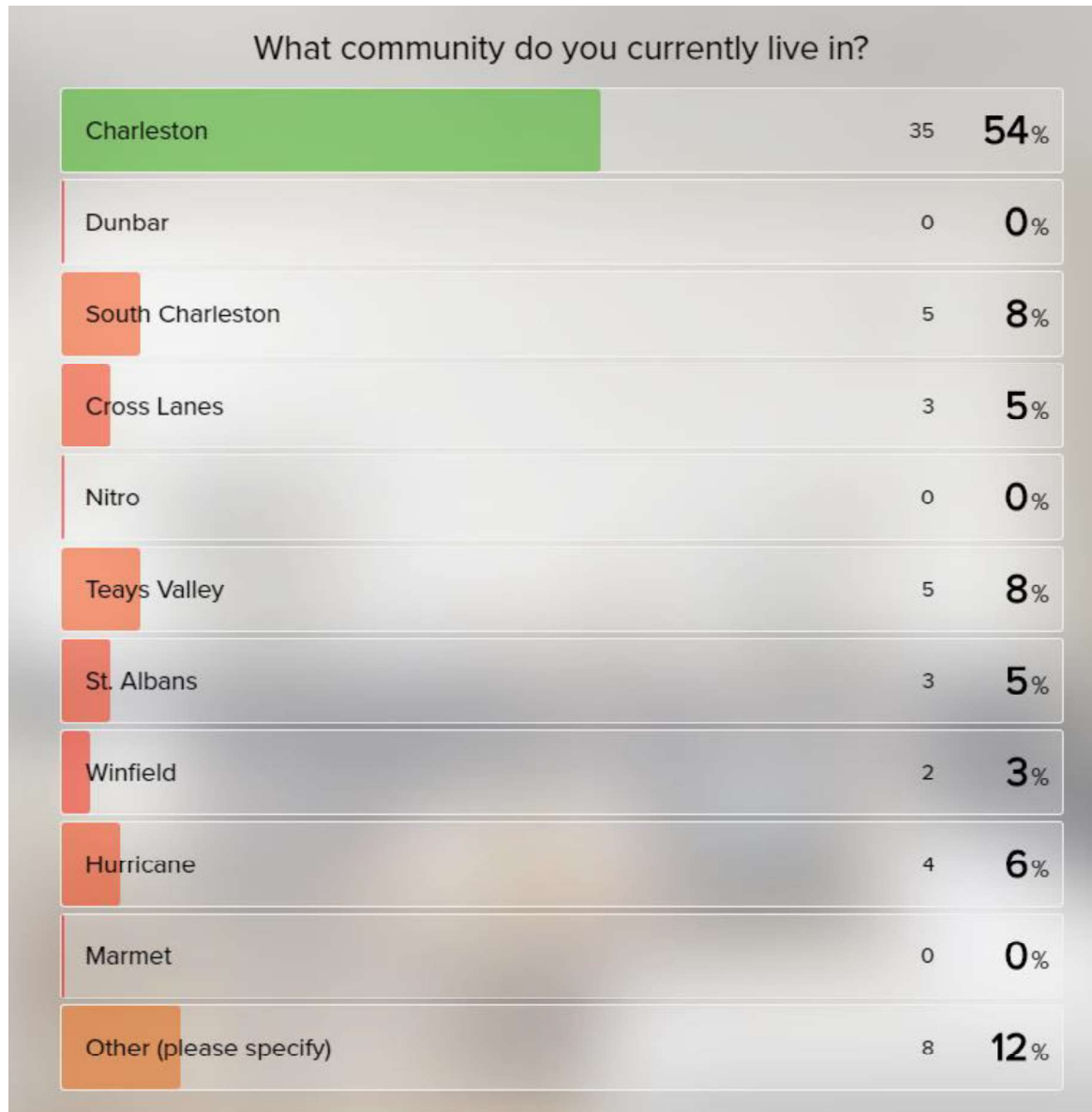
<i>Name</i>	<i>Email</i>
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Jennifer Pharr	jennifer@riggscommericalrealty.com
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Gretchen West	westgre@hotmail.com
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Jack	jackbuckland71@yahoo.com
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Chris	chris.gress62@gmail.com
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Mary Shultz	mbiker1055@me.com
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Ron Butlin	rbutlin@curawv.org
Alisa Bailey	alias.bailey@charlestonwv.com
Paula Kaufman	kaufmanbrown@gmail.com

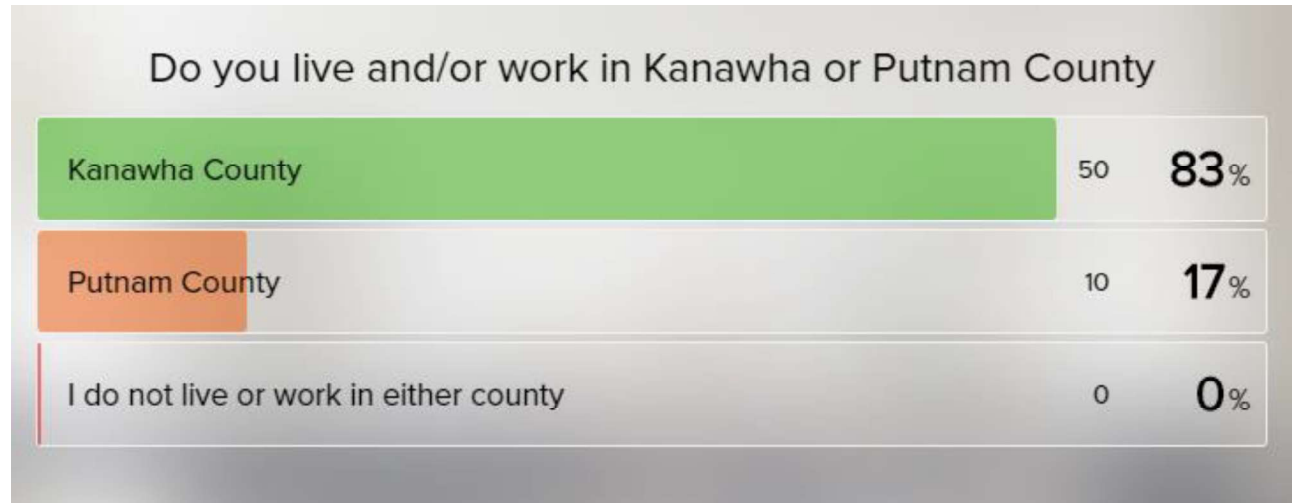
Question 2:

What community do you currently live in?



Question 3:

Do you live and/or work in Kanawha or Putnam County?



Question 4:

How many years have you lived and/or worked in Kanawha County?

<i>Responses</i>	
10	1.5
2 years	12
26	20
7	35
20	1
5	14
30 lived 13 worked	40 years
15 years	52
28	29
4	7
lived 45 years, worked 12 years	35
29	35 years
21	8
9	20
40	28
32	58
45	15
26	3 ½
20 years	25
55	41 years
20	27
10	1.0
39	39



Responses

30	
39	
24 years	

Question 5:

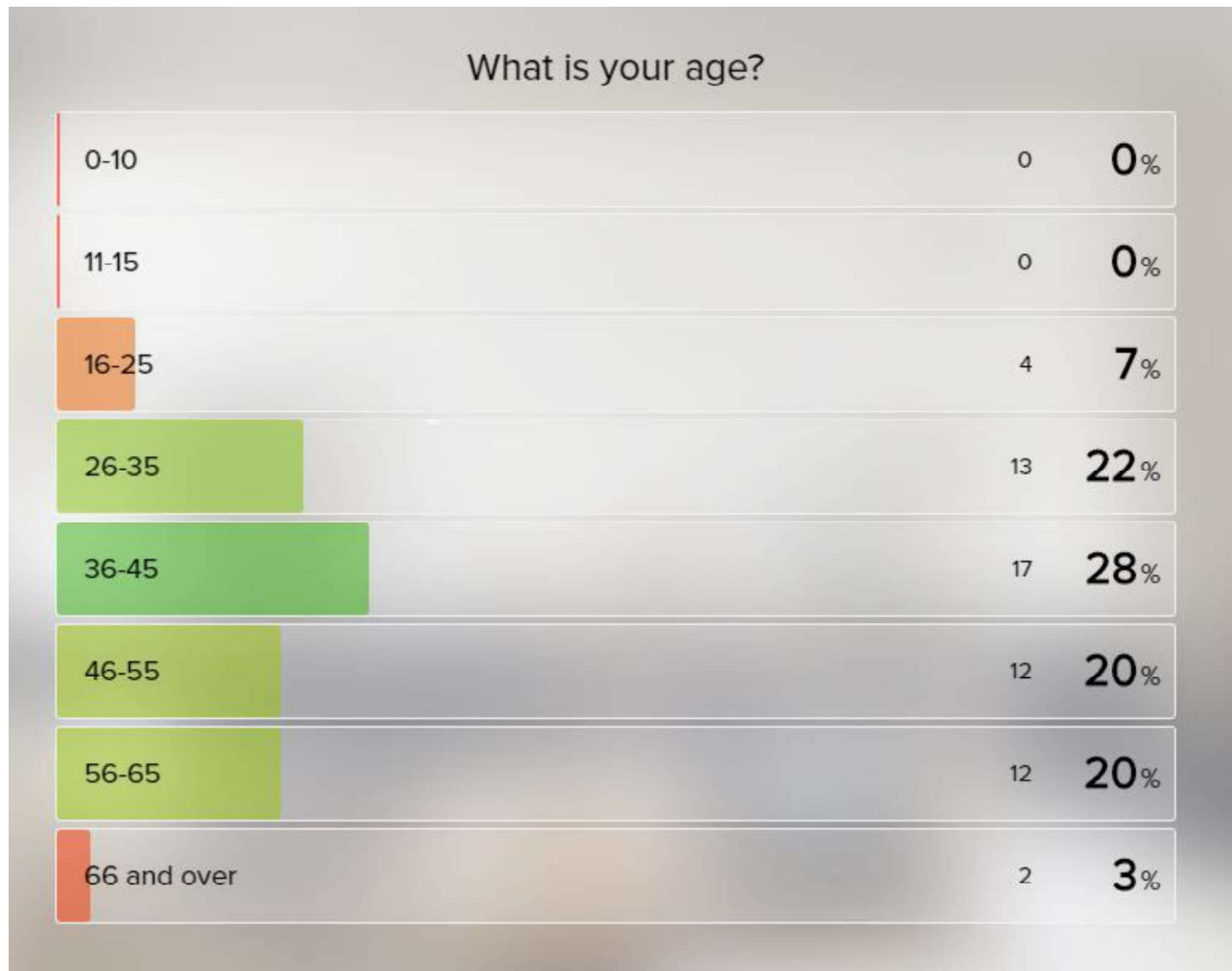
How many years have you lived and/or worked in Putnam County?

Responses

2
20
12
67
15
8
27
18
35
I've worked in Putnam County for 3 years. I've lived in Kanawha County for 8.

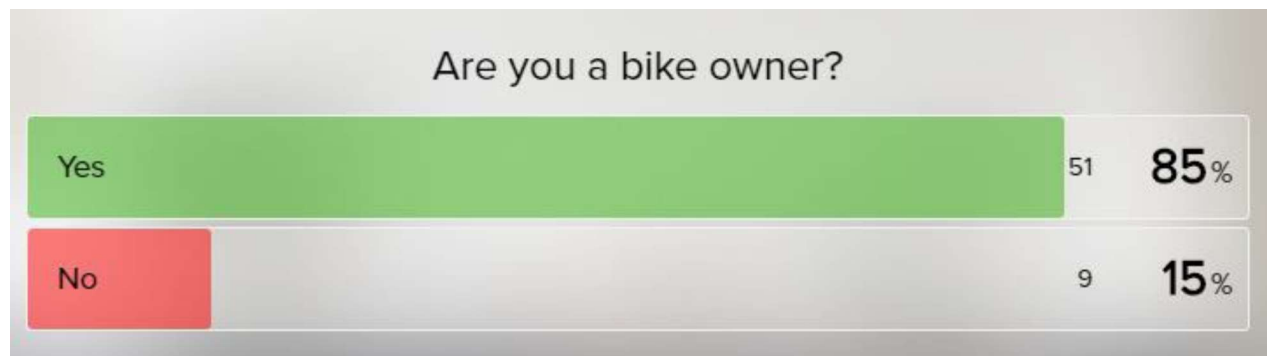
Question 6:

What is your age?



Question 7:

Are you a bike owner?



Question 8:

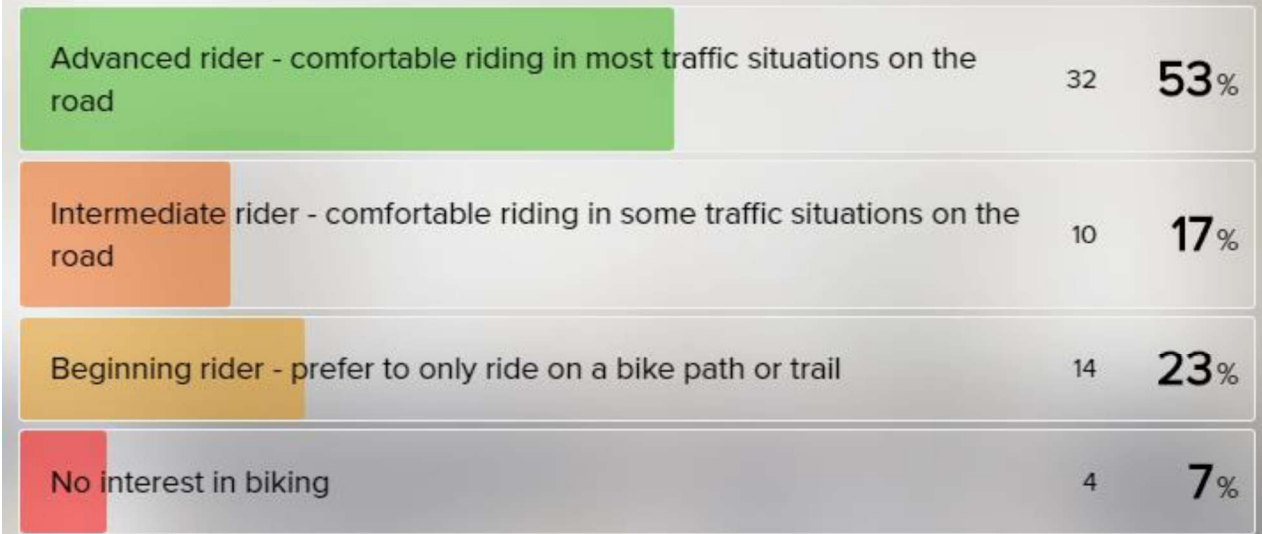
Which of these phrases best describes your bicycling experience?

- Advanced rider – comfortable riding in most traffic situations on the

road

- Intermediate rider – comfortable riding in some traffic situations on the road
- Beginning rider – prefer only to ride on a bike path or trail
- Not interested in biking

Which of these phrases best describes your bicycling experience?



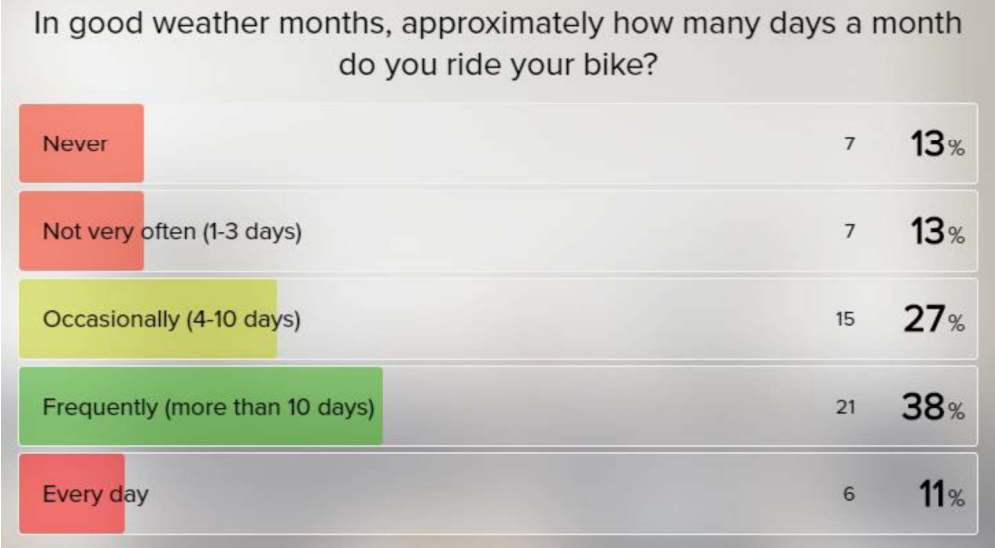
Question 9:

What is the purpose for the majority of your bicycle trips?



Question 10:

In good weather months, approximately how many days a month do you ride your bike?



Question 11:

What challenges exist related to bicycle safety? Select all that apply.

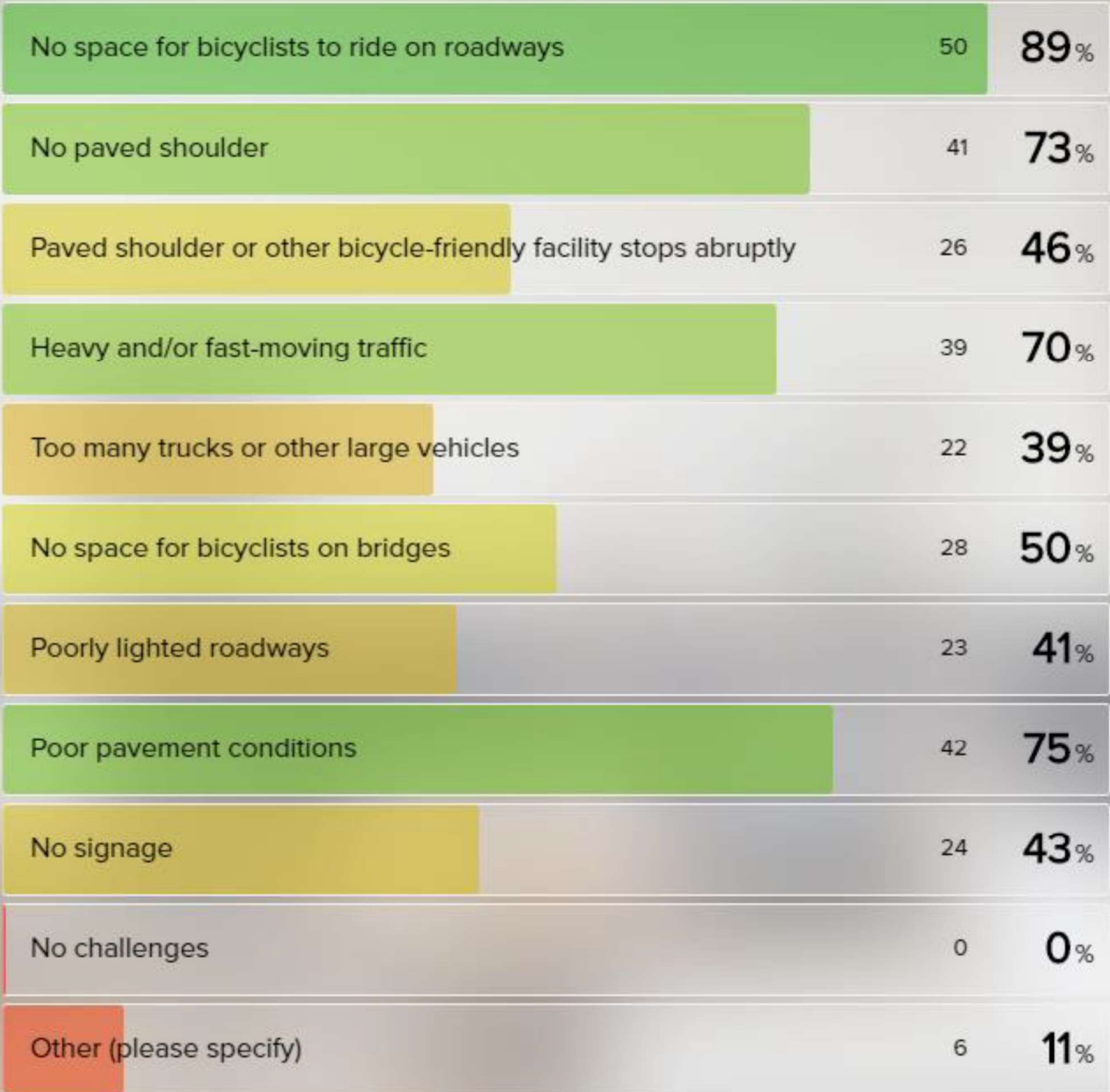


Question 12:

What challenges exist on roadways in your area related to bicycle safety? Select all that apply.

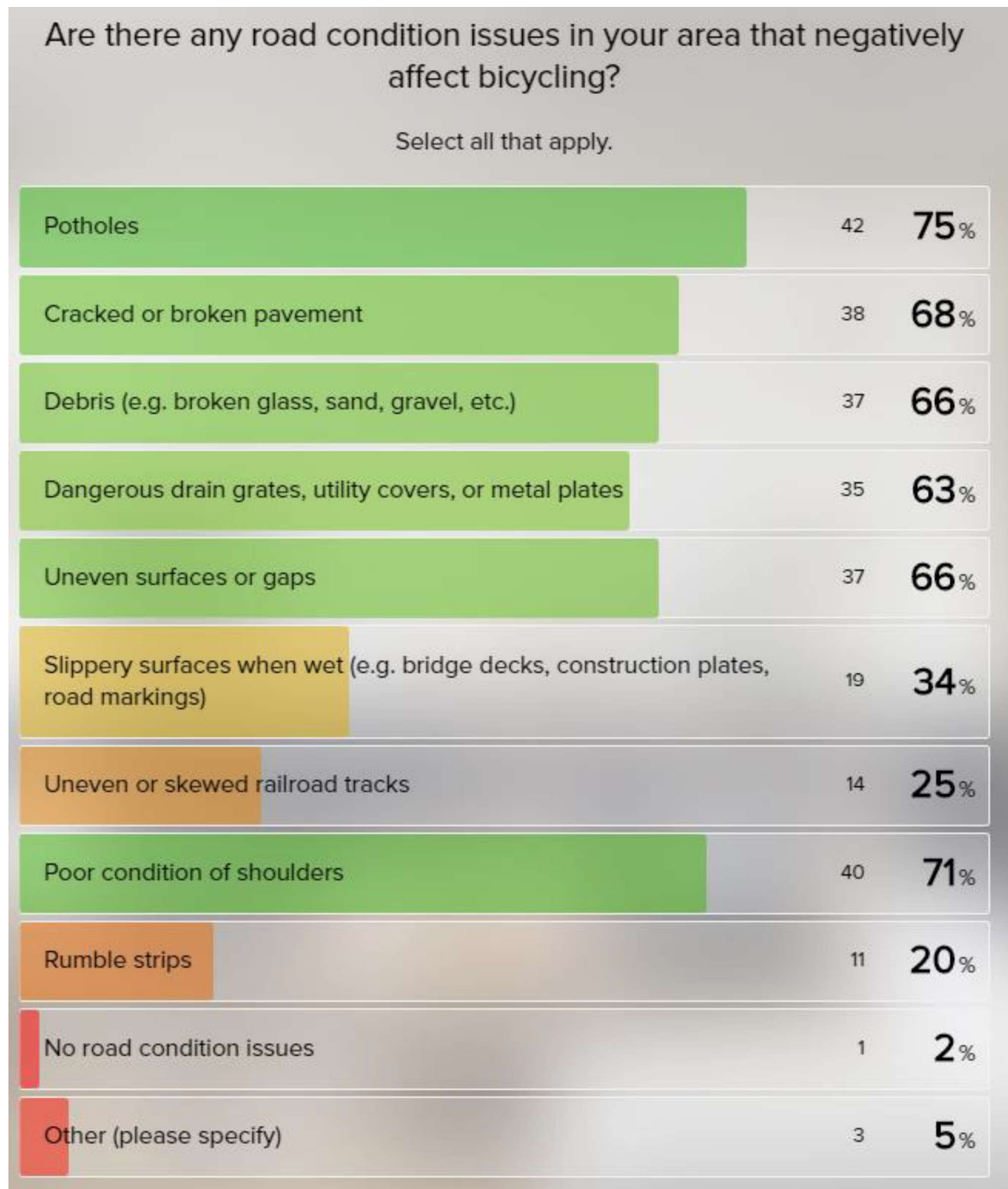
What challenges exist on roadways in your area related to bicycle safety?

Select all that apply.



Question 13:

Are there any road condition issues in your area that negatively affect bicycling? Select all that apply.

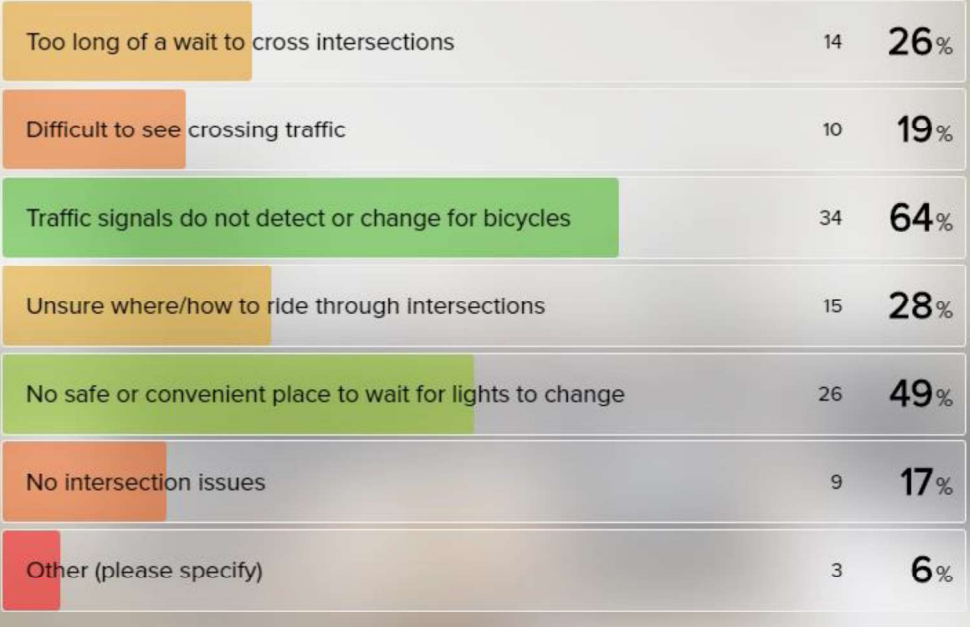


Question 14:

Are there any challenges to navigating intersections as a bicyclist in your community? Select all that apply.

Are there any challenges to navigating intersections as a bicyclist in your community?

Select all that apply.

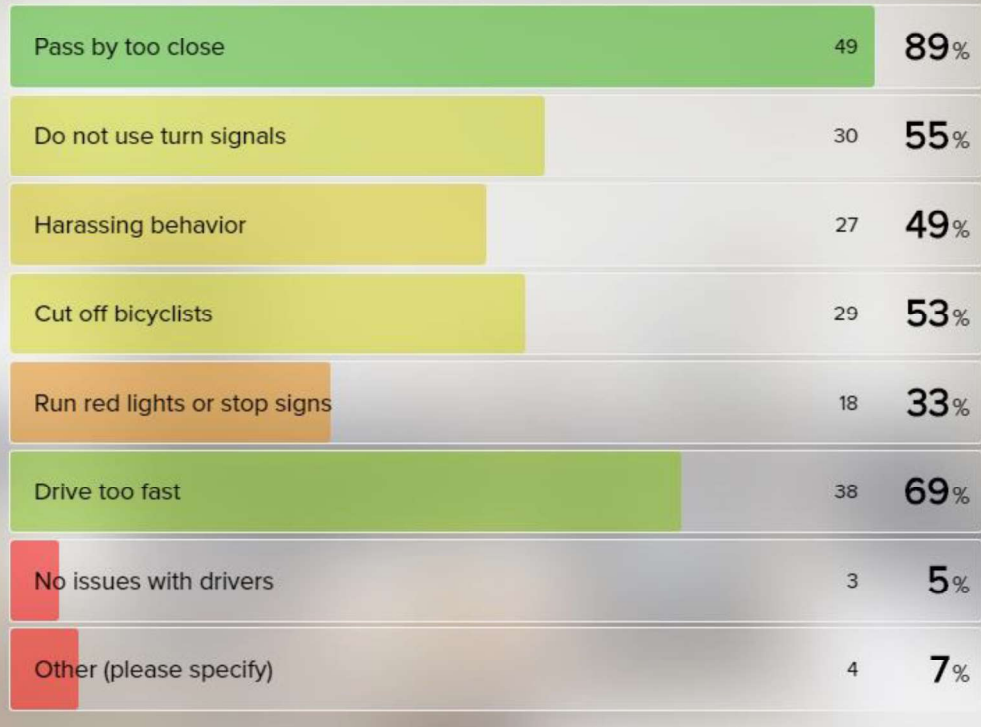


Question 15:

How do drivers interact with bicyclists in your area? Select all that apply.

How do drivers interact with bicyclists in your area?

Select all that apply.

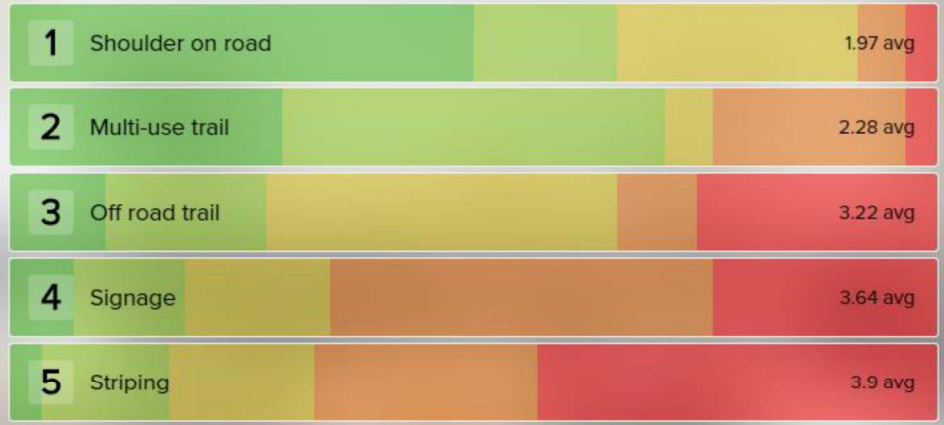


Question 16:

Rate the importance of bicycle improvements that you would like to see made. Rank the improvements with the top answer being the most and the bottom answer being the least.

Rate the importance of bicycle improvements that you would like to see made

Rank improvements with the top answer being the most and the bottom answer being the least



Question 17:

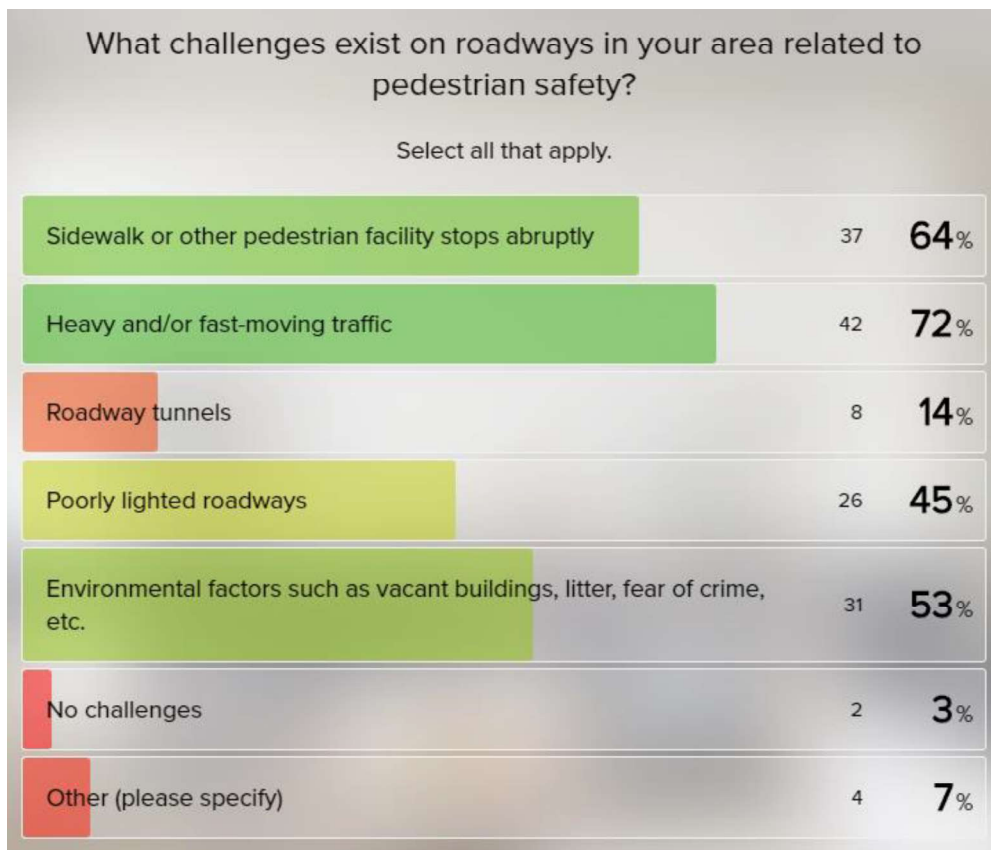
In good weather months, approximately how many days a month do you walk for more than 30 minutes?



In good weather months, approximately how many days a month do you walk for more than 30 minutes?

Question 18:

What challenges exist on roadways in your area related to pedestrian safety? Select all that apply.



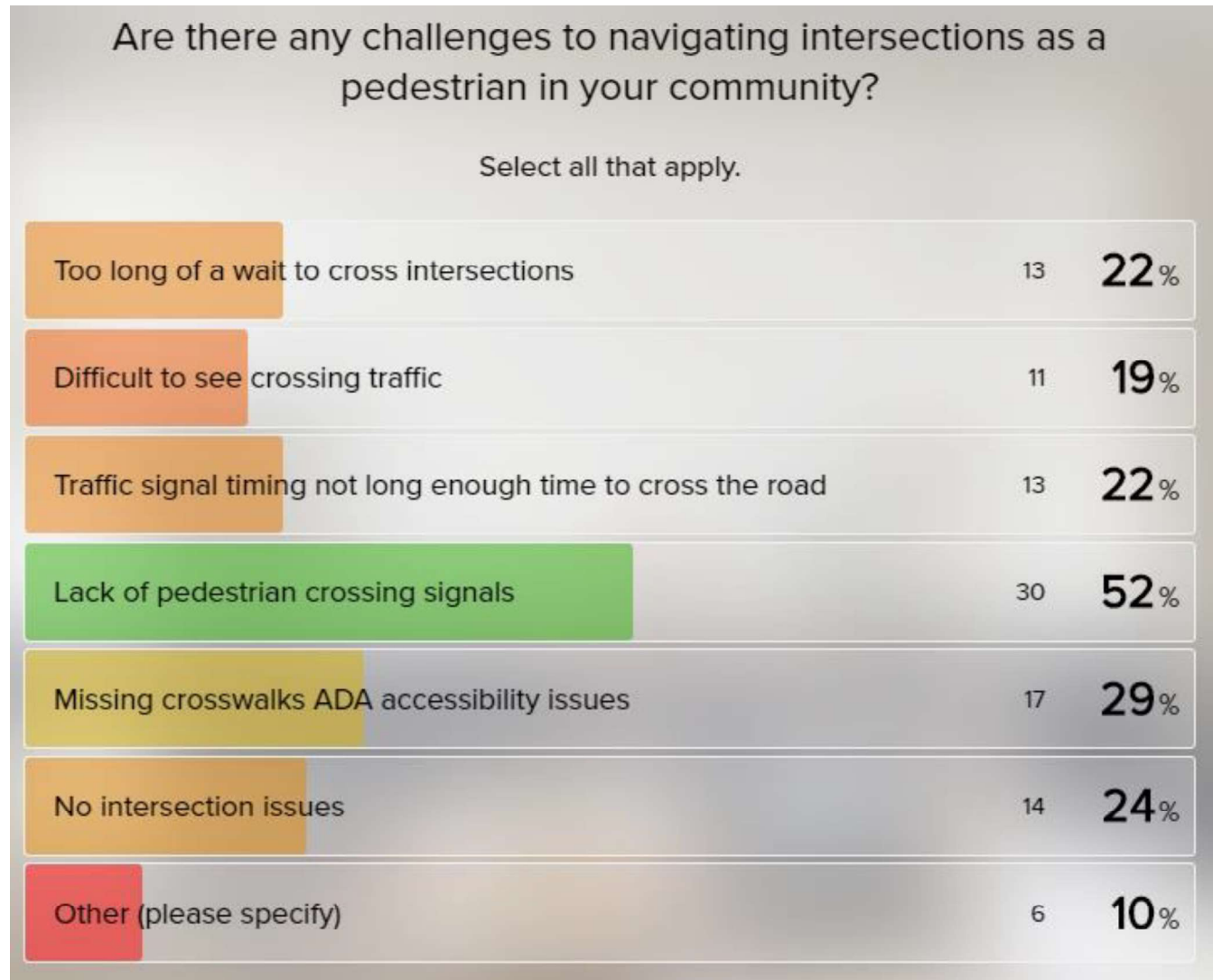
Question 19:

Add there any road condition issues in your area that negatively affect walking? Select all that apply.



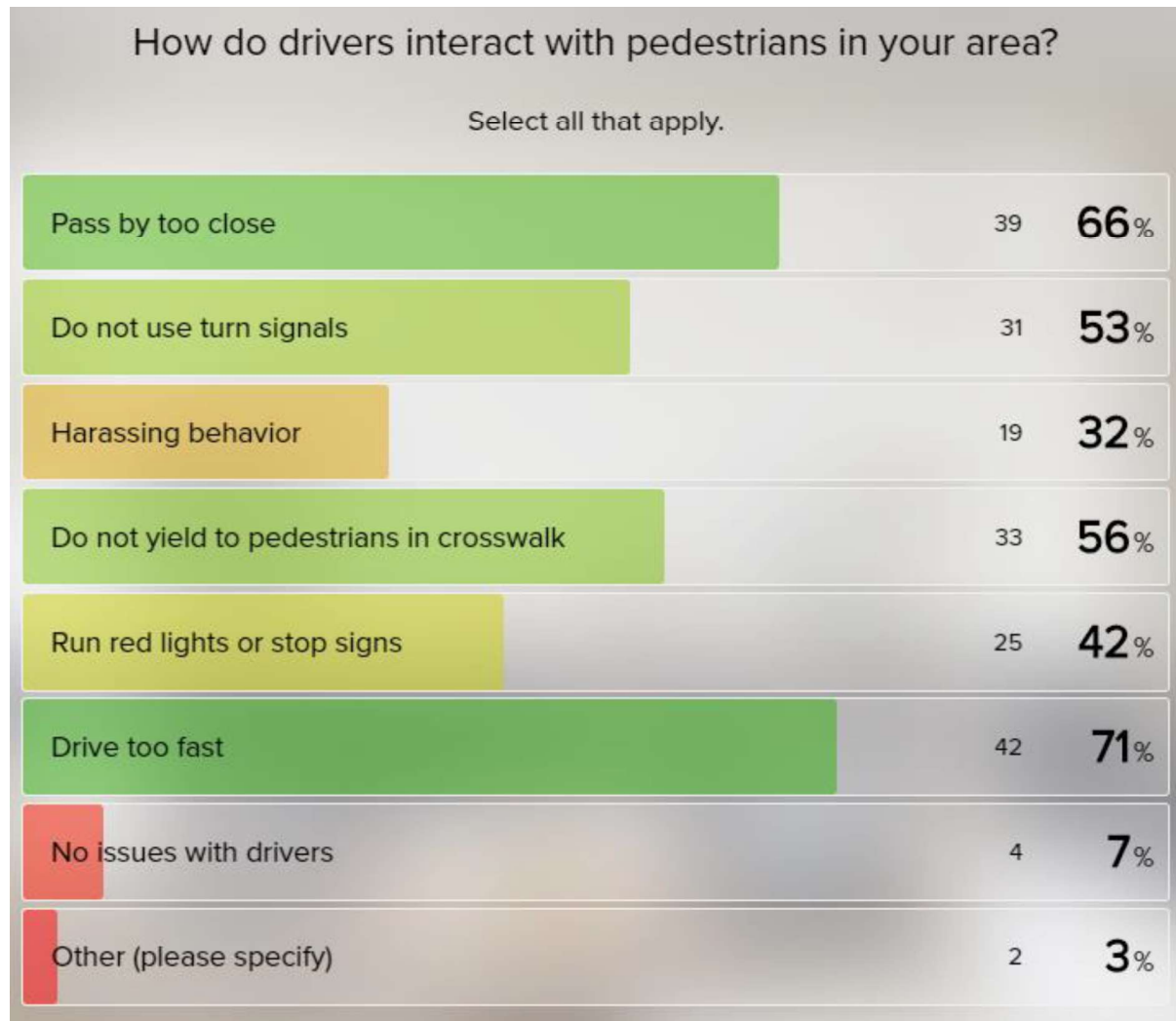
Question 20:

Are there any challenges to navigating intersections as a pedestrian in your community? Select all that apply.



Question 21:

How do drivers interact with pedestrians in your area? Select all that apply.



Question 22:

List the three best roads for bicycling in your community. (e.g. US 60 between South Charleston and St. Albans)

<i>Responses</i>	
<ul style="list-style-type: none"> Kanawha Blvd between west side thugs down past capitol complex No other location no other location 	<ul style="list-style-type: none"> Davis Creek MacCorkle Louden highs
<ul style="list-style-type: none"> Lee Street Virginia Street Quarrier Street 	<ul style="list-style-type: none"> Side roads through Kanawha City Charleston's East End Flat areas of Dunbar
<ul style="list-style-type: none"> Quarrier St Virginia Street Kanawha blvd 	<ul style="list-style-type: none"> Paint Creek Trail Paint Creek Exit to Beckley Kanawha City
<ul style="list-style-type: none"> Bldv Bike Lane 	<ul style="list-style-type: none"> Kanawha Blvd Smith St Kanawha Ave
<ul style="list-style-type: none"> Bldv Piedmont Virginia 	<ul style="list-style-type: none"> Kanawha Boulevard Quarrier Street Virginia Street East and West
<ul style="list-style-type: none"> 60 Poca river road Little Tyler mountain 	<ul style="list-style-type: none"> Kanawha blvd
<ul style="list-style-type: none"> Cow Creek Hurricane Creek 5-20 Road 	<ul style="list-style-type: none"> Not sure
<ul style="list-style-type: none"> US 60 Between St. Albans and Hurricane Rt 35 Between Winfield and St. Albans Hurricane Creek Road 	<ul style="list-style-type: none"> Kanawha City Bike Route Downtown Riverfront – new bike path Kanawha Boulevard from the Capital to Patrick Street Bridge
<ul style="list-style-type: none"> Try 817 	<ul style="list-style-type: none"> kanawha blvd summers st clendenin
<ul style="list-style-type: none"> Route 60 	<ul style="list-style-type: none"> hurricane creek road kanawha city bike path
<ul style="list-style-type: none"> Kanawha State Forest Road Elkview-Aarons Fork Rd Kanawha Bld to Clover to Airport 	<ul style="list-style-type: none"> kanawha forest road kanawha blvd bike path
<ul style="list-style-type: none"> Boulevard 	<ul style="list-style-type: none"> Washington Avenue/Sixth Avenue in St. Albans Old U.S. 35 Between St. Albans and Winfield
<ul style="list-style-type: none"> RT 35 I enjoy Teays Valley Road but it feels fairly unsafe 	<ul style="list-style-type: none"> Kanawha State Forest Ferrell Road in St. Albans to Rt. 3 Mud River Elkview-Aaron's Fork and Frame Road
<ul style="list-style-type: none"> Hurricane Creek Road, Hurricane WV Route 34 between Teays Valley and Hurricane Coal River Road between St. Albans and Tornado 	<ul style="list-style-type: none"> Hurricane Creek Road Cow Creek Road US 35
<ul style="list-style-type: none"> Browns creek road Kanawha state forest rd Hurricane Creek rd 	<ul style="list-style-type: none"> Aaron's fork Wills creek

<i>Responses</i>	
<ul style="list-style-type: none"> • 817 • hurricane creek road • rocky step road 	<ul style="list-style-type: none"> • Kanawha city • Elkview • Kanawha forest
<ul style="list-style-type: none"> • kanawha city bike path • kanawha blvd bike path • kanawha state forest road 	<ul style="list-style-type: none"> • Farmer's Market to Coonskin Park • Kanawha State Forest • Kanawha City
<ul style="list-style-type: none"> • Kanawha Boulevard • Capitol Street 	<ul style="list-style-type: none"> • New path along Kanawha Blvd from Patrick street to magic island • Kanawha city
<ul style="list-style-type: none"> • Winfield main • Putnam county park • Eleanor main 	<ul style="list-style-type: none"> • Kanawha Blvd west
<ul style="list-style-type: none"> • New cycle track on the Boulevard – Charleston • Washington/6th Avenues – St. Albans • Kanawha City in general, minus MacCorkle 	<ul style="list-style-type: none"> • The bicycling rout in Kanawha City • The new bicycling/pedestrian pathway on the boulevard • Kanawha state forest drive through loudendale to Kanawha state forest
<ul style="list-style-type: none"> • Kanawha Boulevard • Private Roads • Coonskin Park 	<ul style="list-style-type: none"> • Kanawha Blvd bike path • Kanawha City Streets • Kanawha Turnpike before Jefferson Road

Question 23:

List the three worst roads for bicycling in your community

<i>Responses</i>	
<ul style="list-style-type: none"> • All roads are not bicycle safe - no dedicated bike lane, no dedicated bike path 	<ul style="list-style-type: none"> • Same • Same • Same
<ul style="list-style-type: none"> • Washington • Kanawha Blvd • MacCorkle 	<ul style="list-style-type: none"> • Teays Valley Road • Big Tyler Road
<ul style="list-style-type: none"> • kanawha blvd @ Capitol Street 	<ul style="list-style-type: none"> • Rt 35 • Try 62
<ul style="list-style-type: none"> • Kanawha Blvd near the Union Building 	<ul style="list-style-type: none"> • Kanawha Terrace
<ul style="list-style-type: none"> • 119 	<ul style="list-style-type: none"> • MacCorkle • Bridge road
<ul style="list-style-type: none"> • 35 • 34 • 25 	<ul style="list-style-type: none"> • Big Tyler Road • MacCorkle Avenue – Kanawha City through St. Albans • Main Avenue, Nitro
<ul style="list-style-type: none"> • Route 34, Teays Valley to Winfield • Route 61, Buffalo to Nitro • Cow Creek, Trays Valley Road to I-64 	<ul style="list-style-type: none"> • Rt 61 Montgomery to Kanawha City • Downtown Charleston • Rt 60 Smithers to Quincy

Responses

<ul style="list-style-type: none"> • MacCorkle Ave • Corridor G (Route 60) • Patrick St 	<ul style="list-style-type: none"> • Route 21
<ul style="list-style-type: none"> • Edgewood Road (not the climb, the blind spots) • Washington Street West • MacCorkle Ave 	<ul style="list-style-type: none"> • Not sure
<ul style="list-style-type: none"> • US 60 to St. Albans – bike path • Downtown Charleston – all roads 	<ul style="list-style-type: none"> • washington • lee • virginia
<ul style="list-style-type: none"> • Elkview area-Aarons fork-bad pavement • Elkview area-Frame Rd- bad pavement • Bad pavement/potholes in most roads-need fixed 	<ul style="list-style-type: none"> • Anywhere other than the boulevard
<ul style="list-style-type: none"> • Teays Valley Road • RT 817(?) from Teays Valley to Winfield • RT 60 	<ul style="list-style-type: none"> • Strawberry Road in St. Albans • North Poplar Road in Hurricane
<ul style="list-style-type: none"> • Teays valley rd • US 34 between teays valley and hurricane • Smith creek rd 	<ul style="list-style-type: none"> • route 62 • route 817 from amos power plant to teays valley road • teays valley road
<ul style="list-style-type: none"> • U.S. 60 between St. Albans and South Charleston • U.S. 60/MacCorkle Avenue in South Charleston 	<ul style="list-style-type: none"> • Rt. 4 Clendenin • Corridor G • Rt. 60 Eastern Kanawha Co
<ul style="list-style-type: none"> • US 60 • WV 34 • WV 817 	<ul style="list-style-type: none"> • Route 119 • Pinch quick road
<ul style="list-style-type: none"> • Macorkle ave • Downtown Charleston • Corridor G 	<ul style="list-style-type: none"> • washington st • maccorkle ave between patrick st and dunbar toll bridge • kanawha turnpike between jefferson road and lincoln drive
<ul style="list-style-type: none"> • Most places 	<ul style="list-style-type: none"> • Bridge Road • Kanawha Turnpike
<ul style="list-style-type: none"> • Louden Heights Road • Bridge Road • MacCorkle Ave 	<ul style="list-style-type: none"> • Secondary roads outside of a downtown area...expansion would be nice
<ul style="list-style-type: none"> • Greenbrier street hill 	<ul style="list-style-type: none"> • Washington St Charleston • 7th Ave • Bridge Road
<ul style="list-style-type: none"> • All of them 	<ul style="list-style-type: none"> • US 60, even with the bike lanes • WV 622 (Big Tyler Rd.) • MacCorkle Ave
<ul style="list-style-type: none"> • Louden Heights • Bridge Road • Washington Street 	<ul style="list-style-type: none"> • 7th Ave in North Charleston • Big or Little Tyler Mountain Roads • MacCorkle Ave through South Charleston (before the bike route)
<ul style="list-style-type: none"> • Louden heights road • Bridge road • McCorckle Ave 	<ul style="list-style-type: none"> • US 119 • US 114 • Quick Road

Question 24:

Where are your three favorite bicycling destinations? (e.g. Coonskin Park, Downtown Charleston, Public Library, schools, etc.)

<i>Responses</i>	
<ul style="list-style-type: none"> Charleston downtown Charleston east end Charleston west side 	<ul style="list-style-type: none"> 60 Eleanor Kanawha st
<ul style="list-style-type: none"> Downtown Charleston Magic Island Capitol Market 	<ul style="list-style-type: none"> Eleanor Park Barboursville Park Kanawha State Forest
<ul style="list-style-type: none"> Capitol Street Capitol Market Washington @ Elizabeth 	<ul style="list-style-type: none"> Same Same Same
<ul style="list-style-type: none"> Bldv designated Bike Lane Downtown Charleston 	<ul style="list-style-type: none"> Eleanor park Kanawha state forest Coonskin park
<ul style="list-style-type: none"> Downtown Capitol 	<ul style="list-style-type: none"> Kanawha State Forrest Job Corps
<ul style="list-style-type: none"> Liberty square Downtown Charleston Downtown hungtion 	<ul style="list-style-type: none"> Downtown Charleston State Capitol Complex Elk City
<ul style="list-style-type: none"> Tamarack Greenbrier Trail 	<ul style="list-style-type: none"> Charleston Kanawha City Coonskin
<ul style="list-style-type: none"> Downtown Charleston Coonskin Park (if old railroad grade converted to rail-trail) Kanawha City 	<ul style="list-style-type: none"> ?
<ul style="list-style-type: none"> Downtown Charleston Kanawha City bike path Coonskin Park 	<ul style="list-style-type: none"> downtown charleston coonskin parking garages for work
<ul style="list-style-type: none"> Kanawha State Forest Elkview Clover to Coonskin park 	<ul style="list-style-type: none"> All over charleston
<ul style="list-style-type: none"> Hurricane WV South Hills 	<ul style="list-style-type: none"> eleanor park
<ul style="list-style-type: none"> kanawha state forest downtown charleston home 	<ul style="list-style-type: none"> kanawha state forest downtown charleston
<ul style="list-style-type: none"> State Capitol Winfield Around St. Albans 	<ul style="list-style-type: none"> Downtown Kanawha State Forest University of Charleston
<ul style="list-style-type: none"> Milton Covered Bridge Capitol in Charleston Valley Park 	<ul style="list-style-type: none"> Kanawha state forest
<ul style="list-style-type: none"> Kanawha city Out of charleston Lincoln county 	<ul style="list-style-type: none"> kanawha state forest downtown charleston everywhere else
<ul style="list-style-type: none"> Public Library Coffee shop capitol market 	<ul style="list-style-type: none"> Huntington wv Cincinnati ohio Columbus ohio

<i>Responses</i>	
<ul style="list-style-type: none"> • Kanawha State Forest • Kanawha City • Kanawha Blvd West 	<ul style="list-style-type: none"> • Kanawha State Forest • Kanawha City • Coonskin Park
<ul style="list-style-type: none"> • Capitol • Downtown Charleston • University of Charleston 	<ul style="list-style-type: none"> • Coonskin Park • Kanawha Boulevard
<ul style="list-style-type: none"> • Downtown • Capitol 	<ul style="list-style-type: none"> • Kanawha State Forest • State Capitol • Downtown Charleston

Question 25:

Where should bike lanes be added to roads in your community?

<i>Responses</i>	
<ul style="list-style-type: none"> • Dedicated bike lanes / path on all of Kanawha BLVD • Dedicated bike lane / path from capitol complex to airport • Bike lane over bridges 	<ul style="list-style-type: none"> • MacCorkle • Louden Hights • Bridge Road (carriage trail)
<ul style="list-style-type: none"> • MacCorkle Ave • Washington • Tennessee Ave 	<ul style="list-style-type: none"> • All downtown Charleston streets • WV Route 25 - N. Charleston through Nitro • Remainder of Kanawha Boulevard
<ul style="list-style-type: none"> • Continue on the Blvd • Connecting Lanes from University of Charleston 	<ul style="list-style-type: none"> • Rt 61 from Chelyan to Kanawha City • Rt 60 from Gauley Bridge to Charleston • Greenbrier Street
<ul style="list-style-type: none"> • 60 • Wash st • Kanawha blvd 	<ul style="list-style-type: none"> • Corridor G • Kanawha Blvd • MacCorkle Ave
<ul style="list-style-type: none"> • Route 34 Teays Valley Road • Hurricane Creek Road • Cow Creek Road 	<ul style="list-style-type: none"> • Virginia Street East and West • Washington Street and Patrick Street (both entirely) • MacCorkle Ave/US61, South Side Bridge and Piedmont Road
<ul style="list-style-type: none"> • Same • Same • Same 	<ul style="list-style-type: none"> • Route 21 • Kanawha blvd between magic island and 35th street bridge
<ul style="list-style-type: none"> • Rt 60 - continuous from Hunt. to Chas. 	<ul style="list-style-type: none"> • Walking path out Correct G by Wells Furniture • Jefferson Rd, So CHas • Kanawha State Forest
<ul style="list-style-type: none"> • Eat 62 	<ul style="list-style-type: none"> • Expand in downtown Charleston • West Side through downtown - all the way to St. Albans • South Charleston - everywhere
<ul style="list-style-type: none"> • Kanawha terrace • Walnut st 	<ul style="list-style-type: none"> • Along Davis Creek heading to Kanwha State Forest • Aarons Fork Rd in Elkview • Frame road in Elkview
<ul style="list-style-type: none"> • Main roads 	<ul style="list-style-type: none"> • RT 60 • Teays Valley Road

<i>Responses</i>	
<ul style="list-style-type: none"> Route 34 	<ul style="list-style-type: none"> Maccorkle ave to marmet Teays valley rd Us 34
<ul style="list-style-type: none"> route 817 route 62 between winfield bridge and eleanor 	<ul style="list-style-type: none"> rt 60 between hurricane and st albans create a rail trail
<ul style="list-style-type: none"> bridge road in south hills macorkle entirety of kanawha blvd 	<ul style="list-style-type: none"> Continue MacCorkle Avenue lane through South Charleston Expand new bike lane on west side of Charleston through downtown
<ul style="list-style-type: none"> WV 34 US 60 WV 817 	<ul style="list-style-type: none"> Macorkle ave Corridor g
<ul style="list-style-type: none"> a main east west arterial like rt 60 a main north south arterial like rt 119 or 114, or cor 'g' road to KSF 	<ul style="list-style-type: none"> One continuous bike trail connecting Charleston and Huntington. An Elk River trail connecting Charleston to Sutton. Teays Valley south of Milton
<ul style="list-style-type: none"> Kanawha Turnpike Maccorkle Ave KanawhaBlvd 	<ul style="list-style-type: none"> virginia street capitol street quarrier street
<ul style="list-style-type: none"> Court street 	<ul style="list-style-type: none"> Secondaey areas outside of towns
<ul style="list-style-type: none"> 7th ave Virginia St MacCorkle Ave through Charleston 	<ul style="list-style-type: none"> Virginia St - Charleston Quarrier St - Charleston Tennessee Ave - Charleston
<ul style="list-style-type: none"> To the state Capitol 	<ul style="list-style-type: none"> On as many roads as possible
<ul style="list-style-type: none"> US 119 US 114 Quick Road 	<ul style="list-style-type: none"> Kanawha Blvd Washington Street
<ul style="list-style-type: none"> Finish the blvd to all new bridge construction (including interstate) So there is a continuous connection throughout the valley (doesn't matter route, just do it) 	<ul style="list-style-type: none">

Question 26:

Where are your three favorite walking destinations?

<i>Responses</i>	
<ul style="list-style-type: none"> My neighborhood 	<ul style="list-style-type: none"> Charleston downtown Airport Sunrise Museum
<ul style="list-style-type: none"> State Capitol Downtown Charleston Carriage Trail 	<ul style="list-style-type: none"> Capitol Street Carriage Trail/Sunrise (across South Side Bridge) Washington St @ Elizabeth

<i>Responses</i>	
<ul style="list-style-type: none"> Downtown Charleston Danner Meadow Park Kanawha Blvd 	<ul style="list-style-type: none"> Capitol
<ul style="list-style-type: none"> Kanawha blvd Valley park 	<ul style="list-style-type: none"> Wave Park Reservoir Park YMCA
<ul style="list-style-type: none"> Wave Pool Park Rt 34 from Teays Valley to Hurricane 	<ul style="list-style-type: none"> Eleanor park Coonskin Kanawha state forest
<ul style="list-style-type: none"> Carriage trail Kanawha city 	<ul style="list-style-type: none"> Kanawha Boulevard Coonskin Park Downtown South Charleston/Mound District
<ul style="list-style-type: none"> Kanawaha Blvd 	<ul style="list-style-type: none"> Kanawha Blvd-Downtown Kanawha City Coonskin Park
<ul style="list-style-type: none"> Downtown Charleston 	<ul style="list-style-type: none"> Route 21 Kanawha blvd
<ul style="list-style-type: none"> Corr G by Wells Furniture when I was able to walk Coonskin Kanawha State Forest 	<ul style="list-style-type: none"> downtown charleston Kanawha City South Charleston
<ul style="list-style-type: none"> capital street blvd along river summers st 	<ul style="list-style-type: none"> Carriage Trail Kanawha State Forest Along River on the Boulevard
<ul style="list-style-type: none"> All over charleston 	<ul style="list-style-type: none"> Kanawha Boulevard Montrose/Gordon Drive loop Kanawha City
<ul style="list-style-type: none"> St Albans 	<ul style="list-style-type: none"> winfield eleanor park winfield locks
<ul style="list-style-type: none"> Kanawha Boulevard from Patrick Street to the 35th Street Bridge The corridor G / Loudon Heights section of the Charleston Distance Run 	<ul style="list-style-type: none"> carriage trail downtown charleston shops on bridge road
<ul style="list-style-type: none"> St. Albans city park Kanawha State Forest 	<ul style="list-style-type: none"> Bldv KSF Little Creek Park
<ul style="list-style-type: none"> Valley Park Local Convenience store City Park 	<ul style="list-style-type: none"> Kanawha forest Little creek farm
<ul style="list-style-type: none"> Joplin park Kanawha boulevard Carriage trail 	<ul style="list-style-type: none"> downtown magic island state capitol
<ul style="list-style-type: none"> I walk anywhere and everywhere 	<ul style="list-style-type: none"> Carriage Trail KanawhaBlvd Kanawha Turnpike near Joplin
<ul style="list-style-type: none"> Capitol street area 	<ul style="list-style-type: none"> Charleston riverfront Hurricane park Eleanor
<ul style="list-style-type: none"> Kanawha Blvd. Carriage Trail Myrtle Road 	<ul style="list-style-type: none"> Kanawha Blvd MacCorkle Ave from Patrick st to 35th St Bridge Coonskin Park

<i>Responses</i>	
<ul style="list-style-type: none"> • Kanawha City • Kanawha Boulevard • Capitol complex 	<ul style="list-style-type: none"> • Capitol St. • Appalachian Power Park • Spring Hill Cemetery
<ul style="list-style-type: none"> • Kanawha Boulevard • Valley Park • Trail at Red House 	<ul style="list-style-type: none"> • Carriage trail
<ul style="list-style-type: none"> • The boulevard to the carriage trail • In and around downtown Charleston • The boulevard to Patrick street 	<ul style="list-style-type: none"> • Capitol Street • Kanawha Boulevard • Town Center Mall
<ul style="list-style-type: none"> • Downtown 	<ul style="list-style-type: none"> • no clear winner • i like to walk everywhere • just make it safer to do so

Question 27:

List the top three locations where bicycle parking should be added in your community.

<i>Responses</i>	
<ul style="list-style-type: none"> • Available all down Kanawha BLVD in charleston • Parking should be allowed at every light post (each post should have parking attached) • Outside of buildings should include bike parking or bike parking spot near car parking. 	<ul style="list-style-type: none"> • East End Business District • Elk City • WVSU EDC
<ul style="list-style-type: none"> • East End residential areas 	<ul style="list-style-type: none"> • Downtown Charleston • East End near Dog Park • West Side near Mary C. Snow
<ul style="list-style-type: none"> • Downtown 	<ul style="list-style-type: none"> • Post office
<ul style="list-style-type: none"> • Capital Street • Elk City • State Capitol 	<ul style="list-style-type: none"> • Capitol Complex
<ul style="list-style-type: none"> • Fort Hill Park N Ride • Haddad Riverfront Park • Powerpark 	<ul style="list-style-type: none"> • Anywhere downtown (throw darts at map if needed) • Clay Center • Library
<ul style="list-style-type: none"> • Jefferson Rd SC • Walking path Corr G by Wells or on other end of it • Boulevard downtown Chas 	<ul style="list-style-type: none"> • downtown charleston - everywhere • South Charleston - everywhere • Kanawha City - everywhere
<ul style="list-style-type: none"> • Downtown Charleston-Capital Street • Downtown Charleston-Summers Street • South Charleston- D Street 	<ul style="list-style-type: none"> • Power park
<ul style="list-style-type: none"> • Capitol Street • State Capitol • Kanawha City 	<ul style="list-style-type: none"> • Downtown St Albans
<ul style="list-style-type: none"> • From Downtown to the backside of Coonskin Park along the Elk River. 	<ul style="list-style-type: none"> • Had dad park • Magic island
<ul style="list-style-type: none"> • all parking garages, in a safe and convenient place, have secured with boxes • more places on city streets where people gather • schools 	<ul style="list-style-type: none"> • Power Park • Downtown • Elk City area

<i>Responses</i>	
<ul style="list-style-type: none"> • Downtown • South Charleston near mound 	<ul style="list-style-type: none"> • Capitol street
<ul style="list-style-type: none"> • Charleston Town Center/Civic Center • Capitol St. • CAMC 	<ul style="list-style-type: none"> • Downtown capital street
<ul style="list-style-type: none"> • downtown garages (should be rental lockers for safety) • all businesses should provide some racks • all schools 	<ul style="list-style-type: none"> • Crossings Mall in Elkview • Pinch Park • Dollar General in Pinch
<ul style="list-style-type: none"> • In and around downtown, I live too far and the road is too hilly to bike from home to downtown, but I would love to be able to park my car and ride my bike around town to run errands, shop, have lunch, etc. to save gas, the environment and reap the health benefits of biking • The west side • The East end to connect the west side and the east via by cycle paths and having bicycle parking near frequently visited areas would be great! Imagine being able to bike from blue grass kitchen on the east end to Kinship goods in elk city and being able to stop on the way at the Capitol market! 	

Question 28:

List the top three locations where sidewalks (or walking/biking trails) should be added in your community.

<i>Responses</i>	
<ul style="list-style-type: none"> • Levi to Capital • Va. St • Quarrier St 	<ul style="list-style-type: none"> • Washington street should include trails for walking/biking • Greenbrier should include walking trails and bike path up to Airport (currently they do not have foot traffic) • Walking path/bike path from charleston up to Corridor G to allow for foot traffic
<ul style="list-style-type: none"> • Kanawha City residential areas • MacCorkle Ave • to Coonskin Park 	<ul style="list-style-type: none"> • Washington Street from East End to West Side

<i>Responses</i>	
<ul style="list-style-type: none"> • 119 • Piedmont 	<ul style="list-style-type: none"> • Big Tyler Rd • Teays Valley Road -east of split from 34
<ul style="list-style-type: none"> • Big Tyler Road • WV Route 25 • MacCorkle Avenue 	<ul style="list-style-type: none"> • Greenbrier Street • Paint Creek Trail
<ul style="list-style-type: none"> • Fort Hill • Corridor G • South Hills 	<ul style="list-style-type: none"> • Edgewood Road • Extend Kanawha Blvd multiuser trailer • Former B&O line along Elk River in entirety
<ul style="list-style-type: none"> • Route 21 	<ul style="list-style-type: none"> • Trace Fork-put one in behind the stores or out by ice rink • Jefferson Rd
<ul style="list-style-type: none"> • downtown charleston • kanawha city • south charleston 	<ul style="list-style-type: none"> • Davis Creek heading to KSF • Elkview--Frame Rd • Elkview-- Aarons Fork
<ul style="list-style-type: none"> • Scott depot 	<ul style="list-style-type: none"> • Weberwood area • Coonskin Park to downtown trail • Connection of all Charleston trails.
<ul style="list-style-type: none"> • Teays Valley Road 	<ul style="list-style-type: none"> • South Hills
<ul style="list-style-type: none"> • Mount Vernon Road • Cow Creek • WV 34 b/w Hurricane Creek Rd and Hurricane Middle School 	<ul style="list-style-type: none"> • Pinch • Elkview
<ul style="list-style-type: none"> • Corridor g • South hills • South charleston 	<ul style="list-style-type: none"> • Kanawha Turnpike
<ul style="list-style-type: none"> • ymca • danner meadow park • connection to coonskin (pick a road, build a path) 	<ul style="list-style-type: none"> • Eveywhere
<ul style="list-style-type: none"> • Hurricane creek road from hurricane to winfield 	<ul style="list-style-type: none"> • South Hills neighborhoods • Kanawha State Forest
<ul style="list-style-type: none"> • South Hills Area • Coonskin Park • Edgewood 	<ul style="list-style-type: none"> • Oak wood Road
<ul style="list-style-type: none"> • Hinton Terrace/Sunset Drive • Greenbrier St. to YMCA 	<ul style="list-style-type: none"> • US 119 • US 114 • Quick Road
<ul style="list-style-type: none"> • side walks should be on every street that doesn't have one (kanawha city & west side) • safe connection to Coonskin park • all schools 	<ul style="list-style-type: none"> •

Question 29:

List the top three most popular destinations that need a bike trail connection.

Responses

<ul style="list-style-type: none"> Patrick St Bridge Old Blvd Train Bridge 	<ul style="list-style-type: none"> Airport! Shopping at Corridor G Coonskin
<ul style="list-style-type: none"> Coonskin Park University of Charleston downtown South Charleston 	<ul style="list-style-type: none"> Elk City Kanawha City
<ul style="list-style-type: none"> Kanawha Blvd at the Union Building 	<ul style="list-style-type: none"> Downtown Capitol Elk city
<ul style="list-style-type: none"> YMCA Wave Park Downtown Hurricane 	<ul style="list-style-type: none"> State Capitol SC Mound Shawnee Park
<ul style="list-style-type: none"> Montgomery to Charleston Charleston to Huntington 	<ul style="list-style-type: none"> Southridge Mink Shoals/Elkview South Charleston
<ul style="list-style-type: none"> Elkview Clendenin Downtown 	<ul style="list-style-type: none"> Magic island and haddad park Cookskin park and magic island
<ul style="list-style-type: none"> Corr G Trace FORK Jefferson Rd 	<ul style="list-style-type: none"> coonskin park downtown charleston to st. albans west side to downtown charleston
<ul style="list-style-type: none"> Kanawha State Forest Fayetteville, WV Coonskin Park 	<ul style="list-style-type: none"> Scott depot
<ul style="list-style-type: none"> St. Albans to Teays Valley 	<ul style="list-style-type: none"> eleanor to winfield bridge winfield locks
<ul style="list-style-type: none"> coonskinpark create a rail trail like greenbrier river trail 	<ul style="list-style-type: none"> South Hills
<ul style="list-style-type: none"> Valley Park City Park Hurricane High School 	<ul style="list-style-type: none"> Elkview to Charleston
<ul style="list-style-type: none"> Southridge Coonskin park Kanawha forest 	<ul style="list-style-type: none"> coonskin KSF state capitol
<ul style="list-style-type: none"> Charleston-Huntington Charleston-Sutton Huntington-Beach Fork Lake 	<ul style="list-style-type: none"> South Charleston to Downtown Charleston
<ul style="list-style-type: none"> Kanawha State Forest Coonskin Park Kanawha City 	<ul style="list-style-type: none"> Coonskin from Charleston Kanawha State Forest from Charleston
<ul style="list-style-type: none"> Coonskin Park Capital High School Kanawha State Forest 	<ul style="list-style-type: none"> East End of Charleston to Elk City on the West side Capitol market to bridge road shops Sourh CHARLESTON mound to downtown Charleston —also downtown Charleston to Malden
<ul style="list-style-type: none"> Elk Valley Library Hafer Funeral Home Elkview Middle School 	<ul style="list-style-type: none"> the rest of the blvd South Charleston to Charleston Coonskin park from Charleston

Question 30:

Please provide any general comments you would like to share regarding bicycling or walking in your area.

Responses

Striping where streets are safely wide enough

I love to bicycle and walk in Charleston; however, cars make that very difficult. Most individuals driving are NOT paying attention. We need to have dedicated areas for walking/biking that are NOT located near cars - the inside of the city should be walking/biking only. The outside of the city should be used for cars. Parking in the majority of the areas should be FREE to allow people the opportunity to visit local businesses WITHOUT having to pay a fee to be allowed to look. Metered parking is killing the Charleston Mall along with the businesses downtown. The Huntington Mall allows for free parking and they are always busy.

Thankful for your work to provide and expand these services. Willing to help in any way I can.

Thanks

Since installation of the sidewalk along Trays Valley Road there has been many more folks walking and exercising. This is proof that the community will use and enjoy more safe walking paths. Cycling paths are needed badly. There is not 1 designated bike path in the area. We need a bike path to connect the whole community, i.e. schools, parks, businesses.

I'd love to see a bicycle system where someone could travel from western Kanawha County (St. Albans/Nitro) all the way to Kanawha City, all on lanes specifically dedicated for bicycle use.

People walk and bike in the Kanawha Valley area in spite of the conditions not because of the conditions. It is no wonder WV is considered the most unhealthiest state in America. There are pretty much no safe places to take your family and enjoy outside activities.

Build this thing and they will come. Monkey see, monkey do. Show people what they want. Ex: If I see great biking/walking trails, paths, in a city and people are actively using, I am going to want to do that.

Top priority for additional bike development should be adding bike lanes throughout downtown (not just token sharrows that do little) and most importantly the conversion of the B&O Elk River line from Charleston through Elkview and Clendenin and on to Gassaway. Would be a tremendous tourism addition to the area and connect the communities (and Coonskin) directly to downtown via healthier options.

WV needs more walking and biking trails, I'm so glad to see that this is possibly coming our way. Please utilize the school system to get the students engaged, maybe it can count as part of their gym grade or give them some sort of incentive. Many young kids are obese and will have health issues early on due to staying inside and playing video games and not engaging in a healthy lifestyle.

the bike paths need to be maintained. stop putting DOH crap in our bike paths, remove the debris, and add lights to the path.

Road Riding is great however in our area of WV roads are in bad shape--too many potholes and rough pavement which causes accidents. Also we could use some broadcasts on sharing the road as many drivers are rude and dangerous--get too close to bike riders on purpose because they don't want us on the road.

The Charleston area needs to develop a long term, master plan along the lines of the Paul Ambrose Trail for Health in Huntington.

The lack of shoulders on many roads and debris that isn't cleaned up on the roads with shoulders are the biggest problem to cyclists in the area.

Responses

The bike lane on U.S. 60 was nice when first completed, but it is not cleaned regularly. Too much broken glass and other debris as well as rocks and potholes and just not generally kept up.

Existing sidewalks have high utilization and seems there is a real demand for more locations to walk. Separated bike paths should be considered where appropriate r/w exists such as along the I-64 corridor to allow safe riding by all classes of riders.

Need to connect multiple communities with a dedicated bike path

find dedicated funding, no one questions money coming for road repair, repaving, construction but the majority of ped/bike infrastructure funding has to be fought for

All communities across the country that already place a priority on walking/ riding trails are prosperous places to live. I hope our area will aggressively make efforts to join them. Walking /riding trails are proven to generate good health and income. I hope this happens soon before I have to move to a place that places a greater priority on these issues. I'm not getting any younger. Thank you for your efforts, we have to start somewhere.

I have a bike but don't ride it too much because the flat options I have I don't feel comfortable riding with traffic. Would love to have designated area on main roads that would improve my comfort level greatly.

I run 30-40 miles a week in Charleston and besides running along the Kanawha Blvd. I have to run in the streets because either there are no sidewalks or they are so uneven there is the fear of tripping all the time!

Our area is improving regarding bikes and pedestrians. The new bike/pedestrian section along Kanawha Boulevard and the section from 35th street towards Daniel Boone park are of exceptional quality and design!

Work towards more rail-to-trail conversions or other long trails, with or without the Trestle. Most of the rail ROW along the Elk River is abandoned all the way out to Clay. Long, separated trails (at least ten miles) are severely lacking in southern WV.

If there was a way to make the core of downtown Charleston a pedestrian only area and provide ample parking on the edge of that pedestrian area, I think there would be a much larger influx of people to the downtown business—people don't mind walking as long as parking and getting to the walking areas are convenient and reliably available. Look at Charlottesville, VA; Boulder, CO, Boston, MA— Faneuil Hall pedestrian mall— and other cities who have opted to use this model to draw patronage to their downtown businesses. These cities and others have successfully created pedestrian mall businesses that flourish because they draw the creativity of buskers and street performers and allow larger options for outdoor seating at restaurants and most importantly because of ambiance that is created by these area which imbues a comfort level for pedestrians because they know they have an area that is dedicated to their use.

I would participate more if there was a safe area to bicycle in.

While I like getting a pike/ped plan, I would like to see more improvements get created