Kanawha - Putnam Bicycle and Pedestrian Plan

Kanawha and Putnam Counties, West Virginia
May 30, 2019

Executive Summary
The Regional Intergovernmental Council (RIC), the Metropolitan Planning Organization (MPO) for the Charleston, WV Metropolitan Planning Area, has updated the Bicycle and Pedestrian Plan for Kanawha and Putnam counties. The Kanawha – Putnam Bicycle and Pedestrian Plan serves as a guide for communities interested in enhancing bicycle and pedestrian access, mobility, and safety. The Plan also provides communities with an implementation strategy for recommended improvements to a network of bikeways, trails, and pedestrian facilities.

The planning process began with a review of current demographic data, existing transportation facilities, and previous planning efforts of the City of Charleston, City of South Charleston, and the state of West Virginia. After the initial data gathering stage the planning team began the public engagement stage to identify gaps and needs in bicycle and pedestrian facilities within the Kanawha - Putnam region. The planning team hosted a bike safety rodeo, attended community events throughout the region, publicized an online survey, and held stakeholder interviews to assist with the development and prioritization of recommendations.

Through a review of existing conditions, analysis of survey results, numerous field reviews, and feedback from both public officials and the public-at-large, several locations for potential improvements were identified in both counties. Following the identification of the specific locations, a comprehensive field inventory and subsequent analysis to confirm the identified deficiencies was performed. Projects were given higher priority when improving connectivity throughout the region. In general, as a bicyclist travels away from the city centers, especially Charleston, network connectivity decreases. This makes bicycling more difficult as prospective riders are forced onto major roadways and must travel longer distances to reach their destinations. Specifically, connectivity across the Kanawha River and Elk River is limited due to a lack of separated bicycle facilities across many of the bridges.

With approximately $1.3 million per year available for bicycle and pedestrian improvements, the overall list of recommended projects (64 bikeway and 8 sidewalk) were separated into categories of high, medium, and low priorities. Developing a high priority category of 21 recommended projects gives RIC, WVDOT, and local municipalities and agencies a list to prioritize according to available funding and to explore incorporating in other projects.

Table 1 shows the recommended bicycle and pedestrian projects that are a high priority for funding and implementation as a result of the plan. Individual project sheets follow the table.
### Table 1: High Priority Recommended Projects

<table>
<thead>
<tr>
<th>Number</th>
<th>Road</th>
<th>Between</th>
<th>Location</th>
<th>Proposed Improvement</th>
<th>Cost Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>WV 62</td>
<td>Winfield Bridge to Eleanor</td>
<td>Eleanor</td>
<td>Widen shoulder, Sidewalk, Bike Path</td>
<td>$600K-$900K</td>
</tr>
<tr>
<td>2</td>
<td>Teays Valley Road</td>
<td>CR 33 and Scott Depot</td>
<td>Teays Valley</td>
<td>Road widening, Sidewalks, Shoulder</td>
<td>$600K-$900K</td>
</tr>
<tr>
<td>3</td>
<td>Jefferson Road</td>
<td>at Davis Creek Interchange</td>
<td>Charleston</td>
<td>Signal, Bike lanes, Signs</td>
<td>$300K - $500K</td>
</tr>
<tr>
<td>4</td>
<td>Tennessee Ave</td>
<td>Kanawha Blvd to Virginia St. W</td>
<td>West Side Charleston</td>
<td>Bike Lanes, Signs</td>
<td>$60K-$90K</td>
</tr>
<tr>
<td>5</td>
<td>Virginia St. West</td>
<td>Tennessee Ave to Delaware Ave</td>
<td>West Side Charleston</td>
<td>Bike Lanes, Signs</td>
<td>$100K-$150K</td>
</tr>
<tr>
<td>6</td>
<td>Quarrier St</td>
<td>Capitol St to Clendenin St</td>
<td>Charleston</td>
<td>Two-Way Cycle Track bike lanes, Signs, sharrows</td>
<td>$90K-$140K</td>
</tr>
<tr>
<td>7</td>
<td>Kanawha Boulevard</td>
<td>Tennessee Ave to Capitol St</td>
<td>Charleston</td>
<td>Cycle Track</td>
<td>$900K - $1.1 mil</td>
</tr>
<tr>
<td>8</td>
<td>Barlow Drive</td>
<td>Slack St to Coonskin Park</td>
<td>Charleston</td>
<td>Bike Path, Widen Shoulders, Signs</td>
<td>$1.3 mil - $1.6 mil</td>
</tr>
<tr>
<td>9</td>
<td>MacCorkle Ave SE</td>
<td>Kanawha City to Marmet</td>
<td>Kanawha County</td>
<td>Repave shoulder, Signs</td>
<td>$1 mil - $1.5 mil</td>
</tr>
<tr>
<td>10</td>
<td>Corridor G</td>
<td>Davis Creek Interchange to Southridge</td>
<td>Charleston</td>
<td>Bike Path</td>
<td>$2 mil - $2.6 mil</td>
</tr>
<tr>
<td>11</td>
<td>US 60</td>
<td>4th Avenue to MacCorkle Ave SW</td>
<td>West Side Charleston</td>
<td>Improve approaches, sharrows, signs</td>
<td>$60K-$90K</td>
</tr>
<tr>
<td>12</td>
<td>WV 817</td>
<td>Winfield to Hurricane Creek Rd</td>
<td>Putnam County</td>
<td>Widen shoulders, signs</td>
<td>$1.3 mil - $1.6 mil</td>
</tr>
<tr>
<td>13</td>
<td>Kanawha Boulevard</td>
<td>Capitol St to Chesapeake Ave</td>
<td>Charleston</td>
<td>Cycle Track</td>
<td>$2.0 mil - $2.4 mil</td>
</tr>
<tr>
<td>14</td>
<td>Kanawha Boulevard</td>
<td>Chesapeake Ave to 35th St Bridge</td>
<td>Charleston</td>
<td>Cycle Track</td>
<td>$200K - $400K</td>
</tr>
<tr>
<td>15</td>
<td>WV 817</td>
<td>I-64 to Winfield</td>
<td>Putnam County</td>
<td>Widen shoulders, signs</td>
<td>$3 mil - $3.5 mil</td>
</tr>
<tr>
<td>16</td>
<td>WV 25</td>
<td>Iowa St to Washington St W</td>
<td>West Side Charleston</td>
<td>Widen shoulders for bike lanes, signs</td>
<td>$2.2 mil - $2.6 mil</td>
</tr>
<tr>
<td>17</td>
<td>Stockton St</td>
<td>Kanawha Blvd to 7th Ave</td>
<td>West Side Charleston</td>
<td>Bike Lanes, Signs</td>
<td>$10K-$30K</td>
</tr>
<tr>
<td>18</td>
<td>Former B&amp;O railroad</td>
<td>Elk River trail connecting Coonskin Park to WV 114</td>
<td>Kanawha County</td>
<td>Bike Trail</td>
<td>$1.5 mil - $1.9 mil</td>
</tr>
<tr>
<td>19</td>
<td>Elk River (NS) railroad bridge</td>
<td>Pennsylvania Ave to Bullitt St</td>
<td>Charleston</td>
<td>Bike Path</td>
<td>$14 mil - $14.5 mil</td>
</tr>
<tr>
<td>20</td>
<td>St. Albans to Teays Valley bike trail</td>
<td></td>
<td>Putnam County</td>
<td>Bike Path</td>
<td>$5 mil - $5.5 mil</td>
</tr>
<tr>
<td>21</td>
<td>Kanawha River Trestle Trail</td>
<td>Kanawha Blvd and 6th St</td>
<td>West Side Charleston</td>
<td>Bike Path, remove viaduct</td>
<td>$900K - $1.3 mil</td>
</tr>
</tbody>
</table>

### Pedestrian Improvements

<table>
<thead>
<tr>
<th>Number</th>
<th>Location</th>
<th>Improvement</th>
<th>Cost Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Charleston</td>
<td>ADA compliant curb ramps</td>
<td>$10K-$20K</td>
</tr>
<tr>
<td>2</td>
<td>Charleston</td>
<td>ADA compliant curb ramps</td>
<td>$10K-$20K</td>
</tr>
<tr>
<td>3</td>
<td>Charleston</td>
<td>ADA compliant curb ramps</td>
<td>$10K-$20K</td>
</tr>
<tr>
<td>4</td>
<td>Charleston</td>
<td>crosswalks</td>
<td>$10K-$20K</td>
</tr>
<tr>
<td>5</td>
<td>West Side Charleston</td>
<td>crosswalks and ped signal</td>
<td>$10K-$20K</td>
</tr>
<tr>
<td>6</td>
<td>Hurricane</td>
<td>sidewalk</td>
<td>$300K-$400K</td>
</tr>
<tr>
<td>7</td>
<td>Charleston</td>
<td>crosswalks</td>
<td>$10K-$20K</td>
</tr>
<tr>
<td>8</td>
<td>S. Charleston</td>
<td>crosswalks</td>
<td>$10K-$20K</td>
</tr>
</tbody>
</table>
## Project 1: WV 62 – Winfield Bridge to Eleanor

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Two lane roadway with 1-2’ paved shoulders, guardrail along a railroad track, some right of way available on sides of the roadway.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Guardrail and railroad on the south side of WV 62, hillside and utility poles on the north side of WV 62.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Connect Winfield and Eleanor for bicycle and pedestrian activities.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>Continuous 8’ shoulders and signing.</td>
</tr>
</tbody>
</table>

### Project Mileage
- **1.01 miles**

### Planning Level Cost
- **$600K to $900K not including right of way**

### Potential Constraints
- Available right of way
Project 2: Teays Valley Road – CR 33 and Scott Depot

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Two lane roadway with 1’ paved shoulders.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>No sidewalks, no turn lanes, narrow paved shoulder, utility poles on the south side of the roadway.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Connect to Hurricane and commercial areas around WV 34 and Great Teays Valley Boulevard.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>5’ bike lanes and 5’ sidewalks on both sides of the roadway as part of widening the roadway to three lanes.</td>
</tr>
</tbody>
</table>

Project Mileage

<table>
<thead>
<tr>
<th>Planning Level Cost</th>
<th>$600K to $900K for bike lanes only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Constraints</td>
<td>Available right of way</td>
</tr>
</tbody>
</table>

Source: Google Maps
### Project 3: Jefferson Road – at Davis Creek Interchange

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Intersection of an arterial roadway with freeway ramps.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>No stop control for traffic travelling on Jefferson Road that causes conflicts for bicyclists.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Provide safe conditions for bicyclist traveling from South Charleston to Kanawha State Forest.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>Install traffic signal, add &quot;Share the Road&quot; signing, and stripe the pavement for bicycle lanes.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Mileage</th>
<th>0.2 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Level Cost</td>
<td>$300K to $500K</td>
</tr>
<tr>
<td>Potential Constraints</td>
<td>None</td>
</tr>
</tbody>
</table>
### Project 4: Tennessee Avenue – Kanawha Boulevard to Virginia Street W

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Two lane, two-way roadway with parking on each side of the street.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Currently there is no bicycle connectivity along Tennessee Avenue.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Provide a bicycle connection through the Westside of Charleston to downtown from the existing Kanawha Boulevard Path to proposed facilities on Virginia Street.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>Remove parking on the east side of the street for bi-directional cycle track from Kanawha Boulevard to Virginia Street.</td>
</tr>
</tbody>
</table>

#### Project Mileage
- 0.3 miles

#### Planning Level Cost
- $60K to $90K

#### Potential Constraints
- Parking demand along Tennessee Avenue
Project 5: Virginia Street West – Tennessee Avenue to Delaware Avenue

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>2 lane, one direction (southbound) roadway with parking, 40’ wide pavement with parking.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Currently there is no bicycle connectivity along Virginia St. The wide lanes and long, straight roadway encourage speeding which creates an unsafe and uninviting corridor for bicyclists and pedestrians.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>The two-way cycle track on Virginia Street will provide a bicycle connection through the West Side to proposed facilities that connect to downtown and the riverfront.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>Two-way cycle track from Park Avenue to Tennessee Avenue. Existing conditions indicate that a two-way cycle track could be implemented by either re-purposing one travel lane or removing parking from one side of the street. Dedicated turn bays would likely maintain acceptable vehicular traffic flow if the number of lanes is reduced. Minor parking removal or conversion to a one-way road west of Central Avenue.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Mileage</th>
<th>0.6 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Level Cost</td>
<td>$100K to $150K not including right of way</td>
</tr>
<tr>
<td>Potential Constraints</td>
<td>Parking demand and traffic constraints along Virginia Street West.</td>
</tr>
</tbody>
</table>

Source: Charleston Bike and Trail Master Plan
### Project 6: Quarrier Street – Capitol Street to Clendenin Street

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>4 lane, 40’ wide, one direction (northbound) roadway.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deficiencies/Key Issues</strong></td>
<td>Currently there is no bicycle connectivity along Quarrier Street. The street is currently unsafe and uninviting for bicyclists due to a lack of signage and pavement striping for bicyclists.</td>
</tr>
<tr>
<td><strong>Improvement Goals/Opportunities</strong></td>
<td>The two-way cycle track on Quarrier St. will provide a seamless bicycle connection from the Civic Center into the heart of downtown. The shared lane markings and bicycle boulevard sections of Quarrier St. will link adjacent neighborhoods to downtown.</td>
</tr>
<tr>
<td><strong>Proposed Improvements</strong></td>
<td>Project extents are from Elk River Trail at Civic Center to Elizabeth Street. The cycle track extends from the riverfront trail to Summers Street. It then continues as a shared lane marking until Morris Street, and then a bicycle boulevard until Elizabeth Street.</td>
</tr>
</tbody>
</table>

### Project Mileage
1.69 miles

### Planning Level Cost
$90K to $140K

### Potential Constraints
Traffic demand
## Project 7: Kanawha Boulevard – Tennessee Avenue to Capitol Street

<table>
<thead>
<tr>
<th><strong>Roadway characteristics</strong></th>
<th>5 lanes, 11’ (3 northbound and 2 southbound), 10’ multiuse path between the roadway and Kanawha River</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deficiencies/Key Issues</strong></td>
<td>Kanawha River proximity, one lane multiuse path is crowded.</td>
</tr>
<tr>
<td><strong>Improvement Goals/Opportunities</strong></td>
<td>Provide extension of path creating a connection from downtown Charleston to the Westside.</td>
</tr>
<tr>
<td><strong>Proposed Improvements</strong></td>
<td>This recommendation proposes continuing the existing facility south of Magic Island using the existing bridge structure at Elk River. Two-way cycle track with adjacent pedestrian path (16’ minimum) or shared-use path/sidewalk (12’ minimum). Utilize design similar to improvements north of Magic Island.</td>
</tr>
</tbody>
</table>

### Project Mileage
- **1 mile**

### Planning Level Cost
- **$900K to $1.3 million**

### Potential Constraints
- Narrow under the I-64 bridge, connection around the Union Building
**Project 8: Barlow Drive – Slack Street to Coonskin Park**

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Narrow roadway, 12’ wide in some sections, one lane bridge west of Keystone, railroad bed begins just west of Keystone, north side of roadway is the Elk River.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>River and utility poles on the north side of the roadway. There is a hillside on the south side of the roadway.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Connect Downtown Charleston with Coonskin Park for bicycle and pedestrian activities.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>1. Add sharrows and signing. 2. Provide a 10’ - 12’ shared use path on one side of the roadway on railroad bed. 3. Pave the gravel path from the end of Barlow Drive to Coonskin Park. 4. Widen Barlow Drive on the south side of the roadway.</td>
</tr>
</tbody>
</table>

**Project Mileage**

| 3.9 miles |

**Planning Level Cost**

| $1.3 million to $1.6 million not including right of way |

**Potential Constraints**

| Available right of way |
Project 9: MacCorkle Avenue SE – Kanawha City to Marmet

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Two lane roadway with 5-6' paved shoulders, concrete barrier along the east side between MacCorkle Avenue and I-64.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Traffic volumes and speeds, speed bumps on side</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Connect Kanawha City and Marmet and the southern part of Kanawha County for bicycle and pedestrian activities.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>1. Maintain continuous 8’ shoulders and signing. 2. Grade and pave shoulders, remove rumble strips.</td>
</tr>
</tbody>
</table>

**Project Mileage**: 5.3 miles

**Planning Level Cost**: $1 million to $1.5 million

**Potential Constraints**: None
### Project 10: Corridor G - Jefferson Road to Southridge

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Four lane divided freeway with 1-2’ paved shoulders.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Hilly terrain, right of way, heavy traffic volumes.</td>
</tr>
</tbody>
</table>

**Improvement Goals/Opportunities**
Connect path just north of US 119 at Jefferson Road intersection to the recreation amenities of the South Charleston Trace Fork commercial center and then to the Southridge Center.

**Proposed Improvements**
Connection would be made with bike lanes on Jefferson Road from US 119 to Kramer Street, bridge over Davis Creek, and then paving an existing roadbed to S. Charleston Memorial Ice Arena. Share the road signs would then be placed on RHL Blvd to Oakhurst Drive to cross US 119.

<table>
<thead>
<tr>
<th>Project Mileage</th>
<th>2.1 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Level Cost</td>
<td>$2 million to $2.6 million not including right of way</td>
</tr>
<tr>
<td>Potential Constraints</td>
<td>Available right of way</td>
</tr>
</tbody>
</table>
### Project 11: US 60 – 4th Avenue to MacCorkle Avenue SW

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>4th Avenue is a 4 lane bridge across the Kanawha River with sidewalks on each side. MacCorkle Avenue SW is a two lane roadway in each direction at the bridge, with ramps to and from the bridge.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Poor and unsafe connections from Patrick Street Bridge to 4th Avenue and to MacCorkle Avenue.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>These improvements would provide a more bike-friendly connection across the Kanawha River to connect the Westside of Charleston and MacCorkle Avenue.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>1. Widen shoulder on ramps leading to and from the bridge on the MacCorkle Avenue side. 2. Provide crosswalks and pedestrian crossing on Patrick Street on the Westside intersections. 3. Provide share the road signs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Mileage</th>
<th>0.2 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Level Cost</td>
<td>$60K to $90K not including right of way</td>
</tr>
<tr>
<td>Potential Constraints</td>
<td>None</td>
</tr>
</tbody>
</table>
Project 12: WV 817 – Winfield to Hurricane Creek Road

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Two lane roadway with 1-2’ paved shoulders, unpaved graded shoulders alongside of the roadway, some right of way available on sides of roadway.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Lack of signage and pavement markings indicating a priority cycling route. Lack of paved shoulders.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Connect Winfield and northern Putnam County for bicycle activities.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>Maintain 5’ paved shoulders and signage.</td>
</tr>
</tbody>
</table>

**Project Mileage**

| 4.2 miles |

**Planning Level Cost**

| $1.3 million to $1.6 million not including right of way |

**Potential Constraints**

| None |
Project 13: Kanawha Boulevard – Capitol Street to Chesapeake Avenue

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>5 lanes, 11’ (3 northbound and 2 southbound), 10’ multiuse path between roadway and Kanawha River.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Kanawha River proximity, one lane multiuse path is crowded.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Provide extension of path creating a connection from downtown Charleston to the Westside, traffic capacity is available.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>This recommendation proposes continuing this facility south of Magic Island using the existing bridge structure at Elk River. Two-way cycle track with adjacent pedestrian path (16’ minimum) or shared-use path/side path (12’ minimum). Utilize design similar to improvements north of Magic Island.</td>
</tr>
</tbody>
</table>

Project Mileage  | 2.1 miles |
Planning Level Cost  | $2 million to $2.4 million |
Potential Constraints  | Connection around Union Building |
**Project 14: Kanawha Boulevard – Chesapeake Avenue to 35th Street Bridge**

<table>
<thead>
<tr>
<th><strong>Roadway characteristics</strong></th>
<th>5 lanes, 11’ (3 northbound and 2 southbound), 10’ multiuse path between roadway and Kanawha River.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deficiencies/Key Issues</strong></td>
<td>Kanawha River proximity, one lane multiuse path is crowded.</td>
</tr>
<tr>
<td><strong>Improvement Goals/Opportunities</strong></td>
<td>Provide extension of path creating a connection from downtown Charleston to the Westside, traffic capacity is available.</td>
</tr>
<tr>
<td><strong>Proposed Improvements</strong></td>
<td>This recommendation proposes continuing this facility south of Magic Island using the existing bridge structure at Elk River. Two-way cycle track with adjacent pedestrian path (16’ minimum) or shared-use path/sidewalk (12’ minimum). Utilize design similar to improvements north of Magic Island.</td>
</tr>
</tbody>
</table>

**Project Mileage**

0.4 miles

**Planning Level Cost**

$200K to $400K not including right of way

**Potential Constraints**

None
Project 15: WV 817 – I-64 to Winfield

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Two lane roadway with 1-2' paved shoulders, some right of way available on sides of roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Lack of paved shoulders.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Connect Winfield and St. Albans for bicycle and pedestrian activities.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>Maintain continuous 8' shoulders and signing.</td>
</tr>
</tbody>
</table>

**Project Mileage**
- 8.6 miles

**Planning Level Cost**
- $3 million to $3.5 million, not including right of way

**Potential Constraints**
- Available right of way
### Project 16: WV 25 – Iowa Street to Washington St West

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Four lane divided roadway with 2’-8’ paved shoulders, some right of way available on sides of roadway.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Guardrail and railroad on the south side of WV 25, hillside and utility poles on the north side of WV 25.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Connect the westside of Charleston to the City of Dunbar for bicycle and pedestrian activities.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>“Share the Road” by maintaining continuous 8’ shoulders and signing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Mileage</th>
<th>3.5 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Level Cost</td>
<td>$2.2 million to $2.6 million, not including right of way</td>
</tr>
<tr>
<td>Potential Constraints</td>
<td>Available right of way, utilities</td>
</tr>
</tbody>
</table>

![Map of project area]
### Project 17: Stockton Street – Kanawha Boulevard to 7th Avenue

<table>
<thead>
<tr>
<th><strong>Roadway characteristics</strong></th>
<th>Two lane, two direction urban roadway, with parking.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deficiencies/Key Issues</strong></td>
<td>Narrow travel lanes</td>
</tr>
<tr>
<td><strong>Improvement Goals/Opportunities</strong></td>
<td>Provide a bicycle connection through the westside of Charleston to downtown from the existing Kanawha Boulevard Bicycle Path to proposed facilities on Virginia Street.</td>
</tr>
<tr>
<td><strong>Proposed Improvements</strong></td>
<td>Bicycle boulevard improvements include bicycle/pedestrian cut-throughs, wayfinding signage and pavement markings.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Project Mileage</strong></th>
<th>0.4 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Planning Level Cost</strong></td>
<td>$10K to $30K not including right of way</td>
</tr>
<tr>
<td><strong>Potential Constraints</strong></td>
<td>Available right of way</td>
</tr>
</tbody>
</table>
Project 18: Former B&O Railroad - Elk River trail connecting Coonskin Park to WV

### Roadway characteristics
- Unused railroad bed

### Deficiencies/Key Issues
- Willingness of property owners to sell, vegetation is overgrown and there are many landslides.

### Improvement Goals/Opportunities
- Connect Elkview with Coonskin Park for bicycle and pedestrian activities.

### Proposed Improvements
- Rails to Trails improvement, provide a 10' - 12' shared use path on the railroad bed.

### Project Mileage
- 2.5 miles

### Planning Level Cost
- $1.5 million to $1.9 million, not including right of way

### Potential Constraints
- Multiple property owners
**Project 19: Elk River (NS) Railroad Bridge – Pennsylvania Avenue to Bullitt Street**

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Unused railroad bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deficiencies/Key Issues</strong></td>
<td>Willingness of property owner to sell, condition of the bridge.</td>
</tr>
<tr>
<td><strong>Improvement Goals/Opportunities</strong></td>
<td>Connect Westside, Downtown, and Coonskin Park by providing an Elk River crossing for bicycles and pedestrians with little conflict with vehicular traffic.</td>
</tr>
<tr>
<td><strong>Proposed Improvements</strong></td>
<td>Provide a 10' - 12' shared use path on a replaced structure.</td>
</tr>
</tbody>
</table>

**Project Mileage**

| 0.1 miles |

**Planning Level Cost**

|$14 million to $14.5 million, not including right of way |

**Potential Constraints**

| Potential structure replacement, inspection will need to be conducted on the bridge |
### Project 20: St. Albans to Teays Valley Bike Trail

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Two lane rural roadway with 8'-10' wide paved shoulders, smooth pavement, high speed.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deficiencies/Key Issues</strong></td>
<td>Two lane roadway with no paved shoulders, high speed traffic, steep topography.</td>
</tr>
<tr>
<td><strong>Improvement Goals/Opportunities</strong></td>
<td>Connect St. Albans to Teays Valley for bicycle and pedestrian activities.</td>
</tr>
<tr>
<td><strong>Proposed Improvements</strong></td>
<td>“Share the Road” by maintaining continuous 8’ shoulders on US 60 from WV 817 to Poplar Fork Road. Repave and provide 1-2’ shoulders on Poplar Fork from US 60 to Teays Valley Road. Investigate right of way to provide a new 10-12’ multi-use path directly from WV 817 to Poplar Fork Road.</td>
</tr>
</tbody>
</table>

#### Project Mileage
- 7.7 miles

#### Planning Level Cost
- $5 million to $5.5 million not including right of way

#### Potential Constraints
- Available right of way
### Regional Intergovernmental Council

| Bicycle and Pedestrian Plan |

May 30, 2019

| Project 21: NS Railroad trail – Kanawha Boulevard to 6th Street |

<table>
<thead>
<tr>
<th>Roadway characteristics</th>
<th>Unused railroad structures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiencies/Key Issues</td>
<td>Unused railroad overpasses and sustaining property in the Westside for future bicycle and pedestrian use.</td>
</tr>
<tr>
<td>Improvement Goals/Opportunities</td>
<td>Connect Virginia Street with Kanawha Boulevard for bicycle and pedestrian activities and preserve the land for neighborhood use.</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>Provide a 10' - 12' shared use path on the railroad right of way. Remove the railroad structures of Kanawha Boulevard from the NS Railroad trestle over the Kanawha River to 6th Street.</td>
</tr>
</tbody>
</table>

**Project Mileage**

0.4 miles

**Planning Level Cost**

$900K to $1.3 million not including right of way

**Potential Constraints**

Available right of way