

West Virginia Bicycle System Plan

Final Report



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**West Virginia
Department of
Transportation**



**CDM
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Table of Contents

1.	Introduction.....	1
1.1	Project Purpose	1
1.2	State and National Context	1
1.3	Approach	1
2.	Background.....	2
2.1	Transportation Community System Preservation Grant	2
3.	Existing Efforts	3
3.1	2009 West Virginia Bicycle System Plan (Draft)	3
3.2	AASHTO – US Bicycle Route System.....	3
3.3	Neighboring States.....	5
3.4	Regional Trails and Routes.....	10
4.	Planning Process.....	11
4.1	Data Sources and Mapping	11
4.2	Stakeholder Coordination.....	16
4.3	System Development	16
4.4	Developing WV Cross State Bicycle Routes.....	19
4.5	Public Involvement	19
4.6	Mapping Refinement.....	20
4.7	Technical Review Committee (TRC)	20
4.8	Stakeholder Coordination.....	21
4.9	Bicycle Summit Public Involvement.....	21
4.10	Incorporating Public and Stakeholder Input.....	21
4.11	Proposed WV Cross State Bicycle Routes	21
5.	Next Steps	27
5.1	Field Verify Proposed WV Cross State Bicycle Routes	27
5.2	Establishing Rider Skill Level.....	27
5.3	Flag Approved Routes in WVDOH Database.....	27
5.4	WVDOH DD-813	27
5.5	Develop Internal Procedures.....	28
6.	Appendices.....	30
6.1	Steering Committee	30
6.2	Technical Review Committee.....	37
6.3	1 st Public Meeting Involvement Summary.....	39
6.4	Kick-off Meeting Materials	41
6.5	2 nd Public Meeting Involvement Summary – 2016 Bicycle Summit.....	45

List of Figures

Figure 1 US National Corridor Plan.....	3
Figure 2 US National Corridor Plan – WV Inset.....	4
Figure 3 Ride with GPS – USBR Example.....	5
Figure 4 PennDOT Bicycle Routes.....	6
Figure 5 Maryland’s Bicycle Map - 2008.....	7
Figure 6 Maryland’s Bicycle Map - 2008.....	8
Figure 7 Heart of the Appalachia Bike Route.....	9
Figure 8 Ramblin’ River Bike Tour.....	9
Figure 9 WV Designated Bicycle Routes.....	11
Figure 10 WV Long Distance Trails.....	12
Figure 11 WV Major Nodes.....	12
Figure 12 WV Scenic Byways and Backways.....	13
Figure 13 Trails and Route Connections.....	13
Figure 14 US Bicycle Routes in WV.....	14
Figure 15 Stakeholder Suggestions from Kick-off Meeting.....	15
Figure 16 Kick-off Meeting - Stakeholder Map Markups.....	15
Figure 17 Seven Major North-South Connectors.....	17
Figure 18 Nine Major East-West Connectors.....	17
Figure 19 Major Connections & Coal Heritage Trail.....	18
Figure 20 WV Regional Planning and Development Council Boundaries.....	19
Figure 21 Proposed WV Cross State Bicycle Routes.....	22
Figure 22 Proposed Routes for Regions 1 & 4.....	22
Figure 23 Proposed Routes for Regions 2 & 3.....	23
Figure 24 Proposed Routes for Regions 5, 10 & 11.....	24
Figure 25 Proposed Routes for Regions 6 & 7.....	25
Figure 26 Proposed Routes for Regions 6 & 7 INSETS.....	25
Figure 27 Proposed Routes for Regions 8 & 9.....	26
Figure 28 State Bicycle Route Signage - Examples.....	29

List of Tables

Table 1 Public Meeting Dates and Locations.....	19
Table 2 National Examples of State Bicycle Route Nomenclatures.....	20

1. Introduction

1.1 Project Purpose

The purpose of this planning study is to identify and finalize a system of designated, signed bicycle routes using West Virginia's highway system. A prime objective is to develop routes which would connect to other states, allowing expansion of the US Bicycle Route System and connecting WV cities and communities.

The plan considers the needs of the broad range of bicyclists found in a typical community. Bicyclists vary by age, cycling experience and knowledge, by attitudes toward traffic, by where they live and what's nearby, by physical fitness levels, as well as by typical trip purposes and common destinations.

By looking at some of these factors as part of this plan, it is possible to gain greater appreciation for the diversity of the bicycling public and the possible implications for the development of policies, plans and projects.

Project Vision and Goals

1. Establish designated bicycle routes within the state
2. Provide connections to other state & national routes
3. Encourage bicycle transportation and its effects on the tourism economy
4. Improve quality of life

1.2 State and National Context

Following West Virginia's designation by the League of American Bicyclists as "dead last" (USA Today, September 5, 2008) nationally in bicycle "friendliness", the West Virginia Department of Transportation (WVDOT) has placed increased emphasis on bicycle and pedestrian issues. This effort resulted in West Virginia rising to 42nd in the 2009 League of American Bicyclists survey. While it dropped again during the Great Recession, the state has risen back to 42nd as of 2017. Part of this increased emphasis has been the drafting of a new Bicycle/Pedestrian Plan for the WVDOT's Division of Highways (WVDOH). A segment of this plan recommended the establishment of designated bicycle routes within the state and proposed sixteen initial routes.

1.3 Approach

This plan set out to identify a series of WV Cross State Bicycle Routes primarily on existing roadways. To make it easier on cross country bicycle tourists, it was decided to identify routes that were relatively direct and easy to follow. At the same time, efforts were made to find routes with minimal interaction with high volume and high-speed traffic with heavy numbers of trucks. A body of literature exists demonstrating that these factors and the lateral separation of bicyclists from this motorized traffic. (Bicycle LOS papers etc.)

To best accomplish this, the project team utilized existing plans and available data layers to identify a grid of routes that crossed the state connecting key points of interest while attempting to minimize long and steep climbs. The project team utilized a project Steering Committee of leading stakeholders in the state, an extensive public involvement effort, and a technical advisory group representing most districts from within the DOT. These stakeholders were presented with the project team's suggested routes and comments were solicited. These routes were refined using stakeholder suggestions and available data to produce the maps included in this report.

2. Background

2.1 Transportation Community System Preservation Grant

WVDOH received a Transportation Community System Preservation (TCSP) grant to assist in funding this statewide bicycle planning effort. This was a competitive grant program, that was included in the federal transportation bill, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59) for improved planning and coordination among transportation, community and system preservation plans. This funding program supports improving the efficiency of the U.S. transportation system, reducing the environmental impacts of transportation and ensuring access to jobs, services, and centers of trade.

The establishment of designated WV Cross State Bicycle Routes was promoted in the grant application as a way of encouraging bicycle transportation and tourism. This could reduce traffic congestion and air/noise pollution along rural highways while boosting the tourism economy and small entrepreneurship in economically challenged rural areas. These benefits were also attributed to bicycle commuting along these routes, allowing non-congested, non-polluting forms of commuting while boosting exercise levels among a sedentary population.

3. Existing Efforts

3.1 2009 West Virginia Bicycle System Plan (Draft)

In 2009, West Virginia produced a bicycle and pedestrian plan that identified strategies the state could take to become friendlier to bicyclists and pedestrians. In addition to highlighting the health and economic benefits of these modes, it laid out recommendations for on-road, WV Cross State Bicycle Routes. The rationale was to promote bicycle tourism through and within the state. It also made recommendations for updates to the DOT’s Design Directive 813 which provide the standards and references for the design of bicycle and pedestrian facilities to better serve these modes. The ten on-road routes became a starting point for mapping and refining the routes included in this report.

3.2 AASHTO – US Bicycle Route System

In 2003, American Association of State Highway Officials (AASHTO) revived the Task Force for U.S. Bicycle Routes and in 2005, Adventure Cycling Association began offering staff support to the project. At that time, there were two US Bicycle Routes (USBR). Since that time, 11,726 miles of USBR have been established in 25 states.

State departments of transportation (DOTs) nominate USBR for numbered designation through the AASHTO Special Committee on U.S. Route Numbering, which is the same committee that assigns numbers to U.S. highways and interstates. For a route to receive official designation as a U.S. Bicycle Route, it must connect two or more states, a state and an international border, or other USBR.

Figure 1 shows The US National Corridor Plan which displays the officially designated U.S. Bicycle Routes as dark, solid lines and corridors which may be developed as lighter lines. Corridors can be added or changed based on opportunities or local support.

Figure 1 US National Corridor Plan

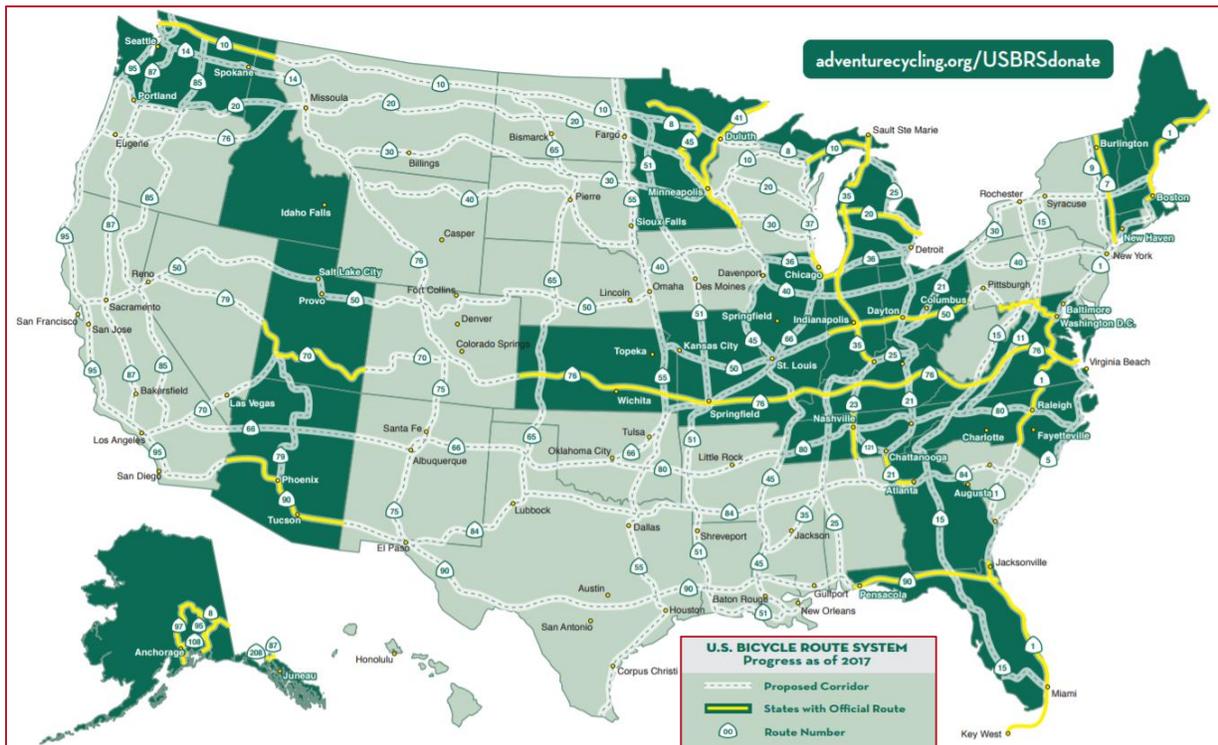


Figure 2 US National Corridor Plan – WV Inset

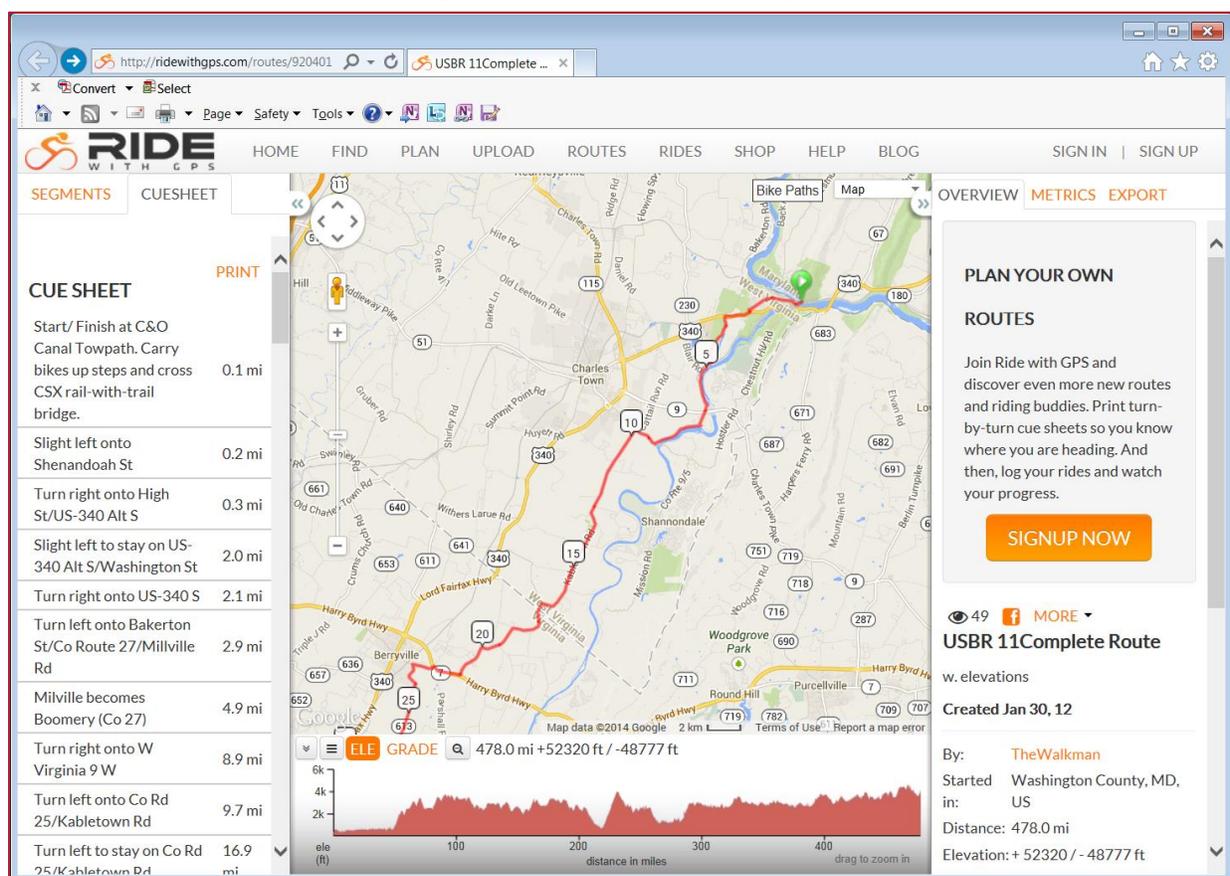


As can be seen from Figure 2, apart from USBR 15 and a small portion of USBR 11 and USBR 50, there currently is no USBR activity planned in West Virginia. Opportunities exist to change this in the future with the adoption of West Virginia Bicycle Routes across the state.

This USBR map was updated in 2017 and it phased out the concept of non-numbered future corridors. At the time the mapping for this West Virginia Plan was being completed, those future corridor ideas were included in the maps and are reflected in the West Virginia Cross-State Bicycle Routes maps in this report.

Figure 3 below, shows a section of USBR 11 where it goes through the Eastern Panhandle of West Virginia.

Figure 3 Ride with GPS – USBR Example



3.2.1 Adventure Cycling Routes

The Adventure Cycling Association provides detailed route maps for long distance bicycling across the US and certain regional loops. One of these loops is the Allegheny Mountain Loop which traverses both West Virginia and neighboring Virginia.

3.3 Neighboring States

3.3.1 Pennsylvania

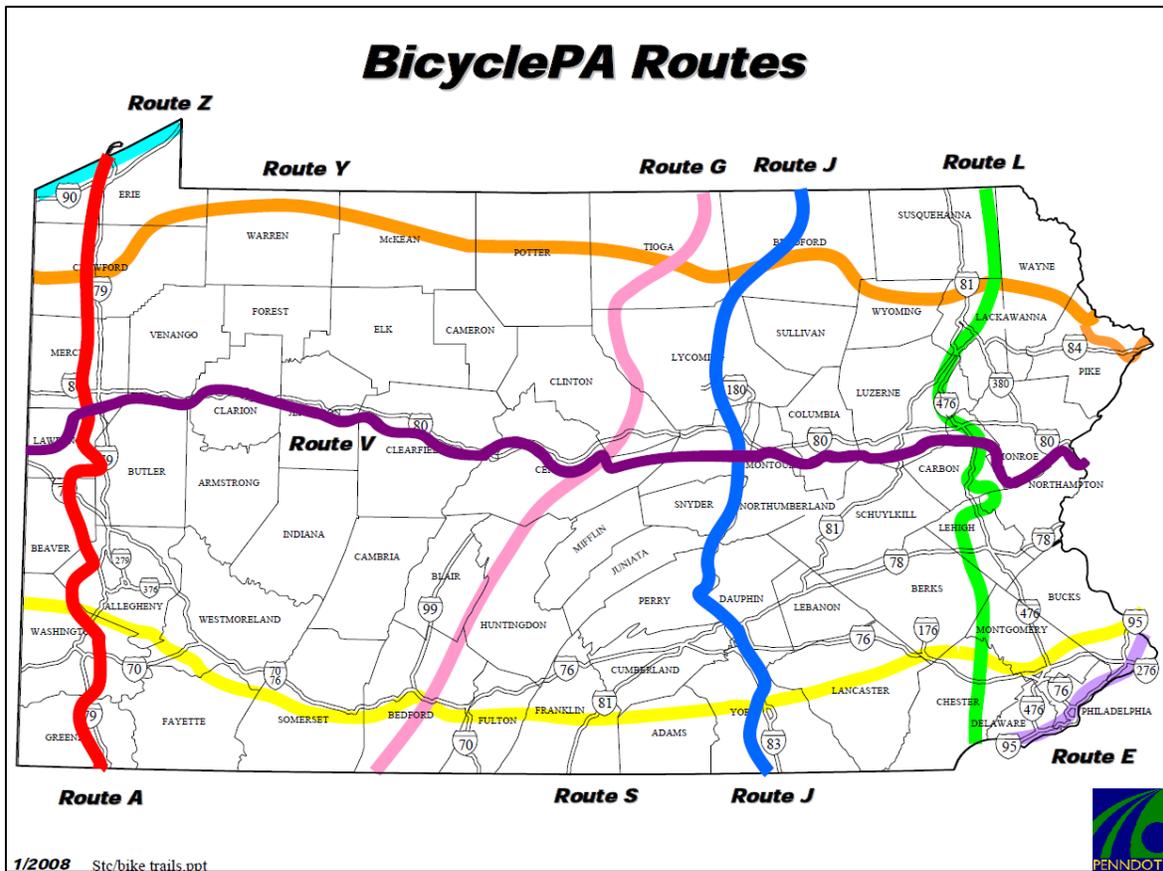
An interview was conducted with the State Pedestrian/Bicycle Coordinator on November 28, 2011.

Pennsylvania has a well-established system of cross state routes that are geared towards bicyclists traveling across the country. Pennsylvania routes S and A offer connection opportunities with W. VA.

The western terminus of PA Route S follows US 40 much of the way in PA and connects to WV near West Alexander, PA and continues through Triadelphia into the Wheeling area. US 40 runs roughly parallel to I-70 and offers relatively low traffic volumes. Route S offers another connection opportunity at its southernmost point near Ohiopele State Park in PA and the town of Confluence, WV. WV 26 connects to PA route 281 and other smaller connecting roads.

Route A offers connection between Pittsburgh and Morgantown, following US 19, which roughly parallels I-79 and offers relatively low traffic volumes. The border crossing is just south of Morris PA.

Figure 4 PennDOT Bicycle Routes



3.3.2 Ohio

An interview was conducted with the State Pedestrian/Bicycle Coordinator 11/29/11.

At the time, Ohio had a set of cross state routes that were designated through the Columbus Outdoor Pursuits and were referenced from the ODOT website. ODOT is pursuing their own designation process and will be looking at West Virginia's efforts.

There are currently three designated routes that connect into West Virginia:

- Route B is an east west route that connects Cincinnati with Marietta WV.
- Route F is an east west route that connects that crosses Ohio from the Dayton area to Moundsville WV. It uses the H St. bridge which is 2.5 miles south of I-470, to cross into Moundsville. This route is an alternative to US 40 across OH, particularly where US 40 becomes I-70.
- Route J is a north south route that begins from in Ohio near Marietta WV and continues north to PA route Z at Lake Erie.

There is a potential shared use trail connection being explored between Moundsville, WV and Belpre OH.

There has been considerable discussion regarding the US Bicycle Route 50 connection across the Ohio River. With the Steubenville bridge now limited access, the identified bicycle crossing is planned to be on the Market St. Bridge, several miles south.

3.3.3 Maryland

An interview was conducted with the MDOT State Pedestrian/Bicycle Coordinator on Nov. 29, 2011.

There is an established connection between the states built south of Cumberland. There is a tunnel through the mountain by WV 28 and Carpendale, MD and an old RR bridge that connects to the C&O Canal towpath. There is also a connection between the states on WV Rt. 9 near Paw Paw that goes to the C&O as well.

Maryland shared the shape files for their existing bicycle routes in western MD, near the WV border. These include US routes 219 & 40, MD 65/34, MD 67/US 340 and the C & O Towpath, Western MD Rail Trail, Potomac Heritage National Scenic Trail.

Figure 5 Maryland's Bicycle Map - 2008



Figure 6 Maryland's Bicycle Map - 2008



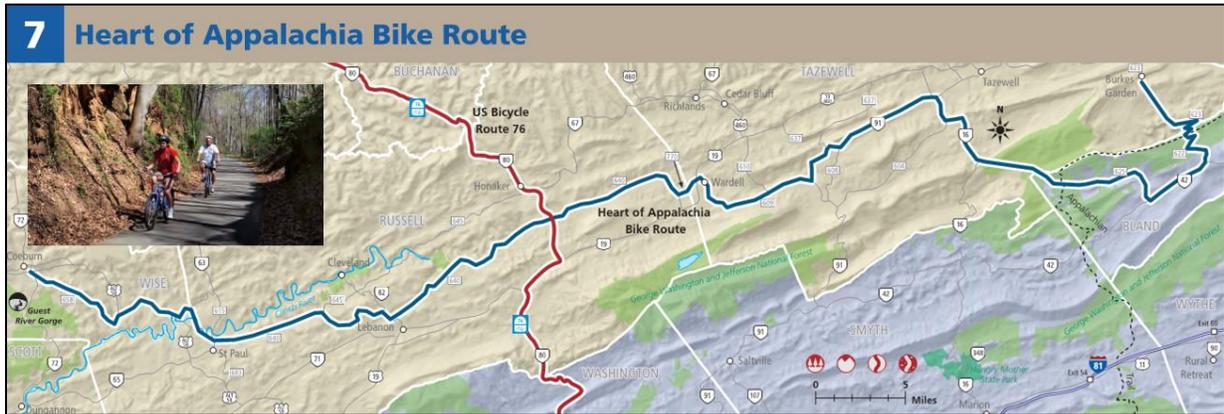
3.3.4 Virginia

An interview was conducted with the VDOT Pedestrian/Bicycle coordinator on Nov. 30, 2011.

Virginia has a well-established system of bicycle routes in the state which are mostly regional in nature. They are considering a similar effort of cross state routes with connections to national routes. They have not evaluated connections into West Virginia. The main obstacle seen was the relatively few passes over the mountains between the states and the heavy traffic on them. A promising connection could be explored with the Blue Ridge Parkway in Front Royal.

The Heart of the Appalachians Route, shown in Figure 7, travels close to the southern WV border near Bluefield WV. This route is shown in WV Bicycle Routes maps and is also detailed below:

Figure 7 Heart of the Appalachia Bike Route

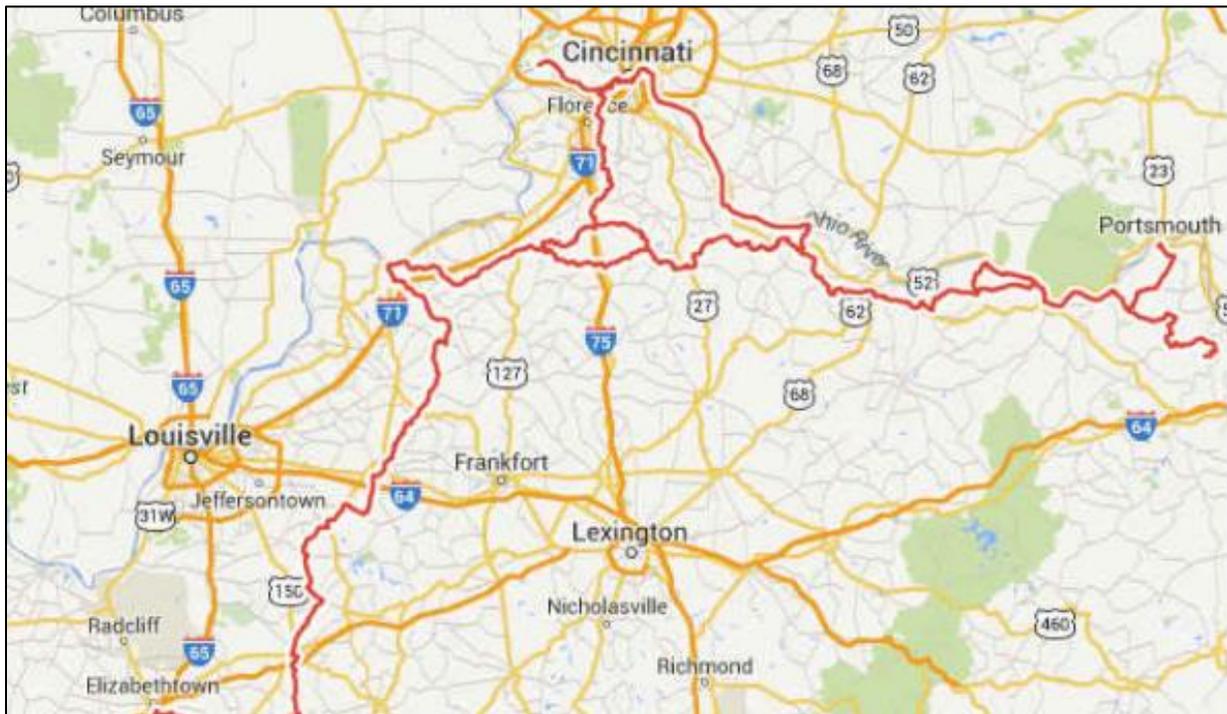


3.3.5 Kentucky

An interview was conducted with the State Pedestrian/Bicycle Coordinator on 11/29/11.

Kentucky has several established cross state “tours” but is not planning on establishing others soon. Their focus properly signing the existing routes and removing any sections with conflicts. The Ramblin’ River Bike Tour meanders through the state and ends near Ashland KY in Greenbro Lake Resort State Park near the WV border. Ashland KY is across the river from Huntington WV and a connection could be attempted here. This would allow for a connection with the proposed WV Cross State Bicycle Route 10.

Figure 8 Ramblin’ River Bike Tour



The Midland Kentucky Bicycle Tour route extends west from the WV border in Wayne County and is shown on the WV Cross State Bicycle Routes maps.

3.4 Regional Trails and Routes

3.4.1 American Discovery Trail

The American Discovery Trail (ADT) is the nation's first coast-to-coast, non-motorized trail. It is 6,800 miles that stretches from Delaware to California and traverse's cities, parts of small towns, forests, mountains and deserts. West of Cincinnati, the route continues through Kentucky, Ohio, West Virginia, Maryland, Washington, DC, and Delaware, where the eastern terminus is at the Atlantic Ocean at Cape Henlopen State Park. As it connects to these states, it is an important component of the proposed WV Cross State Bicycle Routes. Its surface varies from dirt, to gravel and pavement. Shapefiles from the ADT are incorporated in the proposed WV Cross State Bicycle Routes.

3.4.2 C&O Canal/Great Allegheny Passage

Great Allegheny Passage (GAP) and C&O Canal Towpath trails add up to over 300 miles. The C&O Canal Towpath trail runs 185 miles along the Potomac River, from Washington DC to Cumberland Maryland. The (GAP) trail runs 150 miles through Pennsylvania, from the Point Park in downtown Pittsburgh to Cumberland, Maryland. From there it connects to the 185-mile-long C&O Canal Trail. This is an important connection for bicycle touring to and from WV. The shapefiles for these trails are incorporated in the proposed WV Cross State Bicycle Routes.

3.4.3 Allegheny Mountain Loop

Adventure Cycling Association (ACA) designates regional and cross-country bicycle touring routes. The Allegheny Mountain Loop begins and ends in Blacksburg, Virginia, and crosses between Virginia and West Virginia several times in its 400 miles. Blacksburg is in the southwest corner of Virginia, near the Trans America Trail. The route follows the entire 75-mile length of the Greenbrier River Trail. It offers opportunities for connection between the two states. The shapefiles for these trails are included in the proposed WV Cross State Bicycle Routes.

4. Planning Process

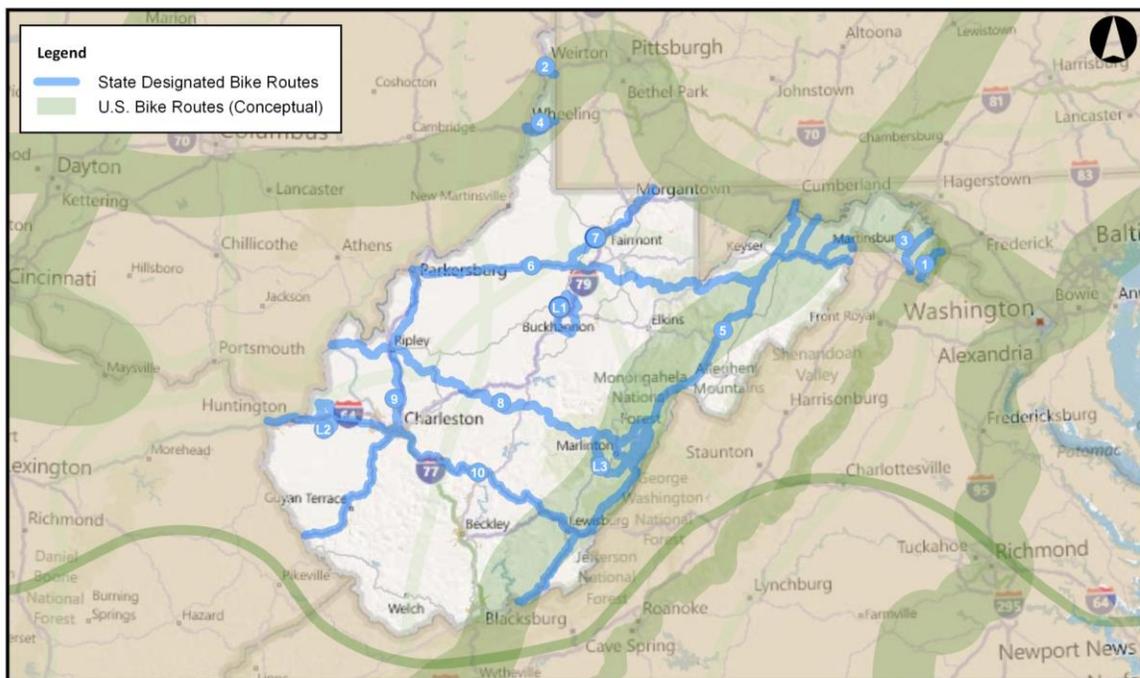
4.1 Data Sources and Mapping

All the proposed WV Cross State Bicycle Routes were mapped using Geographical Information Systems (GIS). Shapefiles and other data were obtained from a variety of sources for this planning process. The specific bicycle touring data were overlaid on the DOT's roadway network.

4.1.1 WV 2009 Bicycle Plan – Existing Routes

Using existing shapefiles, and creating additional files as needed, ten statewide options, three loop options, and long-distance connectors mentioned in the 2009 study were mapped.

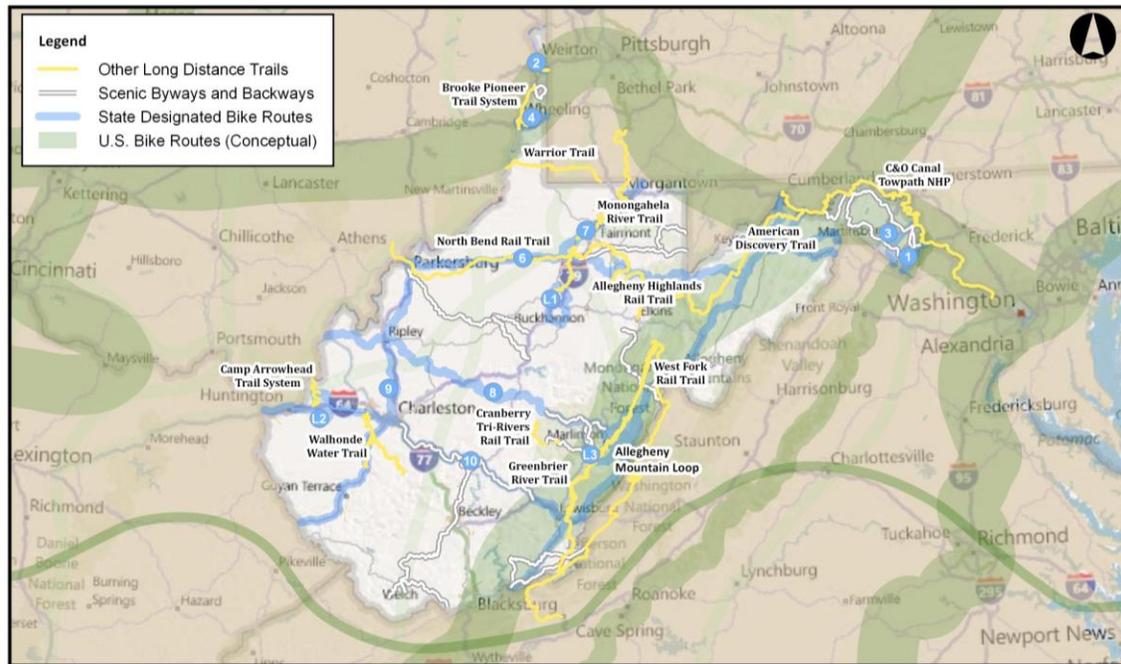
Figure 9 WV Designated Bicycle Routes



4.1.2 Long Distance Trails in West Virginia

These are listed in Chapter 3 of the 2009 report and the project team created a shapefile from the existing datasets. These are labeled in yellow in the Proposed WV Cross State Bicycle Routes.

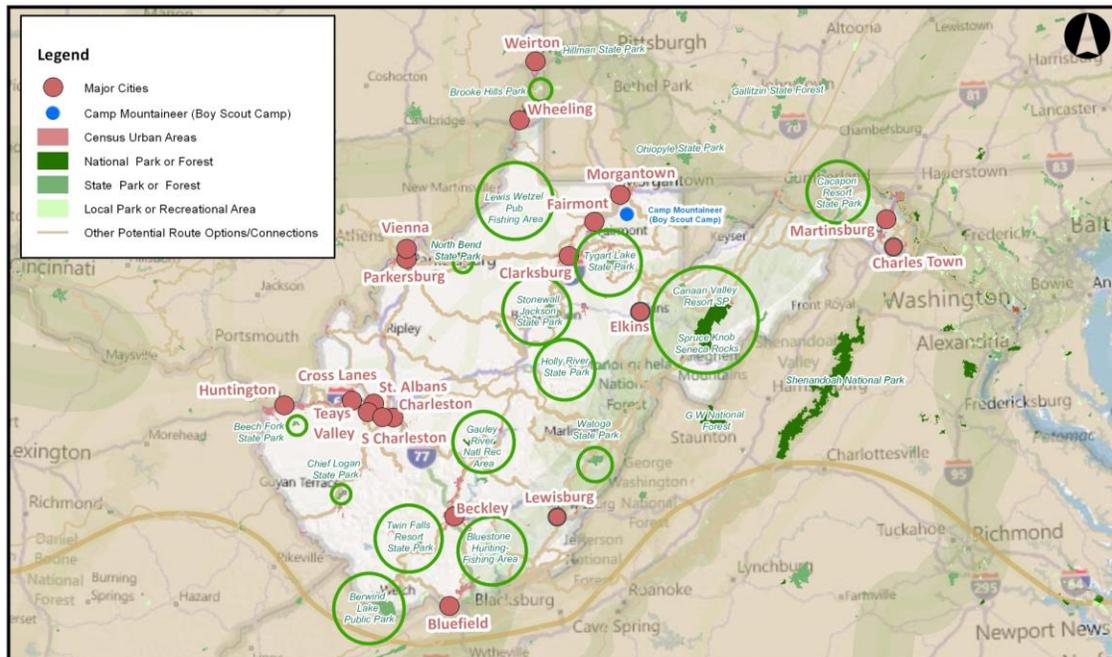
Figure 10 WV Long Distance Trails



4.1.3 Destinations/Nodes

Initial nodes which were mapped included major cities, census designated urban areas, state and national parks and forests and major local parks or recreational areas. Later in the process, AMTRAK stations were added. Figure 11 below shows several nodes that were initially noted and mapped.

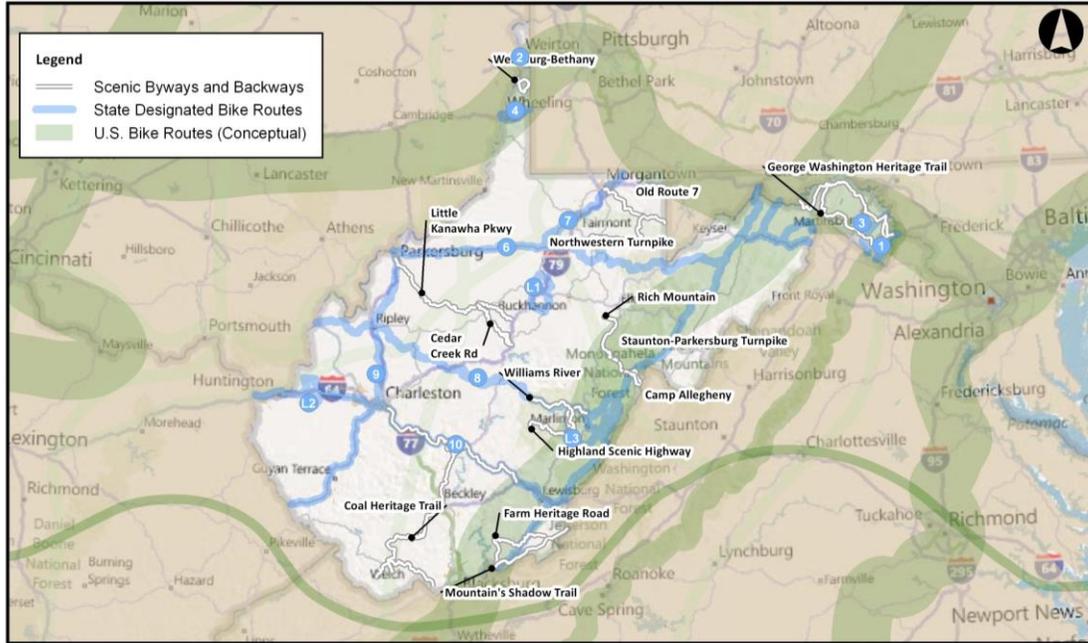
Figure 11 WV Major Nodes



4.1.4 Scenic Byways and Backways

This dataset came from WVDOH. It includes national scenic highways, state byways, and state backways. These were mapped initially.

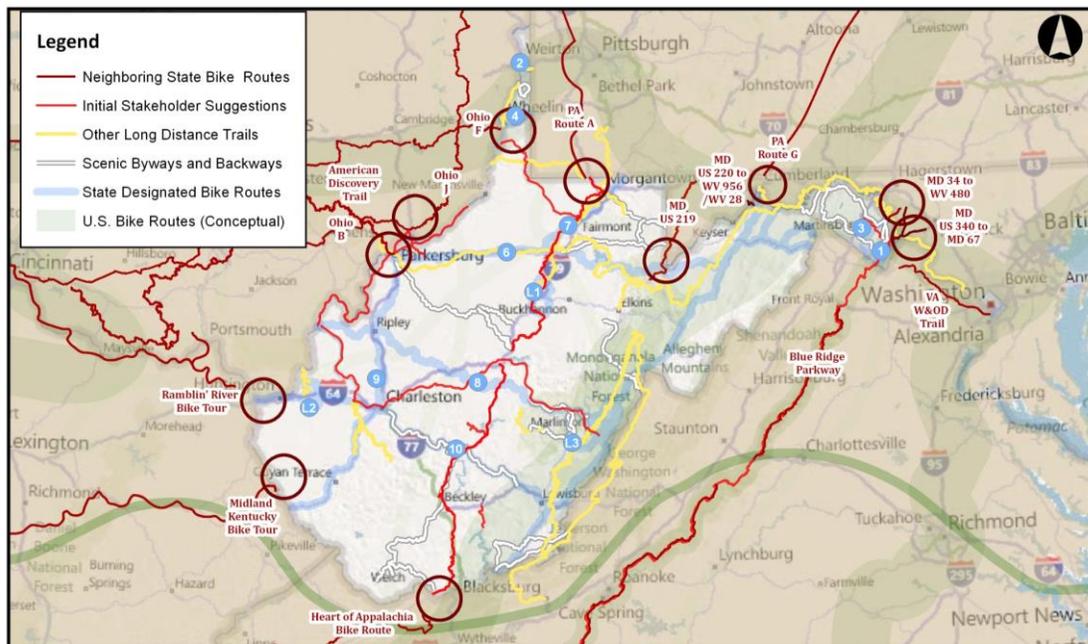
Figure 12 WV Scenic Byways and Backways



4.1.5 Connections to Other States

Route connections with neighboring state routes were mapped as shown below:

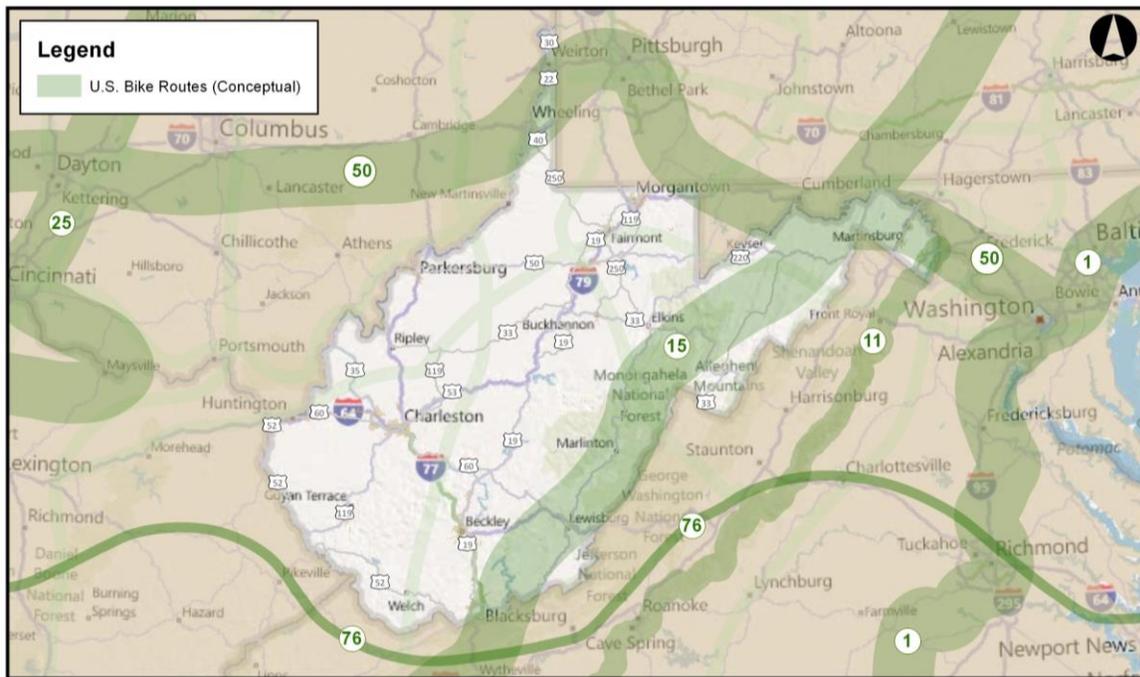
Figure 13 Trails and Route Connections



4.1.6 Adventure Cycling Association (ACA)

USBRS Routes 15, 50, and designated route 76 were mapped as potential corridors with a 50-mile swath in a lighter shade of green. The Allegheny Mountain Loop was mapped using the shapefile provided by the ACA, which is shown in Figure 14.

Figure 14 US Bicycle Routes in WV



4.1.7 Trail Data

The Department of Natural Resources (DNR) provided shapefiles with trail data to the DOT along with periodic revisions. This data was refined to only include hard surfaced trails. These are labeled yellow in the Proposed WV Cross State Bicycle Routes.

4.1.8 Kick-Off Meeting Recommendations

In addition to the initial data above, recommended route mark-ups from the stakeholder kick-off meeting were mapped which can be seen in Figure 15. Figure 16 is an example of the markups that were made by stakeholders during the kick-off meeting. The remainder of the markups can be found in Appendix 6.4: Kick-off Meeting Materials.

Figure 15 Stakeholder Suggestions from Kick-off Meeting

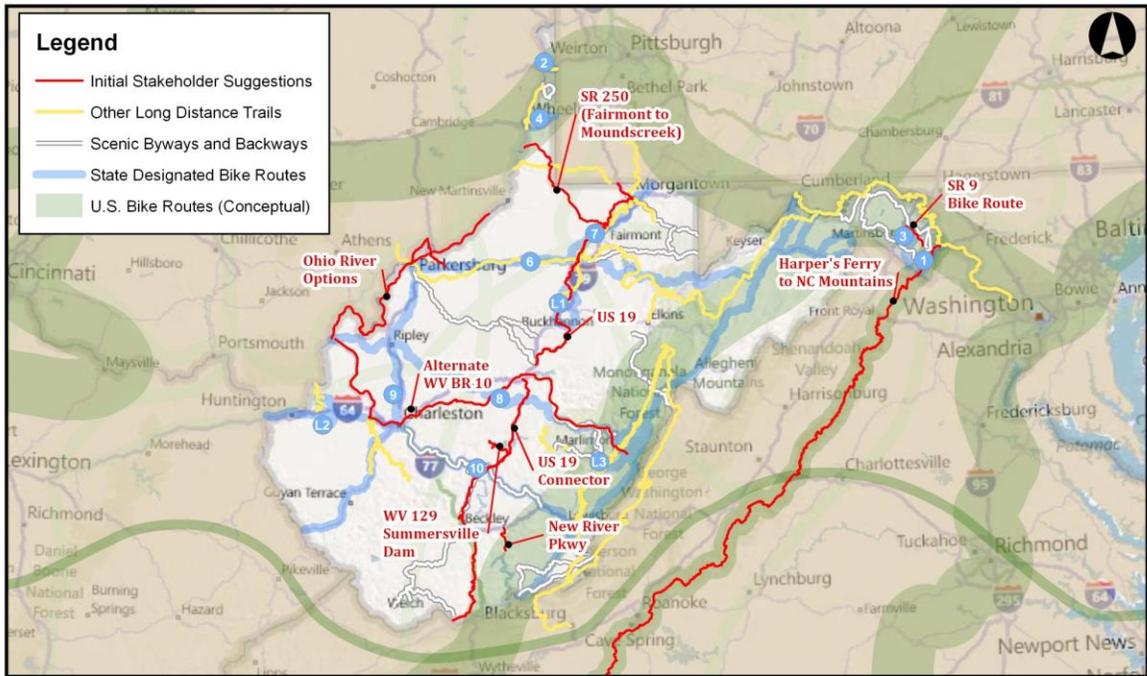
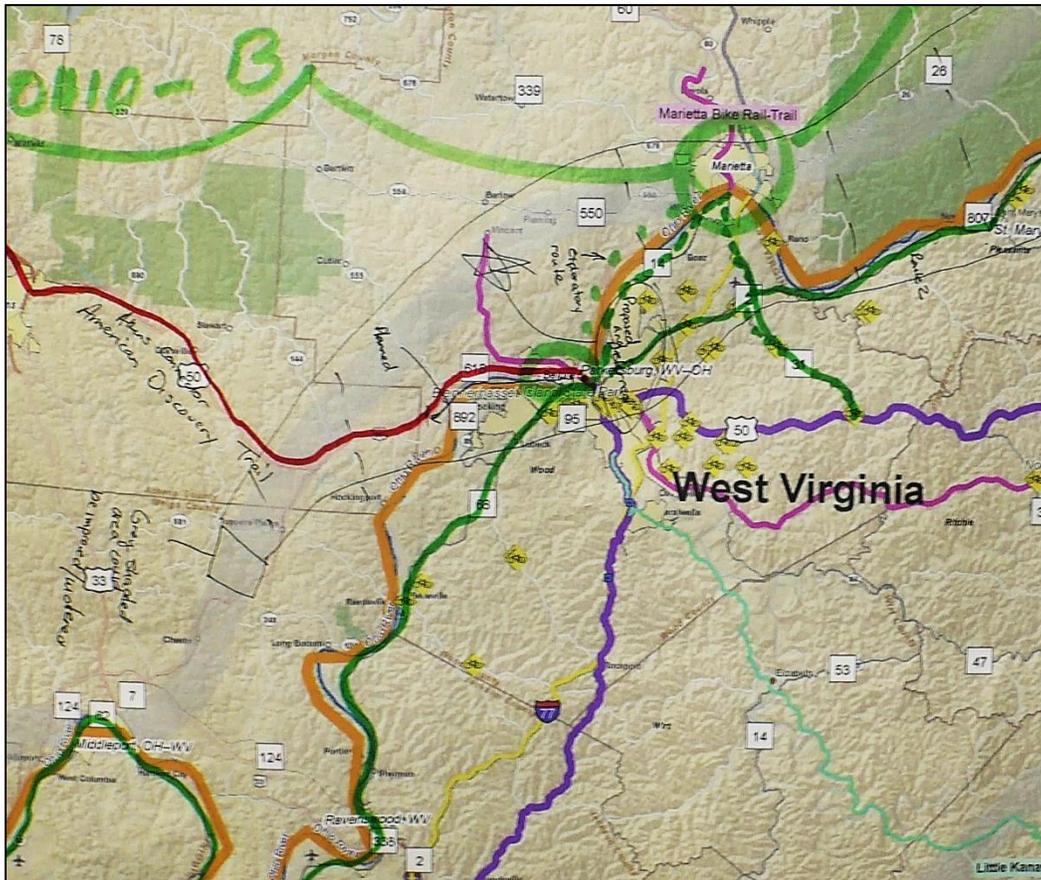


Figure 16 Kick-off Meeting - Stakeholder Map Markups



4.2 Stakeholder Coordination

4.2.1 Composition of Group

The first Stakeholder Meeting on December 6, 2011 served as a project kickoff. This was a small meeting with the following representatives: State Police, City of Parkersburg, City Planning, West VA Division of Tourism, West VA Municipal League, WV Cycling Foundation, MOVRPC / WWW MPO Wood Washington Wirt Interstate Planning Commission – Parkersburg, WVA-Belpre, Ohio, Midland Trail and Scenic Highways, and WVA Association of County Officials

4.2.2 Recommendations Summary

The group was informed and briefed about the project and progress thus far. A table top roll map of the state with roadway and known bicycle route data from sections 5.11 – 5.16 was reviewed and marked up by the Steering Committee. These recommendations were mapped and included in the project database. An example of the marked-up map in the Parkersburg region is shown in Figure 16.

4.3 System Development

4.3.1 Dataset Options

Based on the datasets discussed in Section 5.1 above, a dataset of potential options was compiled. The main fields were:

- Alternative name/#
- Source – such as: 2009 recs, stakeholder recommendations, scenic byways/backways data, major long-distance trails, etc.
- Available location data (county location(s))
- Length (if available)
- Orientation: east-west or north south

4.3.2 Weighting Criteria

A weighting scheme for criteria was developed using, interstate route connectivity, intrastate route connectivity, number of destinations connected, level of difficulty/level of service and number of crashes. The lack of complete roadway data for traffic volume, presence of paved shoulders, etc. prevented the use of a Bicycle Level of Service analysis. In place of this, these factors were considered by the project team and validated later with local knowledge.

4.3.3 Grid Connections

In order to provide relatively direct routes across the state, a grid of potential east-west and north-south routes which connected to neighboring states was developed and mapped. These routes were based on the work described in Sections 5.1 – 5.3. and shown below.

Figure 17 Seven Major North-South Connectors

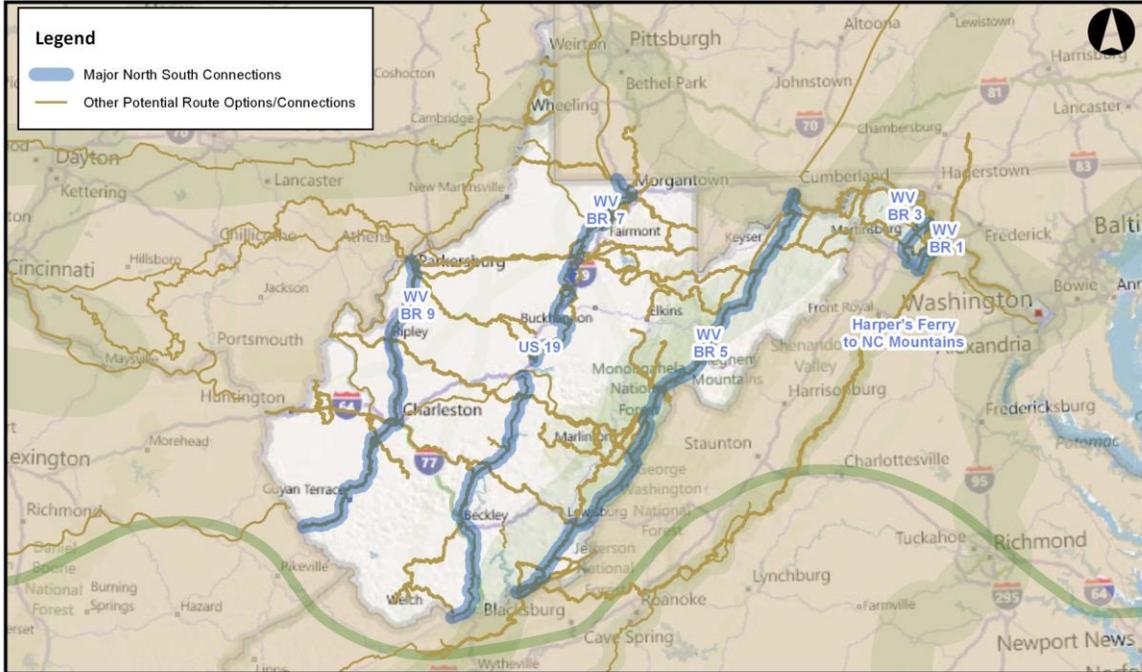
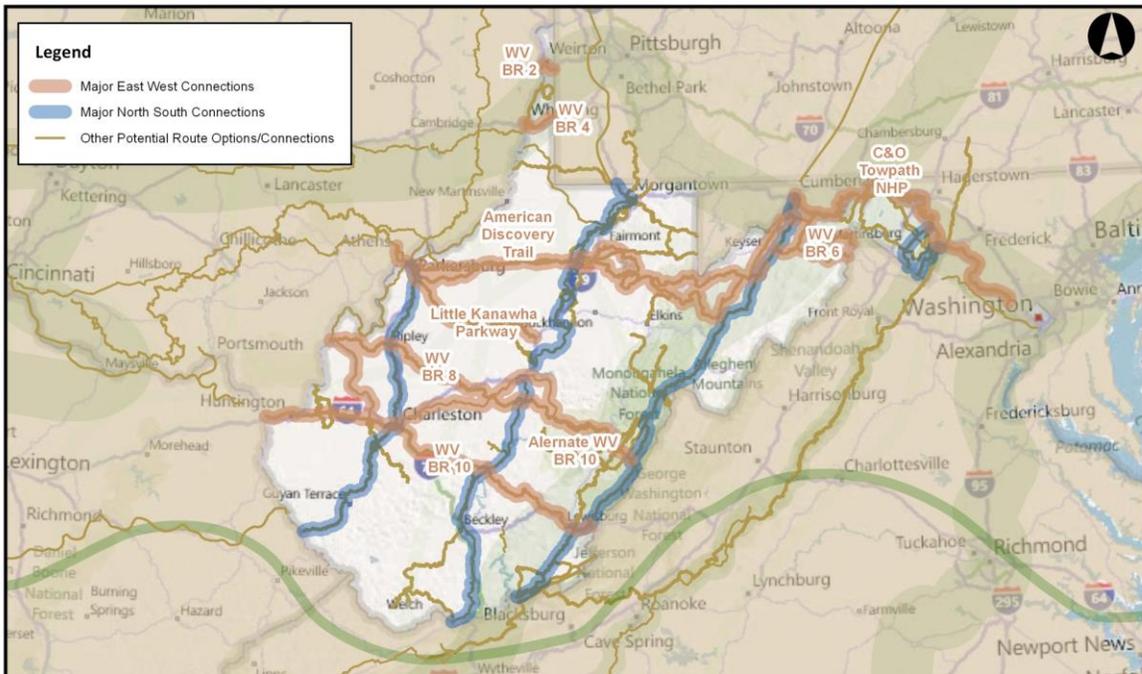
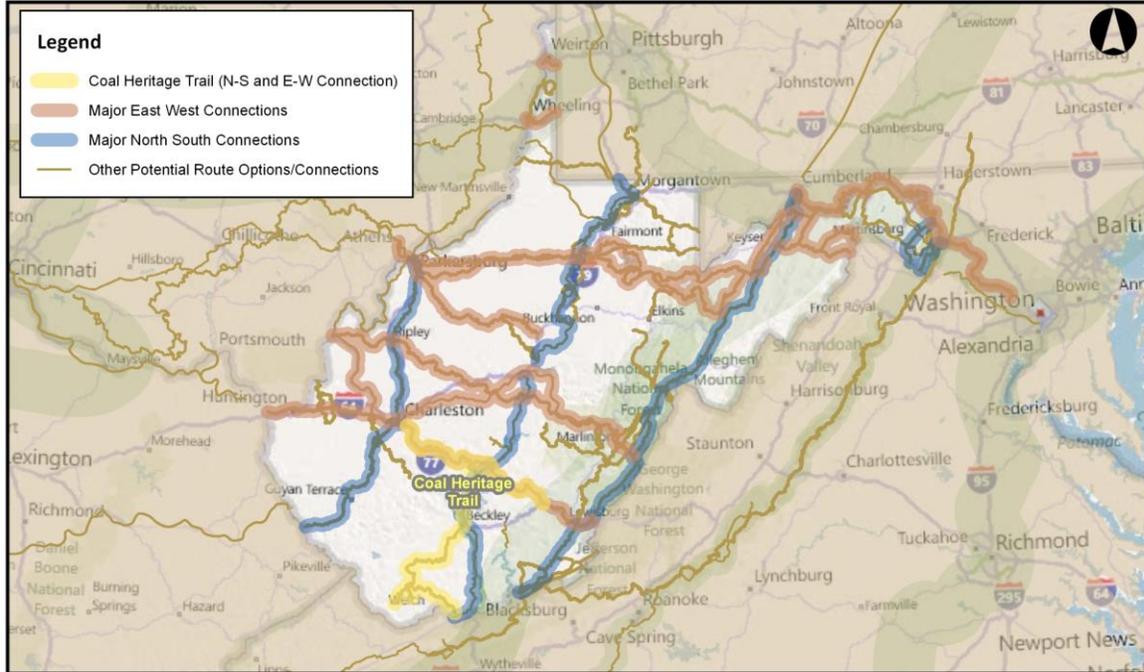


Figure 18 Nine Major East-West Connectors



The Coal Heritage Trail was added to further connect both the north-south and east-west grid.

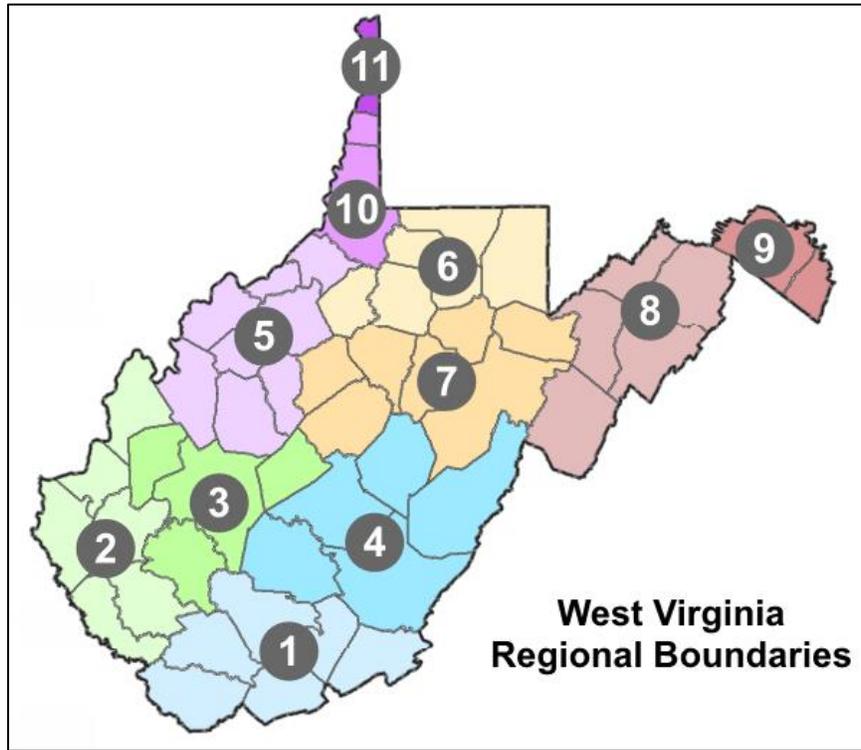
Figure 19 Major Connections & Coal Heritage Trail



4.3.4 Establishing Region Boundaries

To facilitate regional public meetings and organizing discussion, a region scheme was created using the state's eleven Regional Planning and Development Council boundaries. These were color coded and combined into seven maps.

Figure 20 WV Regional Planning and Development Council Boundaries



4.4 Developing WV Cross State Bicycle Routes

To develop the WV Cross State Bicycle Routes, the data and mapping resources from the previous portions of this section were used to determine potential routes. Major north/south and east/west bicycle routes throughout West Virginia, seen in Figure 19, were identified and discussed in public meetings and reviewed by technical staff. This information was used to develop the proposed routes that are found in section 4.11 of this plan.

4.5 Public Involvement

4.5.1 Meeting Locations and Dates

Public meetings were held in May of 2013 in the following cities. The public was invited to write their comments and suggestion on the statewide and relevant regional maps. In addition, a handout and rolling presentation was provided. Comment forms were also collected along with online comments.

Table 1 Public Meeting Dates and Locations

Date	Location
May 3	Ranson
May 7	Charleston
May 8	Huntington
May 10	Parkersburg
May 14	Wheeling
May 15	Morgantown
May 21	Lewisburg
May 22	Elkins

The WV Cross State Bicycle Route maps were revised based on the comments from the public meetings. Local comments were noted, but those not relevant to WV Cross State Bicycle Routes were not mapped. A summary chart of the comments collected at the eight public meetings is provided in Appendix 6.3: 1st Public Meeting Involvement Summary.

4.6 Mapping Refinement

4.6.1 WV Cross State Bicycle Routes Recommendations

Those suggestions that refined the state routes were evaluated and implemented in the revised mapping. In several cases this led to some routes splitting into several variations which join back together. In these cases, both speed and traffic volume data was included in the inset maps to provide users with additional data to help choose which route variant would best suit their needs.

4.6.2 Bicycle Route Nomenclature

The project team reviewed similar maps in other states to determine the best numbering or naming convention to communicate the WV Cross State Bicycle Routes to the public. Table 2 summarizes these findings below.

Table 2 National Examples of State Bicycle Route Nomenclatures

	New York	New Mexico	Georgia	Pennsylvania	Ohio
Based on SHS numbering	X	X			
Allows local system roads	X		Partial		
Emulate Interstate Highway system: (Even # = E-W) (Odd # = N-S)		X	X	Route names A-M go N-S. Route names N-Z go E-W.	Some Counties
Specific Roadway Relationships	X	SBR 66 & others	SBR 95 parallel to I-95		Some Counties
Descriptive or Historic Names			"March to the Sea", etc.	"E" = East Coast Greenway	

While New York and New Mexico base their state bicycle route numbering on the corresponding state highway, most states also employ an interstate highway numbering scheme as well. This was the method that ultimately selected.

4.7 Technical Review Committee (TRC)

4.7.1 TRC Structure

The TRC structure was comprised of representatives of each DOT district who possessed experience relevant to establishing WV Cross State Bicycle Routes. Topics discussed on August 20, 2013, included narrowing the WV Cross State Bicycle Route options, use of weighting criteria vs. expert knowledge and numbering

conventions. A summary of the meeting is included in Section 6: Appendices. Refinements to the maps were made based on the TRC input. In addition, several duplicative routes were combined or had portions dropped.

4.8 Stakeholder Coordination

The Steering Committee met again on July 9, 2014 with representatives from the WV State Police, City of Parkersburg, City Planning, WV Division of Tourism, WV Municipal League, WV Cycling Foundation, MOVRPC / WWW MPO Wood Washington Wirt Interstate Planning Commission – Parkersburg, WV-Belpre, Ohio, Midland Trail and Scenic Highways, and WV Association of County Officials, and WV Department of Health.

4.8.1 Narrowing Options

The WV Cross State Bicycle Routes were updated based on recommendations from the Technical Review Committee, and further technical analysis. These updated maps were then shared with the Steering Committee. In addition, route numbering conventions were discussed. Comments were incorporated into the revised maps following this meeting.

4.9 Bicycle Summit Public Involvement

In April of 2016, the WV DOH Bicycle/Pedestrian Coordinator presented the revised WV Cross State Bicycle Routes at the first annual WV Bicycle Summit. The sessions were geared to demonstrate how bicycling benefits tourism, economic development and quality of life in the state. A wide cross-section of attendees represented the bicycle advocacy community, government agencies and tourism promoters.

Hard copies of the WV Cross State Bicycle Route maps were displayed to solicit comments. A significant amount of new and planned trail information was received and attached to the maps. Comments that could be coded to the existing road or trail networks and contributed to statewide and regional connectivity, were added to the final maps. These additional comments can be found in Appendix: 6.5 2nd Public Meeting Involvement Summary – 2016 Bicycle Summit.

4.10 Incorporating Public and Stakeholder Input

The final map set included within this report reflects public, professional and agency comments and concerns. In locations where multiple opportunities exist, inset maps are provided which show motor vehicle volume, speed and number of lanes. Recommended route numbers are provided for these routes.

4.11 Proposed WV Cross State Bicycle Routes

Through the eleven regions in WV, there are a total twelve WV Cross State Bicycle Routes proposed. In locations where there are alternate routes, the route number is followed by an “A” to designate this. The following maps show the final proposed routes through each of these regions. These routes are meant to allow for connections to routes from other states, to coincide with other national initiatives and to be the most representative routes from comments and concerns that were made from the public meeting.

Figure 21 Proposed WV Cross State Bicycle Routes

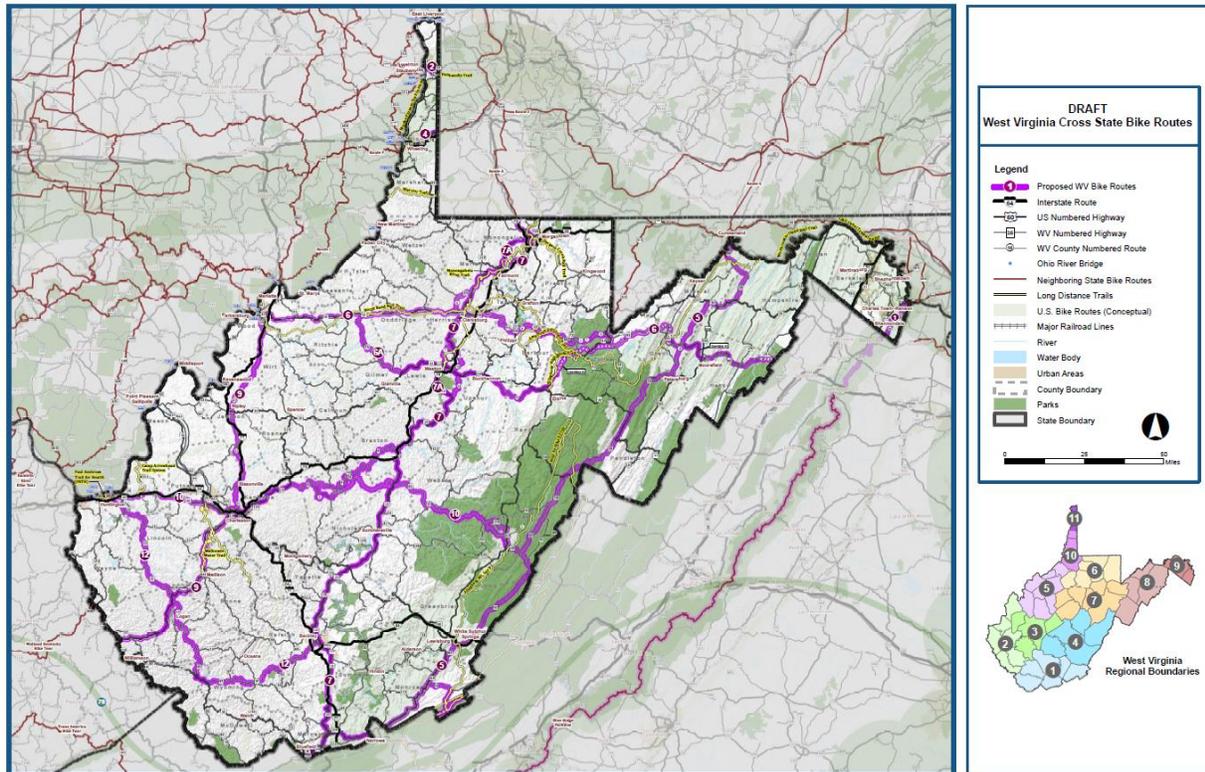


Figure 22 Proposed Routes for Regions 1 & 4

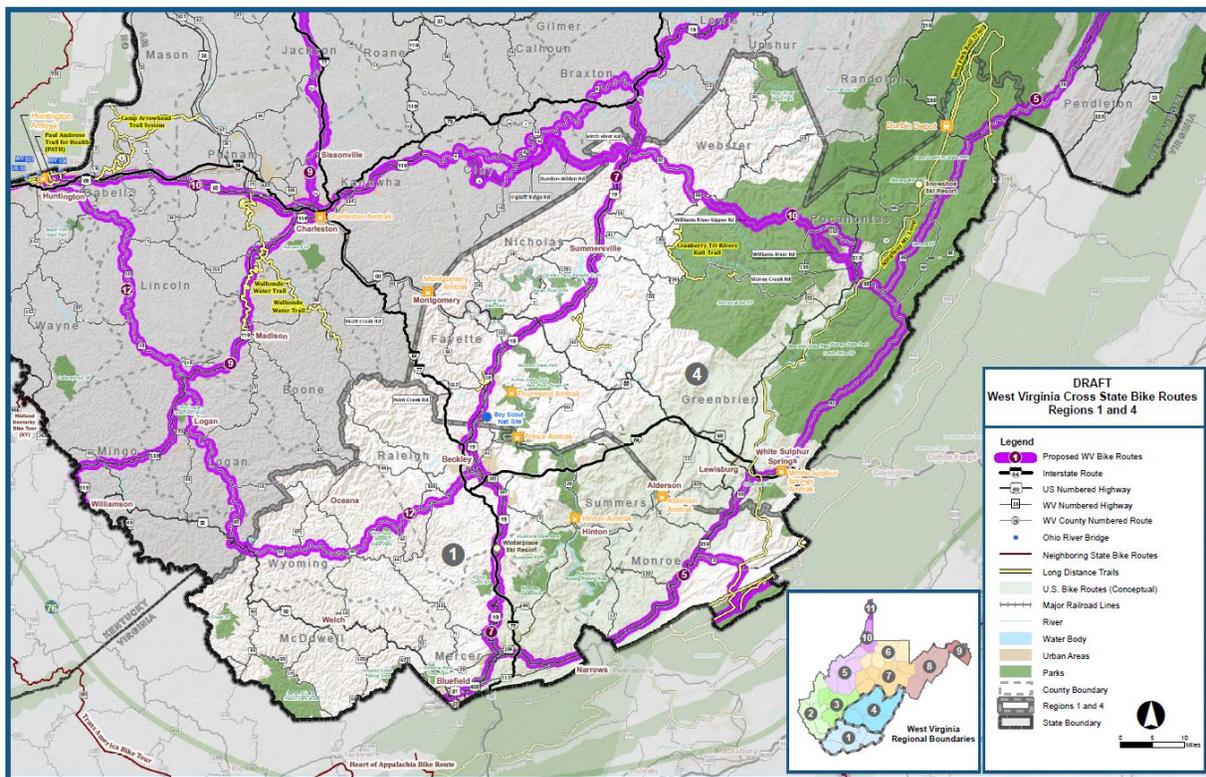


Figure 23 Proposed Routes for Regions 2 & 3

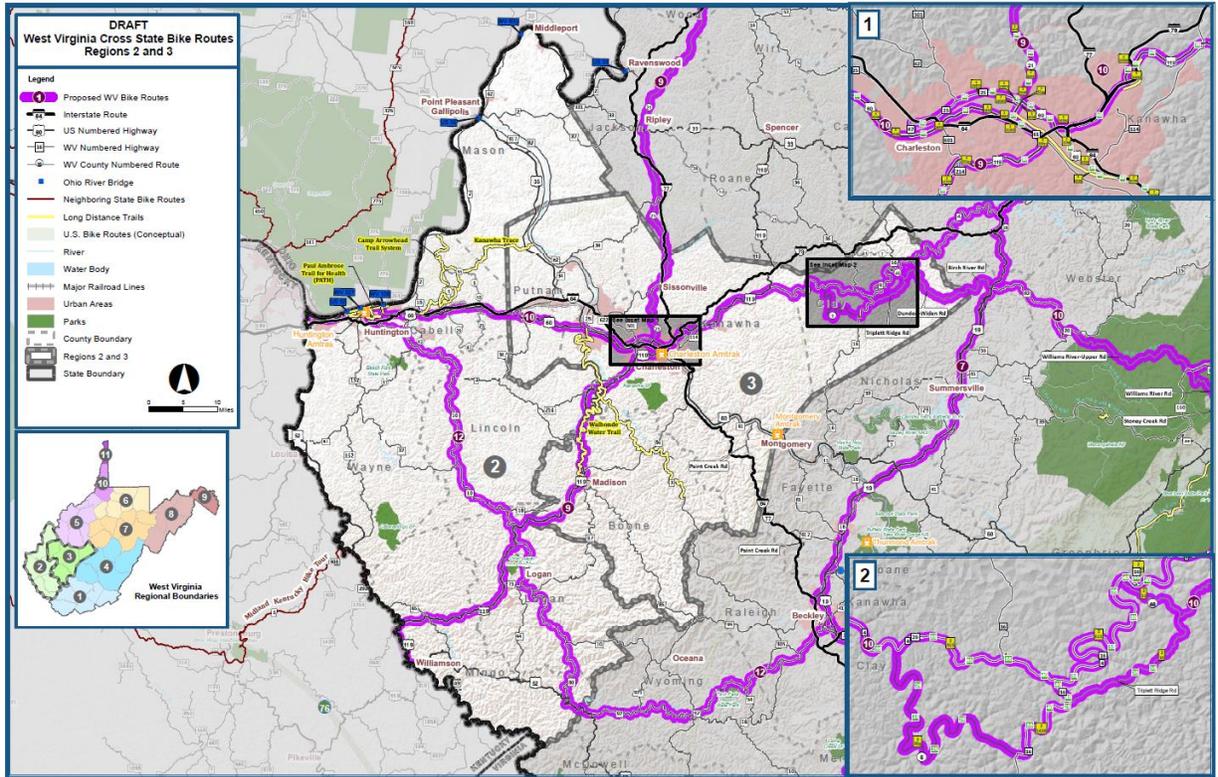


Figure 24 Proposed Routes for Regions 5, 10 & 11

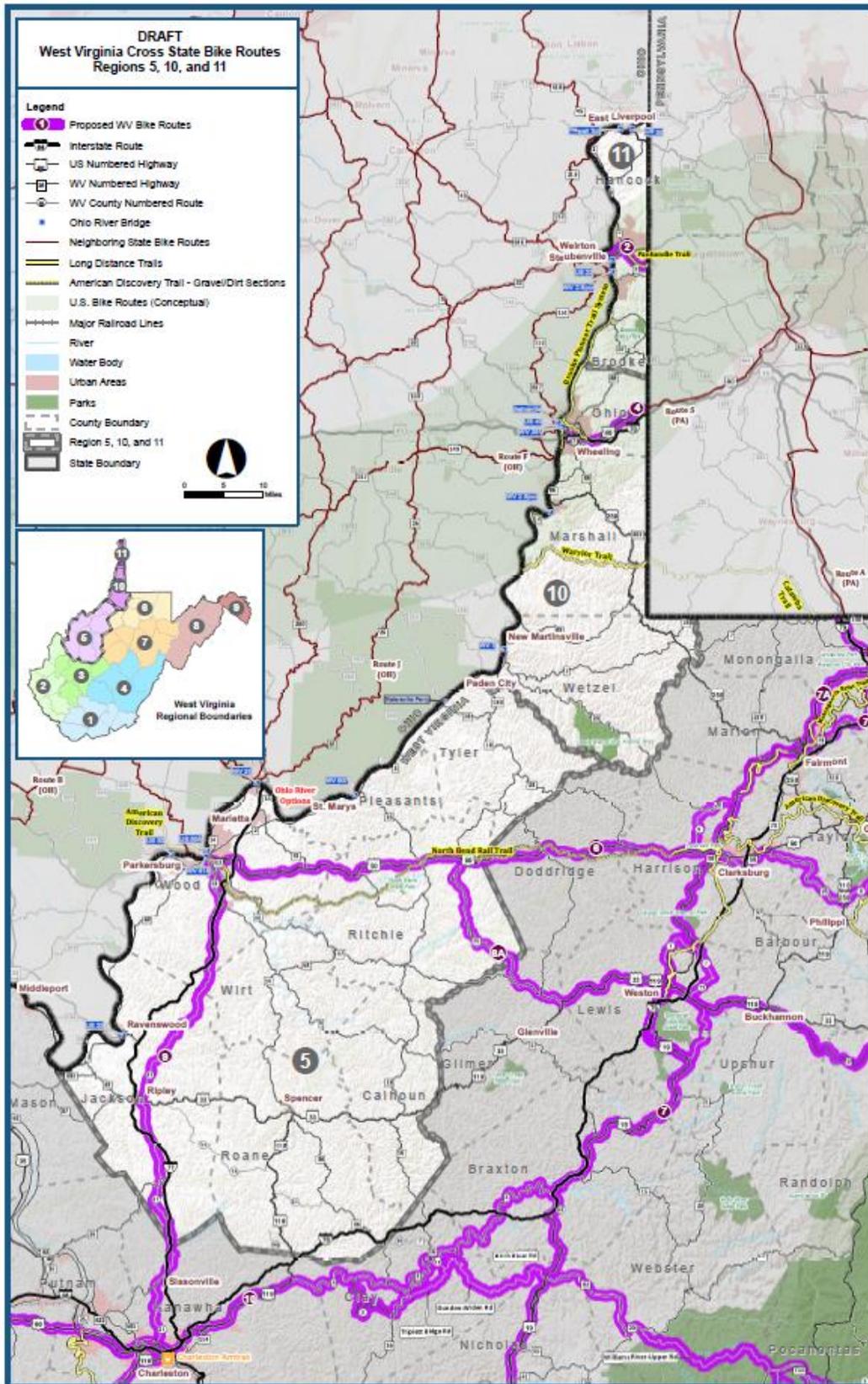


Figure 25 Proposed Routes for Regions 6 & 7

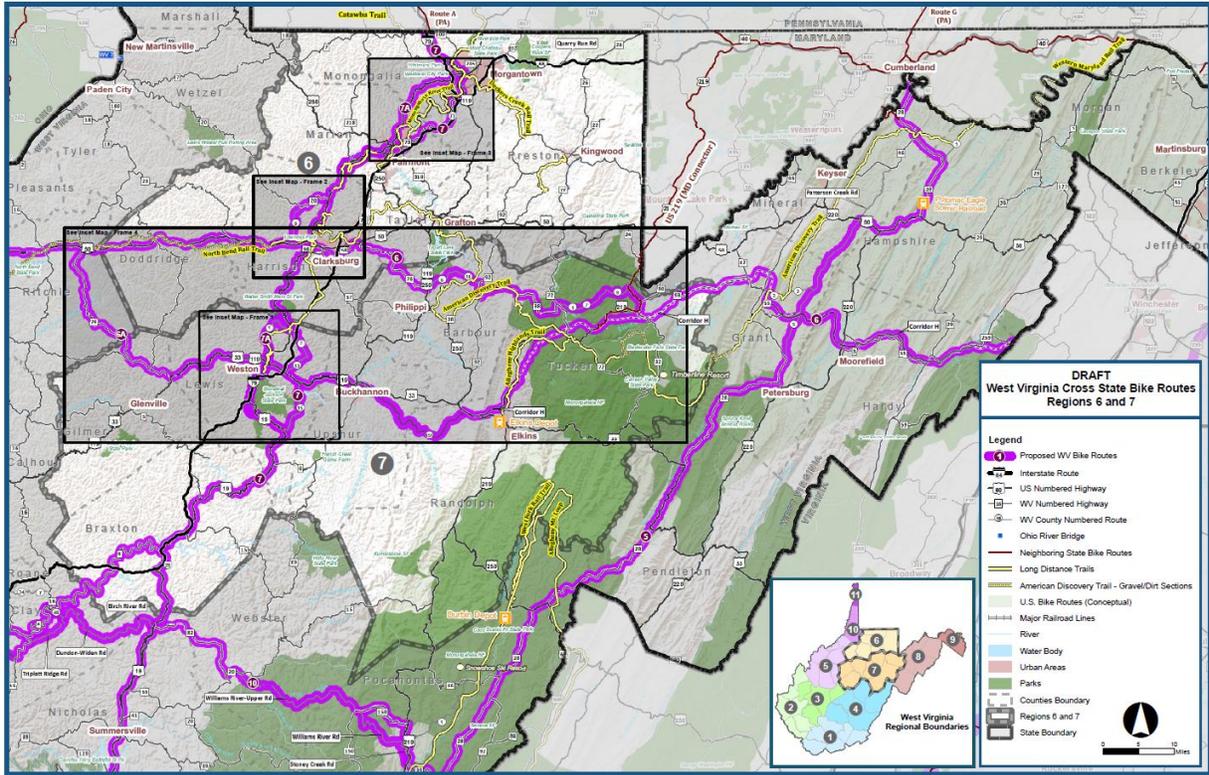


Figure 26 Proposed Routes for Regions 6 & 7 INSETS

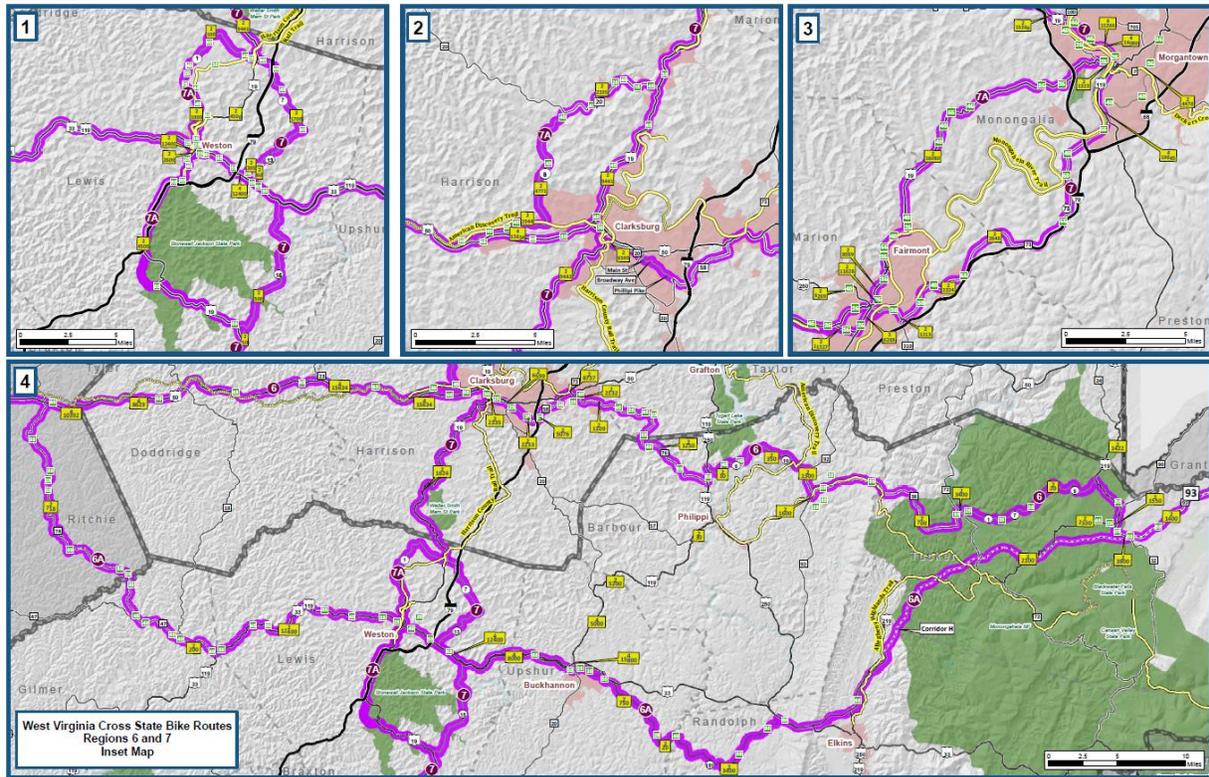
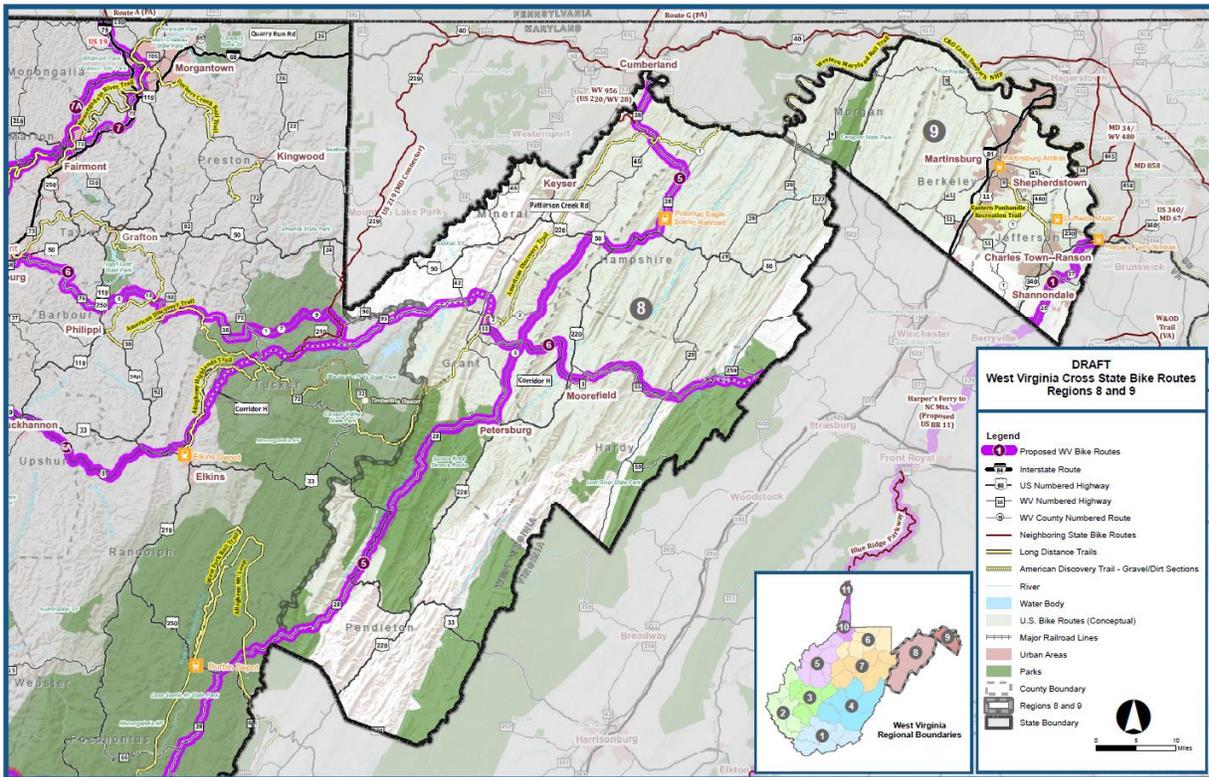


Figure 27 Proposed Routes for Regions 8 & 9



5. Next Steps

This section of the report will suggest next steps to implement these proposed WV Cross State Bicycle Routes.

5.1 Field Verify Proposed WV Cross State Bicycle Routes

While these routes have been fully vetted by stakeholders and knowledgeable staff, and visually checked with Google Earth, they have not been thoroughly ridden and evaluated by bicyclists. It is recommended that the DOH reach out to the bicycle community and work with them to ride each of the proposed routes. This process will identify any hazards that should be addressed. The riders could also develop some text that describes the routes which could be expanded into marketing text and pictures by the Department of Tourism.

5.2 Establishing Rider Skill Level

It may be beneficial for the State to establish a rating system for the level of skill a rider should possess for portions of the routes. Though it is expected that a through-state bicycle tourist could negotiate these routes successfully, this may not be the case for less experienced and conditioned riders. The key factors that should go into such a rating system are explained in the next subsections.

5.2.1 Traffic Data

Multiple sources including the Highway Capacity Manual 6th Edition, describe bicyclists level of comfort based on their separation from motorized traffic along with the speed, volume and number of heavy vehicles.

5.2.2 Roadway Data

To achieve the desired separation that bicyclists seek, paved shoulders, bicycle lanes and separate shared use paths are often employed. In addition, pavement condition and maintenance is very important for bicyclist's safe operation. Road bicycles typically have tires 25mm wide which are inflated to over 100 psi. Potholes, rumble strips, loose gravel and cinders can cause a cyclist using a road bicycle to lose control and crash more easily. A separated space for cyclists allows them to maneuver around these obstacles.

5.2.3 Topographic Data

At the time the analysis was performed, there was not sufficient data associated with the routes to accurately assess their grades. There are now GPS based apps that bicyclists can use to get this information.

5.3 Flag Approved Routes in WVDOH Database

A feature should be added to the WVDOH roadway database which designates whether a roadway section is part of the Cross-State Bicycle Route network. This flag can let all users of the database know that different minimum design standards are recommended for these facilities.

5.4 WVDOH DD-813

In 2013, a design directive was approved that discussed bicycle and pedestrian accommodation. This directive establishes multiple definitions for bicycle and pedestrian facilities, such as bikeways, bicycle lane and shared use path. It is important that this design directive is reviewed when determining appropriate routes to ensure that any routes which are designated as being a part of the WV Cross-State Bicycle network follow the directives which are mentioned in DD-813.

5.5 Develop Internal Procedures

This section outlines processes and procedures that are recommended to institutionalize these proposed Cross-State Bicycle Routes during everyday business at the WVDOH.

5.5.1 Inclusion of bicycle facilities on routes when improving

A process should be put in place that directs roadway designers to include bicycle facilities on roadways which are part of the Cross-State Bicycle Routes network using the feature recommended in Section 6.3. This would apply to resurfacing projects when feasible and all reconstruction or widening projects. In addition, if a designated roadway is upgraded to a freeway which excludes bicycles, a signed alternate route or shared use path should be provided.

5.5.2 Method for selection of appropriate improvements for bicycle routes

A documented method for selecting the optimum facility improvements for roadways on the Cross-State Bicycle Routes network should be developed. This could be as simple as referencing the latest version of the AASHTO Guide for the Development of Bicycle Facilities and relevant WVDOH design guidance. Another resource that could be referenced is the FHWA Small Town and Rural Multimodal Networks document.

5.5.3 Develop process for raising the priority of roadway improvements which are included on the bicycle route network

In conjunction with 6.3 and 6.4.1 above, the WVDOH should consider a method for raising the priority of improvements for roadways which are included on the Cross-State Bicycle Routes network.

5.5.4 Developing process for raising the priority of Transportation Alternatives applications for projects on the Cross-State Bicycle Routes network

In conjunction with 6.3 and 6.4.1 above, the WVDOH should create a process for raising the priority of Transportation Alternatives applications for projects which are included on the Cross-State Bicycle Routes network.

5.5.5 Develop a plan for public mapping and signing of the system

A process should be put in place for signing the proposed Cross-State Bicycle Routes. The first step should involve publishing the routes on the WVDOH website along with suggested proviso language below:

West Virginia Designated Bicycle Routes

The West Virginia Division of Highways has developed this network of recommended Cross-State Bicycle Routes using on-road and off-road facilities. The publication of these routes does not in any way guarantee the safety of their use by cyclists. They are suggested only as more suitable than other routes for bicycles. Any cyclist using this map and the routes indicated on it assume all responsibilities for their own safety. Cyclists should possess adequate bicycling skills and be knowledgeable of the vehicle laws before riding on any public roadway. Caution and good judgment of the cyclist is vital for your own protection.

Roadways are designed for and used by motor vehicles and typically do not have special provisions for bicycles. Bicycles should be in good working order and be equipped as required by West Virginia State Law. In general, these require a bell or "audible device", adequate brakes, and, if ridden at night, a white light on the front, a red reflector or red light on the rear.

The routes shown on this map are provided for reference only and should not be used to make detailed travel plans. Due to the scale of the map, specific information about each roadway segment and bicycle route cannot be documented in detail. Consequently, the routes in the field may differ from those shown on this map. In addition, temporary conditions, such as construction, emergency events, weather or special events may impact bicycle routes and trails and require you to modify your intended route.

Figure 28 State Bicycle Route Signage - Examples



5.5.6 Formalize agreements with neighboring states for connections

It is recommended that the WVDOH establish agreements with neighboring state DOTs to notify each other if either state is making changes to their long-distance touring routes which affect the neighboring state connection.

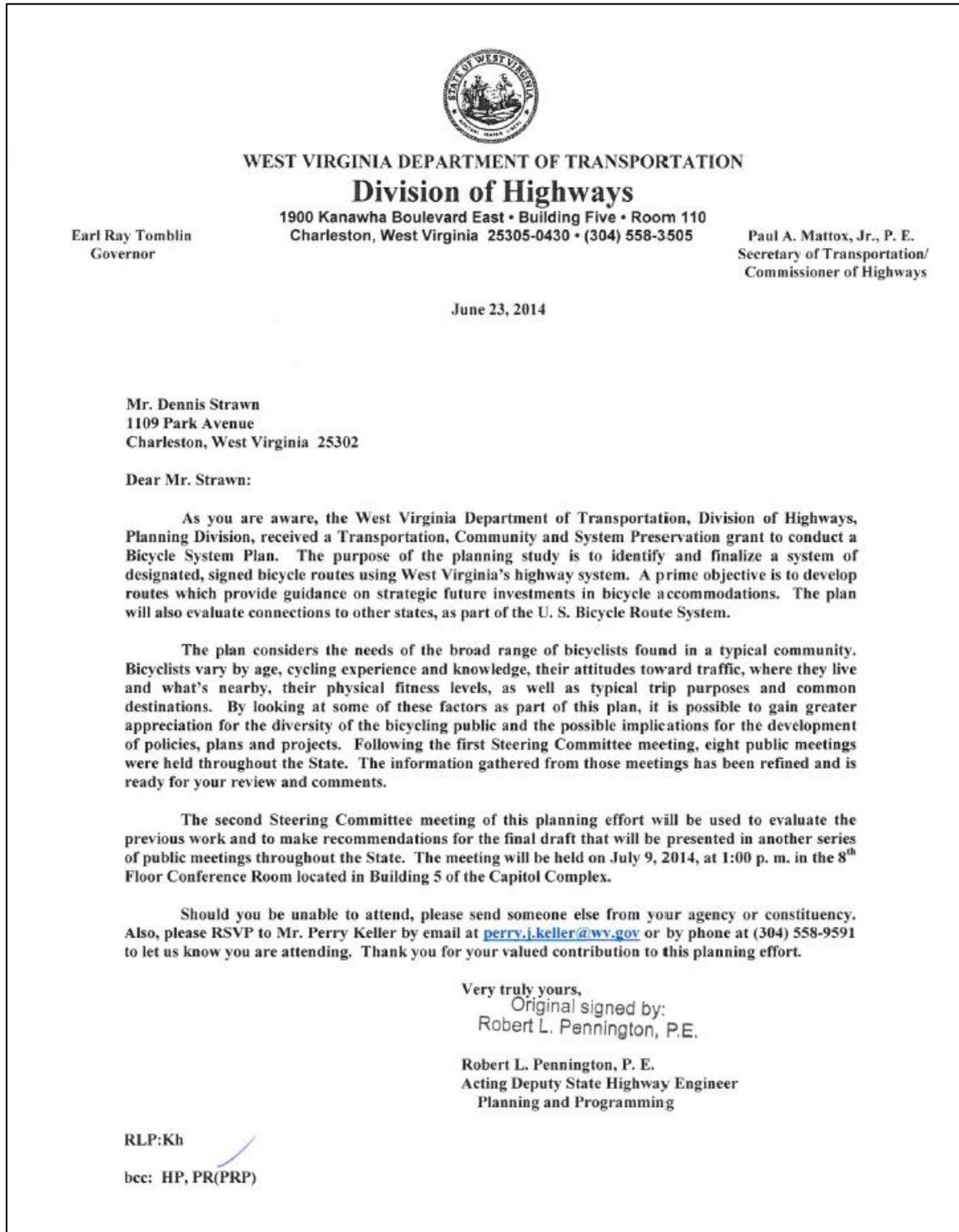
5.5.7 Applying to AASHTO for US Bicycle Route System Designation

Once the Cross-State Bicycle Routes have been field verified, it is recommended that discussions continue with Adventure Cycling Association regarding USBRS designation for some of the routes. Both USBR 76 and 50 make a large loop around West Virginia. It is recommended that there be alternate routes provided which follow the WV Cross-State Bicycle network in addition to the current US Bike routes.

6. Appendices

6.1 Steering Committee

Below are materials that were part of the steering committee process:





WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

June 23, 2014

Major W. J. Scott
Chief of Staff Services
West Virginia State Police
725 Jefferson Road
South Charleston, West Virginia 25309

Dear Major Scott:

As you are aware, the West Virginia Department of Transportation, Division of Highways, Planning Division, received a Transportation, Community and System Preservation grant to conduct a Bicycle System Plan. The purpose of the planning study is to identify and finalize a system of designated, signed bicycle routes using West Virginia's highway system. A prime objective is to develop routes which provide guidance on strategic future investments in bicycle accommodations. The plan will also evaluate connections to other states, as part of the U. S. Bicycle Route System.

The plan considers the needs of the broad range of bicyclists found in a typical community. Bicyclists vary by age, cycling experience and knowledge, their attitudes toward traffic, where they live and what's nearby, their physical fitness levels, as well as typical trip purposes and common destinations. By looking at some of these factors as part of this plan, it is possible to gain greater appreciation for the diversity of the bicycling public and the possible implications for the development of policies, plans and projects. Following the first Steering Committee meeting, eight public meetings were held throughout the State. The information gathered from those meetings has been refined and is ready for your review and comments.

The second Steering Committee meeting of this planning effort will be used to evaluate the previous work and to make recommendations for the final draft that will be presented in another series of public meetings throughout the State. The meeting will be held on July 9, 2014, at 1:00 p. m. in the 8th Floor Conference Room located in Building 5 of the Capitol Complex.

Should you be unable to attend, please send someone else from your agency or constituency. Also, please RSVP to Mr. Perry Keller by email at perry.j.keller@wv.gov or by phone at (304) 558-9591 to let us know you are attending. Thank you for your valued contribution to this planning effort.

Very truly yours,
Original signed by:
Robert L. Pennington, P.E.

Robert L. Pennington, P. E.
Acting Deputy State Highway Engineer
Planning and Programming

RLP:Kh
bcc: HP, PR(PRP)



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

June 23, 2014

Ms. Tracy Higgins
531 Market Street
Post Office Box 247
Parkersburg, West Virginia 26101

Dear Ms. Higgins:

As you are aware, the West Virginia Department of Transportation, Division of Highways, Planning Division, received a Transportation, Community and System Preservation grant to conduct a Bicycle System Plan. The purpose of the planning study is to identify and finalize a system of designated, signed bicycle routes using West Virginia's highway system. A prime objective is to develop routes which provide guidance on strategic future investments in bicycle accommodations. The plan will also evaluate connections to other states, as part of the U. S. Bicycle Route System.

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Very truly yours,

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Robert L. Pennington, P.E.

Robert L. Pennington, P. E.
Acting Deputy State Highway Engineer
Planning and Programming

RLP:Kh
bcc: HP, PR(PR) ✓

E.E.O./AFFIRMATIVE ACTION EMPLOYER



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

June 23, 2014

Mr. Rickie Yeager
City Planning Administrator
City of Parkersburg
Post Office Box 1627
One Government Square
Parkersburg, West Virginia 26102

Dear Mr. Yeager:

As you are aware, the West Virginia Department of Transportation, Division of Highways, Planning Division, received a Transportation, Community and System Preservation grant to conduct a Bicycle System Plan. The purpose of the planning study is to identify and finalize a system of designated, signed bicycle routes using West Virginia's highway system. A prime objective is to develop routes which provide guidance on strategic future investments in bicycle accommodations. The plan will also evaluate connections to other states, as part of the U. S. Bicycle Route System.

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Very truly yours,

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Robert L. Pennington, P.E.

Robert L. Pennington, P. E.
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Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

June 23, 2014

Ms. Amy Goodwin
Commissioner
West Virginia Division of Tourism
90 MacCorkle Avenue, SW
South Charleston, West Virginia 25303

Dear Commissioner Goodwin:

As you are aware, the West Virginia Department of Transportation, Division of Highways, Planning Division, received a Transportation, Community and System Preservation grant to conduct a Bicycle System Plan. The purpose of the planning study is to identify and finalize a system of designated, signed bicycle routes using West Virginia's highway system. A prime objective is to develop routes which provide guidance on strategic future investments in bicycle accommodations. The plan will also evaluate connections to other states, as part of the U. S. Bicycle Route System.

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Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

June 23, 2014

Ms. Lisa Dooley
Executive Director
West Virginia Municipal League
2020 Kanawha Boulevard
Charleston, West Virginia 25311

Dear Ms. Dooley:

As you are aware, the West Virginia Department of Transportation, Division of Highways, Planning Division, received a Transportation, Community and System Preservation grant to conduct a Bicycle System Plan. The purpose of the planning study is to identify and finalize a system of designated, signed bicycle routes using West Virginia's highway system. A prime objective is to develop routes which provide guidance on strategic future investments in bicycle accommodations. The plan will also evaluate connections to other states, as part of the U. S. Bicycle Route System.

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Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

June 23, 2014

Ms. Patti Hamilton
Executive Director
Association of County Officials
2211 Washington Street East
Charleston, West Virginia 25311-0591

Dear Ms. Hamilton:

As you are aware, the West Virginia Department of Transportation, Division of Highways, Planning Division, received a Transportation, Community and System Preservation grant to conduct a Bicycle System Plan. The purpose of the planning study is to identify and finalize a system of designated, signed bicycle routes using West Virginia's highway system. A prime objective is to develop routes which provide guidance on strategic future investments in bicycle accommodations. The plan will also evaluate connections to other states, as part of the U. S. Bicycle Route System.

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Robert L. Pennington, P.E.

Robert L. Pennington, P. E.
Acting Deputy State Highway Engineer
Planning and Programming

RLP:Kh
bcc: HP, PR(PR)

6.2 Technical Review Committee

West Virginia Bicycle Connectivity Study Technical Committee Meeting Notes

August 20, 2013

Attending:

Perry Keller, Ray Lewis, Richard L Warner, Frederick McNew, Randy D Sigley, Ken Clohan, Sara Mullett, Beth Dawkins, Mike Adkins, Jim Moore, A. J. Bernatowicz, Alanna Slack, Martin Guttenplan (CDM Smith), Elwood Penn, Bill Murray.

Perry introduced the project emphasizing that this was a statewide bicycle connectivity study, with the emphasis on identifying the best cross-state routes for bicycling. The long-term goal would be to sign the routes and identify them in the Department's GIS system. This would flag them so that during roadway improvement or maintenance projects on these roadways, efforts could be made to pave shoulders, re-stripe lanes for climbing or widen pavement, etc. The idea is that these improvements would occur incrementally along with routine projects so that no special mobilization of equipment or personnel would be needed. This is also consistent with the Governor's mandate to pave shoulders along with roadway projects.

Another benefit of identifying the state's priority network is that it could allow districts to funnel any needed maintenance such as sweeping or mowing to keep shoulders clear to a limited number of roadways. The sweeping of routes was a request from bicyclists in every district during the statewide meetings leading up to these draft routes.

Perry will email the slides of the presentation to all the original invitees on the call. If participants on the do not receive them, they should contact Perry. The slides provide background on the project and the detailed maps by region.

Comments by District and Regions:

Region 1 & 4 map:

Route US 60 is good corridor to consider however, there are problems once it enters Virginia.

Regions 2 & 3 map

Bike Route 9 (in blue) should be extended south along the Kentucky border following US 119 to Williamson. There was mention of using WV 292 to Kermit and US 52 to US 119.

Bike Route L 3 (in violet): Extend southernmost tip from where 152 and 17 join, south to Wayne, where it intersects WV 37.

There was discussion of Ohio connections. Randy will provide Perry with a marked-up map showing these possibilities. Though this effort is statewide in context, these connections might be better addressed with the MPO context.

Regions 5, 10 & 11 map:

No changes.

Regions 6 & 7 map:

WV 7 might be a good connector to consider for accessing PA Route A. A potential issue with this is that this route goes in and out of PA, making it more difficult to coordinate maintenance etc. WV route 100 is a popular and excellent route going into PA.

Regions 8 & 9 map:

For Bike Route 5 (in blue), avoid Patterson Creek Rd north of US 50. Instead, follow US 50 east to WV 28, and stay on WV 28 all the way to Cumberland. The group discussed connecting with to the C & O Canal Towpath in Paw Paw. This will involve further coordination with Maryland and the National Park Service.

Ken indicated that we needed to add the new facility from US 340 crossing into VA, which would be a continuation of WV 9 (in red).

Bike Route numbering

There was agreement that generally; Bike Route numbering should be keyed to the main roadway that it follows. This will make it easier for users to follow in relation to a roadway map.

6.3 1st Public Meeting Involvement Summary

Below are the materials that were used for the first public meeting.

Project Schedule

May
Public Meetings: Present Tier 1 Analysis

JUNE
Public Meetings
Steering Committee Meeting: Develop Preliminary Recommendations

JULY
Public Meetings
Review Final Recs
Final Recommendations

AUG
Final Recommendations

Project Overview

The purpose of this planning study is to identify and finalize a system of designated, signed bicycle routes using West Virginia's highway system. A prime objective is to develop routes which would connect to other states, allowing expansion of the US Bicycle Route System and/or connecting WV cities and communities.

The plan will consider the needs of the broad range of bicyclist found in a typical community. Bicyclists vary by age, cycling experience and knowledge, by attitudes toward traffic, by where they live and what's nearby, by physical fitness levels, as well as by typical trip purposes and common destinations.

By looking at some of these factors as part of this plan, it is possible to gain greater appreciation for the diversity of the bicycling public and the possible implications for the development of policies, plans and projects.

CONTACT US:

The public involvement program provides interested citizens the opportunity to gain information about the project & participate in the planning process. Questions & comments can be directed to:

By mail: **Robert Pennington, PE**
Director of Program Planning Div.
Program Planning & Admin.
Building 5, 8th Floor
1900 Kanawha Blvd E
Charleston, WV 25305

By phone or email:
Perry J. Keller
Program Planning & Admin Div.
304-558-9591
or
Perry.J.Keller@wv.gov

Plan Vision and Goals

- Establish designated bicycle routes within the state
- Provide connections to other state & national routes
- Encourage bicycle transportation and its effects on the tourism economy
- Improve quality of life

Public Meetings

The WVDOT is holding meetings throughout the State to gather input for the plan to make strategic connections between neighboring States, State regions, municipalities and points of interest. Focus will be on the geographic region where the meeting is held, but will also present and receive comments on the other regions of the State. All meetings will be from 4pm - 7pm at the following locations:

May 3	Ranson City Hall, 312 S Mildred St., Ranson
May 7	City Service Center, 915 Quarrier St., Charleston
May 8	Tri-State Transit Auth., 1251 14 th Ave., Huntington
May 10	Municipal Bldg., 1 Government Sq., Parkersburg
May 14	WW Independence Hall, 1528 Market St., Wheeling
May 15	City Building, 389 Spruce St., Morgantown
May 21	City Hall, 942 Washington St. W., Lewisburg
May 22	City Building, 401 Davis Ave, Elkins

TIER 1 – BICYCLING OPTIONS

Legend

- Major Tourist Train Stations
- Scenic Byways and Backways
- Major Cities
- Parks
- Neighboring State Bike Routes
- Other Long Distance Trails
- Proposed WV Bike Routes 2009 (Draft)
- State Designated Bike Routes
- Initial Stakeholder Suggestions
- U.S. Bike Routes (Conceptual)
- Census Urban Areas
- Major Railroad Lines
- County Boundaries

Project Status

- Step 1 Establish Steering Committee
- Step 2 Data Collection
- Step 3 Steering Committee meeting & Input
- Step 4 Develop Tier 1 Options
- Step 5 **← CURRENT STATUS**
Eight Regional Stakeholder Meetings on Tier 1 Recommendations
- Step 6 Incorporate Input and Propose Draft Routes
- Step 7 Steering Committee Evaluation of Proposed Routes
- Step 8 Eight Regional Stakeholder Meetings on Draft Plan
- Step 9 Incorporate Input
- Step 10 Steering Committee Evaluation of Proposed Plan
- Step 11 Prepare Final Recommendations

This is the list of attendees and their comments from the first public meeting.

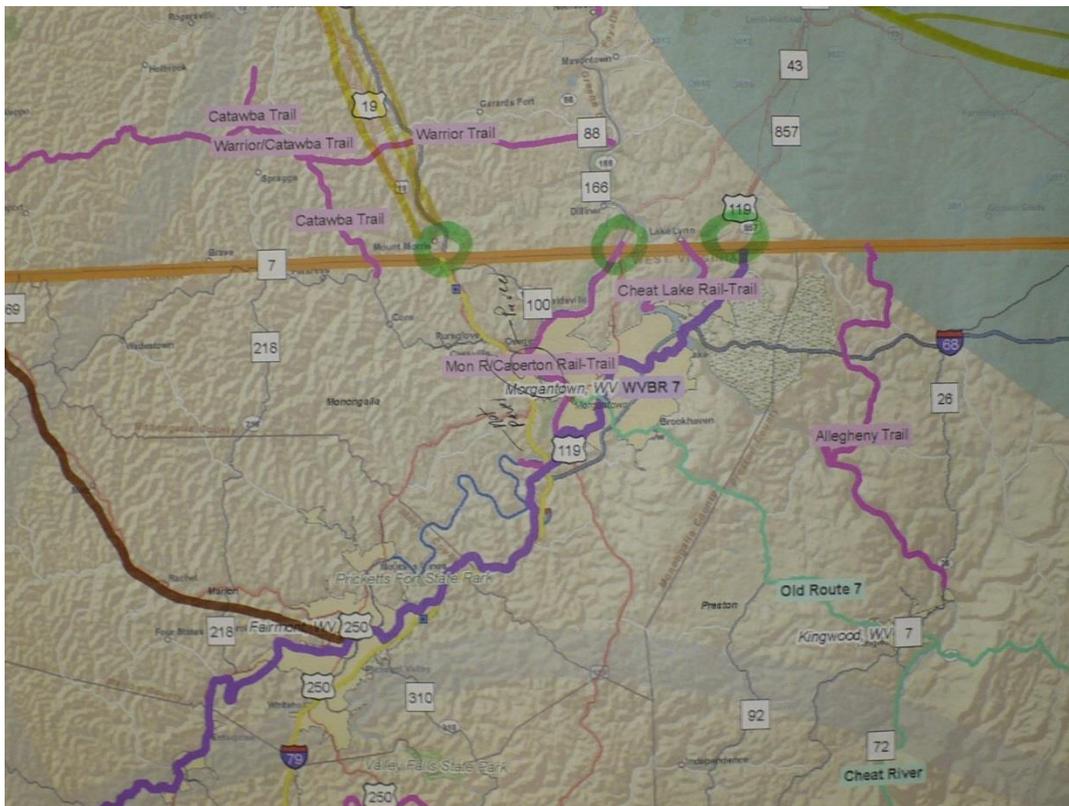
	Attendee	Existing Statewide and Regional Facilities	Regional and Statewide Connections Needed	Destinations to be Added	Other Comments	Summary
Ranson 5.5.12 (Attendance 33)	David Tapp	Washington to NC 340, New Bridge Road			Provided list of local bike routes and local press clippings. Letter expressing concern about National Bike Trail safety concerns	1. Connect tourist destinations 2. Improve safety 3. Support WVDOT Planning Process
	Joe Anderson	Need to connect from Harpers Ferry to MD and the C&O Canal. Connect tourist destinations	Harpers Ferry National Park and C&O Canal	Support Bike Route 11 through Harpers Ferry		
	Tom MacIsaac				Provided link to Panhandle Peddlers Cycle Club routes	
	Jubal Turbo				Questions about routes on draft map. WVODT responded.	
	Annex Peterson				Requested information on trail meeting. WVODT responded.	
	Bill Chesley				Provided list of potential future bike routes in area	
	Donna Dean & John L. Meyer				Sent letter supporting WV State Bicycle Plan. In favor of WVODT developing a plan	
	Suzanne Offutt	National Conservation Training Center, Shepherdstown WV, Yankauer Nature Preserve, Whiting's Neck, Berkeley Co., Dam #4, Public Access to Potomac River, Shepherd University in Shepherd's Town (a certified canal town)	Shepherd Grade Rd to NCTC then to Dam #4 via Dam #4 Rd. Scorable Rd to Newton School Rd (Yankauer location) Continue on Whiting's Neck Rd eventually to Helling Waters area at Rt. 11 with access to MD (canal town)	Little Georgetown (along the Potomac), Mouth of the Opequon (Potomac River Tributary)	These widening back roads are already heavily used by bicyclists and hikers looking for more interesting paths off the C&O Canal. We really need to make the roads safer for bicyclists with a bike lane.	
	Dennis Zottmeyer	Keep bike paths running into and through small towns	Rt 18 would make great north-south connector. Rt 99 across Bolt Mt to Rt 3 would be good Beckley-Charleston connection	As many parks, forest, recreation sites as possible.	Please consider long term street sweeping needs with all bike lanes. Please post a sign with number to call for sweeping	Concerns of Rt. 60 bike lane. Would like lane swept.
	Frank Pezula				Safety concerns about Rt 60 Bike Lane in St. Albans	
Rhona Wilson				Bike routes should be considered local destinations and be developed consider local transportation opportunities		
James Thibault				WVODT should consider a designated route east of the Capitol along the Midland Trail		
Larry L. Rowe				Supports the Midland Trail comment above		
Carol Anderson				Would like to have bike lanes constructed on Campetris Creek Drive just west of Charleston		
Michael Orta	Point Pleasant would be good place to establish bike lanes in the city and also a trail that connects appealing aspects of the town. Another popular route is crossing the Kanawha River bridge and heading into Henderson using what is now RT 7					
William O'Brien		Rt 4 from Charleston to Branson County, Gasaway Area, Birch River in Nicholas County to Strapps Creek over the back country one lane road (Leeners Ridge Rd)				
Pam G.					Don't feel safe riding anywhere except Kanawha State Forest or Kanawha City. She is opposed to closing one lane on Kanawha Boulevard. WVODT should run a street sweeper on Rt 60 bike lane.	
Charleston 5.7.12 (13 in Attendance)	Patrick Donovan		Huntington-Charleston I-64 (Rt64), Point Pleasant-Huntington using Rt 2, Point Pleasant-Teky Valley (Rt7)		Cycling awareness.	1. Need Public Service Campaign with Motorists 2. Improve Rt 2
	Brian Stigenbauer	Rt 2 North from Huntington		Beach Fork State Park, Heritage Farm	Need Public Bike Safety Awareness Campaign	
	Michael Vega	Rt 52 as a commute from Ashland to Huntington should be considered			Proposed bike paths are great step in right direction. Fully supports proposed bike paths.	
	Heidi Gibbons	Pea Ridge Road east of Huntington should be considered in Plan.				
	Marilyn Taylor	Train Station at White Sulphur Springs should be part of Rt 60 Bike Touring	Rt 60 should have 1.4 lane wide shoulder width along the route.			Needs to be education of motorist about bicyclist rights on the road.
Huntington 5.8.12 (19 in Attendance)	Canace Jones	Extend North Bend Rail Trail to connect to Morgantown.	Ohio River Front trail	Designate Old Saint Marys Pike and Rt 31 in Parkersburg (between Waverly and Williamson). Designate Rt 50 (Parkersburg to DC) as bike Route	Public service announcement for bicycle safety	1. Connect North Bend Trail to Parkersburg 2. Public Service Announcements Needed
	Doug Krenik	State Rt 50	Finish rail trail from Parkersburg to WVUP (Happy Valley Vaux). Build paved connections along the river north from Parkersburg to Williamsontown WV. Park North Bend Rail trail from Parkersburg to Clarksville and beyond.		Take survey of all state legislators for opinion on bike lane	3. Sweeping of Lanes Needed.
	Ashlie Nutter		Connect St Marys to Branson to get North Bend Rail Trail. This would connect WV with the Wayne National Forest Trail in OH. Connecting the North Bend Rail Trail to other Rail Trails would be great.		Utilizing existing roadways is a great idea. They want to be used unless they are made safe.	
	Matthew Floyd	Please include the North Bend Rail Trail.		Parkersburg WV	More designated bike lanes. PSA for share the road. Few rail trail with reflectors in tunnels.	
	Mike Swipe	Rt 2, Rt 14 from Williamsontown to Vienna, Rt 31 from Williamsontown to Rt 2.			The more trails the better.	
	Doug West	Sealing or repairing Astrevalle Bridge-Veinsing Island	Assistance to make final connector in Brooke County to connect Northern Panhandle to Washington DC.	Support OH with Astrevalle Bridge Project		1. Preserve the Astrevalle Bridge. 2. Connect to existing trails between OC and Pittsburgh.
	Dennis Myers	Astrevalle Bridge should be restored as toll bridge				
	David Cline	Heritage Trail in Wheeling, North Bend Trail in Parkersburg and Panhandle Trail in Weirton	Link to PA Bike Route A at US 19 Morgantown. Link the trail system to Fairmont	Campgrounds and areas with logging	Provided maps of Panhandle Trail and photos of bridge.	
	Doug Wrayt	Wants to preserve the Astrevalle Bridge.				Looks forward to Wheeling Meeting
	Jeannie Hirstain					

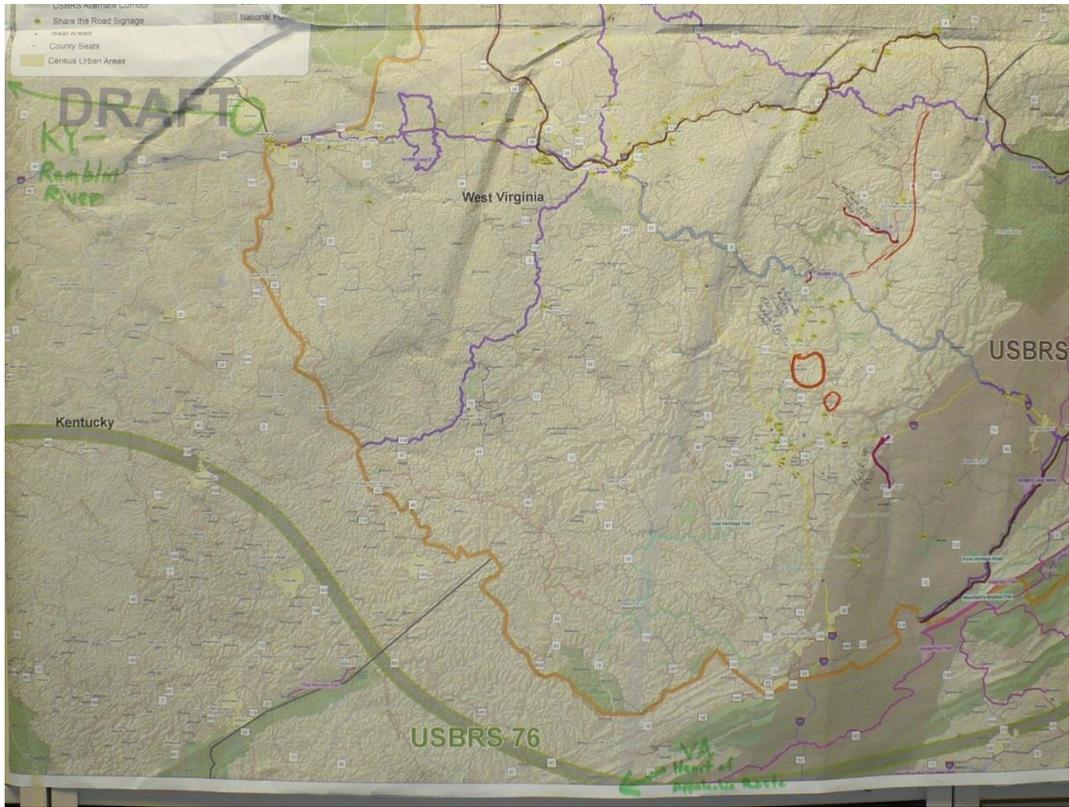
	Attendee	Existing Statewide and Regional Facilities	Regional and Statewide Connections Needed	Destinations to be Added	Other Comments	Summary
Morgantown 5.15.12 (27 in Attendance)	Donald Spencer	Connecting and lined routes and trails is critical for economic development. North Bend Rail Trail should connect with Parkersburg and Clarksburg.	Use MIMCOB bicycle Plan Elements. Create ring around Morgantown.	Trails should connect communities and commercial centers rather than going in the woods somewhere.	Use of share lane markings and share the road signs need to be increased in municipal thoroughfares.	1. Connect Rail Trails with local cities and surrounding states. 2. Institute a public awareness/public safety program with drivers
	Peggy Ring	Include WV state Plan 2002 to 2010. Use the GIS files	Rail Trails Wheeling north to Weirton to Panhandle Trail. Wheeling West to OH proposed system. Save Astrevalle Bridge. Link Mon Rail Trail with West Fork River Trail with North Bend Rail Trail. Fairmont WV to Genders to Wheeling.		More education of motorist that all roads are for bicyclist. New road constructions and bridge reconstructions. Strongly consider bike pad.	
	Eric Hendrickson	Ingress and egress bicycle access along major access routes.	Chest Lake to Morgantown, Westover to Morgantown, Sabarotown to Morgantown, Downtown to Barabodee Campus, Drafton to Morgantown.	Chest Lake bicycle access into Morgantown.		Greatest cost of benefit ratio involves improving cyclist opportunities at the local and regional level.
	Gary Martin		Mon River Trail to West Fork Trail to North Bend Rail Trail.	State parks and campgrounds.		Designating a bike route doesn't make it usable. Need extra shoulder width to make it safe.
	Ben Knabenhuth	State parks. Use bicycling friendliness to increase tourism.	Rt 100 from Granville to PA State line. Rt 837 between Morgantown and PA State line. Rt 73	State parks and other state attractions.		Increase shoulders and awareness program
	Mike Scheninger	Hotels along Rail Trail	Rail Trail Point Marion Morgantown-Fairmont-Ohioston-Shebor-Clarkburg WV Summit Parkersburg	Morgantown-Elingswood		
	Christeen Avilobo	Rt 100 to PA Bike Rt. A. Rt 79 South towards Fairmont. Rt 7 West to OH River. Rt 827 East to Spenic Roads paralleling 68 to Branson Mills		Coopers Rock, Valley Falls.		Use forest access roads. Snowshoe to Canaan with maps and trail markers.
	Joan Schroefling	Link on logging and estates along trails.	Rail Trail stops dead in Shinton there is no good connection across City of Fairmont. Readyville is not really a destination city.	Find ways to connect WV Rail Trails with those in surrounding states (OH & PA)		Institute a public awareness/public safety program with drivers
	Bill Hyde	Harpers Ferry/Ridgely and any points on the Potomac River/Tow Path	Rt 50, Rt 218 South			Lack of shoulders and washouts make cycling terrifying
	Mike Lindsay		Connection through Fairmont			Encourage the use of rail trails. Provided map of gravel roads that could be included.
Deke Porter					WVODT listed MD28 or 356 as potential links to PA Rt G, these routes are good.	
John Waughman					Make route maps downloadable from internet	
Timothy Hanes	Connects to State Rail Trails are important	Coopers Rock State Forest			Education for motorist and improve signage.	
Jennifer Previll	A) Rt 100 from Morgantown to Rt 19 B) Rt 837 from South Pierpont Rd to PA Line C) Rt 128 from PA Line to Division Q) Rt 73 from Morgantown to Fairmont E) Rt 230 from Downtown Fairmont to Whitehall					
Lewisburg 5.21.12 (31 in Attendance)	William Chapman	Rt 218, 60, bike lanes and signage. Campsites.	Connect Rail Trails	Pittsburgh, Washington DC, Charlotte, Cincinnati, Columbus	Improving WV bicycle friendliness will add to tourist revenues in the state	1. Rt 60 should be included 2. Lewisburg is idea destination town for many reasons 3. Safety is an issue
	Charly BBR	I-4 Regions	Lewisburg to Charleston	Lewisburg to Charleston		Please do all you can to enhance bike riding in our state. It can only improve health and wealth.
	Merrick Tracy	218 running through Lewisburg, Rt 60	218 and 60	Charberry Wilderness Area		
	Bill Zahuranc	include Lewisburg in plan.	1) connect GR Trail from Clarksburg to Lewisburg 2) connect GR Trail to Tow Path into DC 3) connect rails to trails "Annapolis to GR Trail"			Gravel and hiker who uses bike routes. They are safer during hunting season.
	Susan Mitchell and Green Freeman	include Rt 60 in plan. Wonderful destination for cyclist. Best route from Charleston. Historic. Link with start of River Trail with its access to Cass, Snowshoe, etc. Also is route most taken by cyclist for connect through Blackburg and Roanoke VA.				Rt 60 is nice route but dangerous. Attached alternative route suggestion.
	John Francis	Rt 60 is desirable destination for many reasons and the logical route to bring cyclist through WV on way to VA.				
	Andrea Henderson	Consider including the following: 1) US 60 the Midland Trail. 2) Co Rt 60/32, James River & Kanawha Turnpike, from 60 to Rainelle to 60 at the I-64 James Black Church Exit 126. 3) Smoot Road, Co Rt 23, becomes Blue Sulphur Springs Rd to Anderson. 4) Smoot Road, Co Rt 23, from James River & Kanawha Turnpike to 60 at Sam Black Church. 5) County Rt 201, Airport Rd from James River & Kanawha Turnpike in Rainelle to where it becomes Little Sewell Mountain Rd (previously 201) to juncture of James River & Kanawha Turnpike near US 60 at Sam Black Church. 6) Rt 20 from US 60 in Rainelle through Meadow Bridge to Hinton				
	John Meadows	Safe access from downtown Elkins to highland bike trail. Safe access to all bike trails	Connections should provide bike/ped pathways to school, work, shopping. Roads need to be widened. Cross walks made safer.			State needs to fundamentally change road construction to always be mindful of ped and bicycling needs by including electric crosswalks that allow both to access paths safely.
	Arthur Cumence	Ways to be included: 1) From Elkins to Philippi to Austr State Park. 2) Austr State Park to Buckhannon ending up on WV 151 in Buckhannon. 3) Buckhannon to Holly River State Park. 4) Weston - Buckhannon - Elkins.				Asked why Con in and other Comdors of Appalachian Highway System wouldn't be included in plan. WVODT responded that they will very likely be included in final recommendations.

6.4 Kick-off Meeting Materials

The materials below are markups of maps that were made by stakeholders during the kick-off meeting:









6.5 2nd Public Meeting Involvement Summary – 2016 Bicycle Summit

The following maps were used for gathering input from the public. Comments and edits were drawn onto the maps and were then incorporated into the overall suggestions that are found earlier in this report. The maps and comments can be found below:

