



## Executive Summary

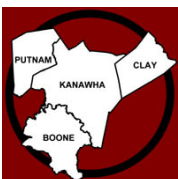
An important component of both community livability and transportation planning is ensuring that bicyclists and pedestrians are properly accommodated. Communities nationwide are finding it challenging to strike a harmonious balance between differing transportation modes. As congestion and fuel prices increase, residents seek opportunities to leave their vehicle at home and travel by foot or by bicycle. As a result, bicycle and pedestrian facilities have become increasingly important. Today, walking and biking aren't solely recreational activities - they are becoming legitimate means of transportation capable of helping reduce highway congestion. Additionally, the desire for recreation and wellness activities within local communities further increases the demand for new and improved bicycle and pedestrian facilities.

To address the existing need and opportunity for bicycle and pedestrian facilities in Kanawha and Putnam counties, the Regional Intergovernmental Council (RIC) performed a two-phase study to identify bicycle and pedestrian deficiencies within the existing transportation network and develop potential improvements. Phase I identified areas with a concentration of bicycle and pedestrian activity through data collection, an initial field inventory and public outreach. Phase II identified specific improvement areas through an analysis of roadways, intersections and trail networks in order to identify opportunities and physical deficiencies. The result of the two-phase study is a comprehensive bicycle and pedestrian plan for Kanawha and Putnam counties that will serve as a planning resource tool for communities interested in enhancing bicycle and pedestrian access, mobility and safety.

The Plan is divided into three sections. The first section, "Plan Framework," details existing conditions related to bicycle and pedestrian travel in the two counties. Existing resources, including roadway data, bicycle and pedestrian crash data and census data, were collected in order to evaluate the existing transportation network. Using census data, GIS data, and existing plans and documents, bicycle and pedestrian activity centers were located. To measure habits, opinions and attitudes regarding biking and pedestrian activities in the two counties, an online survey was made available to residents. Following a qualitative assessment of data collected, eleven communities were identified as focus areas for bicycle and pedestrian activity.

Part II of the Plan, "Analysis by County," supplemented the qualitative assessment performed under Phase I of the study through an in-depth analysis of the existing conditions. Crash data was analyzed to identify locations with a concentration of bicycle and/or pedestrian crashes. Charrettes and Public Information Centers were held in each county to solicit input from local officials and the public. The result of the in-depth analysis is a list of 38 locations that would benefit from the construction or enhancement of bicycle and pedestrian facilities in Kanawha and Putnam counties.

The final plan section, "Part III-Recommendations and Next Steps," details the 38 improvement locations using worksheets. Each worksheet provides information on existing conditions, the identified deficiency or opportunity, potential improvements, improvement goals, additional information that may be needed to determine feasibility, and potential





constraints to implementing the improvement. In addition to the 38 improvement locations, several opportunities for low cost, short-term improvements are identified within the two counties. To supplement both the improvement worksheets and identified short-term improvements, Part III of the Plan also presents locations identified through additional public input that may benefit from bicycle and pedestrian facility installation and enhancement.

To further assist communities in their efforts to enhance bicycle and pedestrian travel, the Plan presents information on mitigating roadway hazards (e.g., pavement surface condition), identifies potential funding sources for improvements, provides an order-of-magnitude cost estimate for bicycle and pedestrian facilities, offers information on education and enforcement resources and techniques, and suggests programmatic and policy recommendations to enhance bicycle and pedestrian access, mobility and safety.

