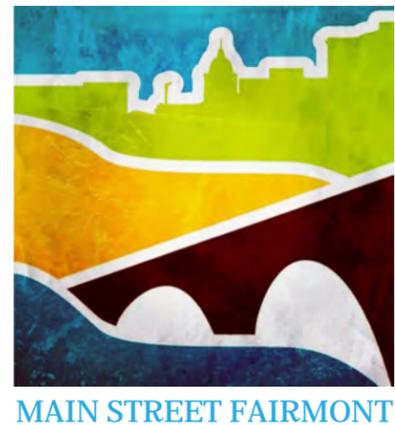


Fairmont, WV Connectivity Plan



Connecting Today to Tomorrow
Prepared: June 2014



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Fairmont, WV

Connectivity Plan



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Fairmont, WV

Connectivity Plan

Purpose of this Plan

This connectivity plan establishes a regional mixed use network of connections to key attractions such as population centers, business areas, schools, public parks, neighborhoods and long distance rail trails for pedestrian and bicyclist. In doing so, it helps create healthy alternatives for accessing work, school and play throughout Marion County, WV and promoting Fairmont as a healthy community.

Goals & Objectives

- Improve the pedestrian connection in the City of Fairmont and Marion County
- Improve connectivity to other parts of the region for employees, visitors and residents
- Improve connectivity to transit hubs
- Help create healthy opportunities to access businesses, school, parks and recreation
- Help support economic development
- Make alternative transportation safe and reliable
- Encourage biking and walking as a viable mode of transportation for all residents and visitors
- Make biking and walking safe and comfortable for a wide range of user groups
- Promote Fairmont as a Healthy Community”



Fairmont, WV

Connectivity Plan

Project Matrix

	NAME	PAGE #	APPOX. LOCATION	DISCRIPTION	PRIORITY (A-D)
WATSON	NCCT CONNECTOR PHASE I	8	Industrial Contracting RD	Rail Trail Extension from West Fork River Ralph S. Larue Trail	A
	MARY LOU RETTON DR	9	Mary Lou Retton Dr	Proposed Sidewalk from Monongah Rd to Fairmont Ave	A
	WATSON ELEMENTARY	10	Near School	Safe Routes to School Sidewalk along Hunsaker and Maplewood Dr	B
	W FORK TRAIL CONNECTOR	11	Through Watson Neighborhood	Sidewalk, Trail, and on road route through Watson Neighborhood	C
	W FORK TRAIL TRAIL HEAD	12	Trail Head at end of Norway Rd	Trail Head with parking and improvements to safe trail access	B
BELTLINE & DOWNTOWN	NCCT CONNECTOR PHASE II	14	Beltline/ East - West Stadium	Extension of Corridor through Beltline Area to 3rd St	A
	NCCT CONNECTOR PHASE III	15	3rd St to Downtown	Extension of Corridor from 3rd St to Downtown	A
	DOWNTOWN LOOP ROUTE	16	Downtown	On-road route loop trail through Downtown	B
	COAL RUN GREENWAY	17	Coal Run Drainage way	Recreational Trail through Drainage way	C
	BEVERLY SIDEWALK	18	Beverly Rd	Proposed Sidewalk along Beverly Rd	D
COUNTRY CLUB & WEST SIDE	LOCUST AVE SIDEWALK	20	Locust Ave	Sidewalk along Locust Ave	A
	COUNTRY CLUB RD	21	Country Club Rd	Proposed Sidewalk on Country Club Rd from US 250	A
	WEST SIDE CONNECTOR	22	Sands, Avalon, Henry, Woodside Dr	Proposed Sidewalk Connector	B
	JAYENNE & COUNTRY CLUB RD	23	Jayenne Elementary & Country Club	Sidewalk from Locust Ave to Country Club	B
	COLEMAN AVE & SUNSET DR	24	Coleman Ave & Sunset Dr	Sidewalk Connectors on both streets	D
	BARRY ST SIDEWALKS	25	Along Barry St across Country Club Rd	Sidewalk to connect upper and lower neighborhoods	D
	BELL RUN RD SIDEWALK	26	Bell Run Rd	Sidewalk along Bell Run to connect to Locust Ave & Hospital	D
WINDMILL PARK & BELLVIEW	MARION COUNTY CONNECTOR TRAIL	28	County wide	Rail Trail from Mannington to Fairmont	A
	BALTIMORE ST (MCCT)	29	Baltimore Ave to Water Treatment Center	On-road route along Baltimore Ave	A
	THE B&O RAILWAY TURNTABLE	30	Buffalo Creek and Mon River Tributary	Trail Head and Park at the Historic Turntable	B
	OGDEN AVE TO WINDMILL PARK	31	Downtown to Windmill Park	On-road route on Ogden Ave to Windmill Park	B
	MAPLE AVE SIDEWALK	32	Maple Ave near Windmill Park	Sidewalk extension along Maple Ave	D
	BELLVIEW CONNECTOR	33	Bellview	On-road route to Historic Turntable Trail Head & Park	D
PALATINE & EAST SIDE	NCCT CONNECTOR PHASE IV	36	Palatine Park	Extension of Corridor through Palatine Park	A
	NCCT CONNECTOR PHASE V & SPEEDWAY	37	Mon River to Morgantown Ave	Extension of Corridor from Palatine up through drainage way to existing trail	A
	EAST MARION CONNECTOR	38	Visitor Center to East Marion Park	On-road route along State St to East Marion Park	C

Priority Scale

A - Project has a strong immediate impact to community wellbeing and economic opportunities

B - Project is easily feasible and would impact most people within related neighborhood, but may rely on another projects completion

C - Project may have challenges, relies on another project to be completed first or acts as a recreational amenity rather than a need to make a safer connection

D - Project has low impact on majority of neighborhood population or acts as a secondary connection to a higher priority project

Fairmont, WV

Connectivity Plan

Benefits of Physical Activity on Physical & Mental Health

Physical activity is vital for physical and mental health.¹ Achieving population-level increases in physical activity, especially among the previously sedentary, may have significant public health impacts in reducing chronic disease and unburdening healthcare systems.^{2,3} The preponderance of evidence summarized in multiple systematic reviews,⁴⁻⁷ nonsystematic literature syntheses,⁸ research agendas,^{1,9} and government reports^{10,11} suggests that different characteristics of the built environment – how, where, and what infrastructure is built – are associated with leisure and transportation physical activity.

From an ecological perspective,¹² population-level interventions to increase physical activity should be multi-level and multi-disciplinary in changing the environments with which residents interact daily in their homes, neighborhoods, and cities (e.g., work, school, parks, roads). Further, policies and plans that affect the social, physical, natural, and built environments must integrate health as a factor in allocating resources to have the desired outcome on four areas of active living in the population: recreation, transportation, occupation, and household.¹³

Bicycling and walking are key components of Healthy People 2020, specifically increasing the proportion of short trips made by one of these modes.¹⁴ Planning has a key role to play in encouraging bicycling and walking, for both transportation and recreation in that planning dictates how the built environment is structured. Factors unique to each of these modes that can be incorporated into built environment decisions have been assessed extensively. Studies about bicycling from around the world suggest that infrastructure/engineering (i.e., dedicated cycle routes or paths, separation of cycling from other traffic), planning/zoning (i.e., high population density, short trip distance, proximity of a cycle path or green space) and projects/promotions for children (i.e., Safe Routes for School) are significantly positively associated with cycling for transportation or leisure.¹⁵ Conversely, perceived and objective traffic danger, long trip distance, steep inclines and distance from cycle paths were significantly negatively associated with cycling.¹⁵ A review of built environment literature revealed significant associations among walking and four of 10 Smart Growth Principles conceptualized by the Smart Growth Network (<http://www.smartgrowth.org/network.php>). These findings suggest that walking is associated with having a range of housing choices for all income levels, encouraging mixed land use, development toward existing communities/encouraging infill, and promoting compact building design to encourage higher population density.¹⁶ Thus, when incorporated into the policy and planning processes, these principles may have a profound effect on how we evaluate plans and how we build new, or redevelop existing, communities.

Significant impacts of inactivity are felt in West Virginia, a health disparate population¹⁴ characterized by geographic isolation, high rates of poverty, limited access to health care, and an older population.^{17,18} The prevalence of inactivity among adults in WV is 35% higher than the national rate (31% vs 22.9%),^{19,20} with rates highest among 55-64 year olds (36%) and those over 65 years old (40.3%). Correspondingly, rates of diabetes (12% vs 9.5%), obesity (32.4% vs 27.8%), cardiovascular disease (6.0% vs 4.1%), and poor health status (25.1% vs 16.9%) outpace national rates.^{19,21} Based on the evidence, integrating health into planning decisions will likely result in significant population-level physical activity over time.



Fairmont, WV

Connectivity Plan



Mineral Belt Trail Leadville, Colorado

At an Elevation of 10,400 feet above sea level, the Mineral Belt Trail (MBT) is one of the highest paved rail-trails in the country. The MBT was a challenge to developers because it is located within a Superfund site, a national historic district, a mining district with overlapping claims and an area of high topographic relief, all of this in a small community with limited financial resources.

In July 2000, seven years after the trail's ground breaking, Leadville officially opened the Mineral Belt Trail. A 12.5 mile rail-trail through the town. The successful completion of the trail was the result of strong partnership between Union Pacific Railroad Company, Colorado State Parks, Colorado Department of Transportation, U.S. EPA, Asarco Mine, the town of Leadville, Lake County and private landowners. Intersecting features of the trail include the safe and legal access it provides to historic mining areas panoramic views of Colorado's three highest peaks (including Mount Elbert, the state's highest mountain) and the trail's use, sanctioned by the EPA, as an impervious cap over the old railroad corridor.

The MBT follows old railroad grades, some dating to 1884, once used to transport gold, silver and other minerals from area mines. The rail-trail also follows abandoned sections of the Denver & Rio Grand and Colorado Midland railroad corridors, which were largely responsible for opening the central Rocky Mountains to settlement.

Today, the Mineral Belt Trail passes through the historic town of Leadville linking three public schools, recreation areas., the public library, Colorado Mountain College, the National Mining Museum, the hospital and medical center and several churches. Transportation Enhancements funds were used for trail construction and the installation of a new bicycle and pedestrian bridge over a busy roadway. With connections to so many places in the community, the rail-trail's transportation benefits are considerable, particularly to children who can now safely walk or bike to school on the trail rather than on area roads.

Until recent years mining was the economic backbone for Leadville. The 1999 closure of the Asarco Mine was a devastating blow to Leadville's economy and community spirit. Realizing the need to redefine their community, Leadville residents allied around the idea of the trail, focusing on the town's natural beauty, recreational opportunities and historic mining areas. The MBT draws tourists to the area year-round, boosting the economic viability of this former mining area. In the months following the trail's opening, Leadville reported a 19 percent increase in sales tax revenues. Owners of restaurants and lodging facilities report that they are serving customers who have come into town specifically to ride the trail. The MBT has helped Leadville prevent an economic recession by contributing to the town's revitalization efforts and successful development as a recreation and tourism destination.

SOURCE: <http://www.railstotrails.org/ourWork/trailBasics/benefits.html>

Fairmont, WV

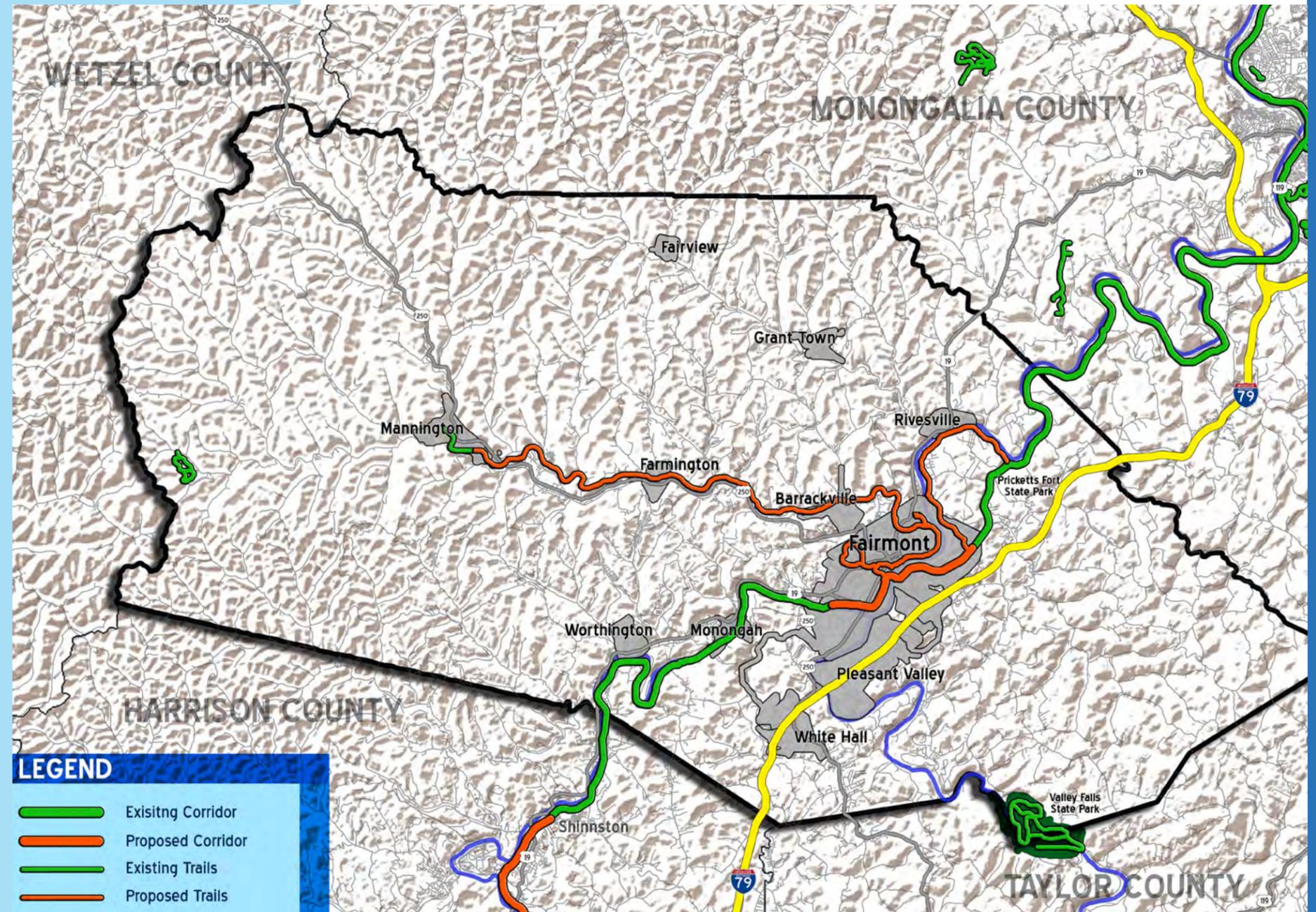
Connectivity Plan

The Plan at Large

The Fairmont Connectivity Plan was drafted and planned according to a bigger picture that will not only directly affect residents within the city boundaries of Fairmont, but will affect the greater community of North Central West Virginia. By planning with the larger picture in mind, the City of Fairmont is provided with an economically beneficial plan and a helpful source to secure future funding for many projects listed in this booklet.

As shown on the map to the right, Fairmont is a center piece missing vital sections that would complete a North Central West Virginia trail corridor. This proposed corridor not only benefits the entire area of North Central West Virginia, but places Fairmont at the center of all the potential economic benefits created by this recreational corridor. Fairmont becomes a central hub and destination for future trail users and recreational enthusiast promoting a progressive and attractive community.

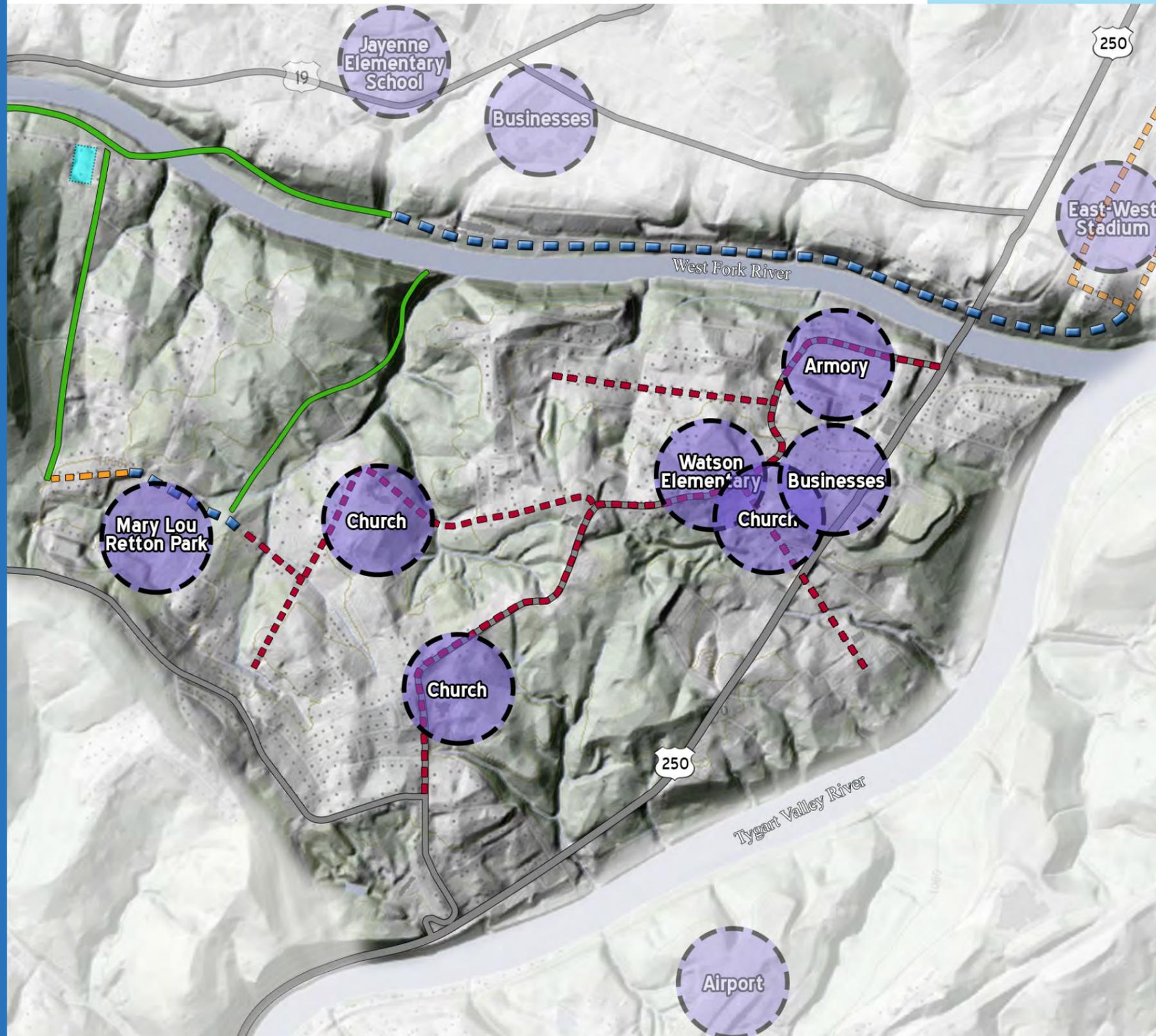
The plan breaks down the greater Fairmont area into 5 neighborhood sections that describe specific connectivity projects. Each section lists projects of varying scale and importance. In an attempt to provide a clear direction for proposed project completion this plan grades the proposed projects on a scale from A-D (A - highest priority, D - lowest priority). Many factors go into a projects grade of importance. Such factors range from current feasibility, total cost, project sequence, and how one project may rely on the completion of another.. The project priority is a recommended list and should be studied by local municipalities and involve community members specific to the project to determine what the best approach would be on an individual community level.



Fairmont, WV

Connectivity Plan

Watson Neighborhood



The initial focus area is the Watson neighborhood. The Watson neighborhood compared to other neighborhoods in the greater Fairmont area is a newer community with most of the homes being built between 1970-1990. Although this community is relatively new, there is a lack of pedestrian connections and infrastructure. This comes from minimal sidewalks, crosswalks, bike routes and walkable school routes. With an average of 65% of the homes containing family households, many families are restricted to using only vehicles to access parks, schools or businesses within their community. Compiling this information and mapping out nodes such as schools, churches, and parks, the plan designates routes of importance. This section describes projects that help fulfill the need for a healthy community and positive lifestyle by providing safe access to amenities within the community.

In this section, we look at multiple projects presented according to the criteria mentioned on the previous page. We start with projects that have the most immediate impact on the City of Fairmont and progress to localized community impacts. For this we have prepared detailed project sheets that highlight the proposed project areas and their role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 8 - North Central Connector Trail (NCCT) Phase I
- Pg 9 - Mary Lou Retton Dr - Sidewalk Connection
- Pg 10 - Watson Elementary - Safe Routes to School
- Pg 11 - West Fork River Trail to Watson Neighborhood Connector
- Pg 12 - West Fork River Ralph S. Larue Trail Trailhead

Fairmont, WV

Connectivity Plan



Project Focus:

- Extending the existing West Fork River Ralph S. Larue Trail to develop a direct route to downtown Fairmont. This section of the NCCT paves the path for future regional connections to Fairmont from surrounding North Central West Virginia counties, bringing visitors into the heart of downtown. The proposed trail runs parallel to Industrial Contracting Rd, continuing underneath Fairmont Ave along an abandoned railroad bed and eventually making its way to connect with Minor Ave.

Project Priority:

- A: Completing this section of the corridor should be considered a high priority project, as it will become the backbone for other connections.

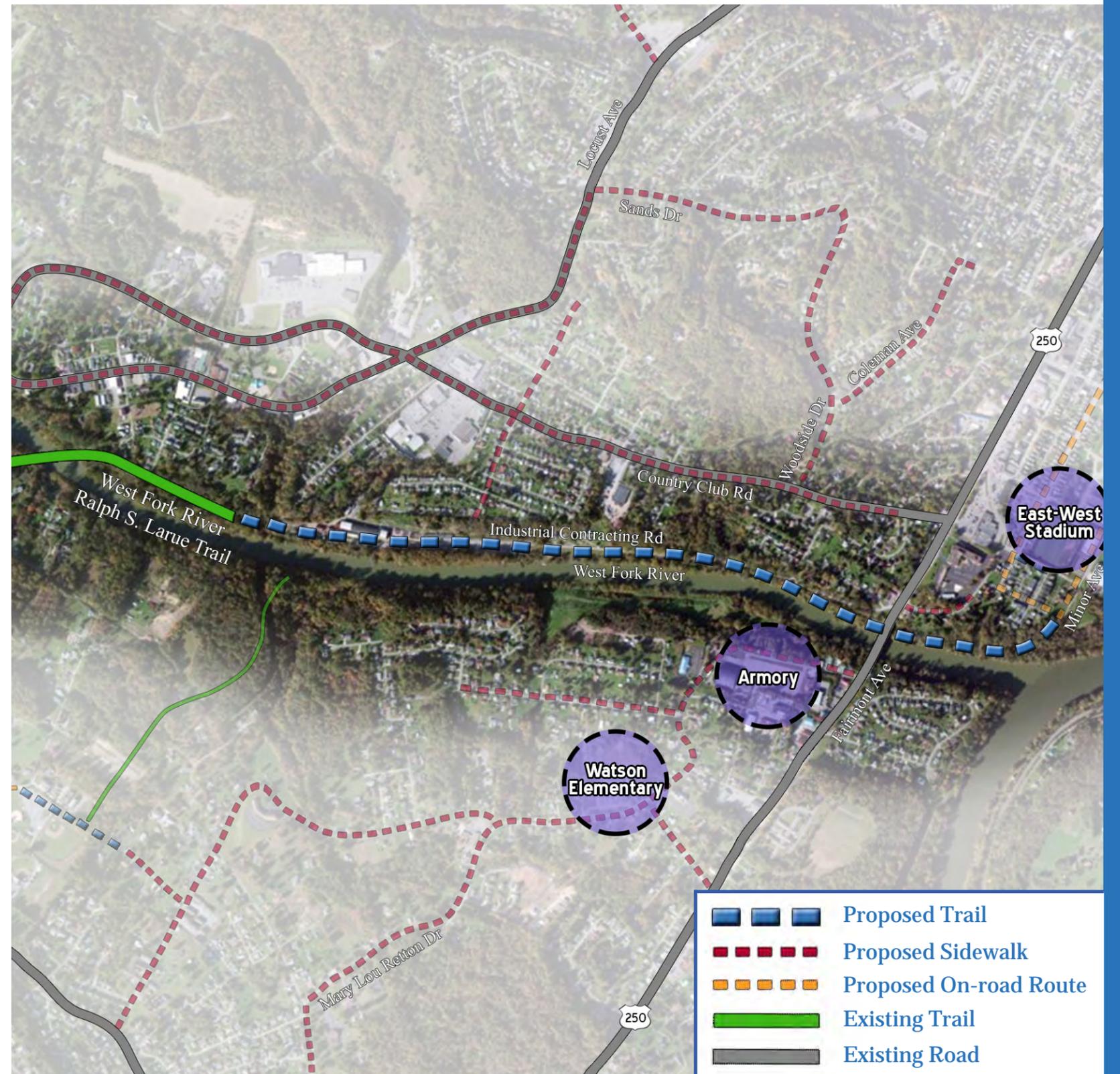
Project Elements:

- Work with property owners
- Create a trail along West Fork River using the abandoned railway bed
- Utilize Industrial Contracting Rd as a share the road route or create a designated path on private property with assistance of land owners
- Re-use of the abandoned railroad bed below Fairmont Ave/US 250
- Connect existing abandoned railroad bed on the West Fork River river to Minor St

Funding Opportunities:

- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TA)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)

NCCT CONNECTOR PHASE I



Fairmont, WV Connectivity Plan



MARY LOU RETTON DR



Project Focus:

- Improving Mary Lou Retton Dr by providing sidewalks from the Old Monongah Rd intersection to Meadowlane Ave and along Meadowlane Ave to Fairmont Ave. Currently there are no sidewalks in place in this neighborhood making it nearly impossible to promote a healthy and active lifestyle within the community. By establishing this sidewalk corridor along Mary Lou Retton Dr, the community will have safe access to amenities and encourage a more healthy life style.

Project Priority:

- A: Establishing this sidewalk project will allow for an immediate impact on the community while helping secure funds for future connections linked to this sidewalk corridor.

Project Elements:

- Work closely with DOH & City of Fairmont to determine ROW and location of sidewalks
- Possibility of crosswalks and signage needed if sidewalk has to be on two different sides of the road
- Constructing approximately 1.5 miles of sidewalks
- Combination of grants could be used to achieve overall goal

Funding Opportunities:

- Safe Routes to School (SRTS)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Recreational Trails Program (RTP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Project Focus:

- Connect Watson Elementary with its surrounding neighborhood by providing sidewalks along Hunsaker St and Maplewood Dr. This project also relies on the success of the Mary Lou Retton Dr sidewalk project. Sections of Mary Lou Retton Dr can be completed using the Safe Routes to School Program. As shown in the image above, the section between Hunsaker St and Maplewood should be completed first.

Project Priority:

- B: Although a high priority for public safety, this project should follow the Mary Lou Retton sidewalk project. Most importantly, finishing the section between Hunsaker St and Maplewood Dr.

Project Elements:

- .38 miles of sidewalk along Hunsaker St
- .21 miles of sidewalk along Mary Lou Retton Dr
- .41 miles of sidewalk along Maplewood St
- Crosswalk or pedestrian crossing across Fairmont Ave
- Crosswalk across Mary Lou Retton Dr

Funding Opportunities:

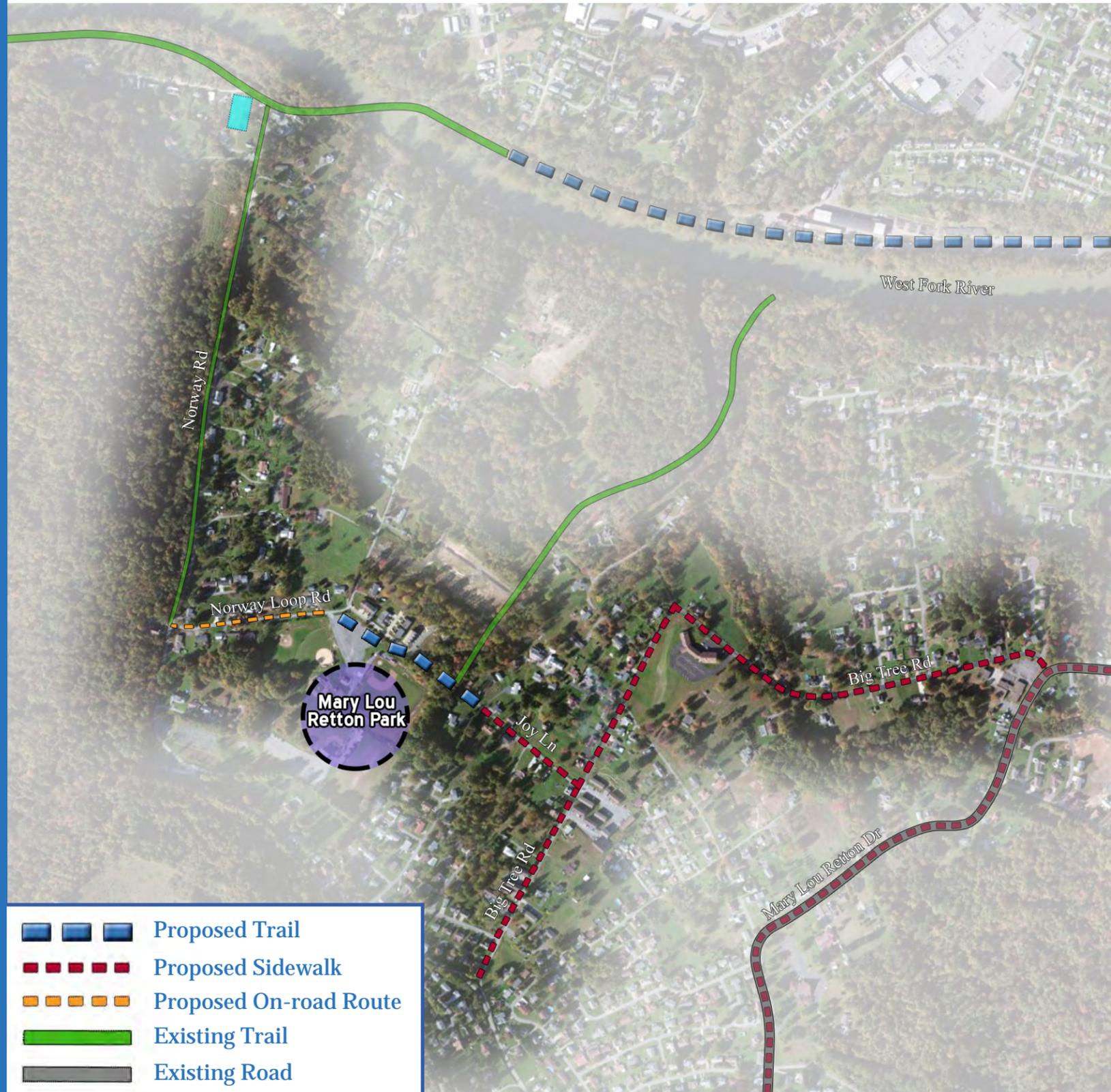
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TA)
- Safe Routes to School (SRTS)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)

WATSON ELEMENTARY



Fairmont, WV

Connectivity Plan



WEST FORK TRAIL CONNECTOR



Project Focus:

- Further connect the Watson neighborhood to its current facilities such as Mary Lou Retton Park or the West Fork River Trail through a series of trails, sidewalks and reworked existing trail routes. After completion of the Mary Lou Retton Sidewalk project (pg 9), completing this connection allows for the entire Watson neighborhood to have access to their parks, schools and other recreational areas.

Project Priority:

- C: This project should follow the Mary Lou Retton Dr sidewalk project and be looked upon as an extension of the connectivity that Mary Lou Retton Dr will provide. This project carries a lower priority than Mary Lou Retton Dr.

Project Elements:

- Re-establish the rail trail link along Norway Rd. The current signage displays the route, however, it is hard to notice or has been defaced. By providing street improvements and proper property upkeep enforcement, this now uninviting route can become a safe and scenic access to the West Fork River Trail
- Trail from Norway Loop Rd through park to Joy Ln (possibilities for loop trail within park)
- Rail Trail link route along Norway Loop Rd
- Work with property owners to allow trail access from Joy Ln to park
- Sidewalk along Joy Ln for .14 miles
- .92 miles of sidewalk along Big Tree Rd from Mary Lou Retton Dr to Old Monongah Rd linking a majority of Watson neighborhood to the parks and trails

Funding Opportunities:

- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Recreational Trails Program (RTP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Project Focus:

- A proper trailhead that would promote usage of the existing West Fork River Trail and would allow users to have access to downtown through the future NCCT (pg 8). Currently, properties surrounding the current trailhead location are in very rough condition and portray a negative access point to the trail. Some of these structures may need to be condemned due to safety concerns for renters and/or owners. Removal of these structures and creation of a actual trailhead is recommended.

Project Priority:

- B: This should be a near future project. Current conditions of this trail access are damaging to the public usage and the want for the public to use this convenient access point.

Project Elements:

- Work with surrounding property owners to enforce building codes
- Condemn and remove necessary structures for proposed trailhead
- Promote future access by proper signage and knowledge of available safe and secure public access to the trail
- Gravel parking area for cars to park off street and possible picnic areas.

Funding Opportunities:

- Recreational Trails Program (RTP)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)

* Funding information can be found on pages 48-49*

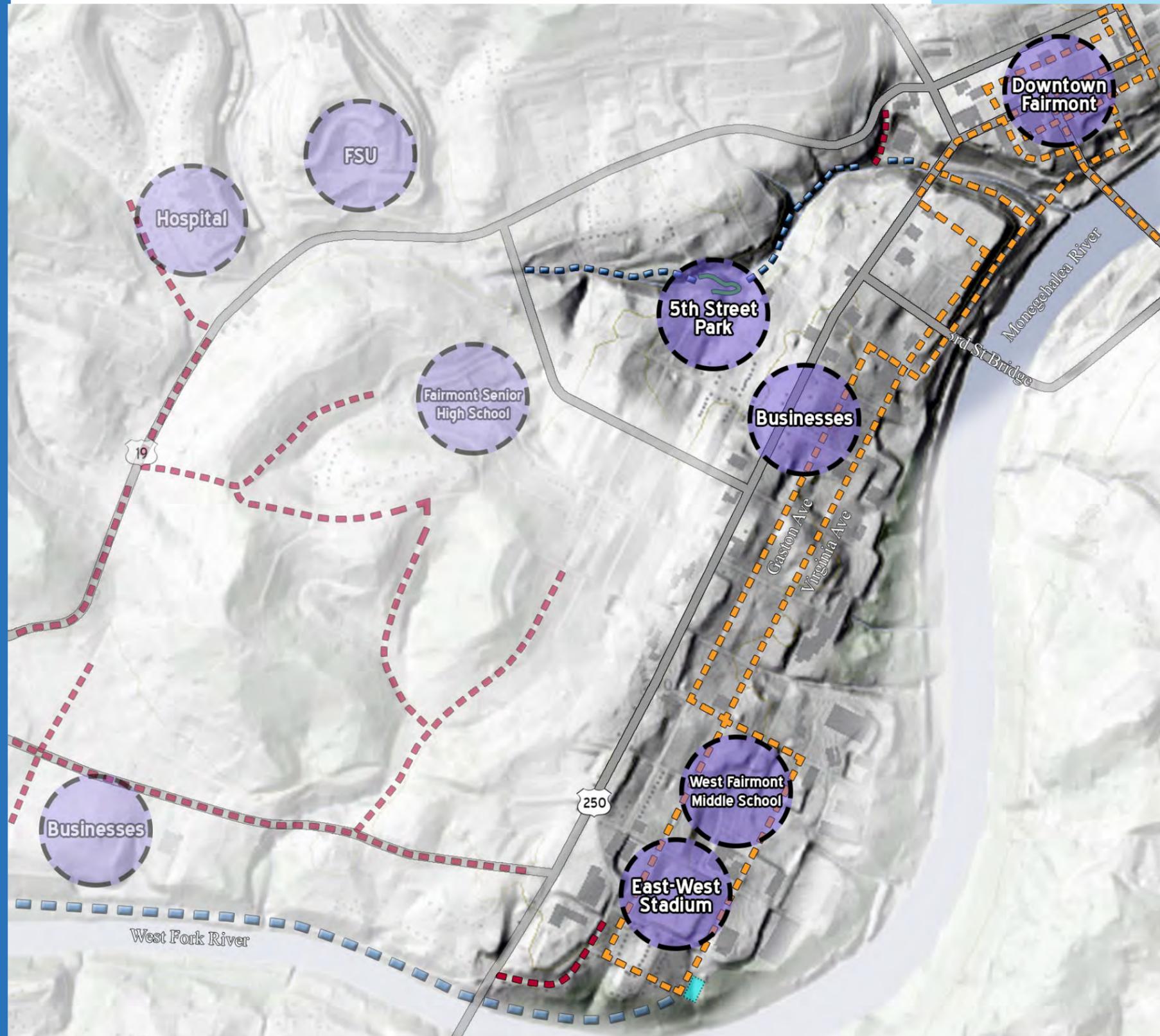
WEST FORK TRAIL - TRAILHEAD



Fairmont, WV

Connectivity Plan

Beltline & Downtown



Currently the Beltline area is an up and coming neighborhood. With the recently finished West Fairmont Middle School and many revitalized homes along Gaston and Virginia Ave this area has seen urban renewal and will continue to see it. The Beltline community is also known for its abandoned industrial buildings and brownfields along Minor Ave and Virginia Ave which have huge potential for economic opportunities or community gatherings.

As continued from the last section, the North Central Connector Trail (NCCT) provides a backbone for future regional connections and overall Fairmont connectivity. This section connects the Watson Neighborhood and East side to downtown Fairmont and the Beltline areas. This allows Fairmont residents and users of the NCCT trail to access the East-West stadium, schools and future community redevelopment sites that both areas have to offer via bicycling and walking.

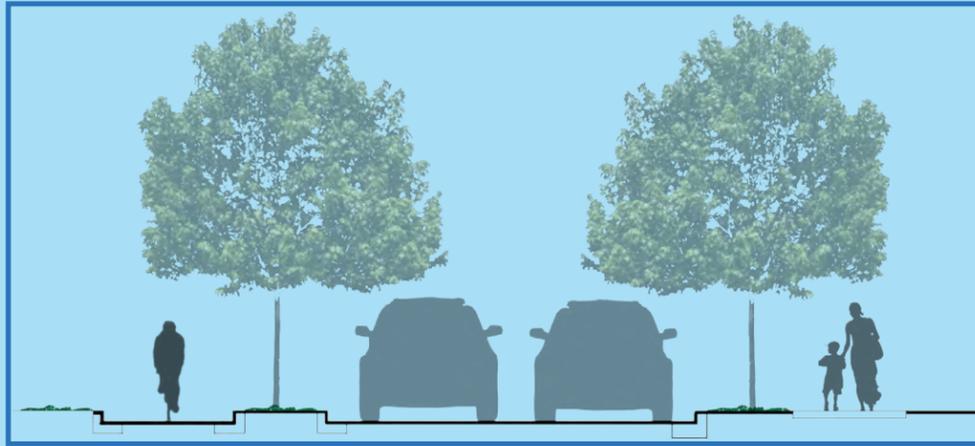
Like the prior section the projects in this section will be prioritized based on the criteria mention on page 6. We begin with projects that have the most immediate impact on the City of Fairmont and work our way to localized community impacts. For this we have prepared detailed project sheets that highlight the proposed project areas and their role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 14 - North Central Connector Trail (NCCT) Phase II
- Pg 15 - North Central Connector Trail (NCCT) Phase III
- Pg 16 - Downtown Loop Route
- Pg 17 - Coal Run Greenway
- Pg 18 - Beverly Rd Sidewalk

Fairmont, WV

Connectivity Plan



Project Focus:

- To create a Shared-Use Path on Virginia and Gaston Ave that will become the NCCT corridor through the Beltline and downtown Fairmont. This portion of the NCCT will also include an on-road route along Minor Ave, 4th, 10th, 14th Streets and a section of Virginia Ave.

Project Priority:

- A: This project carries a high priority and should be addressed following Phase I of the NCCT. Note: because a full streetscape redesign to include a Shared-Use Path shown above can be costly, Gaston Ave and Virginia Ave may be phased-in with a Share the Road design until funding can be secured for the preferred design, allowing the connection to be achieved quickly.

Project Elements:

- Re-work existing Gaston Ave & Virginia Ave to accommodate a Shared-Use Path and proposed Streetscape shown above
- Provide proper signage designating on-road route, on 4th, 10th, 14th Streets and part of Virginia Ave
- Minor Ave Trailhead and parking area
- Kiosk at Minor Ave Trailhead welcoming trail users to the City of Fairmont. Kiosk should include city bike routes and accommodations.

Funding Opportunities:

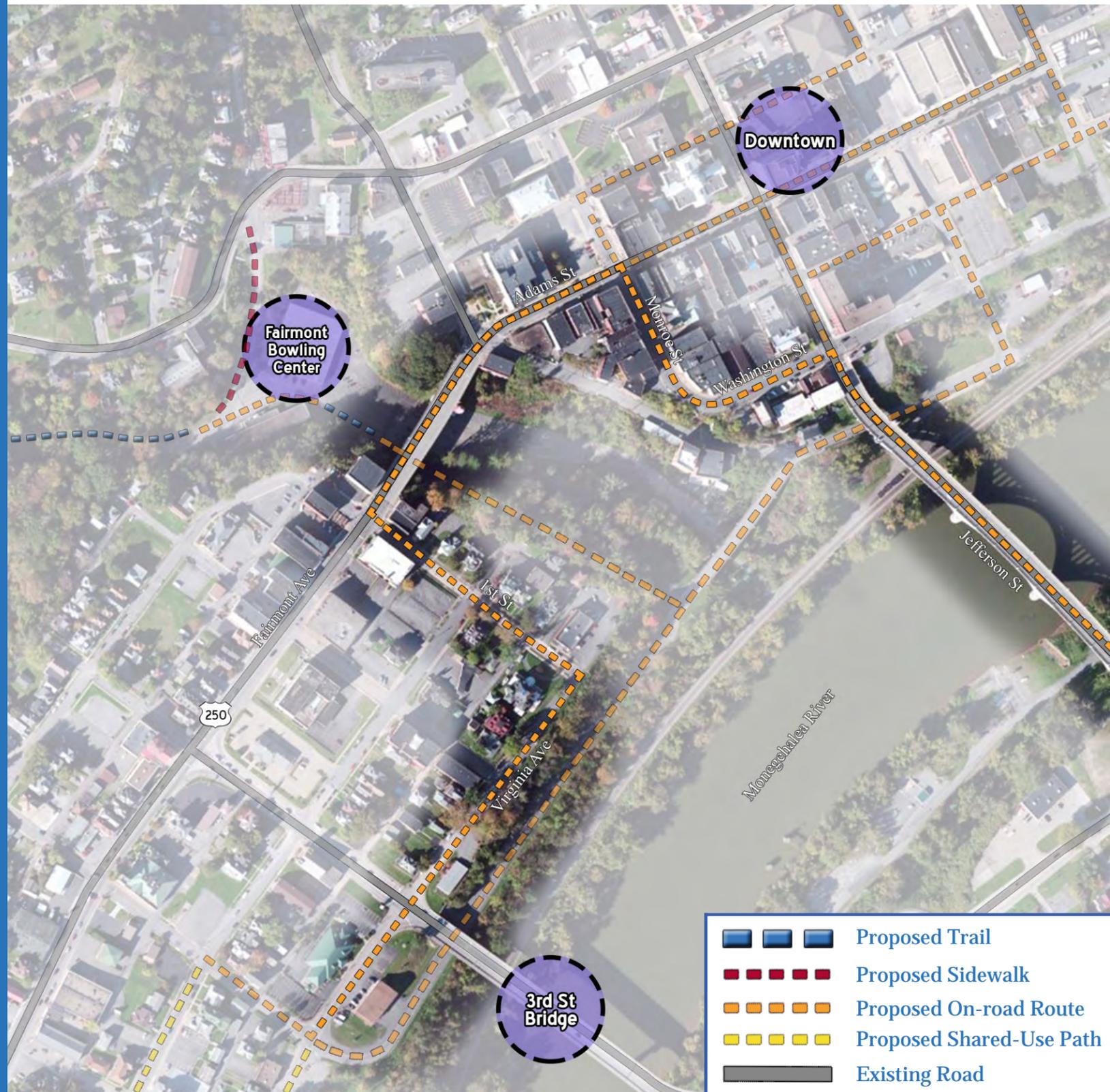
- Recreational Trails Program (RTP)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

NCCT CONNECTOR PHASE I



Fairmont, WV

Connectivity Plan



NCCT CONNECTOR PHASE III



Project Focus:

- Providing an on-road route to downtown Fairmont to bring NCCT users to the heart of downtown. The selected route allows for future users to have a mellow climb in grade change to the center of downtown. The downtown route continues across the Million Dollar Bridge to connect with Palatine Park.

Project Priority:

- A: High priority project. This section of the NCCT is arguably one of the most vital and important connections for downtown Fairmont and carries with it the success or failure of the NCCT. Establishing a welcoming route friendly to trail users, promotes main street business opportunities within the downtown area of Fairmont.

Project Elements:

- Extending the on-road route on Virginia Ave from the NCCT Phase II
- Providing signage to create a safe crossing of 3rd St
- Carry on-road route on 1st St
- The proper road markings such as share-the-road signage or pavement markings
- Monroe St and Washington St on-road-route (another economic development opportunity for re-use of abandoned buildings)
- Crossing one of Fairmont's Landmarks "The Million Dollar Bridge"

Funding Opportunities:

- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Project Focus:

- To provide users of the NCCT and the residents of Fairmont a safer bike route within the downtown area, by providing proper signage and pavement markings for bicyclist. This on-road route is a continuation of the NCCT Phase III to promote NCCT users to explore and visit shops and businesses.

Project Priority:

- B: The Downtown Loop Route has a lower priority than the NCCT. However, this affordable project should follow the NCCT Phase III because of its impact and economic development opportunities it will help to create within the City of Fairmont.

Project Elements:

- Provide proper signage and pavement markings to help facilitate a safer route for bicyclist
- Create wayfinding signage to promote local businesses within the downtown area and help create an identity for the city

Funding Opportunities:

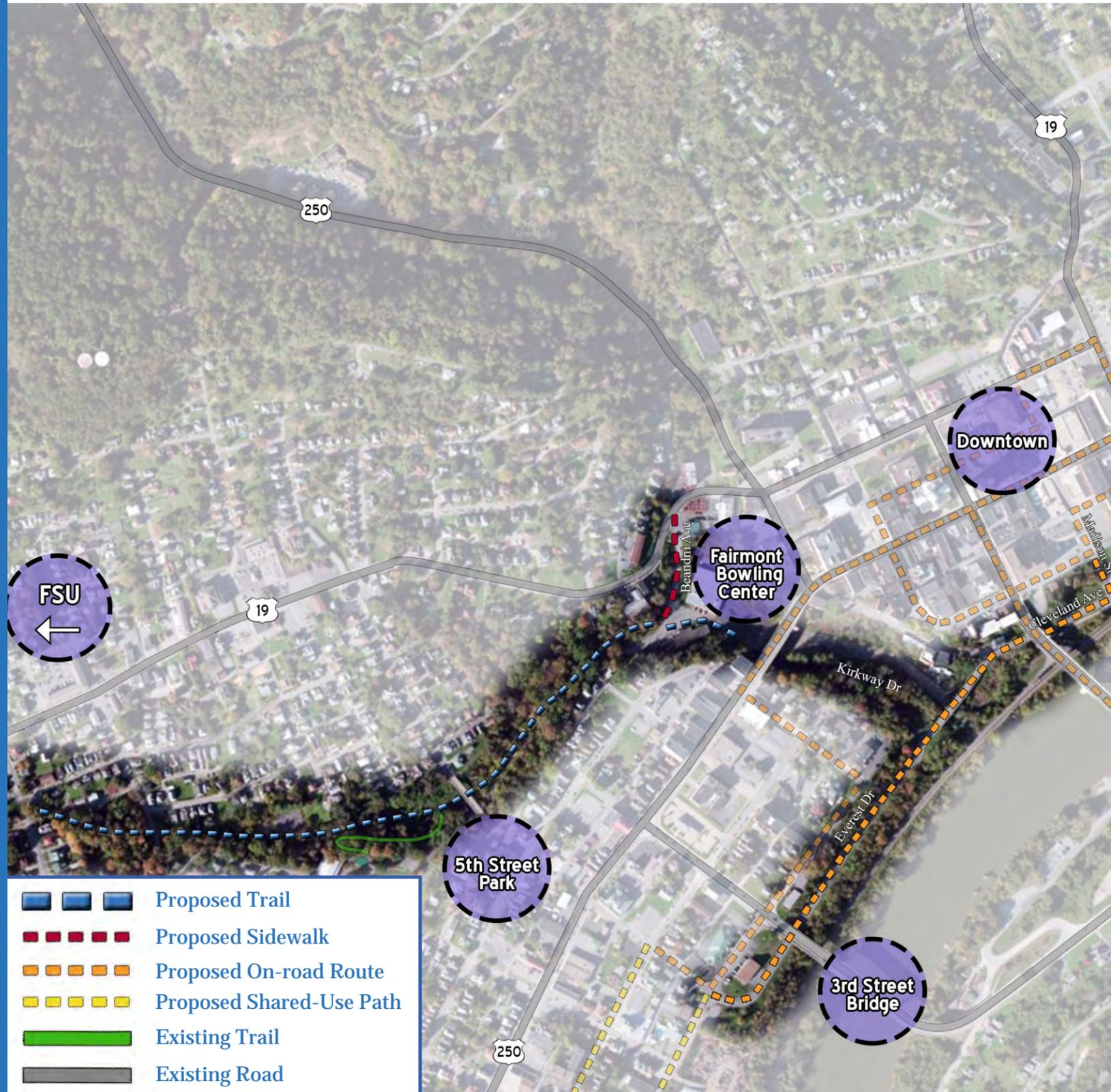
- Recreational Trails Program (RTP)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

* Funding information can be found on pages 48-49*

DOWNTOWN LOOP ROUTE



Fairmont, WV Connectivity Plan



COAL RUN GREENWAY



Project Focus:

- Creating a natural greenway connection within the City of Fairmont and linking Locust Ave to the Fairmont Bowling Center with a sidewalk along Benoni Ave. The greenway connection would run along the Coal Run Drainage way where it meets up with Kirkway Dr to tie into Everest Dr. At this intersection users can go towards downtown on Cleveland Ave or head to the Beltline area on Everest Dr. This greenway would connect Fairmont State University to downtown Fairmont and provide a natural recreational experience for the people of Fairmont.

Project Priority:

- C: Since this project focuses on a recreational connection more than a functional connection there should be a lower priority in terms of completion. Seeking help from the University to set in place student aided trail building courses or classes for community development could build on the existing trail below 5th Street Park.

Project Elements:

- Providing signage for an on-road route along Madison Ave, Cleveland Ave, Kirkway Dr, and Everest Dr
- Creating a trailhead near bowling center to identify the trail network
- Construct roughly 480 LF of sidewalk along Bendni Ave to connect Locust Ave to the greenway
- Install trails along Coal Run drainage way in a way to promote a recreational experience for the user

Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Project Focus:

- Adding to the current sidewalk network of the Beltline area. Although the Beltline area is mostly connected through existing sidewalks, one connection is missing. Beverly Rd is an important connection piece due to its proximity to U.S. 250. Currently any pedestrian which crosses the West Fork River bridge from the Watson Neighborhood heading toward the newly finished school or the East-West stadium naturally take this route as a shortcut. Without a sidewalk people are forced to walk along the road ROW, creating a pedestrian vehicle conflict.

Project Priority:

- D: Low priority due to other routes that are provided. Currently residents can walk along the existing sidewalk on U.S. 250 until they reach the north side of Beverly Rd where there is existing sidewalk.

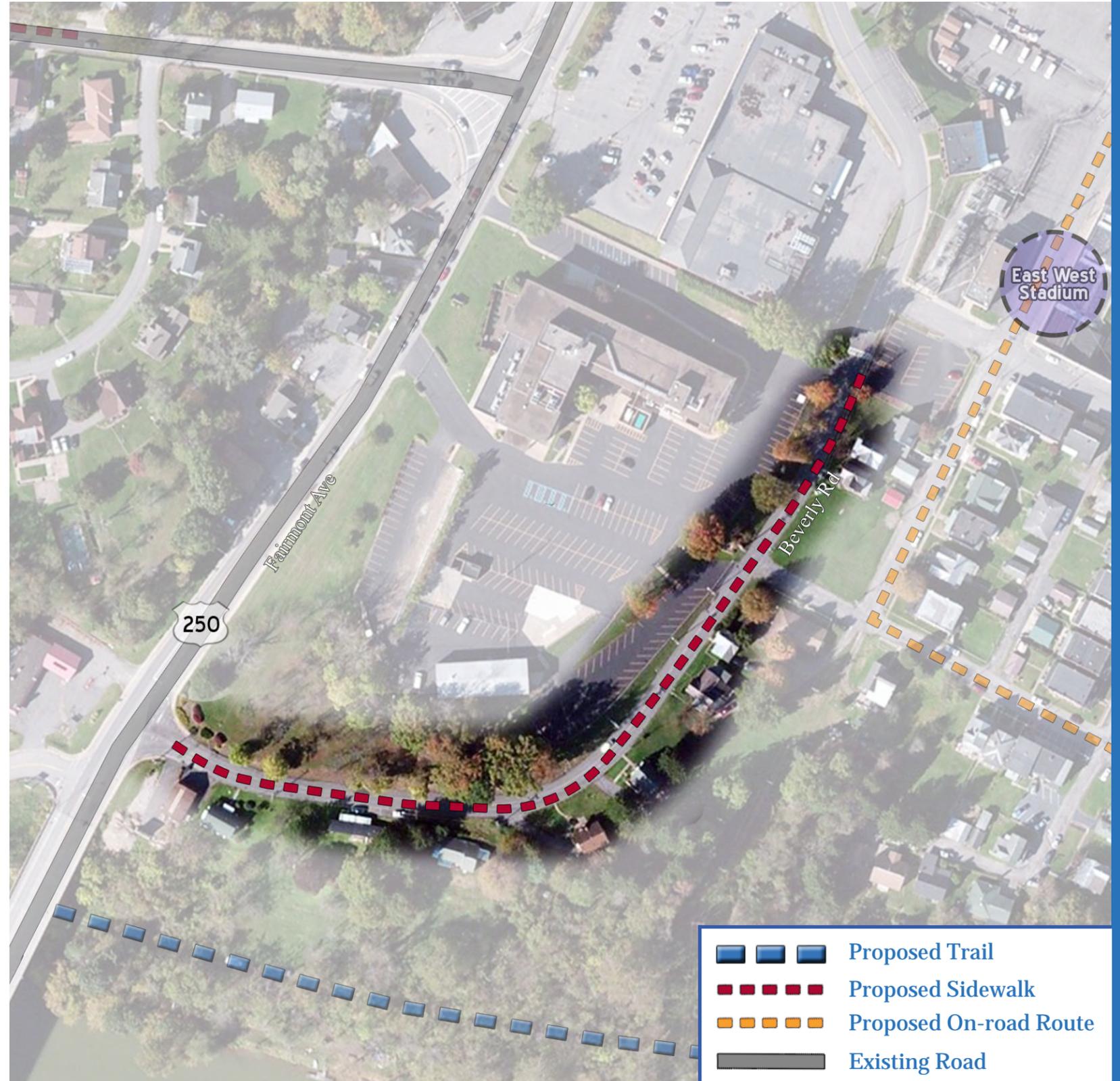
Project Elements:

- Construct approximately 1,000 LF of sidewalk along Beverly Rd
- Install crosswalk striping across the back entrance to the Mon Power Contact Center

Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

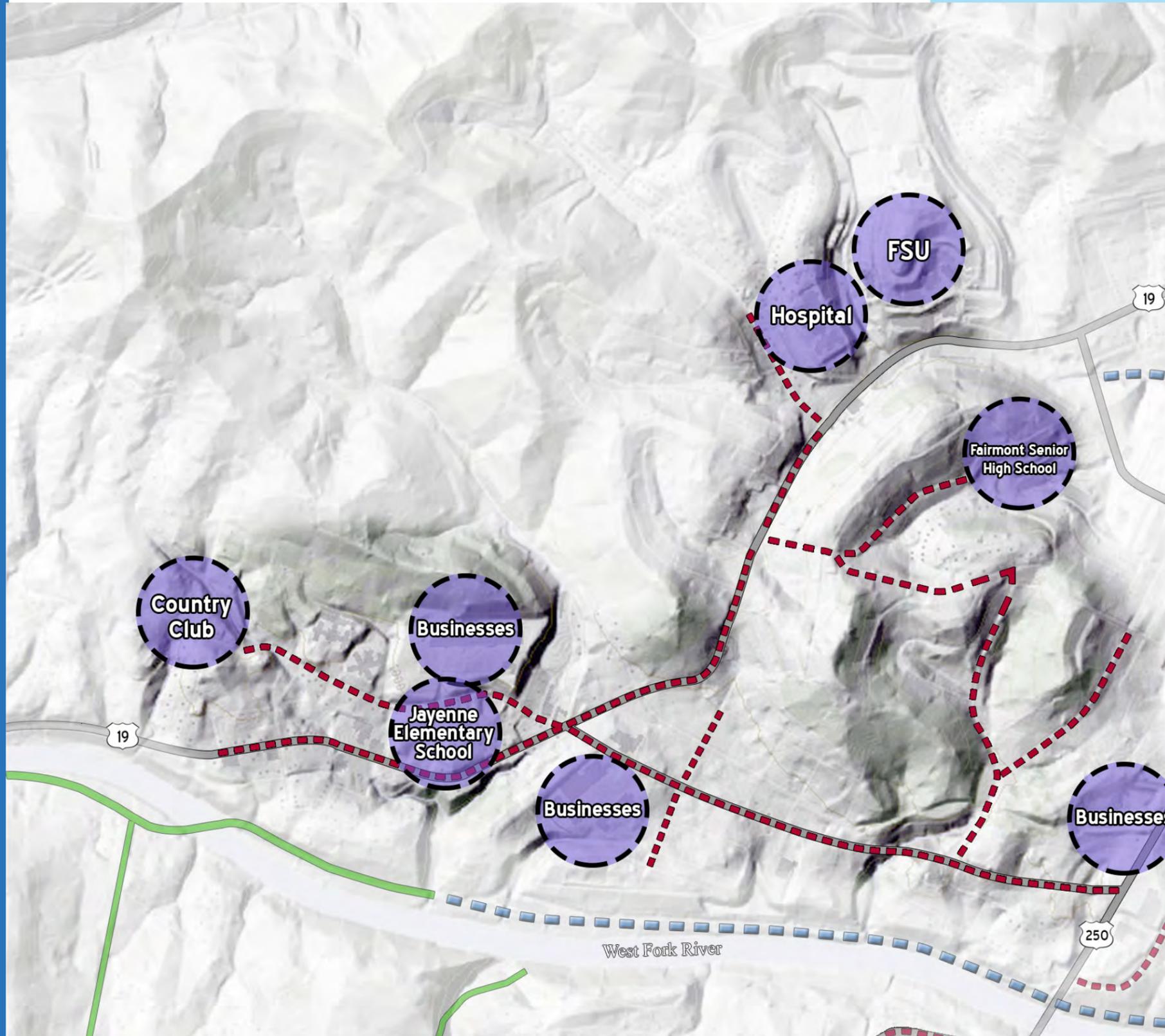
BEVERLY RD SIDEWALK



Fairmont, WV

Connectivity Plan

Country Club & West Side



Fairmont's west side contains many homes and businesses. Connections between the two often have a disconnect for pedestrian access. Currently, pedestrians walking to the businesses along Locust Ave are eventually forced to walk along the shoulder amongst blind turns and high traffic situations, creating a safety issue for many students and residents. A lot of students at Fairmont State University walk to school from the local neighborhoods creating many pedestrian and vehicle conflicts.

In this section we will review areas that have missing sidewalk connections and what areas need sidewalks the most. Some of the streets shown have narrow ROW's and would involve alternating which side of the road the proposed sidewalk should be on. The routes chosen to be covered in this section were based on the idea of artery and collector streets that currently lack sidewalks. Areas where the plan does not highlight any new sidewalks are deemed adequate for pedestrian traffic or currently have sidewalks in place.

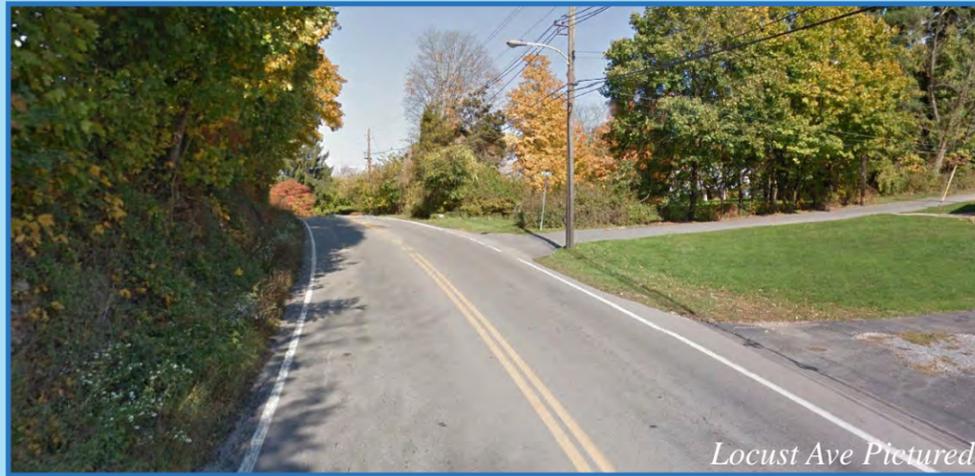
Like prior sections the projects in this section will be prioritized based on the criteria mentioned on page 6. We start with projects that have the most immediate impact on the amount of users such as Locust Ave and get to other areas in need of connections. For this we have prepared detailed project sheets that highlight the proposed project areas and their role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 20 - Locust Ave Sidewalks
- Pg 21 - Country Club Rd
- Pg 22 - West Side Connector
- Pg 23 - Jayenne & Country Club Rd
- Pg 24 - Coleman Ave & Sunset Dr
- Pg 25 - Barry St Sidewalks
- Pg 26 - Bell Run Rd

Fairmont, WV

Connectivity Plan



Project Focus:

- Extending the sidewalk along Locust Ave to Barry St. Currently pedestrians coming from Fairmont State University and the surrounding neighborhood are forced to use the shoulder after Bell Run Rd. Vehicles in this area tend to have higher speeds and traverse through blind corners and steep slopes. This is a high vehicular / pedestrian conflict area.

Project Priority:

- A: This project should carry a high priority for public safety. This is a major disconnect that would have an immediate impact on the surrounding community and allow for pedestrians to gain access to the businesses and University in a safer manner.

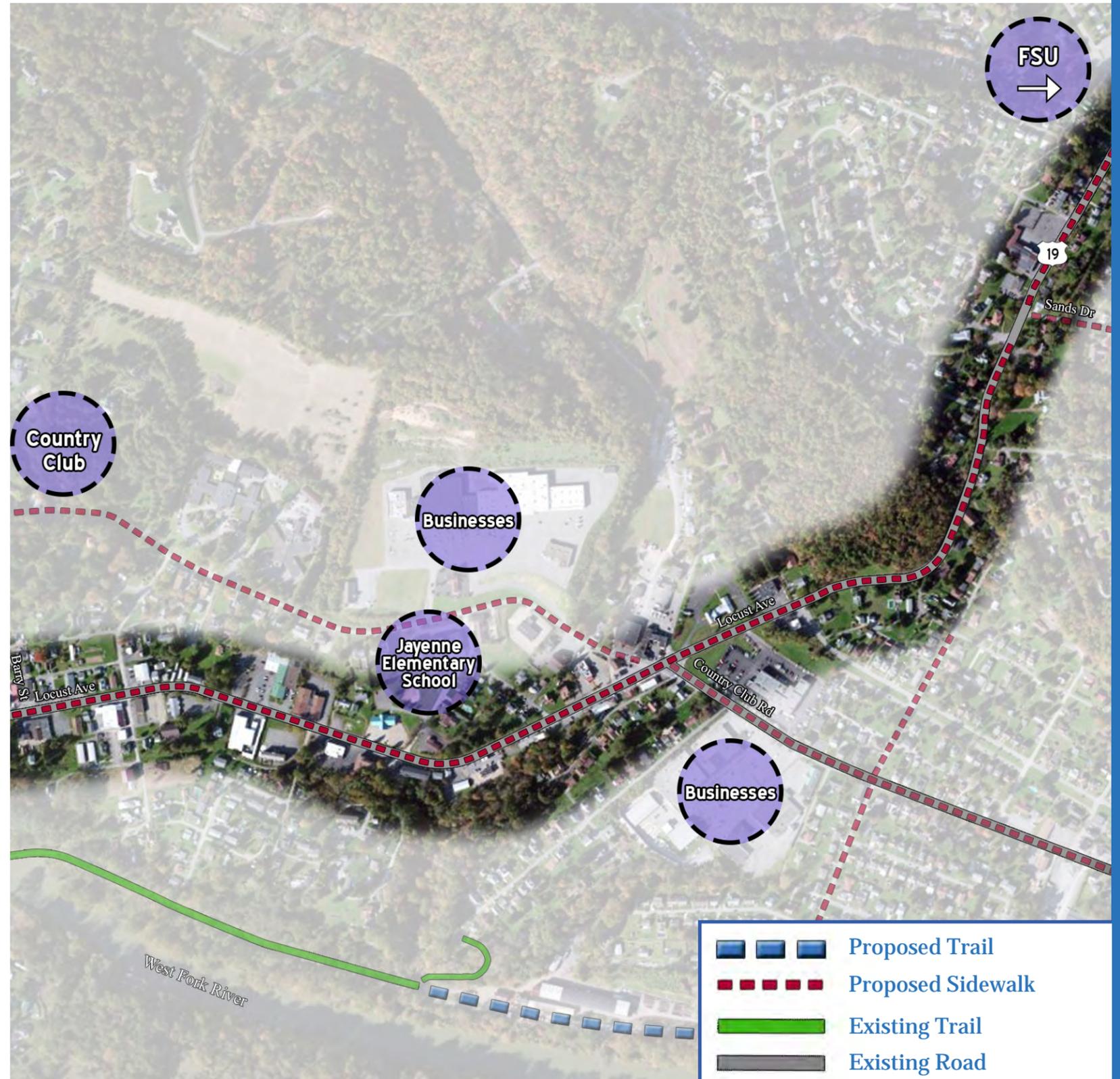
Project Elements:

- Extend the sidewalk from Bell Run Rd just off the map on the far right to Country Club Rd (approximately .6 Mi)
- Work with DOH to create a safe crossing at Country Club Rd with proper signage and signal
- Continue the sidewalk on Locust Ave to Barry St (approximately .6 Mi)

Funding Opportunities:

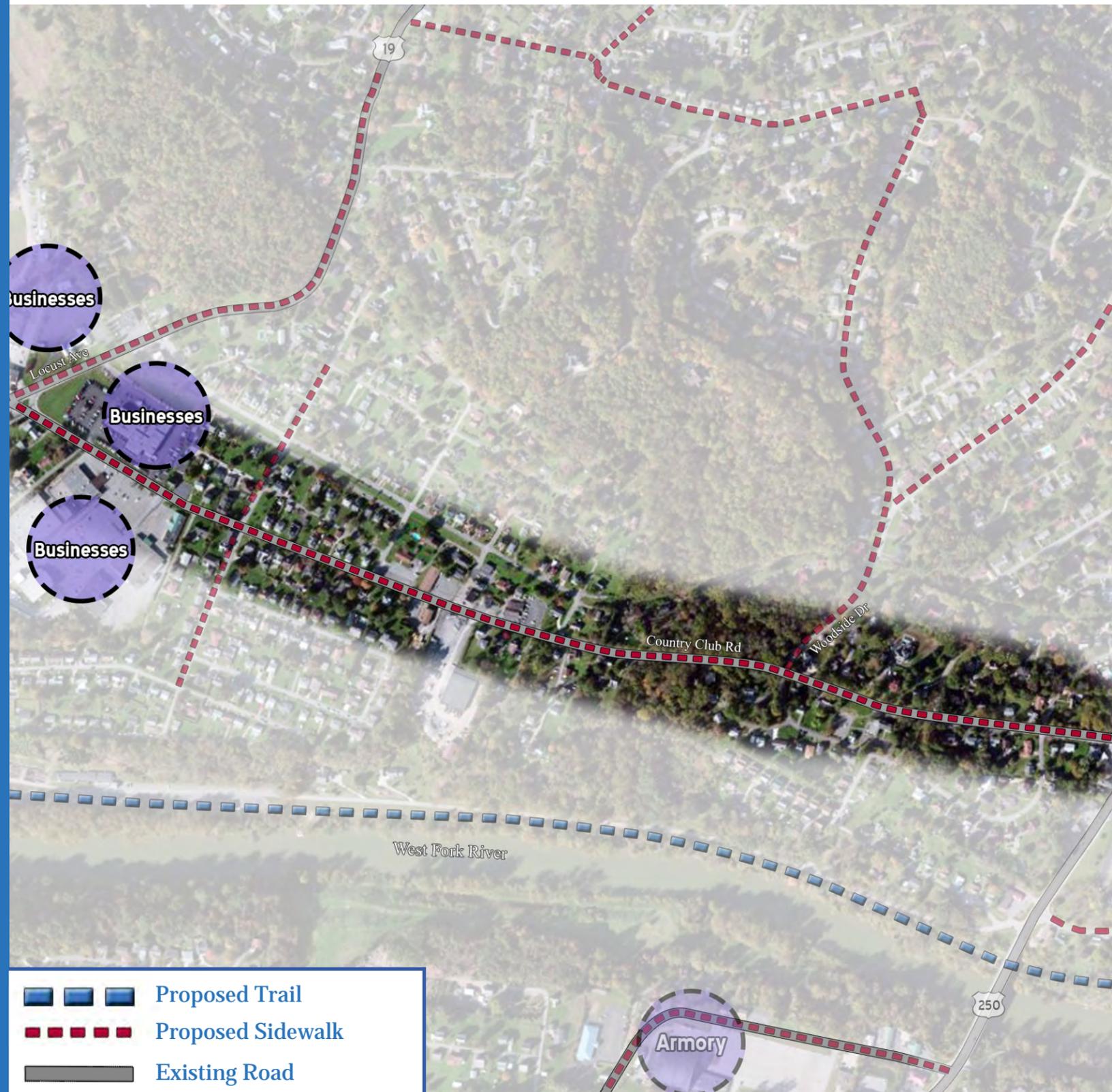
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

LOCUST AVE SIDEWALK



Fairmont, WV

Connectivity Plan



Project Focus:

- Connecting U.S. 250 to Locust Ave via Country Club Rd. The proposed sidewalk connection will allow residents pedestrian access to local businesses and recreational amenities within their community.

Project Priority:

- A: This project carries a high priority but should come after the Locust Ave sidewalk project. This carries a high priority due to the lack of connectivity from Locust Ave to U.S. 250 in this area. This project will also support the future Locust Ave sidewalk system by extending its access to more businesses and residents.

Project Elements:

- Removal of some trees along Country Club Rd ROW
- Construction of sidewalk (approximately .9 Mi)
- Working closely with DOH and property owners

Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Coleman Ave Pictured

Project Focus:

- Providing sidewalks along Sands Dr, Avalon Rd, Henry Dr, Coleman Ave and Woodside Dr will create a pedestrian corridor that many residents of Fairmont's West Side can utilize. This will connect Country Club Rd to Locust Ave allowing pedestrians a shortcut to U.S. 250 or to Locust Ave.

Project Priority:

- B: This is a great opportunity to connect more residents to Fairmont State University or to the Beltline area where a majority of people are currently traveling. However, this connection relies on the success of Locust Ave and Country Club Rd sidewalk projects and should come after those pedestrian connections are made.

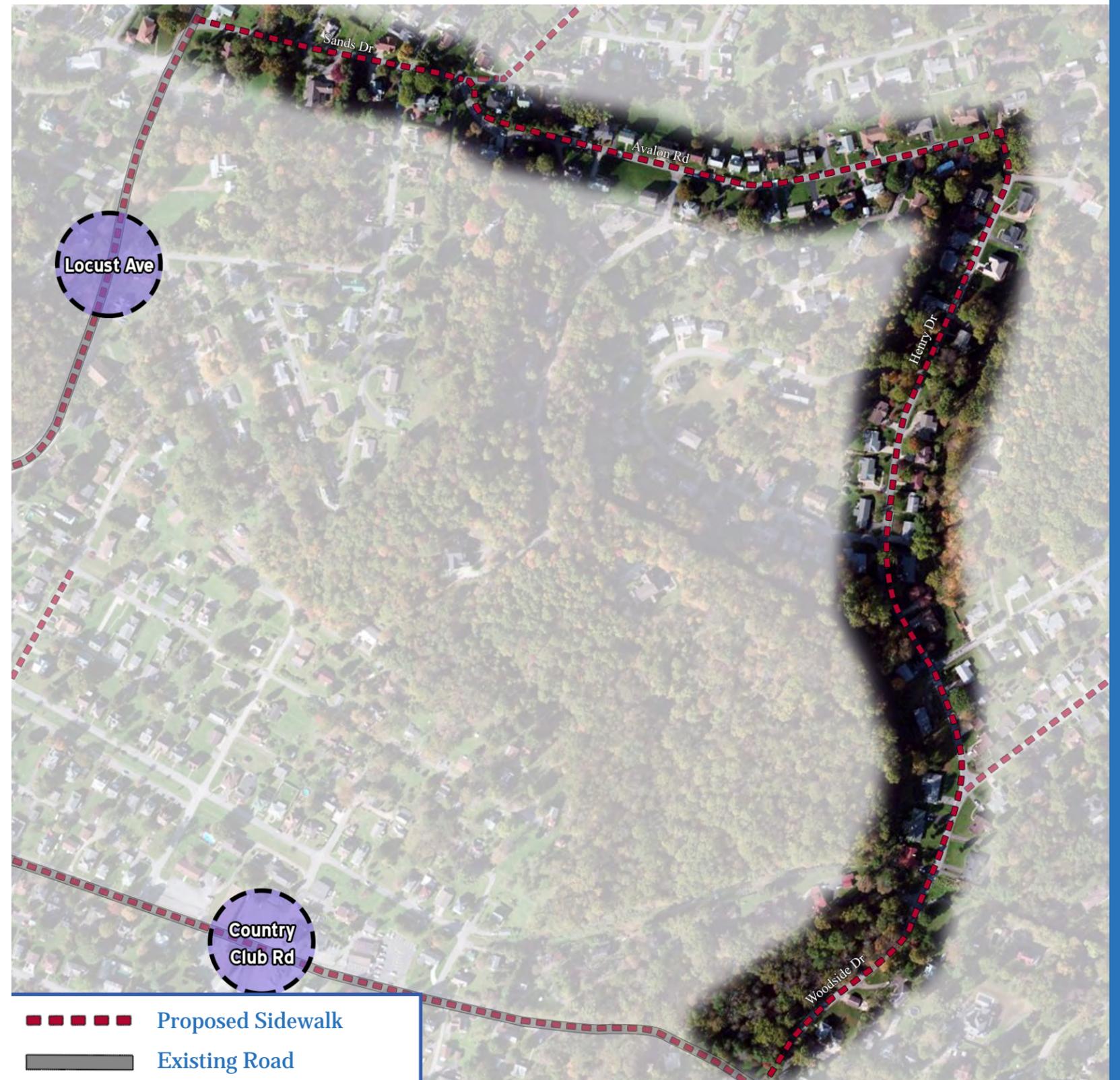
Project Elements:

- Crosswalk on Locust Ave
- Sidewalk along Sands Dr (approximately .14 Mi)
- Sidewalk along Avalon Rd (approximately .30 Mi)
- Sidewalk along Henry Dr (approximately .36 Mi)
- Sidewalk along Woodside Dr (approximately .16 Mi)
- Work closely with property owners and City ROW
- Narrow road at times may call for special design of sidewalks
- Possible alternating sides for sidewalk to accommodate drives and walls

Funding Opportunities:

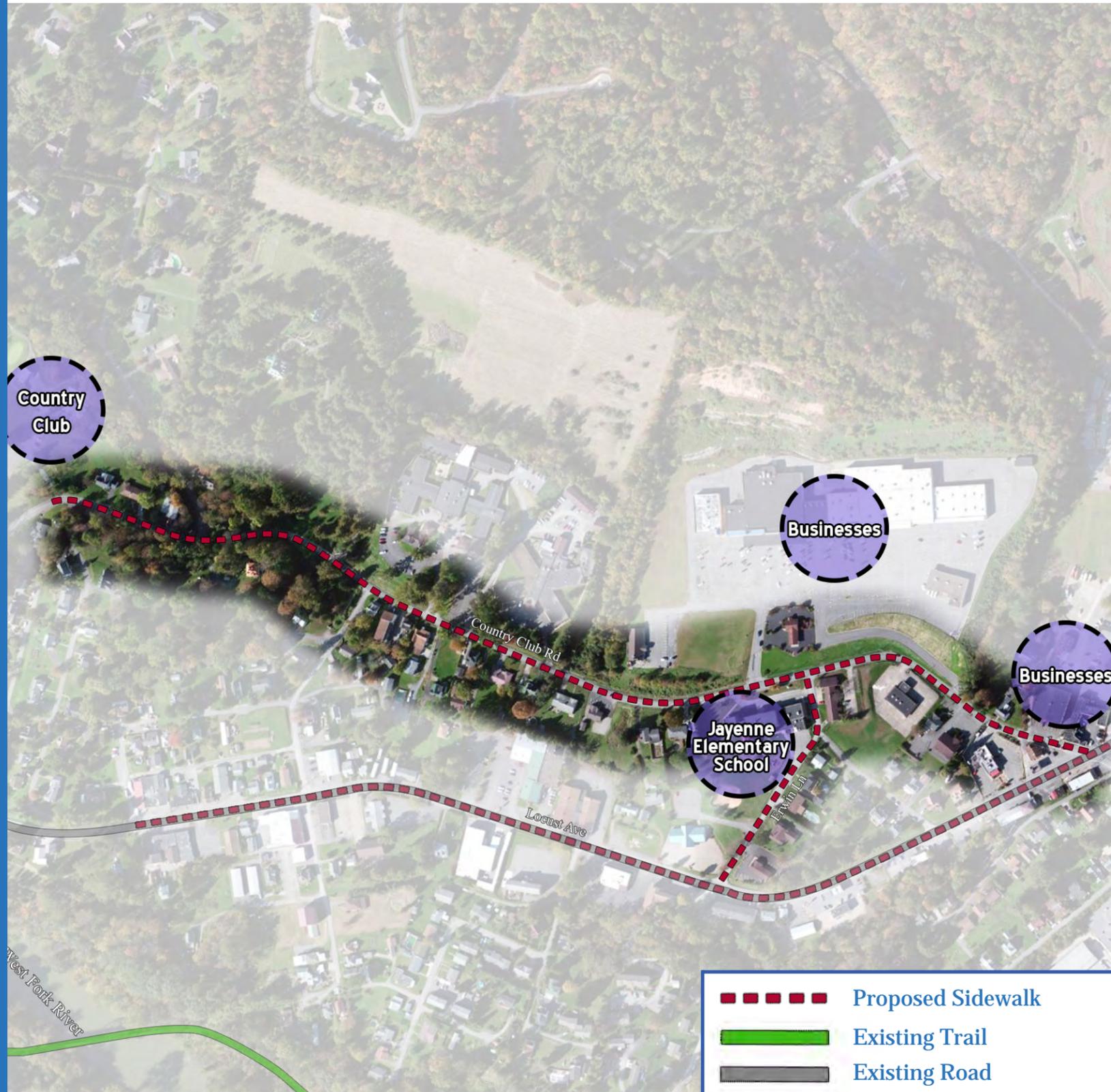
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

WEST SIDE CONNECTOR



Fairmont, WV

Connectivity Plan



JAYENNE & COUNTRY CLUB RD



Project Focus:

- Continue the sidewalk from Country Club Rd & Locust Ave to the Country Club and connect Jayenne Elementary to Locust Ave via Erwin Ln. This connection allows the community to have safer access to Jayenne Elementary School once Locust Ave Sidewalk is completed.

Project Priority:

- B: This project should come after the Locust Ave sidewalk project. Connecting Country Club Rd and Erwin to Locust Ave will create opportunity for the community to access the Elementary School and the Country Club. Completing Locust Ave first, anchors the need for this connection.

Project Elements:

- Crosswalk on Locust Ave (crosswalk to work with current signal)
- Sidewalk along Country Club Rd to end at the Country Club (approximately .65 Mi)
- Construct sidewalk along Erwin Ln to connect to future Locust Ave sidewalk
- Crosswalk on Locust (work with school to set up volunteer during school crossing times)

Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Coleman Ave Pictured

Project Focus:

- Further connecting the West Side community through Coleman Ave and Sunset Dr through the use of sidewalks from the West Side Connector.

Project Priority:

- D: This is a low priority project that focuses on creating connections between Coleman Ave and 9th St and Sunset Dr to S Park Dr from the West Side Connector. This is considered a low priority because it relies on the West Side Connector to be completed first.

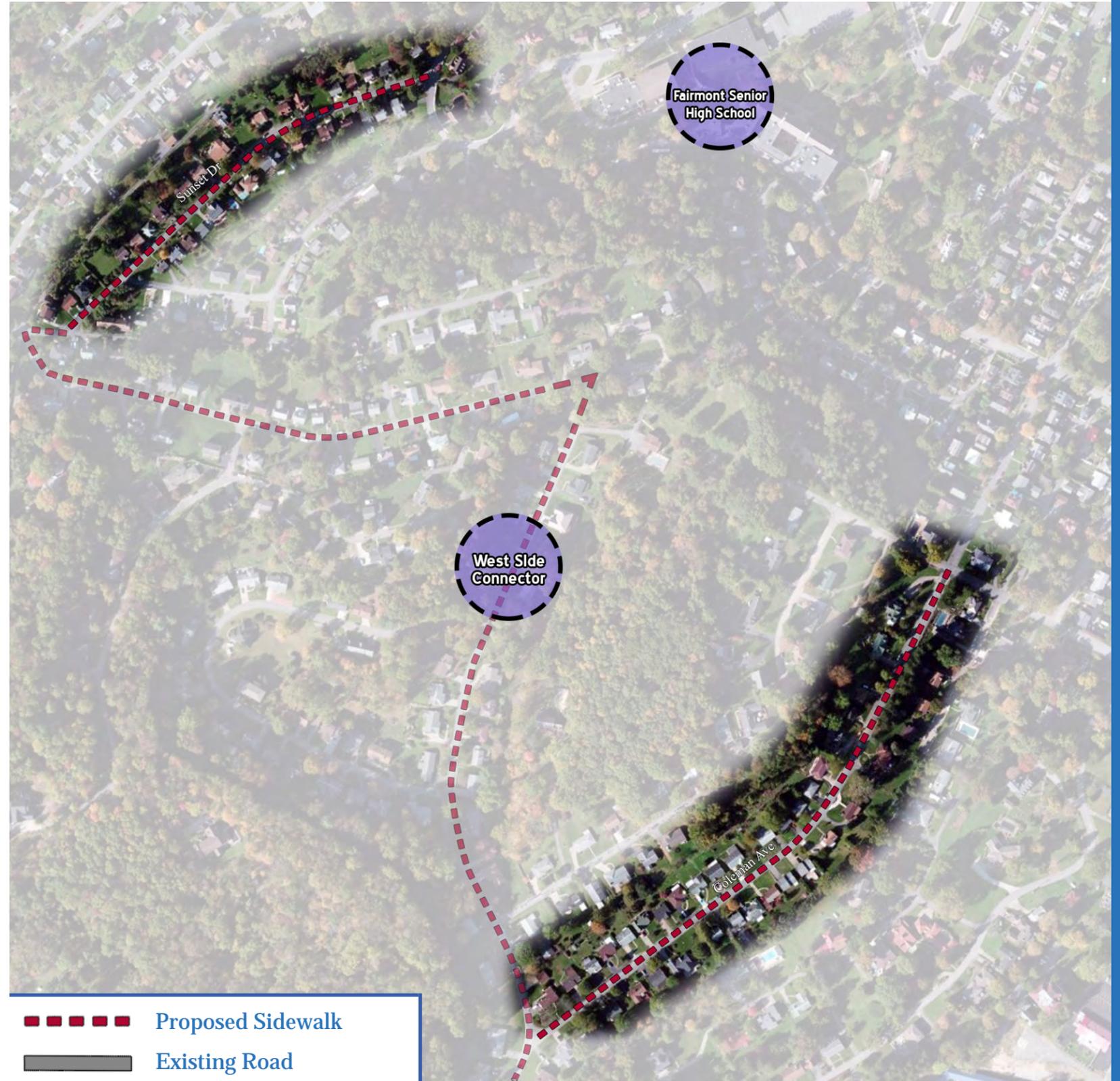
Project Elements:

- Sidewalk along Coleman Ave (approximately .35 Mi)
- Sidewalk along Sunset Dr (approximately .25 Mi)
- City should work closely with the property owners to establish ROW and cooperation of on street parking
- Due to narrow streets residents would need to be cooperate with parking enforcement by the City of Fairmont

Funding Opportunities:

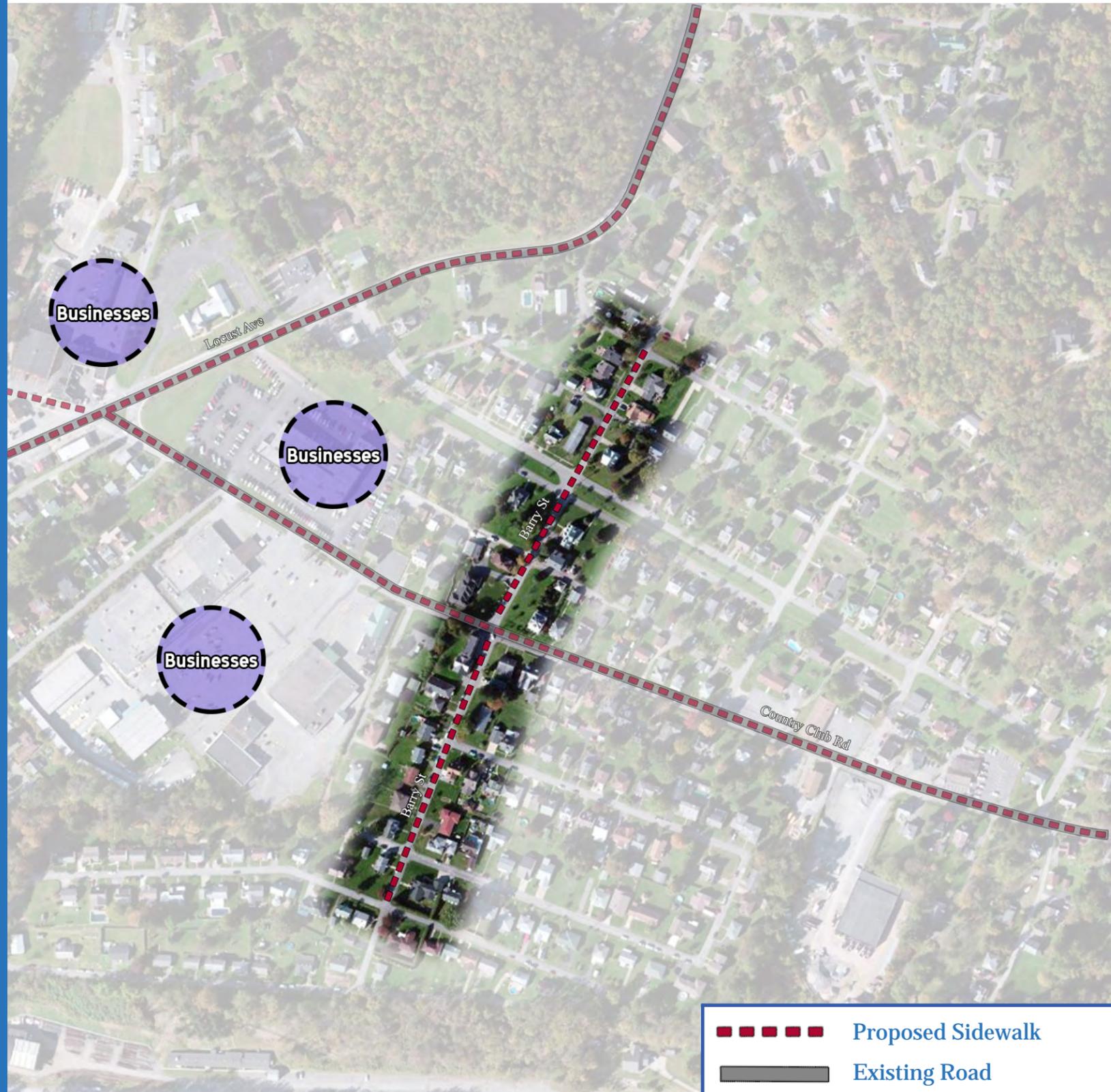
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

COLEMAN AVE & SUNSET DR



Fairmont, WV

Connectivity Plan



BARRY ST SIDEWALKS



Project Focus:

- To connect the upper and lower neighborhoods along Barry St to the future Country Club Rd sidewalk. After completion of the Country Club Rd sidewalk the community will have pedestrian access to the local businesses in the area allowing for a healthier and more active lifestyle within the community.

Project Priority:

- D: This project is a low priority project because it relies heavily on the success of the Country Club Rd sidewalk project. Completing the Country Club Rd project first will help make this project a reality.

Project Elements:

- Sidewalk along the upper portion of Barry St (approximately .15 Mi)
- Sidewalk on the south side of Barry St (approximately .15 Mi)
- Crosswalk on Country Club Rd to connect to Country Club Rd sidewalk (could be either side of Country Club Rd)

Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Bell Run Rd Pictured

Project Focus:

- Bell Run Rd is a one way in-one way out neighborhood with 250+ homes. The proposed sidewalk would run to Cardinal Ln for approximately .25 Mi. Establishing a sidewalk to this point would get to most of the secondary roads that count as feeders for pedestrian flow. From Cardinal Ln the sidewalk would tie into the existing sidewalk on Locust Ave.

Project Priority:

- D: Low priority due to the minimal population impact.

Project Elements:

- Construct approximately .25 Mi of sidewalk up to Cardinal Ln
- Tie sidewalk into existing at end of Bell Run Rd

Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

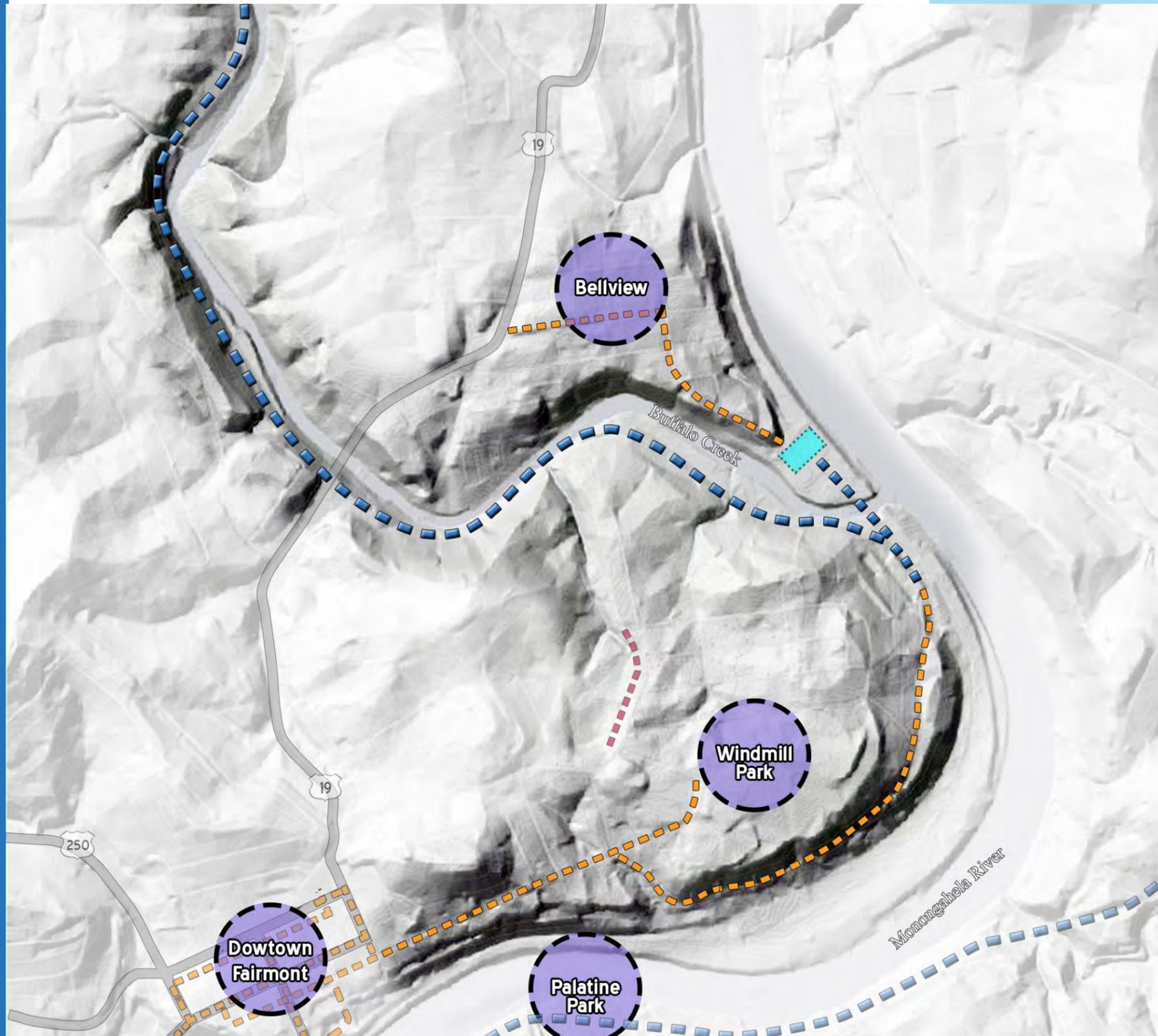
BELL RUN RD SIDEWALK



Fairmont, WV

Connectivity Plan

Windmill Park & Bellview



In this section we will be discussing the Marion County Connector Trail which will create a connection to downtown Fairmont for many residents of the county. This trail runs along Buffalo Creek and the abandoned B&O rail bed. There is a completed section within Marion County. This section is called the North Marion Rail Trail starting in Mannington and works its way toward Fairmont for nearly a mile. Once completed in full, the Marion County Connector Trail will connect Mannington, Rachel, Farmington and Barrackville to the City of Fairmont allowing county residents pedestrian access to the county seat. This trail also works its way north of Mannington to reach Wetzel County and eventually makes its way to Moundsville, WV. Wetzel county also has a completed section in Hundert approximately 2.1 miles long. The Marion County Connector Trail has immense opportunity to create economic benefits for Marion County and the City of Fairmont.

Also, this section of the plan focuses on connecting downtown Fairmont to Windmill Park one of Fairmont's premier parks. Many community events take place at this park ranging from mens softball leagues to festivals. Currently most users of the park travel by car. This section will discuss projects that help connect Fairmont to this great recreational amenity.

Like before the projects in this section will be prioritized based on the criteria mention on page 6. For this we have prepared detailed project sheets that highlight the proposed project areas and there role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 28 - Marion County Connector Trail
- Pg 29 - Baltimore Rd (MCCT)
- Pg 30 - The B&O Railway Turntable
- Pg 31 - Ogden Ave to Windmill Park
- Pg 32 - Maple Ave Sidewalk
- Pg 33 - Bellview Connector

Fairmont, WV

Connectivity Plan



Project Focus:

- Establish a connection with other municipalities within the county to provide a pedestrian and recreational link to Fairmont through the use of an abandoned rail bed. This project is a large scale project that would involve phasing the trail in sections. The first section (North Marion Rail Trail) is already completed starting in Mannington with about a mile finished towards Fairmont. Once completed the Marion County Connector Trail (MCCT) would connect Mannington, Rachel, Farmington and Barrackville to the City of Fairmont creating vast opportunity for economic development and recreational uses.

Project Priority:

- A: This should be considered a high priority due to its potential economic and recreational impact on the greater community of Fairmont. This would be a large undertaking and getting all of the appropriate organizations and municipalities on board could present a challenge. However, parts of the trail are already completed and funding should be obtained easier for extensions of the trail.

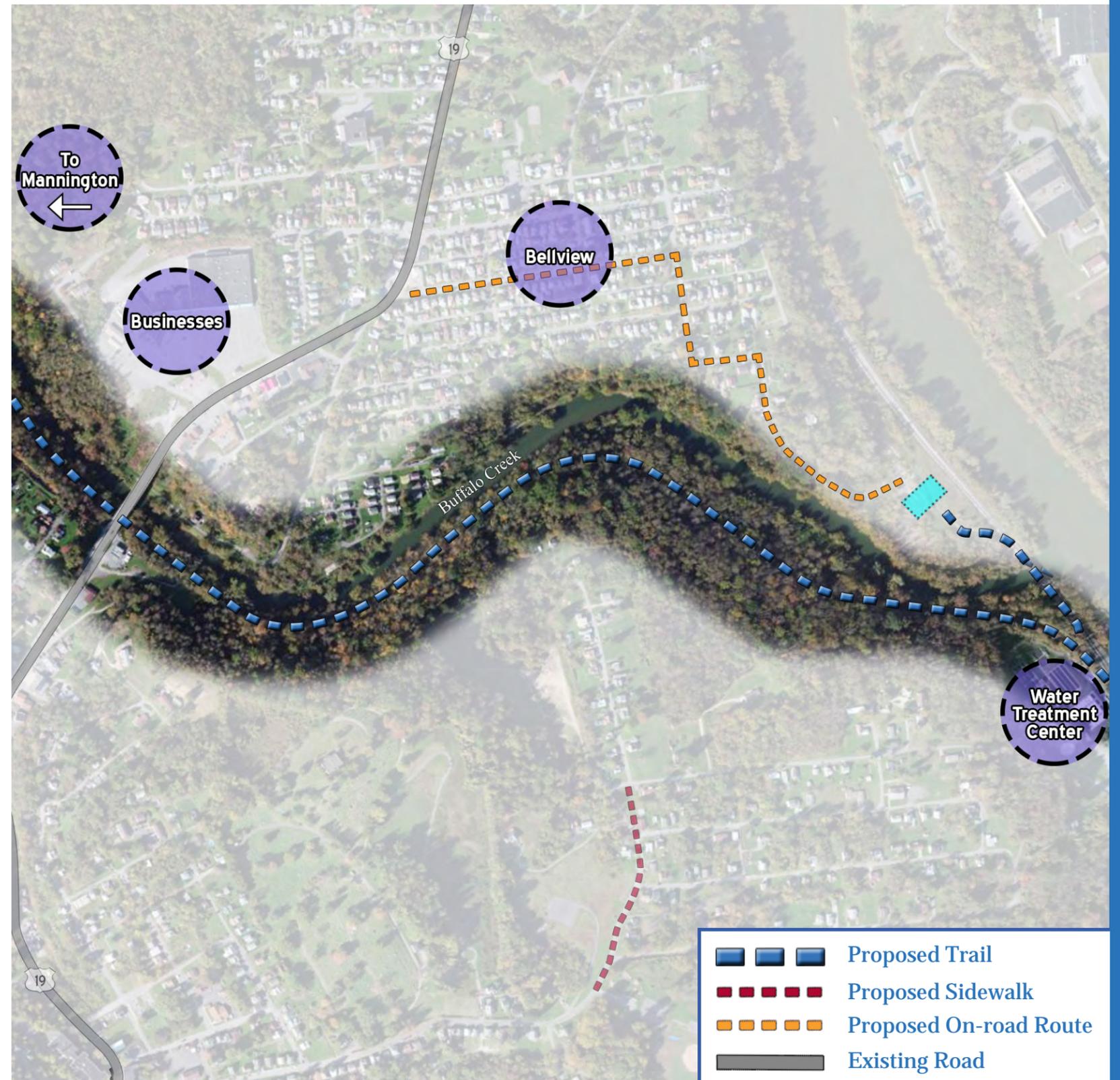
Project Elements:

- Work with the municipalities affected by the trail
- Phase construction in sections to obtain overall plan
- Crusher run trail from Mon River terminus to Mannington (approximately 15 Mi)

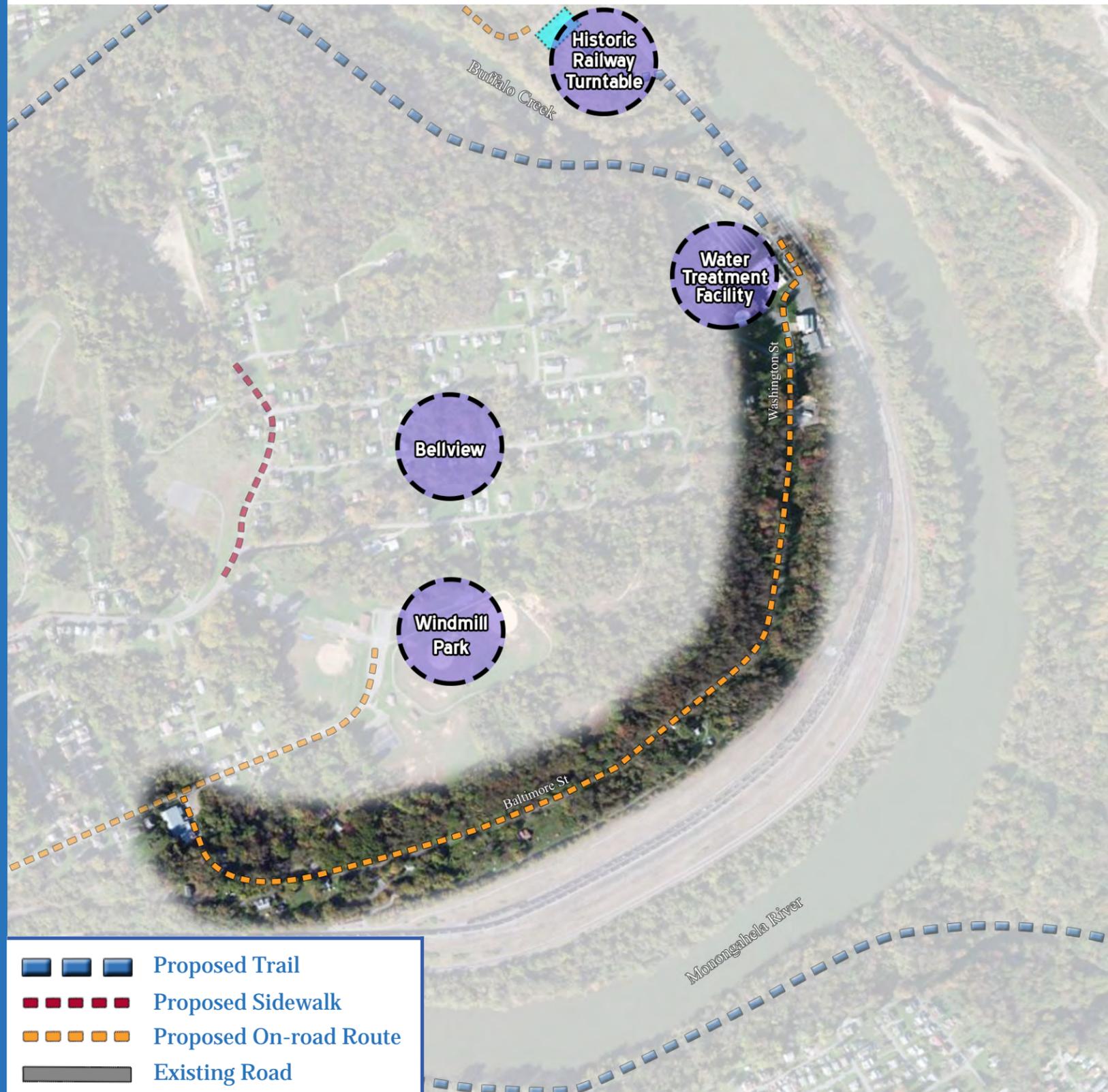
Funding Opportunities:

- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TA)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)

MARION COUNTY CONNECTOR TRAIL



Fairmont, WV Connectivity Plan



BALTIMORE ST (MCCT)



Project Focus:

- Connecting the future Marion County Connector Trail to the City of Fairmont along Baltimore St and Washington St with an on-road route. This route will connect to the beginning of the proposed crusher run MCCT and work its way past the water treatment facility along Washington St where it meets Baltimore St to eventually connect to the proposed on-road route on Ogden St.

Project Priority:

- A: This relatively inexpensive connection has a high priority because it will bring future users of the MCCT and other residents of Marion County into the downtown area of Fairmont. This project should come after the first section of the MCCT is completed toward Mannington.

Project Elements:

- Work closely with the water treatment facility to define area for trail along property
- Provide proper pavement markings
- Provide signage to designate route and aware motorist of potential trail users

Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Project Focus:

- Creating a historic destination and trailhead for trail users of the proposed Marion County Connector trail and users of the proposed North Central Connector trail. This area has potential to become a major attraction in the City of Fairmont. Historic cars can come in and be showcased along the old railway turntable and boat access could be created on Buffalo Creek to become part of the water trails along the Monongahela River. This trailhead would also allow residents of Bellview access to the city via the unused side of the existing trestle. Shown in the image above.

Project Priority:

- B: This project carries low priority due to its reliance of other more extensive projects. This area could also be designed as a park and historic site and be planned to accept access from the future MCCT via the existing trestle or a new pedestrian bridge on Buffalo Creek.

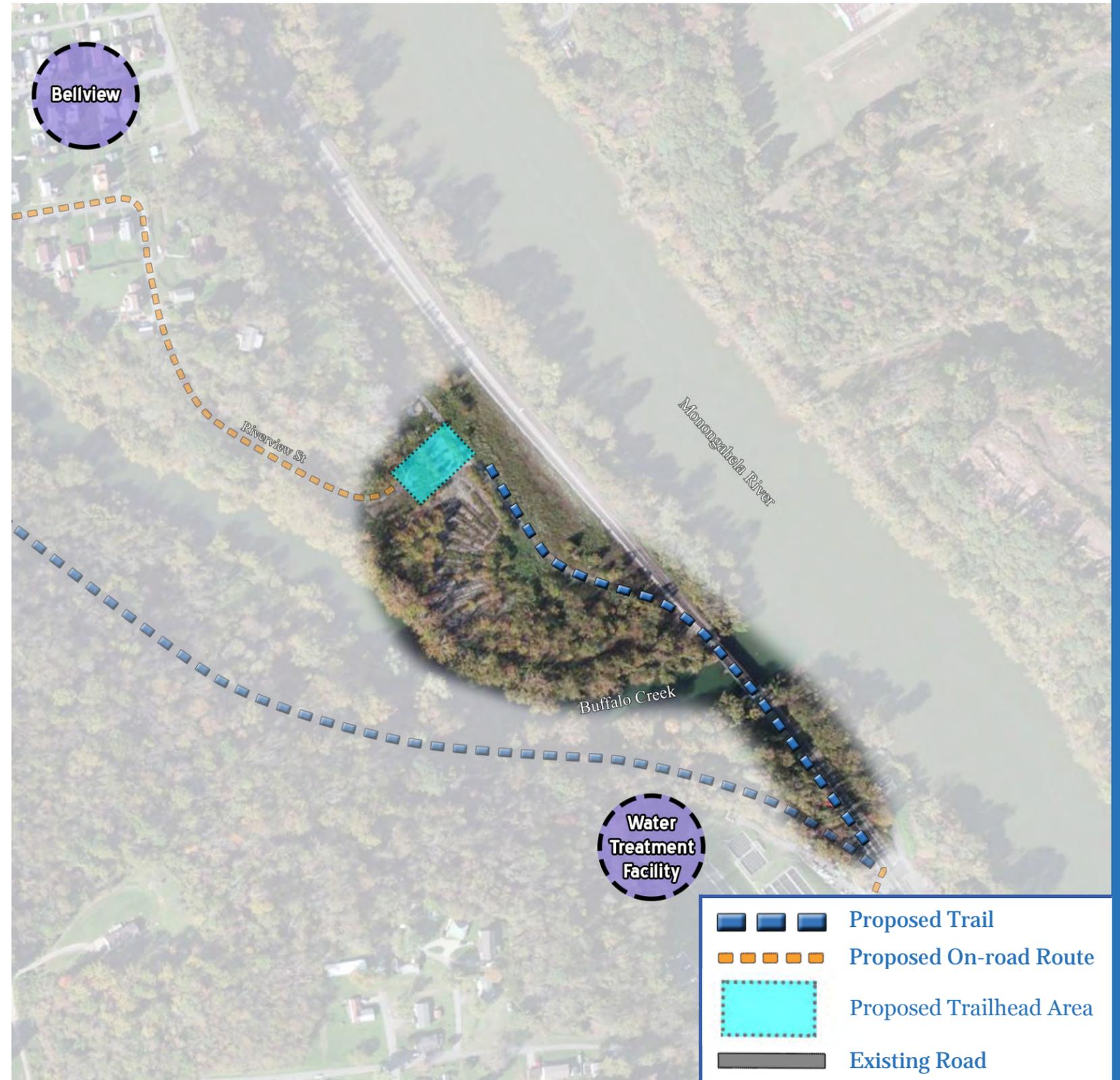
Project Elements:

- Work closely with CSX to gain access to pedestrian use across their unused side of the trestle
- Potential for other property owners to be involved within the area of the abandoned railway turntable
- Pavilions, kiosk and historic markers for turntable trailhead
- Signage along U.S. 19 to promote historic site

Funding Opportunities:

- Recreational Trails Program (RTP)
- Transportation Enhancement Activities (TE)

THE B&O RAILWAY TURNTABLE



Fairmont, WV

Connectivity Plan



OGDEN AVE TO WINDMILL PARK



Project Focus:

- To connect Windmill Park to downtown Fairmont through the use of an on-road route along Ogden Ave. This on-road route also becomes part of the MCCT through the connection at Baltimore St. Following the completion of previous projects in this section, Bellview residents can access the park by foot or bicycle as well as residents from other municipalities throughout the county.

Project Priority:

- B: This project should be completed in the near future. This can be done due to minimal expense and ease of completion. Marking this as part of Fairmont's trail network would open up potential park users from downtown to access the park.

Project Elements:

- Provide proper signage and pavement markers from downtown
- Promote route on trailhead signage and display at Windmill Park

Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Project Focus:

- To extend the sidewalk along Maple Ave to Fitzgerald Ave. Currently the sidewalk stops at the back entrance to Windmill Park. This would provide a safer access route to the neighborhood north of Windmill Park

Project Priority:

- D: Because of lower traffic loads along this portion of Maple Ave this project should be a low priority. After completion of projects that make a larger community impact, this project should be considered to promote increased access to the Park.

Project Elements:

- Construct a sidewalk along Maple Ave (approximately .20 Mi)
- Check ROW's and work with adjacent property owners

Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

MAPLE AVE SIDEWALK



Fairmont, WV

Connectivity Plan



BELLVIEW CONNECTOR



Project Focus:

- To create an on-road route to the proposed historic railway turntable to connect the neighborhood of Bellview to the trailhead. This trailhead as discussed earlier in this section, will also act as a connection to the proposed Marion County Connector and North Central Connector. It will allow the Bellview community access to the City of Fairmont and areas throughout the region.

Project Priority:

- D: This project gets a low priority because it relies on the success and creation of the historic railway turntable trailhead as well as the MCCT.

Project Elements:

- Clear overgrowth on Riverview St and install proper signage
- Provide signage and proper pavement markings on Buffalo Ave, Franklin Ave and Bellview Ave.

Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

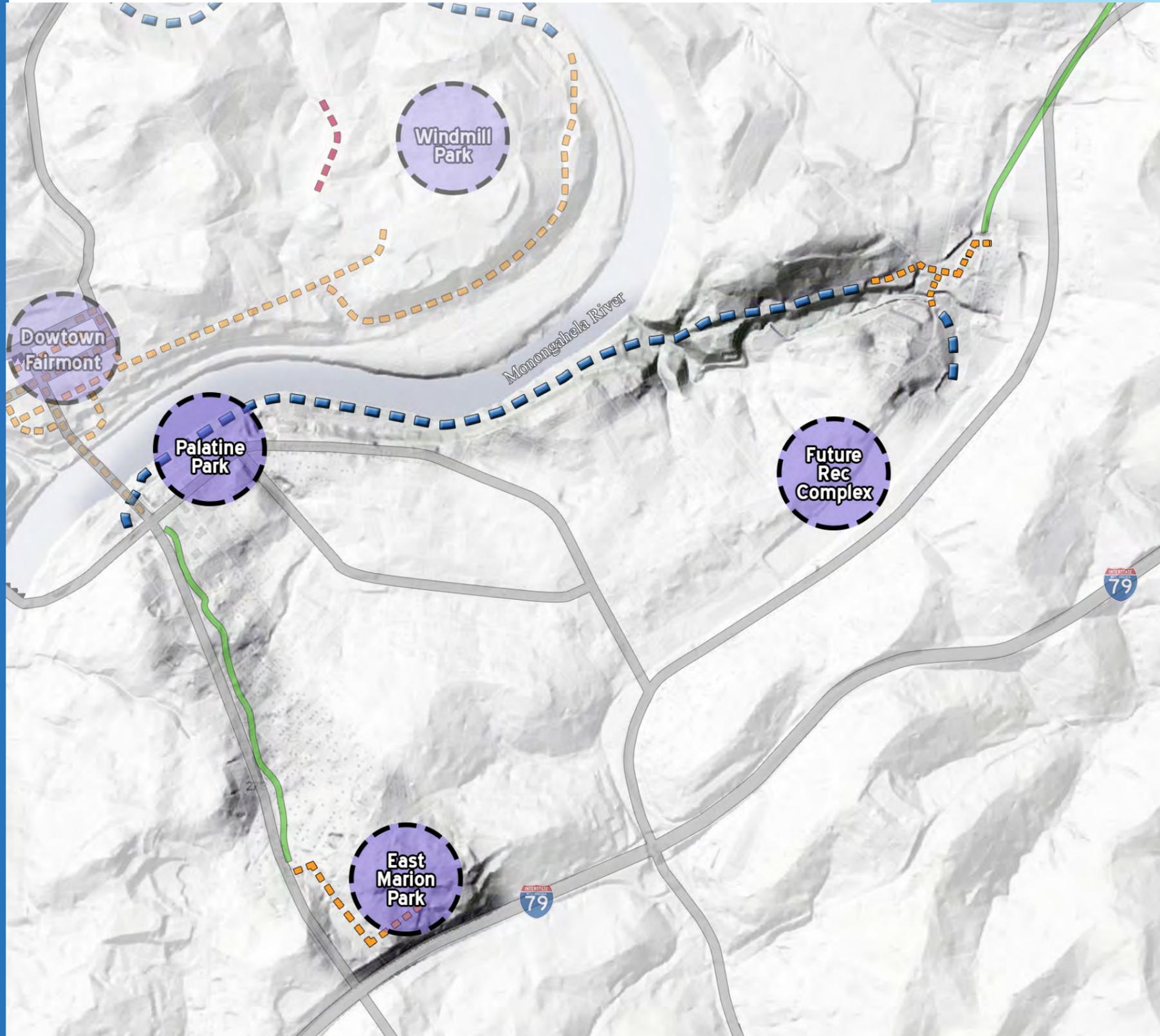
* Funding information can be found on pages 48-49*

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Fairmont, WV

Connectivity Plan

Palatine & East Side



Palatine & East Side is one of Fairmont's oldest neighborhoods and is overall very well connected at the pedestrian level. Many of the streets in this area already have sidewalks and seem to be connected to parks and local businesses. Because of this, the plan will mostly focus on the final parts of the North Central Connector Trail in this section.

After completion of the on-road route from the downtown loop across the Million Dollar Bridge. The NCCT will make its way down to Palatine Park, where the recently completed park accommodates a shared-use path with its 10ft wide sidewalk along the riverside. From the park it heads north on an old railway bed below the county building until it reaches a drainage area where it will climb yet another old railway bed to meet Windfield St. At this point the trail will become an on the road route along Windfield until it reaches the existing trailhead where the Marion County Trail (Mctrail) begins.

Like prior sections, the projects in this section will be prioritized based on the criteria mention on page 6. For this we have prepared detailed project sheets that highlight the proposed project areas and there role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 36 - North Central Connector Phase IV
- Pg 37 - North Central Connector Phase V & Speedway
- Pg 38 - East Marion Connector

Fairmont, WV

Connectivity Plan



Project Focus:

- Extending the North Central Connector Trail from the on the road route on Million Dollar Bridge to the drainage way that comes from Morgantown Ave. This link starts as a trail that works its way below the Million Dollar Bridge across Water St and onto Palatine Park. From Palatine Park the proposed trail will utilized an old railway bed below the county building until it continues up the drainage way (NCCT Phase V).

Project Priority:

- A: This is a high priority project due to the immediate impact this missing link would have on the greater Fairmont area. This should come after the NCCT Phase III project through town.

Project Elements:

- Build a trail that would run below the Million Dollar Bridge and meet Water St
- Install a crosswalk on Water St with proper signage to warn motorist
- Provide markings and proper signage on newly finished sidewalk in Palatine Park (shown above)
- Clear old railway bed along river and install trail surface

Funding Opportunities:

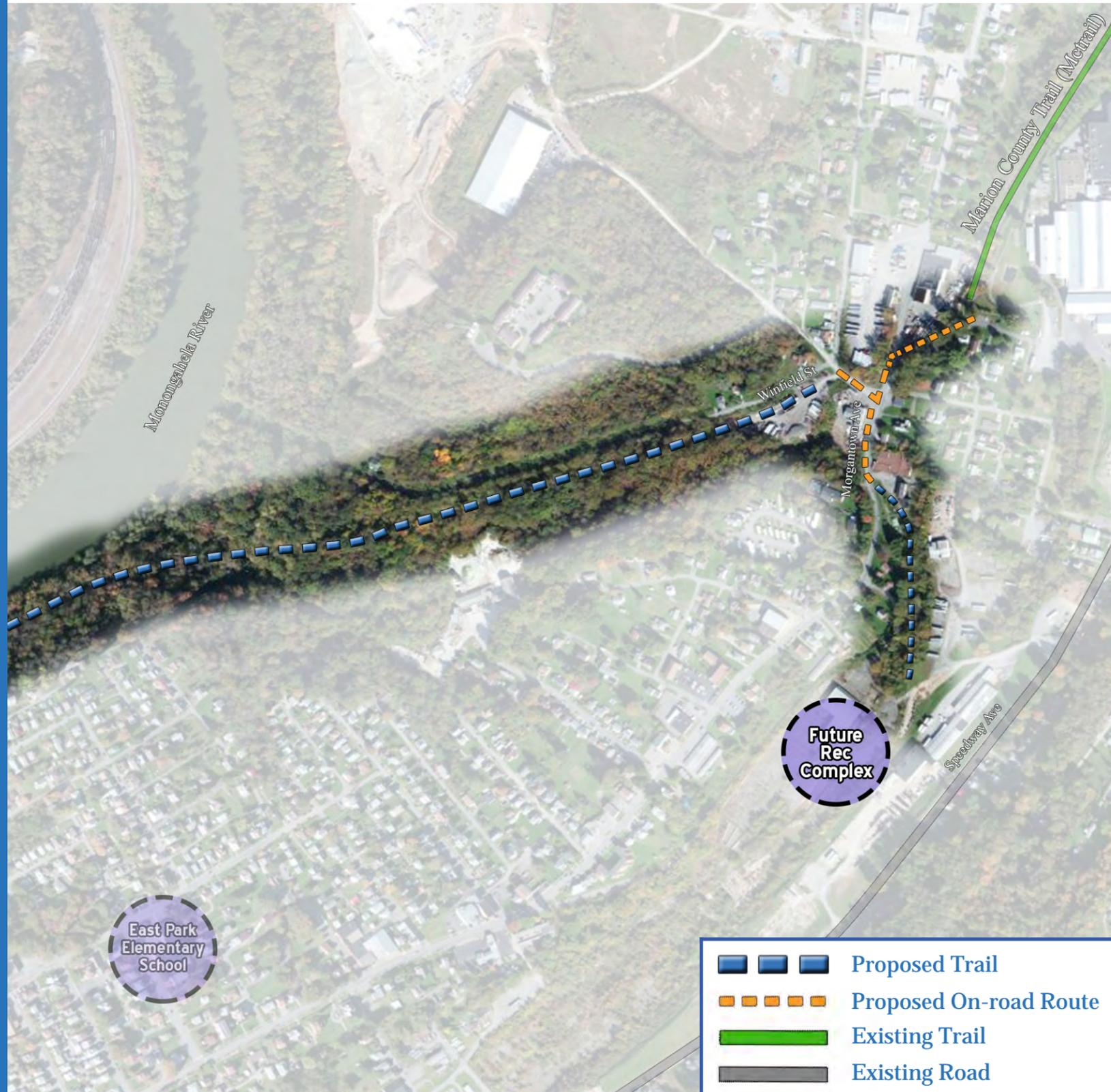
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

NCCT CONNECTOR PHASE IV



Fairmont, WV

Connectivity Plan



NCCT CONNECTOR PHASE V & SPEEDWAY



Project Focus:

- NCCT Phase V will be the last phase in the NCCT network. Once completed this will connect Clarksburg to Morgantown with Fairmont directly in the middle. Phase V runs along an abandoned railway bed through the drainage way to meet Winfield St. The trail then becomes an on the road route along Winfield and crosses Morgantown Ave to continue up Winfield to the existing trailhead at the Marion County Trail. Another connection involved with this project is creating a spur trail that runs along Morgantown Ave and becomes a trail to reach the proposed recreational complex location on Speedway Ave. This will allow residents throughout Fairmont to bike or walk to the future recreational complex.

Project Priority:

- A: This is a high priority project. Completing this section will finish the NCCT and allows residents in Harrison and Monongahela counties to have access to Fairmont via rail trail, making the City of Fairmont the center destination along the trail. The spur connection shown on this page should come after completion of Phase V and be established as part of the recreational complex early in the design phase.

Project Elements:

- Clear old railway bed for trail
- Build necessary bridges to cross small stream along drainage way
- Work with property owners along drainage way
- Crosswalk and signage on Morgantown Ave
- On-road route along Winfield up to existing trailhead

Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

* Funding information can be found on pages 48-49*

Fairmont, WV

Connectivity Plan



Project Focus:

- Establishing a connection to the East Marion Park by way of an on-road route along State St and City View Terrace.

Project Priority:

- C: Low priority, but could be completed easily. This connection would extend the Gateway Connector Trail along State St and City View Terrace to East Marion Park. This short link would require minimal funding to provide signage and proper pavement markings.

Project Elements:

- Provide signage where the Gateway Connector Trail meets State St
- Place pavement markings and signage to show route to East Marion Park

Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

EAST MARION CONNECTOR



Fairmont, WV

Connectivity Plan

Bicycle Facilities



Bicycle Lane



Share the Road



Multi-use Path



Riding Sidewalk



Protected Bicycle Lane



Painted Bike Lane

Bike Lanes - an on-street right-of-way assigned to bicyclists. They are designated by a lane stripe, pavement markings, and signage. Striped bicycle lanes are intended to promote an orderly flow of traffic by establishing specific areas reserved for bicyclists. Typically, the solid stripe of the bicycle lane is either dropped or dashed prior to and through intersections, to allow for both cyclists and motorist turning movements.

Protected Bike Lane - This is a bike lane that is separated from motorized vehicle traffic by a row of parked cars, a curb, or some other physical separation.

Shared-Use Path - Shared-Use Paths are paths that are physically separated from motorized vehicle traffic by an open space or barrier. Shared-Use Paths can be located within the road right-of-way, within an independent right-of-way, or accommodated in another way such as within parkland. They are shared by multiple users including pedestrians, skaters, wheel chair users, and bicyclists. The surface type is a critical component of multi-use paths. Generally, two types of surface treatments are used: crusher fines or hard surface pavement. Although crusher fines can make a reasonable surface in good conditions, it is not suitable for all applications. Depending on the anticipated use and its location, one surface treatment may prove to be preferred over the other.

Sidewalks - Sidewalks may be useful as bicycle facilities when road right of way is restricted, road has heavy traffic, high speeds, or high volumes of trucks. Bicyclists should not exceed 10 mph and should travel in direction of vehicle traffic.

Shared Roadway - This is any roadway upon which a bicycle lane is not designated, is not a bicycle boulevard, and that may be legally used by bicyclists regardless of whether such a facility is specifically designated as a bicycle route. Shared roadways can be described in three ways: shared lane, wide curb lane, and paved shoulder.

SOURCE connecting cedar park (5-2)

Fairmont, WV Connectivity Plan

Painted Bicycle Lane



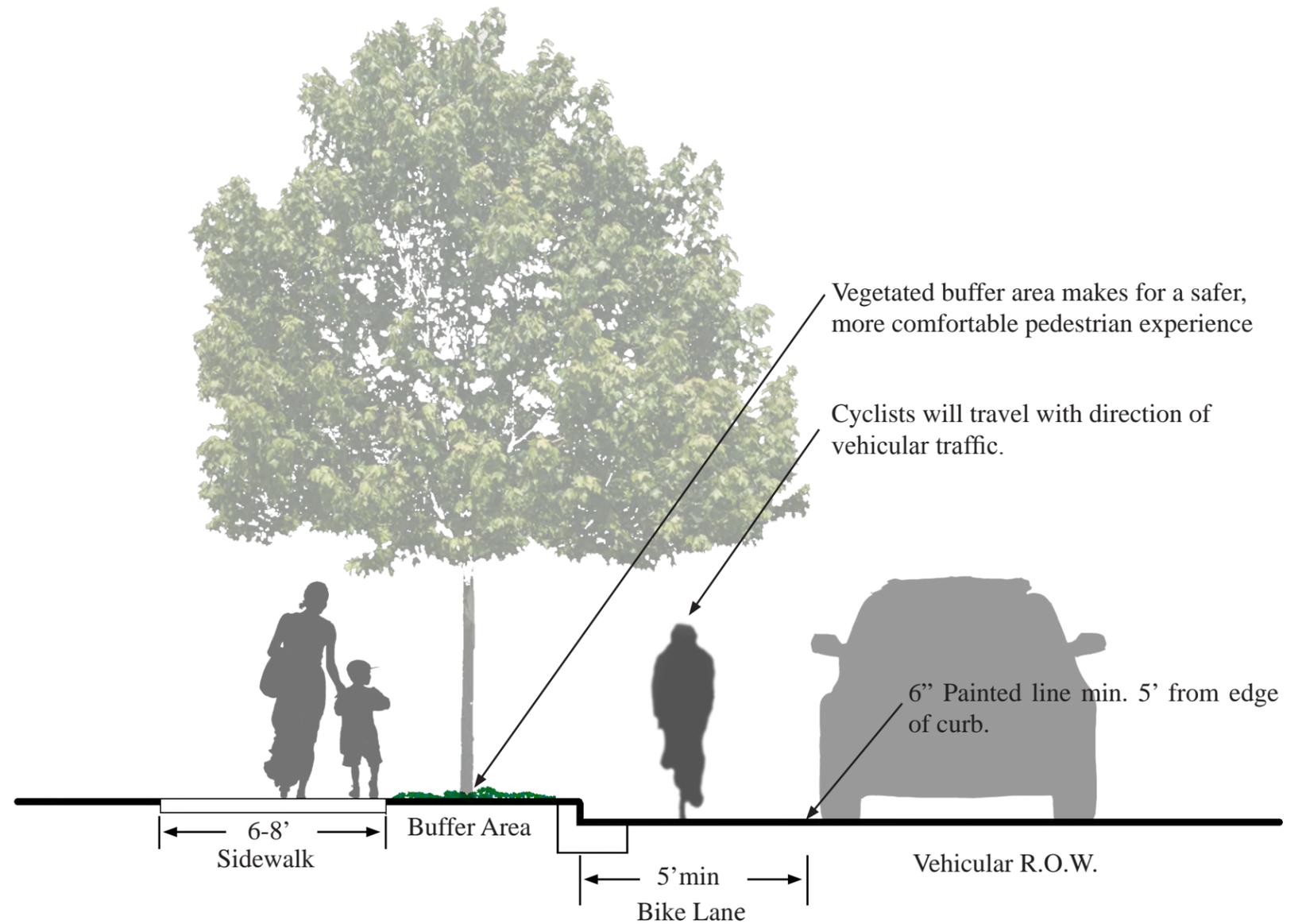
Properly marked lanes and signage provides cyclists safe passage along roadway.



Filling the lane completely creates visual contrast that reinforces the separation of uses.



Bike lanes should be between active traffic lane and shoulder of road.



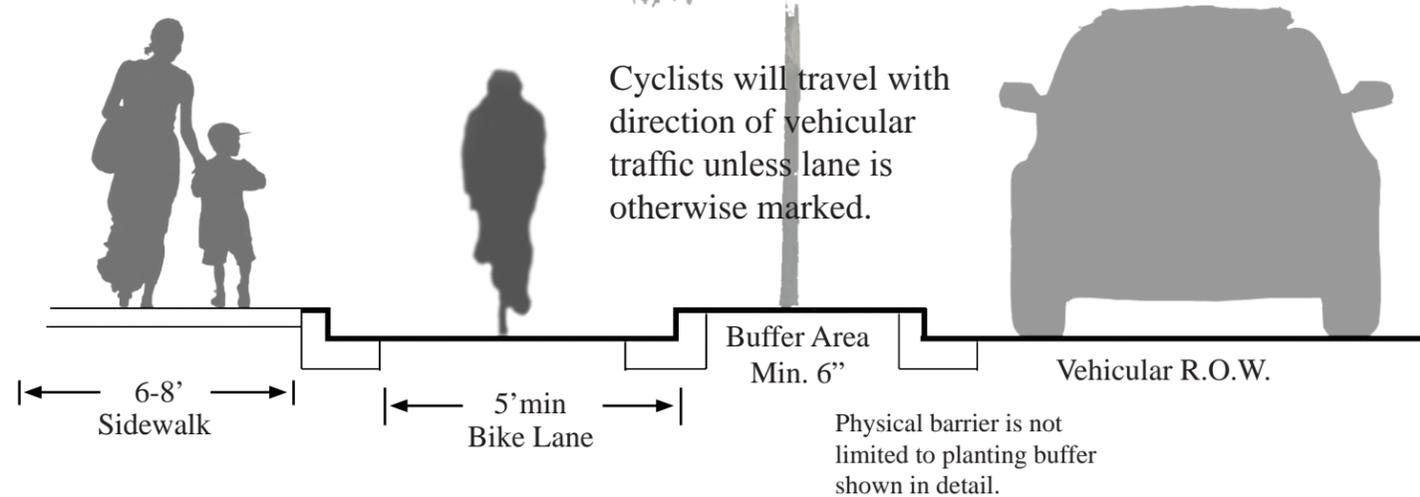
Fairmont, WV

Connectivity Plan

Bike lanes physically separated from flow of vehicular traffic create the safest most comfortable environment for cyclists.



Cyclists will travel with direction of vehicular traffic unless lane is otherwise marked.



Shared-Use Path



If budget and space constraints allow, creating a bike lane that is physically separated from vehicular flow is the ideal option.

Creating a bike lane between the parallel parking lane and the sidewalk creates a visual and physical separation from vehicular traffic.



Placing plastic delineators between cars and bike lane is another way to visually reinforce the separation.

Fairmont, WV Connectivity Plan

Share the Road



Often times, especially in rural areas, the most feasible option for creating bicycle access is to designate a roadway "Share the Road". When a road is designated as such, cyclists and motorists have equal access and right to use the road.

Rules of share the road:

- Same laws that apply to motorists apply to cyclists.
- Obey all traffic control devices.
- Use hand signals to indicate stops and turns to other users.
- Wear a helmet.
- Always ride on right in same direction as traffic.
- Use furthest right lane that heads to your destination.
- Ride in straight line.
- Wear brightly colored clothing that provides contrast.

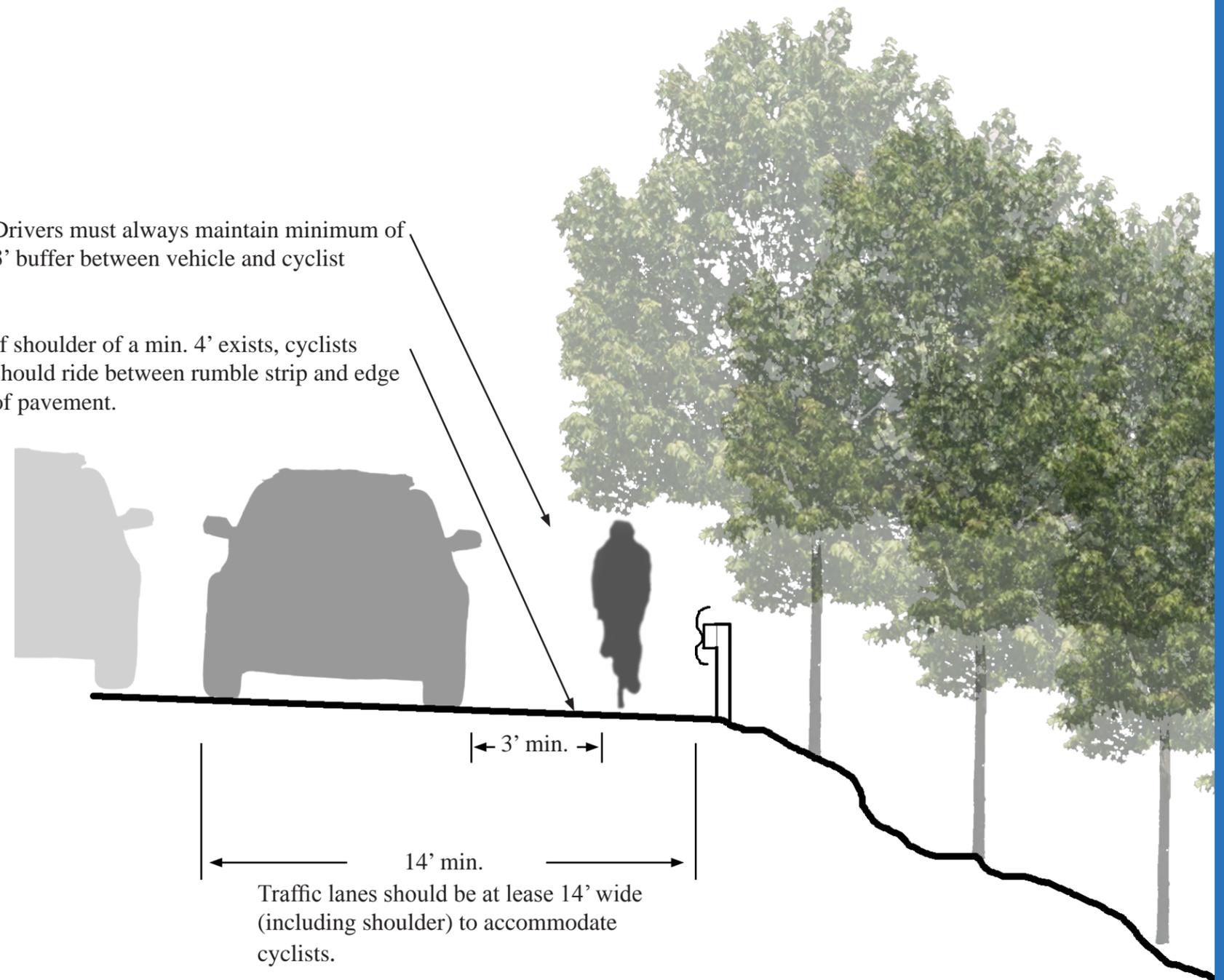


Ensuring proper marking and signage on a designated road is imperative to both the cyclists' and motorists' safety and full understanding of their traveling environment.



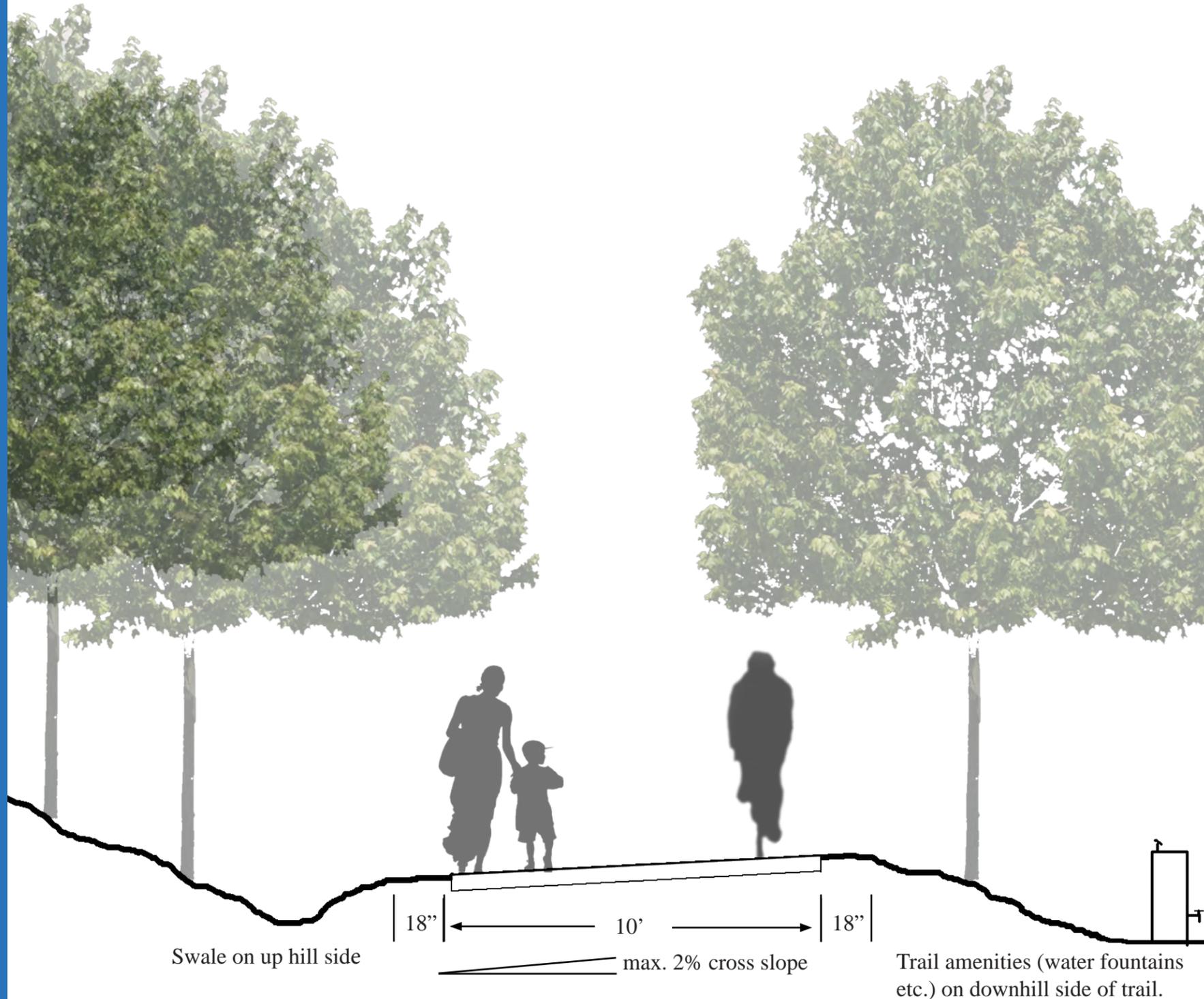
Drivers must always maintain minimum of 3' buffer between vehicle and cyclist

If shoulder of a min. 4' exists, cyclists should ride between rumble strip and edge of pavement.



Fairmont, WV

Connectivity Plan



Mixed-Use Trail



It is important that multi-use trails are physically separated from motorized vehicle traffic by an open space or barrier. They can be located within the road right of way, an independent right of way, or accommodated by other means such as in a park. They are shared by multiple users which makes them an attractive option as a main pedestrian thoroughfare.

Because multi-use trails are typically heavily used so the material chosen should be long lasting with relatively low maintenance. Signage indicating right of way and street crossing should be implemented to ensure pedestrian safety.



Fairmont, WV

Connectivity Plan

Crusher Fine Trail

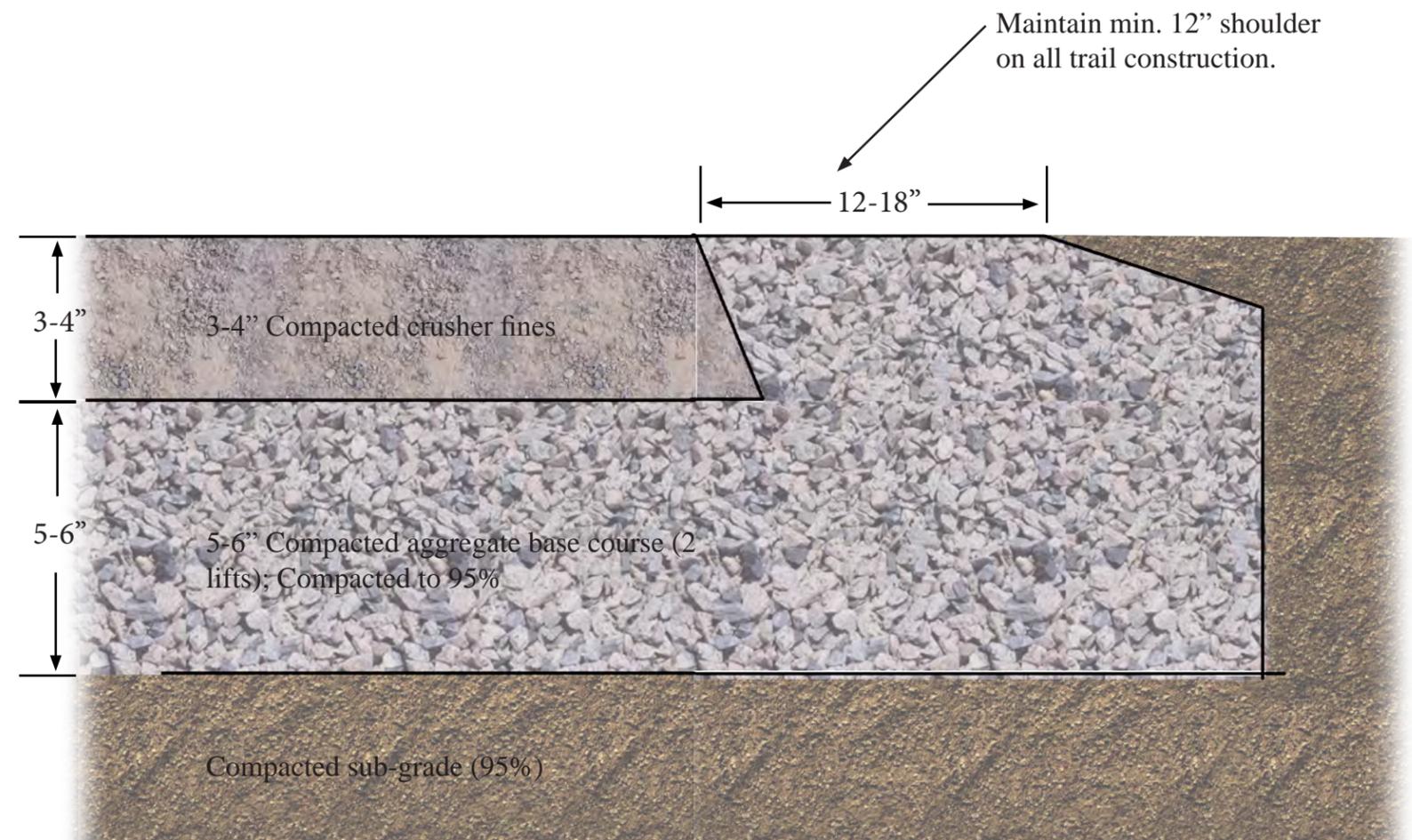


Physical and Chemical Characteristics of Crusher Fines

Crusher fines are not to be confused with gravel, road base, or other rock products. It consists of small particles of crushed rock that when moistened and compacted, creates a solid, hard surface. If done correctly, an installed crusher fines trail will be a firm, low maintenance trail that is usable even when wet.

Three characteristics make crusher fines useful for trail surfaces

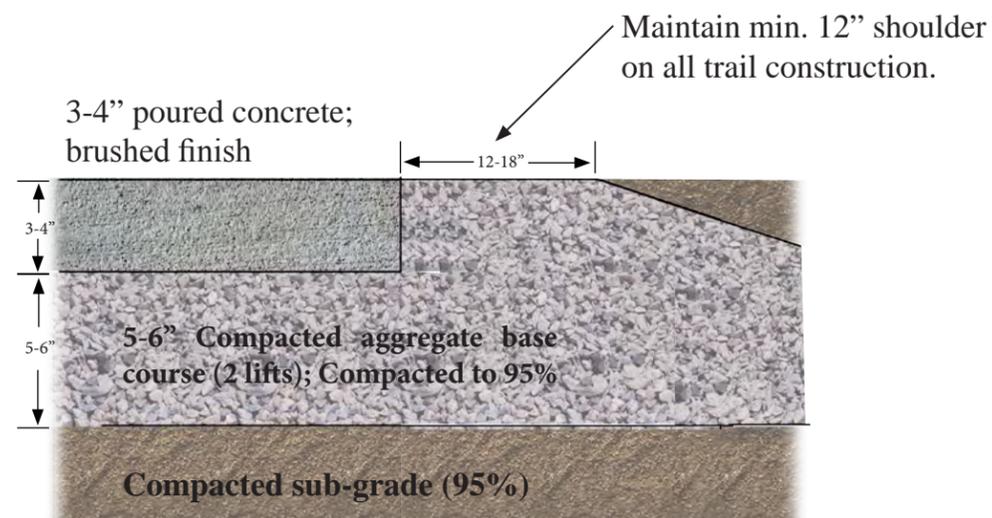
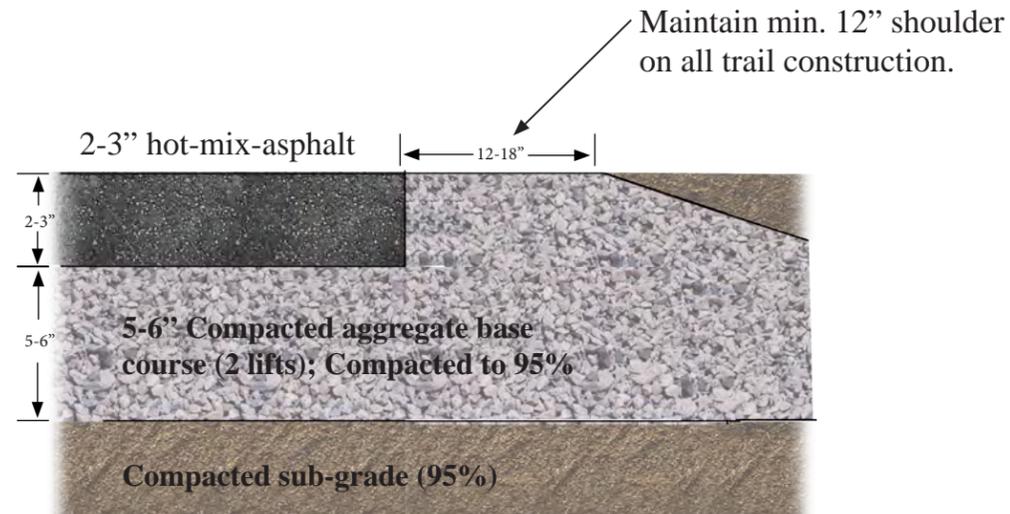
1. The rock must be crushed into irregular and angular particles. These particles interlock to form desired solid state.
2. The more variety in particle size, the tighter the matrix. The smaller particles will fill the gaps left by the larger particles and improve the overall strength.
3. The crushed rock must contain the original binders that formed the original rock. These small particles act as cement in the interlocking matrix of particles. After being moistened and compacted it creates a very hard, viable surface for trails.



Particle sizes are the main way that crusher fines are defined. A “3/8 minus” mix will contain particles with a diameter no larger than 3/8”. The ideal mixture is one that contains enough small particles to fill the voids left by the larger particles.

Particle shape also plays a role in the integrity of the surface. Particles that contain angular rocks are more likely to form a strong surface. Particles that contain mostly chipped or rounded rocks should be avoided, as they are not as structurally sound.

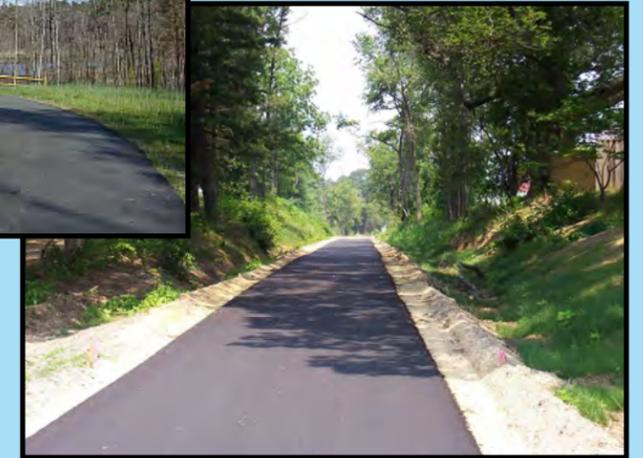
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Asphalt & Concrete Surface Trails



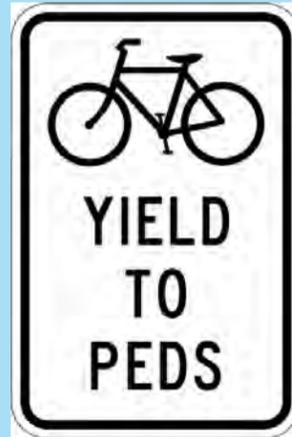
Paving with asphalt offers a durable, versatile trail surface at a moderate price. It is ideal for biking and skating, though bike speed may intimidate some pedestrian users.



Concrete paved trails offers the most durable and long lasting trail surface. It also is one of the most expensive to implement.



Typical Signage



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R3-17



R3-17a



R3-17b



M1-9

Sign image from the Manual of Traffic Signs <http://www.traffic-sign.us/>
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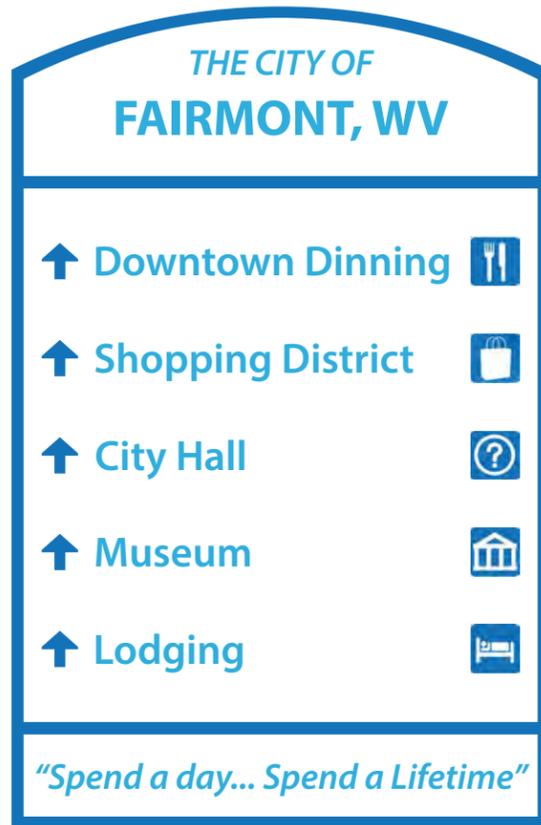


W5-4a

Fairmont, WV

Connectivity Plan

Signage Examples



THE CITY OF FAIRMONT, WV



Funding Opportunities

Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Relevant Eligible Activities

- Bicycle lanes on-road
- Bicycle and/or pedestrian plans
- Bicycle Parking
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes
- Trail bridges

Highway Safety Improvement Program (HSIP)

The Moving Ahead for Progress in the 21st Century Act (MAP-21) went into effect on October 1, 2012. It continued the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Relevant Eligible Activities

- Bicycle lanes on-road
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes
- Trail bridges

Transportation Alternatives Program (TAP)

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Relevant Eligible Activities

- Bicycle lanes on-road
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes
- Trail bridges

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Funding Opportunities

Transportation Enhancement Activities (TE)

The Transportation Enhancement (TE) activities offered funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. TE projects must relate to surface transportation and must qualify under one or more of the 12 eligible categories. See Program Brief and Presentation.

Relevant Eligible Activities

- Bicycle lanes on-road
- Bicycle Parking
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Trail bridges
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes

Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Relevant Eligible Activities

- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Trail bridges

Safe Routes To School (SRTS)

The purpose of the Federal Safe Routes to School (SRTS) Program is to empower communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

Relevant Eligible Activities

- Bicycle lanes on-road
- Bicycle Parking
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes
- Trail bridges

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