

## Introduction

The *KYOVA 2040 Metropolitan Transportation Plan* provides a long-range plan for documented issues related to multimodal transportation in Cabell and Wayne County, West Virginia and Lawrence County, Ohio. As a regional plan with state and federal oversight and local initiatives, successful implementation will depend greatly on collaborative efforts from the KYOVA Interstate Planning Commission, West Virginia Department of Transportation, Ohio Department of Transportation, and numerous local, private, and agency stakeholders.

The following vision statement guided the *KYOVA 2040 MTP* planning process:

We envision a growing region serviced by a safe and sustainable transportation system that provides real choice among modes of travel. Our transportation system will contribute to an enhanced quality of life by providing attractive connections between destinations for motorists, bicyclists, pedestrians, and transit users without compromising air quality or cultural and environmental resources, and it will support the efficient movement of people and goods at both the local and regional scale.

An action plan, or framework, for fulfilling this vision has been embedded in the modal elements presented in previous chapters as noted in the following selected examples.

- The prioritization matrix in the Roadway Element (**Table 3.3** in **Chapter 3**) summarizes the systematic evaluation of projects, both quantitatively and qualitatively, and places each project in one of three tiers.
- A set of 31 project sheets in the Roadway Element were created with the express purpose of helping local governments and KYOVA solicit funding and implement specific projects.

- The Safety and Security Element (**Chapter 4**) is highlighted by the detailed field review, description of observations, and recommended countermeasures for 15 priority safety locations in the region. For intersections along US 52, the recommended countermeasures provide interim solutions until more advanced recommendations can be programmed.
- A detailed approach to systems management is provided in **Chapter 4** as a way to maximize the efficiency of the existing, and in the future the recommended, roadway network.
- A table of recommendations in the Bicycle and Pedestrian Element (**Table 5.2** in **Chapter 5**) prioritizes nearly 50 bicycle projects and provides cost estimates and potential funding sources.
- The expansion of transit service to the non-urbanized areas of Cabell and Lawrence Counties, a featured recommendation presented in **Chapter 6**, is based on proven research methodology to ensure adequate resources (capital and operating) are allocated for full implementation.
- Recommendations in the Aviation, Freight, Maritime, and Rail Element (**Chapter 7**) are presented by mode with special consideration for intermodal connections. The intentional focus on intermodal connections maximizes return on investment.

The financial plan presented in **Chapter 9** is based on a federal requirement for fiscal constraint. As a result, the *KYOVA 2040 MTP* does not require all recommendations be completed in unison. Instead, the recommendations promote flexibility and partnership between the MPO, its member jurisdictions, the state and federal agencies providing oversight, and private entities to implement the full vision of the MTP. Completion of the *KYOVA 2040 MTP* represents an important initial step toward creating a safe, efficient multimodal transportation system. The Implementation Plan provides a blueprint for the necessary steps to ensure its vision is fulfilled.



## Implementation Philosophy

With limited funding resources available today, implementation can be challenging and time-consuming. The *KYOVA 2040 MTP* was developed with an understanding of these challenges, and the recommendations reflect a focused effort to identify strategic initiatives that can help expedite implementation of the plan. With funding gaps expected to continue during the life of this plan, a new approach must be considered. The *KYOVA 2040 MTP* implementation philosophy focuses on allocating resources to smaller, more cost-effective and geographically dispersed solutions balanced by larger infrastructure improvements.

This philosophy is borne out by the financially constrained project lists for both West Virginia and Ohio, which display a mix of large-scale widening and new location projects, operational and downtown mobility projects, and intersection and interchange projects. By advocating a healthy mix of projects, KYOVA will be able to see projects funded consistently over the life of the plan, rather than waiting for a select few heavy infrastructure projects to move forward.

## Partnerships & Responsibilities

Partners charged with carrying forward the recommendations of the *KYOVA 2040 MTP* represent an important collection of stakeholders at the local, state, and federal levels committed to successful actions that encourage a diversity of options for traveling to, from, and within the region. Many of these partners actively participated on the project Steering Committee and other outreach events, or they have a role on the KYOVA Policy Board or Technical Advisory Committee. These partners include:

- Citizens and businesses
- West Virginia Department of Transportation
- Ohio Department of Transportation
- KYOVA Interstate Planning Commission
- Cabell and Wayne County, West Virginia
- Lawrence County, Ohio
- Cities, towns, and villages in the region

- Tri-State Transit Authority (TTA)
- Marshall University
- Huntington Tri-State Airport
- Port of Huntington Tri-State
- Elected leadership in the state legislatures, counties, and local municipalities
- Goods movement industry
- Healthcare providers

## Priorities & Initiatives

To implement the *KYOVA 2040 MTP*, the region must identify stable, timely, and equitable methods of funding. Evolution toward a creative and effective mix of funding from various sources and stakeholders in the economy and transportation system of this region is a worthy goal. KYOVA has long been a proponent of partnering with other agencies and interest groups to advance projects of local and regional interest.

Implementing policy and program initiatives largely will occur at the local level. Some of the proposed transportation improvements will encompass right-of-way that is owned by different public or private agencies, and some improvements will occur as part of development and redevelopment opportunities. However, the majority of responsibility for implementing these recommendations will require a coordinated effort between KYOVA and its state and federal partners. However, even maximizing these methods will not fulfill the region's wish list for transportation improvements.

### I-73/I-74

Upgrades to US 52 to freeway standards would complete a vital link in the I-73/I-74 system planned to connect West Virginia north to Ohio and ultimately Detroit, Michigan and south through Virginia and North Carolina to Myrtle Beach, South Carolina. Upgrades to US 52 including five new interchanges and improvements to the existing interchange at I-64 are not in the financially constrained plan. The lack of dedicated funding as part of the *KYOVA 2040 MTP* should not undermine the importance of this facility. Indeed,



these improvements were ranked in the top two tiers in terms of priority (see **Table 3.3**). Instead, the exclusion from the financially constrained plan is simply a reflection of the lack of funds for large-scale infrastructure improvements. Allocating nearly 100% of regional transportation dollars to a single initiative is not politically feasible or fiscally responsible. This type of project in which the benefits extend beyond regional boundaries is more appropriate as a federal priority and local officials and KYOVA should leverage it as such.

As an interim step, it is recommended that a corridor study be conducted for the portions of US 52 within the KYOVA region. The corridor study would encompass a small area around the current location to enable the consideration of alternate and supporting routes. The purpose of this study would be to analyze the local, regional, and national financial benefits of improving this corridor to interstate conditions. Additionally, this study would help identify smaller breakout projects that could then be incorporated into future MTPs and TIPs. The end result of this study would be to better position KYOVA to move forward with improvements along the US 52 corridor.

## **Multi-State Port Authority**

The West Virginia Public Port Authority developed a Statewide Strategic Port Master Plan to outline a vision and process for maximizing landside logistic operations and facilities. The focus of the study was to identify ways to transfer cargo from water vessels to inland destinations, including locations in KYOVA region. Funding is not necessarily programmed for improvements identified in the strategic plan, and many of its recommendations for the KYOVA region fall outside the financially constrained portion of the *KYOVA 2040 MTP*. To implement recommendations, stable, timely, and equitable methods of funding will be necessary.

One option for freight improvements is to form a multi-state port authority with bonding authority. The multi-state port authority would promote a consolidated marketing strategy to best move forward with freight and intermodal needs. The bonds released by the authority could be used to raise funds for the strategic initiatives mentioned in the West Virginia Public Port Authority plan, intermodal facility improvements across the Tri-State, and the *KYOVA 2040 MTP*.

## Guiding Principles

The Guiding Principles introduced in **Chapter 1** and summarized below represent a set of value statements for six major transportation priorities identified for the *KYOVA 2040 MTP*. These priorities were considered as multi-modal strategies were developed and prioritized. As a result, the recommendations of the *KYOVA 2040 MTP* will have a positive impact on goods movement and commerce, travel safety and mobility, diversity of mode choice, livability and health, and the visual appeal of the region.



### **Goods Movement**

Promotes freight movement and enhances intermodal connections



### **Congestion Mitigation**

Tackles issues identified in the travel demand model through strategic capacity improvements



### **Barriers to Mobility**

Addresses concerns related to natural and manmade obstacles to safety and mobility



### **Livability and Complete Streets**

Enhances gateways and improves beautification while making corridors more multimodal



### **Multimodal Integration**

Creates a coordinated network of bicycle and pedestrian facilities and transit/passenger rail services



### **Tourism and Recreation**

Protects the character of communities and promotes economic vitality

**Table 10.1 – Roadway Element Recommendations and the Guiding Principles**














Project ID	Project Type	Project Road/Description	Guiding Principles
CB 1	Bridge Construction	Ohio River Bridge – Lesage, WV	  
CB 2	Bridge Replacement	W 17th Street Bridge – Huntington, WV	  
CR 1	Multimodal/ Downtown	Bridge Street – Guyandotte, WV	
CR 2	Multimodal/ Downtown	Main Street – Guyandotte, WV	
CR 3	Multimodal/ Downtown	Buffington Street – Guyandotte, WV	
CR 4	Multimodal/ Downtown	5th Avenue – Guyandotte, WV	
CR 5	Multimodal/ Downtown	Guyan Street – Guyandotte, WV	
CR 6	Multimodal/ Downtown	Short Street – Guyandotte, WV	
CR 7	Widening	1st Street – Huntington, WV	 
CR 8	Multimodal/ Downtown	3rd Avenue – Huntington, WV	 
CR 9	Multimodal/ Downtown	5th Avenue – Huntington, WV	 
CR 10	Widening	8th Avenue – Huntington, WV	 
CR 11	Widening	College Avenue/Martha Road (CR 30/2) – Barboursville, WV	
CR 12	Multimodal/ Downtown	Hal Greer Boulevard – Huntington, WV	 
CR 13	Widening	I-64 – Cabell County, WV	  
CR 14	Widening	I-64 – Cabell County, WV	  
CR 15	Widening	Johns Branch Road/Mason Road – Milton, WV	
CR 16	Operations	US 60 – Barboursville, WV	  
CR 17	Multimodal/ Downtown	US 60 – Huntington, WV	  
CR 18	Widening	WV 10 – Cabell County, WV	 
CR 19a	Operations	WV 2 – Cabell County, WV	 
CR 19b	Widening	WV 2 – Cabell County, WV	 
CR 20	Multimodal/ Downtown	WV 527 – Huntington, WV	  



Table 10.1 – Roadway Element Recommendations and the Guiding Principles (continued)






































Project ID	Project Type	Project Road/Description	Guiding Principles
LR 1	New Location	Chesapeake Bypass – Lawrence County, OH	 
LR 2	Widening	Park Avenue (SR 93) – Ironton, OH	 
LR 3	Operations	CR 410 (Sams Walmart Way) – Burlington, OH	 
LR 4	New Location	SR 7 - US 35 Connector – Lawrence County, OH	  
WB 1	Bridge Construction	I-73/74 Bridge – Ceredo, WV	 
WR 1	New Location	Access Road – Prichard, WV	 
WR 2	Widening	Centerville-Prichard Rd (CR 20)/Lynn Creek Rd – Wayne County, WV	 
WR 3	Widening	Spring Valley Road – Wayne County, WV	
WR 4	New Location	Spring Valley Road Connector – Wayne County, WV	 
WR 5-9	Widening	US 52 (future I-73/I-74) – Wayne County, WV	 
WR 10	Widening	Docks Creek Road (CR 8) – Wayne County, WV	 
WR 11	Widening	Darling Lane – Wayne County, WV	 
WR 12	Widening	WV 152 – Wayne and Cabell Counties, WV	  
WR 13	Widening	WV 152 – Wayne County, WV	  
WR 14	Widening	Walkers Branch Road (CR 3) – Ceredo, WV	  
WR 15	New Location	Airport Road Connector – Wayne County, WV	 
WR 16	Widening	Goodwill Road – Wayne County, WV	 

Table 10.2 – Safety and Security Element Recommendations and the Guiding Principles



Project ID	Project Type	Project Road/Description	Guiding Principles
LN 7	Intersection Improvement	SR 7 (Chesapeake Bypass) and CR 15 (Buffalo Creek Road) – Burlington, OH	  
LN 4	Intersection Improvement	US 52 and CR 120S (Burlington-Macedonia Road) – Burlington, OH	  
LN 1	Intersection Improvement	US 52 and CR 144 (Charley Creek Road) – Burlington, OH	  
LN 2	Intersection Improvement	US 52 and CR 276 – Burlington, OH	  
LN 3	Intersection Improvement	US 52 and CR 410 (Walmart Way) – Burlington, OH	  
LN 5	Intersection Improvement	US 52 and CR 1 (Old US 52) – Perry Township, OH	  
LN 6	Intersection Improvement	US 52 and CR 15 (Lick Creek Road) – Perry Township, OH	  
CN 13	Intersection Improvement	5 <sup>th</sup> Avenue and 1 <sup>st</sup> Street – Huntington, WV	     
CN 11	Intersection Improvement	7 <sup>th</sup> Avenue and 1 <sup>st</sup> Street – Huntington, WV	     
CN 10	Intersection Improvement	5 <sup>th</sup> Avenue and Hal Greer Boulevard – Huntington, WV	     
CN 9	Intersection Improvement	US 60 (31 <sup>st</sup> Street) at 5 <sup>th</sup> Avenue – Huntington, WV	     
CN 4	Intersection Improvement	US 60 at 8 <sup>th</sup> Avenue – Huntington, WV	  
WN 1	Intersection Improvement	US 60 at 21 <sup>st</sup> Street – Kenova, WV	  
CN 12	Intersection Improvement	US 60 at East Pea Ridge Road – Barboursville, WV	    
WN 2	Intersection Improvement	WV 152 at WV 75 – Lavalette, WV	  
LN 8-13	Intersection Improvement	Signal, poles, and light upgrades – 6 locations – Ironton, OH	    
-	Intersection Improvement	Turning radii enhancements – 7 locations – Ironton, OH	  
-	Systems Management	I-64/US 60 Integrated Corridor Management	 
-	Systems Management	I-64/US 60/US 52/US 23 Incident Management Corridor	 
-	Systems Management	US 52 Freight Management/Incident Management Corridor	 
-	Systems Management	Back of Queue Detection and CCTV Surveillance – 31 <sup>st</sup> Street Bridge – Huntington, WV/Proctorville, OH	  
-	Systems Management	Back of Queue Detection and CCTV Surveillance – 5 <sup>th</sup> Street Bridge – Huntington, WV/Chesapeake, OH	  
-	Systems Management	Back of Queue Detection and CCTV Surveillance – 12 <sup>th</sup> /13 <sup>th</sup> Street Bridge – Ashland, KY/Coal Grove, OH	  
-	Systems Management	Back of Queue Detection and CCTV Surveillance – Ironton/Russell Bridge – Ironton, OH/Russell, KY	  

Table 10.3 – Bicycle and Pedestrian Element Recommendations and the Guiding Principles

Project ID	Project Type	Project Road/Description	Guiding Principles
-	Trail System	Ironton Trails and Walkways – Ironton, OH	 
-	Trail System	Union-Rome Trails and Walkways – Union-Rome, OH	 
-	Bicycle Lanes	SR 7 from Chesapeake to Proctorville – Lawrence County, OH	 
-	Signed Bicycle Route	Ironton Bike Circulator Route – Ironton, OH	 
-	Bicycle Lanes	SR 141 from US 52 to SR 775 – Lawrence County, OH	 
-	Signed Bicycle Route	Proctorville Circulator Bike Route – Proctorville, OH	 
-	Signed Bicycle Route	CR 107 Bike Lanes – Proctorville, OH	 
-	Bicycle Lanes	CR 1 from Chesapeake to South Point – Lawrence County, OH	 
-	Signed Bicycle Route	South Point Circulator Bike Route – South Point, OH	 
-	Signed Bicycle Route	Ironton-Russell Bridge Bike Route – Ironton, OH	  
-	Signed Bicycle Route	Hanging Rock Bike Route – Lawrence County, OH	  
-	Bicycle Lanes	1 <sup>st</sup> Street Viaduct from 7th Ave to 8th Ave – Huntington, WV	   
-	Bicycle Lanes	8 <sup>th</sup> Street Viaduct from 7th Ave to 8th Ave – Huntington, WV	   
-	Bicycle Lanes	10 <sup>th</sup> Street Viaduct from 7th Ave to 8th Ave – Huntington, WV	   
-	Bicycle Lanes	Hal Greer Boulevard from 8th Ave to Washington Blvd – Huntington, WV	  
-	Signed Bicycle Route	Walkers Branch Rd/WV 75 from I-64 to Spring Valley Rd – Ceredo, WV	  
-	Bicycle Lanes	Veterans Memorial Boulevard from David Harris Riverfront Park to W 3rd St – Huntington, WV	  
-	Signed Bicycle Route	W. 14 <sup>th</sup> Street from levee to Memorial Blvd – Huntington, WV	  
-	Signed Bicycle Route	W. 5 <sup>th</sup> Street from 8th Ave to Memorial Blvd – Huntington, WV	  
-	Bicycle Lanes	8 <sup>th</sup> Street from Veterans Memorial Blvd to Ritter Park – Huntington, WV	  
-	Bicycle Lanes	10 <sup>th</sup> Street from Veterans Memorial Blvd to Ritter Park – Huntington, WV	  
-	Bicycle Lanes	3 <sup>rd</sup> Avenue from 8th St to Guyandotte – Huntington, WV	  
-	Bicycle Lanes	4 <sup>th</sup> Avenue from W 1st St to 16th St – Huntington, WV	  
-	Bicycle Lanes	5 <sup>th</sup> Avenue from 1st St to 31st St – Huntington, WV	  



Table 10.3 – Bicycle and Pedestrian Element Recommendations and the Guiding Principles (continued)





































































Project ID	Project Type	Project Road/Description	Guiding Principles
-	Bicycle Lanes	WV 2 from Guyandotte to Big Ben Bowen Hwy (SR 193) – Cabell County, WV	  
-	Signed Bicycle Route	US 60 from Barboursville to Milton – Cabell County, WV	  
-	Signed Bicycle Route	Barboursville Circulator Bike Route – Cabell County, WV	  
-	Signed Bicycle Route	Hal Greer Boulevard Viaduct from 7th Ave to 8th Ave – Huntington, WV	   
-	Bicycle Lanes	US 60 (Midland Trail) from Washington Blvd to Barboursville – Cabell County, WV	  
-	Bicycle Lanes	1 <sup>st</sup> Street from 3rd Ave to 12th Ave – Huntington, WV	  
-	Bicycle Lanes	20 <sup>th</sup> Street from 3rd Ave to 12th Ave – Huntington, WV	  
-	Bicycle Lanes	24 <sup>th</sup> Street from Oley St to 5th Ave – Huntington, WV	  
-	Bicycle Lanes	6 <sup>th</sup> Avenue from W 5th St to 20th St – Huntington, WV	  
-	Bicycle Lanes	7 <sup>th</sup> Avenue from W 5th St to 20th St – Huntington, WV	  
-	Signed Bicycle Route	9 <sup>th</sup> Avenue from 8th St to 20th St – Huntington, WV	  
-	Bicycle Path	Abandoned CSX railroad bridge over Guyandotte River – Huntington, WV	   
-	Signed Bicycle Route	Merritts Creek Rd from WV 2 to Barboursville – Cabell County, WV	 
-	Signed Bicycle Route	Altizer Park - Riverside Drive from Washington Blvd to Guyan River Rd – Huntington, WV	  
-	Signed Bicycle Route	Madison Avenue from W 21st St to Carson St – Huntington, WV	  
-	Bicycle Lanes	Washington Boulevard Bike Lanes from Hal Greer Blvd to US 60 – Huntington, WV	  
-	Bicycle Connection	Jackson Avenue Bike/Ped Tunnel under US 52 – Huntington, WV	   
-	Bicycle Connection	5 <sup>th</sup> Street Bike/Ped Tunnel between 7th Ave and 8th Ave – Huntington, WV	   
-	Bicycle Lanes	US 60 Bike Lanes from Carson St (Huntington) to B St (Ceredo) – Wayne County, WV	 
-	Bicycle Lanes	WV 152 from I-64 to Lavalette – Wayne County, WV	  
-	Multi-Use Path	Harvey Road from Johnstown Rd to CR 6 at WV 152 – Wayne County, WV	  
-	Signed Bicycle Route	Bike Route from Huntington to Beech Fork State Park – Wayne County, WV	  



Table 10.4 – Transit Element Recommendations and the Guiding Principles

Project ID	Project Type	Project Road/Description	Guiding Principles		
-	Transit Enhancement	Expand demand response service area to non-urbanized portion of Cabell and Lawrence Counties			
-	Transit Enhancement	Increase existing demand response service hours			
-	Transit Enhancement	Restructure Lawrence County Routes			
-	Transit Enhancement	Improve fixed route frequencies			
-	Transit Enhancement	Consider offering Sunday Service by Tri-State Transit Authority			
-	Transit Enhancement	Consider TTA bus service for Ceredo and Kenova			
-	Transit Enhancement	Consider TTA bus service to Huntington Tri-State Airport			
-	Transit Enhancement	Enhance Amtrak Service			
-	Transit Enhancement	Increase park-and-ride options			
-	Transit Enhancement	Leverage taxi service			
-	Transit Enhancement	Expand intercity bus service			

Table 10.5 – Aviation, Freight, Maritime, and Rail Element Recommendations and the Guiding Principles

Project ID	Project Type	Project Road/Description	Guiding Principles	
WR 15	New Location	Construct a new 2-lane Airport Road Connector from US 52 to Airport Road		
WR 14	Widening	Widen Walkers Branch Road (CR 3) from the Walkers Branch Road bridge to I-64		 
WR 11	Widening	Widen Darling Lane from WV 75 to the Tri-State Airport		
WR 10	Widening	Widen Docks Creek Road (CR 8) to a 4-lane divided roadway from US 52 to WV 75		
WR 5-9	Widening	Widen US 52 throughout Wayne County with a new bridge over the Ohio River		
CR 13-14	Widening	Widen I-64 to a six lanes from the West 18 <sup>th</sup> Street Bridge to Hurricane	  	
CB 1	Bridge Construction	Construct a new bridge over the Ohio River between CR 19 and the Chesapeake Bypass (SR 7)	  	
CN 14	Interchange	Construct a new interchange on I-64 at Benedict Road (CR 60/21) in Culloden	  	
LR 1	New Location	Extend the existing bypass from US 52 to SR 775 around Chesapeake	  	
-	Aviation Facility	Expand or reconstruct the Passenger Terminal Building		 
-	Aviation Facility	Provide boarding bridges		 
-	Aviation Facility	Relocate the General Aviation and Operations Terminal to the south side of the airfield		 
-	Aviation Facility	Construct at least one 10-unit T-hanger bank and one group hanger		 
-	Aviation Facility	Plan and preserve space for 1,000-foot extension to Runway 12-30		 
-	Aviation Facility	Plan and preserve space for a full length parallel taxiway A that can accommodate Group-IV aircraft		 
-	Aviation Facility	Provide hold aprons on both runway ends		 
-	Aviation Facility	Construct a General Aviation apron on the south side of the airfield		 
-	Rail	Construct additional rail sidings to relieve points of congestion	 	 
-	Rail	Collaborate with CSX to improve viaducts in Huntington	   	 
-	Intermodal	Continue to enhance the South Point Intermodal Transfer Facility and supporting infrastructure		
-	Intermodal	Construct supporting infrastructure for a new intermodal transfer facility at Tri-State Airport		
-	Intermodal	Improve last mile connections to South Point, Prichard, and Tri-State Airport	  	
-	Intermodal	Construct a new intermodal transfer facility in Prichard	 	



### Conclusion

The *KYOVA 2040 Metropolitan Transportation Plan* identifies a total of \$6.1 billion for highway capital and maintenance projects that can be funded in the three-county region through 2040. An additional \$43.5 million for bicycle and pedestrian projects and \$392 million for transit capital and operating assistance is in the funded plan. However, additional strategies and projects have been documented to completely meet the needs of the region. The *KYOVA 2040 MTP* also includes unfunded roadway projects totaling \$11.8 billion for the West Virginia portion of the study area and \$67 million for the Ohio portion of the study area in 2041 dollars.

This funding gap was anticipated at the outset of the planning process. In response, the *KYOVA 2040 MTP* purposefully blends the need for additional highway capacity with the region's ongoing acknowledgement that connectivity and alternative modes can be cost-effective ways to address existing and future concerns. The plan outlines strategies for a balanced transportation network built upon the premise of choice and connectivity. It focuses on a multimodal transportation system that fosters economic growth without compromising the region's natural appeal and character.