

Appendix A



2050 Metropolitan
Transportation Plan

KYOVA Interstate Planning Commission

KYOVA 2050 MTP PUBLIC INPUT AND OPEN HOUSE
PUBLIC INVOLVEMENT NOTICE
SEPTEMBER 14, 2021

Publish:
The Herald Dispatch
www.kyovaipc.org

**KYOVA Interstate
Planning Commission
2050 Metropolitan
Transportation Plan
Public Input**

KYOVA Interstate Planning Commission is seeking public input regarding the update of the Metropolitan Transportation Plan (MTP). The public may learn more about the planning process and provide feedback by visiting the **Online Public Open House** at www.kyova2050.com. The Open House includes a presentation video with information about the planning process, a transportation survey, and an interactive map for providing location-based comments. KYOVA will be accepting comments for this initial phase of the MTP update from **September 20 - October 20, 2021**.

As the Metropolitan Planning Organization (MPO) for Cabell and Wayne counties, WV, Boyd and Greenup counties, KY, and the urbanized area of Lawrence County, OH, KYOVA is required by federal law to produce a long-range transportation plan and update it every four years. The plan will identify recommended improvements to the transportation system through year 2050.

If you have any special needs or disabilities and would like additional assistance with this material or would like to request a hard copy of the information provided on the online public open house, please contact Saleem Salameh by email or phone at ssalameh@kyovaipc.org or (304) 523-7434.

**LH-116649
9-14-2021**

KYOVA 2050 MTP PUBLIC INPUT AND OPEN HOUSE
PUBLIC INVOLVEMENT NOTICE
NOVEMBER 10, 2021

Publish:
The Herald Dispatch
www.kyovaipc.org

**KYOVA 2050 MTP
Virtual Public Meeting**

KYOVA Interstate Planning Commission is hosting a virtual public meeting on Wednesday, November 17th from 4:00 to 6:00pm to share information about the Metropolitan Transportation Plan update process and invite the

public to provide comments. For more information and to join the meeting, visit http://kyovaipc.org/comments_announcements.php and click on the KYOVA 2050 MTP Virtual Meeting Link or call in using the number provided.

If you have any special needs or disabilities and would like additional assistance, please contact Saleem Saleem by email or phone at ssamaleh@kyovaipc.org or (304) 523-7434.

**LH-119668
11-10;2021**

KYOVA 2050 MTP PUBLIC INPUT AND OPEN HOUSE
PUBLIC INVOLVEMENT NOTICE
JANUARY 18, 2022

Publish:
The Herald Dispatch
www.kyovaipc.org

Legal Notices

**KYOVA Interstate
Planning Commission
2050 Metropolitan
Transportation Plan
Public Input**

The KYOVA Interstate Planning Commission (KYOVA) is seeking public input regarding preliminary project and planning strategy recommendations and prioritization for the 2050 Metropolitan Transportation Plan (MTP). The plan will consider needs related to all modes of transportation through the year 2050.

KYOVA will host both an on-demand online public open house and a live online public meeting. Information about how to join the open house and the live meeting can be found on KYOVA's website - http://kyovaipc.org/comments_announcements.php.

If you have any special needs or disabilities and would like additional assistance or would like to request a hard copy of the information provided on the online public open house, please contact Saleem Salameh by email or phone at ssalameh@kyovaipc.org or (304) 523-7434.

**LH-122897
1-18-2022**

KYOVA 2050 MTP PUBLIC INPUT AND OPEN HOUSE
PUBLIC INVOLVEMENT NOTICE
FEBRUARY 22, 2022

Publish:
The Herald Dispatch
www.kyovaipc.org

**KYOVA Interstate
Planning Commission
2050 Metropolitan
Transportation Plan
Public Input**

The KYOVA Interstate Planning Commission (KYOVA) has prepared an updated multimodal Metropolitan Transportation Plan (MTP) identifying recommended improvements for the region's transportation system through the year 2050. The plan is available for public review online from February 22, 2022 to March 23, 2022. An online public meeting will be held on Tuesday, March 1, 2022 from 5:00 to 6:00 PM. The draft plan and a link to the live meeting can be accessed by visiting http://kyovaipc.org/comments_announcements.php or <https://www.kyova2050.com/>. Hard copies of the plan are available upon request.

We invite you to review and submit comments on the draft plan. If you have any special needs or disabilities and would like additional assistance with this material or would like to request a hard copy of the information provided on the online public open house, please contact Saleem Saleem by email or phone at ssaleem@kyovaipc.org or (304) 523-7434.

LH-124812
2-22;2022



KYOVA Interstate Planning Commission 2050 Metropolitan Transportation Plan

KYOVA 2050 MTP Advisory Group Meeting #3 Summary January 18, 2022 at 2:00 PM

Attendees

KYOVA Staff:

Saleem Salameh

Bethany Wild

Jody Sigmon

Project Team:

Erin Grushon - B&N

Steve Thieken - B&N

Eric Lowry – B&N

Tristan Jackson – B&N

Matt Selhorst – HDR

Local and State Representatives:

Velyjha Southern - FHWA, OH

Sam Richardson – RIC MPO

Thomas Witt – KYTC

Brian E. Carr – WVDOH

Jim Boggs – Wayne County

Bre Shell – City of Huntington

Jim Insco – City of Huntington

Patrick Leighty – Lawrence County

Michael Graese – City of Ashland

Scott Thompson – ODOT D9

Steve Cole – City of Ashland

Katherine Utsinger – City of Ashland

Purpose

KYOVA is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to update the advisory group about the progress of the MTP and to introduce an initial list of projects for the funded portion of the MTP.

Summary

MTP Status Update

- B&N provided a brief summary of the plan development progress and status, noting that we are working toward completing the draft MTP document by mid-February.

Review Funding Forecasts

- There was a brief discussion about the recently passed Federal Bipartisan Infrastructure Law and if the anticipated revenues used to prepare the financial plan in the MTP account for associated increases in funding. The project team stated that the funding projections used to demonstrate fiscal constraint in the MTP come directly from the three state DOTs and do not account for additional funding that might be made available through the infrastructure package. As of the most recent check-ins with the states, new projections were not yet available. The project team mentioned that the unfunded Vision Plan in the 2050 MTP will identify additional priority projects in the region that could be advanced if additional funds become available.

Review and Discussion: Candidate Projects by County



KYOVA Interstate Planning Commission 2050 Metropolitan Transportation Plan

- Cabell County
 - Keep construction of new Ohio river crossing in the Vision Plan for now, but other elements of project development can move forward while the region works to identify potential funding for the bridge.
 - KYOVA noted that improvements on SR 2 from WV 193 to County line need to be included in the plan. The KYOVA planning area ends at the county line, so this project will need to be coordinated with RIC.
 - KYOVA noted that the state will bid CAB-09 to construction this spring.
 - The City of Huntington is currently looking for funding for the next phase of the Hal Greer Blvd project
- Wayne County
 - No comments
- Greenup County
 - No comments
- Boyd County
 - An Advisory Group member asked the candidate project list includes a project to improve the intersection at US 60 and Algonquin Avenue. The project team confirmed that it is included in the candidate project list (BOY-36).
- Lawrence County
 - KYOVA noted that HDR recently completed a study for the US-52/CR 15 intersection. This is a standalone project that does not tie into CR 1.
 - KYOVA is working with Lawrence County on LAW-02 and it is almost ready to go. The project is listed as being in phase 1 in the MTP so that aligns with the current funding schedule
- Transit Priorities
 - We need to make sure urbanized Wayne County is included (Kenova) in the MTP. It is served by the Ashland Bus System (ABS) and the Tri-State Transit Authority (TTA). TTA also serves rural Wayne County.
 - KYOVA emphasized the need to improve existing linkages in the transit system.
- Planning Strategies
 - KYOVA would like to focus on this issue of carpooling/vanpooling/ride-matching as a supplement to the transit system. KYOVA intends to support and beef up that program.
 - The new federal transportation bill is very generous for transit, especially direct to local grants. This is something to keep an eye on

Wrap-up and Next Steps

- The project team asked Advisory Group members to continue reviewing the candidate project list and follow up with comments in the next week. The draft MTP will be complete by February 15th. A 30-day public review of the draft MTP. will occur beginning later in February.



KYOVA Interstate Planning Commission 2050 Metropolitan Transportation Plan

Additional Discussion

- The 6-year highway plan for KYTC just came out but it still needs to be approved by the legislature. The project team will review the list to ensure that the MTP is consistent with the state's priorities for the region.



KYOVA 2050 MTP Kickoff Meeting Summary October 12, 2021 at 10:00 AM

Attendees

KYOVA Staff:

Saleem Salameh
Jody Sigmon
Terri Sickling
Bethany Wild

Project Team:

Erin Grushon - B&N
Steve Thieken - B&N
Kendra Schenk – B&N
Nicole Waldheim – B&N
Tristan Jackson - B&N
Matt Selhorst - HDR

Local and State Representatives:

Beth Thompson – Cabell County Commission
Bre Shell – City of Huntington
Nate Brugler – ODOT Central Office
Steven Cole – City of Ashland
Chris Kinsey – WVDOH Planning
Chris Tatum – Village of Barboursville
Evan Snyder – WVDOH
Janney Lockman – City of Huntington
Jason Workman – FHWA
Jim Boggs – Wayne County
Mayor Steve Williams – City of Huntington
Katherine Utsinger – City of Ashland
Michael Graese – City of Ashland
Rob Pennington – WVDOH D2
Sam Richardson – RIC MPO
Perry Su - WVDOH Planning
Velyjha Southern - FHWA
Patrick Leighty - Lawrence County
Scott Thompson – ODOT District 9

Purpose

KYOVA is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to introduce the Advisory Group to the project and get their input on plan goals and objectives and existing conditions in the region.

Summary

This meeting included an overview of the plan update process, a discussion about goals and objectives for the 2050 MTP, and a review of existing conditions in the region. The meeting discussion is summarized below.

- Goals and Objectives
 - Advisory Group members generally agreed with carrying forward the goals from the 2040 MTP but noted an interest in addressing equity and climate resiliency within the 2050 MTP goals and objectives.
- Existing Conditions
 - Roadway Traffic and Mobility:
 - The preliminary outputs from the travel demand model show some congestion on the bridge over the Ohio River into Ashland. The City of Ashland noted that they recently conducted a downtown traffic study that did not identify traffic on

- the bridge as an issue. The City has more recent traffic data that they can share with the project team.
- The City of Huntington noted that congestion and delays are not necessarily a bad thing in urban areas. Slower speeds can help with pedestrian safety. The City has to balance different transportation needs.
 - Lawrence County mentioned that Ohio State Route 7 experiences congestion in peak times and that it is likely used at a higher speed on average than the 25mph speed limit. SR 7 acts as a quasi outerbelt with around 11,000 vehicles a day.
 - KYOVA noted that the highway system is very important to the region. There is a lack of east-west connectivity and there are also issues with north-south connectivity and accessibility.
- Crash Analysis – The City of Huntington asked for additional information about the bicycle and pedestrian crashes in the crash analysis. B&N will provide the City with GIS data that was used in the analysis.
 - Transit
 - The City of Ashland noted that the Ashland Bus Service recently expanded service to include Saturdays.
 - KYOVA noted that the Amtrak Cardinal line also stops in Ashland and South Shore (in addition to Huntington).
 - KYOVA noted that the Marshall University route is part of the Tri-State Transit Authority (TTA) system and is operated by TTA under a contract with the university.
 - Bicycle and Pedestrian
 - The City of Huntington mentioned that KYOVA did a 2017 study on missing connections in Huntington and there are proposed connections to add to the bicycle and pedestrian facilities maps for the City of Huntington.
 - The City of Ashland asked if the MTP could address bike tourism including rails to trails, rural bike paths, and inter-city connections.
 - KYOVA noted that we need to make sure bike network is connected and contiguous and consider how it will connect to the statewide networks. We also need to consider connections between the bicycle and transit networks and between the bicycle networks and the universities (Marshall University and Ohio University campuses).
 - The City of Huntington mentioned that a bike share program is coming to the Marshall University campus and provided contact information for the person to reach out to about the program.
 - The MTP needs to consider deficiencies of the current bicycle network. KYOVA asked about looking into data on the users of the existing network and mentioned that Streetlight data is available through ODOT for all KYOVA counties.

- Freight
 - West Virginia is in the process of updating the statewide freight plan. It should be completed in the next two to three months. ODOT is also wrapping up the Ohio statewide freight plan (Transport Ohio) in the next couple of months. The MTP project team will need to review the recommendations in those plans and consider how the KYOVA MTP can address those recommendations.
 - We need to make sure we don't have deficiencies in our freight network, specifically issues relating to weight limits on freight routes going across state lines. Consider interstate freight connections, what truck stops are needed, the impact of the Portsmouth bypass, etc.
 - The Ashland Petroleum facility is the largest refinery in the US. There are lots of pipelines in the area. The MTP needs to consider the pipeline infrastructure and needs.
 - There was a discussion about integrating the freight and safety analysis. There may be some limitations in the crash data that is available, but the project team will investigate this.
 - There is a trend toward providing more complete streets in region. We need to consider how to accommodate trucks making deliveries on complete street facilities.
- Emerging Technology - KYOVA mentioned that the MTP will need to consider emerging technologies and related infrastructure needs such as Connected and Automated Vehicles (CAV) and smart roads.
- Coordination
 - The MTP project team needs to address air quality conformity requirements. The project team will initiate communication with the Interagency Consultation Group soon.
 - The KYOVA 2050 MTP will need to coordinate with the RIC MPO on shared projects.



KYOVA 2050 MTP Kickoff Meeting Summary November 17, 2021 at 2:00 PM

Attendees

KYOVA Staff:

Saleem Salameh
Terri Sickling
Bethany Wild

Project Team:

Erin Grushon - B&N
Steve Thieken - B&N
Nicole Waldheim – B&N
Brandon Carpenter – B&N
Matt Selhorst - HDR

Local and State Representatives:

Ralph Kline – ILCAO
Bre Shell – City of Huntington
Paul Davis – TTA
Steve Cole – City of Ashland
Janney Lockman – City of Huntington
Jim Boggs – Wayne County
Scott Thompson – ODOT D9
Patrick Leighty - Lawrence County
Kelsey Tucker – RIC
Thomas Witt – KYTC

Purpose

KYOVA is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to update the Advisory Group on project status, review the plan goals and objectives, and discuss transportation needs in the region.

Summary

- Vision, Goals, and Objectives - B&N presented the draft Vision, Goals, and Objectives to the Advisory Group members and summarized changes that had been made to the objectives based on feedback provided at the previous Advisory Group meeting in October. These changes included adding and/or modifying objectives under goals #2, #4, and #6 to place a greater emphasis on equity and climate resiliency.
 - Advisory Group feedback:
 - We need to make sure to address adaptation to technology (smart streets, ITS, etc.).
 - Safety should consider high-priority locations and not just high-crash locations.
 - For climate resiliency objectives, the current wording emphasizes stormwater management but that is just one piece of the relationship between transportation and climate resiliency.
 - Accessibility is a key component of achieving the equity objectives.
 - The project team will send out revised goals and objectives to the Advisory Group before the next meeting in January.
- Public Survey Input - B&N summarized input that was provided through the public input survey between September 20th and October 20th. The Advisory Group discussed reopening the survey through the end of the year to try to get more input.
- Needs and Priorities – B&N reviewed the transportation system needs that had been identified based on the public and stakeholder input, previous plans and studies, and technical analysis

conducted by the project team. B&N asked the Advisory Group members to provide feedback on what they thought the highest priority needs were and if there were additional high priority needs that should be considered. Discussion on the needs and priorities is summarized below.

- Capacity and Operations:
 - Cabell - There was a question about 1st Street between 4th and 7th. This does not seem to be a congested area. The need here is more related to the operations.
 - Wayne – There was a question about the connector road project to Heritage Farm. B&N noted that it has been captured and currently shows up on the list of economic development/freight needs.
 - Wayne – We need to coordinate with WVDOT to see if the connection from Sherwood Drive to downtown Huntington is still an option.
 - Lawrence – KYOVA noted that Chesapeake bypass is happening. There is funding in place to purchase R/W.
 - Lawrence – The Adams Street at 2nd Street and 3rd Street need was related to the old bridge entrance and can be removed from list. The need is now on Jefferson.
 - Lawrence – We also need to consider the priority recommendations in US 52 Corridor Study (proposed interchange improvements at SR 93, proposed new interchange between Grandview and Delta, interchange improvements at Burlington-Macedonia, interchange improvements at Sandusky).
 - Boyd – The Ashland downtown mobility project (roundabouts) is underway.
 - Greenup – All of the capacity and operations needs are listed in the KYTC CHAF database. Local officials have placed higher priority on some of these needs than others. KYOVA will forward additional information about the local priorities.
- Freight and Economic Development:
 - Lawrence – Several of the recommendations in the US 52 Corridor Study address economic development (US 52/93, US 52/Burlington, US 52/Grandview).
 - The need to connect southern Ohio to the interstate system via the I-73/I-74 corridors should also mention I-75. Revise to state I-73/I-74/I-75 corridors.
 - The connector between 775 and 35 is a shared project between Lawrence County and Gallia County. This was listed in the capacity needs review but is targeted more at freight movement. The last leg of 35 in West Virginia has been completed up to the Ohio border.
- Bicycle and Pedestrian:
 - In general, better protected crosswalks are needed at intersections with high pedestrian usage, particularly in urban areas.
 - Additional needs are identified in the Boyd and Greenup County Non-Motorized Transportation Study and the Lawrence County Pedestrian and Bicycle Study.

- Bicycle/pedestrian access on the bridges between Ohio and Kentucky is an issue (also on the 31st Street bridge).
 - Safety:
 - Cabell County - A number of people have been hit by cars on 3rd Avenue (between 20th and Hal Greer) and 5th Avenue, especially around Marshall University. There needs to be a heightened look at what we can do to make those corridors safer. One possibility would be to make both corridors two-way streets and slow the speeds down, but everyone may not support that. There is high interaction of the modes here (bus, car, pedestrian, bikes) and innovative solutions are needed. Marshall University is expanding and has developed a Master Plan and a Bike/Ped Plan that may have recommendations for this area.
 - Cabell County – The whole Hal Greer Boulevard Corridor coming in at 8th Avenue and Hal Greer at 5th Avenue by Marshall should be highlighted as safety needs.
 - Wayne County – The “all-day curve” on SR 152 about five miles north of Wayne is a safety issue. KYOVA noted that other people have mentioned that location and there was a bad accident there a few years ago.
 - Lawrence County – The US 52 Corridor Study also included a crash/safety analysis. There is a pedestrian safety issue at US 52 and 93.
 - We do not have bus pull-ins and pull-outs like other cities and traffic does not stop for a TTA bus.
 - Jaywalking is also a safety issue that needs to be addressed.
 - Transit:
 - TTA emphasized the importance of safe and convenient first and last mile bicycle and pedestrian connections for transit.
 - The whole Route 60 corridor is a challenge for transit (all flagged stops). The intersection at East Mall Road across from Toyota is very difficult and needs a full pull-in bus stop.
 - Lawrence County – Increasing transit frequency is the biggest need/challenge.
 - Maintenance
 - KYOVA noted that the need to reconstruct/repair KY 750 (Kenwood Drive) may have already been addressed through the flyover project. We will need to confirm this with KYTC.
 - General Comments
 - Need to make sure the plan addresses ITS and adapting to emerging technologies.
 - The MTP recommended projects list will need to include information about which projects are coded in the model and which performance measures are being addressed by each of the projects.
 - There was a discussion about additional transportation funding that will be available through the federal infrastructure bill. It is still unclear exactly how much additional funding would be available in the KYOVA region. The

“unfunded”/Vision Plan portion of the MTP is one way to capture additional needs/projects beyond what could be funded through the current revenue projections. There is also a process for modifications/amendments to the MTP outside of the 5-year update cycle if needed.



KYOVA 2050 MTP Active Transportation Focus Group Meeting Summary November 3, 2021 at 10:00 AM

Attendees

KYOVA Staff:

Chris Chiles
Saleem Salameh
Terri Sicking
Bethany Wild

Project Team:

Erin Grushon - B&N
Steve Thieken - B&N
Tristan Jackson - B&N

Stakeholders:

Chris Crum – Greenup County Health Dept.
Bre Shell - City of Huntington
Janney Lockman – City of Huntington
Casey Napier – Cabell-Huntington Health Dept.
Ralph Kline – Lawrence County
Abby Reale – Mountain Health Network
Beau Evans – City of Huntington (input provided through email)

Purpose

KYOVA is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to facilitate a focus group discussion on needs, opportunities, priorities, and challenges related to bicycle and pedestrian transportation in the region.

Summary

The meeting started with a brief presentation about the purpose of the focus group, an overview of the 2050 MTP update process, and a review of existing conditions in the region. The existing conditions presentation reviewed recent bicycle and pedestrian plans and studies and provided information about existing and planned facilities. After the presentation, the focus group discussed bicycle and pedestrian transportation needs and priorities. The discussion is summarized below.

Are there any additional recently completed or upcoming bicycle and pedestrian plans or projects that we should be aware of?

- Make sure to look at the Ohio statewide bike and pedestrian plan (*Walk.Bike.Ohio*). The interconnection of local trails to the larger state plan is one of the priorities in Lawrence County. The county also wants to tie into the larger tri-state regional bicycle and pedestrian network. There are a lot of walkers and bicyclists commuting on the berms of the river bridges.
- There was a plan put together for ODOT for a trail going to Wayne National Forest in Lawrence County. Much of the trail would be outside the region, but a portion would also be within the KYOVA MPO boundary.
- ODOT incorporated pedestrian access into the design for the new roundabout at the US 52 interchange in Ironton.

- Commerce Road is a public roadway that goes through Point Industrial Park in Ironton. People have been using Commerce Road for walking and there is a plan now to create a pedestrian way there. Bill Dingus at the Chamber of Commerce can provide additional details.
- Huntington has a lot of bike/ped projects moving forward. Some of the higher priority, funded projects include:
 - Improvements at 14th Street West and Memorial Boulevard. The City wants to connect 14th Street West to the Levee Trail system.
 - Connect the Paul Ambrose Trail for Health (PATH) across the existing Levee Trail at the county line.
 - Improve the Washington Boulevard part of the PATH.
- Cabell County Health Department recently updated the Community Health Assessment. It would be a good idea for the Health Department and the City of Huntington to talk about some of the initiatives in that assessment.
- The City of Huntington mentioned that they would send the project team additional information and data about bicycle and pedestrian improvements that are being planned and currently in progress.

What are the greatest bicycle and pedestrian mobility challenges and needs in the region?

- The only thing separating the bicycle facilities on the Ohio side of the region from West Virginia and Kentucky are the bridges. Could this plan look at providing modifications on bridges to provide bicycle and pedestrian access? That would help connect people to sources of employment. There are not pedestrian facilities on the Ironton-Russell bridge, so people walk and ride bicycles on the berm of the bridge to reach employers on the other side of the river.
- There is a safety concern in Ironton close to the 93 interchange where the Gateway development is. There is no signalized crossing of 93 going north-south for four to five blocks and it is not safe to cross.
- The KYOVA Park Avenue Traffic Study for the City of Ironton identifies recommended pedestrian improvements in and out of Park Avenue.
- The ability to educate the public on bicycle and pedestrian safety is an issue. Many bicyclists and pedestrians do not know how they are supposed to travel along streets, parks, roadways, paths, etc. However, it is not just bicyclists and pedestrians. Drivers are also not cognizant of their roles, responsibilities, and how to interact with these other modes of transportation either. We have been working on getting the message out there to folks to increase this knowledge.
- In Huntington, the PATH has many little sections here and there, but nothing continuous (without the use of a roadway/street).
- Providing on-road bicycle facilities can be complicated. Representatives from the City of Huntington and Lawrence County asked about the possibility of looking at the potential redistribution of lanes as part of resurfacing project.
- The City of Huntington wants to look more closely at where the pedestrian and bicycle crashes are occurring.

- Third and Fifth Avenue in Huntington is an area where change is needed, but it has been difficult to make those changes. This location is adjacent to some economic development opportunities happening along 5th Avenue.
- There are some conflicts between the need for parking and adding more bicycle and pedestrian facilities, particularly in areas that are expected to experience redevelopment and growth.
- The frequency of freight delivery trucks circulating around neighborhoods could be making bikers and pedestrians feel less comfortable and less safe. There is also a concern about the increased truck traffic impacting roadway conditions. It was noted that a lot of deliveries are done by golf carts in Ironton around the holiday season. There may also be an increase in small package delivery by drones in the future.
- We see people crossing mid-block all the time. The City of Huntington is trying to build in more opportunities for safe mid-block crossings, but the state is not always supportive. We would like to see stronger policies/strategies supporting mid-block crossings, where appropriate.
- There are challenges related to coordinating projects across multiple jurisdictions. You need to have a high-quality study to justify the project.
- The City of Huntington would be interested in seeing some guidance on what sort of multimodal facilities make sense in different settings to help with prioritizing future improvements.
- The City of Huntington mentioned an interest in implementing short-term trials for active transportation projects like a lane redistribution/installation of bike lanes. We have seen other cities do this and it might be a good way to test out potential improvements. The City is considering something like this for the 14th Street West project. Would be interested in seeing some best practices around how other communities are integrating this into their planning processes.

What are the highest priorities for bicycle and pedestrian improvements?

- We need to make sure our regional and local bicycle networks are connected to the statewide networks (designated state and national bicycle routes). Also, equity is very important, and we need to make sure these networks are accessible to everyone.
- We need to make sure that the transit system is also connected to these non-motorized modes. All of these modes help reach federal initiatives related to equity and climate change.
- Huntington is investing heavily to improve multimodal mobility and safety in the Hal Greer corridor. The design should be completed by the end of the year and hopefully will go to construction next spring.
- Lawrence County priorities:
 - Connecting gaps along the east-west river corridor. Specifically, they are looking at a section in Rome Township from the fairgrounds going down to the Village of Proctorville. There has been some investment in the Chesapeake area where the county has upgraded sidewalks. Planned improvements at the Point Industrial Park would be connected to that.
 - In Ironton, they recently completed the section between Storms Creek and downtown. There are discussions about trying to create a safe route from there to the rest of the

- City. There has been discussion about trying to connect that trail southward to Campbell Street (a low traffic area).
- The highest priority in Ironton is probably the Gateway Interconnector to downtown (Vernon Street connector). The city is talking about some traffic pattern changes and parking realignment to accommodate the Rundberg Lofts redevelopment project (intermodal transportation facility/garage).
 - North-south across 93 at the Gateway development is a priority safety issue (addressed in the Park Avenue Study).
 - The trail following the railroad street out toward Wayne National Forest is a critical connection. Also, there is a major multi-million-dollar sports recreation complex being planned in the area.
- We need to make sure to connect with the bicycle and pedestrian facilities in the Charleston region. Review the plans of KYOVA's sister agency to the east (RIC) to coordinate network improvements across the two regions.
 - Huntington wants to reevaluate what trail improvements have been studied in the past and see if the priorities are still the same.
 - We need better connections across the river (from Huntington) into Kentucky and Ohio.
 - The City of Huntington is expected to grow. We should look at where that growth is expected to occur to identify priorities for bicycle/pedestrian improvements.

Other Comments

- We also need to think about golf carts because that is another form of alternative transportation that is growing more prevalent in Lawrence County.
- There was a question about how multi-use trails and pedestrian trails were being distinguished from each other. The maps are reflecting what was coded in the data and we can follow up with the City of Huntington to see if updates are needed.
- For maps, make sure to show which roads are on the federal system (eligible for the federal funding). We also need to see where the transit routes are in relation to the bicycle and pedestrian facilities. These systems need to be connected.
- KYOVA has suballocated funding available to use for bicycle and pedestrian improvements in the region. That is federal funding available to promote all modes of transportation. When KYOVA does a resurfacing job, they look at the road as a whole and also look at improving pedestrian facilities.
- Look at where building roundabouts could help move all traffic (cars, pedestrians, and cyclists) safely through key intersections.



KYOVA 2050 MTP Diversity, Equity, and Inclusion Focus Group Summary November 2, 2021 at 10:00 AM

Attendees

KYOVA Staff:

Saleem Salameh
Jody Sigmon
Terri Sicking
Bethany Wild

Project Team:

Erin Grushon - B&N
Steve Thieken - B&N
Tristan Jackson - B&N

Stakeholders:

Maranda Evans – City of Ashland
David J. Rymer, II – City of Ashland
Mike Maynard – Hillcrest Bruce Mission in Ashland
DuRon Jackson – Huntington YMCA/ City of Huntington City Council
Sandra Clements – Fairfield Neighborhood Advocate/former Marshall University Staff
Paul Davis – TTA
Jennifer Woodall – TTA
Ralph Kline – Lawrence County (input provided through email)

Purpose

KYOVA is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to facilitate a focus group discussion on Diversity, Equity, and Inclusion in the MTP update process.

Summary

The meeting started with a brief presentation about the purpose of the focus group, an overview of the 2050 MTP update process, and a review of existing conditions in the region. The existing conditions presentation highlighted data from the U.S. Census Bureau's American Community Survey and included maps showing the distribution of different populations across the KYOVA MPO including: people over the age of 65, people with disabilities, the non-white population, households below the poverty level, and households with no access to a vehicle. After the presentation, the focus group discussed transportation needs and priorities for traditionally underserved populations in the region as well as opportunities and challenges related to addressing those needs. The discussion is summarized below.

What are the greatest transportation needs and priorities for traditionally underserved populations in the region?

- For the African American community (referring to the map showing distribution of non-white population in the region), that area of Huntington is well covered by transit and those areas provide some of the best ridership in the TTA system. The Madison Avenue corridor going towards western Huntington has the highest ridership of all Tri-State Transit Authority (TTA) routes. The Madison Avenue route could use a second bus, especially around peak times, but funding is a challenge.

- We need to address inter-city transit connections and connections between urban and rural areas. The KYOVA region is one community and transit should reflect that.
- The area of rural Wayne County with higher concentrations of seniors and householders below the poverty level is harder to address. Funding for transit in the KYOVA region comes from Huntington and Cabell County for the most part. There used to be a Huntington-Charleston connection when Manchin was governor and there might be a possibility to return that service.
- Pre-COVID, bus service was very predictable. It is less predictable now because of closures, but things seem to be getting back to normal.
- There are a lot of people who use the bus to buy groceries. Sometimes there are limits on the number of bags they can take on the bus because of other riders. Most of the people in Fairfield who use transit to get their groceries need to make multiple trips a week.
- In Ashland (KY), we see people pushing their buggies with groceries on hills and in bad weather because the buses are not convenient. A roundtrip grocery store trip from the affordable housing complex can take up to 4 hours—a whole day affair. Part of the problem is the lack of overlap between the rural and urban transportation systems. This is a challenge because of restrictions on the FTA funding that do not allow the rural and urban systems to overlap.
- In Ashland, some individuals struggle to get a job and work in the evenings/weekends because there is no transit provided during those times. Taxi cabs can be up to \$25 just to get across Ashland. Because there are no buses available, there is a high use of med-cab. There is a new service called Patriot Services which is targeted towards veterans.
- There is no main transit connection between the three major cities in the region.
- Bike and walking facilities could help increase equity outcomes for underserved communities.
 - The (Huntington) councilperson that left in January started working on improving pedestrian facilities/sidewalks in the Fairfield neighborhood. Some of the more common walking trips involve crossing Hal Greer Blvd and that journey needs to be safer. I don't see many people biking or walking in the community because of unsafe conditions. Hal Greer is especially unwelcoming.
- There are some scooters available in Ashland. The scooters were brought in as part of a collaboration between the business owners to have scooters in downtown Ashland, mainly along Winchester Avenue. The City of Huntington has been talking about adopting scooter services as well. The focus group discussed needing to keep up with transit/transportation trends, but also noted that reliable transit service is a higher priority than scooters.
- In Lawrence County, the whole county is probably considered underserved, at least in the terms of the Appalachian Regional Commission (ARC) investment program. For southern Ohio to grow, it needs to have direct access to the interstate system with the federal and state DOTs recognizing and investing in the I-73/I-74 plans.
- Internally, public transportation is key to provide mobility for low-income residents in Lawrence County that cannot afford cars. That and perhaps also alternative transportation like walking and bicycle. Ironton has a sidewalk system that is highly used and allows access to jobs and services. There are not many sidewalks outside of Ironton and some of the larger villages.

Do you anticipate that these needs will shift or change between now and 2050?

- The overlap between different services could be affected by federal funding priorities, but it is not likely. We have a regional transit providers group that works together to try to coordinate services, but it is difficult because of funding and regulatory restrictions. A focus group participant suggested forming a PAC to address those challenges directly.
- Anticipate a greater emphasis on bicycle and pedestrian transportation, especially with the growing work at home economy.

What are the biggest challenges to addressing the needs and priorities that have been identified?

- TTA dial-a-ride services carry 200 people a day and we have 60-minute headways on our fixed routes. TTA has improved our schedule to operate until midnight six days a week. With more money, we would provide more frequent service and hire more dollar-a-ride drivers.
- Currently, one of the challenges is a lack of bus operators. TTA needs to hire six operators but cannot find them. TTA pays a decent wage and has reached out to the African American community but is having trouble hiring new operators.
- Coordinating the different transit services is a challenge because of funding restrictions: 5311 (rural), 5307, 5310 (seniors, disabled) are all federal transit grant opportunities. 5310 is being used to bridge the gap between rural and urban service, but that coordination is still difficult. 5311 funding could potentially have saved the service to Charleston, but they were not eligible because it did not go through the 5311 towns, despite the clear benefit to those areas.
- It is becoming increasingly difficult to find funding for capital projects like improving amenities, buying busses, etc. If amenities could be improved, we could make the transit experience better for everyone. We would like to do this without taxing the citizens of the local communities. Finding the local match required to use the federal transit funds can sometimes be the sticking point.
- Providing infrastructure for emerging technology (electric vehicles, automated vehicles, etc.).

What ideas do you have for overcoming those challenges?

- Expanding on the ARC definition of its targeted transportation system to include the I-73/ I-74 corridor upgrades as well as the auxiliary improvements like efficient interchanges, outer belts, and adaption for smart and electric vehicles.
- Invest to create a fully connected and integrated tri-state regionwide bicycle and pedestrian system.

Are there additional outreach strategies we should consider for informing and engaging underserved/underrepresented populations in the planning process?

- The biggest network is the transit system users. Suggest reaching out to them and polling them/ asking them questions.
- Spreading the word through churches can also be useful. There is a Black Pastors Association that can help spread the word.

- Social media is also a good way to share information.
- TTA offered to help provide information about future public meetings through TTA's twitter account and flyers in busses.
- The local chapter of the NAACP is very helpful and we should reach out to them.
- Look at Ebenezer Medical Outreach. They serve a wide population and also provide daycare in the community.
- Reach out to Charlie Holley at the Cabell County Community Services Organization to share information through the meals-on-wheels services.
- Several focus group members also offered to share information directly with their organizations/contacts. The project team agreed to send advertisements/flyers for the upcoming public meeting with the focus group participants.

What are the physical barriers that block services or divide neighborhoods?

- In Ashland, we don't have many physical barriers other than some larger thoroughfares. In East Ashland, the main barrier is the lack of grocery stores although a dollar general with a produce department did just open. Many people in that neighborhood walk and take the bus. Some of the roads in that area cannot accommodate larger busses. Ashland recently purchased some smaller buses, but the challenge persists.

What specific transportation improvements could benefit traditionally underserved populations in the region?

- Public education and outreach on using the bus system. A lot of people do not know how to use the busses to get around. Some people do not even know what bus services/routes are available.
 - KYOVA noted that travel training funds are available through the 5310-grant program. There may be potential for all the transit systems to work together to provide education to the citizens.
- The location of the bus stops can be an issue. For example, one is located right on the highway on the opposite side of the road by the train tracks. We need to ensure safe access to all the bus stops. Ashland recently purchased modern bus shelters, safe access to the bus stops is an issue that persists.
 - At Madison Avenue and Park Avenue in Huntington, there is a very clear cow path that leads to a bus stop. There is currently pedestrian access to the east of the bus stop via a sidewalk along Madison Avenue, but there is no sidewalk to the west.
- Lawrence County has several bicycle and pedestrian projects in various stages of planning and development. We just need funding to build them.



KYOVA 2050 MTP Economic Development and Freight Focus Group Summary November 4, 2021 at 10:00 AM

Attendees

KYOVA Staff:

Saleem Salameh
Jody Sigmon
Bethany Wild

Project Team:

Erin Grushon - B&N
Steve Thieken - B&N

Stakeholders:

David Lieving - HADCO
Mayor Chris Tatum – City of Barboursville
Chris Pullem – City of Ashland
Hank Dial – City of Huntington
Sarah Bostic – City of Huntington
Katherine Utsinger – City of Ashland
Steve Cole – City of Ashland
Ralph Kline – ILCAO
Kent Sowards – Appalachian Transportation
Institute

Purpose

KYOVA is in the process of preparing an updated long-range Metropolitan Transportation Plan (MTP). The purpose of this meeting was to facilitate a focus group discussion on needs, opportunities, priorities, and challenges related to economic development and freight in the region.

Summary

The meeting started with a brief presentation about the purpose of the focus group, an overview of the 2050 MTP update process, and a review of existing conditions in the region. After the presentation, the focus group discussed economic development and freight needs and priorities. The discussion is summarized below.

Are there additional freight facilities or studies that should be reviewed for the analysis?

- There are private regional distribution facilities (FedEx) at the airport and Point Industrial Park.
- The Ohio River Bridge Crossing Feasibility Study and the US 52 Corridor Study also both relate to the discussion of economic development and freight and should be considered.
- There was a recent industrial corridor study for the corridor from Hanging Rock to the Franklin Furnace area. The eastern tip of that corridor is in the KYOVA are.
- The I-73/74/75 Corridor Association has prepared economic studies on the benefits of investing in that corridor. The corridor would affect US 52 if constructed.
- There is an ongoing project in Ironton to upgrade truck access from the Ironton-Russell Bridge to the Coal Grove interchange.

What are the general trends you are seeing in land development (residential and/or commercial) in the region?

- Commercial development has been slow due to Covid. Redevelopment was happening in Ashland prior to Covid.
- The housing stock in Huntington is generally older. Most new housing development is happening in the outer areas, in Barboursville and farther out. The region's population seems to be spreading out. Need to be thinking about redeveloping neighborhoods in the city.
- There is a lack of large industrial sites on the West Virginia side of the region. They have them in Lawrence County, but there are not many on the West Virginia side. We need to think about sites with infrastructure in place (rail, river, etc.) to attract investment.
- A major entertainment and sports facility is planned in Lawrence County. This will affect the new interchange on 52 at 93.
- A new commercial development is planned in the Burlington area on US 52.
- There has been some preliminary planning done for the north-south 775 corridor. This is being led by Gallia County, but it would tie into the outerbelt in the Proctorville area.

Are there any significant upcoming development projects or other ongoing/pending economic development projects in the region?

- In Ashland, they are bidding out the demolition of an old building downtown. The building will be replaced with a parking garage and convention center. Some retail and entertainment are in the works.
- There are some old industrial sites that could be redeveloped, but there are challenges related to issues with transportation infrastructure (ingress and egress to the properties).

What are the biggest economic development opportunities for the region today and in the future?

- Broadband deployment in rural areas - With more people working from home, providing high-speed internet/fiber is an opportunity. That plays in with the housing issue. In Huntington, we need to be upgrading our housing.
- The IT sector is an opportunity. Marshall and other colleges are producing talent and the reasonable cost of living here could also attract more talent.
- We do not expect to see a lot of growth in housing in the urban areas of Lawrence County, but more stabilization of housing. We will likely see continued growth outside of the urban areas. Continued growth could impact area traffic on interchanges and roadways.
- The Gateway Initiative is a travel tourism initiative in Lawrence County that aims to take advantage of the national forest and other natural assets in the region.
- Barboursville has benefited from US youth soccer tournaments. They started hosting the tournament in 2012. Shawnee started helping with organizing the tournament, including coordination of hotels, etc. The tournament also fills Iron ton hotels. Sports tourism is a multi-billion-dollar industry. Barboursville has made improvements in sports facilities. Other communities are also investing in sports tourism/tournaments, including baseball and softball

tournaments. Coordination between the towns/counties is important to maximize opportunities and avoid duplicating efforts.

- Another driver for growth in the region is healthcare. With an aging population, healthcare needs will increase. This area attracts people from outlying counties for healthcare (especially in geriatric care). Huntington is a healthcare destination, particularly for orthopedic care.
- The lakes and Ohio River are underutilized and there is an opportunity for growth in recreational tourism. This region is a great place to work from home and have recreational opportunities nearby.
- Commercial flights at the airport are an issue. The facilities and connections could be improved.

What are the top freight needs and opportunities in the region?

- With the logjams at the western US ports and expansion of Panama Canal, there could be an opportunity to bring containerization into this region. Mobile (AL) has a regional connection via the Ohio River corridor into the area that is viewed as an opportunity to increase capacity. This could create a new logistics opportunity.
- The region also has a direct connection to the Norfolk (VA) deepwater port. We would need to reopen the intermodal facility in Prichard to take advantage of that.
- There is a need to look more at rail to truck transloading. It would be helpful to have more information about the private operators in the region, including where they are located. There are similar needs around water to truck and water to rail.
- Constrained points for freight movements are the river locks and dams. The USACE maintains data on the conditions of the locks and dams.
- Oversized freight is an issue at Point Industrial Park and other places. A roundabout needed to be modified to accommodate the oversized freight at Point Industrial Park.
- Need to consider the new generation of trucks (electric). We need to have charging stations and infrastructure to support them. There are currently charging stations at the Sheets gas station at Barboursville Mall and two or three charging stations at Marshall.
- How will drone delivery play into this, especially with the regional FedEx facility at the Tri-State airport?

What ideas do you have for transportation improvements or policies to address needs and/or capitalize on the opportunities that have been identified?

- Inclusion of I-73/74 as part of the Appalachian Development Highway System (ADHS) through WV and OH and connections to KY. Recommend that the Appalachian Regional Commission (ARC) ADHS be updated to the current system.
- For the Prichard intermodal facility, upgrades are needed to the US 52 alignment to take advantage of connections to the river and airport.