

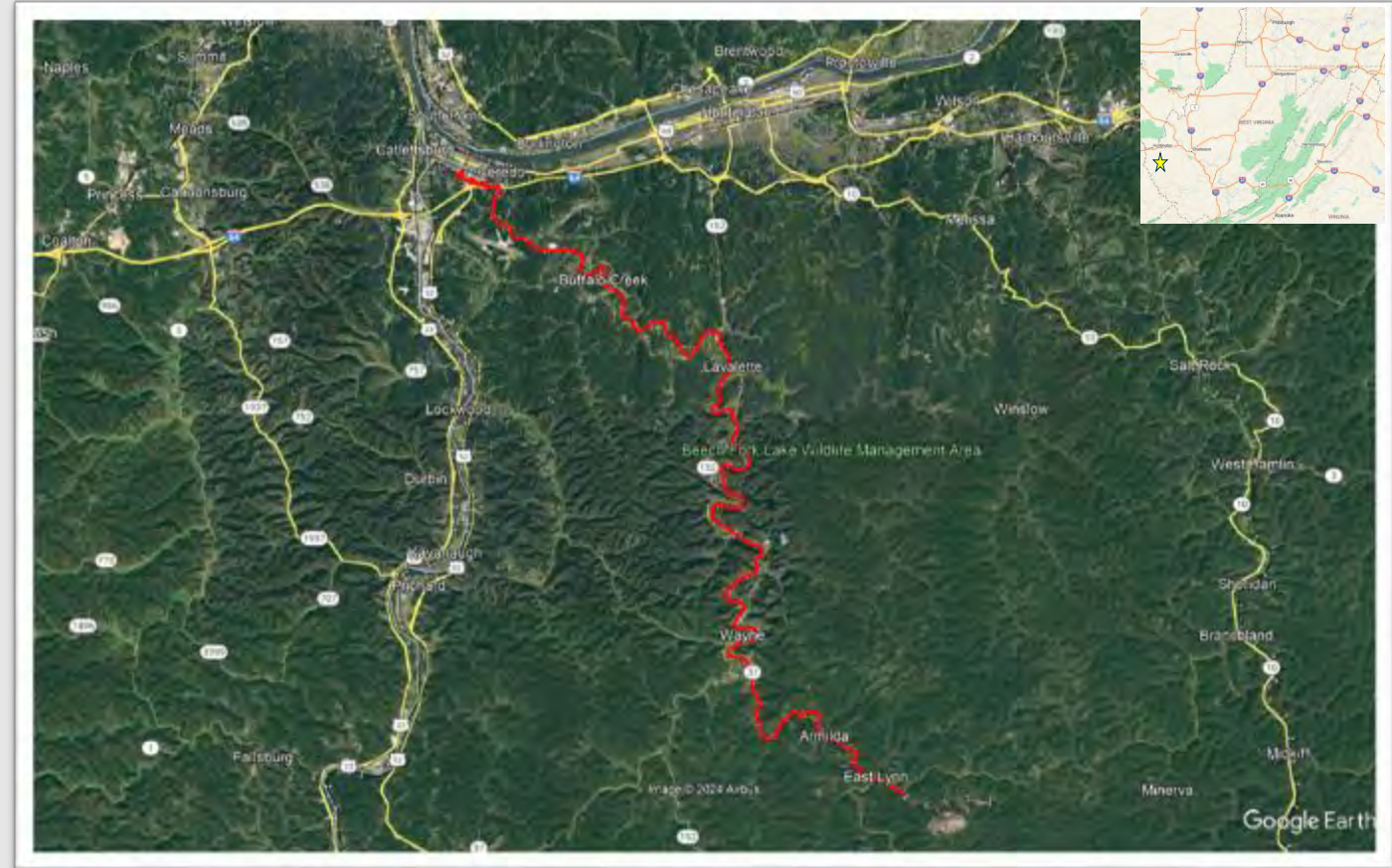
WAYNE BRANCH TRAIL

Presented by: Michael Baker International



LOCATION

- Wayne Branch rail line located in Wayne County
- Extends from Kenova, north of I-64, to East Lynn, north of East Lynn Lake WMA
- Rail line adjacent to/within communities of:
 - Kenova
 - Buffalo Creek
 - Lavalette
 - Wayne
 - Armilda
 - East Lynn
- Rail corridor near Beech Fork Lake and East Lynn Lake



No current rail service along existing 32-mile Wayne Branch rail line between Kenova and East Lynn

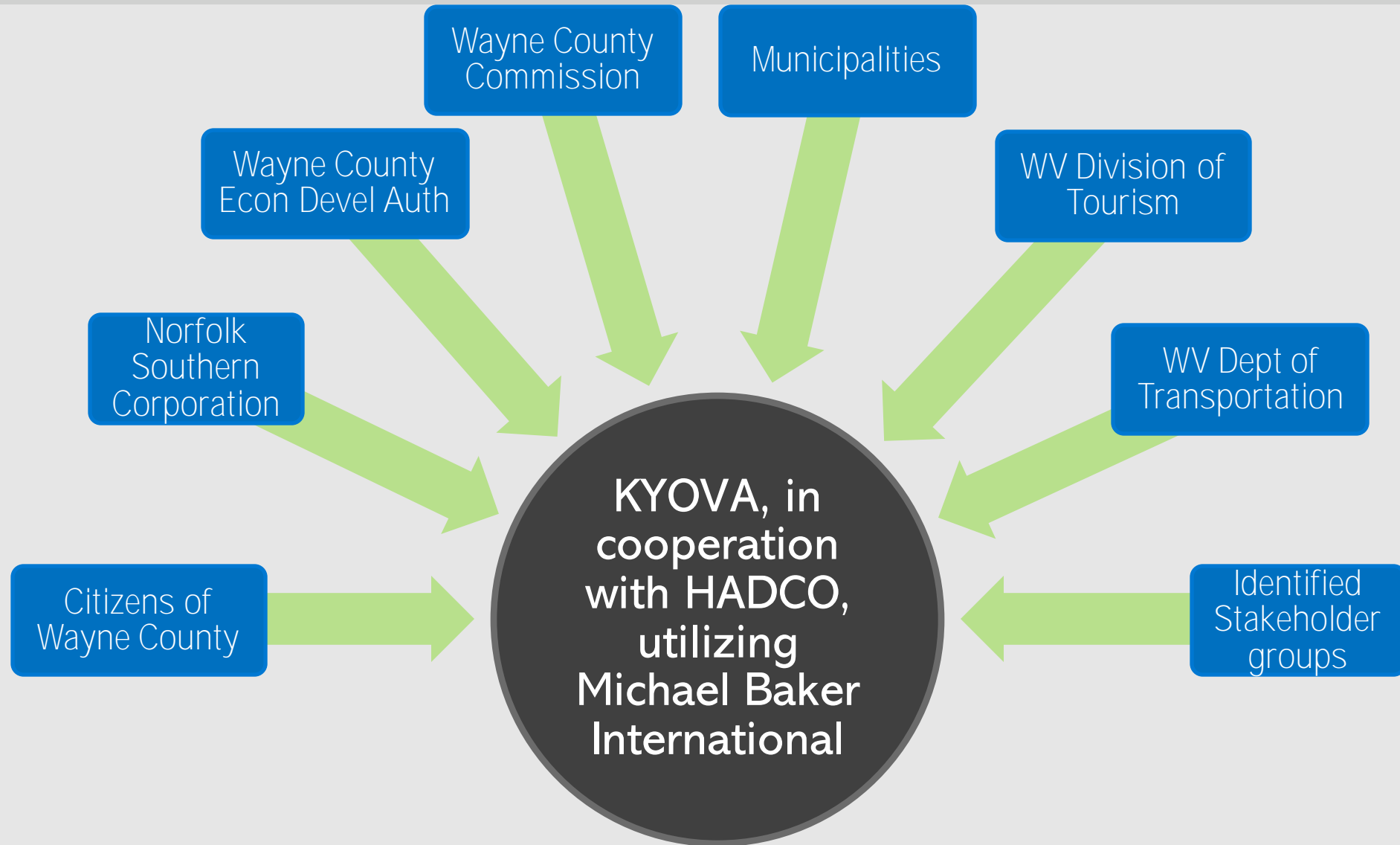
Feasible to convert rail line to rail-trail; rail-with-trail; scenic/tourist/excursion train line; or other?

- If to be rail-trail
 - Railbanking of existing corridor most likely to be utilized (not abandonment)
 - Locations of trailheads would be identified
 - Non-motorized use only
- If to be rail-with-trail
 - Corridor would be modified to include trail adjacent to rail line
 - Locations of trailheads would be identified
 - Non-motorized use only
- If to be scenic/tourist/excursion train line
 - Operator would be needed
 - Viewshed/destination(s) for tourists need to be identified



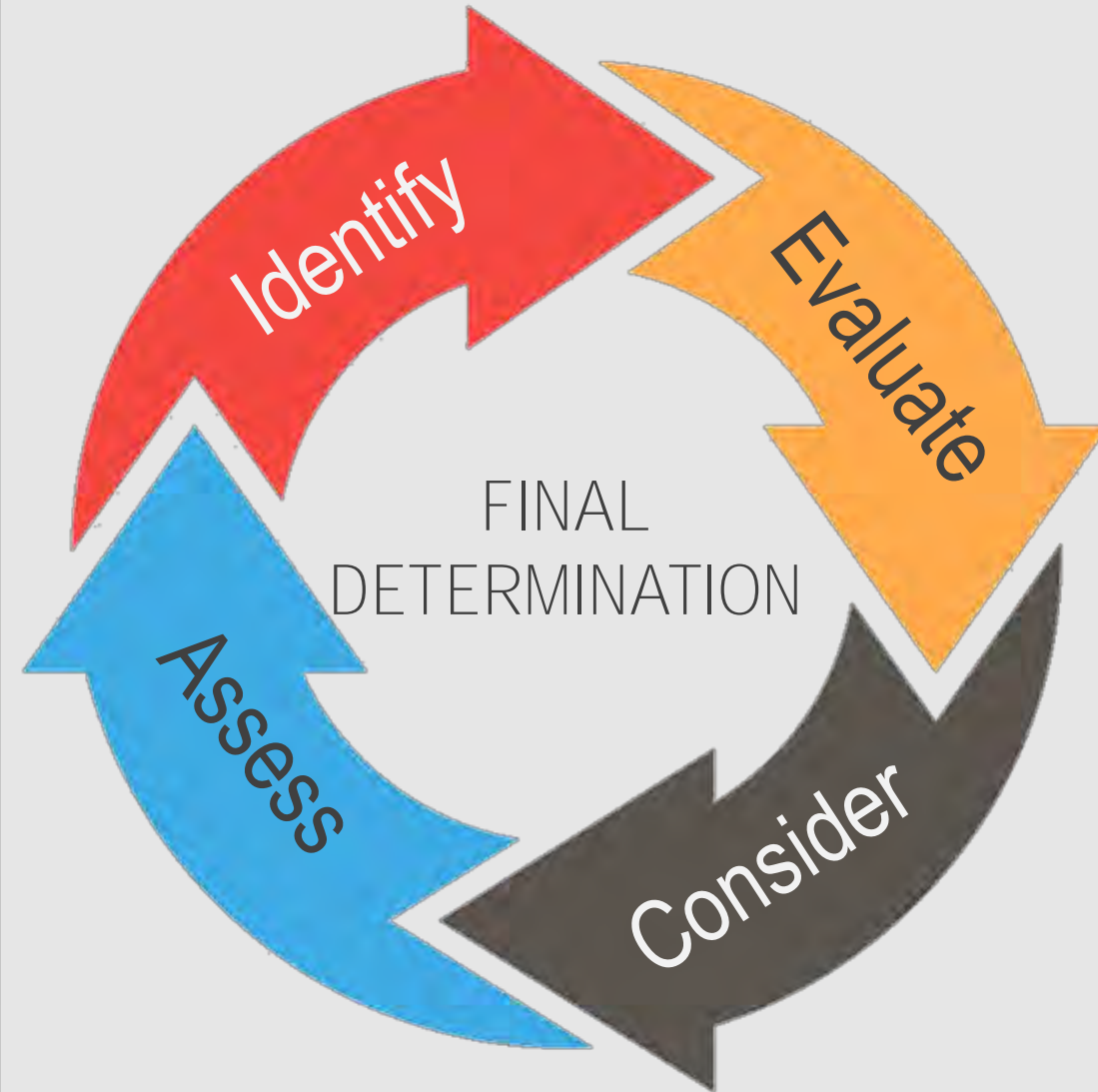
Wayne Branch Imagery from Google Earth (Street View), Oct 2015

PUBLIC ENGAGEMENT



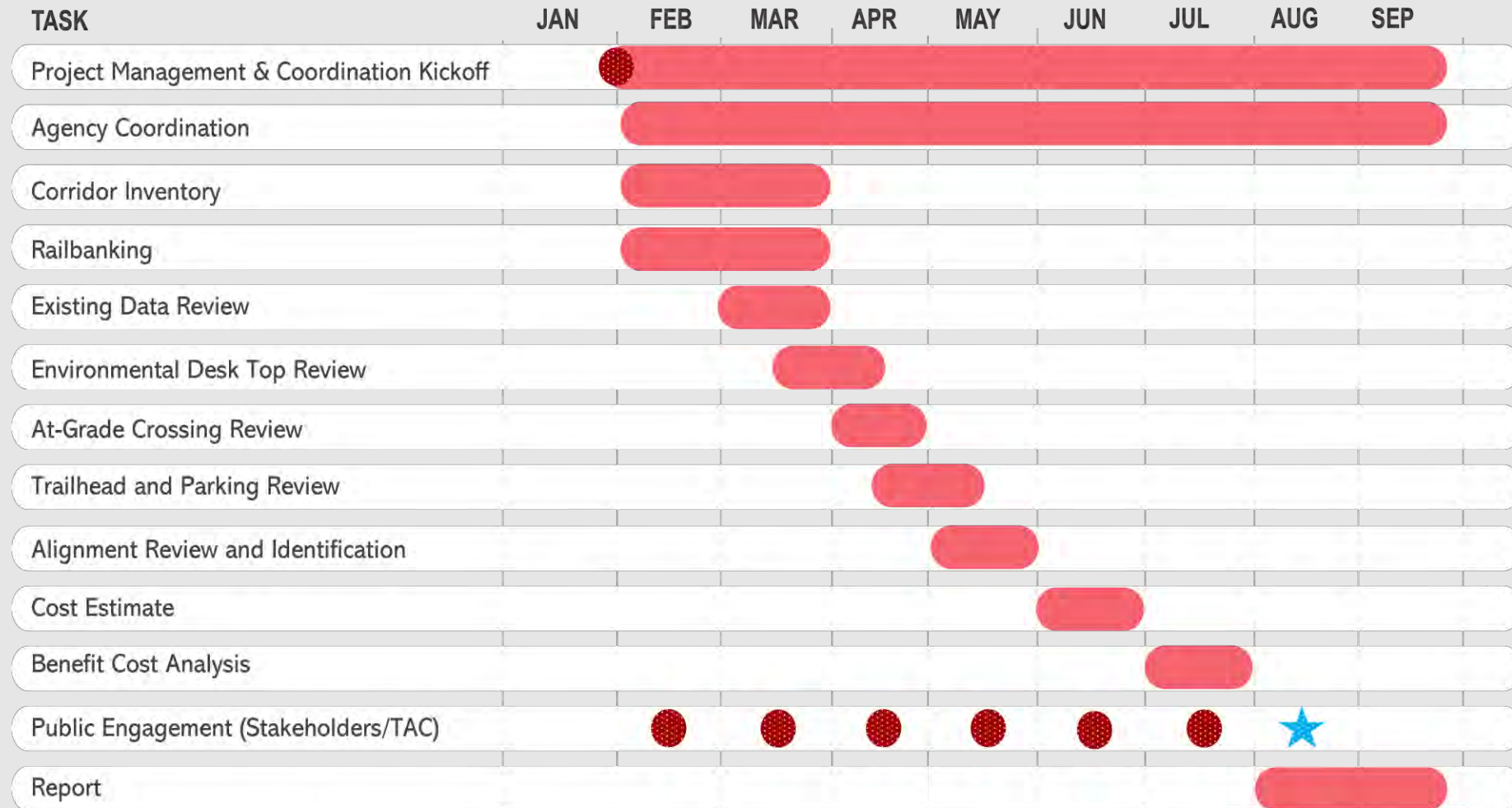
PROCESS

- Determination by Norfolk Southern whether corridor might be available for use other than (solely) rail traffic
- Identification of existing conditions/features and possible environmental concerns along the corridor
- Evaluation of activities and cost necessary to convert rail corridor to non-motorized trail or to utilize for excursion train
- Consideration of impact trail/excursion train might have on local communities/adjacent landowners
- Assessment of potential benefits that might be achieved from conversion from (solely) rail line
- Final determination of feasibility



SCHEDULE

- Coordination with Norfolk Southern, State, County, local agencies will be ongoing
- Data collection anticipated to be completed late spring 2024
- Public workshop anticipated summer 2024
- Final feasibility study anticipated fall 2024



Meetings with KYOVA, TAC and Huntington Area Development Council ●

Public Meetings ★

POTENTIAL BENEFITS

- Rail corridor could become a tourist and/or recreational asset to Wayne County
- Conversion of dormant rail line to non-motorized trail would provide additional recreational, transportation and/or tourist opportunity for the region
- Potentially could spur other tourism, economic development opportunities along/near the rail corridor
- Additional recreational opportunity promotes wellness and might improve quality of life
- Trails typically are low-maintenance facilities
- Corridor is near existing recreational and tourism sites



QUESTIONS?

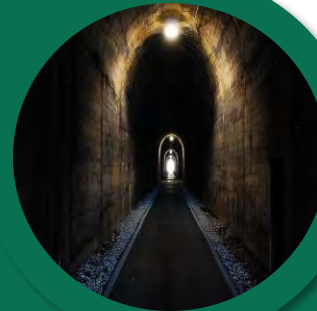
Contact: Wes Stafford, PE, AICP

Project Manager

Michael Baker International

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KYOVA TAC

April 23, 2024

Complete Streets Planning



Gaps Analysis: Approach

1. Consolidate data – regional complete streets database
 - Previous bike/ped recommended projects
 - Demographic data
 - Points of interest
2. Set evaluation criteria consistent with KYOVA Complete and MTP Vision and Goals
3. Prioritize projects by state or by county

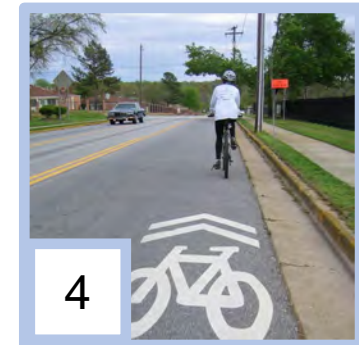
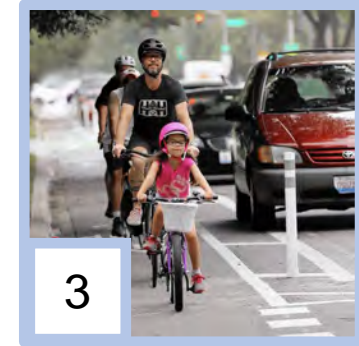
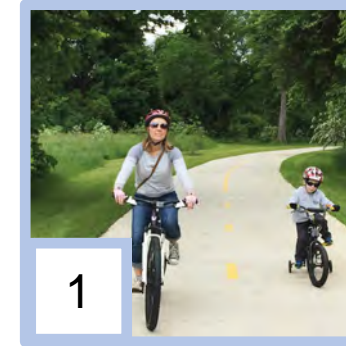
Gaps Analysis: Consolidate Data

- **Existing Active Transportation (AT) Network**
 - Inventory of all existing shared-use paths, multi-use trails, bike lanes, and bike routes throughout the region
- **Planned Projects**
 - All projects documented in the MTP, TIP, and local/county Active Transportation Plans



Gaps Analysis: Consolidate Data

Facility Type	Existing AT Network*	Planned Projects**	Regional AT Vision
1. Shared-use Path	8.8 mi	13.9 mi	22.8 mi
2. Multi-use Trail	4.9 mi	5.2 mi	10.1 mi
3. Bike Lane	0.9 mi	35.1 mi	36.0 mi
4. On-street Bike Route	159.7 mi	75.8 mi	235.5 mi
Total	174.4 mi	130.0 mi	304.3 mi



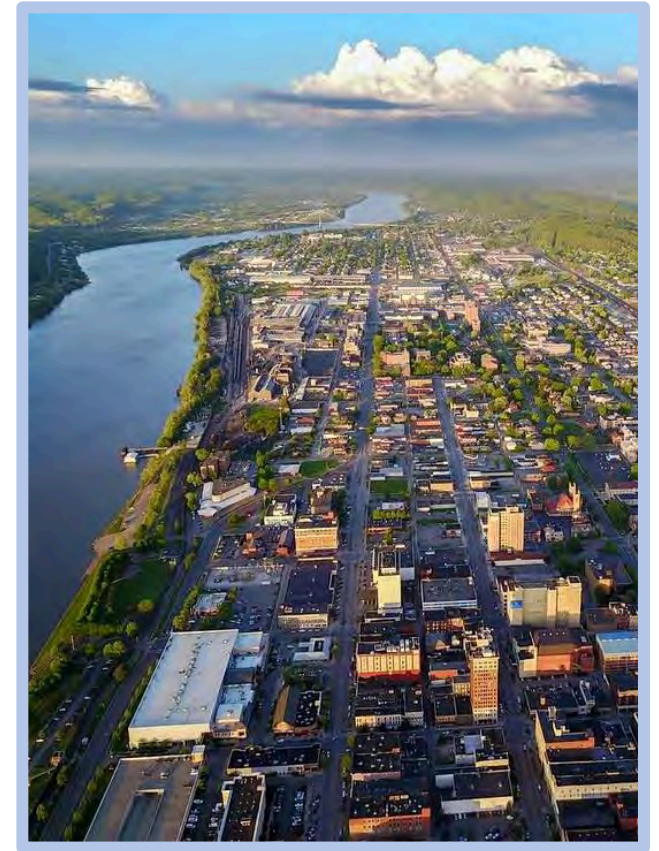
- Does not include sidewalks or the scenic byway*
- Additional 35.5 mi of complete streets improvements and studies are planned within the region**

Gaps Analysis: Demographics

- 2020 Census data was reviewed to measure access to the AT networks
- Planned projects in the urbanized areas would offer multimodal access thousands of residents
- Gaps remain outside of the central region due to many factors

Facility Type	Population	Households
Existing AT Network	57,000 (21%)	29,000 (23%)
Planned Projects	117,000 (44%)	58,000 (47%)
Regional AT Vision	136,000 (48%)	62,000 (50%)

- Numbers rounded to nearest thousand
- Counted if within 0.5 miles of the respective AT network



Gaps Analysis: Points of Interest

- An inventory of all public schools and parks was created
- The analysis shows that the regions schools are disconnected from the Existing AT Network
- Planned projects in city/village centers greatly expand school/park access, but some areas do remain disconnected

Facility Type	Public Schools	Parks
Existing AT Network	0 (0%)	20 (26%)
Planned Projects	36 (32%)	41 (54%)
Regional AT Vision	36 (32%)	46 (61%)

- Counted if within 0.5 miles of the respective AT network



Gaps Analysis: Takeaways

1. Prioritize Protected Facilities

- Protected bike facilities are the most likely to be used for transportation purposes as opposed to recreation. New projects should be protected facilities where possible, especially if connecting to recreational assets or schools.

2. Focus on connections to key assets

- Prioritization links that create a new connection to surrounding assets. This includes connection to and around universities, schools, parks, and commercial districts.

3. Complete connections between communities where possible

- Coordination is key to continue and maintain facilities on either side of jurisdictional lines.

4. Small improvements matter

- Where industrial assets, topography, limited ROW or sheer distance create are barriers to connection, focus on *simple* improvements. This includes sidewalk coverage, ADA compliant crossings, wayfinding, signage, and lighting.

Complete Streets: Next Steps

1. Complete project evaluation and prioritize projects across the region by state/county
2. Draft Complete Streets Projects Prioritization Report and Presentation
3. Finalize Complete Streets Projects Prioritization Report





Questions?

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KY 180/US 60 Corridor Study | Boyd County, Kentucky

Project Update: April 26, 2024

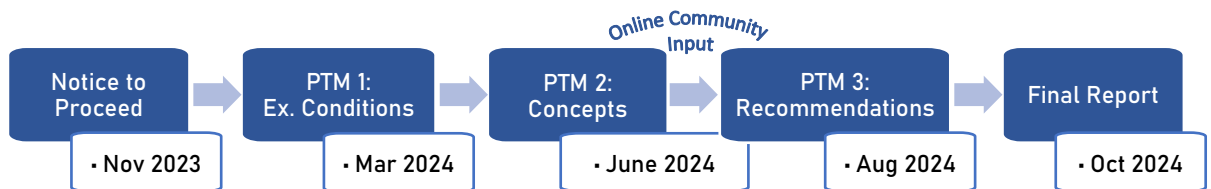
Background:

- The KY 180/US 60 corridor provides a divided 4-lane principal arterial connection to the City of Ashland.
- Future developments are expected to increase traffic demands along the corridor, leading to operational and safety concerns.
- The study, let through the KYTC LPA Statewide contract, was requested by the Boyd County Fiscal Court and is being administered by KYOVA.

Key Objectives:

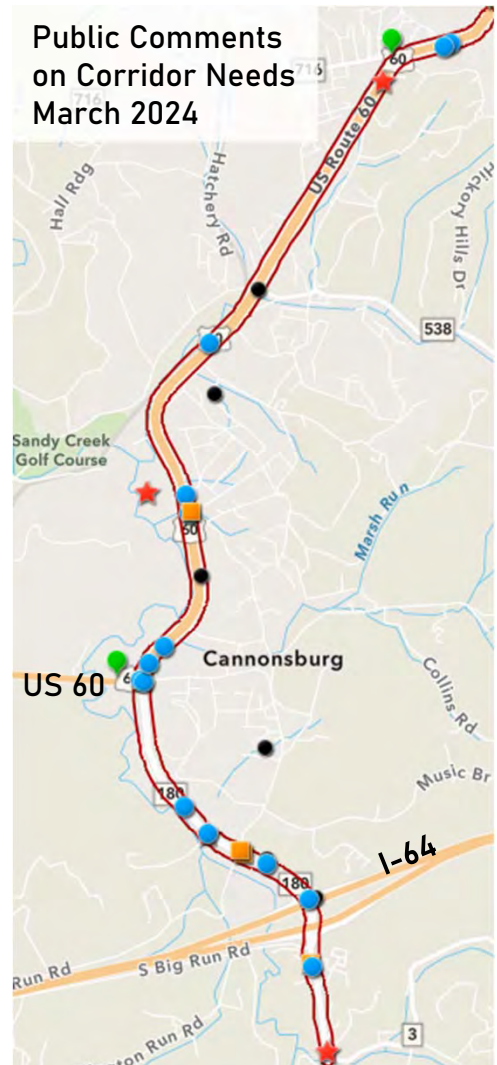
Identify and evaluate potential options to improve mobility, land accessibility, and safety based on analyses of existing conditions and projected future traffic.

Schedule:



Where are we?

The Project Team is reviewing public input (see map at right) and existing conditions to develop a set of data-driven Build concepts. This includes measures like optimizing signals, extending turn lanes, access management, safety improvements, and more. Each option will quantify benefits, costs, and impacts.



Next Steps:

In June, the team will meet again to discuss Build concepts then launch an updated website with a public survey to gather community input.

<https://arcg.is/9GLPH>

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Coordinated Human Services-Public Transportation Plan Update

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TMA Bus Stop Inventory & Assessment

The purpose of this coordinated transportation plan for the Transportation Management Area (TMA) that includes Cabell and Wayne Counties, West Virginia; Lawrence County, Ohio; and Boyd and Greenup Counties, Kentucky is to evaluate community transportation characteristics, assess transportation services, document unmet transportation needs and gaps in services and establish strategies for addressing those needs between, 2024 through 2028. This planning effort is a foundation for a series of approaches to address current and projected unmet transportation needs for people with low incomes, older adults, individuals with disabilities, and the general public. This document intends to create a guide for local decision-makers as they consider advances in the coordination of transportation resources in the TMA.

Upon completion, this plan will meet the requirements for the Federal Transit Administration's (FTA) required local coordinated transportation plan as outlined in the Infrastructure Investments and Jobs Act (IIJA).

In addition to the Coordinated Plan Update, RLS is conducting an inventory of bus stops and shelters for the TMA.

Project Details

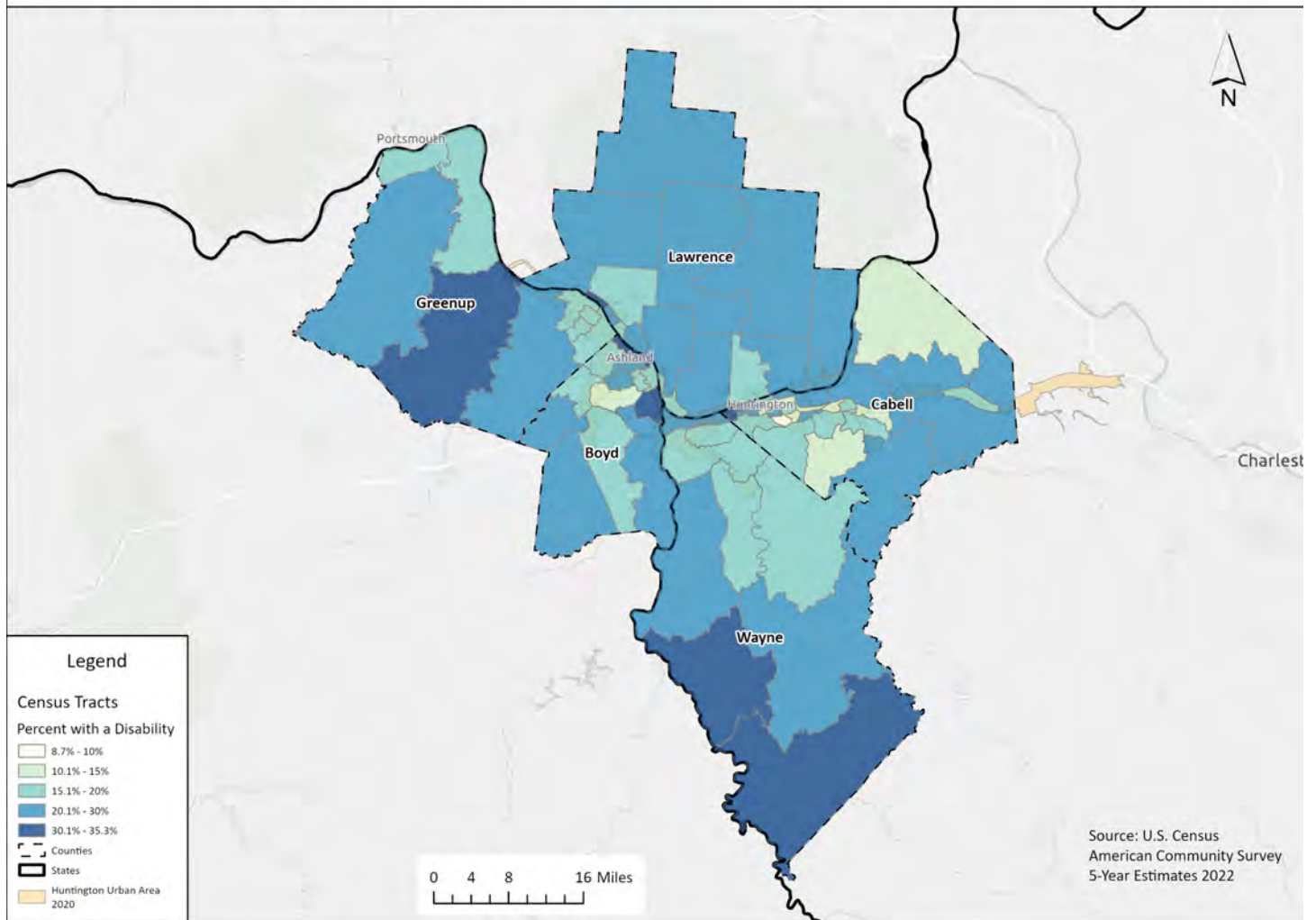
Demographic Factors

People with low incomes, individuals with disabilities, and older adults are the most likely individuals to use or need to use public and human service agency transportation.

- Approximately 35 percent of households earn less than \$35,000 annually
 - Of the households earning less than \$35,000, 21 percent earned less than \$10,000
- Local households spend between 27 and 31 percent of their annual income on transportation-related costs (gas, insurance, maintenance, etc.)

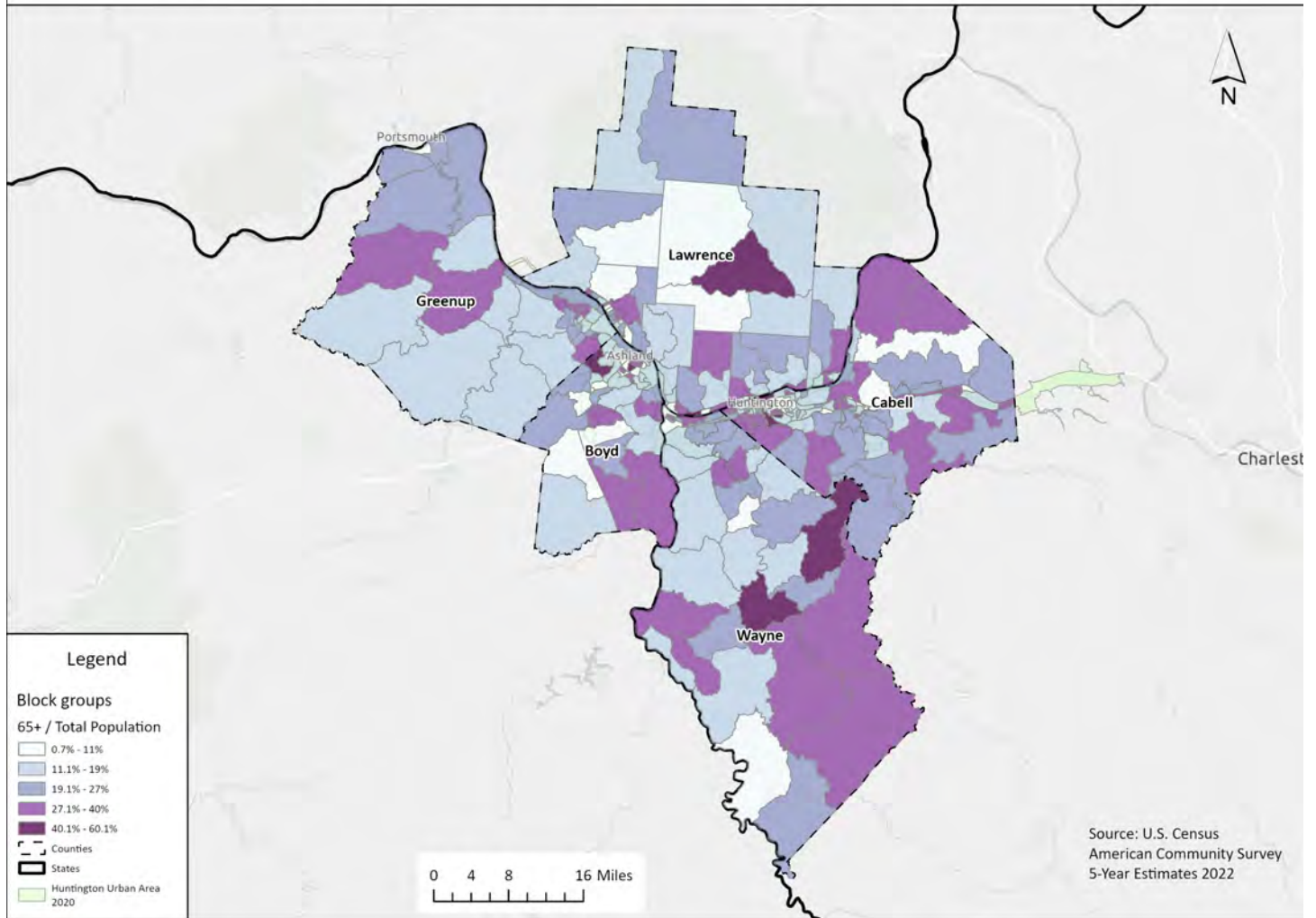
Individuals with mobility-limiting disabilities are likely to need transportation alternatives like public transit and human service agency transportation. The potential demand for transportation from these individuals in the study area spans across all counties and is highest in the outlying areas.

Percent of Population with a Disability, KYOVA Service Area



As people age, they are more likely to need alternatives to driving. Older adults live throughout the study area, with higher densities in the outlying areas as well as in the urban core. Public and human service agency transportation providers serve individuals with disabilities and older adults, as well as the general public.

Percent Population 65 and Over, KYOVA Service Area



Transportation Needs & Challenges

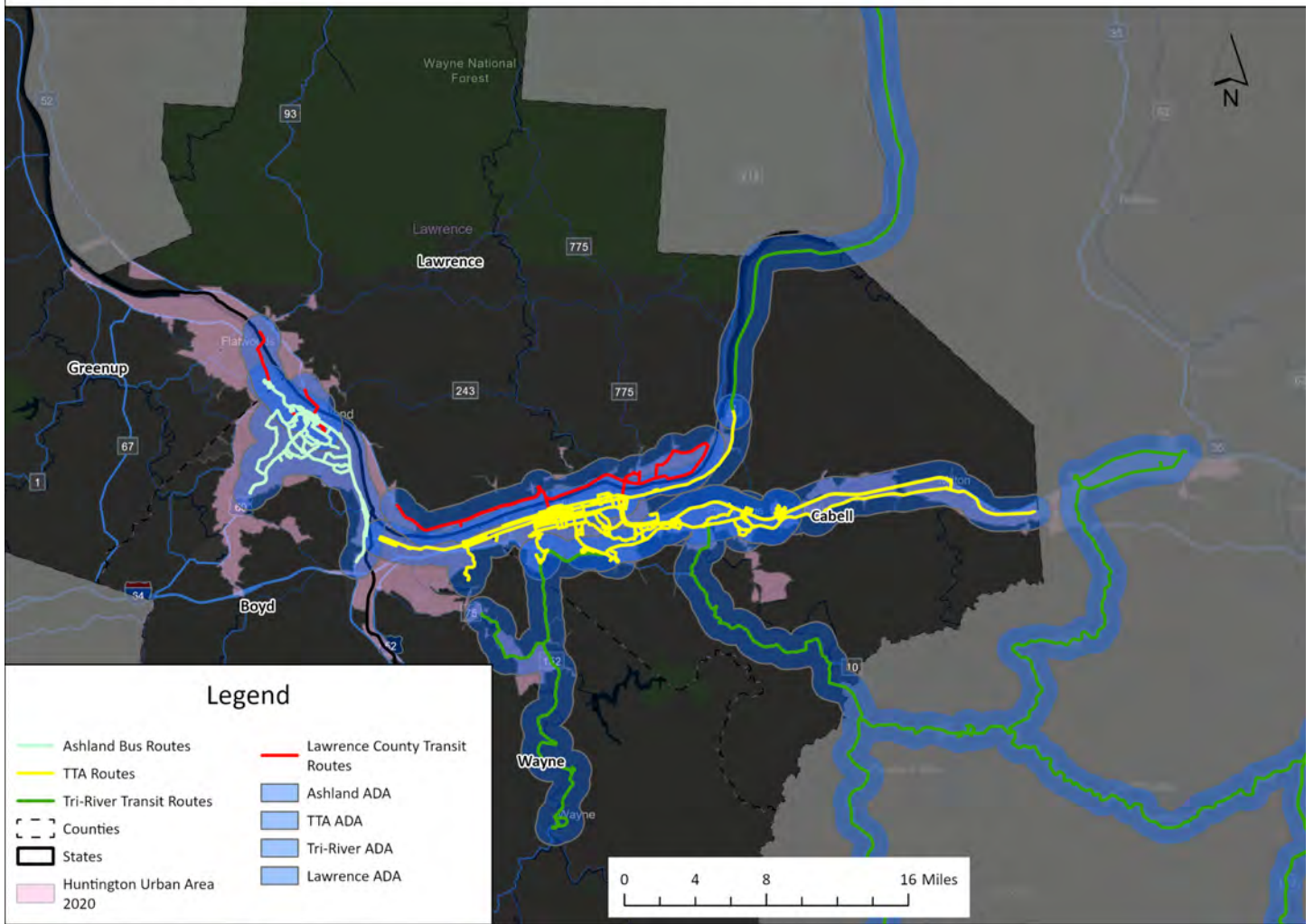
- More rural area public transportation capacity
- More transportation options for Medicaid-eligible trips
- Transportation to medical appointments in the Ashland and Huntington areas
- Transportation options that cross urban and rural boundaries
- Regional transportation service coordination
- Flexible transportation options
- Transportation that supports employment-related needs; including for people with disabilities
- Transportation to run errands -
- Transportation that is user-friendly and easy to understand
- Survey respondents most often need transportation (and don't have a ride) at the following times:
 - Work trips between 12:00 PM and 3:00 PM or 12:00 AM to 6:00 AM.
 - Medical trips between 8:00 AM and 12:00 PM
 - Shopping trips between 8:00 AM and 3:00 PM
 - School trips between 12:00 PM and 3:00 PM

Inventory of Transportation Providers

- There are approximately 14 organizations providing transportation in the urbanized area that is either open to the public or to individuals who are eligible for service operated by human service agencies

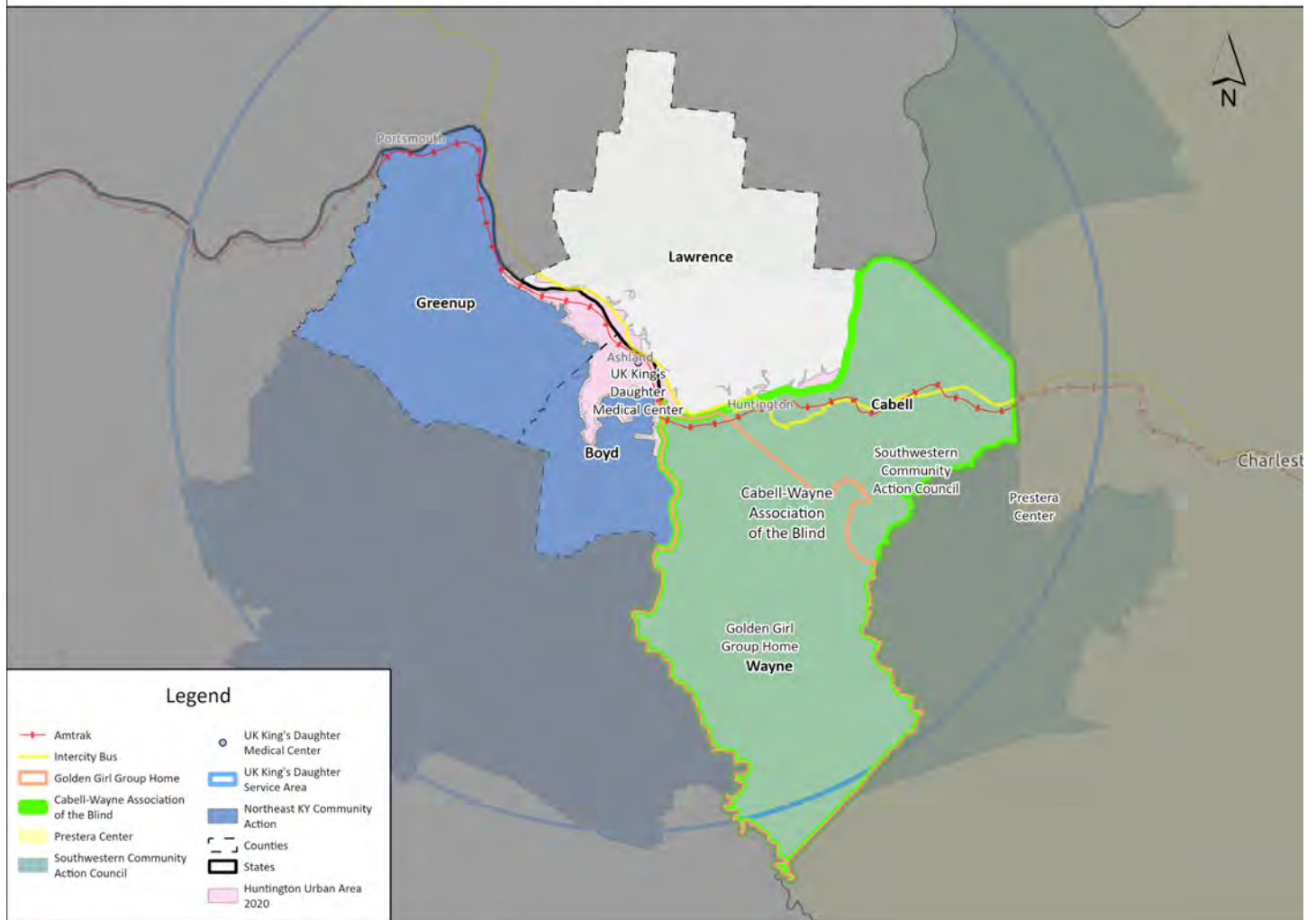
- The map illustrates public transit bus routes and ADA paratransit services operated by TTA, ABS, and LCT.

Public Transportation Providers, KYOVA Service Area



- The map below illustrates the service areas for demand response human service agency transportation and also the rural public transportation provider in Greenup and Boyd Counties (Northeast Kentucky Community Action Agency)
- Note that the Lawrence County Transit demand response services cover all of Lawrence County

Client Specific Providers, KYOVA Service Area



Primary Goals

- Address the spatial gap/jurisdictional boundary between Northeast Kentucky Community Action Agency and destinations within the urbanized area of Greenup and Boyd Counties
- Encourage ridership on all public transit services through improved access to bus stops, shelters & information
 - **Bus Stop Inventory and Assessment (ongoing)**
- Improve transit outreach and information through customer-facing apps and data; online and printed resources
- Provide adequate levels of Medicaid transportation services throughout and into the urbanized area
- Implement microtransit or demand response service to
 - Replace underproductive routes or route segments
 - Appropriately serve under- or unserved portions of the urbanized area
 - Expand hours of public transit service