Huntington Tri-State Airport Parking Study
Executive Summary

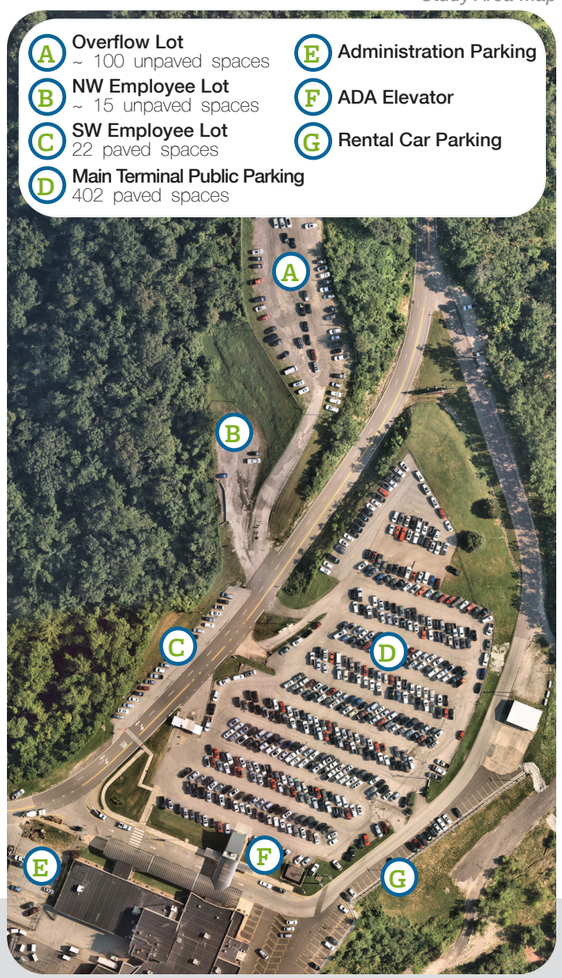
This Huntington Tri-State Airport Parking Study was conducted to address parking management and assess the need for alternative parking options to accommodate continued growth at the airport. This study determines parking needs by analyzing capacity and access to the airport terminal for both employees and travelers. This study was a collaborative effort between the KYOVA Interstate Planning Commission and Huntington Tri-State Airport and included a review of previous planning efforts, existing conditions and occupancy, and recommendations for improving parking at the airport.

Existing Conditions

EXISTING PARKING INVENTORY

An understanding of the existing parking supply and operations is critical to determining parking demand. The Study Area Map shows the existing parking facilities and the associated number of parking spaces provided in each. There are about 415 paved parking spaces and the Northwest Employee Lot and Overflow Lot provide an additional 115 unpaved spaces at the Airport.

Study Area Map



OPERATIONAL CHALLENGES

There are several operational challenges to access and parking at the Huntington Tri-State Airport. The main terminal public parking lot is regularly 100% utilized and cars park along the perimeter of the facility, hindering the circulation of the parking lot. The overflow lot is unpaved and has no sidewalks or pedestrian accommodations, leaving people to traverse both steep and rough terrain to reach the terminal area. The Airport Access Road and Terminal Access Loop Road also pose challenges to the safe and efficient operations with blocked access, security risks, and laking pedestrian accommodations.

PREVIOUS PLAN REVIEW

KYOVA and Huntington Tri-State Airport have completed several planning processes, including the **2014 Airport Master Plan**, the **2040 Metropolitan Transportation Plan**, and the **Tri-State Airport Access Road Study**. These previous plans point to the need for the expansion of parking facilities at the airport to include **650** to **800** spaces.

PARKING OCCUPANCY DATA

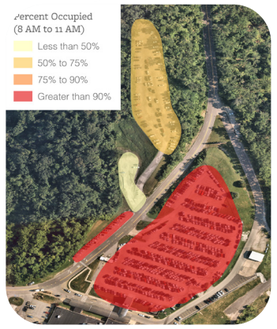
Parking occupancy data sampling provides insight into peak parking demands during the data collection period and aids in identifying underutilized parking facilities and parking facilities that operate at capacity. To assess parking occupancy on a typical weekday, hourly parking occupancy data was collected on Wednesday, June 30, 2021 between 8 AM and 8 PM for the Main Lot, Overflow Lot, and both the Northwest and Southwest Employee Lots.

The occupancy data presented in this section are expressed in a range of percent occupancy and are color-coded. The occupancy ranges used, associated color, and respective descriptions are shown in the table below.

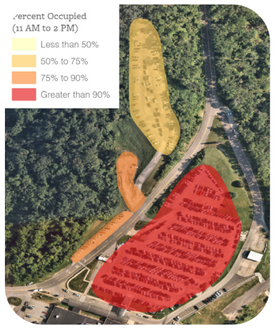
Parking Occupancy Ranges and Descriptions

	OCCUPANCY	DESCRIPTION OF FACILITY OPERATIONS
	Less than 50%	Under Capacity
	50% to 75%	Well-Utilized
	75% to 90%	Approaching Capacity
	Greater than 90%	Perceived to Be Over Capacity

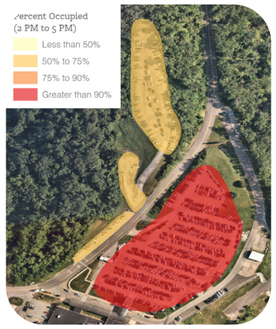
AM Parking Occupancy



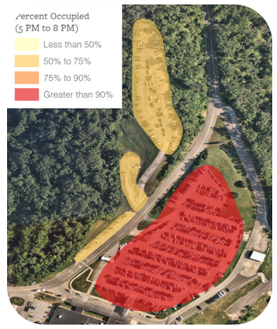
Midday Parking Occupancy



Afternoon Parking Occupancy



PM Parking Occupancy



General Observations

The inventory and occupancy data collection efforts yield the following general observations about existing conditions of the parking operations in the study area:

- The Main Terminal Public Parking Lot is approaching or over capacity at all hours of the data collection period.
- The Southwest Employee Lot fills first as employees arrive in the morning.
- The Northwest Employee Lot is most utilized during midday shift changes when the overlap of staff arrival and departures yields the Southwest Employee Lot still at capacity.
- The Overflow lot is consistently occupied throughout the day.

>90%

Occupancy

The Main Lot at Huntington Tri-State Airport is greater than 90% occupied throughout the day.

Proposed Improvements

The planned structure will be located in the main public parking lot adjacent to the passenger terminal, entirely within airport property. As currently envisioned, the facility will include a single cast-in-place supported level of approximately 300 spaces. The structure will increase the total amount of parking available as well the number of spaces close to the terminal. It will also provide covered parking for inclement weather which increases both safety and customer convenience. In conjunction with the separately planned loop road/access road/overflow parking improvements, improved circulation to and about the facility will reduce roadway congestion along the entrance road and terminal curbfront.

The facility will be designed to accommodate an additional curbfront lane and segregated shuttle and bus loading and unloading thus further reducing congestion along the curbfront. The existing elevator has been located and designed for ease of integration into the intermodal facility. The existing entry and exit plazas will need to be relocated to allow for construction of the garage, provide easy access to/from the terminal roadways, and provide secured separation of parking products (Garage/Surface). During design of the facility, the feasibility of providing a structural shade/rain cover to the upper deck, possibly including solar panels, will also be explored.

This design project will entail the 100% design and preparation of construction documents for the planned intermodal structure. Additional elements to be included in the overall facility design effort are: geotechnical and utility investigations, coordination with the FAA, coordination with the loop road/access road/overflow parking improvement project, FAA required airspace obstacle analysis, evaluation of sustainable infrastructure feasibility (e.g. solar panels, electric vehicle charging stations), developing opinions of probable cost, and preparation of 100% design plans, specifications and construction documents.

Design would take approximately 12-18 months to complete, depending on final project scope. Construction phasing will have to be coordinated with the loop road/access road/overflow parking improvements as the overflow lot will be needed to accommodate public parking displaced during construction of the intermodal facility.

COST ESTIMATES AND SCHEMATIC DESIGN

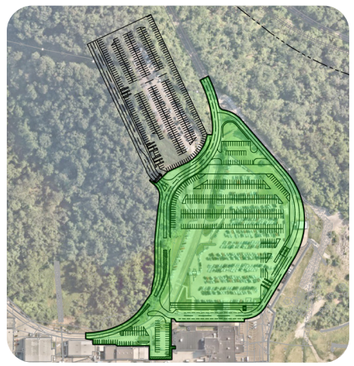
The Engineer's Rough Order Magnitude (ROM) Opinion of Probable Costs (OPC) is derived from quantified schematic design layouts and grading schemes. Schematic design was provided under a separate contract for the Huntington Tri-State (HTS) Airport. Pay items provided are based upon similar projects experienced and are not inclusive of all items that may be required upon a more detailed design investigation. The project was broken out into the three phases open the following page. The scope of services included in the Rough Order of Magnitude Opinion of Probable Cost includes:

- Preliminary Design Study
- Final Design
- Bidding and Permit
- Construction Administration

PHASE 1

Preliminary Grading and Overflow Lot Expansion

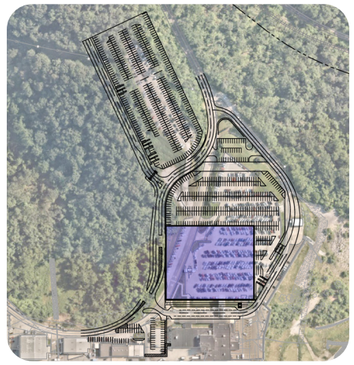
Probable Construction Cost	$ 8,316,000
Engineering Design and Construction Administration	$ 998,000
Phase Total	$ 9,400,000



PHASE 2

Access Road Reconfiguration and Parking Deck Site Prep

Probable Construction Cost	$ 4,876,000
Engineering Design and Construction Administration	$ 586,000
Phase Total	$ 5,500,000



PHASE 3

Parking Deck Construction

Probable Construction Cost	$ 31,200,000
Engineering Design and Construction Administration	$ 3,800,000
Phase Total	$ 35,000,000

Total | $ 49,900,000

Conclusion

Due to increasing passenger and air-cargo activity, airline flight schedules and aging infrastructure, the need for the planned intermodal public parking structure at HTS is becoming increasingly critical to meet public demand and maintain acceptable levels of customer service and safety. With the Airport being a key link to the global transportation network for both people and freight, these improvements will enable the Airport to effectively serve the transportation, business and economic development needs of the tri-state region.