KYOVA

Kentucky • Ohio • West Virginia

Interstate Planning Commission

COMPLETE STREETS
PRIORITIZATION PLAN AND GUIDE

2024

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Contents

Introduction

KYOVA Interstate Planning Commission is the Metropolitan Planning Organization (MPO) for five counties across three states—West Virginia, Kentucky, and Ohio—as seen in **Figure 1** below.

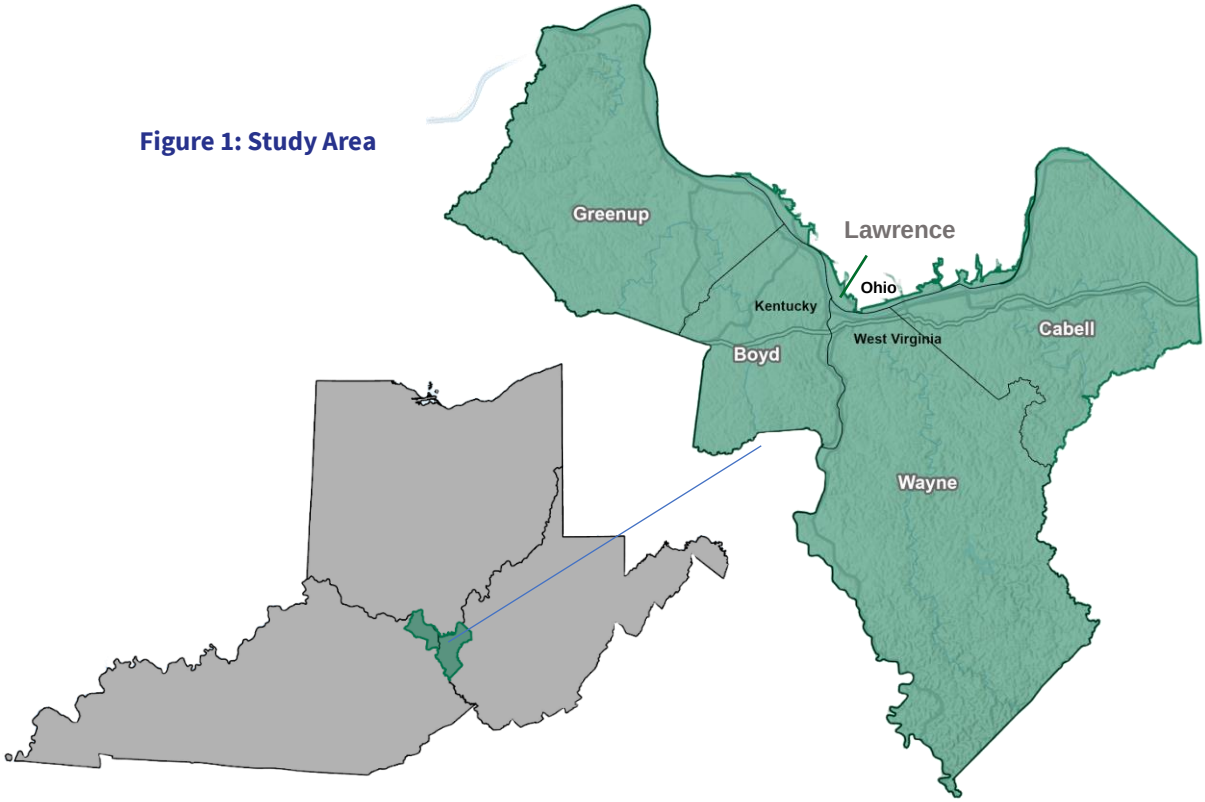
The availability of walking and biking infrastructure in the KYOVA region has been growing since the Paul Ambrose Trail for Health (PATH) was first established in 2006. The PATH now covers 14.4 miles of off-road paths and 3.7 miles of on-street facilities, primarily in Huntington.

Past planning efforts have identified numerous complete streets recommendations including improving bicycle route connections, enhancing first-mile/last-mile connections with transit, filling sidewalk gaps, ensuring ADA compliance, improving multimodal access around Marshall University, considering mid-block crossings, and enhancing connectivity within the KYOVA region.

This document describes the KYOVA complete streets prioritization planning process and resulting recommendations. The planning process included three major elements:

1. **Creating a Central Database** of existing complete streets facilities, planned bicycle and pedestrian projects, points of interest, crash data, and socioeconomic data.
2. **Project Prioritization** to provide guidance on future complete streets investments.
3. **Gaps Analysis** to examine how much of the region's population is within ½ mile of the existing and proposed regional complete streets network.

Figure 1: Study Area



Complete Streets Overview

Complete streets are roadways designed to safely and comfortably accommodate all transportation system users regardless of age or ability. This includes pedestrians, cyclists, public transit users, motorists, people using wheelchairs, people riding scooters, school bus riders, delivery and service personnel, freight haulers, and emergency responders.

This report focuses on the **active transportation** component of complete streets which includes **pedestrians, cyclists, people using wheelchairs, and people riding scooters.**

These streets prioritize safety and accessibility incorporating features like sidewalks, bike lanes, crosswalks, and public transportation amenities. Complete streets are essential for several reasons:

Safety: Creating infrastructure that accommodates all road users promotes safety. Dedicated bike lanes, sidewalks, and crosswalks reduce the risk of conflicts between vulnerable road users and motorists and enhance overall road safety.

Accessibility: Complete streets ensure accessibility for everyone, regardless of their mode of transportation or physical abilities. ADA compliant sidewalks and bike paths make streets navigable for pedestrians and cyclists, promoting inclusivity and equal access to transportation options.

Health and Well-being: Safe pedestrian and bike facilities encourage physical activity and contribute to public health. Accessible sidewalks and bike paths can encourage people to walk or cycle, promoting a healthier lifestyle and reducing the prevalence of sedentary behavior.

Environmental Sustainability: Encouraging walking and cycling reduces dependence on motorized transportation, lowering carbon emissions and contributing to environmental sustainability. Complete streets support eco-friendly modes of transport, aligning with efforts to combat climate change.

Economic Benefits: Well-designed streets can contribute to vibrant, livable communities. Pedestrian-friendly areas often attract more foot traffic, supporting local businesses and contributing to economic development.

Community Connectivity: Complete streets foster community connectivity by providing safe and accessible routes for people to walk and bike. This promotes social interactions, community engagement, and a sense of belonging among residents.

Reduced Congestion: Promoting alternative modes of transportation, such as walking and cycling, can help alleviate traffic congestion over time. By providing safe facilities for pedestrians and cyclists, communities can reduce the reliance on cars, leading to more efficient and less congested roadways.

Improved Quality of Life: Creating streets that prioritize safety for all users contributes to an overall improved quality of life. Residents feel more comfortable and secure using alternative modes of transportation, leading to a better living environment.

Complete streets are an important tool for creating sustainable, healthy, and inclusive communities. They promote safety, accessibility, and environmental responsibility while contributing to the overall well-being and prosperity of a community. The next page describes some common active transportation (AT) facility types.

Active Transportation (AT) Facility Types

Multi-Use Trail: A wide, off-road path shared by cyclists and pedestrians in a natural setting or within a park system.

Shared-Use Path: A wide, off-road path shared by cyclists and pedestrians along a roadway.

Bike Lane: A designated section of the road for cyclists, marked with painted lines and symbols. A protected bike lane can also have elements shielding cyclists from traffic such as bollards.

On-Street Bike Route: A roadway shared by cyclists and vehicles, often marked with signs or painted symbols to indicate its intended use for biking.

Planning Process

Creating a Central Database

Past Planning Efforts

All proposed active transportation projects in the KYOVA region were consolidated based on a review of relevant planning documents and studies prepared for communities within the KYOVA planning area in the last ten years. This includes the following plans:

- KYOVA 2050 Metropolitan Transportation Plan
- FY 2024-2027 Transportation Improvements Program (TIP)
- Marshall University Bicycle Plan (2019)
- Barboursville Non-Motorized Transportation Study (2018)
- Lawrence County Bicycle and Pedestrian Plan (2018)
- Ironton Sidewalk Study (2018)
- Milton Non-Motorized Transportation Study (2018)
- Ironton Bicycle and Pedestrian Master Plan (2018)
- Boyd and Greenup Bicycle and Pedestrian Plan (2016)

Data Organization

The mapped active transportation data from these plans was compiled into a central database for proposed AT projects and the existing AT network. These datasets were developed with simplified data fields so that each project contained the same data attributes. This provides the user the ability to organize the data by different project types, mode of transportation, and project descriptions.

Data for the prioritization process and gaps analysis was downloaded from national data sources including the data.gov, US business inventory, the US Census, and state Departments of Transportation. This data included:

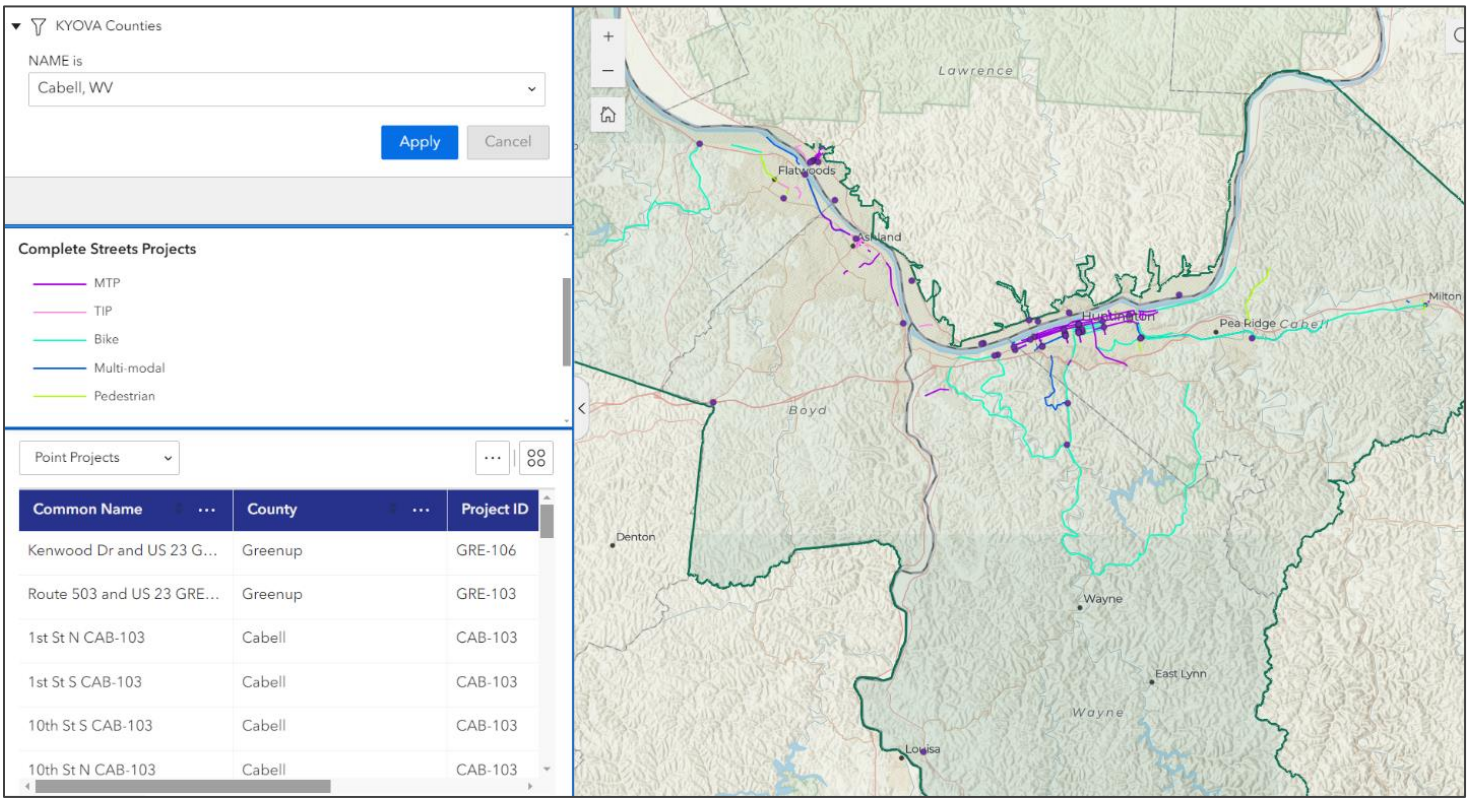
- Public schools
- Health care facilities
- Bicycle and pedestrian crashes
- Community centers
- Bus stops
- Universities
- Grocery stores
- Shopping centers
- Public libraries
- Population characteristics including, zero car households, population density, poverty level, race, and age

Creating this central database of active transportation proposed projects and existing infrastructure helps organize planning efforts, reduce the amount of time spent searching for information and maintain data consistency.

Stakeholder Engagement

Part of the planning process included stakeholder engagement which led to the creation of a web-based application to allow stakeholders and KYOVA's member communities to interact with a map and table of the proposed AT projects to ensure that their community's projects were included. This helped to verify the accuracy of project locations and descriptions. A screenshot of this interactive webpage is shown in **Figure 2**.

Figure 2: Interactive Stakeholder Website



Project Prioritization

The projects that were compiled in the KYOVA complete streets central database are in various stages of planning and development. For example, projects included in the TIP are considered programmed because they have specific funding identified for implementation and are expected to advance or be completed in the near-term. Similarly, several of the complete street's projects recommended in the KYOVA 2050 MTP were included in the fiscally-constrained portion of the plan, which prioritizes projects by anticipated implementation phase: Phase 1 (2022 – 2029), Phase 2 (2030 – 2040), or Phase 3 (2041 – 2050). The analysis conducted for this Complete Streets Prioritization Plan did not include the TIP projects or the fiscally constrained MTP (FC MTP) projects because they are currently included in a funded plan and are therefore considered already prioritized. Instead, the project prioritization criteria was developed to prioritize active transportation projects that were identified in the previously planning efforts but were not fiscally constrained or otherwise prioritized in those plans.

Criteria and Scoring Methodology

The prioritization process evaluated proposed complete streets projects based on criteria that were directly tied to the goals established in previous planning efforts, like the 2050 MTP, and consistent with the KYOVA Complete Streets Policy that was adopted in April 2023. The metrics for project evaluation and prioritization criteria are listed in **Table 1**.

The KYOVA area covers five counties in three different states that have a wide range of geographic and demographic makeups. To account for differences in the available data, urban versus rural characteristics, and varying levels of existing AT infrastructure, projects are ranked within their county rather than within the region as a whole.

This is because urban projects tended to rank higher due to their proximity to other network connections, population density, and equity considerations. Some counties also had more data available than others, so some projects may have a lower score based on a lack of knowledge of certain conditions. Additionally, some project details may be unknown at the time of scoring, and therefore the score may be lower than anticipated.

Prioritization Results

This prioritization is meant to serve as a guide for implementation. Generally speaking, the higher the score, the higher the relative priority. However, there may be project context that elevates project need that is not apparent in the scoring criteria. Signage only projects that do not provide a dedicated facility tend to score lower yet may be implemented rapidly at a low cost where appropriate. They do not require the degree of study often required for other project types and as a result may benefit from being evaluated separately from other roadway projects.

The project prioritization exercise found that projects with the highest scores often scored high in the network category, meaning that these projects have a greater potential to increase connections to key points of interest and fill a gap in the current network. These projects also often scored high in the equity category, improving access to the transportation network for those who may not have the option or ability to drive to their destinations.

Complete Streets Projects

Table 2 through **Table 6** track all AT projects in the region by county with corresponding maps. The tables show the projects that were prioritized within this Complete Streets Prioritization Plan (CSPP) along with the score each project received. For reference, the tables also include the previously prioritized TIP and FC MTP projects to show all of the planned AT projects planned in each county and aid in their tracking. The maps illustrate the locations of these projects in each county to show what the built out AT network would look like if all proposed projects were implemented.

Table 1: Prioritization Criteria

Category	Criteria	Weight
Network	Provides multimodal option for users who otherwise would select vehicular travel.	1
	Project fills a key gap in an active transportation network	1
	Project increases connections to community points of interest (community centers, schools, parks, bus stops, etc.).	0-2
Sustainability	Encourages active transportation use for short trips and reduces potential for greenhouse gas emissions	0-3
	Demonstrates sustainability; planned thoughtfully and with safety, feasibility, and economic sustainability in mind (or economic integrity).	1
Health and Safety	Project is located within 0.25 mile of a physical or mental health care facility.	1
	Project addresses known safety concern through its design or improves an area where a bike/ped crash occurred.	1
	Is designed with inclusivity in mind for all ages and abilities.	0-2
Feasibility	Project could likely be constructed within existing right-of-way.	1
	Project already has funds identified for design and construction.	0-2
	Project has limited environmental and community impacts (NEPA, permitting, etc.).	1
Equity	Provides improved access to historically disinvested areas within community (below poverty line and non-white).	1
	Project serves an area with high zero car households.	1
	Project improves access for elderly populations/ is in a location with a high percentage of an elderly population.	1

Table 2: Cabell County Active Transportation Projects

	Cabell County, WV				
ID	**Description**	**Score/ Status**	**CSPP**	**FC MTP**	**TIP**
CAB-33I	Retrofit 1st Street as a complete, livable street from 3rd Avenue to 12th Avenue.	12	✓		
CAB-24	Retrofit 20th Street as a complete, livable street from Third Avenue to 12th Avenue, incorporating green infrastructure, complete streets principles, and placemaking to develop a sense of identify and maximize function of the corridor.	12	✓		
CAB-33D	The outside travel lanes of 31st Street are wide, and the conceptual design takes advantage of that width by proposing installation of bicycle lanes along each side. To improve pedestrian safety along the corridor, the concept includes installation of new high-visibility crosswalks across all legs of the intersections at Fourth Avenue and at Fifth Avenue. The concept also maintains the existing sidewalk network, fixing breaks in the network where necessary to promote pedestrian mobility.	11	✓		
CAB-33F	Multimodal and safety improvements on Adams Avenue and Washington Avenues in the West End	11	✓		
CAB-103	Crosswalks on north and south side of viaducts at 1st, 8th, and 10th Streets.	11	✓		
CAB-106	Bike lane markings along Washington Boulevard from Hal Greer Boulevard to US 60	11	✓		
CAB-121	Bike lane markings from W Fifth Street to 20th Street as part of PATH	11	✓		
CAB-118	Provide bike route on Ninth Avenue from Eighth Street to 20th Street	10	✓		
CAB-109	Provide paved shared use pathway(s) to connect Woodmire Drive neighborhood off Stewart Street with middle school. There are currently paths worn in the grass reflecting actual pedestrian and bicycle travel to the school.	10	✓		
CAB-33L	Build sidewalk to the west of the bus stop; A bicycle and pedestrian facility would allow for a safe connection between the residential area of Westmoreland and the residential and commercial areas of West Huntington. The conceptual design includes plans for a buffered bicycle and pedestrian path along the north side of the of the roadway. The path would cross the Fourpole Creek on a separated pedestrian bridge that would accommodate both modes. Buffering the path provides a safer facility for non-motorists by separating them from vehicular traffic.	10	✓		
CAB-33A	Pavement marking and signage to provide bike lanes on Eighth Street from Veterans Memorial Boulevard to Ritter Park.	9	✓		
CAB-100	Bike lane markings and crosswalks on Sixth Avenue from W Fifth Street to 20th Street	9	✓		

Cabell County, WV					
ID	**Description**	**Score/ Status**	**CSPP**	**FC MTP**	**TIP**
CAB-112	Construct sidewalks along the west side of W 14th Street and south of the intersection to connect the existing sidewalk north of the study intersection to the PATH south of the study intersection. To provide a safe crossing at Memorial Boulevard for pedestrians, the concept includes installation of high-visibility crosswalks across the southbound slip lane and across the west leg of the intersection, as well as construction of a pedestrian refuge island along the southbound slip lane.	9	✓		
CAB-114	Install sidewalks on Mason Street and Pike Street to aid children in walking to school.	9	✓		
CAB-33H	Retrofit Eighth Street as a complete, livable street from Eighth Avenue to Fifth Avenue, incorporating green infrastructure, complete streets principles, and placemaking to develop a sense of identity and maximize function of the corridor. Goals include reduction of impervious surface, increased rate of groundwater recharge, and increased functionality of the corridor for bicycles, pedestrians, and motorized vehicles. The corridor is a major travel route for commuters and local residents across the CSX underpass, primarily accessing the central business district, and must provide reliable multimodal connectivity between Eighth Avenue and the north during significant storm events.	8	✓		
CAB-101	Construction of a shared-use pathway and a sidewalk along US 60	8	✓		
CAB-117	Bike lane markings on US 60 from Washington Boulevard to Barboursville to connect proposed PATH to Barboursville	8	✓		
CAB-26B	Construct ADA-compliant crosswalks across Washington Boulevard and the west side of US Route 60; add sidewalk and curb along the east side of Washington from US Route 60 to Parkway Dr (to also prevent cut-through traffic at gas station). Add pedestrian push buttons and pedestrian signal heads to the intersection of US Route 60 and Washington Boulevard. Consider use of push button-actuated Leading Pedestrian Intervals.	8	✓		
CAB-111	Pedestrian Improvements from Downtown Milton to Pumpkin Park	8	✓		
CAB-122	Conduct study to improve pedestrian connectivity and safety in the Highlawn Neighborhood of Huntington	8	✓		
CAB- 104	Bike route on Fifth Street West to connect West End to existing paths at Memorial Park and Ritter Park	8	✓		
CAB-120	Pedestrian and safety improvements from Washington Boulevard to Norway Avenue	7	✓		
CAB-33C	24th Street Bike/Ped improvements from Oley Street to Fifth Avenue. Improvements include pavement markings and signs to improve bike/ped connection to Marshall University.	7	✓		

Cabell County, WV					
ID	**Description**	**Score/ Status**	**CSPP**	**FC MTP**	**TIP**
CAB-102	Bicycle and pedestrian improvements on Veterans Memorial Boulevard from David Harris Riverfront Park to W Third Street	7	✓		
CAB-124	Construct PATH connection along the rail line that is being abandoned in Huntington from CSX (from around 1st to 24th street along the floodwall)	7	✓		
CAB-33J	Bike lane markings on Fourth Avenue from W First Street to 16th Street	7	✓		
CAB-33G	Install sidewalks or shared use path to connect to shopping center on Dailey Lane and Joy Lane. Work with property owner to create walkway through parking lot to connect to proposed City sidewalks.	6	✓		
CAB-113	Provide multimodal connection on Jackson Avenue under US 52.	6	✓		
CAB-31	Streetscaping improvements on Buffington Street from the flood wall to CSX rail and Fifth Avenue from WV 106 to Buffington Street in Guyandotte.	6	✓		
CAB-107	Provide direct non-motorized connection between the Barboursville Village Center and the Tanyard Station development	5	✓		
CAB-123	Construct green street with bicycle and pedestrian facilities on Madison Avenue from 15th Street West to 13th Street West in Huntington	5	✓		
CAB-116	Signed bike route along US 60 from Barboursville to Milton to connect to the Charleston to Huntington Greenway in Milton	5	✓		
CAB-119	Signed bike route along Riverside Drive from Washington Boulevard to Guyan River Road	5	✓		
CAB-33K	Bicycle network improvements - Signage, pavement markings, transition improvements (no new facilities)	4	✓		
CAB-110	Bike lane markings along WV 2 from Guyandotte to Big Ben Bowen Hwy (SR 193)	4	✓		
CAB-126	Provide PATH connection along levee bridge from 28th Street West to 31st Street West (multiuse trail)	4	✓		
CAB-33E	Bike path on railroad bridge over Guyandotte River	3	✓		
CAB-125	Construct PATH connection from Harveytown trail west to Animal Shelter along James River Road	2	✓		
CAB-115	Signed bike route to connect WV 2 to Barboursville	2	✓		
CAB-04	Third and Fifth Avenue Complete Streets	Advancing		✓	
CAB-05	Downtown Huntington Streetscaping Improvements, Part 1. TIP ID:U306-HUN/TI-19. 00	Advancing		✓	

Cabell County, WV					
ID	**Description**	**Score/ Status**	**CSPP**	**FC MTP**	**TIP**
CAB-09	Hal Greer Boulevard Complete Street - Third Avenue to Washington Boulevard	Advancing		✓	
CAB-16	Downtown Huntington Streetscaping Improvements, Part 2	Advancing		✓	
CAB-21	PATH Connections - 14th Street West			✓	
CAB-03	Eighth Avenue improvements from Hal Greer Boulevard to US 60			✓	
CAB-06	Intersection safety improvements at First Street and Seventh Avenue in Huntington, WV.			✓	
CAB-07	Intersection safety improvements at First Street and Fifth Avenue in Huntington, WV.	Planned		✓	
CAB-08	Improve First Street from Fourth Avenue to Seventh Avenue in Huntington, WV.	Planned		✓	
CAB-10	Hal Greer Boulevard Complete Street - Washington Boulevard to Highlander Way	Advancing		✓	
CAB-32A	Vehicular and pedestrian safety improvements at the intersection of West 17th Street (US 52) and Washington Avenue (US 60) potentially including signalization and other improvements.	Planned		✓	
CAB-01	Streetscaping improvements on Bridge Street from WV 106 to 39th Street and Main Street from Riverside Drive to Water Street in Guyandotte neighborhood of Huntington, WV.	Planned		✓	
U306-HUN/ TI-19.00	Bike & Pedestrian Improvements Hal Greer Blvd. WV 10	Programmed			✓
S306-60/00250 00	Design and build ADA ramps on 5th Avenue between 1st Street and Hal Greer Blvd.	Programmed			✓
U306 BARBO 3 00	Design pedestrian / bike trail	Programmed			✓
U306-60/5 168 00	Installation of sidewalks at the junction of US 60 to 0.29 mile east of the US 60 junction.	Programmed			✓
U306 COLLE 1 00	Sidewalk improvements from Greenwood Way to Park Road entrance.	Programmed			✓
S306 527 00147 00	Design and build ramps at various locations	Programmed			✓
S306-60/02126 00	Design and build ramps 0.01 mile east of CR 60/37 - 0.26 mile west of CR 60/27	Programmed			✓
S306-2/00000 00	Design and build ramps at various locations	Programmed			✓

Cabell County, WV					
ID	**Description**	**Score/ Status**	**CSPP**	**FC MTP**	**TIP**
S306 3RDAV 1 00	Design bike pedestrian connector 22nd Street (US 60) – 24th Street (US 60)	Programmed			✓
U306 BCFSP 2 00	Rehabilitation of the recreation trails at Beech Fork	Programmed			✓
U306 HUNTI 19 02	Design and construction of Paul Ambrose Trail for Health (PATH) West of 3rd Street to Harris Riverfront Park at 10th Street.	Programmed			✓
U306 HUNTM 1 00	Bike / pedestrian improvements 3rd Avenue & 10th Street	Programmed			✓
U306 HUNTM 1 00	Bike and pedestrian improvements on 3rd Avenue & 10th Streets	Programmed			✓

Figure 3: Cabell County AT Vision Network

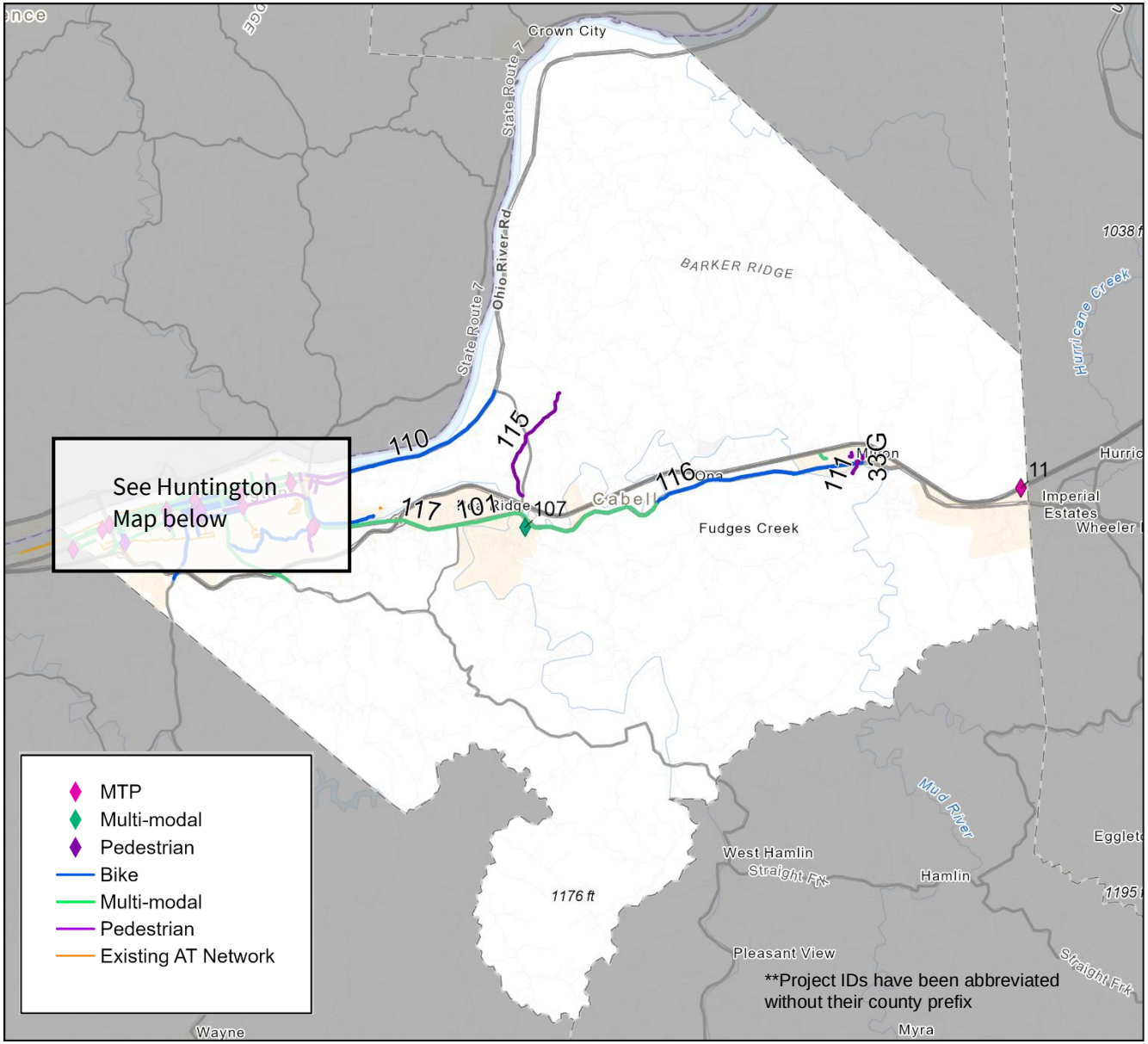
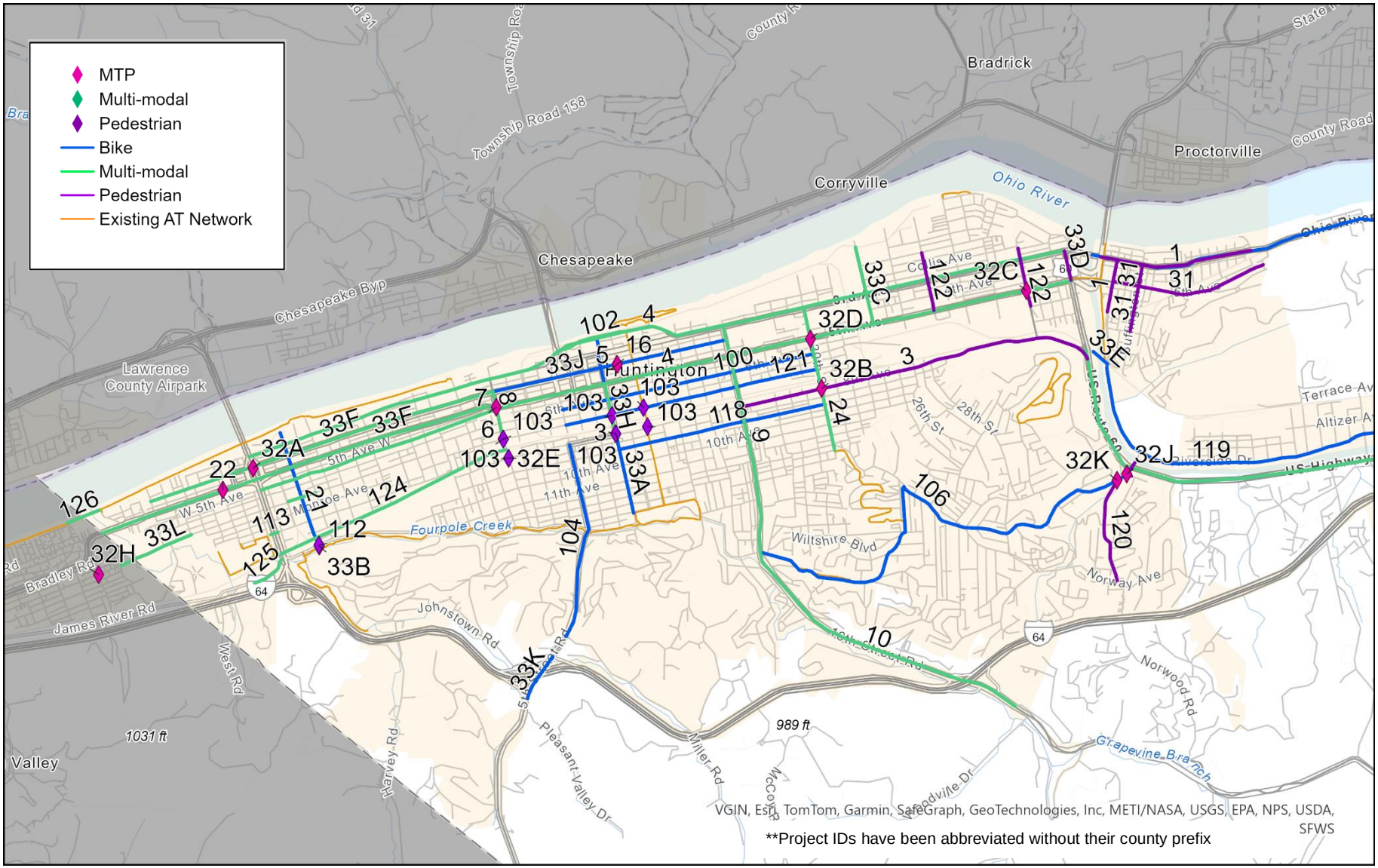


Figure 4: Huntington AT Vision Network



**Project IDs have been abbreviated without their county prefix

Table 3: Wayne County Active Transportation Projects

	Wayne County, WV		Project Origin		
ID	Description	Score/ Status	CSPP	FC MTP	TIP
WAY-103	Bike lane markings from Carson Street in Huntington to B Street in Ceredo to connect proposed PATH to existing bike routes in Ceredo/Kenova	7	✓		
WAY-100	Bike lane markings along WV 152 from I-64 to Lavalette.	6	✓		
WAY-102	Signed route from Huntington via Spring Valley Road (CR 7), WV 75, WV 152, CR 43, WV 10, and Davis Creek Road. (More information required to score)	4	✓		
WAY-101	Multi-use trail along Harvey Road from Johnstown Road to German Ridge Road (CR 6) to Orchard Drive (CR 6) at WV 152	3	✓		
WAY-104	Signed route from I-64 to Spring Valley Road via Walkers Branch Road and WV 75	2	✓		
WAY-14	Huntington Tri-State Airport realignment of access road to accommodate all modes.	Advancing		✓	

Figure 5: Wayne County AT Vision Network

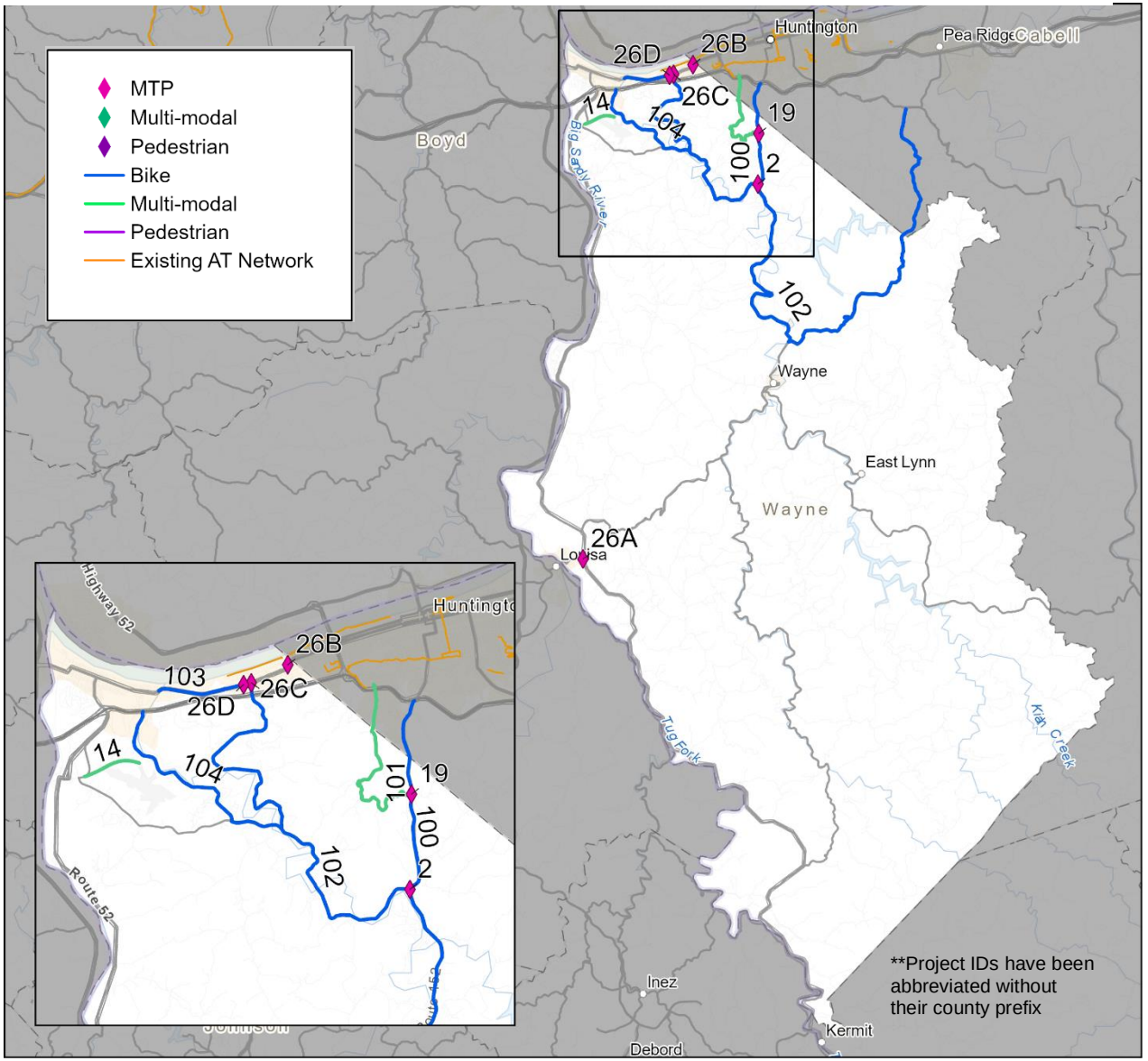


Table 4: Boyd County Active Transportation Projects

Boyd County, KY				Project Origin	
ID	**Description**	**Score/ Status**	**CSPP**	**FC MTP**	**TIP**
BOY-15	Improve Winchester Avenue (US 23 BUS) from 13th Street to 18th Street to provide enhanced pedestrian and bicycle facilities and downtown revitalization.	Nearing Completion		✓	
BOY-40	Pedestrian safety and mobility improvements at KY 168 and US 23	Advancing		✓	
BOY-44	Safety improvements on Central Avenue (CS 2350) from 14th to 17th Street, at 22nd Street, and at 24th Street. Improve signage, striping, crosswalk, and intersection visibility.			✓	
BOY-45	Provide bicycle facilities on 15th Street from Lexington Avenue to Riverfront Park.	Advancing		✓	
BOY-46	Provide bicycle facilities on 29th Street from Greenup Avenue to Blackburn Avenue.	Advancing		✓	
BOY-49	Pedestrian safety improvements at intersection of Winchester Avenue and 12th Street.	Advancing		✓	
BOY-50	Dawes Street restoration and rehabilitation from Beech Street to Blackburn Avenue to safely accommodate pedestrian and bicycle traffic for safe routes to school in Ashland, KY. TIP ID: 09-239.00	In Progress		✓	
BOY-39	Construct shared-use path (SUP) along US 23/US 60 from Railroad Avenue to Center Street.	Advancing		✓	
BOY-41	Establish shared-use path connection along US 23 from Seventh Street to the Greenup county line	Advancing		✓	

Figure 6: Boyd County AT Vision Network

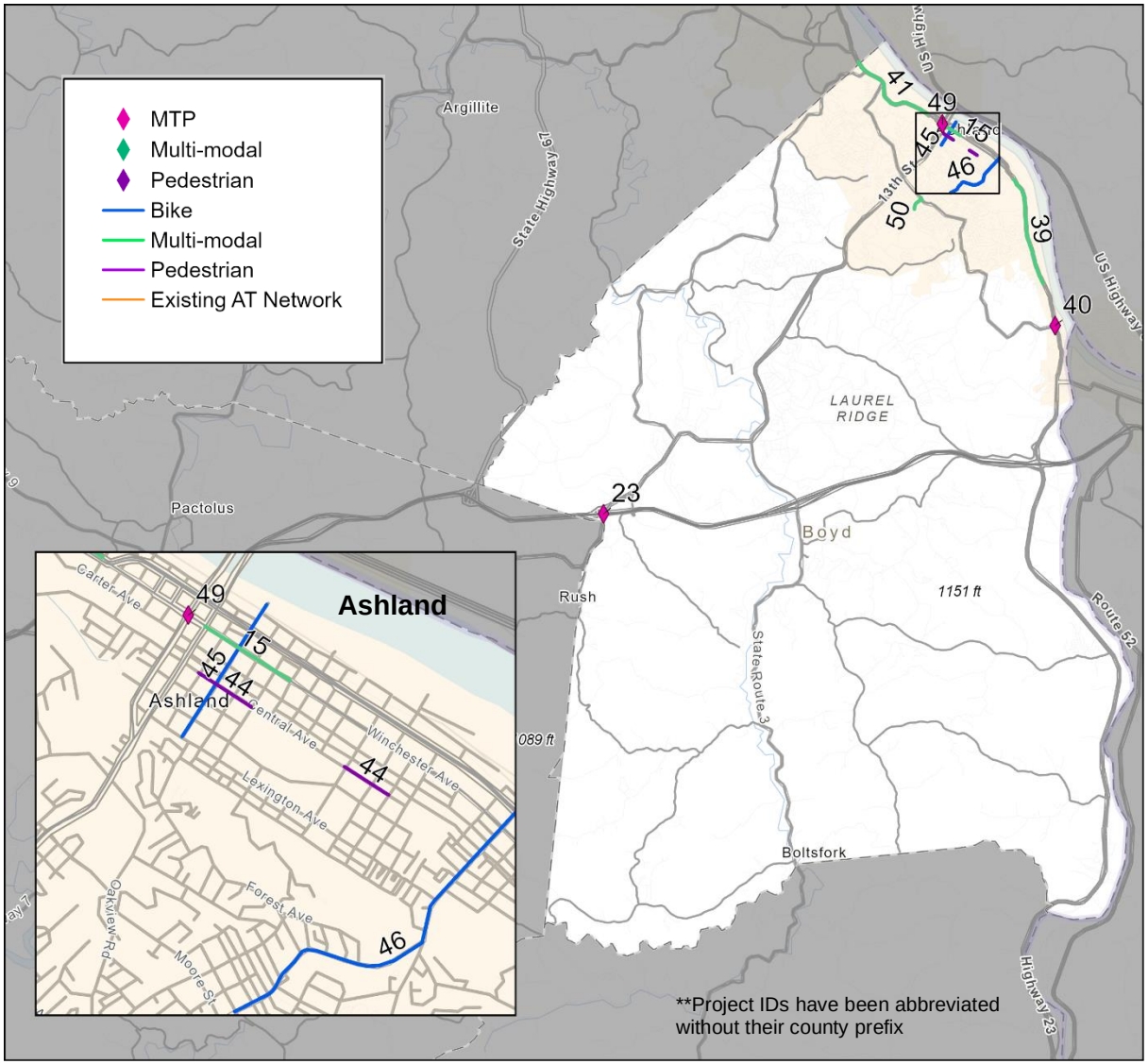


Table 5: Greenup County Active Transportation Projects

Greenup County, KY			Project Origin		
ID	Description	Score/ Status	CSPP	FC MTP	TIP
GRE-103	Reconstruct Route 503 and US 23 intersection with tighter turning radii; add bike crossing push button (coordinate with future signal implementation)	9	✓		
GRE-102	Reconstruct shoulder of Riverside Boulevard to add bike lanes between Worthington and Russell; add official bike signage along EK bikeway route between Wurtland and Worthington.	8	✓		
GRE-104	Add bike route signage along popular EK Bikeway route between Raceland to Wurtland	8	✓		
GRE-105	Pedestrian and bicycle improvements around Russell High School. Construct contiguous sidewalk on one side of corridor; implement bike route signage between US Highway 23 and Russell High School.	7	✓		
GRE-100	Establish shared-use path connection along US 23 between Boyd and Greenup Counties	7	✓		
GRE-101	Add bike route signage along popular EK Bikeway route to Greenbo Lake State Resort Park	6	✓		
GRE-106	Add rectangular rapid flash beacon (RRFB) signal; upgrade sidewalks; construct ADA ramps and continental crosswalk across US 23. (This project appears to have been conceptualized for the 2040 MTP bike/ped chapter and before KY-244 was realigned, resulting in an inaccurate project description)	1	✓		
09-402.00	Design and construction of sidewalk along Powell Lane (Ky-750) in Flatwoods, KY beginning at the end of the existing sidewalk at MP 1.74 and extending approximately 0.7 miles East to the intersection of KY-750 with KY-1172 (Red Devil Lane) for safe access to schools and provide alternative transportation options to low-income areas. Match provided by the City Of Flatwoods. (Mod#6TIP/#60MTP -Ky STIP 2018.236/9-21-2020)	Programmed			✓
SAH-11	Phase II - Lloyd Sidewalk Construction of 1500 LF Of 4' wide sidewalk along Ohio River Road. Match provided by Greenup County Fiscal Court.	Programmed			✓
09-413.00	Design/Construction of sidewalk throughout the City of Greenup, KY Riverfront Park with connection to the previous walking path project. Match to be provided by the City of Greenup, KY.	Programmed			✓

Figure 7: Greenup County AT Vision Network

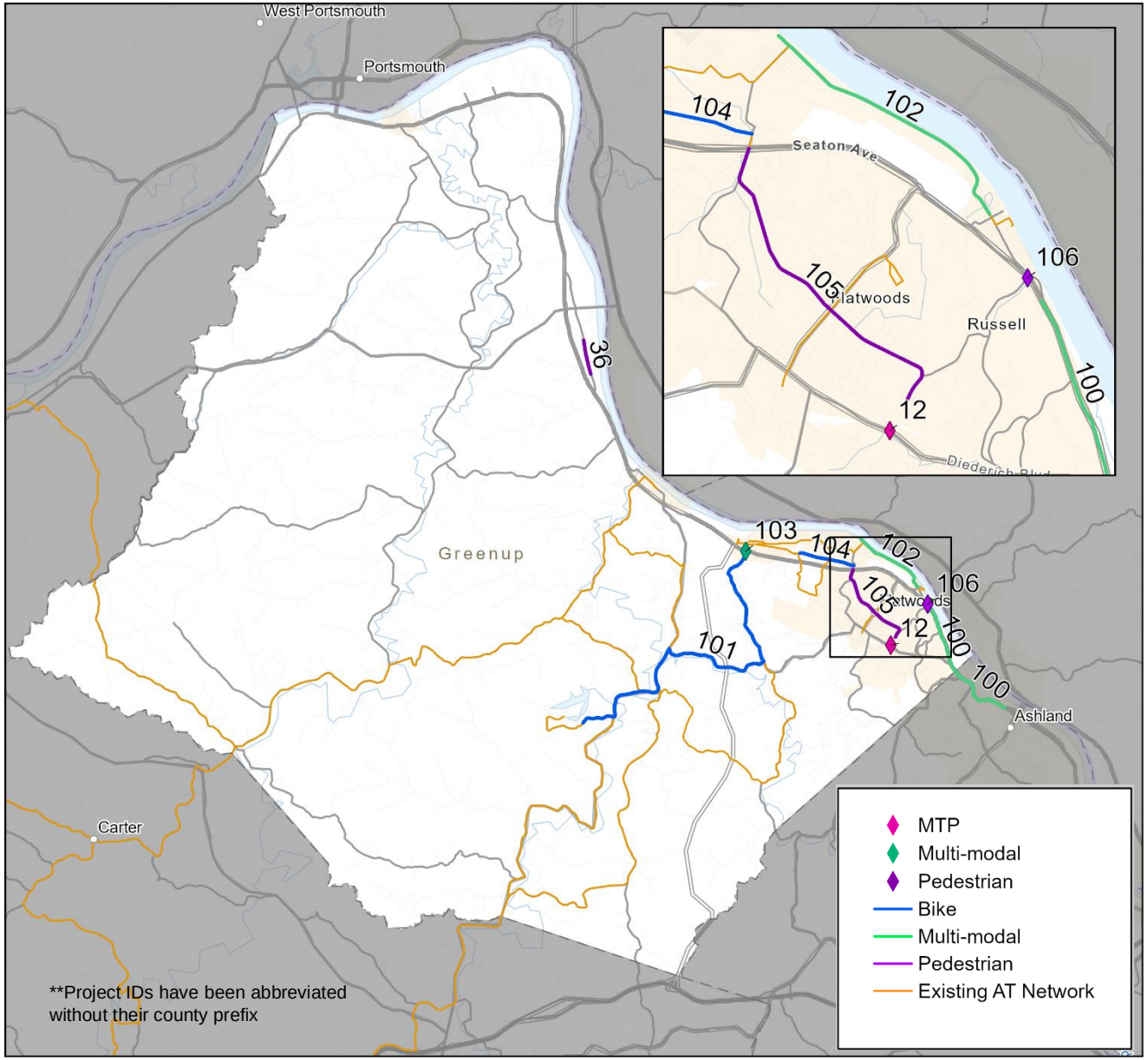
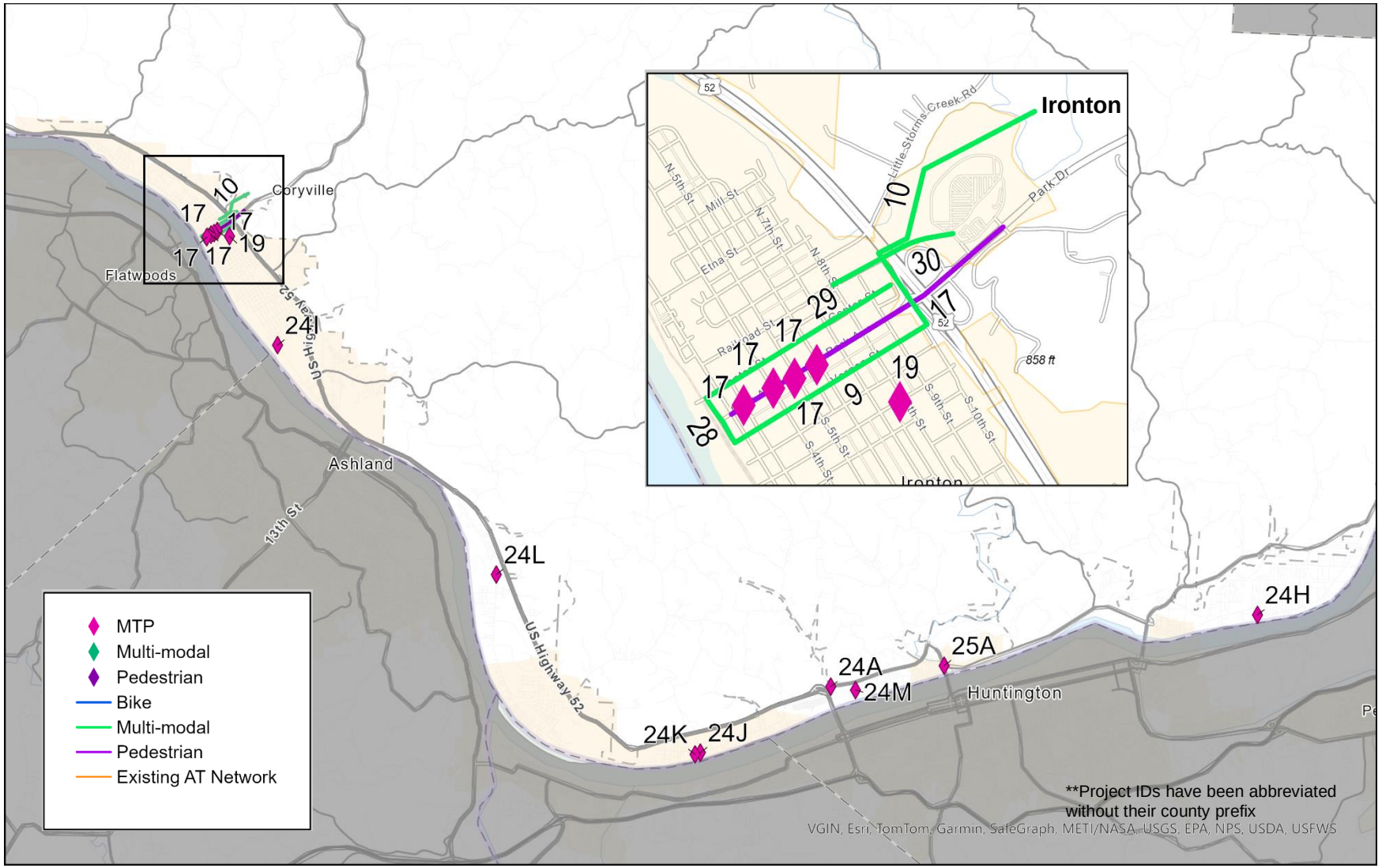


Table 6: Lawrence County Active Transportation Projects

Lawrence County, OH			Project Origin		
ID	Description	Score/ Status	CSPP	FC MTP	TIP
LAW-11	Support efforts to construct a trail connection between Ironton and Vesuvius Lake, outside of the KYOVA MPO Boundary.(Not mapped)	N/A	✓		
LAW-09	Close Vernon Street to auto traffic and construct improvements to make it a comfortable pedestrian environment between Bobby Bare Boulevard and South Seventh Street, and between South Ninth and South 10th streets.	Advancing		✓	
LAW-17	On Park Avenue (OH 93) from Second Street to Coryville Road construct intersection signal and traffic control optimization, safety, complete streets, ADA/sidewalk, and resurfacing improvements.	Advancing		✓	
LAW-18	Lawrence Union Rome Trails and walkways Phase I. (Not mapped)	Advancing		✓	
LAW-19	Construct a multimodal parking facility and garage adjacent to the Ironton Transit Center in downtown Ironton.			✓	
LAW-28	Close Bobby Bare Boulevard to auto traffic and provide pedestrian accommodations and connection to Vernon Street in Ironton.	Advancing		✓	
LAW-10	Construct a trail connection between Ironton Gateway (South Ninth and Vernon Streets) and proposed Sports and Recreation Complex north of Ironton Hills Shopping Center.	Advancing		✓	
LAW-29	On Center Street between Bobby Bare Boulevard and the east end of Center Street, replace existing pavement with brick, remove angled parking and lane markings, reduce speed limits, and install traffic calming, landscaping, and bike parking amongst other improvements.	Advancing		✓	
LAW-30	Improve and extend a shared-use path along former railroad right-of-way from the Railroad Street Cycle Track to Ironton Hills Shopping Center.	Advancing		✓	
LAW-31	Construct sidewalk with ADA compliant curb ramps and bike lanes along Solida Road from Fourth Street East (CR 1) east through the US 52 interchange.	Advancing		✓	
110295	Village Of South Point Sidewalk Project. To Provide Sidewalks On Both Sides Of Solida Road, Through The Village Of South Point Downtown Area. It Will Provide Pedestrian And Bicycle Transportation To The Schools, Village Offices, Library, Grocery Stores And Restaurants. The Location Of The Project Will Include Sidewalk Additions To Both Sides Of The Street Along Solida Road In South Point, Ohio.	Programmed			✓
117671	PID LAW Sandusky Road Reconstruction: Construction of roundabout with sidewalks at Sandusky and 6th Avenue, improvement of 6th Avenue with rehabilitation of 5th Avenue, and vacating of Alley (Twp Rd 2) with elimination of industry private drive to accommodate truck movement from Sandusky onto US52.	Programmed			✓

Lawrence County, OH				Project Origin	
ID	**Description**	**Score/ Status**	**CSPP**	**FC MTP**	**TIP**
91063	LAW Ironton Trails & Walkways: It is proposed to construct a new Ironton Trails & Walkways Intermodal Project. Phase 1. Beginning @ the new Ironton Transit Center on S. 2nd St., proceeding west on existing streets, there will be 1000' of bike lanes and intersection improvement; passing through an existing floodwall opening & along the riverfront there will be 1300; of shared use trail constructed west along the floodwall alongside a proposed access road, thru a future economic development site (1100') then continuing west 2400' along the base of the existing floodwall to the existing N. 2nd St bridge over Storms Creek. Bike lanes will be constructed on the Storms Creek Bridge, continuing 100' along N. 2nd St, creating a connection to West Ironton. A trail spur along Storms Creek 725' in length will connect the proposed Ironton Marina & Rec Facility back to 2nd St and the new Trail system	Programmed			✓

Figure 8: Lawrence County AT Vision Network



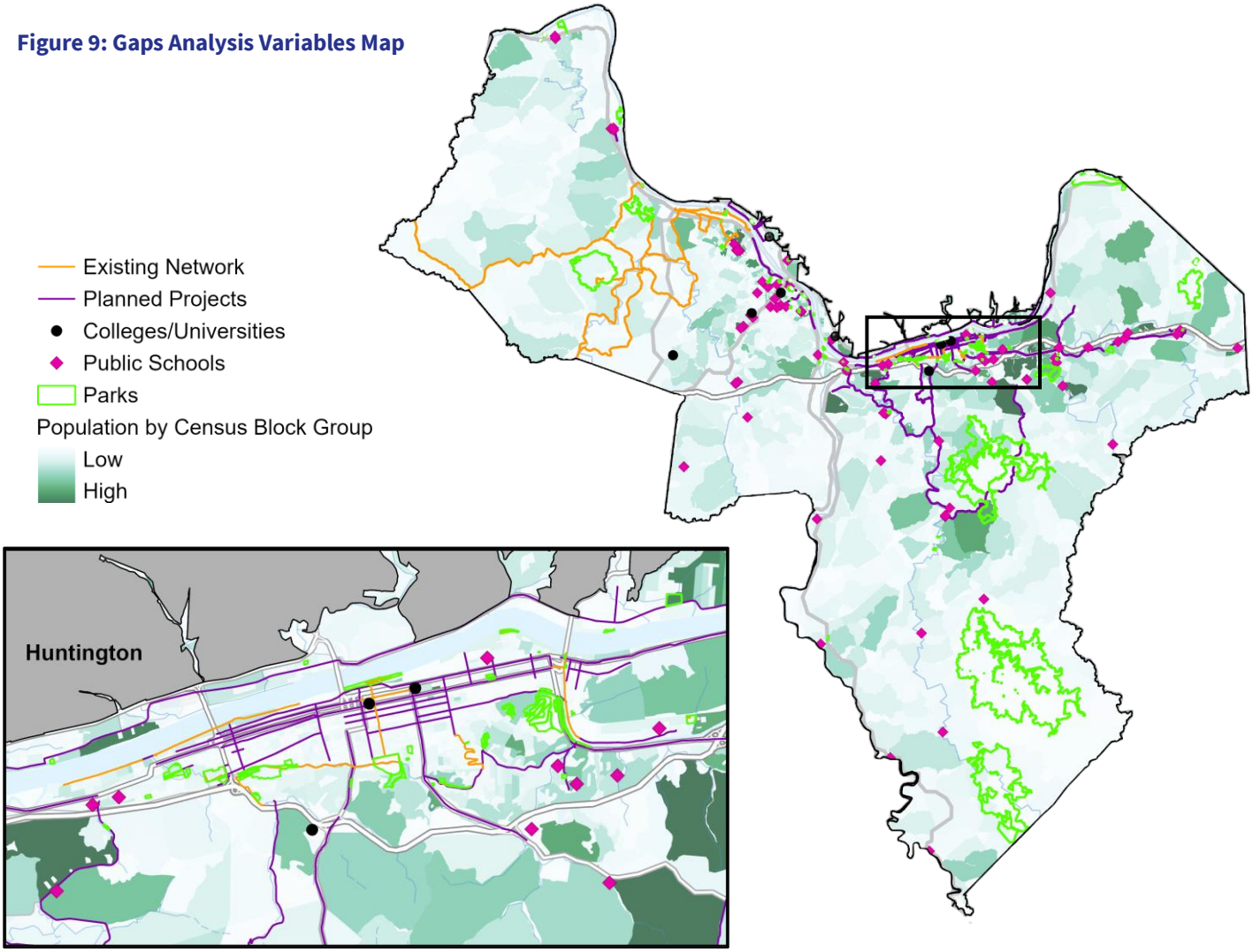
Gaps Analysis

With the compiled existing AT network and the planned/proposed projects datasets, a gaps analysis was conducted to determine:

- What proportion of the population lives within a half mile of an active transportation network connection.
- What points of interest are connected to the regional active transportation network.

Figure 9 below shows a map of the data that was used for this analysis.

Figure 9: Gaps Analysis Variables Map



Regional Facilities

The existing active transportation network in the KYOVA region has close to 175 miles of infrastructure. However, a vast majority of this milage is on-street bike routes which often do not provide enough protection from vehicular traffic. The proposed AT projects would greatly increase the amount of bike lanes in the region, from one mile to over 35 miles, providing safer connections to destinations.

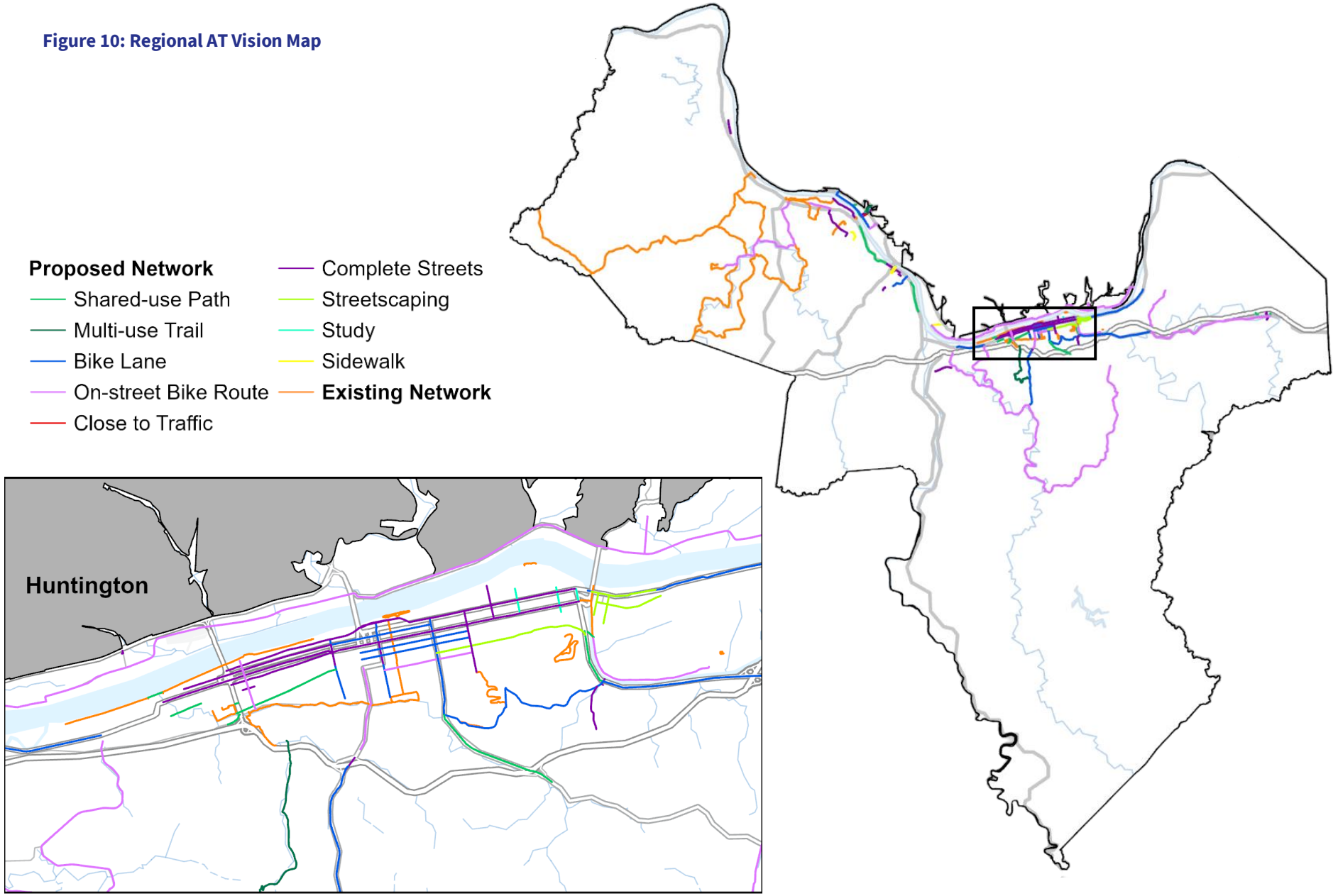
Sidewalks are a key piece of infrastructure necessary for safe active transportation. Several projects were proposed to construct new sidewalks and improve ADA accessibility. However, this analysis does not include sidewalks because comprehensive sidewalk inventory data is not available at the region-wide level. Therefore, pedestrian facility access evaluation is limited, but it is generally understood that proposed projects will reduce sidewalk gaps and improve accessibility. **Figure 10** breaks down the existing and proposed project mileage by facility type.

Table 7: Regional AT Network by Facility Type

	Facility Type	Existing	Proposed	Regional AT Vision (Existing + Proposed)
1.	**Shared-use Path**	8.8 mi	25.6 mi	34.4 mi
2.	**Multi-use Trail**	4.9 mi	5.2 mi	10.1 mi
3.	**Bike Lane**	0.9 mi	35.6 mi	36.5 mi
4.	**On-street Bike Route**	159.7 mi	96.1 mi	255.1 mi
	Total	**174.4 mi**	**161.7 mi**	**336.1 mi**

Other Proposed Facilities	
Close to Traffic	0.7 mi
Complete Streets	29.9 mi
Streetscaping	4.8 mi
Study	0.9 mi
Sidewalk	2.5 mi

Figure 10: Regional AT Vision Map



Connections to People

This analysis reviewed 2020 Census data to measure how much of the population resides within half a mile of the regional AT network. The proposed projects **double** the number or people and households able to access AT facilities, as shown in **Table 8.** However, gaps persist outside the central region, attributable to various factors, including geographical challenges, funding limitations, and lower population densities. Addressing gaps is crucial for ensuring equitable access to the AT network for all residents in the region.

Table 8: Population and Households Connected

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

Access to Community Assets

A half mile buffer was created around all public schools, including universities/colleges, and local and regional parks. This revealed that only two percent of the public schools and universities in the region are connected to the existing active transportation network. This can be seen in **Figure 11** below where the orange lines represent the existing network, and the pink circles represent the half mile buffer around public schools.

With the proposed projects the number of schools connected to the network would jump from only **two schools to 36, (Table 9)**. Over 60 percent of schools remain disconnected, particularly in more rural areas where active transportation connections to public schools are more challenging. In the Ashland area, almost all of the public schools remain disconnected even when accounting for proposed projects, particularly with schools along US 60. Many of these schools also do not have comprehensive sidewalk networks that connect students to the schools.

Table 9: Points of Interest Connected

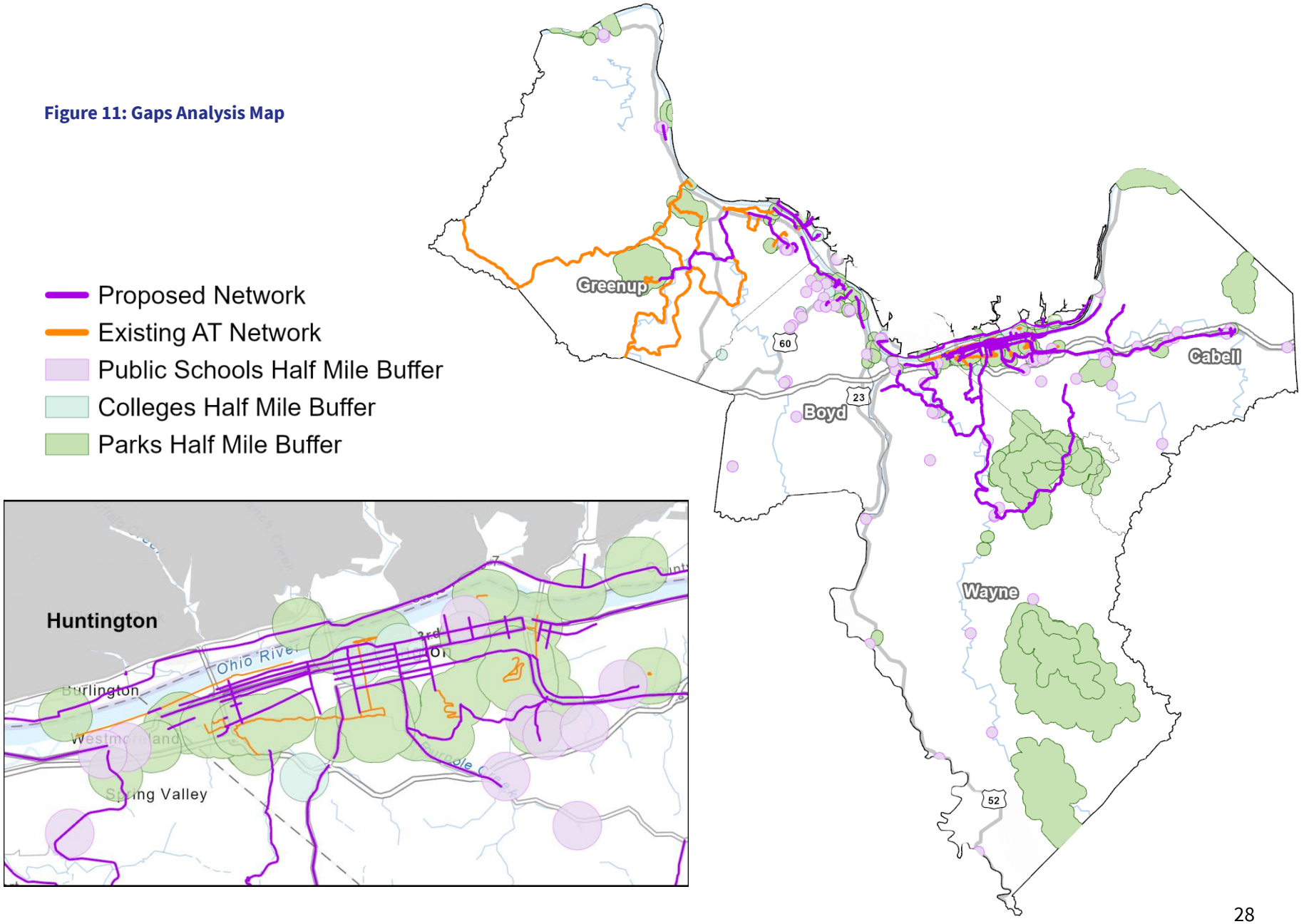
Phase	Public Schools	Parks
Existing AT Network	2 (2%)	20 (26%)
Proposed Projects	36 (32%)	41 (54%)
Regional AT Vision (Existing + Proposed)	38 (34%)	46 (61%)

*Numbers rounded to nearest thousand

Many of the existing AT facilities within Huntington are well connected to the parks system, but connections to parks are limited outside of Huntington. Proposed projects within city and village centers are set to greatly enhance access, over doubling the number of parks that would be connected to the regional AT vision network. Many proposed projects create connections to and through the region's parks, expanding access and recreation opportunities.

The proposed AT projects will greatly enhance the connectivity and safety of the active transportation network for schools and parks; yet some areas still have gaps, particularly outside of Huntington. Large parks in Wayne County, the East Lynn Recreation Area and the Cabwaylingo State Forest remain disconnected due to limitations in roadway access and their rural nature, but park access in most parts of the tri-state area would be greatly expanded by the proposed projects.

Figure 11: Gaps Analysis Map



Conclusion

The active transportation network in the KYOVA region is expanding. This report compiled those planned expansions to develop a full proposed network inventory, the regional active transportation vision network. This analysis determined that proposed expansions would double the number of people connected to the AT network, from about 57,000 to 117,000 individuals. It looked at connections to schools and parks, revealing that the AT vision network would greatly expand access to these community assets.

This report developed a prioritization criteria to score proposed AT projects which will assist in the development of an implementation schedule and funding strategy based on projects that would have the greatest impact in categories of:

- Network
- Sustainability
- Health and Safety
- Feasibility, and
- Equity

It prioritized MTP line item AT projects that were identified in the MTP but had not yet been ranked or fiscally constrained which will provide guidance on implementation schedules and help streamline the implementation of these AT network expansions.

Next Steps

Regular updates to this Complete Streets Prioritization Plan are recommended to ensure that it continues to be useful to KYOVA and its member communities. Ideally, updates would correspond with updating the KYOVA MTP. New bicycle and pedestrian priorities identified through development of the region's long-range multimodal transportation plan could be included in the complete streets database, scored using the criteria described in this plan, and then added to the county-level project prioritization lists.

Key Takeaways

- **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.
- **Complete connections between communities where possible**: Coordination is key to continue and maintain facilities on either side of jurisdictional lines.
- **Small improvements matter**: Where industrial assets, topography, limited right-of-way or sheer distance create are barriers to connection, focus on *simple* improvements. This includes sidewalk coverage, ADA compliant crossings, wayfinding, signage, and lighting.