



# Huntington Southside Traffic Study

Huntington, WV

June 2025



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## 1.0 Executive Summary

This study consists of an assessment to evaluate and address traffic, mobility, and safety around Huntington Middle School and Southside Elementary School, particularly during student drop off and pickup times. The goal of this effort is to complete an assessment of transportation issues around school facilities and identify specific locations to improve safety and accessibility for passenger cars, school and public transit buses, pedestrians, and bicycles during bell times and traditional commuter peak hours. The following recommendations enable schools and other stakeholders to continue to develop engineering, education, and enforcement efforts on a community wide and campus-level.

KYOVA's Southside Traffic Study presents an opportunity to make walking and bicycling to school safer and ease congestion that results from parents, buses and residents at peak times.

The solution requires multiple strategies to be successful. Comprehensive plans for campus traffic circulation during drop-off and pick-up times need to be developed. These plans should outline parent/bus loading zones and staff parking areas. Schools should also consider altering bell times so school dismissal does not overlap and give priority access to carpools to incentivize a reduction in vehicle trips. Egress and ingress access management may be necessary to further improve traffic circulation surrounding the campus. Utilizing the "4 E's" of education, emergency services, enforcement, and engineering will make any program robust and more successful.

### Recommendations

#### *Short Term*

- Install high-visibility crosswalks (6' wide) and signage from 8<sup>th</sup> Avenue to 11<sup>th</sup> Avenue and 1<sup>st</sup> Street and 4<sup>th</sup> Street
- Install flashing lights on all school zone speed limit signs – Consider WVDOH Reimbursable School Zone Program or SS4A
- Add traffic control to Alleyways and make them one way during school hours (map).
- Add no parking signage to 10<sup>th</sup> Avenue (map)
- Convert 2<sup>nd</sup> Street and 3<sup>rd</sup> Street to one-way pairs from 10<sup>th</sup> to 9<sup>th</sup> during school hours (map)
- Add signage to 3<sup>rd</sup> Street for Buses Only
- Add No Parking Parent Pick Up only signage to 10<sup>th</sup> Avenue (map)
- Add No Parking During School Hours to westside of 2<sup>nd</sup> Street between 10<sup>th</sup> and 11<sup>th</sup> Avenue
- Work with Huntington City police to increase police presence and parking enforcement during school hours
- Send flyers reminding parents of drop off/pick rules and discourage dropping off kids outside of school zone
- Perform a safety campaign that discourages risky behavior including speeding, jaywalking, and blocking crosswalks

*Recommendations – Additional Review Needed*

- Add pull-in parking to the southern portion of the westside of 3<sup>rd</sup> Street for staff (Up to 11 spaces) would require 1 tree to be removed
- Add designated parallel parking to the northern portion of the eastside of 2<sup>nd</sup> Street for staff (Up to 4 spaces). This would require 3 trees to be removed. Designate an additional handicap space on 3<sup>rd</sup> Street and on 2<sup>nd</sup> Street
- Change drop-off/pick-up times by 10 minutes to separate traffic better
- Encourage staff to park at least 1 block away from school to limit congestion within school zone
- Develop continuous bike/pedestrian routes throughout “no bus service” zone identified by Cabell County BOE
- Work with schools to find volunteers to work as crossing guards (change in city ordinance may be required)
- Review use of raised crosswalks between 9<sup>th</sup> and 10<sup>th</sup> Avenue and 2<sup>nd</sup> and 3<sup>rd</sup> Street
- Sign parking adjacent to school as school parking only and utilize parking permits for staff to identify users
- Change dismissal bell order – Walkers/Bicycles only, Buses, Parent Drop-off/Pick-up
- Separate parents and buses: currently only parents are on 2<sup>nd</sup> Street and 10<sup>th</sup> Avenue and buses are on 3<sup>rd</sup> Street and 9<sup>th</sup> Avenue.
- Consider Buses only on 2<sup>nd</sup> and 3<sup>rd</sup> Street and parents on 9<sup>th</sup> and 10<sup>th</sup> Avenue or Buses on 9<sup>th</sup> and 10<sup>th</sup> Avenue and parents on 2<sup>nd</sup> and 3<sup>rd</sup> Street
- Work with officials to secure property for off-street parking for staff

## 2.0 Purpose and Location

### **Purpose**

The purpose of this study is to evaluate and address traffic, mobility, and safety around Huntington Middle School and Southside Elementary School, particularly during drop off and pickup times. The goal of this effort is to complete an assessment of transportation issues around school facilities and identify specific locations to improve safety and accessibility for passenger cars, school and public transit buses, pedestrians, and bicycles during bell times and traditional commuter peak hours. The study recommendations will enable schools and other stakeholders to continue developing engineering, education, and enforcement efforts on a community wide and campus-level basis.

### **Location**

Southside Elementary and Huntington Middle Schools are located on the Southside of Huntington, in Cabell County, West Virginia. The boundaries of the school grounds are formed by 2<sup>nd</sup> and 3<sup>rd</sup> Streets (to the west and east) and 9<sup>th</sup> and 10<sup>th</sup> Avenues (to the north and south). The study area is shown in **Figure 1**. The two schools share common space but have separate entrances and busing schedules. The surrounding community is residential and allows for bidirectional on-street parking. Mead & Hunt is responsible for developing an observation based Road Safety Assessment of the campus area and then present the findings along with recommendations of potential countermeasures to improve traffic flow and enhance safety.



**Figure 1: Project Location (Huntington, WV)**



### 3.0 Existing Conditions

#### **Southside Elementary School/Huntington Middle School**



Southside Elementary School has an enrollment of 382 students and 43 staff. The school provides education for grades Pre-K – 5<sup>th</sup> grade. The doors open at 7:30 a.m. with the tardy bell at 7:55 a.m. Dismissal for parent pick up is 2:40 p.m., 2:45 p.m. for buses, and 2:50 p.m. for walkers. The main entrance is on 2<sup>nd</sup> Street and staff is available during drop-off and pick up to assist with getting students in and out of vehicles. Parent drop-off is located on 2<sup>nd</sup> Street and the buses are loaded/unloaded on 9<sup>th</sup> Avenue.



Huntington Middle School has an enrollment of 631 students and 90 staff. The school provides education for 6<sup>th</sup> – 8<sup>th</sup> grade. The doors open at 7:00 a.m. and tardy bell is at 7:35 a.m. Dismissal for all students is at 2:55 p.m. The main entrance is on 3<sup>rd</sup> Street and there are no staff members available or assigned to monitor drop-off and pick-up times. Parent drop-off is located on 3<sup>rd</sup> Street and the buses are loaded on 3<sup>rd</sup> Street and 10<sup>th</sup> Avenue.

#### **Roadway Conditions**

The roadways surrounding the elementary and middle schools are bidirectional streets that are owned and maintained by the city of Huntington. The school zone speed limit is 15 mph while children are present and 25 mph otherwise. 3<sup>rd</sup> Street and 10<sup>th</sup> Avenue are brick while 2<sup>nd</sup> Street and 9<sup>th</sup> Avenue are asphalt.

**Table 1: Roadway Characteristics**

Roadway	Material	Parking	Driveways
2 <sup>nd</sup> Street	Asphalt	Bi-directional with 10 marked spaces on eastside	2 private driveways on westside
3 <sup>rd</sup> Street	Brick	Off-street at school and eastside on-street	2 private driveways on eastside
9 <sup>th</sup> Avenue	Asphalt	Northside Only	None
10 <sup>th</sup> Avenue	Brick	Bi-directional with School Bus only signing on northside	1 private driveway on southside
Alleyway A	Asphalt	None	
Alleyway B	Asphalt	None	

### **Intersections**

The Southside section of Huntington is laid out in a simple grid plan with sidewalks throughout the vicinity. Conventional lighting is installed on existing utility poles at all intersections around the schools. Curb ramps are present at all intersections surrounding the campus; however, detectable warnings for the visually impaired have not been installed on all the ramps. There are traffic signals at the intersection of 8th Avenue with 1st Street and the intersection of 11<sup>th</sup> Avenue with 5th Street. Neither signal appears to be affected by school traffic, therefore, traffic signal operations such as phasing and timing are not included in the study. All other intersections are controlled by four-way stop signs, except for the alleyways owned by the city of Huntington. The alleyways between 9<sup>th</sup> Avenue and 10<sup>th</sup> Avenue do not have any traffic control devices at the intersections with 1<sup>st</sup> Street, 2<sup>nd</sup> Street, 3<sup>rd</sup> Street and 4<sup>th</sup> Street. An advance warning sign for a school crossing (S1-1) is installed along the alleyway prior to its intersection with 2<sup>nd</sup> Street (**Figure 2**).



**Figure 2:** Existing Alleyway between 9th & 10th Avenues-Facing 2nd Street

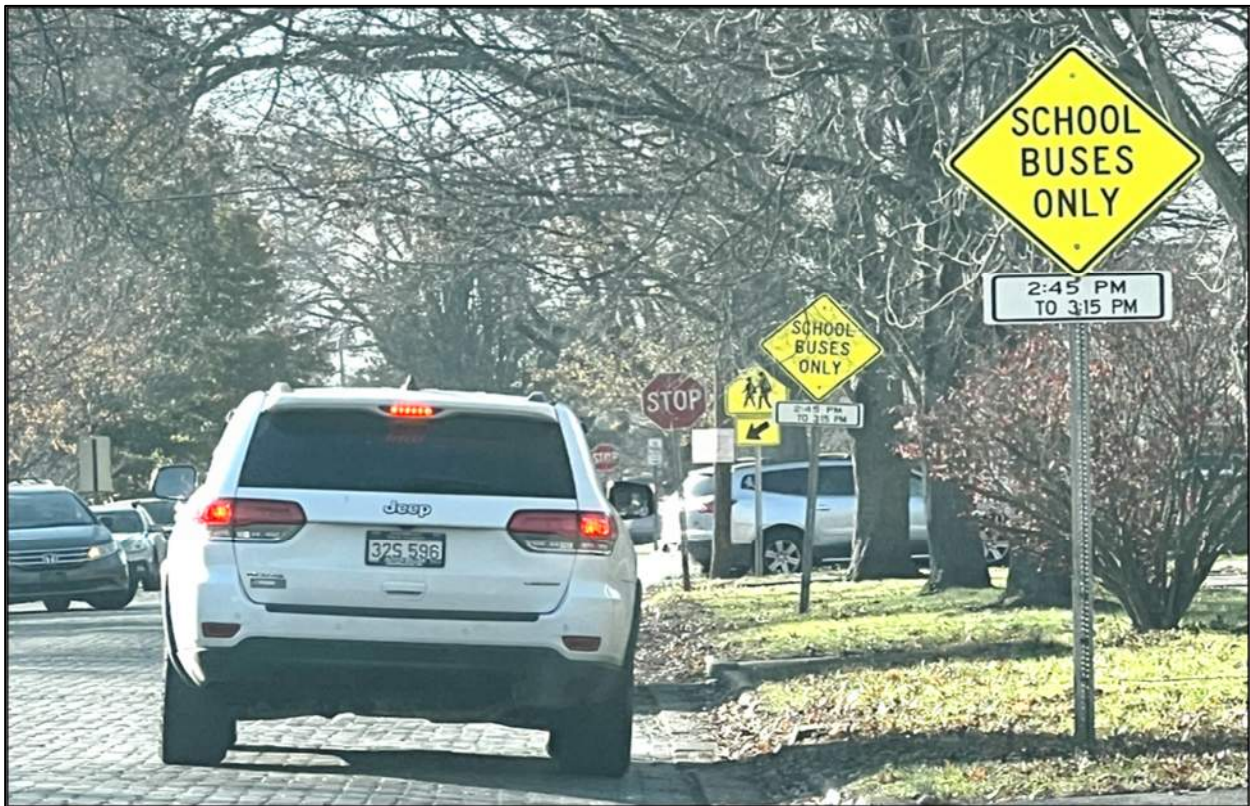
### **Parking**

Parking for the study area is very limited. Few of the adjacent properties have off street parking. 9<sup>th</sup> Avenue has parking restrictions on the southside of the road closest to school property (**Figure 3**). 10<sup>th</sup> Avenue has posted school bus only parking along northside of the road closest to school property (**Figure 4**). 2<sup>nd</sup> Street has 10 designated parallel parking spaces adjacent to school with one handicap spot (east side of street) and open parallel parking on west side of street (**Figure 5**). 3<sup>rd</sup> Street has 13 designated perpendicular parking spaces adjacent to the school (west side of street) including 1 handicap accessible spot (**Figures 6 & 7**). Staff begin arriving at 6:30 a.m. and all designated spots are typically taken by 7:00 a.m. It was observed that parking spots are used by non-school related vehicles. Staff, visiting parents, and residents all vie for any remaining nearby on-street parking.



***Figure 3: Existing Parking - 9th Avenue***





**Figure 4:** 10th Avenue School Buses Only Signs (Time Restricted)

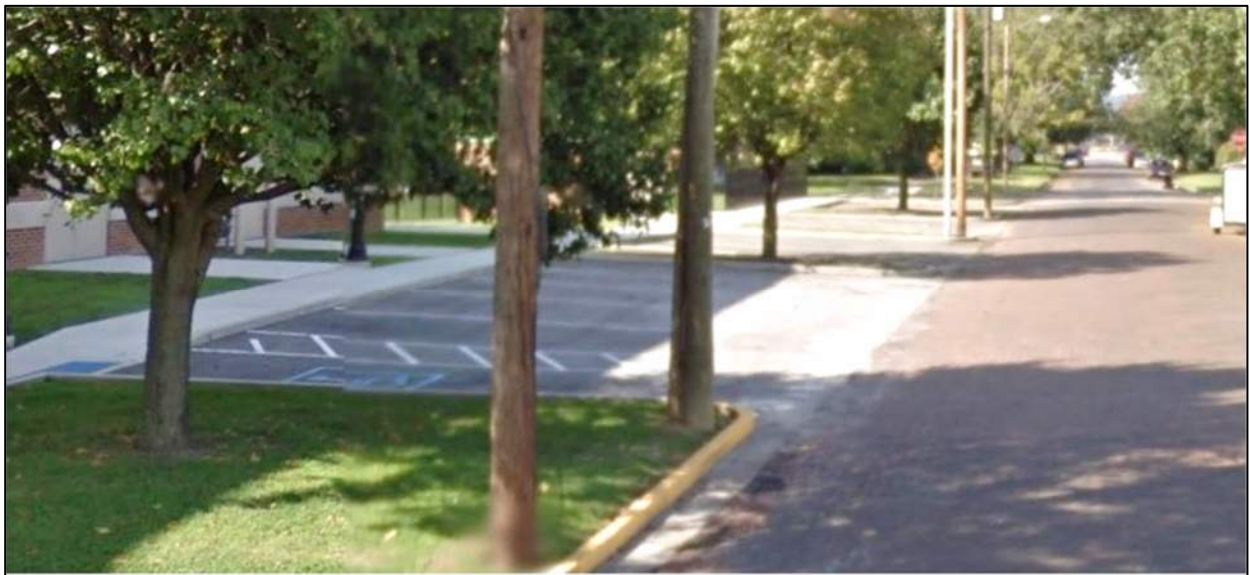


**Figure 5:** Existing 2<sup>nd</sup> Street Parking (Southside Elementary Entrance)





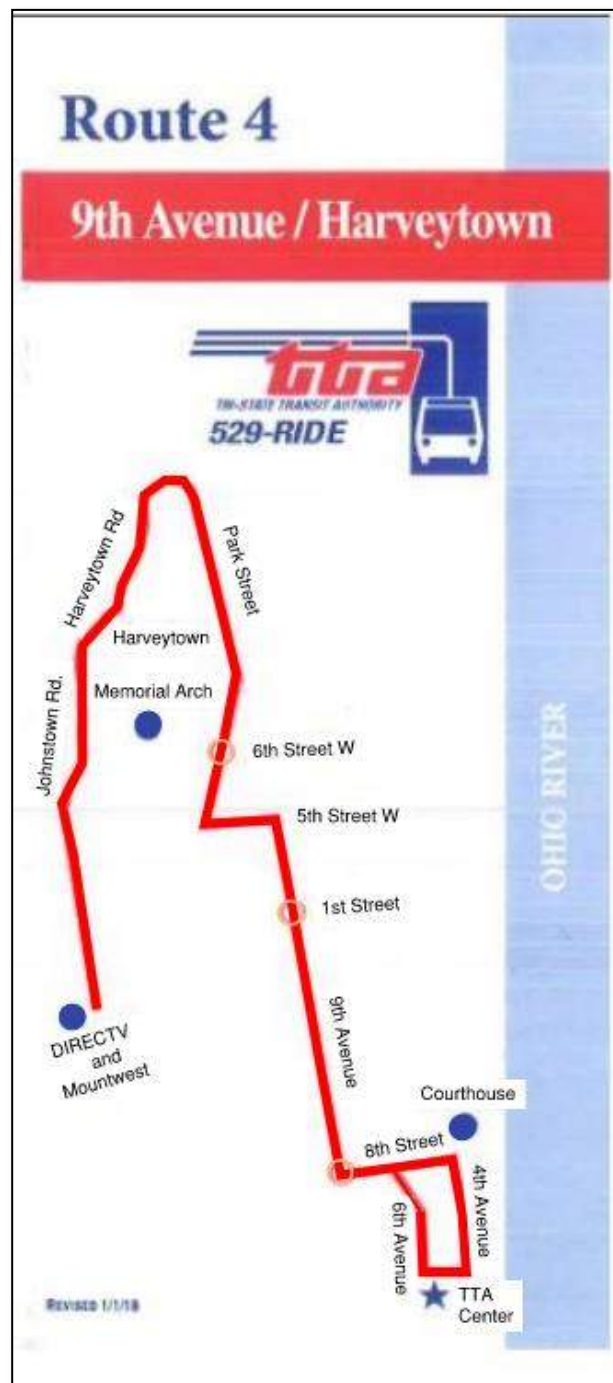
**Figure 6:** Single Handicap Parking Space on 3<sup>rd</sup> Street - (Huntington Middle School)



**Figure 7:** Huntington Middle School Staff Parking (3rd Street)

**Public Transit**

The Tri-State Transit Authority (TTA) provides bus service for Huntington, including the study area. TTA operates a bus route on 9<sup>th</sup> Avenue 6 days a week (Monday-Saturday) from 5:30 a.m. to 6:10 p.m. No marked bus stops are located along the route. The bus is operated on a flag-down procedure along the route.



**Figure 8: TTA Route**

*\*Graphic provided by TTA*

### **School Bus Routes**

Southside Elementary has two morning buses and one special education bus that run from 6:59 a.m. to 7:37 a.m. each day and in the afternoon run from 2:59 p.m. to 3:37 p.m. with bus 818 running a second run. Approximately 15% of students ride the bus according to school officials.

The Huntington Middle School has ten morning buses that run from 6:53 a.m. to 7:22 a.m. and ten afternoon buses that run from 3:04 p.m. to 3:10 p.m. The middle school also has two special needs buses that run each day.

**Table 2: AM Bus Schedule**

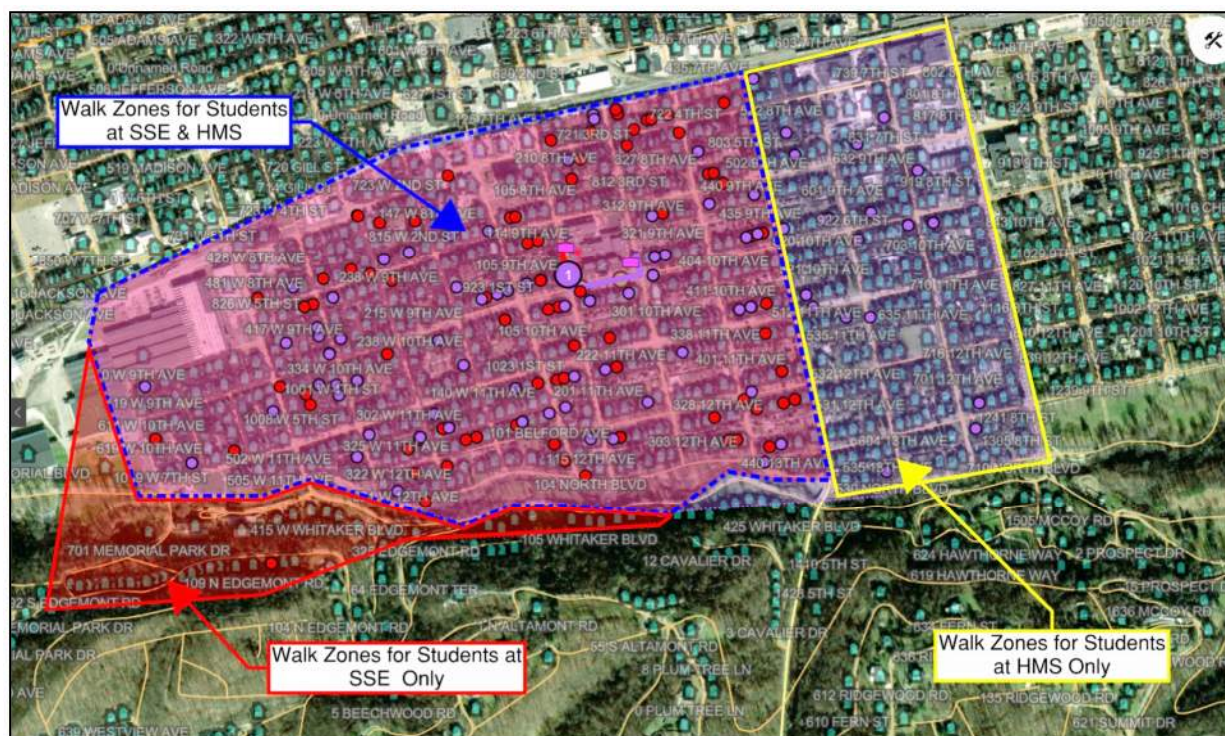
<b>Bus Number</b>	<b>Arrival Time</b>	<b>School</b>	<b>Travel Direction to School from Last Stop</b>
<b>764</b>	0653	HMS	Southwest (7 <sup>th</sup> Ave W & 3 <sup>rd</sup> St)
<b>847</b>	0655	HMS	Southeast (Madison Ave & 12 <sup>th</sup> St)
<b>801</b>	0656	HMS	Southwest (Madison Ave & 7 <sup>th</sup> St)
<b>857</b>	0702	HMS	West (10 <sup>th</sup> Ave & 12 <sup>th</sup> St)
<b>827</b>	0708	HMS	West (9 <sup>th</sup> Ave & 15 <sup>th</sup> St)
<b>824</b>	0709	HMS	Northwest (McCoy Rd & Whitaker Blvd)
<b>768</b>	0713	HMS	Northwest (11 <sup>th</sup> Ave & 9 <sup>th</sup> St)
<b>769</b>	0714	HMS	Northwest (Charleston Ave & 13 <sup>th</sup> St)
<b>812</b>	0720	HMS	West (9 <sup>th</sup> Ave & 6 <sup>th</sup> St)
<b>845</b>	0722	HMS	Southeast (W 12 <sup>th</sup> St & Jefferson Ave)
<b>812</b>	0727	SSE	Huntington Middle School
<b>818</b>	0737	SSE	West (9 <sup>th</sup> Ave & 9 <sup>th</sup> St)

**Table 3: PM Bus Schedule**

<b>Bus Number</b>	<b>Depart Time</b>	<b>School</b>	<b>Travel Direction from School to First Stop</b>
<b>818 1<sup>st</sup> Run</b>	1459	SSE	Southeast (11 <sup>th</sup> Ave and 9 <sup>th</sup> St)
<b>812</b>	1457	SSE	Huntington Middle School
<b>812</b>	1459	SSE	Southeast (11 <sup>th</sup> Ave & 6 <sup>th</sup> St)
<b>768</b>	1504	HMS	Southeast (11 <sup>th</sup> Ave & 9 <sup>th</sup> St)
<b>827</b>	1504	HMS	East (9 <sup>th</sup> Ave & 15 <sup>th</sup> St)
<b>818 2<sup>nd</sup> Run</b>	1505	SSE	Huntington Middle School
<b>769</b>	1505	HMS	Southeast (Charleston Ave & 13 <sup>th</sup> St)
<b>801</b>	1505	HMS	Northeast (Madison Ave & 10 <sup>th</sup> St W)
<b>857</b>	1505	HMS	Northeast (26 <sup>th</sup> St & Artison Ave)
<b>818 2<sup>nd</sup> Run</b>	1506	HMS	Southeast (McCoy Rd & Whitaker Blvd)
<b>845</b>	1507	HMS	Northwest (6 <sup>th</sup> Ave & Hills Ct)
<b>764</b>	1508	HMS	Northwest (7 <sup>th</sup> Ave & 3 <sup>rd</sup> St W)
<b>847</b>	1510	HMS	Northwest (Washington Ave & W 16 <sup>th</sup> St)

The following graphic (**Figure 9**) was provided by the Cabell County Board of Education Dan Gleason, Director of Transportation. West Virginia Code §18-5-13 (f)(1)(A), commonly referred to as the two-mile rule, states that adequate transportation will be provided at public expense for all children of school age who live more than two miles from the school by the nearest available road. The graphic shows the areas where students are not eligible for bus services. The walk zone for Southside Elementary only (shown at bottom left) is more challenging than the grid pattern in the middle school only walk zone. The lack of busing availability accounts for the significant amount of parent drop off.





**Figure 9: Zones that Cabell County does not Provide Busing for Each School**

*\*Graphic Provided by Cabell County Board of Education\**

**Pedestrians / Bicyclists**

Several parents with elementary school children were observed walking to and from school, as were several middle school students. Drivers block crosswalks and were observed not yielding to pedestrians. Most pedestrians crossed at the marked crosswalks and obeyed traffic control devices. Of those jaywalking, most were from the middle school.

No bicyclists were observed during any of the field visits, nor were they listed as a concern by any of the individuals interviewed. Southside Elementary does provide a covered bike rack (**Figure 10**) and an open bike rack for individuals that choose to bike to school. Gaps in the sidewalk network exist that limit walking/biking within the area outlined by the Board of Education in **Figure 11**. A further study would be needed to fully understand the outcome of completing these areas.



**Figure 10:** *Bicycle Rack - Southside Elementary School*



***Figure 11: Memorial Park Drive – Walk Zone for Southside Elementary***



## 4.0 Data Collection

Field observations were performed five times over the school year so movement during the different seasons could be observed. It was observed that fewer parents walked to pick up their children in inclement weather. August 13, 2024, study area was observed to establish a baseline of school staff in attendance but before the students' first day. The following observations were made:

- Multiple vehicles rolling through stop-controlled intersections
- Parking on both sides of 10<sup>th</sup> Avenue
- Limited parking on south side of 9<sup>th</sup> Avenue
- Non-school staff in school parking on 3<sup>rd</sup> Street
- Bi-directional traffic on 2<sup>nd</sup> Street

The other four observation timeframes were while school was in session. The actions observed during August 13, 2024, were noted during all other visits. On September 12, 2024, both schools were observed during pick-up hours starting at 1:15 p.m. until 3:45 p.m. The following additional items were observed:

- 2<sup>nd</sup> Street was closed to southbound traffic by school personnel
- Parking for elementary school pick-up on 10<sup>th</sup> Avenue although marked Bus Parking only.
- Several elementary staff members on site helping children into vehicles
- Vehicles blocking crosswalks
- No crossing guards or school staff observed at intersections

December 5, 2024, both schools were observed during pick up hours starting at 2:30 p.m. until 3:45 p.m. The following items were noted:

- 2<sup>nd</sup> Street was closed to southbound traffic by school personnel
- Parking for elementary school pick-up on 10<sup>th</sup> Avenue although marked Bus Parking only.
- Vehicles blocking crosswalks
- Parents and buses attempting to go southbound on 3<sup>rd</sup> street causing traffic to be stopped
- Significant vehicles pick up and limited pedestrians leaving elementary school.

May 2, 2025, Southside Elementary and Huntington Middle School were observed during drop hours starting at 6:30 a.m. until 8:00 a.m. The following was obtained during the field observation:

- Vehicles were observed using the bus only area to drop off kids
- Street parking on 10<sup>th</sup> avenue was full
- Vehicle completed a 3 point turn on 10<sup>th</sup> avenue and 2<sup>nd</sup> street intersection to back into street parking on 2<sup>nd</sup> street
- Longest queue was observed on 10<sup>th</sup> avenue
- Vehicles waiting for elementary school appeared unsure on how to proceed at intersection of 2<sup>nd</sup> Street and 10<sup>th</sup> Avenue
- Several parents arrived before students were accepted into elementary school resulting in queues.
- No crossing guards were observed at intersections



May 21, 2025, Southside Elementary School and Huntington Middle School were observed during dismissal /pick up hours starting at 2:35 p.m. through 3:15 p.m. The following additional observations were made:

- Middle school students appeared to be helping elementary school students cross the road outside of the main school zone
- Vehicles were parked in the NO PARKING ZONE on 9<sup>th</sup> Avenue
- Vehicles were parked on the crosswalk on 10<sup>th</sup> Avenue
- The elementary school was not fully released before the middle school was let out

### **Stakeholder Meetings**

Individual stakeholder meetings were held with each partner to have an open discussion on each concern surrounding the schools. The following is a recap of each meeting:

#### **Schools:**

- *Comment: Difficult for parents with students at both schools to make this work*
- *Comment: During arrival/departure concern that in the event of an emergency, services (fire/ambulance/police) can't get through*
- *Comment: 4-way STOP is not respected*
- *Comment: Southside Principal has requested Huntington PD to be present at arrivals, but it falls during shift change so it is difficult for them.*
- *Comment: No one follows crosswalks*
- *Comment: Desperately need more handicap designated parking*
- *Comment: Snow removal around campus particularly 2<sup>nd</sup> Street & 3<sup>rd</sup> Street a significant issue*
- *Comment: No crosswalk markings are present*
- *School Comment: Considered safety patrol with older students but it was not felt to be safe*
- *Teacher Concern: Existing crosswalks get blocked by vehicles*

#### **City:**

- *Discussion of ownership of alleyways and when trash was picked up: The trash schedule for the school area is every Tuesday, except for where holidays fall on a Monday. In this case, it might push the trash pickup until Wednesday. The time frame for pickup is roughly 8:30 a.m. to 9 a.m. Regular school days should not conflict with trash pickup in the alleys between 9<sup>th</sup> and 10<sup>th</sup> Avenues. If there would happen to be a conflict, City has discussed modifications could be made to the route times if needed.*
- *One-way pairs: City personnel were not opposed to further exploring the idea*
- *Prioritize snow removal: 3<sup>rd</sup> Street and 10<sup>th</sup> Avenue are brick which limits their ability to clear them.*
- *Trim vegetation: The city agrees with trimming vegetation as needed.*
- *Law Enforcement: City spoke with Huntington PD SGT Richard Kern, and he is working with the school administration on possible solutions for the area since the January 2025 stakeholder meeting held at the school.*

BOE:

- *Dismissal times: Required education minutes play a big role dismissal time. They are willing to review and see if changes are possible.*
- *Alleyways and utilizing them: no opposition to further exploration of this concept*
- *One-way pairs- preferred parents on 2<sup>nd</sup> and 3<sup>rd</sup> Streets and buses located on 9<sup>th</sup> and 10<sup>th</sup> Avenues*
- *Parent drop-off/pick up: BOE believes drop-off/pick-up has increased dramatically*

TTA:

- *Spoke with Paul Davis, CEO. Mr. Davis expressed concern over the one-way pairs on 9<sup>th</sup> Avenue. TTA has bus service on 9<sup>th</sup> Avenue each hour from 5:30 a.m. to 6 p.m. If TTA had to move the route due to the establishment of one-way pairs along 9<sup>th</sup> Avenue, they are concerned that a block further walk to catch the bus may be a deterrent to some riders, particularly those that are mobility challenged.*

Public Open House

A Public Open House was held on May 27, 2025, from 4:00 p.m. to 6:00 p.m. at Southside Elementary School cafeteria to present findings and give recommendations. Twenty-two attendees including residents, parents, stakeholders, school personnel and the media stayed for the presentation by Mead & Hunt. Representatives from the Board of Education, City of Huntington, KYOVA and first responders answered questions from attendees, and discussed different alternatives.

Public display boards along with sign-in sheets from the meeting can be found in **Appendix A**.

**Safety Study Survey:**

KYOVA conducted a Safety Study Survey to gather additional information and provide an opportunity to gather input from those unable to attend the initial stakeholder meeting. The survey, designed to assist with data collection was available on KYOVA's website between 02/03/25 and 06/01/2025. Below is a summary of the survey results. The full survey can be found in **Appendix B**.

57 Total respondents (with 26 Respondents leaving contact information)

Several respondents had multiple concerns:

33 Concerns with Traffic Violations

- 2 Concerns of Distracted Driving
- 12 Concerns of Drivers Running Stop Signs
- 5 Concerns of Drivers Blocking Crosswalks
- 10 Concerns of Speeding
- 4 Concerns with general disregard of traffic laws

11 Concerns with Parking

- 3 Requests for additional parking (off-site preferred)
- 7 Requests for parking restrictions during school hours
- 1 Request for parking permits

6 Requests for Crossing Guards

3 Suggestions for Staggering Start Times

10 Suggestions for One Way Pairs and road use restrictions

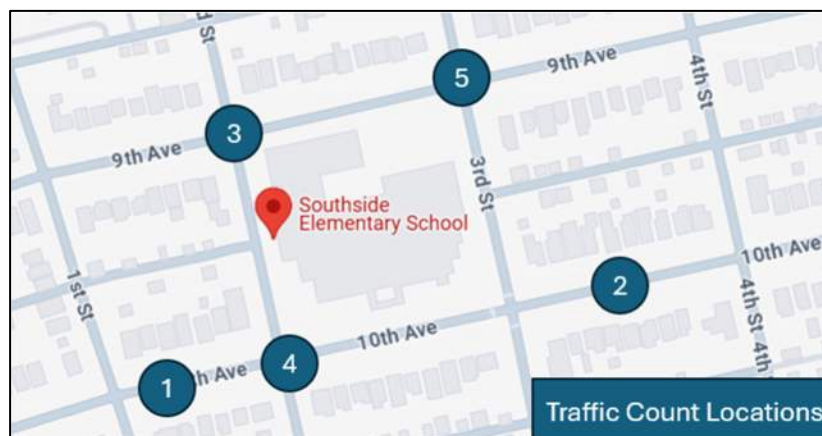
19 Concerns with Drop Off/Pick Up

- 8 Drop-off outside of school zone
- 10 Request to change current drop-off locations
- 1 Concern with parents not following general directions

**Traffic Volume:**

Traffic counts were collected by KYOVA staff between April 24<sup>th</sup> and May 21<sup>st</sup> at five locations within the study area as follows (**Figure 12**):

1. 10<sup>th</sup> Avenue between 1<sup>st</sup> and 2<sup>nd</sup> Streets
2. 10<sup>th</sup> Avenue between 3<sup>rd</sup> and 4<sup>th</sup> Streets
3. 2<sup>nd</sup> Street at the northwest corner with 9<sup>th</sup> Avenue
4. 2<sup>nd</sup> Street at the southwest corner with 10<sup>th</sup> Avenue
5. 3<sup>rd</sup> Street at the northeast corner with 9<sup>th</sup> Avenue



**Figure 12: Traffic Count Locations**

The hourly counts are shown in **Tables 4-8**. As expected, weekday peak hour volumes for the morning and afternoon align with the arrival and dismissal times for the schools. The morning peak hour of 7:00-8:00 am is preceded by high volumes during the 6:00-7:00 am hour and both hours together account for a substantial percentage of the total weekday daily traffic volumes on 2<sup>nd</sup> and 3<sup>rd</sup> Streets. The counts demonstrate the school is a significant generator and supports review of potential mitigation measures.

**Table 4: Traffic Count on 10th Avenue Between 1st & 2nd Streets**

10th Avenue Between 1st & 2nd												
2025		19-May M	20-May T	14-May	15-May Th	16-May F	Weekday Total	Weekday Average	17-May Sat	18-May Sun	Weekend Total	Weekend Average
				21-May W								
0:00	1:00	2	4	3	3	5	17	3	2	8	10	5
1:00	2:00	0	2	4	0	2	8	2	4	0	4	2
2:00	3:00	3	0	0	2	5	10	2	2	0	2	1
3:00	4:00	0	0	0	0	1	1	0	0	4	4	2
4:00	5:00	2	0	4	0	0	6	1	0	0	0	0
5:00	6:00	2	2	0	0	3	7	1	0	0	0	0
6:00	7:00	17	43	8	18	19	105	21	2	0	2	1
7:00	8:00	172	173	186	194	186	911	182	11	2	13	7
8:00	9:00	36	30	36	25	17	144	29	66	8	74	37
9:00	10:00	18	23	30	23	54	148	30	72	5	77	39
10:00	11:00	15	21	21	23	19	99	20	66	11	77	39
11:00	12:00	26	36	26	35	63	186	37	76	17	93	47
12:00	13:00	36	39	47	39	36	197	39	48	36	84	42
13:00	14:00	28	35	35	42	29	169	34	43	20	63	32
14:00	15:00	82	70	69	68	69	358	72	47	25	72	36
15:00	16:00	86	106	97	81	83	453	91	51	29	80	40
16:00	17:00	39	45	49	26	32	191	38	26	12	38	19
17:00	18:00	43	51	49	50	37	230	46	42	10	52	26
18:00	19:00	38	59	35	26	28	186	37	16	14	30	15
19:00	20:00	63	50	22	27	17	179	36	16	17	33	17
20:00	21:00	26	36	14	27	13	116	23	22	6	28	14
21:00	22:00	8	27	29	11	17	92	18	30	17	47	24
22:00	23:00	7	4	10	2	21	44	9	9	6	15	8
23:00	0:00	4	2	3	8	3	20	4	7	3	10	5
Totals		753	858	777	730	759			658	250		



**Table 5: Traffic Count on 10<sup>th</sup> Avenue between 3<sup>rd</sup> & 4<sup>th</sup> Streets**

10th Avenue Between 3rd & 4th													
2025		19-May M	20-May T	14-May	15-May Th	16-May F	Weekday Total	Weekday Average	17-May Sat	18-May Sun	Weekend Total	Weekend Average	
				21-May W									
0:00	1:00	1	2	5	1	2	1	8	1	8	9	5	
1:00	2:00	0	2	2	1	1	2	1	2	1	3	2	
2:00	3:00	1	0	1	3	3	1	1	1	1	2	1	
3:00	4:00	0	0	0	0	0	0	2	0	2	2	1	
4:00	5:00	0	0	1	0	2	0	0	0	0	0	0	
5:00	6:00	4	1	0	1	2	0	1	0	1	1	1	
6:00	7:00	11	22	14	8	14	1	0	1	0	1	1	
7:00	8:00	100	101	104	125	125	5	2	5	2	7	4	
8:00	9:00	28	18	30	22	27	39	4	39	4	43	22	
9:00	10:00	19	15	21	12	36	33	10	33	10	43	22	
10:00	11:00	6	25	19	16	27	42	6	42	6	48	24	
11:00	12:00	0	22	20	21	44	43	13	43	13	56	28	
12:00	13:00	0	20	21	21	20	29	25	29	25	54	27	
13:00	14:00	6	22	31	19	29	35	13	35	13	48	24	
14:00	15:00	61	59	35	48	52	24	21	24	21	45	23	
15:00	16:00	57	77	77	49	58	38	19	38	19	57	29	
16:00	17:00	35	28	31	25	26	14	9	14	9	23	12	
17:00	18:00	44	48	33	24	22	21	18	21	18	39	20	
18:00	19:00	49	65	21	18	16	9	11	9	11	20	10	
19:00	20:00	43	54	15	16	11	11	18	11	18	29	15	
20:00	21:00	32	23	7	7	12	19	9	19	9	28	14	
21:00	22:00	11	16	15	5	10	13	10	13	10	23	12	
22:00	23:00	7	4	4	1	14	13	8	13	8	21	11	
23:00	0:00	1	3	0	3	2	4	3	4	3	7	4	
		516	627	507	446	555			397	212			

**Table 6: Traffic Count on 2<sup>nd</sup> Street at the Northwest Corner of 9<sup>th</sup> Avenue**

Corner of 2nd Street and 9th Ave (NW Corner)												
2025		28-Apr M	29-Apr T	30-Apr W	1-May Th	2-May F	Weekday Total	Weekday Average	3-May Sat	4-May Sun	Weekend Total	Weekend Average
0:00	1:00	3	1	1	3	0	8	2	5	1	6	3
1:00	2:00	6	0	2	0	0	8	2	0	8	8	4
2:00	3:00	3	0	2	7	3	15	3	3	2	5	3
3:00	4:00	0	2	4	2	1	9	2	0	1	1	1
4:00	5:00	2	0	0	4	0	6	1	0	3	3	2
5:00	6:00	3	1	4	4	4	16	3	5	0	5	3
6:00	7:00	23	17	16	23	27	106	21	7	0	7	4
7:00	8:00	95	100	76	90	103	464	93	7	2	9	5
8:00	9:00	17	22	6	16	24	85	17	10	8	18	9
9:00	10:00	18	11	13	21	20	83	17	19	10	29	15
10:00	11:00	23	26	28	31	23	131	26	27	8	35	18
11:00	12:00	22	31	29	31	20	133	27	18	12	30	15
12:00	13:00	29	39	31	31	30	160	32	17	20	37	19
13:00	14:00	21	25	22	25	16	109	22	14	22	36	18
14:00	15:00	110	101	105	109	118	543	109	18	12	30	15
15:00	16:00	37	23	30	46	26	162	32	16	24	40	20
16:00	17:00	42	30	28	30	44	174	35	22	23	45	23
17:00	18:00	32	16	27	15	43	133	27	22	29	51	26
18:00	19:00	19	10	14	19	46	108	22	12	19	31	16
19:00	20:00	20	13	9	11	33	86	17	10	22	32	16
20:00	21:00	12	13	21	15	17	78	16	24	8	32	16
21:00	22:00	4	7	9	8	8	36	7	11	6	17	9
22:00	23:00	6	5	4	8	7	30	6	2	7	9	5
23:00	0:00	8	4	5	0	7	24	5	6	3	9	5
		555	497	486	549	620			275	250		

**Table 7: Traffic Count on 2<sup>nd</sup> Street at the Southwest Corner of 10<sup>th</sup> Avenue**

Corner of 2nd Street and 10th Ave (SW Corner)													
2025		28-Apr M	29-Apr T	30-Apr W	1-May Th	2-May F	Weekday Total	Weekday Average	3-May Sat	4-May Sun	Weekend Total	Weekend Average	
0:00	1:00	0	0	0	0	0	0	0	0	1	1	1	
1:00	2:00	1	2	0	0	0	3	1	0	3	3	2	
2:00	3:00	1	0	0	2	2	5	1	0	0	0	0	
3:00	4:00	1	0	0	0	0	1	0	0	1	1	1	
4:00	5:00	0	0	0	0	0	0	0	0	0	0	0	
5:00	6:00	4	2	7	5	5	23	5	2	1	3	2	
6:00	7:00	101	103	107	91	105	507	101	5	0	5	3	
7:00	8:00	128	121	113	114	108	584	117	4	2	6	3	
8:00	9:00	19	19	12	23	33	106	21	10	4	14	7	
9:00	10:00	16	16	13	9	13	67	13	15	10	25	13	
10:00	11:00	16	27	28	20	20	111	22	19	9	28	14	
11:00	12:00	7	19	15	28	30	99	20	18	18	36	18	
12:00	13:00	23	29	18	21	23	114	23	12	17	29	15	
13:00	14:00	31	26	25	28	25	135	27	8	19	27	14	
14:00	15:00	77	79	87	80	88	411	82	11	11	22	11	
15:00	16:00	41	33	26	40	38	178	36	7	28	35	18	
16:00	17:00	23	20	23	25	57	148	30	9	18	27	14	
17:00	18:00	16	19	11	21	40	107	21	17	17	34	17	
18:00	19:00	14	3	6	11	40	74	15	10	12	22	11	
19:00	20:00	9	14	12	7	30	72	14	7	11	18	9	
20:00	21:00	8	9	9	1	13	40	8	5	11	16	8	
21:00	22:00	0	0	9	3	3	15	3	3	2	5	3	
22:00	23:00	0	0	0	4	2	6	1	0	2	2	1	
23:00	0:00	1	1	2	3	1	8	2	1	0	1	1	
Totals		537	542	523	536	676			163	197			

**Table 8: Traffic Count on 3rd Street at the Northeast Corner of 9th Avenue**

Corner of 3rd Street and 9th Ave (NE Corner)												
2025		28-Apr M	29-Apr T	30-Apr W	1-May Th	2-May F	Weekday Total	Weekday Average	3-May Sat	4-May Sun	Weekend Total	Weekend Average
0:00	1:00	2	0	5	0	0	7	1	3	6	9	5
1:00	2:00	5	3	0	0	6	14	3	0	1	1	1
2:00	3:00	2	0	0	0	0	2	0	0	0	0	0
3:00	4:00	2	6	6	6	2	22	4	0	3	3	2
4:00	5:00	5	8	2	2	3	20	4	0	4	4	2
5:00	6:00	11	14	11	7	10	53	11	4	5	9	5
6:00	7:00	95	93	75	71	75	409	82	3	2	5	3
7:00	8:00	100	107	83	107	89	486	97	14	0	14	7
8:00	9:00	20	23	19	30	28	120	24	17	5	22	11
9:00	10:00	22	30	35	26	44	157	31	23	15	38	19
10:00	11:00	35	28	35	34	38	170	34	11	19	30	15
11:00	12:00	57	34	35	31	25	182	36	4	16	20	10
12:00	13:00	29	31	46	34	42	182	36	17	27	44	22
13:00	14:00	41	27	34	24	39	165	33	19	14	33	17
14:00	15:00	118	107	97	88	122	532	106	35	24	59	30
15:00	16:00	35	51	48	38	43	215	43	18	16	34	17
16:00	17:00	45	37	39	36	56	213	43	13	20	33	17
17:00	18:00	21	34	28	25	46	154	31	18	15	33	17
18:00	19:00	25	20	11	13	42	111	22	15	17	32	16
19:00	20:00	25	12	18	14	36	105	21	11	13	24	12
20:00	21:00	17	5	12	10	16	60	12	18	11	29	15
21:00	22:00	10	8	4	3	8	33	7	0	2	2	1
22:00	23:00	12	3	8	0	11	34	7	1	0	1	1
23:00	0:00	2	1	1	7	6	17	3	5	2	7	4
		736	682	652	606	787			249	237		

Traffic count data output information from the tube traffic counters can be found in **Appendix C**.

## 5.0 Crash Data

Historic Crash Data was provided by KYOVA Interstate Planning Commission for the timeframe of January 1, 2021 – December 31, 2023, for Southside Elementary and Huntington Middle School campus area and the immediate vicinity. There was a total of three (3) crashes during this time. A few notable crash characteristics are listed as follows:

- All crashes involved 2<sup>nd</sup> Street/Southside Elementary School
- All crashes involved vehicles going southbound on 2<sup>nd</sup> Street
- 2 crashes were during drop off and 1 during pick up.
- 2 crashes occurred in clear conditions and 1 in rain.
- 2 crashes involved moving vehicles trying to pass by parked vehicles
- No crashes involved pedestrians or bicyclists.

The crash report summary list is provided in **Appendix D**.



**Figure 13:** Crashes at Southside Elementary School

## 6.0 Countermeasure for Consideration

The following countermeasures were identified as potential solutions to mitigate congestion and improve safety within the study area. Since operational analysis including detailed safety analysis are not included in this study, it is recommended that all countermeasures based on observations, which would affect overall directional traffic flow and residential on-street parking, would need further analysis and stakeholder engagement before implementation

- Convert to one-way pairs on 2<sup>nd</sup> Street and 3<sup>rd</sup> Street during school hours
- Convert to one-way pairs on 9<sup>th</sup> Avenue and 10<sup>th</sup> Avenue during school hours
- Install high-visibility signage at all intersections in study area
- Install longitudinal bar crosswalks at all intersections in study area
- Install raised pedestrian crosswalks
- Develop Off Campus parking for staff
- Convert free to regulated parking along eastside of 2<sup>nd</sup> Street and westside of 3<sup>rd</sup> Street
- Use existing alleyways for exiting vehicles from drop off/pick up
- Prohibit on-street parking on one side of 9<sup>th</sup> Avenue and 10<sup>th</sup> Avenue
- Install fixed speed cameras (this countermeasure is currently not allowed in West Virginia and would require a change in code).
- Increased police presence
- Utilize crossing guards at intersections (this countermeasure risk would be reduced if the City of Huntington passed a city ordinance)
- Education campaign focusing on drop-off/pick-up rules
- Develop detour routes for emergency personnel during school drop-off/pick-up times
- Develop continuous bike/ped routes throughout “no bus service” zone identified by Cabell County Board of Education

## 7.0 Conclusion and Recommendations

### Conclusion

KYOVA's Southside Traffic Study presents an opportunity to make walking and bicycling to school safer and ease congestion that results from parents, buses and residents at peak times.

The solution requires multiple strategies to be successful. Comprehensive plans for campus traffic circulation during drop-off and pick-up times need to be developed. These plans should outline parent/bus loading zones and staff parking areas. Schools should also consider altering bell times so school dismissal does not overlap and give priority access to carpools to incentivize a reduction in vehicle trips. Egress and ingress access management may be necessary to further improve traffic circulation surrounding the campus. Utilizing the “4 E's” of education, emergency services, enforcement, and engineering will make any program robust and more successful.

### Recommendations

#### *Short Term*

- Install flashing lights on all school zone speed limit signs – Consider WVDOH Reimbursable School Zone Program or SS4A
- Install high-visibility crosswalks (6' wide) and signage from 8<sup>th</sup> Avenue to 11<sup>th</sup> Avenue and 1<sup>st</sup> Street and 4<sup>th</sup> Street



- Add traffic control to Alleyways and make them one way during school hours (**Figure 16**).
- Add no parking signage to 10<sup>th</sup> Avenue (**Figure 16**)
- Convert 2<sup>nd</sup> Street and 3<sup>rd</sup> Street to one-way pairs from 10<sup>th</sup> to 9<sup>th</sup> during school hours (**Figure 16**)
- Add signage to 3<sup>rd</sup> Street for Buses Only (Example-**Figure 14**)
- Add No Parking Parent Pick Up only signage to 10<sup>th</sup> Avenue (**Figure 16**)
- Add No Parking During School Hours to westside of 2<sup>nd</sup> Street between 10<sup>th</sup> and 11<sup>th</sup> Avenue
- Work with Huntington City police to increase police presence and parking enforcement during school hours
- Send flyers reminding parents drop off/pick rules and discourage dropping off kids outside of school zone
- Perform a safety campaign that discourages risky behavior including speeding, jaywalking, and blocking crosswalks



*Figure 14: Examples of Signs for School Zone*

*Recommendations – Additional Review Needed*

- Add pull-in parking to the southern portion of the westside of 3<sup>rd</sup> Street for staff (Up to 11 spaces) would require 1 tree to be removed (**Figure 15**)
- Add designated parallel parking to the northern portion of the eastside of 2<sup>nd</sup> Street for staff (Up to 4 spaces). This would require 3 trees to be removed
- Designate an additional handicap space on 3<sup>rd</sup> Street and on 2<sup>nd</sup> Street
- Change drop-off/pick-up times by 10 minutes to separate traffic better
- Encourage staff to park at least 1 block away from school to limit congestion within school zone
- Develop continuous bike/pedestrian routes throughout “no bus service” zone identified by Cabell County BOE
- Work with schools to find volunteers to work as crossing guards (possible change in city ordinance)
- Review use of raised crosswalks between 9<sup>th</sup> and 10<sup>th</sup> Avenue and 2<sup>nd</sup> and 3<sup>rd</sup> Street
- Sign parking adjacent to school as school parking only and utilize parking permits for staff to identify users
- Change dismissal bell order – Walkers/Bicycles only, Buses, Parent Drop-off/Pick-up
- Separate parents and buses: current inly parents are on 2<sup>nd</sup> Street and 10<sup>th</sup> Avenue and buses are on 3<sup>rd</sup> Street and 9<sup>th</sup> Avenue.

Consider Buses only on 2<sup>nd</sup> and 3<sup>rd</sup> Street and parents on 9<sup>th</sup> and 10<sup>th</sup> Avenue or

Buses on 9<sup>th</sup> and 10<sup>th</sup> Avenue and parents on 2<sup>nd</sup> and 3<sup>rd</sup> Street

- Work with officials to secure property for off-street parking for staff



**Figure 15: Consideration of Additional Parking Spaces**

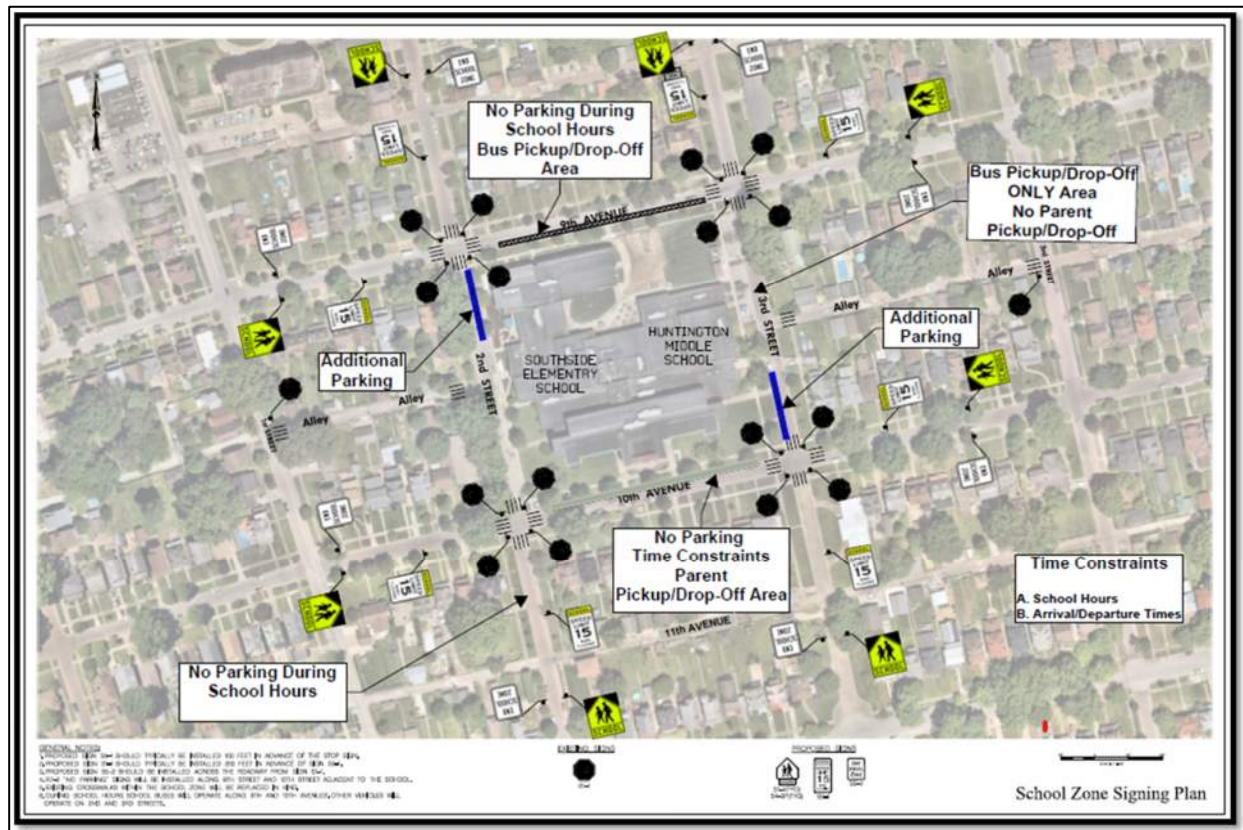


Figure 16: Conceptual School Zone Signing Plan

## 8.0 Resources

- Public Right-of-Way Accessibility Guidelines, <https://www.access-board.gov/prowag/>
- WVDOH GeoCounts, <http://geocounts.com/traffic/wvdoh/>
- Manual on Uniform Traffic Control Devices (MUTCD) Parts 2, 3, and 7, <https://www.fhwa.gov/publications/mutcd/>
- WVDOH Planning Division-Traffic Volume, <https://gis.transportation.wv.gov/aadt/>
- WVDOH Traffic Engineering Directives, <https://transportation.wv.gov/highways/traffic/Pages/TrafficEngineeringDirectives.aspx>, including:
  - TED 203 - Criteria for Intersection Warning Signs
  - TED 302-2 - Pedestrian Crosswalks and Pedestrian Crossings
  - TED 701-2 - School Area Traffic Control