Section 3 – Transportation Data Inventory

2009-2035 Ashland Area Metropolitan Transportation Plan (MTP)

This section summarizes the existing transportation system and data inventories within the Ashland Area MPO. The summary includes all modes of transportation. Additionally, this section includes role of the MPO in security planning.

A. Study Area

The study of the Ashland Area MPO includes the Kentucky counties of Boyd and Greenup. The area is located in northeastern Kentucky along the Ohio River at its convergence point with the Big Sandy River. This area ***(Figure 1***) is approximately 17 miles west of Huntington, West Virginia; 67 miles west of Charleston, West Virginia; 194 miles east of Louisville, Kentucky; and 141 miles southeast of Cincinnati, Ohio.

B. Demographic Data

In the transportation planning process, it is essential to have knowledge of the distribution and intensity of an area's population, employment, vehicle availability, and land use. Identifying the magnitude and distribution of these variables led to an understanding of the travel desires within the study area. The variables shall also serve as the basis for a computerized, mathematical traffic model, which will be used to simulate existing traffic and predict future traffic based on projections of the variables.

The 2000 Census was the source for all household and population data. In December 2007, the Ashland Travel Demand Model was updated based on the number of households in Boyd and Greenup Counties. Future population projections were completed for the year 2035. The number of households was counted in the US Census in 1990 and 2000 were aggregated from the census Block level to the existing TAZs (Travel Analysis Zones). *Note: The 2035 estimation is from a linear interpolation of model data.*

Following is a summary of the data collected.

1. Population, Household, Employment, and Vehicle Data

Table 2: Boyd County

	2000 Census	2035 Estimation	#Change	% Change
Population	49,752	49,821	+69	+0.14
Number of Households	20,010	20,754	+754	+3.72
Person Per Household	2.38	2.11	-.27	-11.34
Persons Employed*	26,591	52,806	26,215	+98.59
# Vehicles	39,050	35,992	-3,058	-7.83

Table 3: Greenup County

	2000 Census	2035 Estimation	# Change	% Change
Population	36,891	36,218	-673	-1.82
Number of Households	14,536	20,754	+6,218	+42.78
Person Per Household	2.51	2.23	-2.8	-11.15
Persons Employed*	9,363	21,289	+11,926	+127.37
# Vehicles	28,559	27,713	-846	-2.96

**The Ashland Travel Model Report, December 2002*, which utilized the state ES-202 data for the estimated 2000 employment for the counties of Boyd and for Greenup.

C. Highways

1. Traffic Volume Data

In order to have an understanding of the demands being placed on the transportation system and the adequacy of existing facilities for accommodating these demands, an area must have knowledge of the volumes of traffic using the street system. This information is also applied in the development and calibration of the mathematical traffic simulation model used to predict future traffic volumes. To obtain this information, machine traffic counts were made by KYTC at stations throughout the study area. Heaviest traffic volumes are found along US-23 between KY-5 and US-60.

2. Street System Inventory

The Kentucky Transportation Cabinet has classified each roadway in the Ashland Area according to function or traffic service provided. The functional classification of the road and street network was developed in accordance with *the Federal Highway Administration's Highway Classification Concepts, Criteria and Procedures*.

Functional classification is a process by which streets and highways are grouped into classes according to the service they provide. The classification uses a hierarchical structure to describe the operation of roadways within a transportation network. When the functional classification system works correctly all portions of this hierarchy work together to facilitate the safe and efficient movement of people and goods.

There are four functional systems for urban areas. General descriptions of these systems are as follows:

Table 4: Ashland MPO Functional Classification System

Inventory System	Description	Area Roadway Examples
Principal Arterial	Designed to serve high volume traffic corridor movements that connect major generators of travel, many of which are of multi-lane or freeway design.	• US-23 • US-60
Minor Arterial	Designed to link cities to larger towns in rural areas while distributing trips to small geographic areas and not penetrating identifiable neighborhoods.	• US-23X • KY-168 • KY-5
Collector Street	In rural areas, these serve traffic within a county area. In urban areas, these streets serve by providing direct access to neighborhoods as well as direct access to arterials.	• KY-7 • KY-3 • KY-503 • KY-244 • KY-716
Local Street	The primary purpose is to take traffic to higher order street systems by providing direct access with little or no traffic.	• KY-3292 • KY-1093 • KY-752 • KY-2541

3. Safety

The Kentucky Transportation Cabinet has adopted the Strategic Highway Transportation Plan. The Ashland Area MPO reviews transportation improvements for consistency with the emphasis areas put forth by the State. Examples of strategies that are used by partners in the MPO include educational programs, law enforcement and infrastructure improvements. The Ashland Area MPO is working to meet the statewide goals for reducing the rate of fatal crashes.

D. Transit

Until recently, the Ashland Bus System was the only bus service operating in the Ashland MPO Area. Noting a need to service individuals in the Ironton, Ohio area to the Huntington, West Virginia and Ashland/Russell, Kentucky region, the Tri-State Transit Authority (TTA) began limited services in the summer of 2008. TTA coordinated its activities with the ABS to ensure the best service possible for the residents of Kentucky, Ohio, and West Virginia.

1. Ashland Bus System

The Ashland Bus System (ABS) is owned and operated by the City of Ashland, Kentucky. During FY 2008, the System served 160,225 area residents. This area includes the Kentucky cities of Ashland and Catlettsburg and the West Virginia cities of Ceredo and Kenova. Service was provided using seven (7) buses with four (4) fixed routes and three (3) paratransit routes operating on a regularly scheduled service covering approximately 59 miles of city streets.

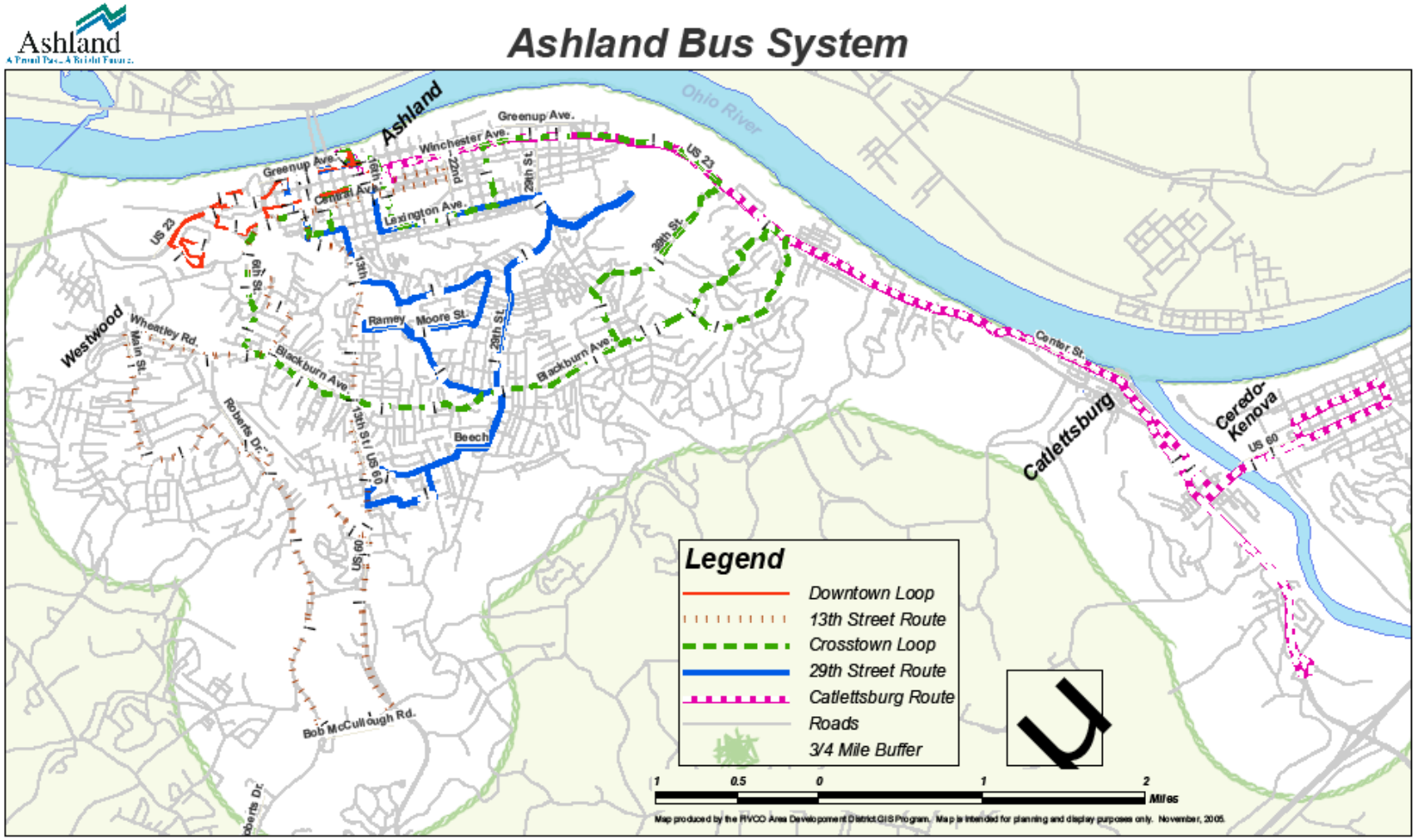
The service structure of the ABS is a fixed route system, which is oriented to the City of Ashland's Central Business District (***Figure 4***). Special van service is also available to qualified handicapped and elderly persons.

The scheduled service is provided Monday through Friday from 7:00 a.m. to 6:00 p.m. and Saturday from 9:00 a.m. to 6:00 p.m. Each route begins on the hour before noon and fifteen minutes after the hour in the afternoon and has a scheduled running time of approximately 50 minutes. The seven vehicles that are used on the present routes make 11 round trips daily Monday-Friday and nine round trips Saturday consisting of 720 miles traveled.

The ABS daily fleet consists of seven (7) buses, four (4) having seat capacity of 20, two (2) with seat capacity of 29 and The remaining buses (used as back up for breakdowns and scheduled maintenance) have passenger capacity of at least 20. The average age of the entire fleet is 4.3 years.

The ABS and the Ashland Area MPO coordinate planning activities that is reflected in the current MOU which emphasizes the importance of cooperative planning. A copy of the MOU has been included as ***Appendix C***.

Figure 2 – ABS Fixed Route



2. Tri-State Transit Authority – Ohio

Beginning July 1, 2008, the Tri-State Transit Authority (TTA), sponsored by the Lawrence County Port Authority, started limited bus service from Ironton, Ohio to the urbanized area of Ashland, Kentucky. Service is provided Monday through Friday with four (4) bus trips a day beginning at 7:30 a.m. in Ohio with the last run ending at 7:30 p.m. in Ohio. The loop takes approximately one hour to complete. Stops are limited to Our Lady of Bellefonte Hospital, Ashland Wal-Mart, Ashland Towne Center Mall, King's Daughter Medical Center, the Ashland Bus Depot in downtown Ashland, Kentucky and a stop at the corner of 2nd Street and Park Street in Ironton, Ohio.

The basic TTA fare is $1.00. Depending on the zones you travel between there may be an additional charge of $0.25. Medicare card customers ride for half the basic fare. A variety of passes is also available for purchase. For more information on fares and routes, contact TTA at 304-894-RIDE or for paratransit service: 740-894-RIDZ. TTA's website is www.tta-wv.com.

The TTA Ironton/Ashland route is depicted in ***Figure 3*** below.

Figure 3: TTA Ironton/Ashland Route

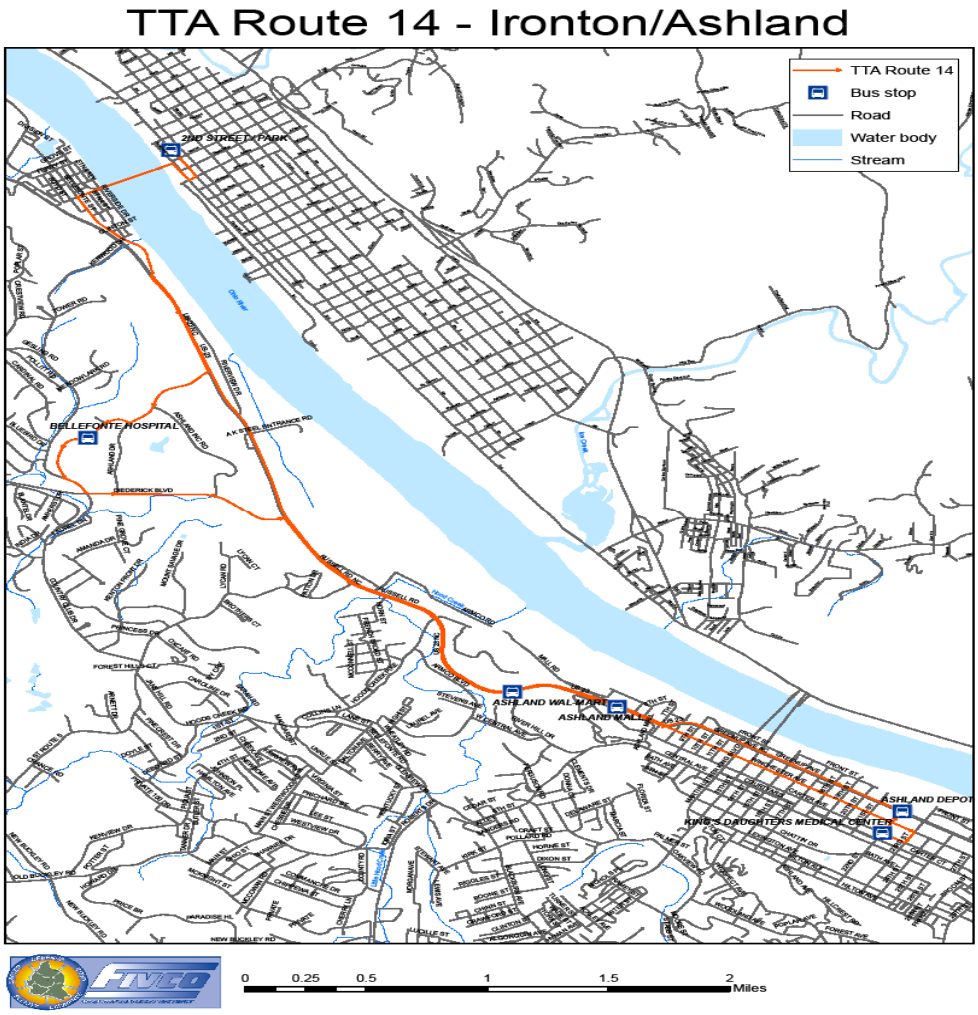


Table 5 provides a summary of the two transit systems operating within the Ashland Urbanized Area.

Table 5: Transit System Summary

	Ashland Bus System (ABS)	Tri-State Transit Authority (TTA)
Ownership/Operator	City of Ashland, Kentucky	Lawrence County Port Authority
Number of Daily Operating Routes	7	4
Route Miles – fixed route (approximate)	59	9.5
Average Number of Passengers/Weekday	512	n/a
Average Number of Passengers/Saturday	443	n/a
Daily Bus-Miles Operated	720	n/a
Cash Base Fare	.75	$1.00
Number of buses in Daily Operation	7	n/a
Operating Cost, $/mile	5.22	n/a
Revenue, $/mile	$41.00	n/a
Number of Employees/Full-time	6	n/a
Number of Employees/Part-time	7	n/a
Number of Service Days in Operation*	306	N/A: Not opened until July 1, 2008
Number of passengers served in 2008	160,225	N/A: Not opened until July 1, 2008

*Note: ABS: No bus service on Sundays or holidays. / TTA: No Weekend or major national holiday service

E. Taxi Cabs and Limousine Services

There are several taxicab and limousine services available in the Ashland Area. They provide services for individual medical transport (doctor appointments), trips to and from shopping areas, and for leisure activities.

F. Bicycle and Pedestrian Facilities (Non-motorized)

Bicycle and pedestrian facilities are valuable community assets and are an important transportation mode for recreational and other trip purposes which aid in economic development, land use development, access to community resources (schools, libraries, parks, shopping facilities), and community enhancement. The majority of non-motorized travel within the Ashland Area takes place along roadways and adjacent sidewalks. Bicyclists often share roadway facilities with motorized vehicles, as there are limited bicycle facilities within the Ashland MPO. Many times bicyclists and pedestrians are forced to share sidewalks, as bicycle travel along a parallel roadway is difficult or prohibited.

The City of Russell is in the process of planning and constructing the first bicycle and pedestrian facility within the Ashland Area MPO. The project will be funded with Safe Routes to School (SRTS) funds and will provide a facility for bicyclists and pedestrians as well as provide a safe route to school for children.

1. Walkways

The central business district and suburban portion of the Ashland Area is well equipped for pedestrian traffic as most streets provide sidewalks or walkways. Most intersections are clearly marked which aid and protect the pedestrian. Additionally, most intersections have been or are in the process of being constructed for the disabled pedestrian.

2. Bicycle Facilities

The Kentucky Official Highway Map illustrates a bicycle route in Greenup County. The Ashland Area MPO considers bicycle facilities, both in roadway markings, access and storage facilities with future transportation project requests. The MPO also assists the cities with Transportation Enhancement, Congestion Mitigation and Air Quality, Safe Routes to School, and Rails to Trails applications. These applications are completed in hopes to improve the current facilities or to construct new facilities.

It is the MPO's intent to consider bikeway/pedestrian accommodations on new or reconstructed state maintained roadways as outlined in the *Kentucky Transportation Cabinet Pedestrian & Bicycle Travel Policy, July 2002*.

G. Transportation System Management

Transportation System Management (TSM) measures include the following: group travel measures, improved technology measures, and congestion reducing measures. Each of these measures can be achieved by programs, with the ultimate goal of improving the air quality. An expanded list of the possible TSM programs can be found in Section IV C. The Federal Clean Air Act requires certain TSM programs for areas not meeting air quality standards. While the Ashland Area has not met these standards in the past, violations have not been severe enough to trigger the TSM requirements.

H. Truck Transportation

The Ashland Area supports heavy industry and lies in the midst of heavy coal traffic (and exchange) and is frequented by semi-tractor trailer traffic. The major truck routes in the Ashland Area are KY-180, US-60, US-23, and I-64. Greenup Avenue/US-23 is the designated truck route through the City of Ashland.

I. Rail Transportation

Rail is an important transportation system component. The Ashland Area is served by both commercial and passenger rail. They are:

1. Commercial

CSX Corporation provides rail service to the Ashland Area. Part of this service is freight rail service, which is provided on a daily basis. Switching service is available as well as team truck and siding space. Piggyback facilities are located in Cincinnati, Ohio, approximately 141 miles northwest of Ashland. The nearest intermodal facilities are located in Wurtland, Kentucky (Greenup County).

CSX Corporation also maintains rail facilities in eastern Greenup County where freight cars and their components are manufactured and assembled. Double tracking follows the Ohio River all the way through the Ashland Area passing through major industries along the way. Many of the industries utilize rail sidings to load finished and unload raw materials.

2. Passenger

Amtrak's Cardinal Line (New York to Chicago) provides passenger rail service through Ashland three (3) days per week. Ashland passengers are fortunate that the Ashland Transportation Center also serves as the Amtrak train station. The Ashland Station has very limited services. Additionally, there is a pick-up station in South Shore, located along US-23 in Greenup County.

J. Aviation

Airport operations within the Ashland Area MPO occur at the Ashland-Boyd County Airport. The closest commercial air terminal is the Tri-State Airport located in Huntington, West Virginia. The following provides an overview of the existing airport facilities and operations.

1. Ashland Regional Airport

The Ashland-Boyd County Airport is located six miles northwest of the City of Ashland. Access to the airport is provided from US-23. The airport has a single paved runway: 5,602 feet x 100 feet designated 10/28 with a partial parallel taxiway and stub connecting taxiway to the aircraft-parking apron. The runway is equipped with Medium Intensity Runway Lights (MIRL) Runway End Identifier Lights (REIL) and Visual Approach Slope Indicators (VASI). In addition, Very High Frequency Omni Directional Range/Global Positioning System (VOR/GPS) and SDF approaches are available on Runway 10. Additional aids include an Automated Weather Observing System (AWOS-3), rotating beacon, and a wind cone/segmented circle. Fixed Base Operator (FBO) services include maintenance, fuel, and flight training. Landside facilities consist of a 2,880 square feet terminal building, t-hangers, two (2) conventional storage hangars, automobile parking, and 25,000 square yards of apron. Local air transportation service is available from the Ashland Regional Airport located in Worthington, Kentucky. The airport is able to handle small aircraft and charger service and is open to the public. ***Table 6*** outlines the Ashland Regional Airport services.

Table 6: Ashland Regional Airport Services Summary

Address & Contact Information	501 Scott Street Worthington, KY 41183 Airport Services Phone: 1-877-359-2745 (toll free) Phone: 606-928-4934 / 606-494-2034 Fax: 606-494-2037 E-mail: flyashland@windstream.net Website: ashlandregionalairport.com
Location	Worthington, Kentucky (Greenup County): 6-miles northwest of Ashland, Kentucky
Identifier	KDWU
Runway (10/28)	Asphalt/E
Length	5,602' x 100' (in good condition)
Traffic Control	Wind Sock
Lighting	Dusk-Dawn, VASI, REIL, rotating beacon, MIRL
Weight Limitations	Single wheel: 51000 lbs Double wheel: 65000 lbs Double tandem: 105000 lbs
Services	Fuel available: 100LL JET-A. Other: Minor A&P repairs, storage, flight instruction, pilot service, plane charter, FBO, AWOS-3, hangars and tie-downs
Aircraft Based on Field	47 (36-single engine/7-multi-engine/2-jet airplanes/2-helicopters) of the 47, 56% local general aviation/40% transient general aviation/2% military/2% air taxi
A/C Operations	Average 86/week

Source: www.airnav.com/airport/KDWU (as of November 20, 2008)

2. Tri-State Airport

Huntington, West Virginia's Tri-State Airport, the nearest scheduled commercial/passenger airline service, is approximately 14 miles southeast of Ashland. The airport is able to handle both passenger air and freight services. ***Table 7*** outlines the availability of the Tri-State Airport services.

Table 7: Tri-State Airport Services

Address & Contact Information	1449 Airport Road Huntington, WV 25704-9043 Phone: 304-453-6165 Fax: 304-453-6166 E-Mail: ashah@tristateairport.com Web-Site: www.tristateairport.com
Location	3-miles south of Huntington, West Virginia; 14-miles southeast of Ashland, Kentucky
Identifier	HTS
Runways (10/28)	Two – grooved asphalt/asphalt
Length	6517' X 150" (grooved asphalt) 3007' x 60' (asphalt)
Traffic Control	Control Tower
Lighting	Dusk-Dawn: Beacon, Runway
Services	Passenger Airlines: Commercial Airlines: Fuel available: 100LL JET-A. Other: Major A&P repairs, storage, hangars and tie-downs, plane rental, survival equipment, US Customs, passenger terminal, restaurant and lounge, charter, flight instruction
Aircraft Based on Field	44 (28-single engine/10-multi-engine/5-jet airplane/1-helicopter) of the 44, 34% local general aviation/34% transient general aviation/25% air taxi/4% commercial/3% military
A/C Operations	Average 90/day

Source: www.airnav.com/airport/KHTS (as of November 20, 2008)

K. Riverport and Water Transportation

The Ashland Area is located on the confluence of the Ohio and Big Sandy Rivers. These two rivers share in the historical development of the area. Today, the rivers serve as an important transportation link for the local industries to the rest of the United States. A nine-foot navigation channel is maintained on the Ohio River and to a point just south of Catlettsburg on the Big Sandy River.

Waterborne traffic on the Ohio and Big Sandy is extensive in the Ashland-Catlettsburg-Greenup County region. Numerous private terminal facilities operate in this area, providing bulk and general cargo transloading facilities for commercial freight.

The Ashland Area is unique – it is where truck, rail and river transportation all meet. Heavy cargo such as coal, raw materials, and industrial products are difficult to transport by land. Heavy cargo, which is more easily moved by water, is carried to the area's riverports by truck or rail and loaded onto barges. Likewise, cargo comes to the area by barge from other cities and is loaded onto trucks and rail cars to be transported to destinations within and near the Ashland Area.

Along US-23, a major highway connecting southeast Kentucky to the Ohio River, are numerous unloading docks for coal. Trucks entering and leaving these facilities cause traffic congestion. One source stated it has been estimated that there are more coal trucks traveling on US-23 than on any other road system in the United States.

The Kentucky Coal Haul System Map, which includes Boyd and Greenup Counties, is illustrated in ***Figure 4***.

Located on the Ohio River (mile 332 at the City of Wurtland) is a river terminal facility known as the Port of Wurtland. The Port of Wurtland is operated under the direction of the Greenup-Boyd County Riverport Authority. The Port was originally constructed by the Combined Terminals Corporation beginning in 1997 and was designed to be a multimodal general cargo river terminal facility with the capability of transloading steel, bulk cargo, liquid cargo, and other general commodity products. A summary of the Port's status can be found below in ***Table 8***.

Figure 4: Kentucky Coal Haul System Map

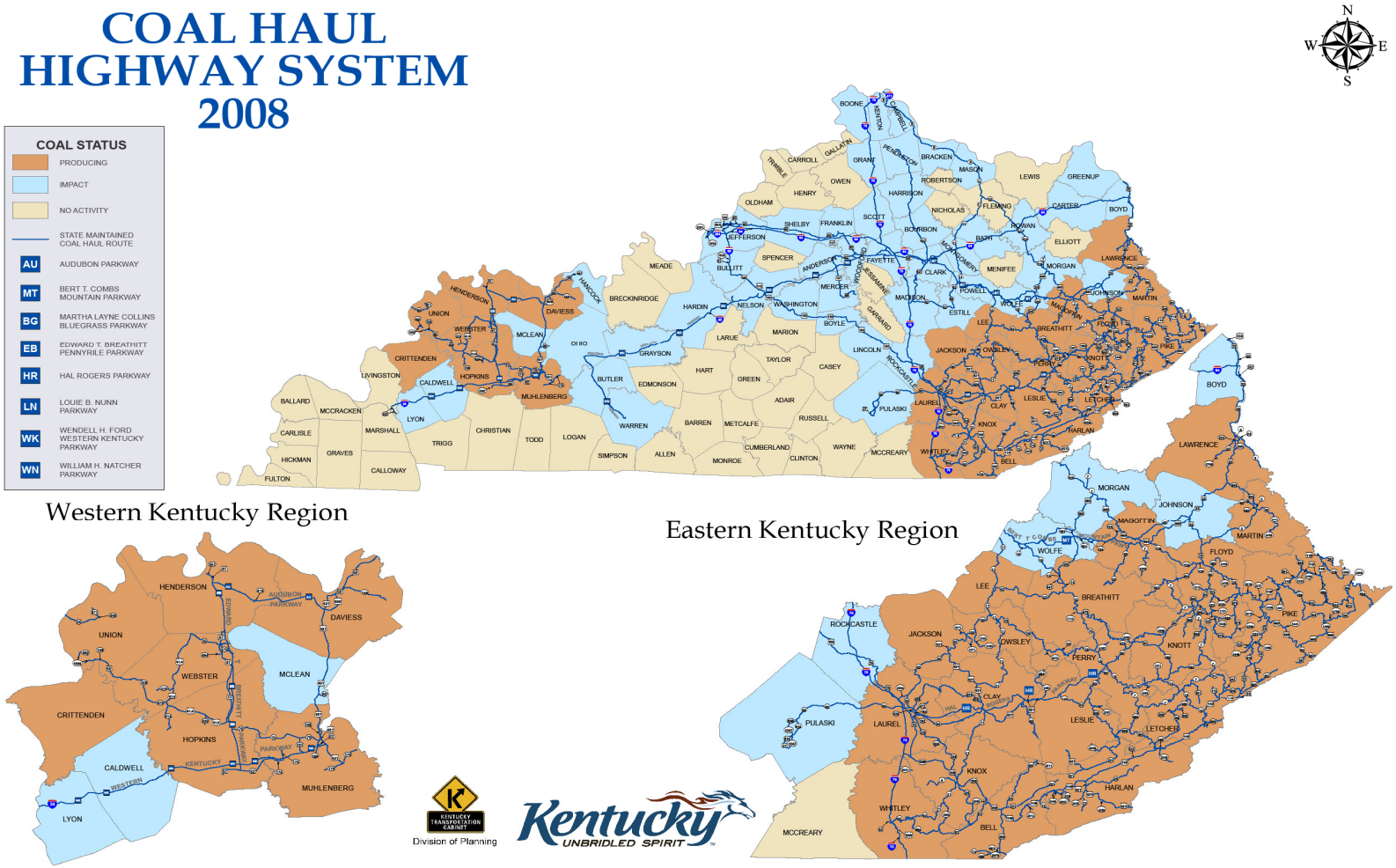


Table 8: Greenup-Boyd County Riverport Authority

Location	Mile 332 on the Ohio River in Wurtland, Kentucky
Physical Location	1101 Port Road Wurtland, KY 41144
Mailing Address	P. O. Box 280 Greenup, KY 41143
Owner	Greenup/Boyd County Riverport Authority
Products Handled	Refractory, steel, aggregate, sand, salt, super sacks, heavy lifts, general cargo
Storage	108,000 square feet – Covered 40 Acres – Open
Handling Facilities	Cranes to 160 tones, cat 350 material handler, 48" conveyor, 60" drag conveyor
Connections	CSX switch boat available
Operations	7 days a week/24 hours a day

L. Security

The MPO has a role to play in security/disaster planning because effective coordination and communication among the many different operating agencies in a region is essential. Such coordination is needed to allow enforcement/security/safety responses to occur in an expeditious manner, while at the same time permitting the transportation system to handle the possibly overwhelming public response to the incident. FIVCO Area Development District, which administers the Ashland Area MPO, has coordinated its plan for transportation security with the emergency operation agencies in Boyd and Greenup Counties. The Ashland Area MPO will strive to plan for transportation needs in light of potential hazards.

M. Freight

Freight is a specified planning consideration required by federal transportation legislation (SAFETEA-LU) and an area of increasing attention by the Ashland Area MPO. The Ashland Area's 2035 Metropolitan Transportation Plan, Transportation Improvement Program and the Unified Planning Work Program will emphasize the increased importance of freight within the region's transportation system.