



PAUL AMBROSE TRAIL FOR HEALTH **MASTER PLAN** **2016**



paulambrosetrail.org

CITY OF HUNTINGTON

PAUL AMBROSE TRAIL FOR HEALTH MASTER PLAN 2016

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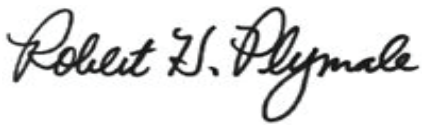
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FOREWORD

The inclusion and integration of cycling and pedestrian elements in transportation programs has become more common within the past twenty years in municipalities across the United States. Alternative or Active Transportation promotes and encourages an array of alternative modes of transportation other than a single occupancy motor vehicle. As the City of Huntington continues its revitalization, the need for a balanced transportation system is needed.

The Paul Ambrose Trail for Health (PATH) is a growing bicycle and pedestrian trail system providing free, healthy recreational and alternative transportation opportunities for the City of Huntington and surrounding areas. Through grants, sponsorships and individual contributions, more than \$4 million has been raised to support the construction and maintenance of PATH.

The Rahall Transportation Institute (RTI) entered into an agreement with the City of Huntington in May 2015 to create the PATH Master Plan. The purpose of the PATH Master Plan is to provide guidance and recommendations to promote a safe, comfortable and convenient trail network for people of all ages and abilities. The vision for this trail network is to promote a cycling and pedestrian-friendly environment for the City of Huntington and surrounding areas.



Senator Robert "Bob" H. Plymale



"We hope that the PATH will help improve the health and wellness of people in Huntington as Paul would have wished. We are ever grateful to those supporting this effort."
- Ken and Sharon Ambrose



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1. INTRODUCTION



The inclusion and integration of cycling and pedestrian elements as part of overarching transportation programs has become more common within the past twenty years for states and municipalities across the country. This inclusion of alternative or active transportation elements into a larger context provides the public with access to recreation and transportation alternatives while supporting economic activity, environmental awareness, and healthy lifestyles. The Paul Ambrose Trail for Health (PATH) is a bicycle and pedestrian trail system providing free, healthy recreational and alternative transportation opportunities for the City of Huntington and surrounding areas. PATH is an important component of the City of Huntington's goal of having a balanced transportation system.

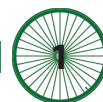
The vision for PATH is a safe, connected trail system consisting of a continuous loop with connections to other bike/pedestrian trial systems and City assets.

Through grants, sponsorships and individual contributions, more than \$4 million has been raised to support the construction and maintenance of PATH components. However, funding limitations require the prioritization of proposed trail projects to serve citizens and visitors to the region to ensure the efficient and effective use of available planning, construction, and maintenance funding.

An 18.6-mile, multi-use trail open exclusively to pedestrians and cycling traffic, the PATH

- serves as a central walking, cycling, and meeting place intended to revive vulnerable areas throughout the City;
- connects businesses, schools, and communities as a means of alternative transportation;
- enhances development and redevelopment strategies by providing enhanced accessibility to green space; and
- contributes to the growth of municipal revenue as a result of increased property values.

In May 2015, the Rahall Transportation Institute (RTI) entered into an agreement with the City of Huntington to develop the PATH Master Plan. The purpose of the PATH Master Plan is to provide guidance and recommendations to promote a safe, accessible and convenient trail network for people of all ages and abilities. The plan includes the vision and history of PATH along with current policies, which impact it. Also, included in the plan are stakeholder input, public feedback, as well as the criteria for project selection, implementation strategies, and recommendations.





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INTRODUCTION (Continued)

Additional background information and proposed planning activities for the City of Huntington, the metropolitan area, and the region at large can be found through the following resource list. While not intended to be exhaustive, the list is representative of the many ongoing efforts and underlying principles helping to guide regional development and revitalization.

- Development of a Plan for a Non-Motorized Transportation Corridor in Southern W.Va.: Case Study for Alternate Sources of Transportation between Huntington and Charleston, 2002¹
- PAS Master Plan Study Harris Riverfront Park Huntington, WV, 201
- Riverwalk at the Port of Huntington Master Plan, 2015²
- Downtown Huntington Access Study, 2012³
- KYOVA 2040 Metropolitan Transportation Plan, 2012⁴
- Plan 2025: The Future of Huntington, 2013⁵
- Marshall University Master Plan, 2013⁶

¹ <http://www.njrati.org/assets/reports/TRP%2099-29.pdf>

² http://www.kyovaipc.org/2015_2_21_Harris_Riverfront_Master_Plan_Final_Report.pdf

³ <http://www.kyovaipc.org/HuntingtonDT/documents/FinalDowntownHuntingtonAccessStudy.pdf>

⁴ http://www.kyovaipc.org/2040MTP/documents/KYOVA2040_MTP_Final.pdf

⁵ <https://issuu.com/cityofhuntington/docs/plan2025>

⁶ http://www.marshall.edu/mplan/2013_MU_Master_Plan%20Report_FINAL.pdf



2. EXISTING CONDITIONS



2a. History

In 2006, the initial concept of a trail system for Huntington, West Virginia began through a discussion between Dr. Raymond Busbee, Marshall University Park Resources and Leisure Services professor/researcher and Robert Plymale, CEO of RTI. In 1998 Dr. Busbee conducted a trail study reviewing the feasibility of a multiuse trail connection from Kenova, WV to Charleston, WV. Plymale encouraged that idea but first wanted a more focused view for a trail system in Huntington that would create a more livable community for residents.

In 2007, a collaborative partnership between the Rahall Transportation Institute, City of Huntington, HealthyHuntington.org, Cabell County Commission, and the Greater Huntington Parks and Recreation District (GHPRD) was formed for the vision development of the future trail system. Meetings with neighborhood associations, the Huntington Rotary Club, local gardening clubs, the Huntington Downtown Lion's Club were assembled in order to gain input and support for preliminary designs of the trail system.

Through a public contest, the trail system was named the Paul Ambrose Trail for Health (PATH) in honor of the promising young physician who worked toward decreasing obesity in rural areas. Dr. Ambrose's life was cut short as a passenger on American Airlines flight 77 when terrorists high jacked the plane and flew it into Pentagon on September 11, 2001.

Dr. Paul Ambrose was passionate about improving the health of our nation. A native of Huntington, he received his undergraduate degree from Marshall University and his medical degree from the Joan C. Edwards School of Medicine at Marshall University. While in medical school, he was one of ten students nationwide to receive a Washington Health Policy Fellowship. Some of Dr. Ambrose's accomplishments include: AMSA Legislative Affairs Director, Congressional Advisory Committee, Dartmouth Residency, Harvard Fellowship, Surgeon General Fellowship, Surgeon General's Call to Action to Prevent and Decrease Overweight and Obesity.

RTI, GHPRD, and WV Citizens Conservation Corps constructed the first segment of the PATH at St. Cloud Commons Park on National Day of Service, September 11, 2009. This was the commencement of fundraising and future planning for the trail system. This included planned fundraising events to raise capital, a maintenance fund to ensure the future upkeep for the trail system, and a general fund to support the building of the trail. The inaugural fundraising event occurred with Fit Fest 2009, a 5K Run/Walk and community event. Over 1,000 people participated in the event at Ritter Park to support the construction of the PATH.





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2. Existing Conditions (Continued)

2b. Current Policies Related to Bicycle and Pedestrian Programs

The FAST Act,⁷ the transportation bill reauthorizing long-term funding for USDOT, included between \$835 and \$850 million for bike and pedestrian infrastructure projects over the next five years. The FAST Act is also the first federal transportation bill to include Complete Streets, to ensure newly designed and constructed roadways offer better transportation options. In addition to the Mayor's Challenge, USDOT Secretary Anthony Foxx launched "Toward Zero Deaths"⁸ (commonly known as Vision Zero) in an effort to "provide safe, reliable, effective, and sustainable mobility for all users". Both programs focus on making areas safer to walk and bike.

Major policy decisions related to bicycle/pedestrian programs in West Virginia include the Complete Streets Act passed in 2013 (§17-4A-1. Complete Streets).⁹ The Complete Streets Act encourages the WV Division of Highways "to create a safe, comprehensive, integrated, and connected network to accommodate all users in a manner that is suitable to the rural, suburban, or urban context." WV's Complete Streets Act also authorized the Governor to create a Complete Streets Advisory Board to the WV Division of Highways in an effort to enhance communication between the Division of Highways and the public and to make recommendations during the design phase of a new roadway.

Additionally, the Bicycle Safety Bill, later known as the 3-foot law (§17C-11-5. Riding on roadways and bicycle paths) was passed in 2014,¹⁰ mandating motorists leave 3-feet when overtaking a cyclist on a road. The bill eliminated the requirement for cyclists to use a side path when adjacent to a roadway, allowing cyclists to travel the roadway as part of vehicular traffic. The law also mandated helmets be required for anyone 17 or younger.

In 2015, Huntington City Council passed an ordinance to follow the Bicycle Safety Law. The ordinance brought Huntington in line with state law, mandating helmets be required for anyone 17 and younger. The ordinance also updated the existing law from requiring all cyclists obtain a bicycle license to requiring anyone operating a bicycle commercially to obtain one.

2c. Existing Trail Segments and Conditions

In total, the City of Huntington has completed 18.6 miles of PATH including 2 miles of on-road bicycle facilities and 16.6 miles of multi-use/off-road facilities. These facilities are an important foundation to building a comprehensive bicycle/pedestrian network in Huntington. Each completed segment of PATH is described including trail length, location, and intended use in **Figure 1**.

⁷ <http://www.fhwa.dot.gov/fastact/>

⁸ <https://www.law.cornell.edu/uscode/text/42/12131>

⁹ <https://www.dol.gov/oasam/regs/cfr/28cfr/part35/35150.htm>

¹⁰ <http://openjurist.org/9/f3d/1067/kinney-v-yerusalim>



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2. Existing Conditions (Continued)



Bike/Pedestrian Trail:

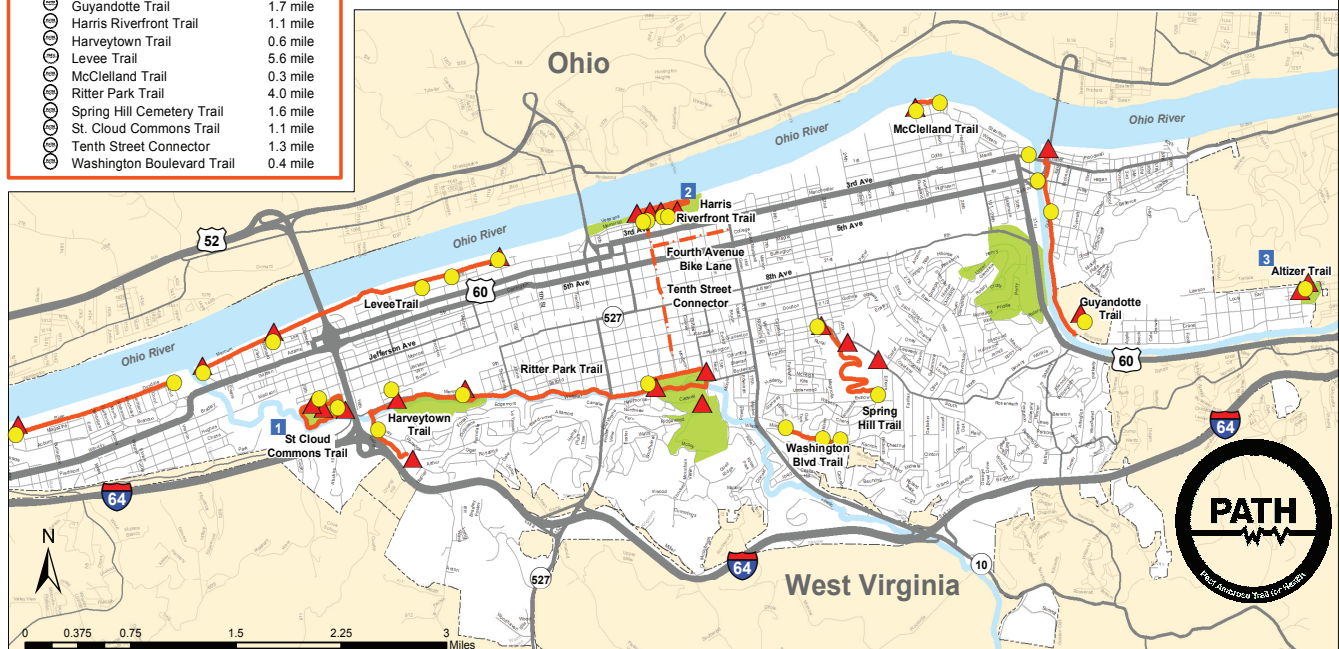
Separate right-of-way from motor vehicles. Connects open areas and parks. Trails may not be paved. It is used by/for family recreation, adult exercise, skaters, joggers and walkers.

On - Road Facilities:

Within vehicle right-of-way, but separated by signage and roadway/stripping. Vehicle speeds may be fairly high, but road width is adequate for vehicles and cyclists. It is used by/for adult recreation, commuters and cyclists.

Trail List:

Altizer Park Trail	0.2 mile
Fourth Avenue Bike Lanes	0.7 mile
Guyandotte Trail	1.7 mile
Harris Riverfront Trail	1.1 mile
Harveytown Trail	0.6 mile
Levee Trail	5.6 mile
McClelland Trail	0.3 mile
Ritter Park Trail	4.0 mile
Spring Hill Cemetery Trail	1.6 mile
St. Cloud Commons Trail	1.1 mile
Tenth Street Connector	1.3 mile
Washington Boulevard Trail	0.4 mile



The Paul Ambrose Trail for Health (PATH) (Huntington, West Virginia)

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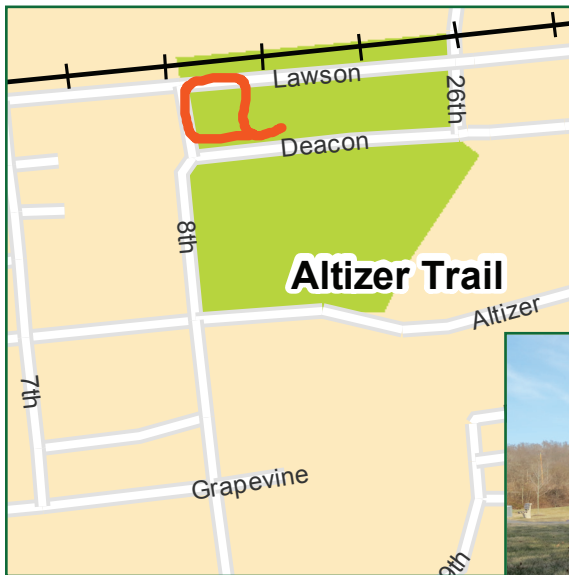
- Parking Area
- Trail Access
- Park

- Interstate 64
- US Road 60
- State Road 10



Figure 1: Inventory of Existing Trail Segments (Continued)

Altizer Park Trail



Altizer Park Trail is a paved loop that is great for walking, jogging, biking, or rollerblading. Outdoor exercise equipment, playground equipment, and picnic shelter are also available.

Distance: 0.20 Miles
Road Type: Multi Use
Land Manager: City of Huntington



Fourth Avenue Bike Lanes



The bike lanes in downtown Huntington create a safe, designated area for cyclists. The lanes connect Marshall University to downtown Huntington.

Distance: 0.72 Miles
Road Type: Off-Road
Land Manager: City of Huntington



Figure 1: Inventory of Existing Trail Segments (Continued)

Guyandotte Trail



The Guyandotte Trail follows the Guyandotte River. With limestone and paved surfaces, it is perfect for walking, jogging or biking.

Distance: 1.70 Miles

Road Type: Off-Road

Land Manager: West Virginia Department of Highways,
City of Huntington, Greater Huntington
Park & Recreation District



Harris Riverfront Trail



This paved trail connects the Chuck Ripper Trail and outdoor exercise equipment at Harris Riverfront Park. This trail is great for walking or jogging while enjoying a view of the Ohio River.

Distance: 1.10 Miles

Road Type: Off-Road

Land Manager: Greater Huntington Park &
Recreation District



Figure 1: Inventory of Existing Trail Segments (Continued)

Harveytown Trail



The Harveytown section connects the Harveytown playground to the west end of Ritter Park. This shaded path is free from motorized vehicles, and the limestone path is perfect for jogging, walking, and biking.

Distance: 0.60 Miles

Road Type: Off-Road

Land Manager: Greater Huntington Park & Recreation District



Levee Trail



The Levee Trail is a scenic, limestone trail on top of the earthen floodwall. This long stretch of trail is great for jogging, walking and biking.

Distance: 5.60 Miles

Road Type: Off-Road

Land Manager: U.S. Army Corps. of Engineers, City of Huntington



Figure 1: Inventory of Existing Trail Segments (Continued)

McClelland Trail



The trail at McClelland Park is a paved trail great for walking, jogging or biking. Tennis courts, basketball courts, shelter, and playground are also available at McClelland Park.

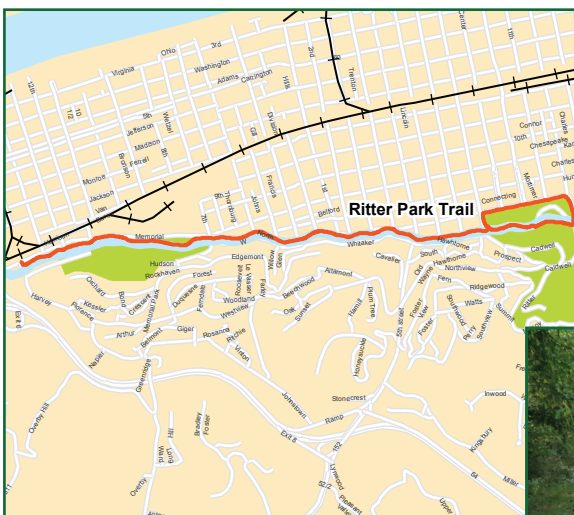
Distance: 0.30 Miles

Road Type: Off-Road

Land Manager: Greater Huntington Park & Recreation District



Ritter Park Trail



Ritter Park is a mostly shaded, limestone trail that is perfect for walking, jogging and biking. The Ritter Park trail connects to the Harveytown section.

Distance: 4.00 Miles

Road Type: Off-Road

Land Manager: Greater Huntington Park & Recreation District

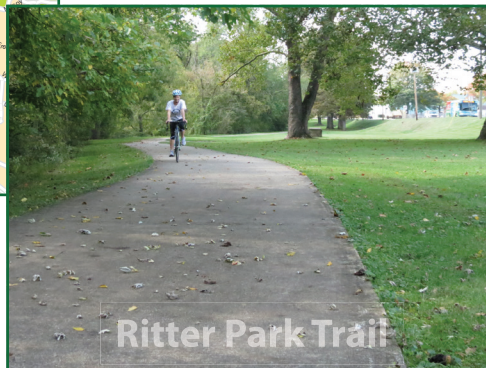
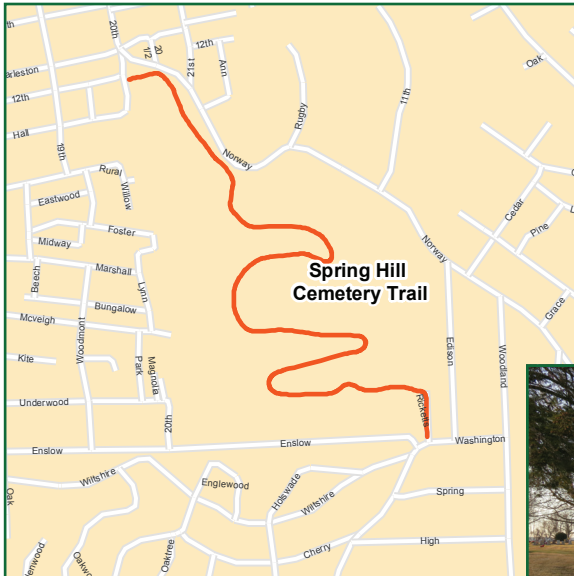


Figure 1: Inventory of Existing Trail Segments (Continued)

Spring Hill Cemetery Trail



The Spring Hill section allows users to jog, walk or bike through Spring Hill Cemetery on a marked, paved trail. The Dr. Paul Ambrose Memorial Bell Tower is a point of interest for PATH users.

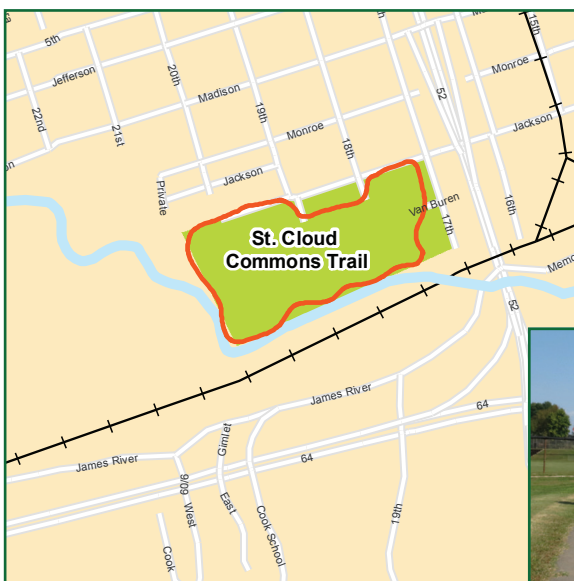
Distance: 1.60 Miles

Road Type: Multi-Use

Land Manager: Greater Huntington Park & Recreation District



St. Cloud Commons Trail



The St. Cloud Commons section is a continuous paved loop, free from traffic. This section is ideal for walking, jogging, rollerblading, and biking.

Distance: 1.10 Miles

Road Type: Off-Road

Land Manager: Greater Huntington Park & Recreation District



Figure 1: Inventory of Existing Trail Segments (Continued)

Tenth Street Connector

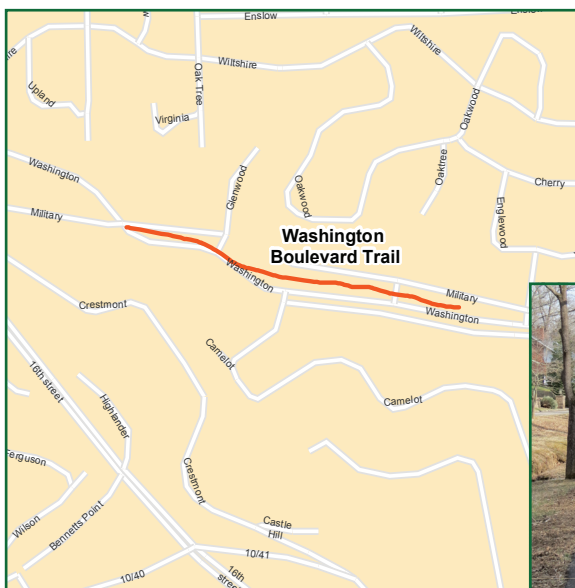


Tenth Street Connector is the road cycling facility marked with sharrows and street signage. 10th Street allows a connection from Harris River Front Park to Ritter Park via on the road facility for cyclist and sidewalk facility for pedestrians.

Distance: 1.30 Miles
Road Type: Multi-Use
Land Manager: City of Huntington



Washington Boulevard Trail



The Washington Boulevard section is a paved surface that is perfect for walking, jogging or biking.

Distance: 0.40 Miles
Road Type: Off-Road
Land Manager: City of Huntington, Greater Huntington Park & Recreation District





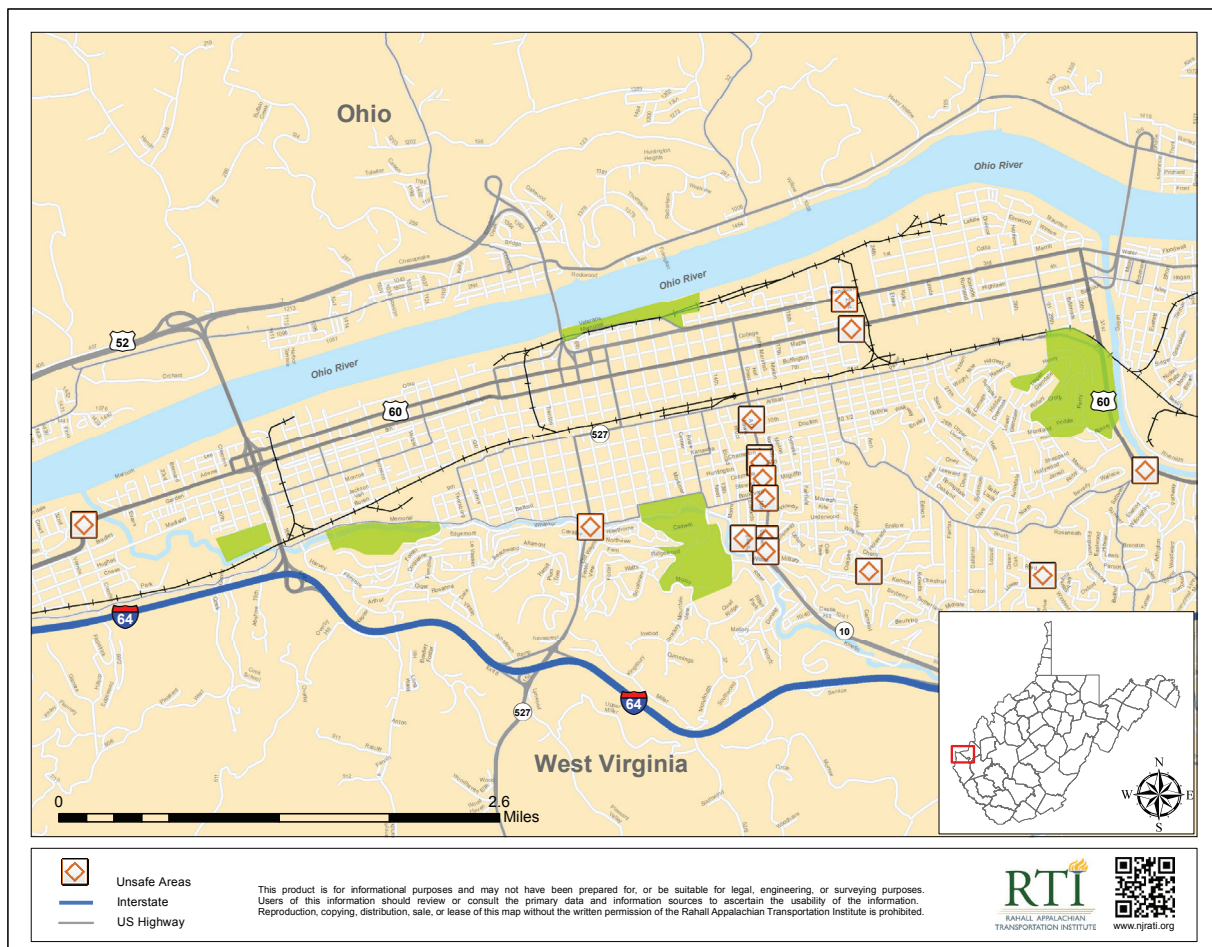
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2. Existing Conditions (Continued)

The City of Huntington is laid out in a traditional grid street pattern with mixed land use making cycling and walking from residential areas to the central business district and other points of interest possible; however, the existing network is fractured with traffic conflict points between each trail segment. The City has 182.6 miles of sidewalk, 1,064 signalized intersections and marked crosswalks at many intersections and a few mid block crossings. The City of Huntington has been actively retrofitting sidewalks with curb ramps to meet American Disability Act (ADA) standards.

In residential and business developments further from the center of the City, sidewalks are disjointed and roads are less accessible to bicycles making active transportation unsafe. During public workshops, PATH users defined unsafe areas as disconnected or having the following characteristics: no sidewalks, no crosswalks, dangerous intersections, poor visibility, and areas that aggressive motorists were constraints to cyclists and pedestrians. See **Figure 2**.

Figure 2: Unsafe Areas



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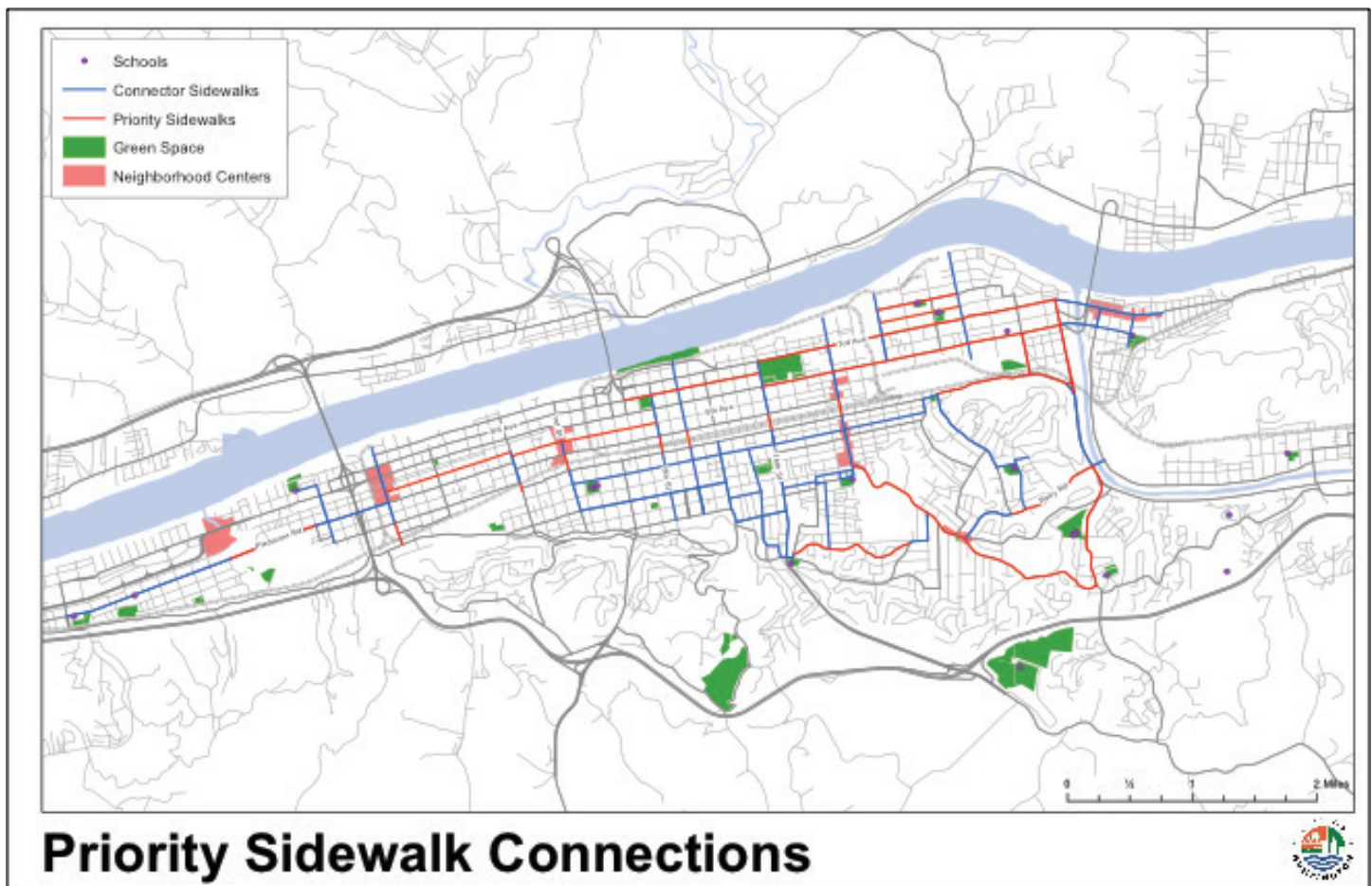
2. Existing Conditions (Continued)



Sidewalks are a vital part of alternative transportation in the City, but many sidewalks in the City are not wide enough to accommodate utility poles, signposts, parking meters, trees, and pedestrians. Some sidewalks lack buffers, which are particularly important for pedestrian comfort on streets with higher speed traffic. In an effort to increase the safety and use of sidewalks the City of Huntington created a Priority Sidewalk Connections map as a tool to prioritize key routes across the City to connect schools, parks and neighborhood centers.

Figure 3 illustrates the priority sidewalk connections. In these priority routes at minimum safe interconnect, accessible sidewalks with curb ramps, and buffering for the street is desired.

Figure 3: Priority Sidewalk Connections



(Source: City of Huntington)



3. STAKEHOLDER INPUT

3a. Advisory Board

The PATH Advisory Board is an integral part of the future of PATH. Created in 2015, it assumes the following roles:

- Promote active transportation in multi-faceted ways such as promotional events and other media
- Provide recommendations for future trail segments based on priority and funding
- Contribute to the statewide bicycle/pedestrian plan and long-range studies

The following key stakeholders comprise the PATH Advisory Board:

- United States Army Corp of Engineers
- West Virginia Division of Highways
- KYOVA Interstate Planning Commission
- City of Huntington
- Rahall Transportation Institute (RTI)
- Rahall Transportation Institute Foundation
- Ambrose Foundation
- Greater Huntington Park & Recreation District

The PATH Advisory Board met quarterly between October 2015 and July 2016. RTI served as secretary to the advisory board chaired by Frank Betz. During the initial meeting, the group discussed the purpose and role of the advisory board along with the following topics followed by the group's bulleted responses. These topics set the direction for subsequent meetings.

What is your current understanding of PATH?

- System of unconnected trails
- Bike/pedestrian system
- Exercise and recreation system
- Part of the overall comprehensive transportation system for the City of Huntington
- Potential alternate transportation network
- Trail system for the City and surrounding area to enhance quality of life

What are your current expectations for the PATH Advisory Board?

- Determine purpose of PATH (recreation systems and/or alternative transportation system)
- Determine vision, mission and position (identity) of PATH
- Create synergy among the stakeholders
- Create a maintenance plan where each organization understands their role
- All groups have an even voice
- Create a forum to engage public questions, concerns, etc.
- Prioritization of PATH projects



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3. Stakeholder Input (Continued)



There was agreement among the members that there is public confusion concerning what PATH currently is and where PATH is headed. A clear vision would assist in defining, planning, communicating (i.e., education and outreach), and funding of PATH.

What are the key elements for creating a vision for PATH?

- Maintaining that PATH will eventually be a continuous/connected bike/pedestrian system
- Defining exactly where PATH will be located including potential inner and outer loops with cross connections
- Including realistic/relevant segments for PATH that are sustainable and can be maintained
- Determining relevant words for communication (e.g., protected, shared, loop, designated, connector, safe, etc.)
- Determining how city/state Share the Road options are related to PATH

3b. Public Feedback

As a component of the 2015 Master Plan, an online survey and public workshop were utilized to gauge Huntington residents' enthusiasm and concerns related to PATH. A public workshop was held at the Marshall University Memorial Student Center on March 10, 2016. An online survey was available between July 8, 2015 and March 29, 2016. Twenty-five people attended the public workshop were 65 surveys were collected. The survey was shared on social media and was available on the PATH website.

The purpose of the public outreach efforts was to engage the public to identify potential bicycle and pedestrian routes, unsafe areas and provide an outlet for attendees to state addition comments and concerns regarding the trail system. The workshop and survey served as opportunities for the public to discuss ideas, concerns, comments, and share opportunities for a safer transportation system.



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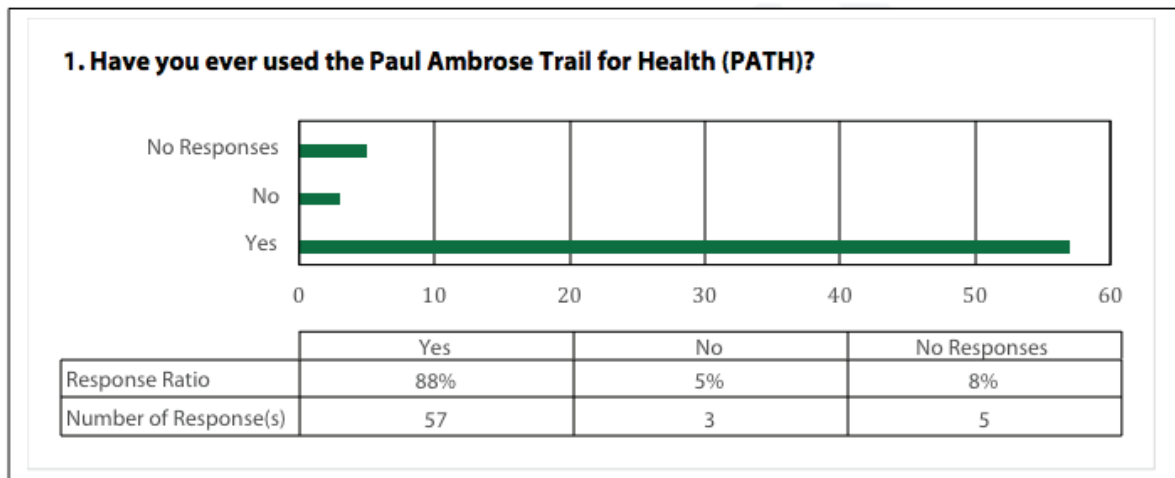
3. Stakeholder Input (Continued)

Online Survey

The online survey included 32 questions related to PATH usage in the City of Huntington. Sixty-five people responded to the survey. A sample of relevant survey questions is below.

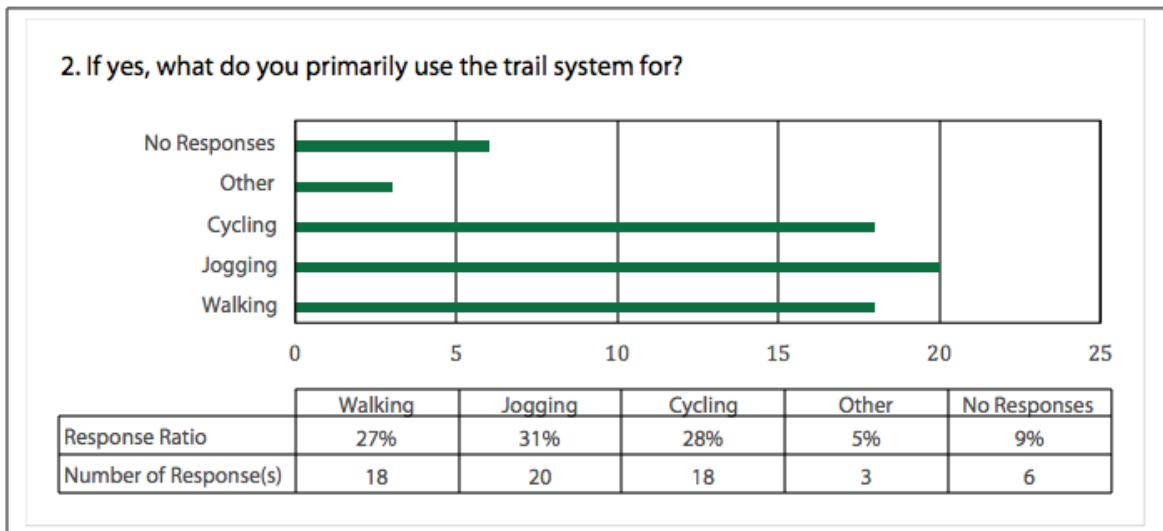
Question 1- Paul Ambrose Trail for Health Usage

88% of people said they have used the PATH; 5% of people have not used PATH at all.



Question 2- Type of Trail Usage

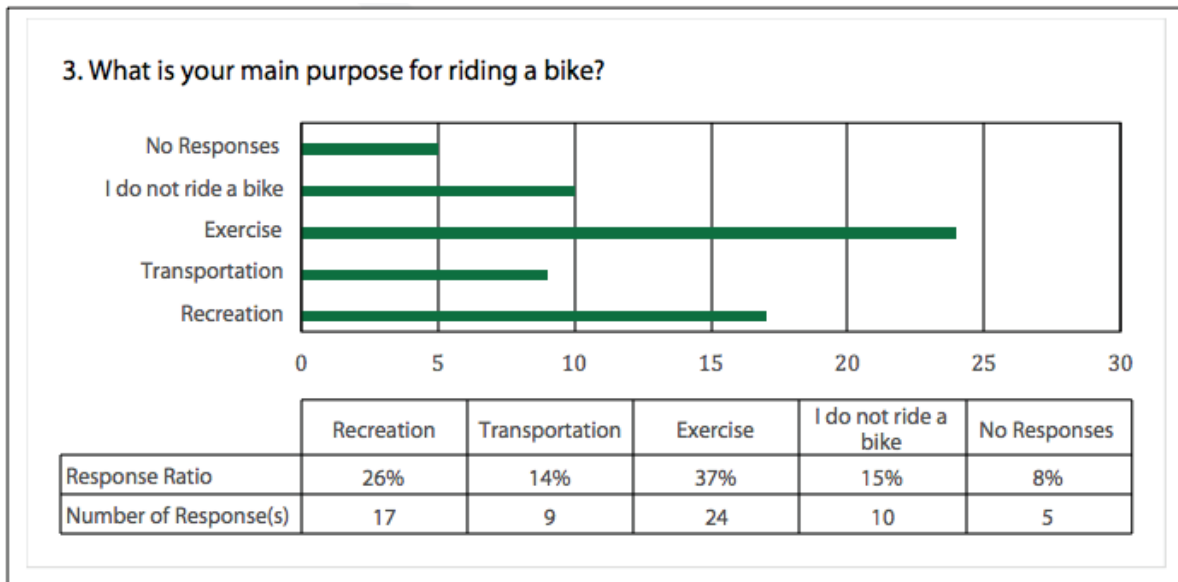
31% of PATH users primarily use the trail for jogging; 28% use the trail for cycling and 27% use the trail primarily for walking.



Online Survey (Continued)

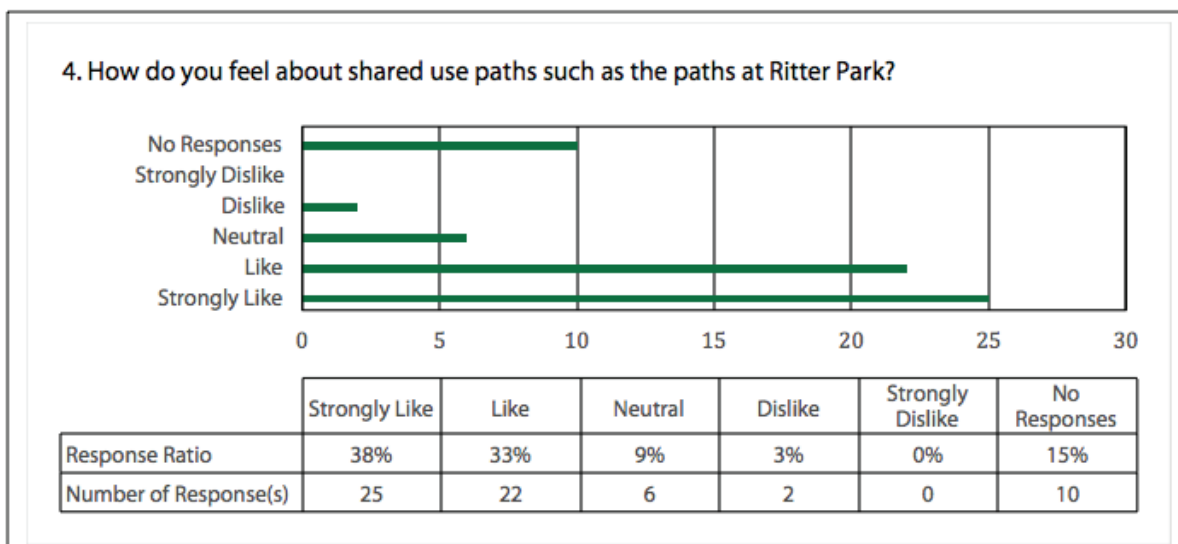
Question 3- Bike Usage

37% of people said they biked primarily for exercise; 26% for recreational use and 14% primarily cycle for transportation. 15% of people said they do not ride a bike.



Question 4- Opinion on Shared Use Paths

71% of people were in favor of the shared use paths; 3% of people did not like the paths being shared. Shared use paths are those paths that allow pedestrian and cycling users.





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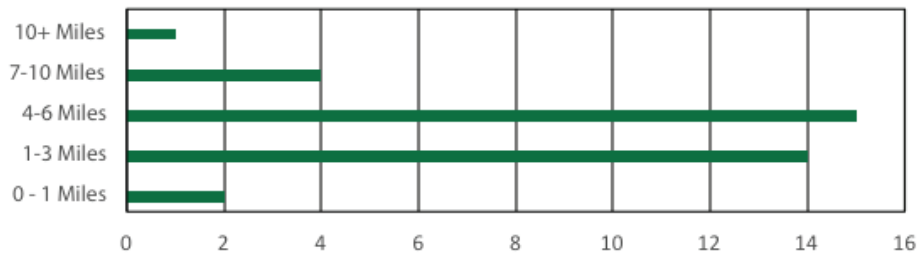
3. Stakeholder Input (Continued)

Online Survey (Continued)

Question 5- Average Distance for Run

On an average trip: 39% run 1-3 miles, 42% of people run 4-6 miles, and 14% run 7+ miles.

5. As a runner, how long is your average run in miles?

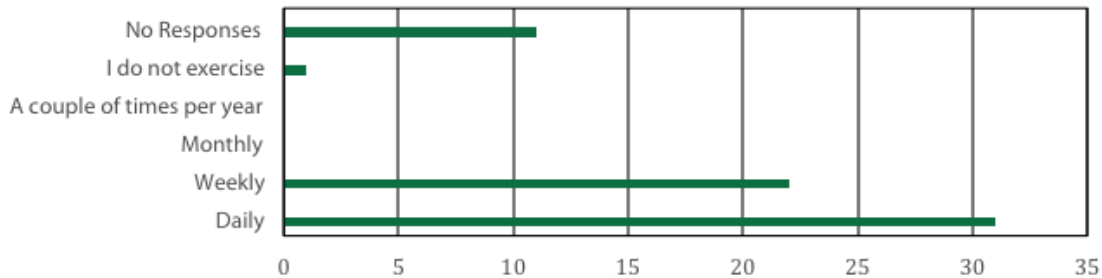


	0 - 1 Miles	1-3 Miles	4-6 Miles	7-10 Miles	10+ Miles
Response Ratio	5%	39%	42%	11%	3%
Number of Response(s)	2	14	15	4	1

Question 6- Frequency of Physical Activity

On average, 48% of people exercise daily and 34% exercise weekly.

6. How often are you involved in physical activity?



	Daily	Weekly	Monthly	A couple of times per year	I do not exercise	No Responses
Response Ratio	48%	34%	0%	0%	2%	17%
Number of Response(s)	31	22	0	0	1	11

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3. Stakeholder Input (Continued)

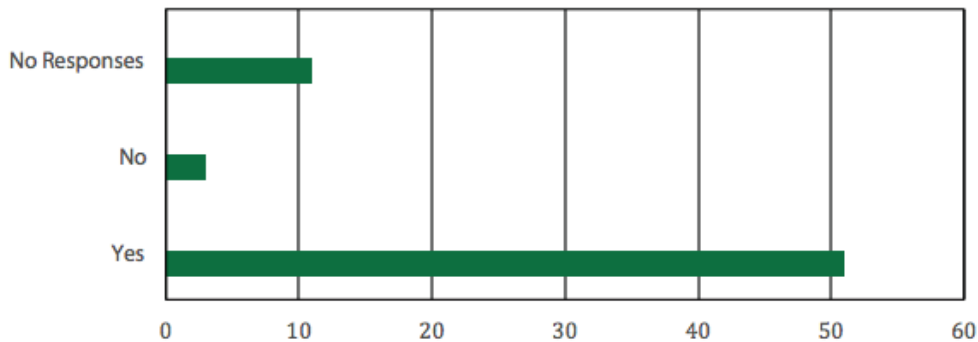


Online Survey (Continued)

Question 7- Opinion on Improved Facilities

78% of people would use active transportation (walk or bike) if the current system were improved with safe connections. Only 5% said they would not use active transportation.

7. Would you be likely to use active transportation (walk, bike, etc) if there were improved bicycle and pedestrian connections or facilities?

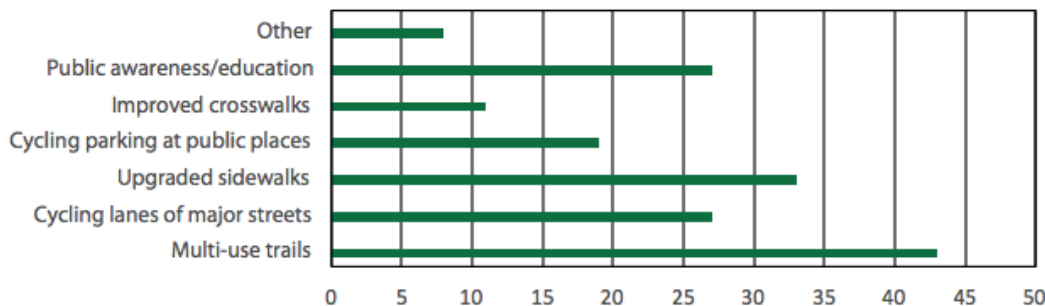


	Yes	No	No Responses
Response Ratio	78%	5%	17%
Number of Response(s)	51	3	11

Question 8- Opinion on Future Needs

78% of people indicated the future need for multi-use trails, 60% noted the need for upgraded sidewalks, and 20% indicated the need for improved crosswalks. 50% of people want cycling lanes on major streets.

8. Moving forward, what do you think should be included more in PATH? (Check all that apply)



	Multi-use trails	Cycling lanes of major streets	Upgraded sidewalks	Cycling parking at public places	Improved crosswalks	Public awareness/education	Other
Response Ratio	78%	50%	60%	35%	20%	49%	15%
Number of Response(s)	43	27	33	19	11	27	8



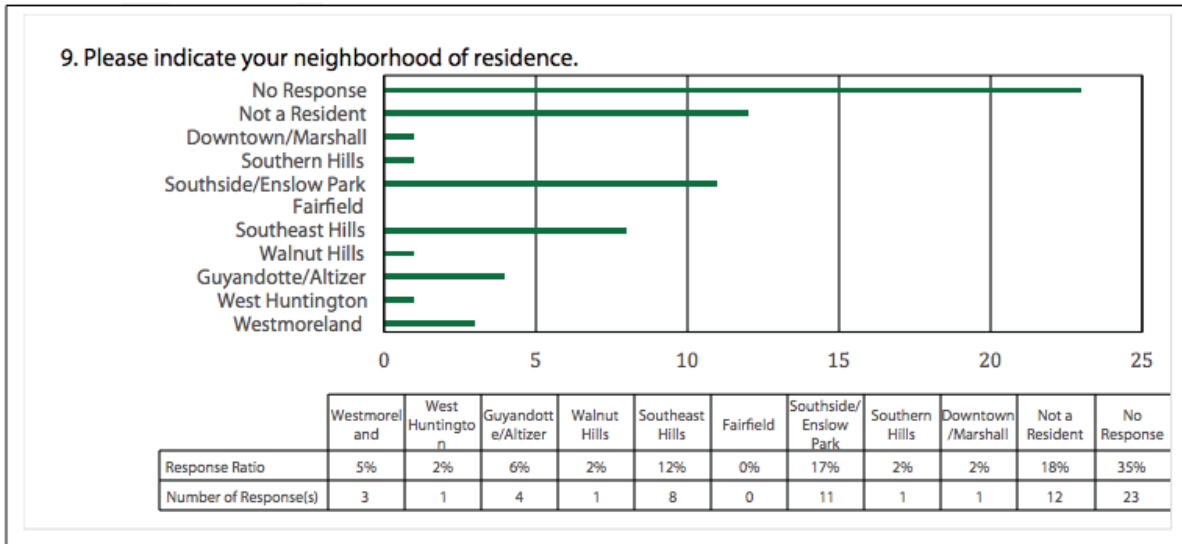
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3. Stakeholder Input (Continued)

Online Survey (Continued)

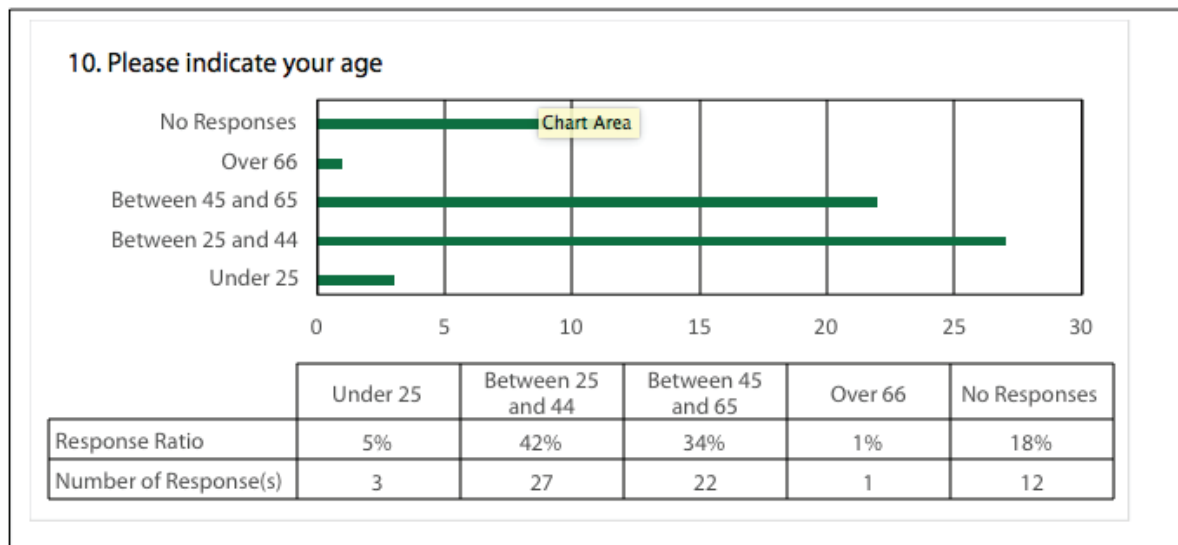
Question 9- Neighborhood Demographic

48% of people indicated they were residents of Huntington neighborhoods. 18% indicated they were not residents.



Question 10- Age Demographic

76% of the respondents reported to be between the ages of 25 and 65 years olds.





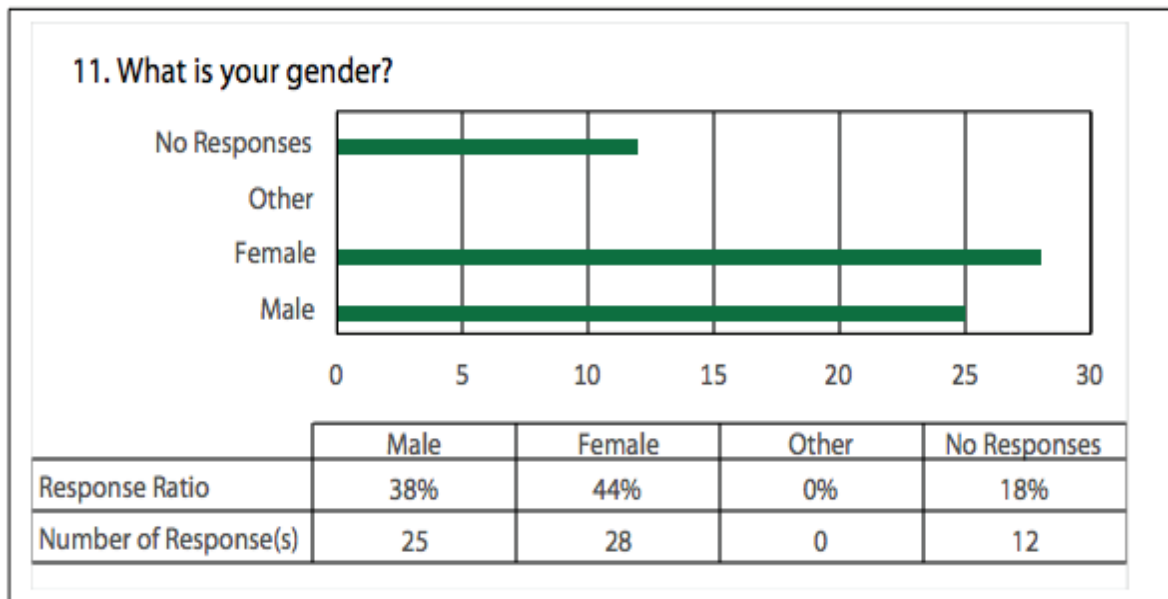
Online Survey (Continued)

Question 11 – Gender Demographic

38% Male

44% Female

No indication 18%





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3. Stakeholder Input (Continued)

Workshop

The public workshop began with a brief overview of PATH and the master planning process, instructions for the mapping exercise, and a brief Q&A session. Survey stations were also set up for participants to complete the PATH user survey. Using enlarged maps of each of the City's neighborhoods, public workshop participants were asked to highlight user routes on a map, where they would like to see trail segments, and unsafe areas for cyclists and pedestrians. See Appendix 1-10 for neighborhood maps. They were asked to mark the map with a specific color marker to illustrate the route type identified as:

- Commuter (Red): walk/bike as a primary means of transportation
- Recreational (Green): walk/bike as a primary means of activity
- Leisure (Blue): walk/bike 1-3 times a week, less than 3 miles per session

In addition to the mapping exercise, participants were asked to supply additional concerns, suggestions, etc. on comment cards corresponding to each neighborhood. RTI and City staffs were present and available to speak with participants about the trail system.

Comments regarding PATH's current trail network and suggestions for future growth were collected via survey, the public workshop, and interviews with local and state agencies that help to maintain the trail system. While of the public comments provided many specific opportunities to improve the trail system, three general trends emerged.

Safety: Safety concerns included a location on the Levee Trail where the Pump Station interrupts the system. This interruption forces users to cross U.S. Route 60 over Twelve Pole Creek in order to get back on the trail in Westmoreland. Respondents also noted poor maintenance conditions, vandalism, and challenges related to street crossings due to high traffic volume. Other comments included better lighting, maintenance, and improper use of the trail (ATVs on the trail). Comments about wider shoulders on roads and sidewalk repairs were also identified.

Connectivity: Connecting the current PATH segments was identified as a major need among users and stakeholders. More linkages between PATH trails, such as the 10th St connector, are needed for users to safely get from one trail segment to another.

Accessibility: User accessibility was frequently cited (e.g., more entry points along the Levee and Guyandotte trails). Making PATH more ADA compliant, as well as including areas specifically designed for the aging population were mentioned.



4. Catalyst Project Development



4a. Criteria for Project Selection

This section provides guidance concerning implementation of the PATH Master Plan. This is designed to support the Huntington Comprehensive Plan in identifying projects that will foster the bicycle/pedestrian community in the City and promote the expansion of the trail system network in Huntington. It is important to note that the master plan is a living document flexible to adaptation with the changing environment of Huntington.

Huntington is currently going through a revitalization period. Priorities for the PATH should be open to change at any time as deemed necessary. As the City implements recommendations from this report, it is important to consider available funding, public support, as well as current construction and paving projects. A resource in prioritizing PATH trail segments has been utilizing the ActiveTrans Priority Tool (APT),¹¹ a methodology designed for prioritizing pedestrian and bicycle improvements created by the National Cooperative Highway Research Program (NCHRP) on behalf of the Transportation Research Board (TRB).¹² The APT Guide is designed to encourage a flexible methodology, encouraging practitioners with a clear prioritization process that is:

Responsive to agency/community values: Transportation agencies often make decisions based on a determined set of goals or values of the communities they serve.

Flexible: Rather than being a rigid, “one-size- fits-all” tool, the APT is flexible and allows practitioners to choose the most appropriate approach that reflects agency/community values and resource availability.

Transparent: The APT is designed to facilitate transparency by breaking the prioritization process down into a series of discrete steps, each of which can be easily documented and explained to the public. Responsive to the unique needs of pedestrians and bicyclists. (Lagerwey, Hintze, Elliot, Toole 2015)¹³

The NCHRP’s Pedestrian and Bicycle Transportation Along Existing Roads-ActiveTrans Priority Tool Guidebook are available to the public at no cost. The rankings set forth by the APT provide an accurate assessment of the City’s vision, short-term, and long-term goals by allowing Huntington to input their own variables as their needs arise.

Expanding the trail system associated costs often prohibiting the proposed undertaking. Looking at the built environment and retrofitting existing routes are cheaper to construct and easier to maintain.

¹¹ http://www.pedbikeinfo.org/training/webinars_PBIC_LC_120414.cfm

¹² <http://www.trb.org/NCHRP/NCHRP.aspx>

¹³ <http://www.nap.edu/catalog/22163/pedestrian-and-bicycle-transportation-along-existing-roads-activetrans-priority-tool-guidebook>



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Catalyst Project Development (Continued)

To reduce conflict between motorists, cyclists, and pedestrians, roadways can often be modified to accommodate a bike lane or sidewalk expansion without significantly affecting the operation of the roadway. Reduced travel-lane widths are within American Association of State Highways and Transportation Officials (AASHTO)¹⁴ minimums, and have shown to improve traffic flow. As with any transportation project, each proposed undertaking should be reviewed by a traffic engineer.

Some on-road restriping projects include:

- Reducing the number of travel lanes
- Reducing travel-lane widths
- Consolidating parking to one side of street
- Narrowing parking lane
- Replacing on-street parking with off -street parking
- Moving the curb location to increase the road's width
- Adding shared-land markings (sharrows)

4b Proposed Projects

The PATH Advisory Board incorporated the purpose and vision to define the PATH and make recommendations toward the completion of the PATH. Although significant portions of the PATH will consist of connectors to other trail systems and City assets, the focus of the trail program efforts now are on finishing the gaps between the existing PATH segments. The PATH Advisory Board recommends a phased implementation for the completing the PATH and identified short- and long-term projects, see **Figure 4**. Short-term is defined as 3-5 years. Long-term is defined at 5-10 years.

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Short-term Projects

The following is a list of the constructions projects that the advisory board foresees possible within the next 3-5 years:

1. Guyandotte Trail to Altizer Park Trail: This segment of PATH will connect the Guyandotte Trail to Altizer Park Trail. This segment would be approximately 1.8 miles along the Guyandotte floodwall.
2. Harris River Front Trail to McClelland Trail: This priority segment would be approximately 2-miles connecting McClelland Park to Harris River Front Park. This segment would provide an off road alternative connecting the Highlawn area with Marshall University and considered as a part of Huntington's area-wide planning grant.

¹⁴ <http://www.transportation.org/>



Short-term Projects (Continued)

3. McClelland Park Trail to Guyandotte Trail: This project is less than a 1-mile but would provide great access once completed. It would connect the Guyandotte neighborhood to Highlawn providing safer access to McClelland Park.
4. 14th Street West Connector: This project will provide West Huntington a north-to-south connection to the PATH. This is approximately an .8-mile connection. This project will be an asset to the City of Huntington's revitalization of West 14th Street West plan and connect the two most used PATH segments (Levee Trail to Ritter Park trail).
5. Washington Boulevard Trail to Springhill Cemetery Trail: This segment is little over .5 mile and would provide a safe connection for the neighborhood linking Springhill Cemetery Trail and Washington Boulevard Trail.

Long-term Projects

The following is a list of the constructions projects that should be possible to complete within the next 5-10 years. These projects rely heavily on other City plans and are determined to be more significant financial undertakings.

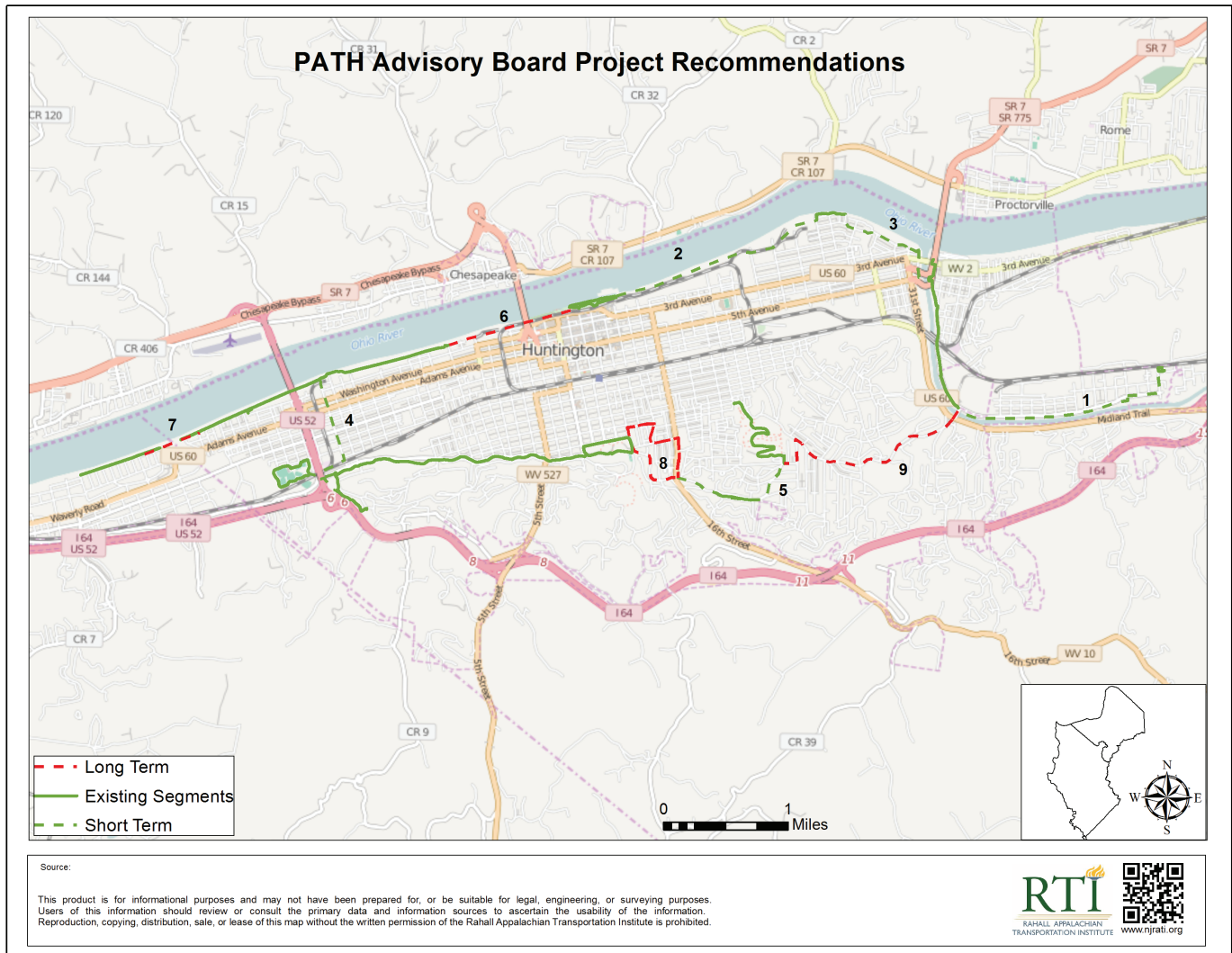
6. Harris River Front to Floodwall: This segment is approximately 1 mile connecting Harris River Front trail to the Levee Trail.
7. Pump Station Bridge: This project would provide a safe connection for the Floodwall trail. Currently, the pump station on the Levee Trail disrupts PATH, forcing cyclists and pedestrians onto US Route 60 for approximately 0.5 miles. The Pump Station Bridge would eliminate this disruption.
8. Ritter Park to Washington Blvd: This segment is approximately 1 mile and would connect Ritter Park to Washington Blvd trail.
9. Springhill Cemetery Trail to Guyandotte Trail: This segment would be approximately 1.75 miles connecting Springhill Cemetery Trail/Washington Boulevard Trail to the Guyandotte Trail segment. This area is high traffic for runners and would create a safer environment for drivers and pedestrians.



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Catalyst Project Development (Continued)

Figure 4: Short- and Long-term Projects



5. IMPLEMENTATION



5a. Funding Strategy

The City of Huntington has been fortunate to be the recipient of relative grant funding to aid in the expansion of PATH. To build on existing facilities in this plan, it will be key for the City to utilize both traditional and creative funding sources. It is recommended that the City of Huntington examine multiple strategies to obtain funding for PATH as well as the policies and programs that may require funding. These approaches include:

- Leveraging state and federal agencies for planned roadway improvements. Adding an additional bicycle/pedestrian facility to a transportation project is simple enough when considered during the planning phase of the proposed undertaking.
- Identifying projects competitive for Transportation Alternatives Program (TAP) grant funding.
- Partnering with KYOVA, GHPRD, and Cabell County Commission to fund mutually beneficial projects such a data collection, education, and smaller construction projects.
- Partnering with public and private entities including local businesses, hospitals, schools, and Marshall University to support bicycle/pedestrian programs and PATH.

Implementation recommendations included in this report are key to the continued success of PATH. Following the Operation & Maintenance Plan (see **Section 6**), along with the Master Plan will continue to foster bicycle/pedestrian growth in the City. This plan and recommendations will serve as the City's guide for improving the bicycle/pedestrian environment over the next decade and help the City achieve its goal of making a more balanced transportation system possible in Huntington.

Federal Transit and Federal Highway programmatic funding opportunities

Pedestrian and bicycle-related projects are eligible for funding under several Federal Transit and Federal Highway programs, particularly for activities related to safety enhancement, increased access and improved environmental outcomes. As such, these funding sources represent a significant resource for rehabilitation or expansion of infrastructure components related to shared-use trails. However, the competitive nature of these Federal programs combined with the need for Congressional reauthorization limits the reliable availability of these funds. Further, the majority of these funds do not support operational or routine-maintenance activities. **Table 1** (produced by the Federal Highways Administration) illustrates bicycle and pedestrian-related funding opportunities available through various programs and initiatives sponsored through US Department of Transportation, Federal Transit, and Federal Highway Funding sources. Additional information for the most applicable sources is provided below.



MASTER PLAN 2016

5. IMPLEMENTATION (Continued)

FY 2016 TIGER grant applications were due in late April of 2016¹⁵ and continued funding levels are subject to annual appropriation.¹⁶ These competitive discretionary grant funds are designed to support capital investments in surface transportation that demonstrate a significant impact on the nation, a metropolitan area, or a region. The 2016 round did not provide for dedicated planning, preparation or design funds (although those activities were eligible as part of an overall construction project).

The **Capital Investment Grant (CIG)** program through the Federal Transit Administration¹⁷ requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding dependent upon the type of project. It should be noted that “recreational trails” are not eligible for funding under the CIG program but “shared use paths / transportation trails”, access enhancements and multiple related activities are eligible.

The **Associated Transit Improvement (ATI)** (formerly a 1% set-aside) has seen that requirement relaxed as part of the FAST Act.¹⁸ However, as with the CIG funds, recreational trails are not eligible for funding but “shared use paths / transportation trails”, access enhancements and multiple related activities are eligible.

Similarly, **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**¹⁹ may be used for shared use paths, but may not be used for trails that are primarily for recreational use. CMAQ funds require that a transportation project or program be included in the metropolitan planning organization’s (MPO’s) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.²⁰ The KYOVA Interstate Planning Commission received \$101,000 for the PATH project in 2010. Additional project information can be found at the CMAQ Public Access System.²¹

Eligible uses for **Highway Safety Improvement Program (HSIP)**²² include any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. Beginning with Map-21, state appropriations were authorized and then individual set-aside lump sums or percentages were apportioned. Workforce development, training, and education activities are also an eligible use of HSIP funds.

¹⁵ <https://www.transportation.gov/tiger/apply>

¹⁶ <https://www.transportation.gov/tiger>

¹⁷ <https://www.transit.dot.gov/funding/grant-programs/capital-investments/capital-investment-grant-program>

¹⁸ <https://www.federalregister.gov/articles/2016/02/16/2016-02821/notice-of-fta-transit-program-changes-authorized-funding-levels-and-implementation-of-federal-public-h-73>

¹⁹ http://www.fhwa.dot.gov/environment/air_quality/cmaq/

²⁰ <http://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

²¹ https://fhwaapps.fhwa.dot.gov/cmaq_pub/Search/Criteria

²² <http://safety.fhwa.dot.gov/hsip/>





Established first under MAP-21, the **National Highway Performance Program (NHPP)**²³ is dedicated to condition and performance enhancements of components that are part the National Highway System.

The FAST Act²⁴ eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (now known solely as **Transportation Alternatives (TA)**²⁵ that provides eligibility for all project types and activities that were previously eligible under the Transportation Alternatives Program (TAP).²⁶ These programs were designed to help expand transportation mode choices and enhance the experience for transportation users in areas related to pedestrian and bicycle infrastructure and safety, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. Provisions within the FAST Act also allows urbanized area with a population of more than 200,000 to use up to 50% of its suballocated TA funds for any STBG-eligible purpose (but still subject to the competitive selection of projects) and eliminated TAP's "Flexibility of Excess Reserved Funding" provision which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the Congestion Mitigation and Air Quality Improvement Program). The FAST Act now requires those States and metropolitan planning organizations (MPOs) receiving the suballocation to report annually to DOT on project applications and projects that are awarded TA funding (including the RTP set-aside).²⁷

Huntington is the only urbanized area within West Virginia with a Transportation Alternative set-aside sub-allocation. A breakdown of historical WV-specific TAP/TE project funding is available from the Rails-to-Trails Conservancy.²⁸

The **Recreational Trails Program (RTP)** was reauthorized under the FAST Act for the Federal fiscal years of 2016 to 2020 as funding set-asides. Funding levels for the RTP were equal to the FY 2009 apportionment to each state. Under the program, urbanized areas within a state that have a population over 200,000 receive a distribution of the state set-aside. The FY 2016 amount was set at \$174,431, leaving \$87,216 as the 50% limiting amount that may be obligated on surface transportation block grant program eligible projects.²⁹

²³ <https://www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm>

²⁴ <http://www.fhwa.dot.gov/fastact/>

²⁵ <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.pdf>

²⁶ http://www.fhwa.dot.gov/environment/transportation_enhancements/

²⁷ <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.pdf>

²⁸ http://trade.railstotrails.org//page.php?identifier=state_profile&state_id=53

²⁹ <http://www.fhwa.dot.gov/legregs/directives/notices/n4510805/n4510805.pdf>



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5. IMPLEMENTATION (Continued)

From 1993 to 2014, six projects in Cabell and/or Wayne County were funded in part through RTP.

- The Rotary Park Trail construction (\$12,000; 2013)
- Trail system repair and rehabilitation at Beech Fork State Park (\$80,000; 2010)
- The Huntington Museum of Art Nature Trail (\$67,711; 2004)
- Trail construction at 27th Street Park (now known as McClelland Park) (\$80,000; 2000)
- Construction of GHPRD trails (\$10,000; 1997)
- Ritter Park Pathway underpass (\$12,180; 1997)

The National Highway Traffic Safety Administration (NHTSA) issued an interim final rule (IFR) in May of 2016 related to changes in implementation for state highway safety grant programs under the FAST Act.³⁰ Comments upon proposed changes in the IFR are being accepted until October 31, 2016. These proposed changes and the implementation of comments as deemed necessary, may impact the application of existing funding schedules, application processes and eligible activities.

³⁰ <http://www.nhtsa.gov/About+NHTSA/Highway+Safety+Grant+Programs>



Table 1: Funding Opportunities

Bicycle and Pedestrian Funding Opportunities
US Department of Transportation, Federal Transit, and Federal Highway Funds
Revised October 1, 2015

This table indicates potential eligibility for pedestrian and bicycle projects under Federal Transit and Federal Highway programs. Specific program requirements must be met, and eligibility must be determined, on a case-by-case basis. For example: transit funds must provide access to transit; CMAQ must benefit air quality; HSIP projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; NHPP must benefit National Highway System (NHS) corridors; RTP must benefit trails; the Federal Lands and Tribal Transportation Programs (FLTTP) must provide access to or within Federal or tribal lands. See more information about Bikes and Transit and Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law.

Bicycle and Pedestrian Funding Opportunities												
US Department of Transportation, Federal Transit, and Federal Highway Funds												
Activity	TIGER see note below	ETA	ATI	CMAQ see note below	HSIP	NHPP NHS	STP	TAP TE	RTP	SRTS until expended	PLAN see note below	402 FLTTP
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$			\$	\$				\$
ADA/504 Self Evaluation / Transition Plan	\$plan						\$	\$	\$		\$	\$
Bicycle and/or pedestrian plans	\$plan	\$					\$	\$			\$	\$
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$
Bicycle parking	\$*	\$	\$	\$		\$	\$	\$	\$	\$		\$
Bike racks on transit	\$	\$	\$	\$			\$	\$				\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$		\$	\$	\$				\$
Bicycle storage or service centers	\$*	\$	\$	\$			\$	\$				\$
Bridges / overcrossings for bicyclists and/or pedestrians	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$		\$
Bus shelters and benches	\$	\$	\$	\$			\$	\$				\$
Coordinator positions (State or local)				\$ Limit 1 per State			\$	\$ as SRTS		\$		
Crosswalks (new or retrofit)	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$		\$
Curb cuts and ramps	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$		\$
Counting equipment	\$plan	\$	\$		\$	\$	\$	\$	\$	\$	\$*	\$
Data collection and monitoring for bicyclists and/or pedestrians	\$plan	\$	\$		\$	\$	\$	\$	\$	\$	\$*	\$
Helmet promotion (for bicyclists)							\$	\$ as SRTS		\$		\$
Historic preservation (bicycle and pedestrian and transit facilities)	\$	\$	\$				\$	\$				\$
Landscaping, streetscaping (bicycle and/or pedestrian route; transit access); related amenities (benches, water fountains)	\$*	\$	\$				\$	\$				\$

Table 1: Funding Opportunities (Continued)

Activity	Bicycle and Pedestrian Funding Opportunities										
	US Department of Transportation, Federal Transit, and Federal Highway Funds										
	TIGER see note below	ETA ATI	CMAQ see note below	HSIP	NHPP NHS	STP	TAP TE	RTP	SRTS until expended	PLAN see note below	402 FLTTP
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$
Maps (for bicyclists and/or pedestrians)		\$	\$			\$	\$		\$	\$*	
Paved shoulders for bicyclist and/or pedestrian use	\$		\$*	\$	\$	\$	\$		\$		\$
Police patrols						\$ as SRTS	\$ as SRTS		\$		\$
Recreational trails	\$*					\$	\$	\$			\$
Safety brochures, books						\$ as SRTS	\$ as SRTS		\$	\$*	\$
Safety education positions						\$ as SRTS	\$ as SRTS		\$		\$
Separated bicycle lanes*	\$	\$	\$	\$	\$	\$	\$		\$		\$
Shared use paths / transportation trails	\$	\$	\$*	\$	\$	\$	\$	\$	\$		\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$		\$		\$
Signed bicycle or pedestrian routes	\$	\$	\$		\$	\$	\$		\$		\$
Spot improvement programs	\$	\$				\$	\$		\$		\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$		\$	\$	\$	\$	\$	\$		\$
Traffic calming	\$	\$		\$	\$	\$	\$		\$		\$
Trail bridges	\$		\$*	\$	\$	\$	\$	\$	\$		\$
Trail/highway intersections	\$		\$*	\$	\$	\$	\$	\$	\$		\$
Training			\$			\$	\$	\$	\$	\$*	\$
Tunnels / undercrossings for bicyclists and/or pedestrians	\$	\$	\$*	\$	\$	\$	\$	\$	\$		\$

KEY: \$: Funds may be used for this activity.

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973.

TIGER: Transportation Investment Generating Economic Recovery Discretionary Grant program

ETA: Federal Transit Administration Capital Funds

ATI: Associated Transit Improvement (1% set-aside of FTA)

CMAQ: Congestion Mitigation and Air Quality Improvement Program

HSIP: Highway Safety Improvement Program

NHPP/NHS: National Highway System

STP: Surface Transportation Program

TAP/TE: Transportation Alternatives Program / Transportation Enhancement Activities.

RTP: Recreational Trails Program

SRTS: Safe Routes to School Program

PLAN: Statewide or Metropolitan Planning

402: State and Community Highway Safety Grant Program

FLTTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal

Lands Transportation Program, Tribal Transportation Program)

* TIGER: Subject to annual appropriations. \$plan = Eligible for TIGER planning funds. \$* = Eligible, but not competitive unless part of a larger project.

* CMAQ: See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.

* STP and TAP: Activities marked "as SRTS" means the activity is eligible only as an SRTS project benefiting schools for kindergarten through 8th grade.

* Planning funds must be for planning purposes: Maps: System maps and GIS; Safety brochures, books: As transportation safety planning; Training: bicycle and pedestrian system planning training.

* Separated Bicycle Lanes, also known as protected bike lanes or cycle tracks.





Foundation and Company Grants

Charitable foundations and companies with a mission of improving public health and access to recreation may provide sources of grant funding for trail and greenway projects, open space preservation and community development, such as **1st and Ten Foundation**,³¹ created by Chad and Robin Pennington in 2003. Resources and availability of these organizations and firms fluctuate and are often based upon the location of the applying entity. The **National Trails Training Partnership** and American Trails maintain a funding and resources library online.³²

Groups such as **Advocacy Advance**³³ focus on providing “Rapid Response” and “Big Idea” grants to organizations whose primary focus is to advocate for increased biking and walking activities. No open funding opportunities are currently posted. **People for Bikes**³⁴ funds can support bike paths and lanes, end-of-trip facilities and limited advocacy projects.

These private funding sources require creativity but lack many of the eligible activity stipulations and formal competitive processes of federal and philanthropic grants. Often dedicated toward specific improvement projects, but also maintenance of trails and greenways, these efforts traditionally rely upon direct outreach, large-scale fundraising events and/or social media campaigns. The PATH has incorporated many of these efforts in the form of event and media promotions.

Other sources of grant funding are specifically geared toward health and wellness that can support PATH-related activities. Summaries of example funding programs are provided as illustration and are not meant to be comprehensive. As funding availability and priorities change regularly, additional examination of each funder and opportunity is necessary to obtain the most complete and current information.

- The **Claude Worthington Benedum Foundation**³⁵ grant focus areas include project that support wellness and disease prevention, community-based health promotion and community engagement
- **Robert Wood Johnson Foundation**³⁶ grants aim to “achieve health equity and expand opportunity to pursue the best health possible, through investments” in healthy communities and outcomes for children in particular
- **American Electric Power Foundation**³⁷ grants look to play an active role in focus areas that include health, safety and protecting the environment
- **The Kresge Foundation**³⁸ offers funding in several areas including programs and projects designed to “reduce health disparities among children and adults by addressing conditions that lead to poor health outcomes”

³¹ <http://www.1stand10foundation.com/>

³² <http://www.americantrails.org/resources/funding/>

³³ <http://www.advocacyadvance.org/grants>

³⁴ <http://www.peopleforbikes.org/pages/apply-now>

³⁵ <http://www.benedum.org/programs/programs.shtml>

³⁶ <http://www.rwjf.org/en/our-focus-areas.html>

³⁷ <http://www.aep.com/community/OurGiving/AEPFoundation/>

³⁸ <http://kresge.org/>



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5. IMPLEMENTATION (Continued)

- The **Kroger Company Foundation**³⁹ grants aim to improve quality of life in geographic areas of company operations with partial focus upon wellness, health promotion, and disease prevention
- **W.K. Kellogg Foundation**⁴⁰ provides funding opportunities in multiple areas of focus including child health and civic engagement
- **Centers for Disease Control – Division of Community Health**⁴¹ manage programs with funding opportunities including the **Partnership to Improve Community Health**⁴² and the **National Implementation and Dissemination for Chronic Disease Prevention**⁴³
- **The USDA – Community Facilities Direct Loan and Grant Program**⁴⁴ could assist with the purchase, construction or improvement of public facilities, purchase equipment or other project expenses for rural areas with a population of less than 20,000 should PATH expand into adjacent communities
- In 2015, Governor Tomblin announced project funding for the **Growing Healthy Communities Grant Program**⁴⁵ that included support from the Claude Worthington Benedum Foundation, the West Virginia Department of Health and Human Resources, and the West Virginia Development Office to increase community health and wellness while also providing opportunities for downtown revitalization and development
- **AmeriCorps State and National Grants**⁴⁶ provide funding opportunities related to their mission to improve lives, strengthen communities, and foster civic participation through service and volunteering in areas including mayoral initiatives, the environment, and public safety

³⁹ <http://www.thekrogerco.com/community/kroger-foundation>

⁴⁰ <http://www.wkkf.org/grants>

⁴¹ <http://www.cdc.gov/nccdphp/dch/programs/index.htm>

⁴² <http://www.cdc.gov/nccdphp/dch/programs/partnershipstoimprovecommunityhealth/index.html>

⁴³ <http://www.cdc.gov/nccdphp/dch/programs/nationalimplementationanddissemination/index.html>

⁴⁴ <http://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program>

⁴⁵ <http://www.governor.wv.gov/media/pressreleases/2015/pages/governor-tomblin-announces-growing-healthy-communities-grants.aspx>

⁴⁶ <http://www.nationalservice.gov/build-your-capacity/grants>





5b. Outreach and Awareness

While facilities are vital to the trail system, education, enforcement, and enrichment of alternative transportation are also key elements to the success of PATH. Leveraging promotional and direct outreach activities as well as local community organization involvement, PATH has been able to extend its reach of communication. Public health providers, hospitals and healthy programmatic initiatives (i.e., Transportation Injury Prevention and Safety (TIPS) and Kids in Motion) are increasingly involved in the promotion of the trail system. This participation provides an opportunity to create awareness around alternative transportation and specifically the benefits, availability and development of PATH.

To foster support and enthusiasm of the trail system as well as enhance trail usage and safety, activities such as promotions, awareness events, and partnerships continue to be leveraged. Below is a sample listing of current promotional activities of PATH.

Promotional Activities

- **PATH Website:** The current PATH website is interactive and dynamic in nature. It provides information such as history, volunteer opportunities and events of the trail system. The website includes the current trail system map with an interactive tool, as well as static printed maps. <http://paulambrosetrail.org>
- **Social Media Marketing:** Various forms of social media (i.e., Facebook, Twitter, Instagram) are leveraged as quick and inexpensive methods to inform the public of upcoming events, trail closures, etc. These forms of social media are also used when necessary to obtain preference information from the public.
- **Press Releases:** Press releases are utilized for various purposes such as improvement of the brand image of PATH, expand public knowledge and to promote awareness in addition to specific goals such as reporting on the status of PATH segments to the public and promotion of awareness and fundraising events.
- **Mass Email Marketing:** Mass/bulk email marketing campaigns are utilized to connect PATH potential and current users in bulk and provide them with relevant and timely information (i.e., public feedback survey, announcements, etc.).
- **Partnership Cross Promotions:** By leveraging partners, PATH has been able to expand the audience reach hence increasing the ability to share more information with broader audiences.



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5. IMPLEMENTATION (Continued)

Awareness and Fundraising Events

Programing on trails can lead to increased awareness and use. Over time, the PATH has become a venue for many events including organized walks, runs and other healthy living activities in the community.

The below listing represent a sampling of events that PATH provides hosting, facilitation or participation in annually.



Fit Fest: Fit Fest has been an annual event to benefit PATH since 2009 and takes place around September 11th to honor Paul Ambrose, the namesake of the trail system. Fit Fest includes a 5k/10k walk or run, as well as kids races, healthy exhibitors, and other events to promote an active healthy lifestyle geared towards children and families. Fit Fest is PATH's largest fundraiser.

Tour de PATH: Tour de PATH is a free bike ride for users of all ages to promote awareness of PATH around Huntington. Local hospitals and the Huntington Police Department update users of the rules of the road and provide helmet fittings to cyclists.



PATH to the CURE: PATH to the Cure (P2C) is not just a 5K and community fest. All of the proceeds from the event stay in the Huntington community with a portion of the proceeds for the continued development and maintenance of the PATH.

Ohio River Sweep: Ohio River Sweep is an Ohio River Valley Water Sanitation Commission (ORSANCO) led river sweep removing trash and debris along the entire length of the river. For the past 3 years, PATH supporters have volunteered and participated with this event cleaning up various sections of the tributaries and the Ohio River along the PATH trail.





Several nationally recognized days and activities promote and celebrate the importance of trails in the United States. Leveraging national activities such as those listed below would provide additional opportunities to create awareness for PATH. The following is a sample list of national activity days/events promoted locally via PATH public relations and outreach activities.

- *Walk to School Day*- a national day to “bring community leaders and children to create awareness of the need for communities to be more walkable”⁴⁷
- *Bike to Work Day*- a national day promoted by the League of American Bicyclists to promote cycling in local communities⁴⁸
- *Bike Safety Month*- promoting safety and awareness to cyclists on the road⁴⁹

⁴⁷ <http://www.walkbiketoschool.org/>

⁴⁸ <http://www.bike2work-day.com/>

⁴⁹ <http://bikeleague.org/bikemonth>



6. OPERATIONS AND MAINTENANCE

Operation and maintenance of PATH facilities is a critical aspect of the day-to-day management of the trail system. The PATH trail systems should be treated like any other municipal asset and any plan to move forward with future development of PATH should be accompanied by a parallel effort to maintain it.

Objectives of the day-to-day operation and maintenance of PATH:

- Increase safety and reduce liability
- Preserve assets
- Enhance the appearance of the City
- Provide dependable use of the trail system

The following table outlines the ownership, operation, and maintenance responsibilities for each PATH trail segment. The four entities responsible for PATH operations and maintenance are the City of Huntington (CoH), Greater Huntington Parks and Recreation District (GHPRD), United States Army Corps of Engineers (USACE) and West Virginia Department of Highways (WVDOH).

Table 2: Operation and Maintenance Responsibility

PATH Trail Segment	Land Owner	Entity Responsible for Operation	Entity Responsible for Maintenance
10th Street	CoH	CoH	CoH
Altizer Park Trail	GHPRD	GHPRD	GHPRD
Fourth Avenue Bike Lanes	CoH	CoH	CoH
Guyandotte Trail	CoH/WVDOH	CoH	GHPRD
Harris Riverfront Trail	USACE	USACE	GHPRD
Harveytown Trail	GHPRD/WVDOH	GHPRD	GHPRD
Levee Trail	USACE	CoH	CoH
McClelland Trail	GHPRD	GHPRD	GHPRD
Ritter Park Trail	GHPRD	GHPRD	GHPRD
Spring Hill Cemetery Trail	GHPRD	GHPRD	GHPRD
St. Cloud Commons Trail	GHPRD	GHPRD	GHPRD
Washington Boulevard Trail	CoH	CoH	GHPRD



6a Trail Operation

PATH system is primarily operated by GHPRD and follows its ordinances and policies. Professional maintenance staff at GHPRD oversees the trail system. Staffing levels at GHPRD fluctuate as-needed based on funding and seasonal conditions. Volunteers are also utilized for general upkeep of the trail system. Policing and security of the trail system is managed by Huntington Police Department. Marketing, website, and social media operations are facilitated by the Rahall Transportation Institute (RTI) in coordination with the CoH and GHPRD.

6b Trail Maintenance

The maintenance of the trail system includes various activities designed to maintain a safe and usable trail system. Maintenance activities fall into three main categories: custodial, preventive/corrective, and aesthetical/special feature. They are performed on a scheduled basis.

Custodial Maintenance

These routine pre-planned maintenance tasks are primarily conducted for health and safety reasons. These tasks include: litter pickup, shrub maintenance, edging, pruning, and annual tree work.

Brushing: After the final winter snow melts, it is anticipated the off-road trails will need to be cleared of branches, gravel, and other debris that may have accumulated.

Vegetation Removal: All plants encroaching on the vegetation clearance limits of 8' above finish grade of any particular trail, must be cut back. Branches should be close to the main stem without cutting into the branch collar. Plants being removed must be cut flush with the ground and stumps must be removed to a minimum of 12" below trail finish grade to prevent safety hazards. All plants growing within the trail tread must be grubbed out.

Mud Removal: After heavy rain or rain seasons, mud and creek residue will need to be removed from any segment of PATH lying within or affected by a flooding area.

Snow Removal: Snow accumulation will be preserved on all off-road PATH trail segments throughout the year. PATH will be open for winter use, meaning snow and ice removal will not occur to allow cross-country skiing, snowshoeing and other winter use activities. During this winter use period, snow will be groomed as appropriate and as conditions permit for use by cross-country skiers, snowshoers, and other winter recreational users.



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6. Operations and Maintenance

(Continued)

Preventive/Corrective Maintenance

The following routine maintenance tasks should typically be pre-planned to preserve the life of existing structures. Tasks may include annual inspections, asphalt patching, resealing, and response to emergencies, such as irrigation breaks. The work to be accomplished should be identified in advance to the extent possible, as should the resources needed to perform the work. Corrective maintenance may include tasks that are non-routine in the sense they cannot be anticipated to the degree necessary to be included in preventative maintenance planning.

Drainage Maintenance: Special attention should be directed to the maintenance of drainage structures. These structures are important in protecting the trail from erosion. If not maintained properly, the trail will be prone to erosion and become unsafe for public use potentially requiring extensive amounts of labor and materials to repair.

Special Structure Maintenance: Structures such as culverts, retaining walls, bridges, etc. are expensive and labor intensive to construct. Proper maintenance will prolong the life of the structures and help prevent safety hazards. Structures should be inspected annually and maintenance performed as needed. All repairs to special structures must restore them to their original standard construction specifications.

Seal-Coating and Crack Repair: Structures such as fencing, railings, etc. should be inspected and properly sealed to reduce rusting and other factors associated with wear.

Aesthetical and Special Feature Maintenance

The following items are to be monitored and repaired on an as-needed basis. These areas can also be enhanced according to funding and or volunteers.

Kiosks, Signs and Trail Markers: Kiosks, signs and trail makers will need to be checked on a routine basis and repaired/replaced as needed.

Trail Head Landscaping: The area around the trailhead will need to be weeded and pruned on an as-needed basis. These areas may be enhanced and developed by volunteers or groups. It is recommended to have those same groups maintain the enhanced segment as well.

Maintenance Schedule

Maintenance programs can be divided into three levels depending upon on the regularity of services needed.

- Regular maintenance is performed weekly or bi-weekly including mowing, landscaping, sweeping, and litter removal.
- Periodic maintenance is performed semiannually or annually, including: special structure repairs (railings, fencing), sign replacement, painting, drain clearing, and facility evaluation.
- Occasional maintenance includes resurfacing or sealing asphalt, intersection improvements, and/or other big need items. This should be done on an as-needed basis.

The following table illustrates the anticipated maintenance schedule.

Table 3: Maintenance Schedule

Custodial Maintenance	Regular	Periodic	Occasional
Brushing	X		
Vegetation Removal	X		
Mud Removal		X	
Snow Removal			X
Preventive/Corrective Maintenance			
Drainage		X	
Special Structure			X
Seal-Coating and Crack Repair		X	
Aesthetical and Special Feature Maintenance			
Kiosks, Signs and Trail Markers			X
Trailhead Landscaping		X	



7. RECOMMENDATIONS

The 2016 PATH Master Plan provides recommendations designed to increase security, cohesion, directness, accessibility, and comfort for all PATH users. Recommendations come from previous case studies, Federal and State agency guidelines, stakeholder feedback, and community input. The PATH Master Plan presents a comprehensive set of directives aimed to be used as a guide for the City of Huntington to foster growth of PATH. Recommendations to complete PATH and create new facilities meet the goals of this plan. Implementing the recommendations below will not only help Huntington increase accessibility for alternative transportation to its residents and visitors, but also help ensure economic sustainability. The recommendations below were identified during the project process.

- Utilize the ActiveTrans Priority Tool to prioritize future PATH development.
- Integrate PATH Master Plan with other relevant plans (e.g., City, State, Federal and University plans).
- Pursue multiple strategies to obtain funding for PATH including evaluation of policies, programs and requirements that may influence funding.
- Create a phased implementation plan for short- and long-term projects that aligns feasibility, costs, goals and funding opportunities.
- Communicate the vision, goals and plans of PATH publically through social media and the PATH website.
- Continue PATH related events, partnerships and promotions to support education, enthusiasm, and support for the trail system (e.g., continued promotion of Friends of PATH, participation in new community events and demonstration projects, etc.)
- Determine ownership, accountability, point of contact and inspection responsibilities for the maintenance via memoranda of understanding
- Determine the maintenance costs.
- Coordinate the City of Huntington's Public Works Department and the West Virginia Division of Highways schedules for upgrades to PATH in conjunction with resurfacing or roadway construction projects.
- Create a comprehensive wayfinding system for residents and visitors to promote trail system usage and improve safety.
- Identify a source of funding to continue management of the following: marketing, website, social media, event planning, project management, maintenance triage/troubleshooting, administration of grant funding, project prioritization, grant applications, coordination of volunteers, etc.
- Create a new online user survey that reflects the lessons learned and recommendations of this master plan.