



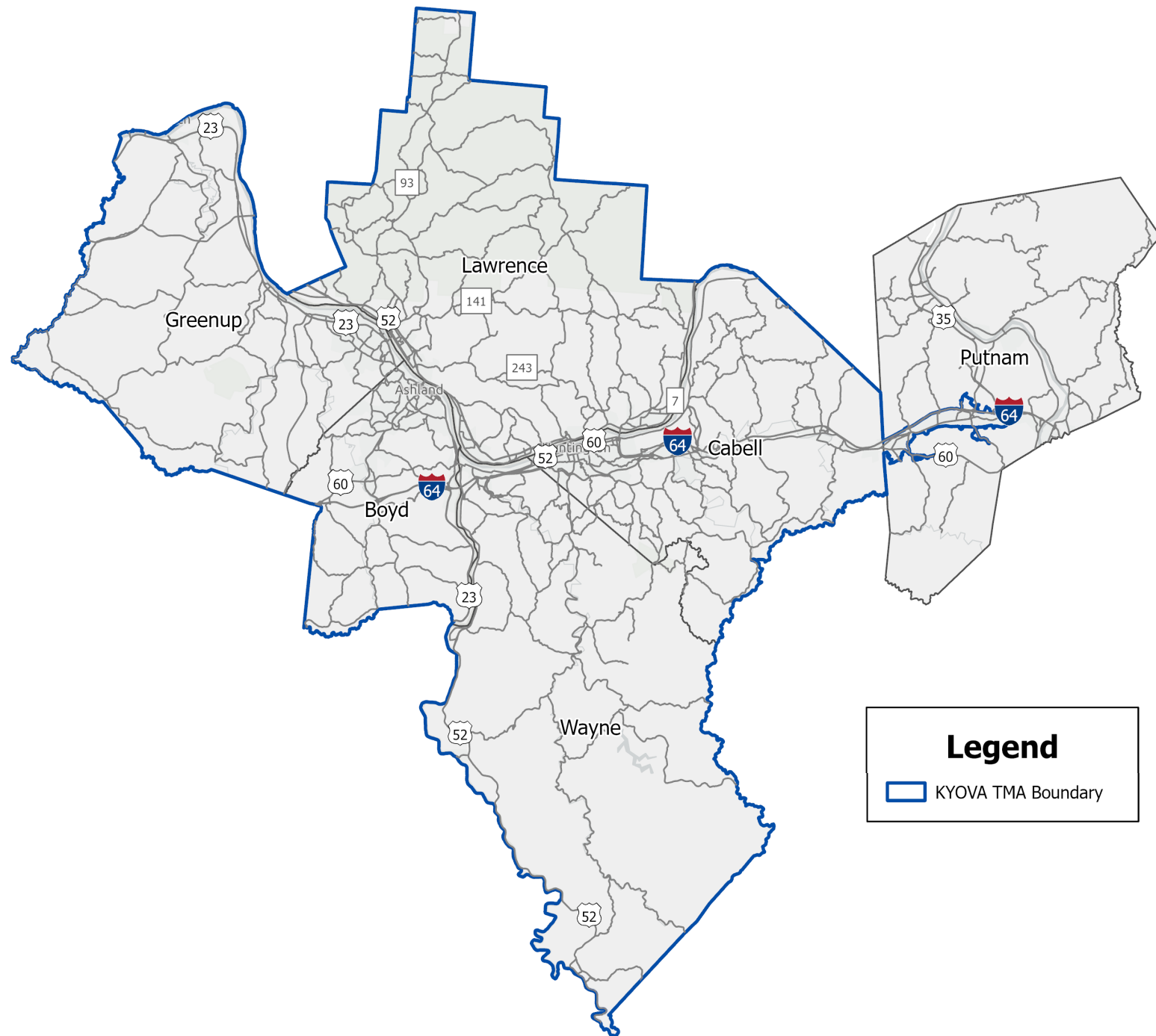
KYOVA CMP & TDM Updates

**West Virginia Transportation
Planning Conference**

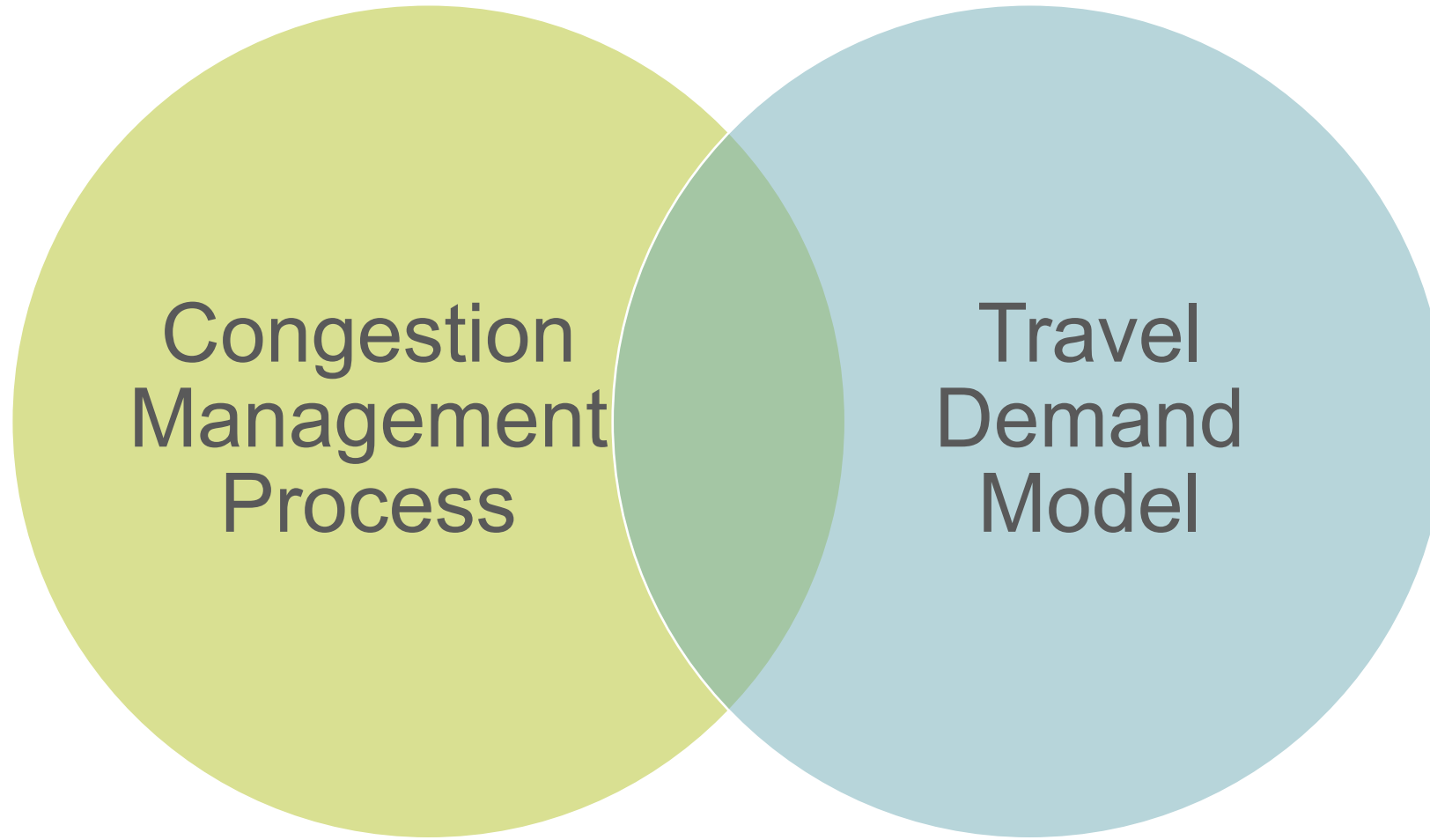
June 3, 2026

KYOVA and the Huntington TMA

- Cabell County, WV
- Wayne County, WV
- Boyd County, KY
- Greenup County, KY
- Lawrence County, OH
- *Putnam County, WV
(partial – TMA)*



Study Elements



Project Overview

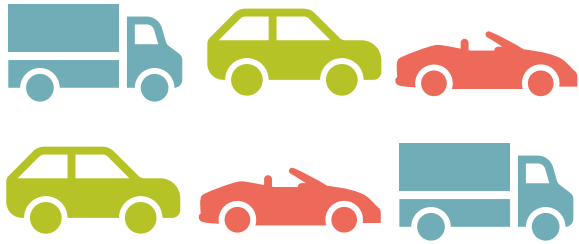
- Congestion Management Process (CMP)
 - Update the current 2014 plan with a new congested network
 - Create a prioritized toolbox of congestion mitigation strategies
- Travel Demand Model (TDM)
 - Update model to a 2023 base year
 - Prepare interim and future horizon years





Congestion Management Process

Concurrent Studies



Congestion
Management Process



Freight Plan



SS4A Tri-State Safety
Action Plan

Desired Outcomes

- Develop a congestion management process that addresses the unique challenges in the KYOVA/Huntington TMA region
- Emphasize freight and safety considerations by bringing in data and outcomes of concurrent planning efforts
- Create a process to integrate the CMP with subsequent plans

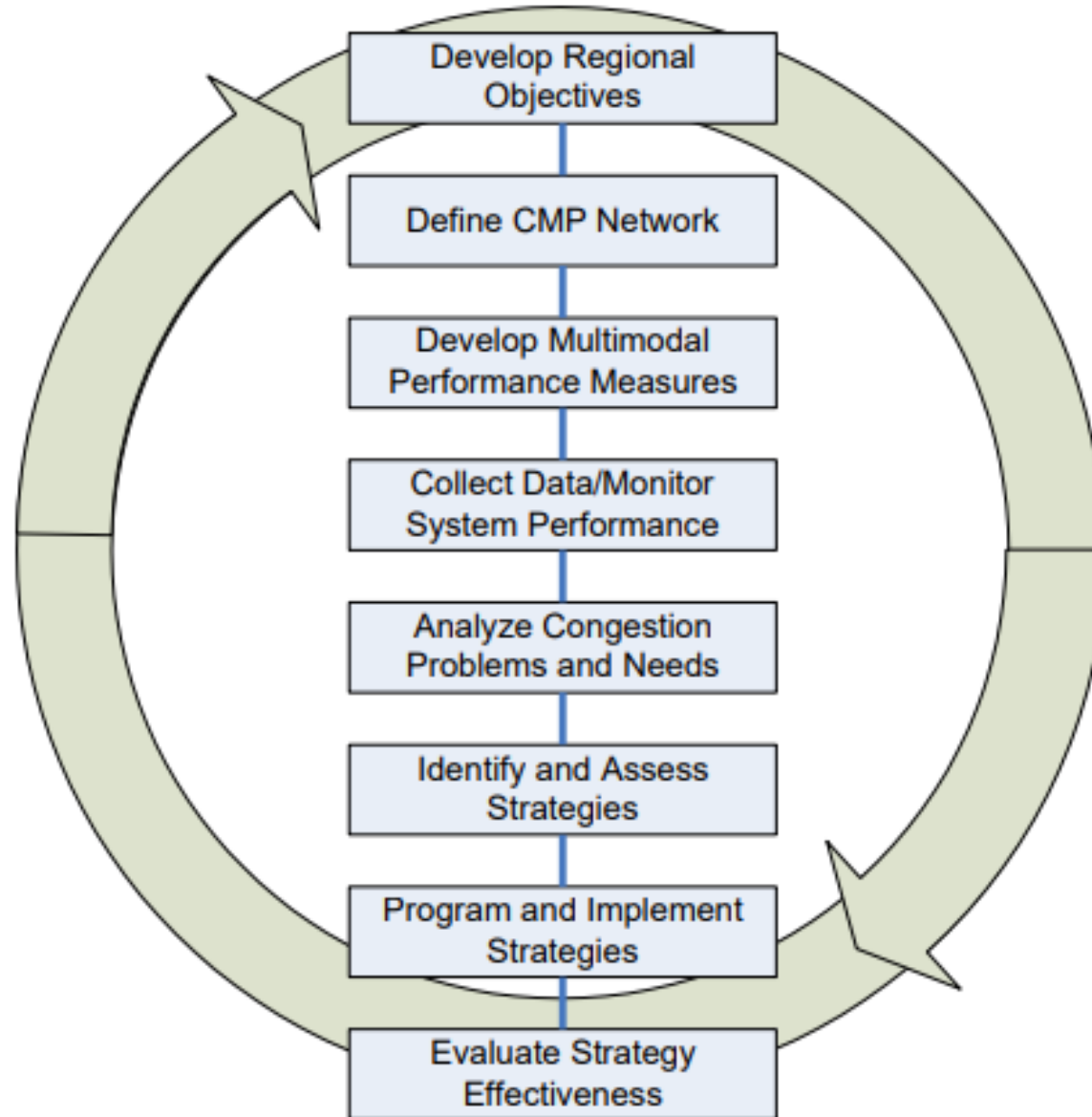


Comparing to the Previous CMP

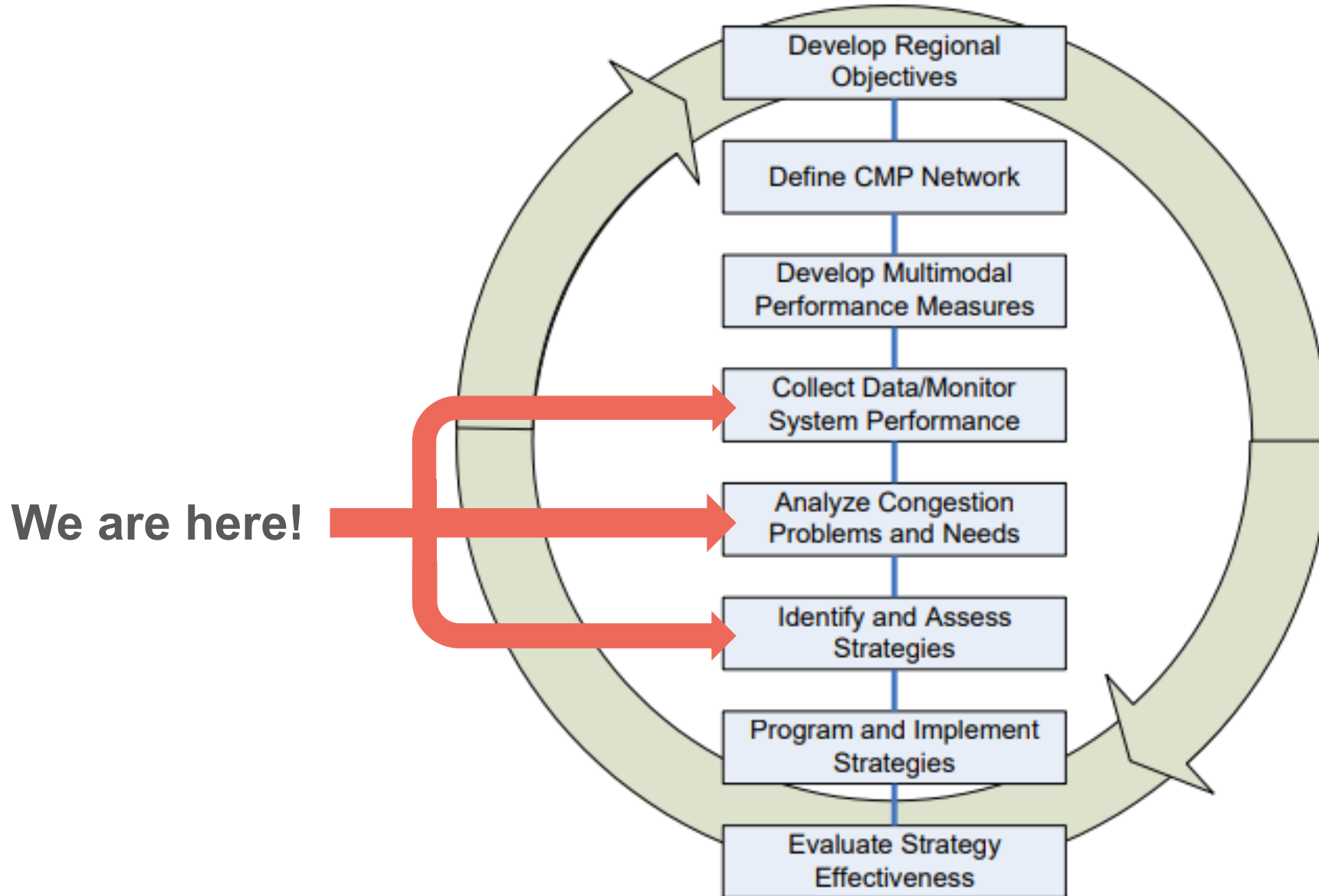
- Last CMP prepared in 2014
- Changes since the last plan:
 - Data availability
 - Demographic shifts
 - Economic growth
 - National trends



The Congestion Management Process



The Congestion Management Process



Goals / Objectives – CMP Update

Preserve, maintain, and enhance the existing transportation system

Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency

Improve the operational efficiency of the transportation network

Enhance the safety and security of the transportation system for all users

Protect and enhance the environment and promote energy conservation

Enhance the integration and connectivity of the transportation system across and between modes, for people and freight

Maintain financial responsibility in the development and preservation of the transportation system

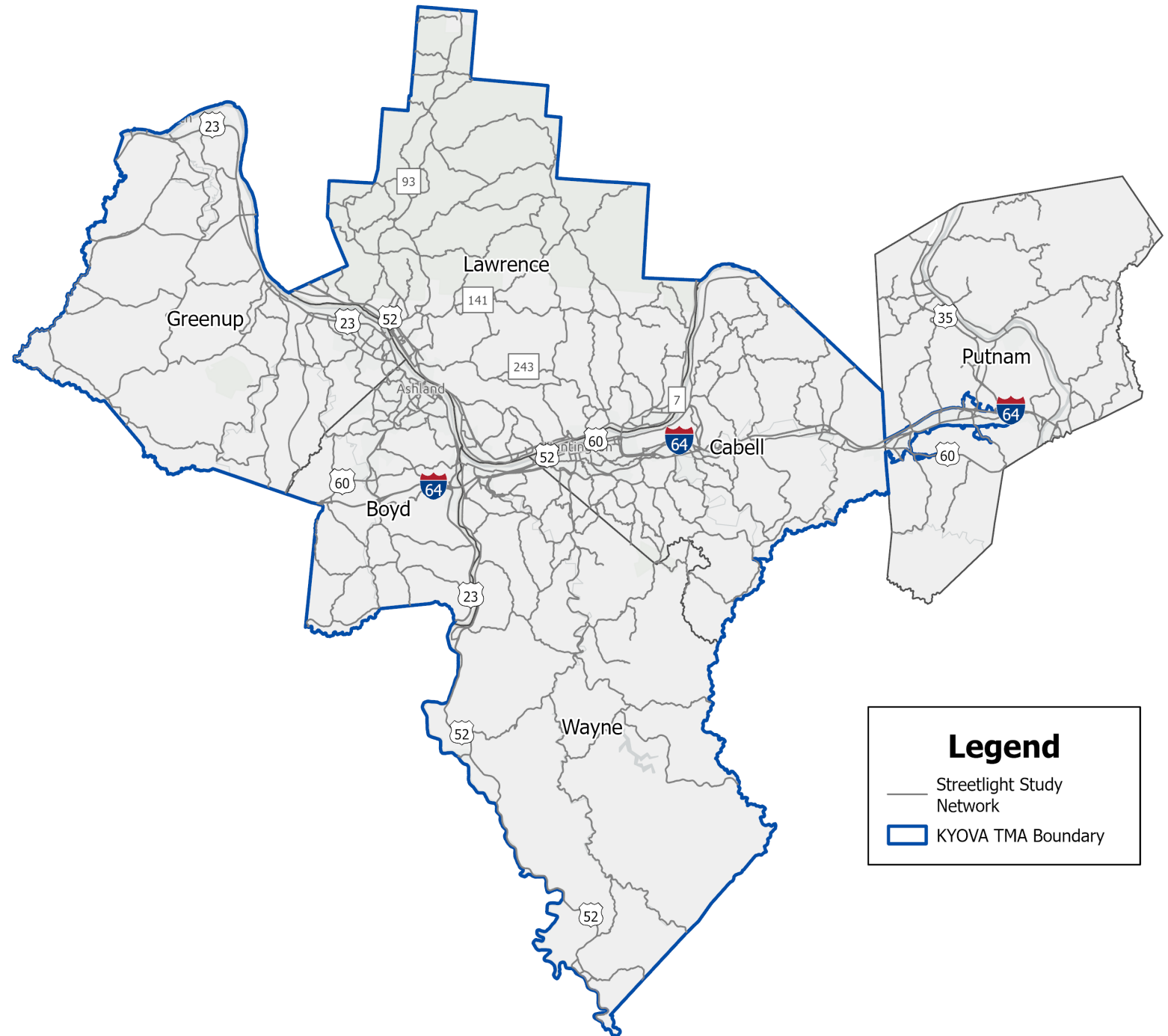
Performance Indicators

Performance Indicator	Proposed Threshold / Measure
Travel Time Index (TTI)	>1.3*
Vehicle Hours of Delay	>20*
Safety Performance Indicator	TBD
Freight Performance Indicator	TBD
Fixed Route Transit Coverage	Yes or No
Bike/ped Facility Coverage	Yes or No

*On links with volumes above 1000

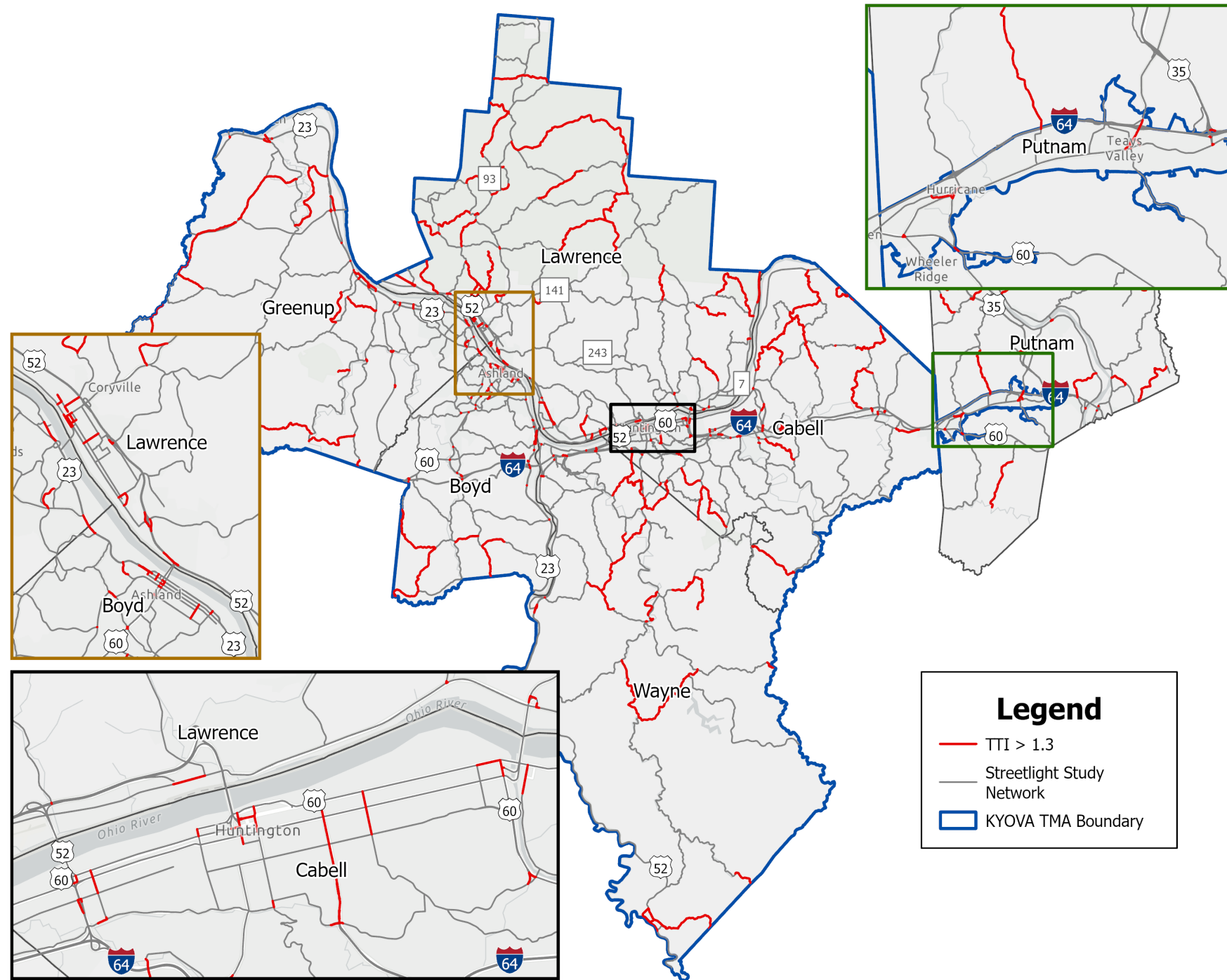
Corridor Identification – Step 1

- Base study network from Streetlight data



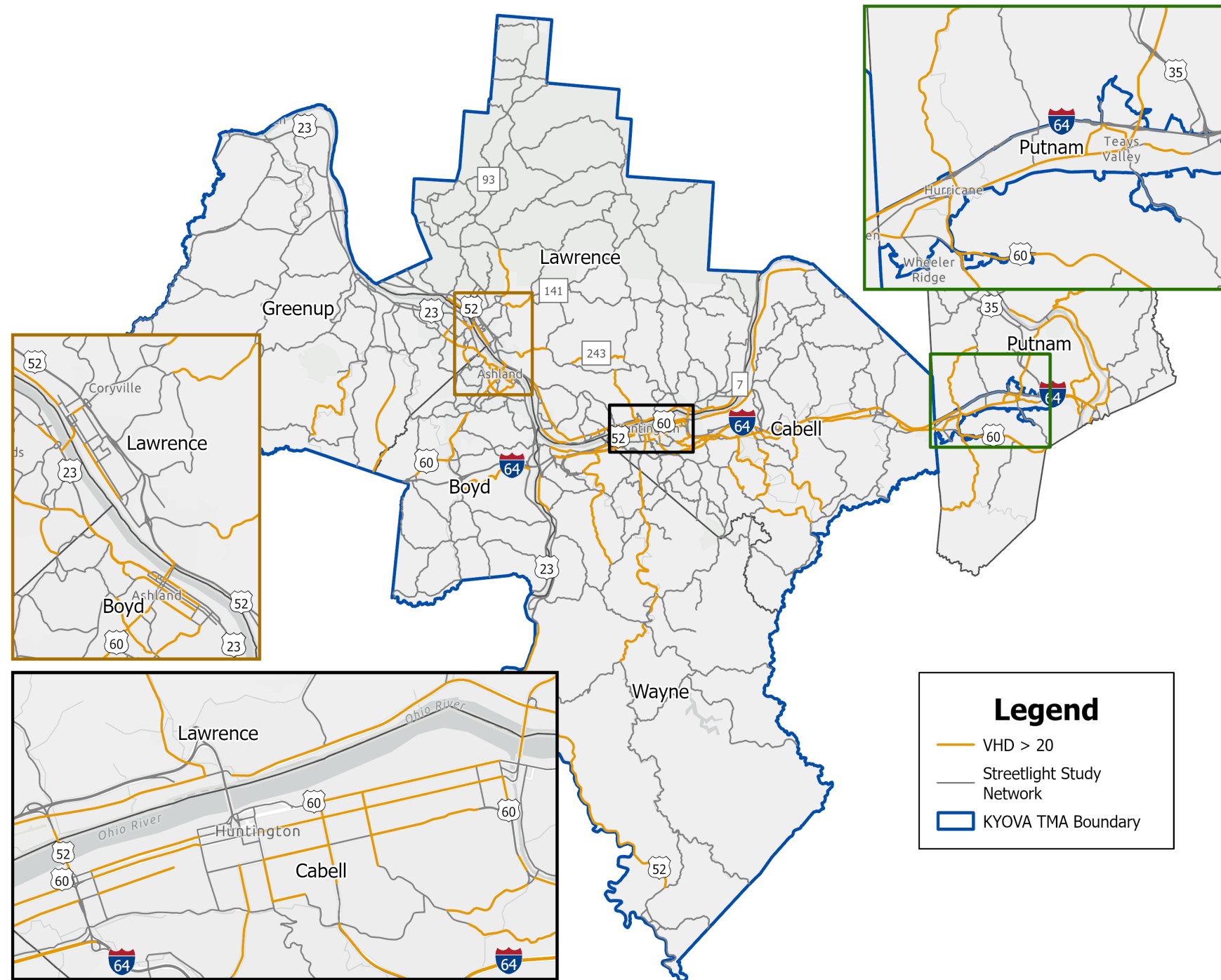
Corridor Identification – Step 2A

- Performance Indicator: Travel Time Index (TTI)
- Threshold > 1.3



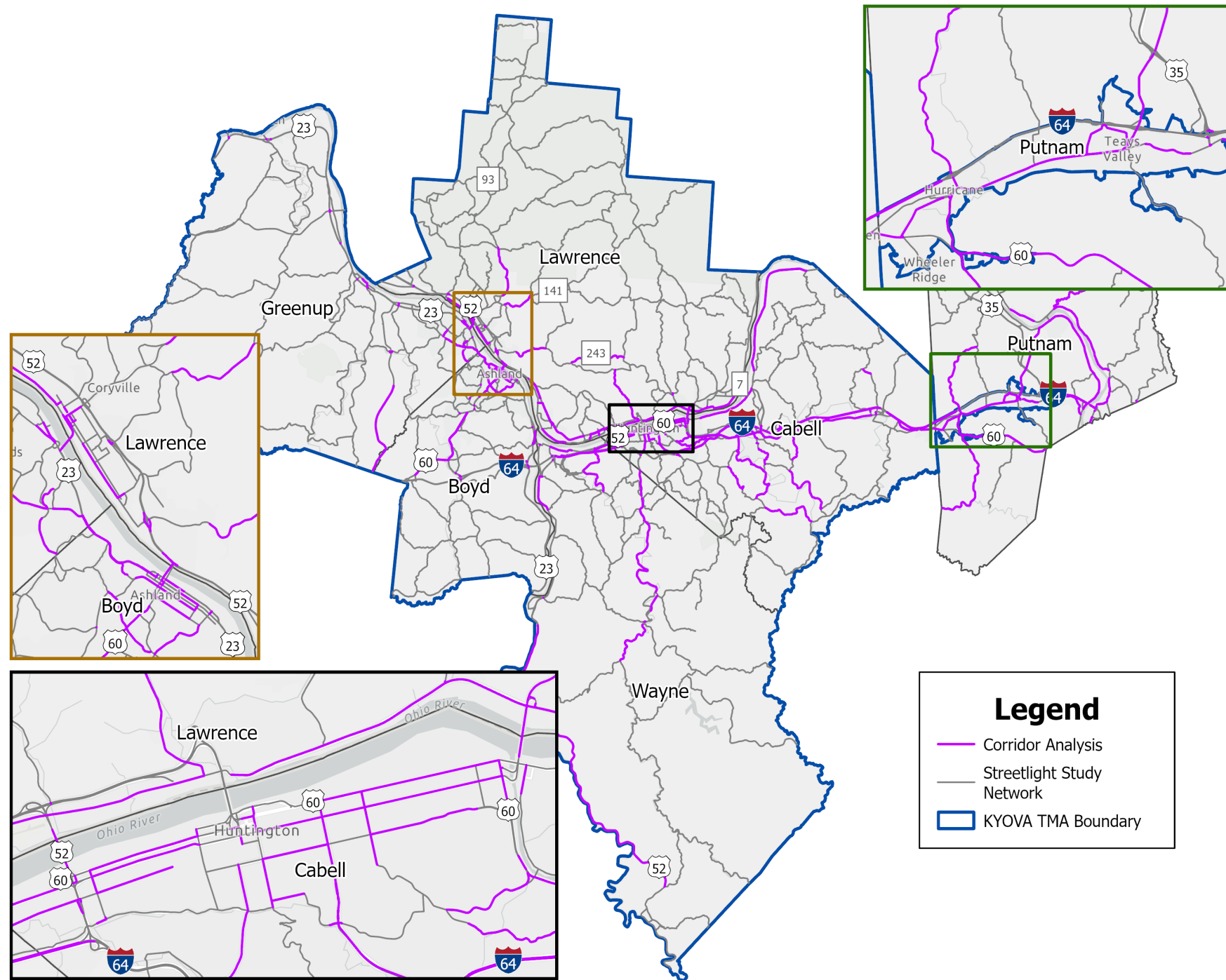
Corridor Identification – Step 2B

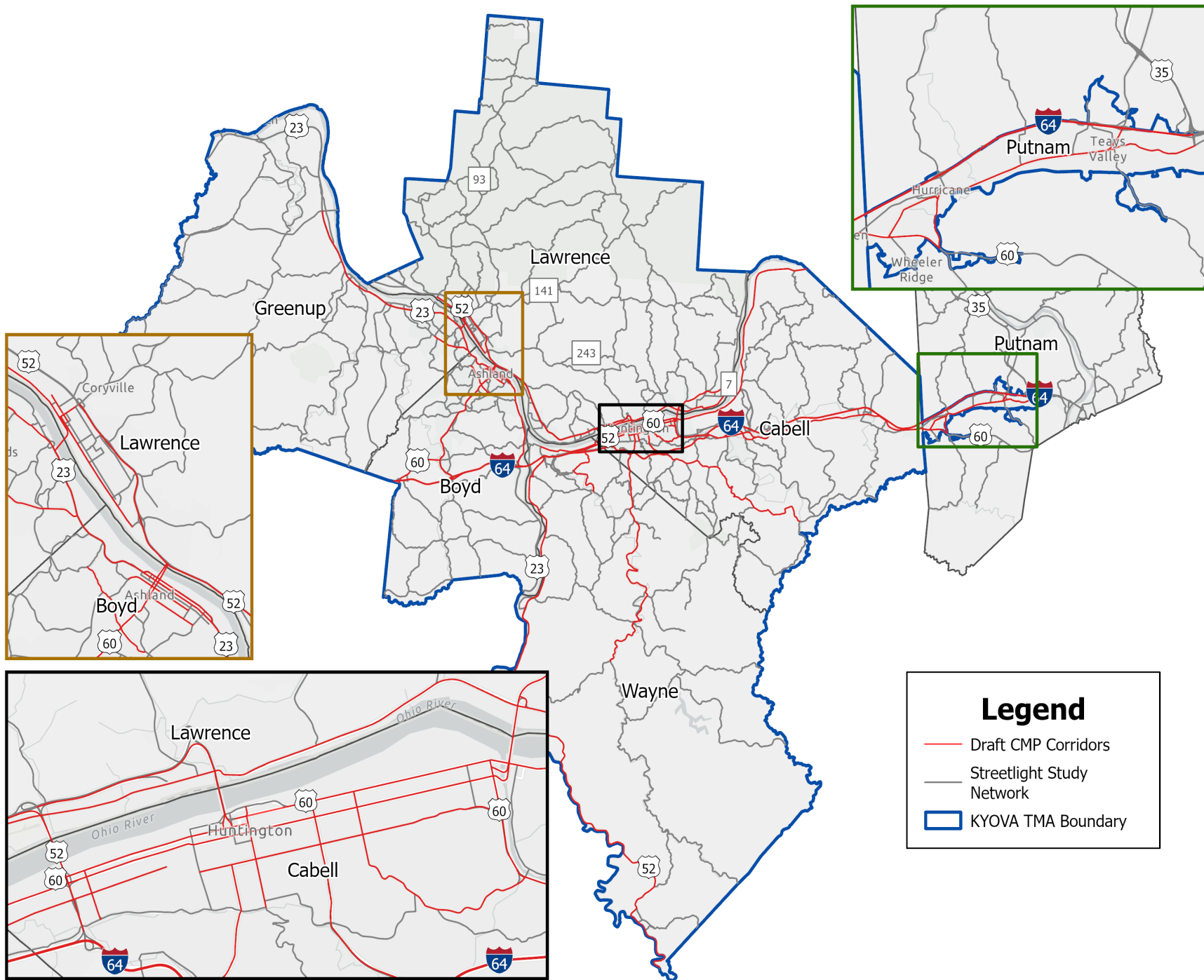
- Performance Indicator: Vehicle Hours of Delay (VHD)
- Threshold > 20



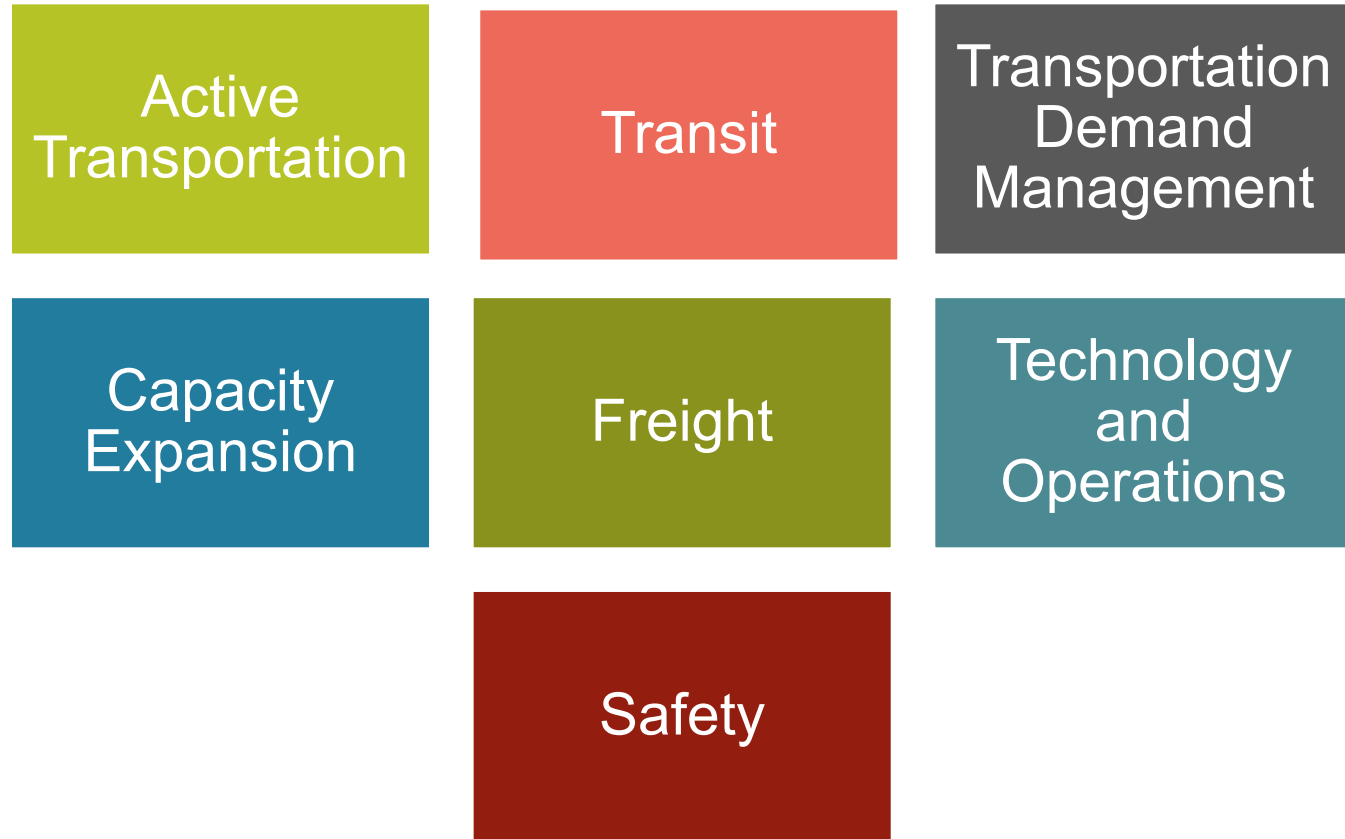
Corridor Identification – Step 3

- VHD and TTI indicators only on links with volumes > 1000





CMP Toolbox Categories



CMP Goals to Toolbox Categories

	Active Transportation	Transit	Transportation Demand Management	Capacity Expansion	Freight	Technology & Operations	Safety
1. Preserve and Maintain Network	✓	✓	✓		✓	✓	✓
2. Economic Vitality				✓	✓		✓
3. Operational Efficiency		✓	✓	✓		✓	
4. Safety and Security			✓			✓	✓
5. Environment	✓	✓				✓	
6. Connectivity	✓	✓		✓	✓		
7. Financial Responsibility	✓	✓	✓	✓	✓	✓	✓

Draft Strategies

Active Transportation

- Bikeways, walkways, and trails
- Connectivity and intersection treatments
- Connection to main streets
- Micromobility and E-Mobility Options
- Programs like Safe Routes to School and Cycling Without Age

Transit

- Diversity of services
 - Microtransit, demand response, intercity transit services
- Real time arrival signage
- Park and ride lots
- Reduce fares
- Transit Signal Priority

Transportation Demand Management

- Telework
- Flexible work hours
- Land use and growth management
 - Transit Oriented Development, Transit Oriented Communities, mixed-use development



Draft Strategies

Capacity Expansion

- Lane additions and new roadways
- Grade separated crossings

Freight

- Dedicated truck lanes
- Truck stops
- Weigh-in motion technology
- Truck incentives and use restrictions

Technology and Operations

- ITS and Transportation System Management
 - Arterial signal coordination
 - Ramp and access control, including bridges
 - Integrated corridor management
- Traffic Incident Management

Safety

- Traffic calming
- Speed management
- Special event management
- Intersection efficiency and safe crossing opportunities
- Construction and work zone management

CMP Implementation

Implementation of the CMP strategies will consider three factors:

1. Prioritization and programming
 - Framework to guide the evaluation of strategies
2. Performance Measurement
 - Inclusion of CMP solutions in MTP and TIP projects
 - CMP performance measurement and connections to MPO performance measures
3. CMP Integration
 - Strategies to support and augment MTP development





Travel Demand Model

Travel Demand Modeling Efforts

2023 Base Year SE Data



2050 Future Year SE Data



2050 Future Year Projects



Model Documentation



Travel Demand Modeling Efforts

- Cabell/Wayne County Transportation Land Use Study
 - Incorporated known upcoming development
- All other land use held constant at 2023 values
 - Considered population trends and staff feedback





Thank You!