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## ABSTRACT

The staff recommendations relating to the Baltimore-Cincinnati Appalachian Development Highway are delineated in terms of historical background, the Hagerstown-Martinsburg area, the Cumberland area, the Appalachian Highlands, the Tri-Cities area, and the Portsmouth area. Specific advantages, economic impacts, health, education, manpower problems, developmental projections, and improvements are discussed as they relate to the predefined areas. It is recommended (1) that states take immediate steps to improve planning; (2) that development districts take the lead in obtaining control to land-use regulations; (3) that each area prepare a specific development program for itself; and (4) that all districts have a prime focus on developmental problems. The document contains 6 maps and 10 charts. (AL)

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# RESEARCH REPORT NO. 11

A STAFF RECOMMENDATION

ED043398

## Capitalizing on New Development Opportunities Along the Baltimore-Cincinnati Appalachian Development Highway

U.S. DEPARTMENT OF HEALTH, EDUCATION & WELFARE  
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Appalachian Regional Commission  
1666 Connecticut Avenue, N.W.  
Washington, D. C. 20235  
December, 1968

RC004209

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**THE APPALACHIAN REGIONAL COMMISSION**  
1666 CONNECTICUT AVENUE  
WASHINGTON, D.C. 20235

December, 1968

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Sirs:

At your direction, a study of the development opportunities opened up by the Baltimore-Cincinnati Appalachian Development Highway has been completed. A summary of staff recommendations based on those studies follows.

As you know, the Appalachian Development Highway System has these primary functions:

1. To link Appalachia's key communities to national markets and, thus, help them become more competitive in attracting and holding new economic enterprise;
2. To promote the mobility of Appalachia's labor force and facilitate commutation to job opportunities wherever they can be developed in the Region; and
3. To open up specific industrial, commercial, recreational, residential and service sites for development.

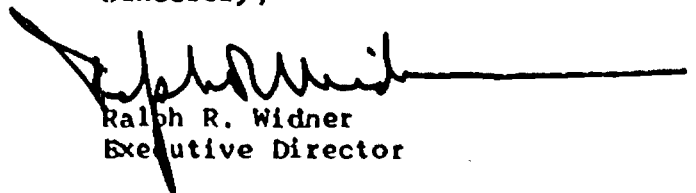
The full impact of the Development Highway System cannot be realized, however, unless each of the states and affected communities take steps to capitalize upon the new access advantages created for them by the System.

Appalachian Development Highways "D" and "E", together with a portion of Interstate 79, provide one of the most important links in the System. (Fig. 1) They provide, for the first time, an efficient direct highway linkage between the Port of Baltimore and Cincinnati.

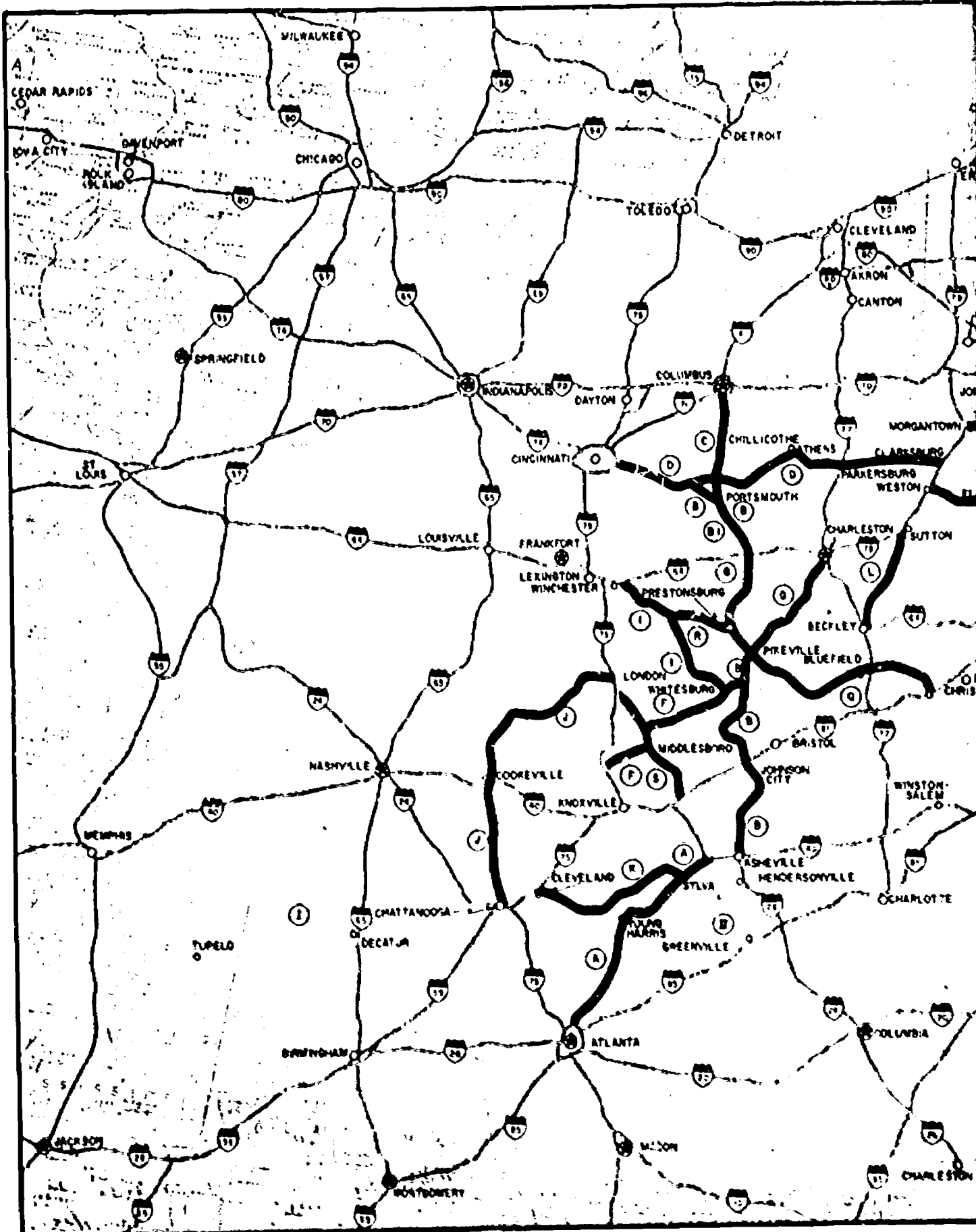
It can be anticipated that, once constructed, this new corridor will re-orient existing national east-west traffic patterns which bypass southern Ohio, central and northern West Virginia, portions of southwestern Pennsylvania, and a large part of western Maryland. Within a few years after the corridor is completed, it is estimated that this route will be carrying about the same amount of traffic which is being carried today on the parallel sections of the Pennsylvania Turnpike and Interstate 70-U.S. 40 through central Ohio. This can restore much of this presently bypassed part of the Region to the mainstream of American commerce, providing certain concomitant steps are taken.

The Appalachian Regional Commission staff has based the following recommendations upon the large amount of data and analysis available to the Commission, plus special studies of the corridor itself, particularly those of Surveys & Research Corporation. The report attempts to summarize opportunities for development and existing barriers to development along the corridor.

Sincerely,



Ralph R. Widner  
Executive Director





## HISTORICAL BACKGROUND

In the 19th and early 20th centuries, present U. S. 40, then known as the National Pike, placed much of western Maryland and extreme southwestern Pennsylvania in the commercial mainstream of the United States. This was one of the three vital routes traversing northern Appalachia west into the interior of the country from the Atlantic seaboard. (The others: the Mohawk Valley-Erie Canal in New York and the Juniata-Mahoning route in Pennsylvania.) The vitality of this route was reinforced by parallel trunk railroad lines and a canal. In time, however, the main line of the Pennsylvania Railroad along the Juniata-Mahoning route became the dominant trans-Appalachian route south of the Mohawk Valley.

With the construction of the Pennsylvania Turnpike, the Baltimore-Cincinnati route was further "shunted" out of the national transport network.

As a result most traffic from the seaboard across or around northern Appalachia flowed through the Mohawk Valley or south central Pennsylvania and the communities along the more southerly route became stranded, their economic troubles compounded by declines in mining and agriculture.

Only the Ohio River has provided a major transportation advantage anywhere in this corridor during the second-third of the 20th century.

Population trends in the Corridor's Impact Areas during the period 1950 - 1960 - 1968 are shown in Figure 2. In the 1950-1960 decade the Corridor's total population showed a slight decrease. However, in the 1968 estimate, population appears to be on the upswing for the area as a whole - although Area IV comprising the Tri-Cities - Uniontown complex continued downward. With the completion of Interstate 79 and the Appalachian Corridors, all six of the areas along this corridor should expect an increasing population.

## NEW HIGHWAY SYSTEM

The new highway system attempts to eliminate isolation and help restore the area to economic vitality. (Fig. 3)



THE IMPACT AREA: POPULATION, BY AREA AND COUNTY, 1950-1968

	1950 <sup>1</sup>	1960 <sup>1</sup>	1968 <sup>2</sup> (estimated)	Percent Change 1950-1968
<b>Area I</b>	<b>134,705</b>	<b>152,051</b>	<b>173,600</b>	<b>28.9</b>
Washington) Md.	78,886	91,219	107,000	35.6
Berkeley )	30,359	33,791	37,300	22.9
Jefferson) W. Va.	17,184	18,665	20,700	20.5
Morgan )	8,276	8,376	8,600	3.9
<b>Area II</b>	<b>152,664</b>	<b>148,974</b>	<b>159,100</b>	<b>4.2</b>
Alleghany) Md.	89,556	84,169	90,000	0.5
Bedford ) Penna.	40,775	42,451	44,900	10.1
Mineral ) W. Va.	22,333	22,354	24,200	8.4
<b>Area III</b>	<b>134,471</b>	<b>125,103</b>	<b>128,200</b>	<b>-4.7</b>
Preston ) W. Va.	31,399	27,233	25,800	-17.8
Garrett ) Md.	21,259	20,420	23,900	12.4
Somerset) Penna.	81,813	77,450	78,500	-4.0
<b>Area IV</b>	<b>434,691</b>	<b>380,510</b>	<b>370,300</b>	<b>-14.9</b>
Doddridge)	9,026	6,970	7,100	-21.3
Harrison )	85,296	77,856	72,300	-15.2
Marion ) W. Va.	71,251	63,717	58,900	-17.3
Monongalia)	60,797	55,617	54,200	-10.9
Taylor )	18,422	15,010	14,800	-19.7
Fayette) Penna.	189,899	169,340	163,000	-14.2
<b>Area V</b>	<b>214,571</b>	<b>231,595</b>	<b>242,300</b>	<b>12.9</b>
Athens )	45,839	46,998	48,600	6.0
Meigs ) Ohio	23,227	22,159	20,900	-10.0
Washington)	44,407	51,609	57,000	28.4
Pleasants)	6,369	7,124	7,900	24.0
Ritchie )	12,535	10,877	10,600	-15.4
Tyler ) W. Va.	10,535	10,026	9,700	-7.9
Wirt )	5,119	4,391	4,200	-18.0
Wood )	66,540	78,331	83,400	25.3
<b>Area VI</b>	<b>136,043</b>	<b>143,242</b>	<b>143,100</b>	<b>5.2</b>
Jackson)	27,767	29,372	29,400	5.9
Pike ) Ohio	14,607	19,380	22,400	53.6
Scioto )	82,910	84,216	81,800	-1.3
Vinton )	10,759	10,274	9,500	-11.7
<b>Total All Areas</b>	<b>1,207,145</b>	<b>1,189,475</b>	<b>1,216,600</b>	<b>0.8</b>

Sources: <sup>1</sup>U.S. Bureau of the Census, County and City Data Book, 1962.

<sup>2</sup>Rand McNally & Company, Commercial Atlas and Marketing Guide, 99th Ed., 1968.

# BALTIMORE - CINCINNATI APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

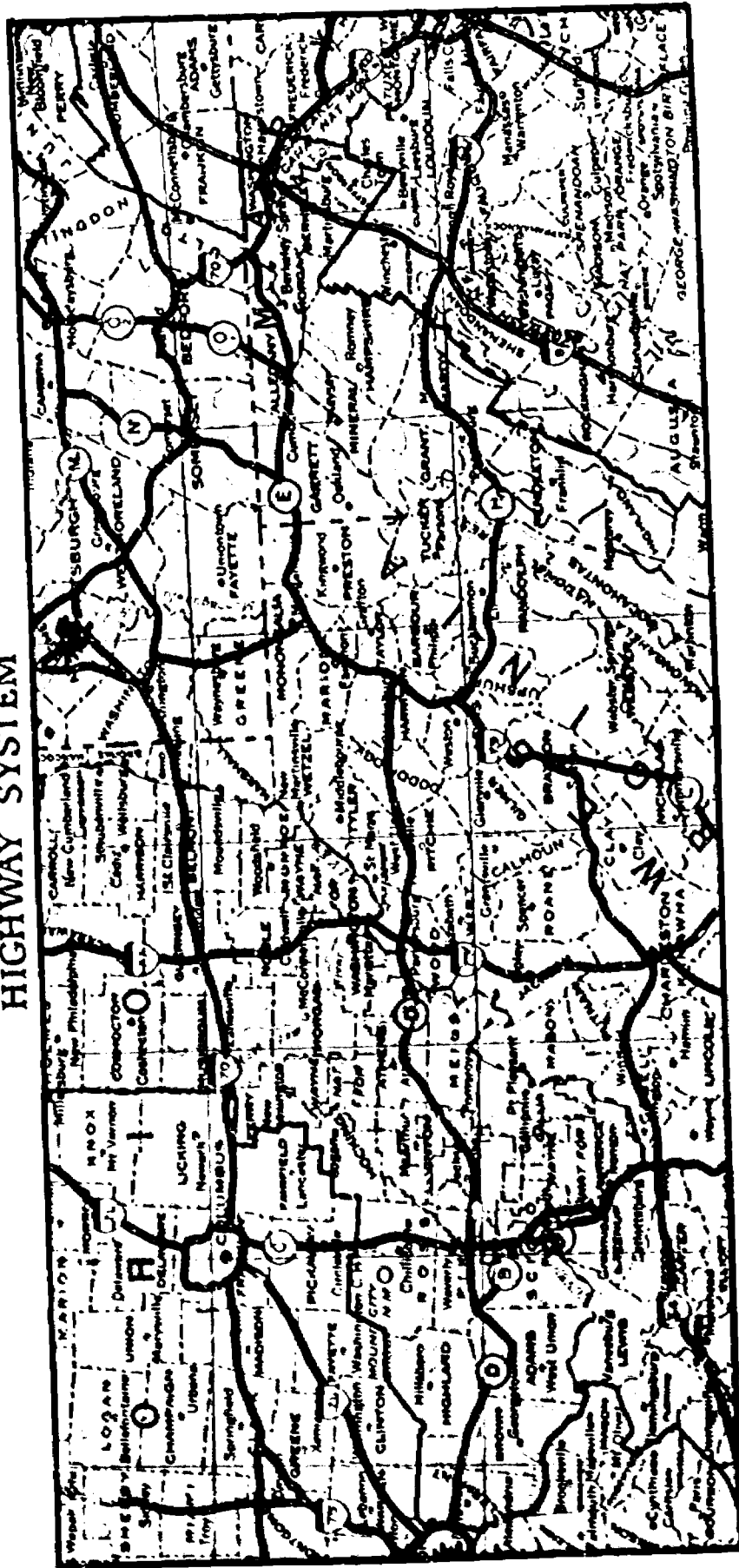


Fig. 3

Interstate 70 begins in Baltimore and Washington and enters Appalachia just east of Hagerstown, Maryland. It continues west to Hancock on the Potomac River and then swings north to join the Pennsylvania Turnpike at Breezewood.

It can be anticipated that this will carry much of the highway traffic between Pittsburgh-Cleveland-Chicago and the Baltimore-Washington areas.

With completion of new Appalachian Highway "E" these flows will be joined at Hancock by traffic between the Cincinnati-St. Louis and Baltimore-Washington areas. Thus, Hagerstown-Martinsburg will receive a double bonus of new access advantages from this new corridor. These advantages are increased still further by the north-south flow this same center will experience along Interstate 81. These superb new access advantages plus the benefits of proximity to Baltimore-Washington provide much of the basis for the optimism in this report for the future development potential of the Hagerstown-Martinsburg complex.

West from Hancock, Development Highway "E" parallels the alignment of old U. S. 40 through Cumberland-Frostburg to Keyser's Ridge near the Maryland-West Virginia border. From that point to Morgantown it will follow essentially a new alignment.

Thus, Corridor "E" restores to Cumberland some of its former access advantages but it does not resolve the problem of isolation in southwestern Pennsylvania around Uniontown--once on the National Pike, but now removed from the main flows of commerce.

Eastern Fayette County is also recommended as an area through which a spur of the Allegheny Parkway should be extended from the Canaan Valley recreation area of West Virginia.

At Interstate 79 in Clarksburg, Appalachian Highway "D" begins and heads west to Parkersburg-Marietta, generally following the alignment of U. S. 50. The new "Appalachian Way" traverses the more isolated sections of southern Ohio all the way to Cincinnati opening up opportunities for development at several points along the route.

Corridor "D" will substantially improve and reorient the access characteristics of such centers as Morgantown-Fairmont-Clarksburg and Parkersburg-Marietta. Their orientation has always been north-south or west with exceedingly poor eastern access.

Appalachian Highway Corridor "D" should alter that to their benefit.

### ANALYZING DEVELOPMENT IMPACT

The new highway system will have differing impacts depending upon the characteristics of each area it traverses.

For the purposes of this report, the area along the highway is divided into six areas (Fig. 4):

- Area I. The area centered on Hagerstown-Martinsburg in Washington County, Maryland and Berkley, Jefferson, and Morgan Counties, West Virginia.
- Area II. The area centered on Cumberland in Allegany County, Maryland; parts of southern Bedford and Somerset Counties, Pennsylvania; and Mineral County, West Virginia.
- Area III. The Appalachian Highland; area embracing Garrett County, Maryland; western Somerset and eastern Fayette Counties, Pennsylvania; and Preston County, West Virginia.
- Area IV. The area centered upon Morgantown-Fairmont-Clarksburg, West Virginia and Uniontown, Pennsylvania, including central and western Fayette County, Pennsylvania; Monongalia, Marion, Taylor, Harrison, and Doddridge Counties, West Virginia.
- Area V. The area centered upon Parkersburg-Marietta and embracing Tyler, Ritchie, Wirt, and Wood Counties, West Virginia; and Washington, Meigs, and Athens Counties, Ohio.
- Area VI. The area centered upon Portsmouth-Waverly, Ohio, including the counties of Vinton, Jackson, Scioto, and Pike, all in Ohio.

The remaining Ohio counties along the corridor are within the orbit of Cincinnati and are not analyzed in this report.

# STUDY AREAS-Baltimore-Cincinnati Development Highway

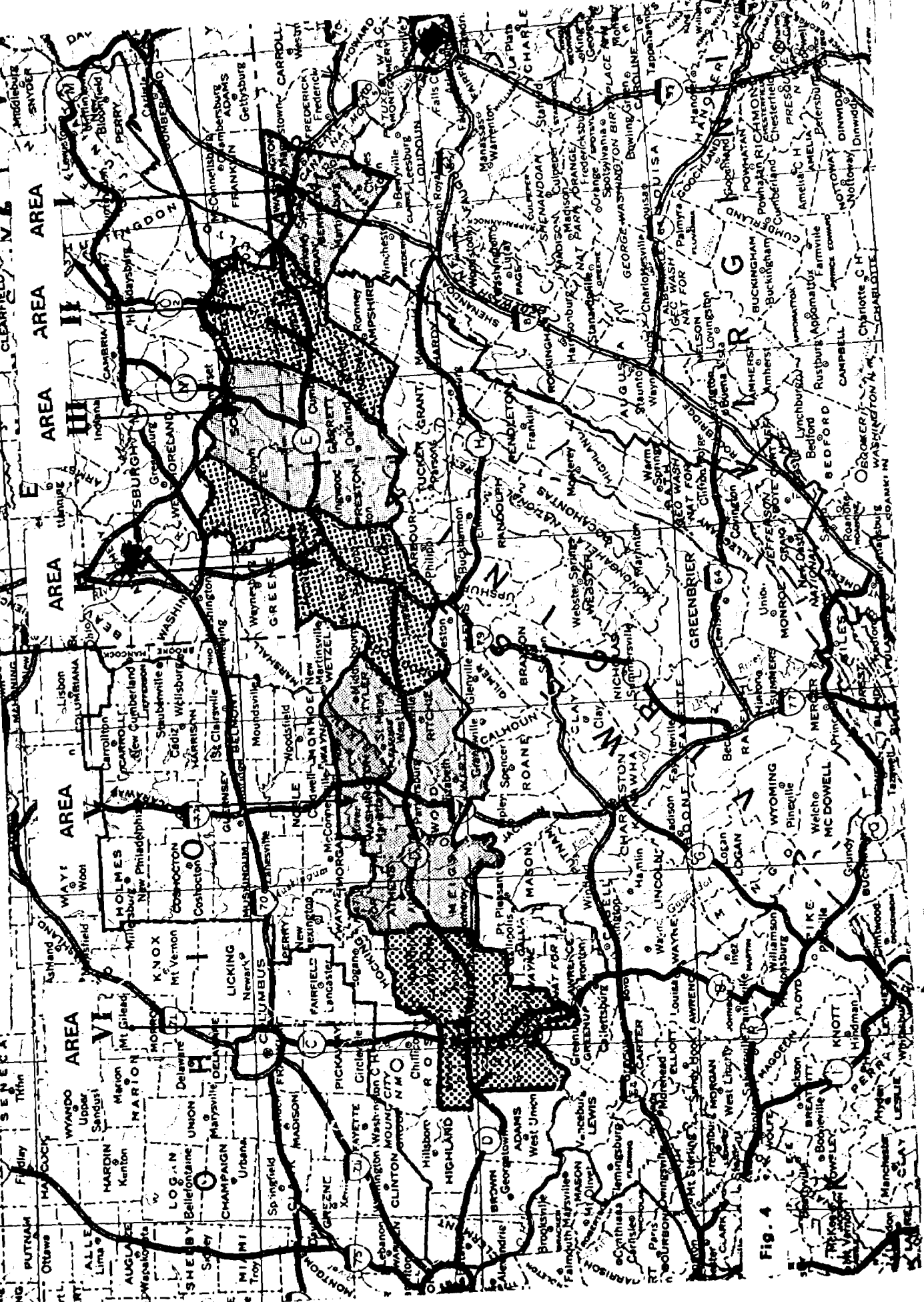


Fig. 4

## AREA I - Hagerstown-Martinsburg

The outlook for this area is excellent if proper advantage is taken of the opportunities for growth.

The extreme eastern Panhandle of West Virginia, together with the Hagerstown area, is on the edge of the commuting field for Baltimore-Washington. New government centers and industrial offices are pressing outward from Washington and Baltimore along Interstates 70S and 70N and for all intents and purposes the Catoctin Mountain between Frederick and Hagerstown delimits the present "urbanizing" area of these two large cities.

Early harbingers of further development emanating from these metropolises into the Hagerstown-Martinsburg area are already in evidence. Summer homes are being purchased in the area by Washington and Baltimore residents. Harper's Ferry and the Charles Town Race Track are part of the Greater Washington-Baltimore recreation complex. The proposed Potomac National Park would further cement this role of the area in the metropolitan life of Greater Baltimore and Washington.

Employment opportunities occurring directly to the east of Catoctin Mountain around Baltimore and Washington will probably attract increasing numbers of residents from the Hagerstown-Martinsburg area and they will find it possible to take advantage of them by commuting. As one example, near Frederick, a \$150 million basic aluminum plant is about to be constructed. While this will initially aggravate shortages in the local labor market of skilled and technical workers, it will ultimately work to the area's advantage. Population will grow more rapidly since "leakage" of people through out-migration to metropolitan areas will continue to decline as the area becomes an integral part of the Baltimore-Washington area. The substantial jump from 134,705 people in 1950 to 173,600 in 1968 -- a population increase of 29 percent -- vindicates this prognosis.

Additional factors warrant an optimistic outlook for this area. The prime one is access. The Hagerstown-Martinsburg complex is at a key junction in the Interstate Highway System close to a lucrative metropolitan market. Its new locational advantages for distribution, assembly, and close-to-market manufacturing are considerable. The location of the new General Motors plant between Martinsburg and Hagerstown is one indicator of these new advantages.

The mixture of industries in the area is generally shifting favorably indicating a high potential for future manufacturing growth. The aerospace and transportation equipment industries, in particular, appear to have exceptional growth prospects in the area. Transportation equipment accounts for one-third of the manufacturing jobs, but some slow-growth industries still make up part of the mix. Their relative share in the economy should decline appreciably in the coming decades, however.

For the period 1959 to 1967, total covered employment increased in Washington County from 23,279 to 30,314 (or 30 percent), and for Berkeley County from 6,537 to 7,100 (or 8.6 percent). The increase in employment in lower skilled manufacturing industries, (food processing, textiles and apparel, etc.) increased in Washington County by 26 percent over the same period while the more skilled industries, (printing, metal fabrication, transportation equipment, etc.) increased by 33 percent. In Berkeley County, the manufacturing work force has been almost entirely low-skilled. The construction of the General Motors assembly and parts manufacturing plant in 1968 however, will completely change the skill pattern when it becomes operational.

Other industry categories that have shown significant employment increases are transportation, communications and public utilities; retail trade and services. (Fig. 5)

There are ample sites for industrial and residential development throughout the Great Valley, particularly between Martinsburg and Hagerstown.

Economic Projections for the Appalachian Portion of Office of Business Economics Region 5\*: (Area I counties are underlined).

\*W. Va. - Jefferson, Berkeley, Morgan, Hampshire, Mineral and Grant Counties.

Md. - Garrett, Allegany, Washington Counties.

Penna. - Bedford, Blair, Huntingdon, Fulton, Mifflin, Juniata and Perry Counties.

PER CAPITA INCOME (In 1954 dollars)

1929	1940	1950	1959	1962	1980	2000	2020
777	895	1,231	1,530	1,674	2,633	4,393	7,391

POPULATION AND EMPLOYMENT  
 HISTORICAL AND PROJECTED  
 OBE ECONOMIC SUB-REGION 5 xx/

	1940	1950	1960	1980	2000	2020
Employment	175,974	202,993	206,929	264,000	333,000	425,000
Agriculture	28,109	24,790	16,104	10,000	9,000	8,000
Mining	8,026	5,662	2,742	2,000	2,000	2,000
Construction	9,587	11,759	12,607	16,000	19,000	22,000
Manufacturing	43,050	50,470	58,914	76,000	91,000	109,000
Food	3,103	4,058	5,235	6,000	7,000	7,000
Textiles	5,825	5,332	3,722	2,000	1,000	1,000
Paper	NA	3,206	4,266	6,000	8,000	10,000
Chemicals	12,356	8,022	7,127	8,000	10,000	11,000
Petroleum	NA	37	86	a/	a/	a/
Primary Metals	NA	2,480	2,369	2,000	2,000	2,000
Transportation, etc.	28,033	36,312	28,568	24,000	20,000	17,000
Trade	24,514	33,459	36,992	53,000	71,000	99,000
Finance, etc.	2,823	3,529	4,635	9,000	14,000	20,000
Services	27,243	30,556	37,350	59,000	85,000	120,000
Public Administration	4,589	6,170	8,161	14,000	21,000	27,000
Armed Forces	0	291	856	1,000	1,000	1,000
Population	591,562	604,450	615,582	742,000	912,000	1,157,000
Population Per Worker	3.36	2.98	2.97	2.70	2.74	2.72

xx/ Appalachian Portion. W. Va.-Jefferson, Berkeley, Morgan; Md.-Garrett, Allegany,  
Hampshire, Mineral, Grant  
Washington

Penna.-Bradford, Blair, Huntingdon, Fulton, Mifflin, Juniata, Perry.  
 (Area I counties underlined)

NA Not available.

a/ Data not of sufficient size to warrant projection.



## BOTTLENECKS TO GROWTH

A more sophisticated, high growth, high technology economy for the area may not be realized, however, unless several bottlenecks to its attainment are removed.

### Education and Training

Despite a labor shortage which can be a bottleneck to growth in the immediate labor market of Hagerstown, there appears to be an ample supply of surplus semi-skilled and trainable unskilled labor in the surrounding area. If labor shortages are not to choke off growth in the Hagerstown-Martinsburg area, this pool of underutilized labor must be attracted into the job market trained for it, and made available at the general location of skilled labor shortage.

The new Vocational Education Center at Hagerstown, by itself, will not solve the problem since much of the surplus labor available cannot qualify for courses there.

Carefully planned manpower, recruitment and training programs designed to find and recruit potential enrollees are essential. A careful manpower inventory should be made of the surrounding area. Training and mobility programs designed to get the identified underutilized manpower into the labor force is a vital next step in the area's development program. The resources of the Appalachian Regional Commission and the U. S. Department of Labor should be utilized to help develop such a program.

Manpower shortages will also exist in the area, given its future potential, in the technical and subprofessional fields. Not only that, the lack of more advanced educational opportunities for career professional personnel likely to move into the area with high technology industries will deter those very industries from coming. Proximity to Washington and Baltimore is both a help and a handicap on this score. It may handicap the area because such enterprise can locate to the east of Catoctin Mountain within easier reach of the higher education institutions of Washington and Baltimore. It can help because, for very advanced work, the universities of these cities are nearby and are an asset.

It appears quite important, therefore, that a four-year baccalaureate institution of higher learning be established at Hagerstown to supplement the junior college. The new institution should also offer masters degrees in those scientific and technical fields in which the area economy is most likely to grow. Graduate courses, available in the evenings, should also be made available. Shepherd

College at Shepherdstown, W. Virginia could help fill this need if expanded to provide graduate level degrees.

### Environmental Improvement

Ranking second only to education and manpower training in importance to future development in the area is environmental improvement. And the prime component of community environment requiring improvement is housing.

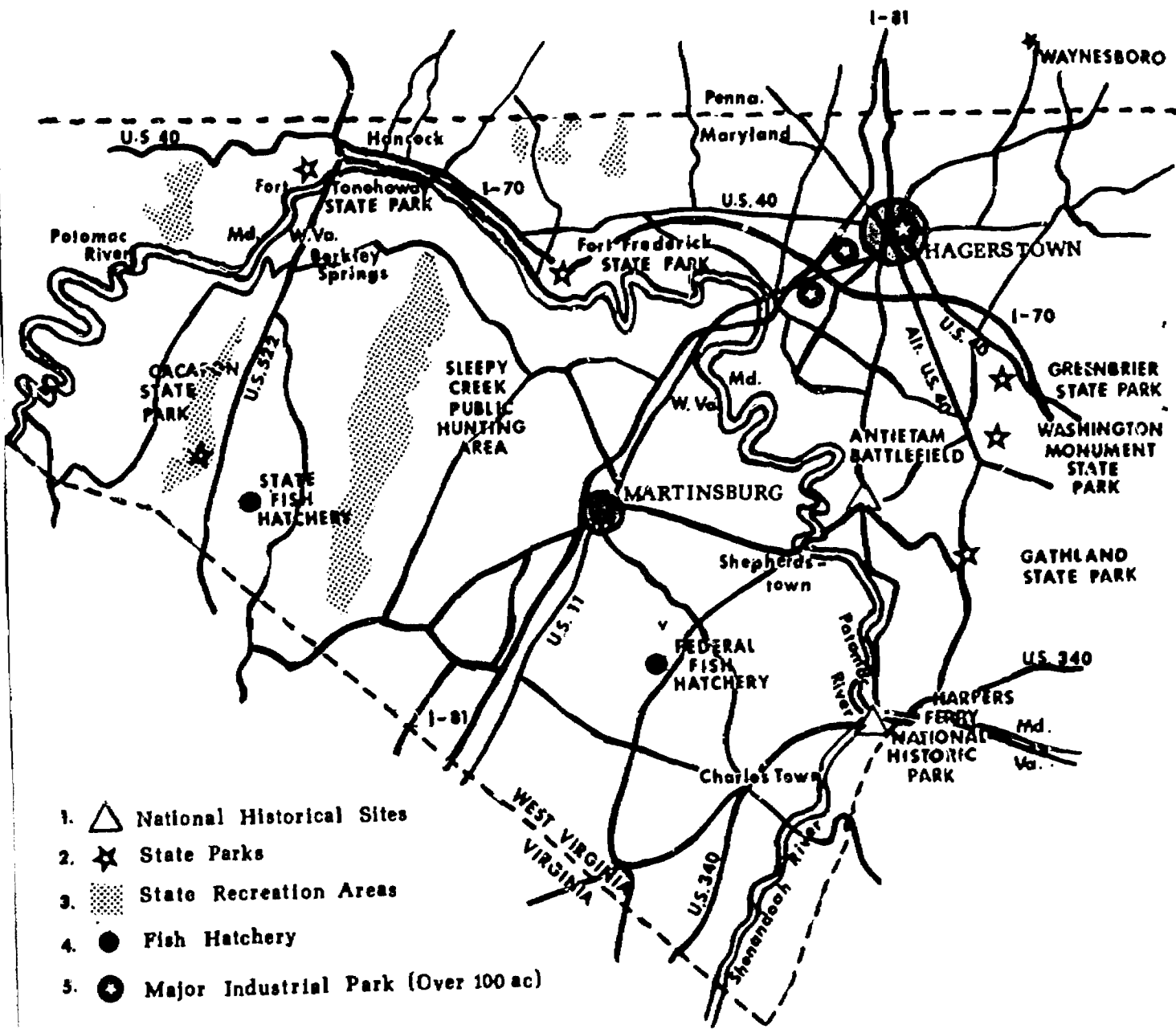
Eighty percent of the housing in the Hagerstown area is over 25 years old, and 24 percent of all housing is substandard. In Hagerstown alone, about 12,000 residents live in housing that either is deteriorating or dilapidated. A community renewal program, concentrated particularly on housing, is essential if the city is to capitalize upon its many potentials for future growth. Martinsburg has generally the same housing deficiencies as Hagerstown and it too is in need of an expanded housing program.

Strong emphasis must be placed upon developing a well-articulated set of urban services in the area. Good retail and wholesale trade opportunities should be developed along with a full set of personal and corporate services. There are many strengths in the area economy in many of these fields, but a careful analysis should identify additional opportunities for further development.

As part of environmental enhancement the area should further capitalize upon latent recreational and scenic amenities. This can serve two purposes: (1) Provide attractive surroundings and recreational opportunities for local residents which can add to the overall competitive attractiveness of the area for location of new enterprises; and (2) properly developed recreational opportunities to tap the nearby Baltimore-Washington recreation market and bring outside dollars into the area.

Harper's Ferry, the Charles Town Race Tracks, the proposed Potomac National Park, and the nearby attractions of the Antietam Battlefield and Fort Frederick State Park, are all existing or proposed recreational attractions that help accomplish the latter purpose. The race tracks alone account for a \$3,000,000 annual payroll and year-round employment for 500 persons.

However, the race tracks attract one-day visitors as does Harper's Ferry. Only a few attempts have been made to make the area attractive for longer stays. A well-integrated recreational development plan, linking all of the above facilities, is clearly indicated. (Fig. 6)



1. National Historical Sites
2. State Parks
3. State Recreation Areas
4. Fish Hatchery
5. Major Industrial Park (Over 100 ac)

Industrial And Recreation Areas In Area No. 1  
 (Washington Co., Md., Jefferson, Berkeley, And Morgan Co.'s)  
 (West Virginia)

Fig. 6

The proposed Potomac National Park might serve as basic attraction tying together the other elements of such a plan. Improvement of the Chesapeake and Ohio Canal with operating barges could further enhance the area. At Harper's Ferry, Antietam and Fort Frederick, longer-term visits could be encouraged through careful development and scheduling of a continuous series of cultural events. Accommodations, including restaurants, motels and hotels, and camping would have to be provided, however.

As an example of how such programs might be developed, consideration should be given to production of summer-long outdoor dramas patterned after similar enterprises such as "Unto These Hills" at Cherokee, North Carolina, and "The Lost Colony" at Elizabeth City, North Carolina. Properly done with light and sound, such dramas might utilize the restored historic sections of these areas as the setting for much of the action.

Other opportunities for developing recreational amenities in the area lie upstream from the Hagerstown-Martinsburg area in the vicinity of Hancock-Berkeley Springs. Biggest existing asset in this section of the area is West Virginia's Cacapon State Park. The State's attempts to promote off-season use of the lodge and park through reduced rates is an excellent first step in developing the full recreation potential of the area. However, opportunities for water-based recreation should be broadened. Alternative sites should be investigated. The Sleepy Creek public hunting and fishing area, a 44,000-acre tract near Cacapon, should be studied to determine how more extensive development might enhance the area's potential. With the strategic access provided at Hancock by Interstate 70, that potential appears to be considerable.

### Industrial Development

Despite the recreational prospects of the area, however, the area's prime growth potential is in manufacturing. There are gaps in the manufacturing structure of the economy which might be closed with profit. Mack Truck does not utilize services of existing metal fabrication industries in the area, for example. Analysis of the area's economy to detect such gaps as a first step toward import substitution is clearly needed. Such analysis is being done for the entire Appalachian Region by the Appalachian Regional Commission and should help industrial development efforts considerably by identifying such gaps. A more intensive analysis of this area by Maryland and West Virginia, however, is essential if the gaps are to be specifically defined.

Hagerstown is one of the few areas on the entire Baltimore-Cincinnati corridor which has acquired and set aside land for industrial sites. In view of the pressures on land that are inevitable in this area and the imminence of significant new growth, this is wise. A concerted effort should be made to fully develop the presently-owned sites and a carefully planned program be pursued. Most industrial emphasis should be placed upon the Martinsburg-Hagerstown corridor. The happy conjunction of transportation, urban services and population make this the logical industrial hub of the area. A scatter-shot approach throughout the area is much less likely to succeed.

Which raises the final point: this three-state area is a natural and logical economic area despite the existence of the state lines. Close cooperation between Pennsylvania, West Virginia and Maryland is essential. Otherwise expensive--and needless--duplication of public services will ensue and ultimately stifle the area's potential.

Perhaps an alliance between the state development districts is the wisest way to bring this about.

#### Recommendations for Area I

1. After an inventory of surplus or semi-skilled labor in the area, develop a comprehensive manpower development program to produce the job skills and manpower in current short supply.
2. Press for establishment of at least a four-year college in the Hagerstown area with capacity to provide advanced graduate instruction in the sciences and engineering. Graduate level work at Shepherd College is also needed.
3. Develop a concerted community renewal and housing program for industrial heart of the area, particularly Hagerstown and Martinsburg.
4. Develop analyses of the area's industrial structure to determine possibilities for further industrial development.
5. Complete and carry out a concerted industrial site development plan adjacent to the new highways.
6. Develop a comprehensive recreational and cultural plan and program for the area in order to further increase its attractiveness to growth. Counties should develop a recreation plan utilizing the National Plan for the Potomac River area.
7. Consider bi-state and tri-state development and planning efforts.

## AREA II -- THE CUMBERLAND AREA

The urban center of this area is Cumberland with a satellite industrial center at Keyser-Westernport.

As is the case with the Hagerstown-Martinsburg area, the prime opportunities for future growth in this area are in manufacturing, particularly in water-using industries, providing certain water supply and pollution problems are solved.

If the area is to become highly competitive for new manufacturing growth, however, Cumberland must strengthen its role in providing urban services to the surrounding area. Because of the location, the area is outside the effective service fields of any large metropolitan centers. That means that the area must become self-sufficient in many services and develop as an independent center.

Two steps must be taken to assure that integrated development of the area can proceed so that its maximum potential for growth is achieved:

1. Cumberland's linkages to the surrounding area it serves must be strengthened; and
2. The services available in the area must be improved.

Generally, the new Appalachian Development Highways are well placed to link Cumberland with its three-state service area. (Fig. 7)

Corridor "O" which joins Corridor "E" at Cumberland serves southern Bedford County in Pennsylvania. Most of the southern half of this county is dependent upon the Cumberland area for many of its basic services and is part of the Cumberland laborshed.

Corridor "N" which joins Corridor "E" farther to the west in Garrett County will link southern Somerset County in Pennsylvania to the area. A third highway is required to make this area network complete--improvement of U. S. 220 from Cumberland to Keyser or beyond to U. S. 50. Access from the Cumberland-Keyser area southward to the proposed recreation development at Canaan Valley and beyond to intersect with Corridor H, would be provided by the proposed Allegheny Parkway.

Cumberland's position on the new east-west development highway will restore to it some of the locational advantages it formerly possessed when the National Pike was one of the main routes west. When the new Appalachian highway is completed, the area should once again benefit from the flow of traffic between the Cincinnati-St. Louis area and Baltimore-Washington. The area has several favorable assets for future development.

## DEVELOPMENT HIGHWAYS CUMBERLAND MARYLAND AREA

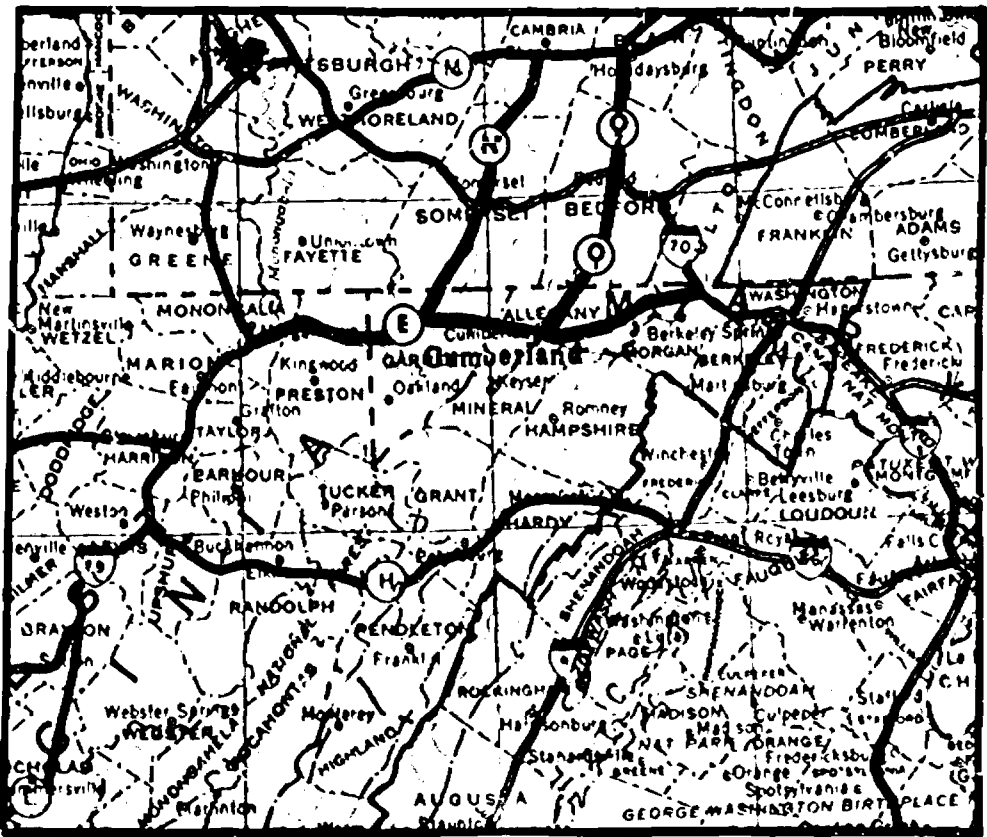


Fig. 7

### Industrial Development

The area has succeeded in reversing the economic and population declines of the previous decade as losses in mining and agricultural employment have "bottomed out" and increases have occurred in employment at the Pittsburgh Plate Glass and Allegheny Ballistics plants.

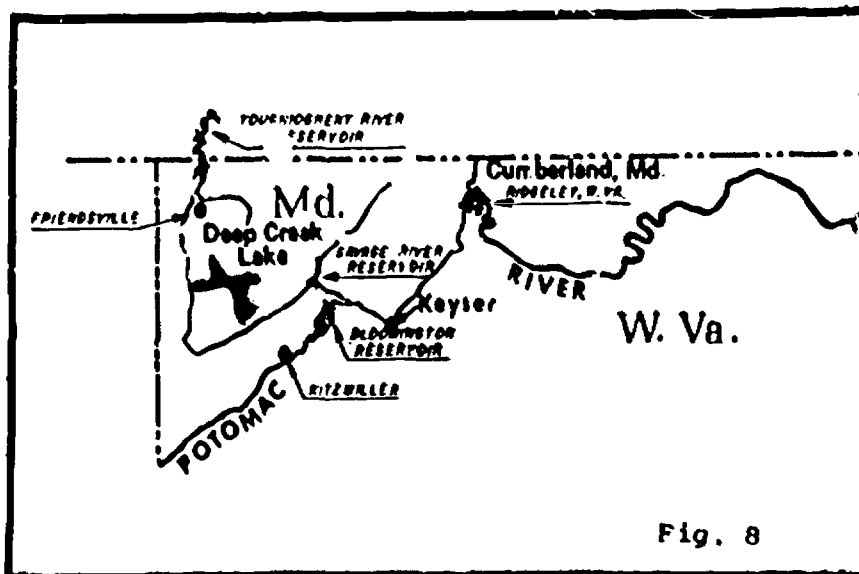
Despite rugged topography, which can be a limiting factor for development in the Cumberland area, there are ample sites for industrial development including two fully developed tracts. One of these, covering 66 acres, is owned by the Cumberland-Allegheny County Industrial Foundation. Another, owned by the Western Maryland Railway Company, covers 104 acres near the Pittsburgh Plate Glass plant. A third potential site of 900 acres is under multiple ownership and is situated 12 miles south of the city limits. This tract is served by both the B & O and Western Maryland Railroads.

The area's variety of industries have some favorable components. There are fairly good potentials, for example, for metal fabrication and electronic assembly and components.

It would appear worthwhile for Cumberland to develop warehouses and transfer facilities that could service light manufacturing industries that are heavily market-oriented and for which the area will have some competitive potential once the highway is completed.

Prime opportunities for manufacturing growth appear to be in the water-using field providing satisfactory water supplies are developed and the problem of mine drainage pollution can be solved. These two problems appear to pose major constraints for further growth.

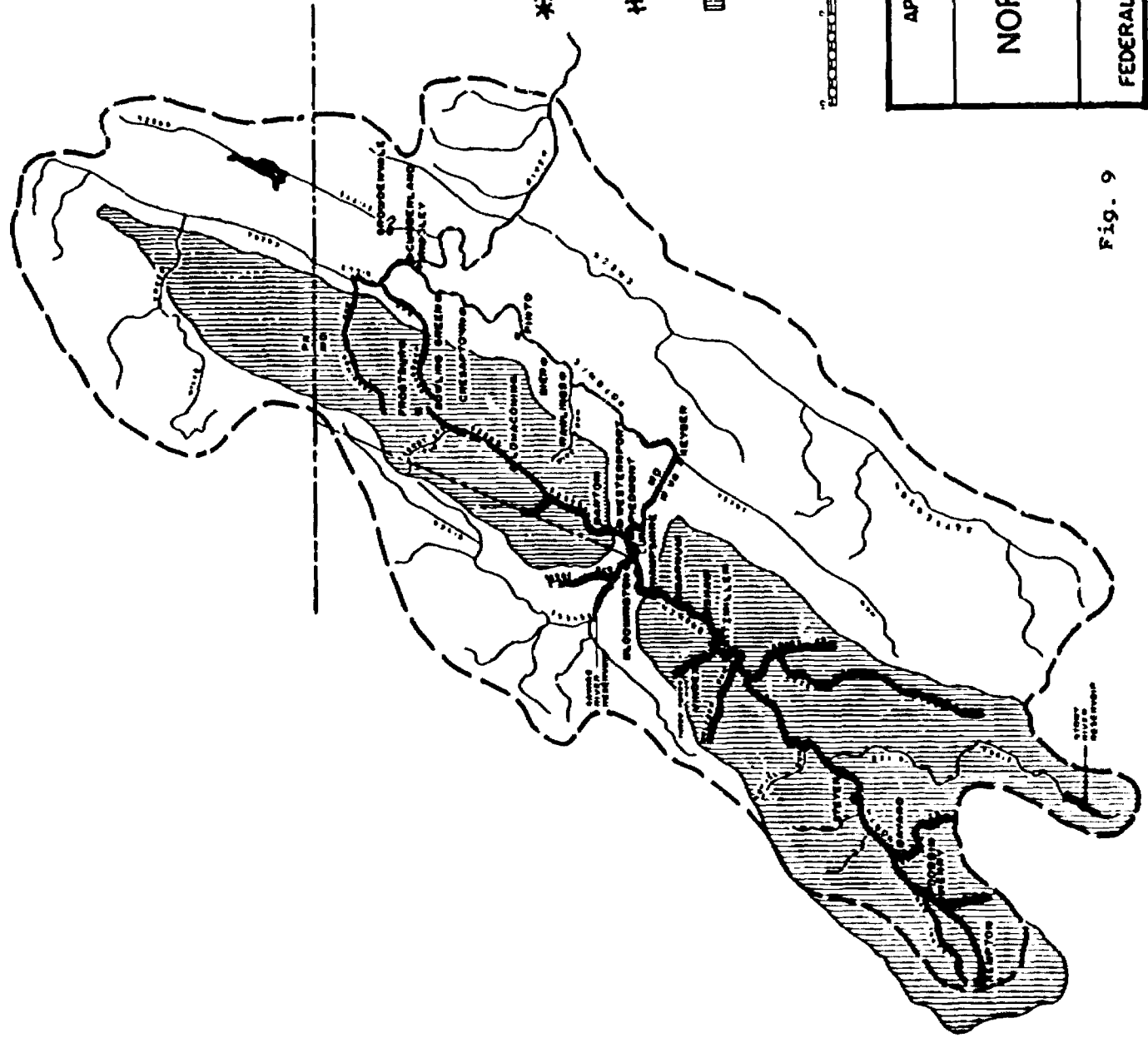
The Bloomington Reservoir, approximately 25 miles upstream from Cumberland, (Fig. 8) has been authorized and planned. Early construction will help substantially in ameliorating the water supply problem. However, this stretch of the river appears to be seriously affected by mine drainage pollution. (Fig. 9) Therefore, a concomitant mine pollution abatement program will have to be undertaken in conjunction with the reservoir. In the report on this reservoir, the U. S. Army Corps of Engineers indicates that with its construction, about 92 percent of the domestic water supply required between Cumberland and McCool could be met. While local share of the costs will be high, future development of the area makes this an essential local investment well worth bearing. It is urged that the local agreements be consummated as soon as possible and that the matter be placed before the Maryland General Assembly at its next session.








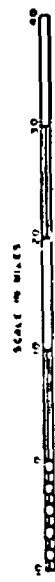


VICINITY MAP



**LEGEND**

-  STREAMS CONTINUOUSLY AFFECTED BY MINE DRAINAGE
-  STREAMS INTERMITTENTLY OR POTENTIALLY AFFECTED BY MINE DRAINAGE
-  APPROXIMATE AREA UNDERLAIN BY COAL-BEARING DEPOSITS



APPALACHIA MINE DRAINAGE POLLUTION REPORT
<b>NORTH BRANCH POTOMAC RIVER BASIN</b>
U.S. DEPARTMENT OF THE INTERIOR FEDERAL WATER POLLUTION CONTROL ADMINISTRATION

Fig. 9

Extension of the proposed Potomac National Park to Cumberland may pose a rather difficult planning and development problem in view of the potentials for water-using industries. It is possible, however, through skillful and cooperative planning to reconcile what may appear to be conflicting demands. Examples of success in such an effort can be found in some TVA lakeshore developments.

With assistance from the Appalachian Regional Commission, it appears advisable for Maryland, and West Virginia, and their local governments to work with the U. S. Department of the Interior while park proposals are still sufficiently fluid to enable successful solutions to this problem.

### Manpower

In general, the area is relatively well equipped institutionally to meet manpower needs for future development. Two vocational-technical training centers have been expanded in the area with Appalachian assistance and both provide curricula that are closely attuned to the manpower needs of the area. The Mineral County Vocational Education Center in Keyser is a model of its kind. The expansions at the Allegany County Vocational-Technical Center in Cumberland also appear to be most appropriate.

The availability of Frostburg State College and Potomac State College, Romney, West Virginia, must also be counted as assets since they provide higher educational opportunities close to home for the young people of the area. However, if the colleges are to make their maximum contribution to the area's development, at least some of the curriculum should be addressed to those professions for which there will be a discernible demand in the future in the area's economy. Investigation should be made of the possibility of advanced graduate instruction in the sciences and engineering.

### Health

While the area is relatively well off in education, it appears to be deficient in some health services. (Fig. 10) The southern portion of Pennsylvania, as well as adjoining areas of West Virginia, are deficient in many basic health services which could be provided through an integrated three-state health service delivery system with specialized services available in Cumberland. The need for three-state cooperation in this field alone justifies serious consideration of a multi-state development and planning program.

## Environmental Improvement

Perhaps the most serious deficits in the area for future development, however, are environmental. Despite the proximity of many attractive potential recreation areas, the main industrial and residential areas are seriously blighted and obsolescent. The approaches to Cumberland alone suffice to make this fact clear.

The motorist traveling through Cumberland today on U. S. 40 is directed along narrow, abruptly curving, winding streets. He traverses a district bordered on one side by the railroad yard and a badly blighted area of the city on the other. The congestion of this approach alone would discourage a plant location analyst.

While the construction of the new highway will make it possible to avoid such problems, the highway must become an asset attracting new enterprise to Cumberland, not a way for enterprise to bypass it.

The fact that Cumberland is actively pursuing several renewal and housing projects is a sign that the community's leadership is well aware of this problem. Its urgency cannot be overstressed.

INDICES OF HEALTH SERVICES IN CUMBERLAND AREA

	Nat'l Average	Allegheny Co., Md.	Bedford Co., Penna.	Mineral Co., W. Va.	Area Avg.
Hospital Beds* per 1000 pop.	3.5 to 4	6.1	1.8	3.4	4.5
Physicians* per 100,000 pop. (actual number)	139	105 (93)	46 (20)	56 (13)	81
Dentists** per 100,000 pop. (actual number)	54	43 (37)	37 (16)	31 (7)	38

Population based on 1966 estimates in "Sales Management."

\*Physician and hospital data from "Distribution of Physicians, Hospitals and Hospital Beds in the U. S. 1967," A.M.A.

\*\*Dentist data from "Distribution of Dentists in U.S. 1965," A.D.A.

Allegheny County, Maryland

(From Guide Issue, Journal of the American Hospital Association, August 1, 1967)

Hospitals

Memorial Hospital Cumberland

Facilities:

pathology lab	emergency dept.
dental facilities	post-operative recovery room
pharmacy	hospital auxiliary
physical therapy dept.	radioisotope therapy
premature nursery	radium therapy
outpatient dept.	

334 beds                      10560 admissions (1966)

Sacred Heart Hospital Cumberland

Facilities:

pathology lab	emergency dept.
dental facilities	psychiatric inpatient unit
pharmacy	post-operative recovery room
physical therapy dept.	social work dept.
premature nursery	hospital auxiliary
outpatient dept.	

139 beds                      4377 admissions (1966)

Fig. 10

**Miners Hospital      Frostburg**

**Facilities:**

premature nursery                      post-operative recovery room  
emergency dept.                              hospital auxiliary

65 beds                      1732 admissions (1966)

**Physicians**

(From "Distribution of Physicians, Hospitals, and Hospital Beds  
in the U. S., 1967", A.M.A., 1968)

**Total Non-Federal                      93**

- 21 - General practitioners
- 16 - Medical specialists
- 32 - Surgical specialists
- 16 - Other specialists
- 6 - Hospital based
- 1 - Other Professional active
- 1 - Inactive

**Bedford County, Penna.**

**Hospitals**

**Memorial Hospital of Bedford County      Everett**

**Facilities:**

pathology la                              outpatient dept.  
pharmacy                                      emergency dept.  
physical therapy lab.                      post-operative recovery room  
premature nursery                              hospital auxiliary

76 beds                      3184 admissions (1966)

**Physicians**

**Total Non-Federal                      20**

- 11 - General practitioners
- 2 - Medical specialists
- 4 - Surgical specialists
- 1 - Hospital based
- 2 - Inactive

**Mineral County, West Virginia**

**Hospitals**

**Potomac Valley Hospital      Keyser**

**Facilities:**

premature nursery  
outpatient dept.  
emergency dept.

82 beds                      3874 admissions (1966)

**Physicians**

**Total Non-Federal                      13**

- 9 - General practitioners
- 1 - Medical specialist
- 2 - Surgical specialist
- 1 - Other specialist

Among other things, in an urban renewal plan serious consideration should be given to the development of the area adjoining the south side of the railroad yards. This would be a logical location for a modern rail-truck terminal for distribution and warehousing operations mentioned earlier. With the terminal located south of the railroad and old U. S. Route 40 on the north side, the possibility of new commercial and low-and moderate-income housing districts north of U. S. 40 becomes possible. It would also be wise in any renewal plan to remove as many railroad crossings as possible.

One of the most promising areas for future industrial expansion in this area is at Keyser-Westernport. The small industrial park at Keyser is a step in the right direction. Extension of Corridor "O" from Cumberland to Keyser or beyond to U. S. 50 would further enhance the potential of the area.

The restricted air service facilities can become a critical detriment to growth. The current analysis of the Cumberland Airport is investigating the question of relocation and reorganization of the administrative structure.

The unique geographical configuration of this entire area warrants a three-state approach to its development. The case for a multi-state approach is even stronger here than in the Hagerstown-Martinsburg area.

#### Recommendations for the Cumberland Area

1. Assurance that all of the planned Appalachian development highways will be constructed is essential. In addition, U. S. 220 should be improved from Cumberland to Keyser, and beyond to U. S. 50, with a planned connection to the Allegheny Parkway, discussed in Area III.
2. Construction of the Bloomington Reservoir and implementation of a mine drainage pollution control program is imperative. Early planning in connection with the proposed Potomac National Park is essential if the area's potential for water-using industries is to be realized.
3. Major urban renewal and housing programs must be continued and expanded in Cumberland. Realizing the financial strain placed on the community to match urban renewal grants, the Appalachian Regional Commission is planning to seek amendments to the urban renewal laws to permit non-cash credits from the service area outside such cities as Cumberland to be used.

4. Serious consideration should be given to a three-state development program, possibly through an alliance of adjoining development districts in each of the three states.
5. Cumberland's role as the key retail, wholesale, employment, education, and health center for the area should be strengthened through continued development of these services and strengthened transportation links to the surrounding area.

### AREA III -- THE APPALACHIAN HIGHLANDS

This area is the most sparsely populated section along Development Highways "D" and "E." At the same time, it is the most scenic and with the greatest potential for recreational development. (Fig. 11)

The new Appalachian Development Highway System will open up this area for the first time to a substantial metropolitan recreation market.

On the one side--to the northwest-- is the Pittsburgh-Cleveland market; to the east is the Baltimore-Washington market. An area extending from Pennsylvania's Laurel Highlands, through the Deep Creek area of Maryland to Blackwater Falls and the Canaan Valley in West Virginia, has potential for becoming a "Catskills" or "Poconos" for these two metropolitan markets.

Already a substantial amount of recreational investment is occurring in the area and there are many state and private plans for furthering this development.

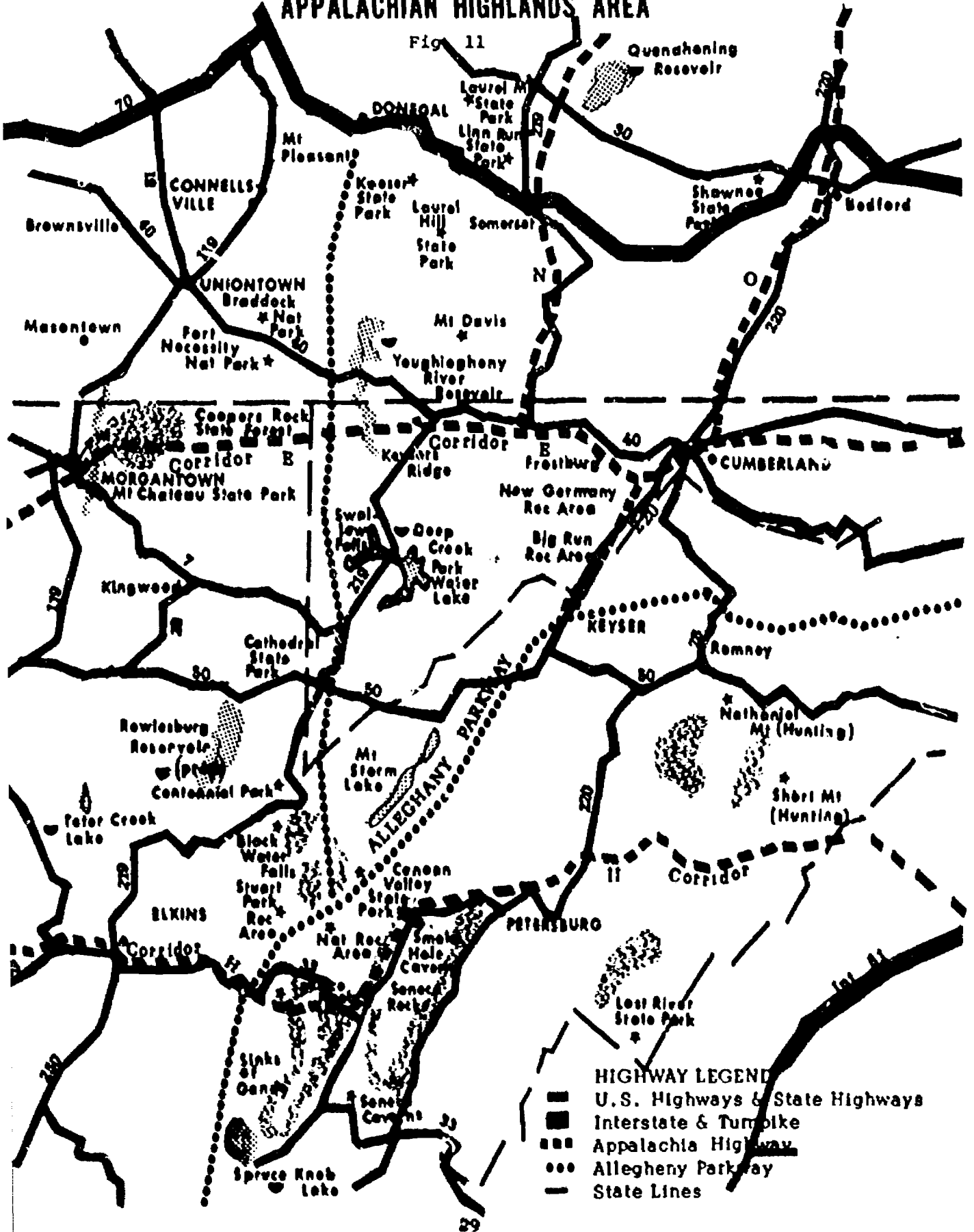
In Pennsylvania's Fayette County, a 6,000-acre recreation complex is planned under that State's "Project 70" near Ohiopyle on the Youghiogheny River. Nearby is the Ft. Necessity National Historical Park where the French and Indian War began. The State plans to develop a major historical diorama on this site and consideration is being given to establishing a permanent summer cultural program in this same area.

In Somerset County, Pennsylvania one large recreational land development project has been underway for several years and a second one near Mr. Davis is now planned. In Bedford County, a 6,000-acre summer home development is planned. The Laurel Highlands has been the locus for intensive winter sports and resort development during the last 10 years.






In Maryland, Deep Creek has long been a major recreation center and Blackwater Falls in West Virginia is among the most popular of state parks in the Appalachian Region. The Canaan Valley, not far from Blackwater Falls, is planned as a major future development both by the state and private enterprise. The proximity of developable land under large ownerships makes this area a prime one for intensive recreational development.



# APPALACHIAN HIGHLANDS AREA



## HIGHWAY LEGEND

-  U.S. Highways & State Highways
-  Interstate & Turnpike
-  Appalachia Highway
-  Allegheny Parkway
-  State Lines

The proposed Rowlesburg Dam in Tucker and Preston Counties, West Virginia will provide an additional large body of water in the area for recreational development and a smaller reservoir on Sandy Creek in Fayette County, Pennsylvania and Prector County, West Virginia will add still another.

The economic impact, as well as the pace of recreational development, can be accelerated if coordinated plans are drawn up for recreational development of the area as a whole. To fail to do so may mean the proliferation of undiversified recreational activities which will so fragment the recreation market that most enterprises will be unable to make a profit. Instead, careful consideration of complementary development will assure full realization of the area's potential.

As a first step toward realizing this potential, several access improvements should be made.

### Transportation

If the Laurel Highlands-Uniontown area in Pennsylvania is to realize the full benefits from Corridor "E" so that it can tap the Washington-Baltimore recreation market, it must be integrated into the transportation network more effectively.

The present tentative plans for the Allegheny Parkway call for it to trend northeast-southwest bypassing this section of the Appalachian Highlands. Such an alignment would serve conveniently only the seaboard market. The mid-western market could be served by construction of a spur leaving the Allegheny Parkway at the Canaan Valley, passing northward through Deep Creek in Maryland, the southern Laurel Highlands and joining the Pennsylvania Turnpike near the Donegal Interchange. This spur in connection with the present alignment of the Parkway, would provide excellent access to all of the Appalachian Highlands recreation area between corridors E and H in Maryland and West Virginia.

The pivotal complexes for development of the area's recreational potential are:

--The general Somerset-Bedford area where intensive resort activity has been traditional for some time.

--The Chestnut and Laurel Ridges area along State Route 381 south from the Donegal area to the Ohiopyle area in Fayette and Somerset Counties which provides a prime location for appropriate recreational developments. Numerous ski areas have already been developed there.

--Ft. Necessity and the surrounding "Great Meadows" which should be developed as a major historical and cultural attraction.

While the heavy draw-downs of the Youghiogheny Reservoir, as well as its steep topography, limit its recreational potential, this reservoir should be closely studied to determine how its recreational possibilities can be strengthened.

The corridor extending south from Deep Creek in Maryland to Blackwater Falls and the Canaan Valley in West Virginia is a prime area for concerted recreational development, including the potential for an outstanding ski resort in Canaan Valley. It is suggested that heavy concentration on this area be called for in the Appalachian Highlands Planning Program in which a number of affected states are participating.

#### Environmental Improvements

Despite the scenic quality of this area, there are two environmental impediments which should be removed if its full recreational potential is to be realized.

The first is mine drainage pollution, particularly in the Casselman and Youghiogheny watersheds. The second is highway blight, particularly along U. S. 40.

#### RECOMMENDATIONS

1. The three States, through the Appalachian Highlands Recreation Plan, should develop a complementary recreational development plan for the Highlands area in order to assure maximum impact.
2. The States should seriously consider a number of highway improvements to strengthen impact of the Development Highway, particularly:
  - (a) Improved linkages between Uniontown and the trunk highway system.
  - (b) A spur to the proposed Allegheny Parkway heading straight north from Canaan Valley to the Pennsylvania Turnpike that will link the Highlands area to its Pittsburgh-Cleveland market.
3. Develop a plan to abate or control minedrainage pollution in the area.
4. Utilize the Highway Beautification Program plus other community development measures to improve roadside conditions along U. S. 40 and other major highways in the Highlands area.

## AREA IV -- THE TRI-CITIES AREA

This area is centered upon the Tri-Cities of Morgantown, Fairmont, and Clarksburg.

Uniontown, Pennsylvania, is an important urban center in the area too, although, as suggested in the previous section, Uniontown must be linked with the Tri-Cities by improvements to U. S. 119.

There is a heavy concentration of manufacturing in glass, machinery, and fabricated metal products in Area IV. Projections for population and employment in the general area surrounding Area IV are shown in Fig. 12.

A decade ago Fayette County, Pennsylvania, was the most distressed industrial county in that State with occasional unemployment levels approaching 30 percent. Since that time manufacturing diversification has proceeded. There are now 75 four-digit SIC groups in Fayette County represented by 178 plants.

The new Appalachian corridor should substantially reorient the locational advantages of this area. Morgantown, Fairmont, and Clarksburg traditionally have had extremely poor access to the east. Once the highways are completed, however, they will be on an important route between metropolitan markets in all directions.

### SOME BOTTLENECKS TO GROWTH

In much of this area, developable land is very scarce. Detailed industrial site inventories are clearly needed and the sites identified should be preserved and developed to support medium-sized plants. Then a network of local access roads to open up these sites for development should be prepared and staged for construction so that the sites are developed in an orderly manner. The industrial development organizations, public and private, should cooperate on this plan or inter-county competition will jeopardize the financial soundness of the whole venture.

Another bottleneck to growth of the area is environmental. Most of the key cities are afflicted with poor community facilities, obsolescent industrial buildings, and fractured local governments. Low taxes in much of the area appear to be more of a deterrent to growth than an advantage because of the low quality services available to new enterprise.

POPULATION AND EMPLOYMENT  
HISTORICAL AND PROJECTED  
OBE ECONOMIC SUB-REGION 11x/

	1940	1950	1960	1980	2000	2020
Employment	93,706	119,359	101,222	122,000	146,000	174,000
Agriculture	15,539	12,422	5,185	2,000	1,000	1,000
Mining	20,044	26,219	13,750	13,000	13,000	13,000
Construction	3,698	6,185	5,278	6,000	6,000	7,000
Manufacturing	13,752	20,739	20,465	29,000	36,000	44,000
Food	862	1,107	1,436	2,000	2,000	2,000
Textiles	180	131	191	a/	a/	a/
Paper	NA	433	257	a/	a/	a/
Chemicals	482	1,600	251	a/	a/	a/
Petroleum	NA	148	9	a/	a/	a/
Primary Metals	NA	987	1,158	2,000	2,000	2,000
Transportation, etc.	7,242	10,061	9,484	9,000	9,000	9,000
Trade	12,716	18,811	18,650	25,000	31,000	38,000
Finance, etc.	1,297	1,811	2,179	3,000	5,000	5,000
Services	16,838	19,991	22,669	29,000	37,000	47,000
Public Administration	2,580	3,034	3,444	6,000	8,000	10,000
Armed Forces	0	86	118	a/	a/	a/
Population	368,036	377,680	333,979	388,000	450,000	522,000
Population Per Worker	3.93	3.16	3.31	3.18	3.08	3.18

x/Entirely within Appalachian Region, includes W. Va. counties of Monongalia, Preston, Tucker, Randolph, Upshur, Lewis, Barbour, Taylor, Marion, Harrison, and Doddrige.  
NA Not available.

a/Data not of sufficient size to warrant projection  
(Area IV includes the underlined counties plus Western Fayette County, Penna.)

It has frequently been difficult to achieve essential interjurisdictional cooperation. In some of the communities referenda for urgent improvements in such fields as education are frequently voted down. It is not too much to say that these attitudes, not the physical problems in the area, are the principal impediments to future growth.

Economic Projections for Office of Business Economics, Region 11\*

(Area IV includes the underlined counties plus western Fayette County, Penna.)

\*West Va. -- Monongalia, Preston, Tucker, Randolph, Upshur, Lewis, Barbour, Taylor, Marion, Harrison, and Doddridge Counties.

PER CAPITA INCOME (In 1954 dollars)

1929	1940	1950	1959	1962	1980	2000	2020
635	702	1,098	1,345	1,422	2,381	4,156	7,330

No regional program can help a community that does not want to help itself.

Despite the urgency of community modernization, not one of the Tri-Cities has an active community renewal program (though Clarksburg has a workable program) and only a relatively few units of public housing have been constructed. A moderate income housing program, more than public housing, is urgently needed in all three cities. Several of the communities have started important housing projects to help solve at least some of the problems.

It is to Uniontown's credit that, on its own initiative, it is attempting to develop new approaches to interjurisdictional cooperation with surrounding municipalities. Cooperation in education, health, industrial development, and a variety of other program areas is essential if the potentials of the area are to be achieved at a cost the area can afford.

Three programs should have high priority: (1) strengthening -- on an area cooperative basis -- of vocational and technical education to help redress present imbalances in the available labor force; (2) elimination of blight resulting from past mining activity through

use of the Appalachian mine and reclamation program; (3) correction of current water supply and water pollution problems.

### POTENTIALS FOR GROWTH

Potentials for growth are considerable if present deterrents to growth are removed. Locationally the area will be well situated once the new highway system is completed. The area has an ample labor force. Shortages in certain categories of labor are due more to poor skill levels and underutilization of the surrounding labor force, than the lack of available manpower. A carefully planned manpower development program for the whole area is urgent. (Fig. 13)

The existence of West Virginia University in the area is a prime asset. The substantial development expertise at the University, particularly in the Institute for Regional Research and the Institute for Appalachian Studies, should be capitalized upon locally.

The presence of the University's medical school provides an excellent resource to aid in working on any health problems the area might have.

There are substantial potentials for expansion in such fields as electrical components, medical equipment, optics, machinery, fabricated metals, and plastics. Because of the convenient conjunction of the new transportation routes, it appears feasible to establish a truck terminal in the area. The cities along the corridor are not large and they are served by few, if any, truck terminals. The establishment by a community of a terminal which could be used by several carriers would improve the locational assets that are conferred on the area by the new highway system. Fairmont, for example, appears to be ideally located for such a facility. This would provide a substantial locational advantage to market-oriented enterprises requiring truck transportation.

Because of the University; the Environmental Health Center of the U. S. Department of Health, Education, and Welfare; and the Coal Research Center of the U. S. Bureau of Mines, it would appear that, in the normal course of events, more research-oriented, higher growth activity could be attracted to the area. The prime requisite is a good elementary and secondary school system. Failure to upgrade basic education in the area penalizes not only the children born in the area; it erodes the future tax base through the development foregone because outsiders refuse to pay the price of poor schools for their children by locating a plant there. There is no more certain guarantee of area decline and population loss than poor schools.

DISTRIBUTION OF EMPLOYMENT FOR 1960 AND 1975  
BY EDUCATION VOCATION CATEGORY

OBE ECONOMIC SUB REGION 11 (See Fig. 12 for counties covered)

<u>VOCATIONAL EDUCATION CATEGORY</u>	<u>EMPLOYMENT 1960</u>	<u>EMPLOYMENT 1975</u>	<u>CHANGE FROM 1960 TO 1975</u>
Agriculture	4,842	2,469	2,373-
Health	1,161	1,874	713
Distribution	17,023	19,832	2,809
All other	13,271	15,887	2,616
Home Economics	3,396	2,975	421-
Office	15,037	19,855	4,818
Technical	1,932	3,568	1,636
Trades and Industries	44,376	50,280	5,904
TOTAL	101,038	116,740	15,702



The environment is also a major deterrent to the realization of these possibilities. A major attack must be made upon housing problems and a renewal and revitalization of the central business districts is essential. Most of the key cities are congested with poor circulation. Developers of middle-income housing must be helped to find the area attractive to housing development. This will mean finding new and larger sources of capital than are currently available. To help meet this need the State of West Virginia recently passed legislation which creates a State Housing Development Fund to provide temporary financing for housing development and construction by public or private sponsors. Attractive recreational and cultural opportunities must be built close to the cities, although much of the development in the nearby Appalachian Highlands could help meet some of these needs.

#### AREA COOPERATION

For all intents and purposes, the Tri-Cities are one economic region. This will even be more so once the highway system is in place.

This is an incalculable advantage for the whole area. It means that the area as a whole can offer the market and service advantages of a much larger urban area than the separate cities by themselves. This increases the competitiveness of the area for activities that could not otherwise be attracted.

But to realize this potential the area must take a coordinated, cooperative approach that will result in complementary development of public services instead of fragmented, duplicative, lower quality services, whether they be in education, health, airports, or any other field.

The new Development District which includes Doddridge, Gilmer, Harrison, Lewis, Marion, Monongalia, Preston and Taylor counties, can provide a useful vehicle for public-private cooperative planning and development in the area. It is recommended that all the government jurisdictions in the area, however, using funds under the Appalachian Regional Development Act, commission a study of governmental organization and services in the area designed to produce recommendations for their modernization.

## RECOMMENDATIONS

1. A Comprehensive Manpower Development Program should be undertaken by the Tri-Cities to eliminate labor shortages which are currently bottlenecks to growth.
2. An industrial site inventory should be completed and an access road program initiated to provide further orderly development. While the Morgantown Ordnance Works Site provides some room for industrial expansion, the site itself may have to be improved if its full potential is to be realized.
3. All of the major centers in the area must embark upon substantial attempts to modernize their facilities, services, housing, and downtowns. Savings can be realized, if such efforts are undertaken jointly. The urgency of modernizing government organization and services can not be over stressed. An analysis of governmental organization and services that can lead to intelligent modernization is strongly recommended.
4. An area-wide program for dealing with vocational education, water supply and pollution problems, industrial development, and mine area reclamation is recommended.

## AREA V -- PARKERSBURG-MARIETTA

This area is centered on Parkersburg-Marietta and the Ohio River with an important outlying center at Athens, Ohio.

### Potential for Growth

This area has a growth potential which ranks among the highest of any of the areas along the corridors.

Interstate 77, along with the new Appalachian Development Highway, will confer on this district excellent locational advantages that will substantially reinforce the advantages of its Ohio River location.

The growth of the area is based upon an increasingly favorable industrial mix. One-third of all the manufacturing increase in the past six years has been in the rapid growth chemical industry. Fabricated metals account for another large share. About 80 percent of all the manufacturing jobs are concentrated in the Parkersburg-Marietta area.

There are some indications that the area is favorably situated to become an important freight transfer point if appropriate facilities are provided. Industrial linkage analysis of the local economy should be undertaken to determine how greater integration of the area's industrial structure can be encouraged. By producing materials locally for processing by local industries, the multiplier--i.e., economic impact--of the industrial payroll can be substantially increased.

Preliminarily there appear to be prospects for a number of manufacturing industries based on the local chemical complex. Opportunities for additional metal fabrication industries also appear to be quite good, particularly based on the nearby primary aluminum production. Steel furniture and fixtures represent another potential.

While the area's wage structure may prove inhospitable to textiles, highly mechanized textile production based on locally-produced synthetic fibers is a distinct possibility.

Economic projections for this area are shown in Fig. 14.

### Manpower

There appears to be a more than adequate pool of manpower in the surrounding area to meet foreseeable growth needs. What manpower problems there are fall into two categories:

POPULATION AND EMPLOYMENT  
HISTORICAL AND PROJECTED  
OBE ECONOMIC SUB-REGION 8~~xx~~/

	1940	1950	1960	1980	2000	2020
Employment	131,456	154,918	158,697	222,000	310,000	409,000
Agriculture	30,659	26,312	11,519	6,000	4,000	3,000
Mining	9,382	8,475	4,010	3,000	3,000	2,000
Construction	6,019	9,187	10,444	16,000	22,000	31,000
Manufacturing	29,652	39,685	50,269	75,000	102,000	125,000
Food	1,875	2,532	3,349	4,000	4,000	4,000
Textiles	338	666	107	a/	a/	a/
Paper	NA	2,352	4,068	8,000	14,000	21,000
Chemicals	4,043	3,703	6,330	10,000	16,000	26,000
Petroleum	NA	89	262	1,000	1,000	1,000
Primary Metals	NA	2,437	4,760	9,000	12,000	14,000
Transportation, etc.	8,447	11,763	11,163	11,000	11,000	10,000
Trade	19,530	27,471	29,312	44,000	61,000	92,000
Finance, etc.	2,125	2,701	3,596	6,000	8,000	10,000
Services	21,751	24,679	32,282	50,000	82,000	110,000
Public Administration	3,891	4,495	5,988	11,000	17,000	26,000
Armed Forces	0	150	114	a/	a/	a/
Population	470,825	468,089	502,026	680,000	921,000	1,193,000
Population Per Worker	3.58	3.02	3.16	3.06	2.97	2.91

~~xx~~/Appalachian Portion. W. Va. - Richie, Wirt and Wood Counties; Ohio - Muskingum, Guernsey, Noble, Morgan, Washington, Perry, Athens, Hocking, Vinton, Jackson, Pike and Ross Counties.  
 NA Not Available.  
 a/Data not of sufficient size to warrant projection.  
 (Area V includes the underlined counties plus Tyler County W. Va. and Meigs County, Ohio)



1. Unskilled rural labor in isolated counties that is not participating in the opportunities afforded in the local economy. To correct this the development districts should develop rural manpower recruitment and training programs to attract this manpower into the mainstream of the local economy; and
2. Ironically, a surplus of skilled and semi-skilled labor in certain occupations. For example, surpluses have been reported in the building trades. Yet, there are large unmet construction needs in several parts of the area, particularly in housing.

Economic Projections for the Appalachian portion of the Office of Business Economics, Region 8\*:

(Area V includes the underlined counties plus Tyler County, West Va. and Meigs County, Ohio)

\*West Va. - Richie, Wirt, and Wood Counties.

Ohio - Muskingum, Guernsey, Noble, Morgan, Washington, Perry, Athens, Hocking, Vinton, Jackson, Pike and Ross Counties.

PER CAPITA INCOME (In 1954 dollars)

1929	1940	1950	1959	1962	1980	2000	2020
644	697	1,104	1,436	1,520	2,290	3,654	6,225

Environment

Parkersburg-Marietta provides some attractive residential areas for the professional and technical personnel who are the mainstays of the industrial economy. But there appear to be housing needs unmet among the moderate-and-low-income families and housing must be classed as a major problem for the area as a whole.

At Athens, the housing market has been lagging behind the higher income market created by rapid expansion of Ohio University.

The University can and does make a useful contribution to the cultural and educational attractiveness of the area and the new branch of West Virginia University at Parkersburg will help, too.

Recent improvements to vocational and technical education in Parkersburg will help meet demands for sub-professional and technical manpower, but further expansion of vocational and technical education is essential in both states.

Recreational amenities are improving through development of such State Parks as Burr Oak and Forked Run in Ohio and North Bend in West Virginia. Recreational use of the Ohio River will be increased by each dam, creating a stabilized pool for water sports.

### Bottlenecks to Growth

Development of two reservoirs in the area--Leading Creek and West Fork--will make it possible to further improve the recreational attractiveness of the area while providing low flow augmentation to reduce pollution in the Little Kanawha.

Another leading development problem is the need to improve the appearance and efficiency of the downtown area of Parkersburg. This area occupies a strategic central location in a future regional transportation network. The Parkersburg urban area will undoubtedly enjoy substantial growth. However, if the downtown area is to be the headquarters site for corporate, financial, and professional services--as it must if the central city is to share in the regional growth--modernization of facilities and services is essential. As a start, Parkersburg has embarked upon almost \$3,000,000 in central city and neighborhood renewal projects. This support must continue.

### RECOMMENDATIONS

1. Carry out detailed industrial analysis to determine additional opportunities for industrial growth.
2. Abate or control pollution in Little Kanawha River.
3. Develop low-and-middle-income housing projects in Parkersburg-Marietta and attempt to resolve housing lags in Athens.
4. Increase vocational and technical training relevant to future growth in the area.
5. Continue downtown modernization.

## AREA VI -- PORTSMOUTH

Central southern Ohio centered on Portsmouth has traditionally been one of the more isolated areas in Ohio. Its population since 1960 has remained almost constant. Since 1959, the area actually shows a loss in manufacturing jobs.

The new Appalachian Development Highway Corridors "C", "D", and "B", will remove the area's primary detriment to growth: poor access. When corridors "B" and "D" are completed, the Chillicothe-Waverly-Portsmouth area will have excellent access to Columbus to the north, Cincinnati to the west, and to the eastern seaboard. (Fig. 15)

Ohio has designed the conjunction of these two corridors so that the development impact will be maximized.

A primary area for future development lies in the triangle bounded by Appalachian Corridors "B", "D", and "C."

Because Portsmouth is topographically restricted in its ability to grow geographically, the developable land contained within this highway triangle will provide one of the primary loci for future growth in the area. New growth is assured in the area north of Portsmouth because of the construction of a new state penitentiary. The administrative personnel for this facility will bring approximately 400 new families to the area.

### Portsmouth Area

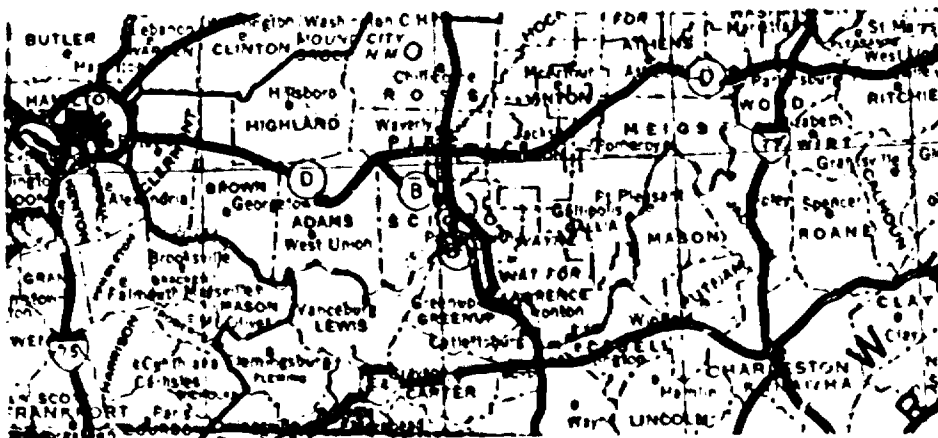


Fig. 15

The rural character of much of the economy in this area makes it difficult at this stage to develop concrete recommendations for future industrial development, although there does appear to be some promise in chemicals and plastics. Any attempt to concentrate on slow growth sectors of the economy should be discouraged in favor of development more likely to lead to increasing incomes and standards of living. Agricultural food processing can be a substantial growth industry for this area and should be viewed as a major attractive possibility. The area also contains a vast supply of timber which could provide a source of material for veneer or plywood plants. Most of the area's "face" veneer logs are now processed outside of the four county area. Another possible industry, based on the projected growth of recreation areas and vacation homes, is prefabricated wood buildings.

In connection with the Appalachian Water Resources Study, the U. S. Corps of Engineers identified 7800 acres of land suitable for industrial development in this area: Jackson County, 920 acres; Pike, 2,910; Scioto, 3615; and Vinton, 355.

The Institute for Regional Development at Ohio University mapped "certified" industrial sites in 1965. At the time the main areas of concentration of sites were Jackson and Wellston in Jackson County, Portsmouth area in Scioto County, Waverly in Pike County, and the McArthur area in Vinton. Since 1965 there have been a number of industries located in the area resulting in a reduction of acreage of potential plant sites.

An updated and complete inventory is needed of all potential industrial sites, with particular attention to ownership and availability of utilities.

The area must concentrate heavily, however, upon the upgrading of its general community environment if it is to become attractive to substantial growth. Numerous opportunities exist for development of first-class recreational facilities, but these efforts should be concentrated initially around the junctions of the two Appalachian Development Highways within a radius of approximately 20 miles. Heavy investments in education at all levels also appears warranted, not only to meet the manpower needs of an expanding economy but also to increase the area's attractiveness for future growth.

It would appear wise for the new development district in the south central Ohio area to concentrate its area efforts upon preparing a general development and land-use plan for the areas in Scioto, Pike, and Ross Counties immediately adjoining the development highways.



### RECOMMENDATIONS

1. Prepare an updated and broadened version of the industrial site survey originally done by Ohio University in 1965.
2. Increase the effort in urban renewal in Portsmouth.
3. Develop an institution for intergovernmental planning and coordination in the general triangular area bounded by Appalachian corridors "B", "D", and "C", to achieve optimum development of this area.

## CONCLUSIONS AND RECOMMENDATIONS

There appears to be relatively little planning now underway anywhere along the corridor to take better advantage of the development highway system once it is in place. Only one county--Allegany County, Maryland--has a county-wide zoning ordinance. While much of this procrastination appears warranted because of the long time periods involved, this only jeopardizes the eventual success of any economic development efforts. The States, through the development districts, should take immediate steps to scrutinize the entire alignment of the development highways in their areas and prepare plans for maximizing the development impact.

In particular, the States, working with their State Highway Departments, the Bureau of Public Roads and the Appalachian Regional Commission, should review the highway design from Hagerstown to Morgantown and from Clarksburg to Parkersburg to determine whether increased development impact can be obtained through alternative access designs in areas where developable sites adjoin the highway alignment or where rugged topography limits the availability of such sites. Such a site survey can also seek new areas with development potential. (Fig. 16, 17, 18).

Control of development within a mile or more of major interchanges appears essential and appropriate land-use controls should be put into effect before low grade development jeopardizes the impact of the highway system. The development districts should take the lead in obtaining such controls from the jurisdictions responsible for land use regulation.

Each area should prepare a specific development program for itself. The Commission can provide to the States within a few months analyses of the more general development prospects in each area based on a variety of analytical techniques. Meanwhile, the districts should form an organization, if one does not exist, capable of implementing a development program based on this information.

All of the districts should concentrate most of their energies upon the primary problems to development and not fritter their energies away on minor projects which have little relevance to the future growth of the area.

Only in this way will the Appalachian Highway System lead to the kind of improvement envisioned for the Region by Congress when it approved the construction of the system.