



Groundbreaking by Design.

MEETING MINUTES

Project: KY 168 Corridor Study
Boyd County
Item No. 9-125

Purpose: Project Team Meeting No. 1

Place: Hybrid Meeting: KYTC District 9 and MSTeams

Meeting Date: June 15, 2023 at 1:30 PM

Prepared By: Qk4

Participants:

Darrin Eldridge	KYTC D9
Blake Jones	KYTC D9
Michael Read	KYTC D9
Austin Mineer	KYTC D9
Thomas Witt	KYTC CO Planning
Steve DeWitte	KYTC CO Planning
Jay Balaji	KYTC CO Planning
Connor Schurman	KYTC CO Planning
Randy Turner	KYTC CO Design
Terri Sicking	KYOVA
Rebecca Thompson	Qk4
Deanna Miller	Qk4
Kate Sautel	Qk4

Blake opened the meeting and attendees introduced themselves. The purpose of the meeting is to discuss the existing conditions for the 1.6-mile KY 168 corridor, stretching between US 60 and Hoods Creek Road in Westwood. The corridor has two 10-foot lanes, narrow shoulders, some sidewalks, and a 35-mph posted speed limit. It is an urban minor arterial characterized by several sharp curves and steep hills through a primarily residential area. There is one at-grade rail crossing, just north of Roberts Drive, with minimal train traffic.

Four previous studies cover the area:

- Item 9-247, an ongoing LPA project to add/improve KY 168 sidewalks between Kentucky Street and US 23.
- The *Boyd-Greenup Small Urban Area Study* (2020), which identified the US 60/KY 168 intersection as a high priority improvement. Relevant public comments focused on needs at the US 60 and Roberts Street intersections.
- KYOVA's 2016 *Non-motorized Transportation Plan for Boyd County*, which recommends share-the-road signs north of 6th Street.

- Item 9-129, the *Ashland Connector Study* (2009) which recommended reconstructing the US 60 and Roberts Drive intersections.

In addition, CHAF IP20080512 covers the study limits and is sponsored for the 2024 SHIFT process.

The highway carries 5,800-9,200 vehicles per day (vpd) in 2023. Turning movement counts were collected at seven study intersections in March 2023, showing a handful of bicyclists and pedestrians at each. Operationally, most intersections are at LOS D or better during both peak hours, except the stop-controlled Roberts approach that is at LOS F during the PM peak hour. KY 168 is also served by Ashland's Crosstown Loop bus service with seven stops along the study area.

- KYOVA recently adopted a Complete Streets Policy.
- Qk4 will reach out to Randy Wheeler with the Ashland Bus System to confirm ridership, proposed route changes, and any potential operational concerns along the corridor.

Deanna reviewed 2018-2022 crash data along the study corridor. There were 99 crashes reported during this time period, including no fatalities and 12 injury collisions. By type, most were angle crashes (34%), rear ends (21%), and single vehicle crashes (17%). There was a notable directional skew: 62% of crashes were headed northwest (towards Westwood) versus 38% towards US 60. Intersection crashes represent 90% of the crashes, with the highest concentrations at Roberts Drive and US 60.

Future traffic forecasts are derived from KYOVA's travel demand model. Preliminary projections show no population growth in the vicinity with some increases in employment. The project team will review assumptions with local officials and stakeholders before finalizing forecasts.

Red flag environmental reviews identified several churches along the route, one cemetery, two parks, potential hazmats, forest-dwelling bat habitat, and water resources. Historic windshield surveys and records checks did not identify potential National Register concerns beyond possibly Pollard Cemetery. District 9 will work with FIVCO on the socioeconomic study. Red flag constraints will be considered further as the team begins to explore improvement concepts.

Next steps:

- Blake will identify local officials and stakeholders to engage in the study, identify a venue, and schedule a kickoff meeting in mid-July. Qk4 will prepare draft slides, likely a condensed version of the content presented today.
- Qk4 will contact Ashland Bus System.
- Following the local officials meeting, Qk4 will refine the travel demand model and begin developing spot improvements.

End of Minutes



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MEETING MINUTES

Project: KY 168 Corridor Study
Boyd County
Item No. 9-125

Purpose: Local Officials and Stakeholders Meeting No. 1

Place: Ashland Police Station

Meeting Date: July 17, 2023 at 10:00 AM

Prepared By: Qk4

Participants:

Scott Sharp	KY House of Representatives
Jeremy Holbrook	Boyd County Fiscal Court
Todd Kelley	Chief, Ashland Police Department
Blake Jones	KYTC D9
Michael Read	KYTC D9
Austin Mineer	KYTC D9
Terri Sicking	KYOVA
Doug Pinkerton	FIVCO
Rebecca Thompson	Qk4
Deanna Miller	Qk4

The Kentucky Transportation Cabinet (KYTC) initiated a corridor study for KY 168 (Blackburn Avenue) between US 60 (13th Street) in Ashland and Hoods Creek Road in Westwood, milepoints (MP) 5.80 to MP 7.45. This 1.65-mile road segment lies in both the Ashland urban city limits and the rural Boyd County area. The study goal is to identify transportation issues in the study area and develop potential concepts to improve safety and mobility for all modes of transportation including transit users, bicyclists, and pedestrians.

Blake Jones opened the meeting with a brief overview of the study. The purpose of the meeting is to present the existing conditions information for the study area to stakeholders for discussion and input into the improvement concept development process. Rebecca Thompson and Deanna Miller presented overviews of area conditions, summarized below. Discussion topics among the group are listed as bullet points.

Road Systems and Geometry.

Serving a primarily residential area, KY 168 is an urban minor arterial listed in the state secondary system. It has two 10-foot-wide driving lanes and narrow shoulders, including some curb/gutter. Several segments have

deficient vertical grades and horizontal curves. The speed limit is 35 MPH. Geometry at the US 60 and Roberts Drive intersections were noted in the 2020 Small Urban Area study as priority concerns to address.

Existing Facilities-Other.

Pedestrian. Sidewalks are found throughout most of the corridor except for a 0.44-mile gap in connectivity from Roberts Drive to Woodland Street, MP 6.75 to 7.19. A 2022 sidewalk planning study by the County (Item 9-247.00) addresses the gap in connectivity.

Bicycle. No dedicated bike facilities exist along the corridor but KYOVA's 2016 *Non-motorized Transportation Plan* recommended adding signage.

Transit. KY 168 is served by Ashland's Crosstown Loop bus service with seven stops in the study area; the busiest is at Pollard Road/Kirk Street, serving the hospice and daycare centers.

Rail. A CSX at-grade rail crossing is located at MP 6.77, approximately 50 feet north of Roberts Drive. Grade deficiencies cause sight distance issues for motorists.

- The primary means of transportation for a portion of the residents living or working within the corridor consist of walking, biking, or riding the public transit bus.
- Bus pull-outs, shelters, and bike racks should be considered for busy stops along the corridor.
- Pedestrian improvements at the at-grade crossing near Roberts Drive will likely include CSX upgrading the rail line—similar to recent pedestrian upgrades on West Central Avenue (the hill off of 6th Street to Walmart).

Traffic Volumes and Operations.

Recent traffic volume counts show up to 9,200 vehicles per day (vpd) travel the corridor, busiest from 6th Street to Roberts Drive. March 2023 turning movement counts at US 60, Dixon Street, Pollard Road, 6th Street, Roberts Drive, Westwood Road, and Hoods Creek Road show most intersections operate at level of service (LOS) C or better with the exceptions of 6th Street and Roberts Drive, operating at LOS D and LOS F respectively, in the PM peak hour.

Past traffic counts and population projections show flat growth through the year 2050. Future employment projections show an upward trend in study vicinity within the Ashland city limits, and higher growth shown in the areas near Walmart, Kings Daughters' Medical Center, government buildings, and the Ashland Community and Technical College.

Stakeholder input on potential employment growth included the following:

- Areas along Greenup and Winchester Avenues south of the city center will likely experience growth since the development is more constrained to the north.
- A potential retail development near I-64 will likely increase traffic volumes and job growth in the region.
- The pending opening of the new horse racetrack at Camp Landing will likely impact future traffic volumes and employment in the region.
- Reconstruction of Winchester Avenue (decreasing travel lanes from 4 to 2 and introducing roundabouts) will affect traffic patterns in the area, potentially increasing the volume using KY 168 as a short-cut to downtown.

Crash Trends.

Five years of crash data (2018-2022) show 99 crashes along KY 168, including 12 injury and 87 property damage only (PDO) collisions. No fatalities were reported during the period. By type, most were angle crashes (34%), rear ends (21%), and single vehicle crashes (17%). Analysis highlighted a notable directional skewing of crashes: 62% were headed northwest (towards Westwood) versus 38% towards US 60. Intersection crashes represent 90% of the crashes, the highest concentrations at US 60 and Roberts Drive.

Stakeholder input on safety/capacity needs included the following:

- Southbound queues on KY 168 at US 60 lead drivers to cross the centerline to reach the short left turn bay. Turns to/from the adjacent Pizza Hut/Walgreens driveway further complicate this approach, which can queue up to Clinton Street and beyond during peak periods.
- The Algonquin Street signal at US 60 intersection is “on-demand” and increases delay for busier approaches at the intersection. Eliminating this approach could help with signal timing.
- KY 168 has narrow lanes and has never been widened. Intersection radii are at right angles.
- Eastbound US 60 left turn storage lane (onto KY 168 driving toward Westwood) is too short. Drivers will hop up on the median to reach the turn bay.
- Sight distance is a problem at Roberts Drive.
- All seven crashes at 6th Street/KY 168 occurred in dry conditions.

Environmental Red Flags.

Rebecca presented an overview of environmental red-flag data, which will be examined further as build concepts are defined. No adjacent properties were noted as potentially historic though Pollard Cemetery could be a concern pending future research. FIVCO ADD is developing the socioeconomic overview. Any residential impacts are likely to include low-income households.

Next Steps.

- Qk4 will refine the travel demand model to reflect growth discussed during the meeting.
- Qk4 will define improvement concepts—both spot improvements along KY 168 and a potential long-term widening concept to gage costs.
- The next local officials/stakeholders meeting will likely occur in September with public outreach in October.

End of Minutes



Groundbreaking by Design.

MEETING MINUTES

Project: KY 168 Corridor Study
Boyd County
Item No. 9-125

Purpose: Project Team Meeting No. 2

Place: Hybrid Meeting: KYTC District 9 and MSTeams

Meeting Date: September 13, 2023 at 10:30 AM

Prepared By: Qk4

Participants:

Darrin Eldridge	KYTC D9
Blake Jones	KYTC D9
Michael Read	KYTC D9
Karen Mynhier	KYTC D9
Thomas Witt	KYTC CO Planning
Keith Lovan	KYTC CO Planning
Jay Balaji	KYTC CO Planning
Connor Schurman	KYTC CO Planning
Randy Turner	KYTC CO Design
Terri Sicking	KYOVA
Rebecca Thompson	Qk4
Deanna Miller	Qk4
Courtney Evans	Qk4

Blake opened the meeting and attendees introduced themselves. The purpose of the meeting is to discuss the Build concepts and prepare for upcoming stakeholder engagement.

The corridor has two 10-foot lanes, narrow shoulders, some sidewalks, and a 35-mph posted speed limit. It is an urban minor arterial characterized by several sharp curves and steep hills through a primarily residential area. There is one at-grade rail crossing, just north of Roberts Drive, with minimal train traffic. The highway carries 5,800-9,200 vehicles per day (vpd) in 2023, forecast to grow to 6,500-10,500 vpd in 2045. There were 99 crashes reported during 2018-2022, including no fatalities and 12 injury collisions. By type, most were angle crashes (34%), rear ends (21%), and single vehicle crashes (17%).

A meeting with local officials and stakeholders during July was poorly attended but identified several concerns along the corridor: the intersections with US 60 and Roberts Drive and narrow lanes.

FIVCO's socioeconomic overview identified potential concentrations of low-income and disabled persons in block groups abutting the study area.

The team discussed the range of initial build concepts considered to date:

Site	Concept	Costs/Impacts
US 60	Trim Trees	Better visibility approaching signal
	Close Algonquin	Improves 2045 signal operations from LOS D(E) to C(C) New connector to Clinton would impact homes
	Lengthen Turn Lanes: US 60 EB	Adds storage but minimal operational improvements Impacts ±4 adjacent buildings
	Lengthen Turn Lanes: KY 168 SB	Adds storage but minimal operational impacts Impacts ±3 adjacent homes
	Realign US 60 Curve	Minimal operational improvements; low crash history Impacts ±3 adjacent buildings without widening lanes Existing curve may help calm thru traffic
	Roundabout	Improves operations from D(E) to C(C) and reduces crashes Single lane NB/SB approaches at LOS E in PM peak Impacts ±6 adjacent homes
	US 60 Road Diet	Considered but dismissed based on thru traffic volume
	Quadrant Roadway	Considered but dismissed due to property impacts
Pollard/Kirk	Add bus pull-off	Potential benefit/enhancement to park
6 th St	Add turn lanes: KY 168 SB & 6 th St	Improves operations from B(F) to B(C) Assumes west side untouched to preserve McGuire access
Roberts	Conflict Warning System	Reduces crashes but does not improve capacity
	Three-way Stop	Improves visibility/safety 2045 operations at LOS C(F) with single lane approaches
	Raise Grade/Add Lanes	Improves visibility/safety Higher cost plus impacts 5 homes, likely EJ concern 2045 operations improve to C(D)
Full length	Add/upgrade 5-ft sidewalk	No relocations
	Three lane with 5-ft sidewalk	Huge costs with 40-50 buildings impacted

Discussion items included:

- If the US 60/Algonquin link were closed, would US 60/Cherokee meet signal warrants? Qk4 will conduct an additional traffic count to investigate.
- All ideas should be shared with local officials/stakeholders.
- An intersection conflict warning system has been considered elsewhere in the district but was not approved. Would drivers become too dependent on the technology?
- Are extra stop bars at the railroad crossing required if it falls inside a three-way stop intersection? [MUTCD 8B.28 requires stop lines for paved at-grade crossings with active control devices, recommended at 8 feet from the gate and 15+ feet from the nearest track. A "stop here when flashing" sign could help reduce confusion with the interim stop bar.]
- Are buses required to stop a second time proceeding through? [Yes. KRS 702.005.080 requires buses stop 15-50 feet from the nearest track.]
- With Roberts and 6th Street approaching capacity for three-way stops, will they meet signal warrants? Qk4 will conduct supplemental 12-hour counts to analyze.

The team discussed unit cost assumptions and agreed to present costs in consistent 2023 dollars in the report. Qk4 will prepare construction cost estimates for the concepts above—excluding the roundabout, road diet, and quadrant road at US 60—and share KMZs with D9 for right-of-way and utility costs. If signal warrants are satisfied, estimates will be prepared for those build options as well.

The team also discussed upcoming community outreach efforts.

- Blake will reach out to local officials to schedule the second meeting, targeting the first or third week in November.
- Qk4 shared a draft of the StoryMap/survey, which will be the extent of public involvement. KYOVA will help publicize the site/study, with the outreach beginning after the next stakeholder meeting. Qk4 will provide a link to the draft site for review prior to its public launch.

End of Minutes



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MEETING MINUTES

Project: KY 168 Corridor Study
Boyd County
Item No. 9-125

Purpose: Local Officials and Stakeholders Meeting No. 2

Place: Ashland Police Station

Meeting Date: November 3, 2023 at 10:00 AM

Prepared By: Qk4

Participants:

Steve Gunnell	KYTC D9
Darrin Eldridge	KYTC D9
Blake Jones	KYTC D9
Michael Read	KYTC D9
Karen Mynhier	KYTC D9
Cheryl Caldwell	Boyd County Schools
Jane Artrip	Ashland Independent School District
Steven Cole	City of Ashland
Todd Kelley	City of Ashland Police
Catherine Davis	KYTC CO Planning
Terri Sicking	KYOVA
Rebecca Thompson	Qk4
Deanna Miller	Qk4

The Kentucky Transportation Cabinet (KYTC) is conducting a corridor study for KY 168 (Blackburn Avenue) between US 60 (13th Street) in Ashland and Hoods Creek Road in Westwood, milepoints (MP) 5.80 to MP 7.45. This 1.65-mile road segment lies in both the Ashland urban city limits and the rural Boyd County area. The goal is to identify transportation issues in the study area and develop potential concepts to improve safety and mobility for all modes of transportation including transit users, bicyclists, and pedestrians.

Blake Jones opened the meeting with a brief overview of the study. The purpose of the meeting is to present Build concepts to stakeholders for discussion and input into the concept prioritization process. Rebecca Thompson and Deanna Miller presented overviews of area conditions and the range of Build concepts considered by the project team.

Existing Conditions.

The corridor has two 10-foot lanes, narrow shoulders, some sidewalks, and a 35-mph posted speed limit. It is an urban minor arterial characterized by several sharp curves and steep hills through a primarily residential area. There is one at-grade rail crossing, just north of Roberts Drive, with minimal train traffic. The highway carries 5,800-9,200 vehicles per day (vpd) in 2023, forecast to grow to 6,500-10,500 vpd in 2045. There were 99 crashes reported during 2018-2022,

including no fatalities and 12 injury collisions. By type, most were angle crashes (34%), rear ends (21%), and single vehicle crashes (17%).

Build Concepts.

Fifteen Build concepts presented to the group included:

Site	Concept	Costs/Impacts
US 60	Trim Trees	Better visibility approaching signal
	Close Algonquin	Improves 2045 signal operations from LOS D(E) to C(C) New connector to Clinton would impact homes
	Lengthen Turn Lanes: US 60 EB	Adds storage but minimal operational improvements Impacts ±4 adjacent buildings
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	US 60 Road Diet	Considered but dismissed based on high US 60 traffic volumes
	Quadrant Roadway	Considered but dismissed due to property impacts
Pollard/Kirk	Add bus pull-off	Potential benefit/enhancement to park
6 th St	Add turn lanes: KY 168 SB & 6 th St	Improves operations from LOS B(F) to B(C) Assumes west side untouched to preserve McGuire access May warrant signal by 2045
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	Raise Grade/Add Lanes	Improves visibility/safety Higher cost plus impacts 5 homes, likely EJ concern 2045 operations improve to LOS C(D)
Full length	Add/upgrade 5-ft sidewalk	Strips of new right-of-way but no relocations
	Three lane with 5-ft sidewalk	Only option considered to address large-scale capacity Huge costs with 40-50 buildings impacted

Build Concept Discussion.

Group discussions related to Build concepts included:

- School buses use the US 60/Algonquin link to serve special needs and preschool populations. At present, school buses cannot turn onto US 60 from the non-signalized Seminole Avenue intersection. Closing Algonquin would create transportation issues for the school districts.
- The US 60/KY 168 intersection is not one of the top ten intersections throughout the city for crashes.
- The Clinton Street intersection has the fifth highest crashes of study intersections: 6 crashes in 5 years. Closing Algonquin Avenue and rerouting traffic onto KY 168 via Clinton Street would make lengthening turn lanes on KY 168 necessary to prevent future crashes.
- There was a lengthy discussion about options at Roberts Drive:
 - o School buses today are advised not to turn left from Roberts Drive onto KY 168.

- Further investigation into the feasibility of the three-way stop concept at Roberts Drive will be conducted. Qk4 will check existing sight distance from the CSX rail crossing.
 - Qk4 will investigate whether a less impactful grade change north of the rail crossing can improve visibility.
 - Northbound buses would be required to stop a second time on KY 168 (to see in both directions along the CSX tracks) before proceeding through a three-way stop at the Roberts Drive intersection. [KRS 702.005.080 requires buses stop 15-50 feet from the nearest track.]
 - With Roberts Drive approaching capacity for three-way stops, it will likely meet signal warrants by 2045. Capacity analyses assumed an actuated signal rather than pre-timed.
- Adding sidewalks would be beneficial; could the effort be broken into smaller segments?
 - The group opposed corridor-level widening due to extensive home displacements required.

Public Outreach.

Qk4 shared a link to the StoryMap/survey (**168Study.com**), which will engage the larger community in the study. KYOVA and the City of Ashland will help publicize the site/study on their respective web pages. The survey will be live through December 1, 2023.

Next Steps.

- Qk4 will compile survey responses to present at the final team meeting to support concept prioritization.
- After the final team meeting, a technical report will be prepared to document the planning process.

End of Minutes

Written-In Comments from November 2023 Public Surveys

Question: Are there any other locations along KY 168 that should be considered for improvement?

- The whole corridor. The drop and drag not working. That's not the order. Each and every place on map needs upgrades. That is one of the connector roads to Greenup.
- The 3 way stop near Giovanni's. Particularly when you take the left fork that runs behind Ashland Middle School. That curve that is in that dip really needs to be widened. It is too sharp and too narrow and we have almost been hit head on there many, many times.
- Need desperately to add a three way stop sign at 168 and Blackburn at turn to Catlettsburg. People drive entirely too fast from Terrace to Belmont.
- The extreme lack of decent sidewalks means residents have to either take a chance at tripping, or not have a sidewalk at all. It is heavily traveled by foot traffic, including kids & parents with strollers. The lack of a shoulder means cars are hitting the curb constantly. The narrowness of the 800 block with the curve is dangerous.
- Improvements along 168 from Catlettsburg to south Belmont. Wider lanes, trim trees and try to make the curves more safe. Maybe put in turn lanes for 55th/woodward drive and shadow lawn intersections. Improve the flood zone by the apartments in the 4400 block. Better lighting along the whole stretch that runs from Blackburn to Catlettsburg.
- Sidewalks are very important to add to the Westwood section especially since the new Dollar General is a source of groceries for many who do not drive. It would also increase safe pedestrian access to the football field.
- wheatley rd speed limit near main st business area. needs reduced somehow 35 is too high because people speed anyways so 25 or 30 would be safer
- Stop lights are majorly needed going onto Roberts drive from the csx tracks and in that section. You have major traffic with very limited visibility. There's a house on the corner it's hard to see past looking up to 6th Street and people speed coming in from west wood
- Improved visibility on both sides of the railroad tracks on KY 168 near the Roberts Drive intersection are needed.
- 168/valley view dr
- Extremely narrow from Oakview school until 168 turns at South Belmont. Routinely have vehicles crossing over the line. Tire damage also very likely due to number of drain grates with most of them significantly being below the grade.
- Sharp curves on hill of Hoods Creek Pike portion.
- A roundabout at roberts drive section
- Wheatly Road/West Central Road intersection

- The bad “S” curve on S Belmont St, off Blackburn. Several bad wrecks happen not just in winter but all year long. And there are no sidewalks here. It’s not safe for me to walk my dogs.
- The entrance to Ashland Middle School, possible turn lanes into school. To reduce standing traffic at southbound 29th St and 168, adjust lanes so curb lane right turn only and middle lane straight or left turn. The way the light currently operates left turn is not impeded
- The turn from South Belmont to Blackburn Ave
- Slow traffic down in the South Belmont to Mary Jane Rd section. Vehicles pull onto 168 from South Belmont, or round the corner by Mansbach property, then floor it down the hill. Speeding is horrible in front of our house.
- Dalton Avenue and Wheatley Road. When coming off of west central or high street you can’t see what’s coming from down the hill
- The narrow curve approaching 6th street.
- 168 from South Belmont to Mindy Jane Drive is a race track for both motorcycles and autos. They only slow down if they get surprised by someone coming out of their driveway. I have witnessed children walking to the bus stop having to jump completely off the road due to speeding.
- Curbs are needed through a section of KY 168 near Ashland Middle School. There are places where the road goes off into a trench due to school buses and other large trucks going off the road due to no curb particularly near Adams St. and Dawes St near Ashland Middle School.
- Also, the sidewalk on KY 168 near Ashland Middle near the intersection of Oakview Rd. is being washed out by runoff from the parking lot drainage. The drains are literally out of the ground in places and just runs down and then under the sidewalk causing an ever growing amount of wash out and endangering the sidewalk stability and ultimately the road stability if it continues.
- The intersection of Wheatley Road and Main Street is very dangerous. I work at Caniff Funeral home and witness this dangerous traffic everyday. Multiple times a day cars pull out in front of other cars either from Main street or the adjacent gas station. A traffic light or all stop is desperately needed.
- Wholesale improvements should be made to provide a continuous ADA compliant sidewalk on one side of the road with a potential grass utility buffer. The sidewalks are not continuous on one side of the street, have sections that are too narrow, and obstructed with utility poles.
- Dixon St visibility and turn radius when turning onto 168

- The railroad crossing at the intersection of Roberts Dr and Blackburn needs attention! Excessive speed as people fly across those tracks! It's very dangerous not being able to see who's come from Westwood and you're try to turn
- Widen Wheatley/Hoods Creek Pike to Rt. 23
- Maybe add a turn lane at the Middle school to help with school traffic in the morning and afternoon

Question: Please provide any additional comments you would like to share.

- Sad this is just a survey. Improvement will not happen here.
- Roberts Drive / railroad crossing is very dangerous especially when making left turn both from Roberts Drive and from Blackburn Avenue. Cars sometimes fly over track coming from Wheatley Road to Blackburn Ave.
- I think it will be a major Inconvenience for awhile since it's a highly traveled road. However I think safety is top priority and should be worked on immediately. Thank you for investing and looking into safety of all citizens. 168 is highly traveled by many first responders. Some pull offs for people to get out of the way for the first responders.
- Sidewalks are very important to add to the Westwood section especially since the new Dollar General is a source of groceries for many who do not drive. It would also increase safe pedestrian access to the football field.
- The rail road at Robert's is a big safety concern as you can't see over the hill until you're at the tracks. Adding a bus lane seems silly, how long does it really hold up traffic? Traffic at rt 60 intersection gets backed up. I've seen cars driving on the other side of the rd to make a turn because traffic is backed up. If there was another rd that could reduce traffic on rd 60 that would be helpful. Rt and 60 is too narrow for the amount of traffic it sees daily.
- The fact you can't see part of traffic because of the railroad tracks has caused countless wrecks.
- sidewalks on wheatley rd for pedestrian traffic which is more than you think i live at 517 wheatley rd thanks
- Has anyone approached CSX to see if the tracks are still needed. Since the trash train left I can't recall seeing a train on these tracks. I know from experience that getting the RR to abandon tracks is hard but it would make grading that intersection down easier and mitigate purchasing houses in that location. I would highly recommend a 4 way traffic light at the end result of the RR crossing. This is a dangerous location. The 6th St. Intersection needs a turning right lane from 6th St towards Westwood. A traffic light here would also make it safer. Flashing caution on the lights on 168 and red stop on 6th St when the hill is slick. That is a beast when icy.

- All of these areas are in need of improvement, traffic is heavy and gets heavier every year. The railroad track crossing is very dangerous its impossible to see someone coming across the road from west wood. This project needs to move up to a high priority.
- These improvements are greatly needed. Long overdue. This section of road is dangerous.
- The businesses on Blackburn across from the strip center (pizza shop and nail salon) cause problems from vehicles turning left into or out of these businesses. Any intersection changes should incorporate improvement of this issue.
- Traffic between 6th St and Roberts Dr is always backed up. Continuously see near-missed at grade crossing near Roberts Dr. Corner between 6th St and Pollard Road also dangerous due to tight constraints and adjacent homes on the inside corner. I traverse this area literally every day for work and I live right on 6th Street. I deal with the jams first hand and have seen several accidents due to the limited visibility coming across the tracks. The effects were multiplied due to recent gas line work as well. Elevating the road at Roberts Drive would help reduce collisions significantly, as lowering the railroad grade would have a negative impact on potential rail traffic. Both intersections desperately need turn lanes to reduce congestion. Look at realigning KY 168 between 6th and Dollar General to a more direct route as well. I would not be opposed to roundabouts however I believe it could also increase congestion at times due to the general public's lack of understanding.
- This has been proposed for years. Now DO IT!
- Living near the intersection of Blackburn Avenue and 6th Street for 51years it is my opinion to leave this intersection alone. Making the intersection a 3-way stop some years ago helped the traffic flow tremendously. Is it perfect? No. The US 60 and Roberts Drive intersections needs improvements.
- Remove the un used railroad rails and bed , cutting the railroad bed down to where 168 is near level , with great visibility.
- Glad you all are tackling this thorny issue!
- I have traveled this section of KY 168 for the past 40 years from Flatwoods to south Ashland and U.S. 60. The only other heavily used route to get from Flatwoods to U.S. 60 is via KY 1458 from Flatwoods to KY 5 and KY 5 to Summit on U.S. 60.
- Following new build of Dollar General across from Fairview football field, traffic has increased in that area and the view exiting the parking lot for oncoming traffic is dangerous.
- I live (922) next to the nail salon, and my mother (920) lives next to me. We have watched accidents & pedestrian be injured or near injured due to the traffic. We would happily discuss selling our homes if it would finally fix the turn issues on Blackburn. Something has to be done!!!!
- I have no idea how closing that leg on Algonquin would improve the situation at all. Longer turn lanes might be nice but the answer should NEVER be to take someone's home or property. I think spot d would benefit from a stop light now. Or lowering the railroad track so

visibility is not an issue. I really can't emphasize enough how much I object to anyone having their home taken for these projects. It's someone's home with memories and history. Even if that wasn't a consideration in today's market you could not pay someone enough to buy a home to replace it.

- No one should lose their home. That shouldn't be an option.
- I appreciate the time and effort put into these proposals. I'm looking forward to seeing Ashland grow.
- I live in the heart of this matter on Blackburn and I have been having concerns about the driving patterns and road conditions for the 15 years we have owned our home and I am very happy to see these concerns starting to get addressed. I hope these plans can help make our roads safer. Thank you
- This is a major concern Wish I could think of a solution. A big problem for sure. maybe something about rerouting Roberts Drive
- A four way stop at Robert's drive would only serve to back up traffic along 168 and cause potential accidents because of the short distance between pollard intersection and Robert's drive. This is a solution in search of a problem.
- As a resident of Boyd County on Iroquois Ave, I strongly disagree with the plan to close the Algonquin entrance and join with Clinton street. For many years now we as a neighborhood have had concerns about thru traffic and the drug dealing that occurs on Clinton. Combining our streets and allowing access would only make our neighborhood more at risk. As someone who drives Ky168 every day, I feel that the 13th street intersection should be the least of the state's worries. I have lived here since 2017 and have never had an experience at this intersection that made me late or made me feel as though it should be improved. Even during busy hours it is not an inconvenience.
- School bus unloading/load drop off areas. Utilize parking lots not being used during time.
- A three-way stop at the intersection of KY 168 and Roberts Drive would provide immediate benefit to traffic flow and safety.



Groundbreaking by Design.

MEETING MINUTES

Project: KY 168 Corridor Study
Boyd County
Item No. 9-125

Purpose: Project Team Meeting No. 3

Place: Hybrid Meeting: KYTC District 9 and MSTeams

Meeting Date: January 5, 2024 at 10:30 AM

Prepared By: Qk4

Participants:

Darrin Eldridge	KYTC D9
Blake Jones	KYTC D9
Michael Read	KYTC D9
Karen Mynhier	KYTC D9
Austin Mineer	KYTC D9
Devon Willett	KYTC D9
Steve DeWitte	KYTC CO Planning
Thomas Witt	KYTC CO Planning
Catherine Davis	KYTC CO Planning
Ben Coomes	KYTC CO Design
Terri Sicking	KYOVA
Rebecca Thompson	Qk4
Courtney Evans	Qk4

Blake opened the meeting and attendees introduced themselves. The purpose of the meeting is to review the Build concepts and public input then to reach an agreement regarding recommendations.

The corridor has two 10-foot lanes, narrow shoulders, some sidewalks, and a 35-mph posted speed limit. It is an urban minor arterial characterized by several sharp curves and steep hills through a primarily residential area. There is one at-grade rail crossing, just north of Roberts Drive, with negligible train traffic. The highway is forecast to carry to 6,500-10,500 vpd in 2045, with the highest volume between 6th Street and Roberts Drive which serves as a cut-through from downtown paralleling US 60. There were 99 crashes reported during 2018-2022, including no fatalities and 12 injury collisions. By type, most were angle crashes (34%), rear ends (21%), and single vehicle crashes (17%).

Rebecca reviewed the Build concepts considered, summarized in **Table 1** below. More impactful, higher cost options were considered at US 60 (i.e., realignment, roundabout, road diet, quadrant roadway) but dismissed. Sight distance at the railroad crossing/Roberts Drive was discussed at length: adding a stop sign at the stop bar north of the tracks falls

within the 105 feet of available stopping sight distance. Three similar profiles were discussed, each resulting in four relocations and increasing sight distance to 174-208 feet. The “short term” grade change to the north discussed at the November stakeholder meeting is not feasible without making the 9.5% grade steeper.

Two corridor-level options were considered: adding a five-foot sidewalk on the east side and a three-lane widening option with a sidewalk. The corridor was divided into three smaller, constructible sections: US 60 to Boone St, Boone St to Roberts Dr, and north of Roberts Dr.

- Qk4 will look at a modified E.1 to include a 3-foot buffer between the sidewalk and travel lanes. Utility and residential impacts will likely be higher.
- Can we quantify the benefits of a three-lane option to compare against costs/impacts? There are 30 cross-streets plus numerous driveways along the 1.7-mile corridor so turning traffic is a concern.

Table 1: Spot Improvements Shared with Public for Ranking

ID	Concept	Benefits	DRUC	Impacts	Community Input
A.1	Tree Trimming	Safety	\$10,000	No new ROW	Supported
A.2	Close & Connect Algonquin	Capacity	\$1.3M-\$1.9M	0-2 relocations	Divided Support
A.3	Lengthen Turn Lane EB US 60	Safety + Capacity	\$3.0M	4 relocations	Highly Rated
A.3	Lengthen Turn Lane SB KY 168	Safety + Capacity	\$4.9M	3 relocations	
B	Pollard/Kirk Bus Pull Off*	Safety + Capacity	\$150,000	New ROW within park	Lowest Support
C	Add Turn Lanes: KY 168/6th Street	Capacity	\$6.5M	Additional ROW but no relocations	Lowest Support
D.1	Conflict Warning System	Safety	\$50,000	No new right-of-way	Top Rated Need
D.2	3-way Stop	Safety	\$20,000	No new right-of-way	
D.3	Raise Grade/Turn Lanes	Safety + Capacity	\$7.4M	3-5 relocations; Floodplain; Potential EJ	
D.4	Raise Grade/Turn Lanes/Signal	Safety + Capacity	\$7.9M	3-5 relocations; Floodplain; Potential EJ	
E.1	Sidewalks	Safety	\$11.8M	Strip takings plus 0-1 relocations	Generally Positive
E.2	3-Lane with Sidewalks	Safety + Capacity	\$43.2M	40-50 relocations; Potential EJ; Impacts church or cemetery; Floodplain; hazmats	Divided Support

Throughout November, 112 public surveys were submitted via the study website. Top concerns along the corridor were stopped cars waiting to turn, poor visibility, narrow lanes/shoulders, and the railroad crossing. In total, 96% agreed an improvement is needed. The highest priority was Roberts Drive (Concept D), followed by US 60 (Concept A) and corridor-level improvements (Concept E).

An open-ended comment box allowed survey participants to enter additional suggestions. Several comments cited concerns beyond the study corridor, with a concentration further south on KY 168 near south Belmont/Ashland Middle School. Other suggestions included:

- Visibility at Dixon Street, which the team discussed. There were only two crashes (rear ends) during the 5-year analysis period. The intersection is constrained by a cemetery, bound by a short retaining wall. The potential to improve this location will be noted in the report as part of Concept E.1.

- Visibility at Pollard/Kirk is limited by an adjacent building.
- Roundabouts or mini-roundabouts along the corridor were not specifically considered, beyond US 60 and Roberts Drive.
- Realigning the Bellefonte intersection was considered but is not a priority as there were three crashes in five years. Bellefonte serves as a cut-through route around KY 168. Shifting the intersection north to align at 90-degrees does not appear to provide significant benefits.
- Creating a three-way stop at Main Street was not advanced as existing Level of Service is B in both peaks.

The meeting concluded with a discussion of recommended priorities:

- Concept D.2 (Three-way stop at Roberts) is a high priority/quick hit for immediate safety savings.
- Concepts A.3 (Turn lanes at US 60) and E.1 (sidewalks) are also high priorities for implementation.
- Concept B (Bus stop) should be folded in as part of E.1 but with cost estimates tracked separately as transit has its own funding sources.
- Concept A.1 (Tree trimming) is a medium priority.
- Concepts A.2 (Close/connect Algonquin), C (6th Street turn lanes), and D.3/D.4 (turn lanes, raise grade at Roberts) are longer term, low priorities.
- Concepts D.1 (Dynamic flashers at Roberts) and E.2 (major widening) are not recommended to advance.

Qk4 will address discussion items and submit draft report for KYTC review in next 3-4 weeks.

End of Minutes