APPENDIX D – MEETING SUMMARIES

Meeting Minutes

TO:	Steve De Witte Co-Project Manager KYTC Central Office 200 Mero Street Frankfort, KY 40622	Jessica Herring Co-Project Manager KYTC District Office #1 5501 Kentucky Dam Road Paducah, KY 42003

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: July 11, 2018

SUBJECT: Paducah Small Urban Area Study
Item Number N/A
McCracken County
Project Team Kick-Off Meeting

A project team kick-off meeting for the subject project was held at the Paducah Transit Authority in Paducah, Kentucky on June 27, 2018 at 10:30 a.m. CDT. The following individuals were in attendance:

Patsy Banister	KYTC – District 1
Stacey Courtney	Purchase Area Development District
Steve De Witte	KYTC – Central Office Planning
Harold Gibson	KYTC – District 1
Jessica Herring	KYTC – District 1
Chris Kuntz	KYTC – District 1
Kevin Martin	KYTC – Central Office Design
Mike McGregor	KYTC – District 1
Anthony Norman	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Glenn Hardin	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

Len Harper welcomed everyone and said the purpose of the meeting was to discuss the progress to date on the Paducah Small Urban Area (SUA) Study. He said the study will identify and examine transportation issues within and surrounding Paducah and develop three classes of improvement projects. These include short-term improvements, long-term projects, and local street improvements/strategies.

The project team was provided a copy of the presentation slides. Len Harper delivered a presentation on the study. The following enumerated items were discussed.

1. The primary goal of the meeting is to review the existing conditions analysis and determine what will be presented at the advisory committee meeting later in the afternoon.

2. The goal of the study is to identify and examine transportation issues related to safety and congestion in Paducah and the surrounding area. A map of the study area is shown in **Figure 1**. Short-term recommendations will include less resource intensive, quick win type projects the Kentucky Transportation Cabinet (KYTC), City of Paducah, McCracken County and/or private developers can pursue for further project development and implementation. The study will also seek to address long-term concerns by examining the future transportation needs and determining options for future improvement projects. Local improvements may also be included on city streets or county routes but would be the responsibility of the City of Paducah, McCracken County, and/or private developers.

3. This SUA planning study is currently funded with Federal SPR (Statewide Planning and Research) funds.

4. The City of Paducah's 2017 Comprehensive Plan listed five transportation goals:

    1) Create a transportation network for the City and County that allows safe and efficient movement of people and goods
        - This is a goal of the Paducah SUA study
    2) Coordinate with the City's future growth concurrent with provision of adequate transportation infrastructure
        - This is a goal of the Paducah SUA study
    3) Create a community that is pedestrian and bicycle friendly, offering increased opportunities for non-motorized transportation
        - This study will not focus on creating stand-alone bike/pedestrian projects. However, bike/pedestrian improvements will be considered as part of improvement concepts. It was noted that the Mayor of Paducah has been working with Troy Hearn, KYTC Bike/Ped Coordinator, to develop a Paducah Bike/Ped Plan.
    4) Provide sustained, expanded, and improved air transportation services
        - This study will not examine improvements to the airport. It may, however, consider improving access to the airport if identified through the study process.
    5) Expand waterborne freight transportation access into and from the region
        - This study will not examine improvements to the water freight industry. It may, however, consider improving access to the port if identified through the study process.

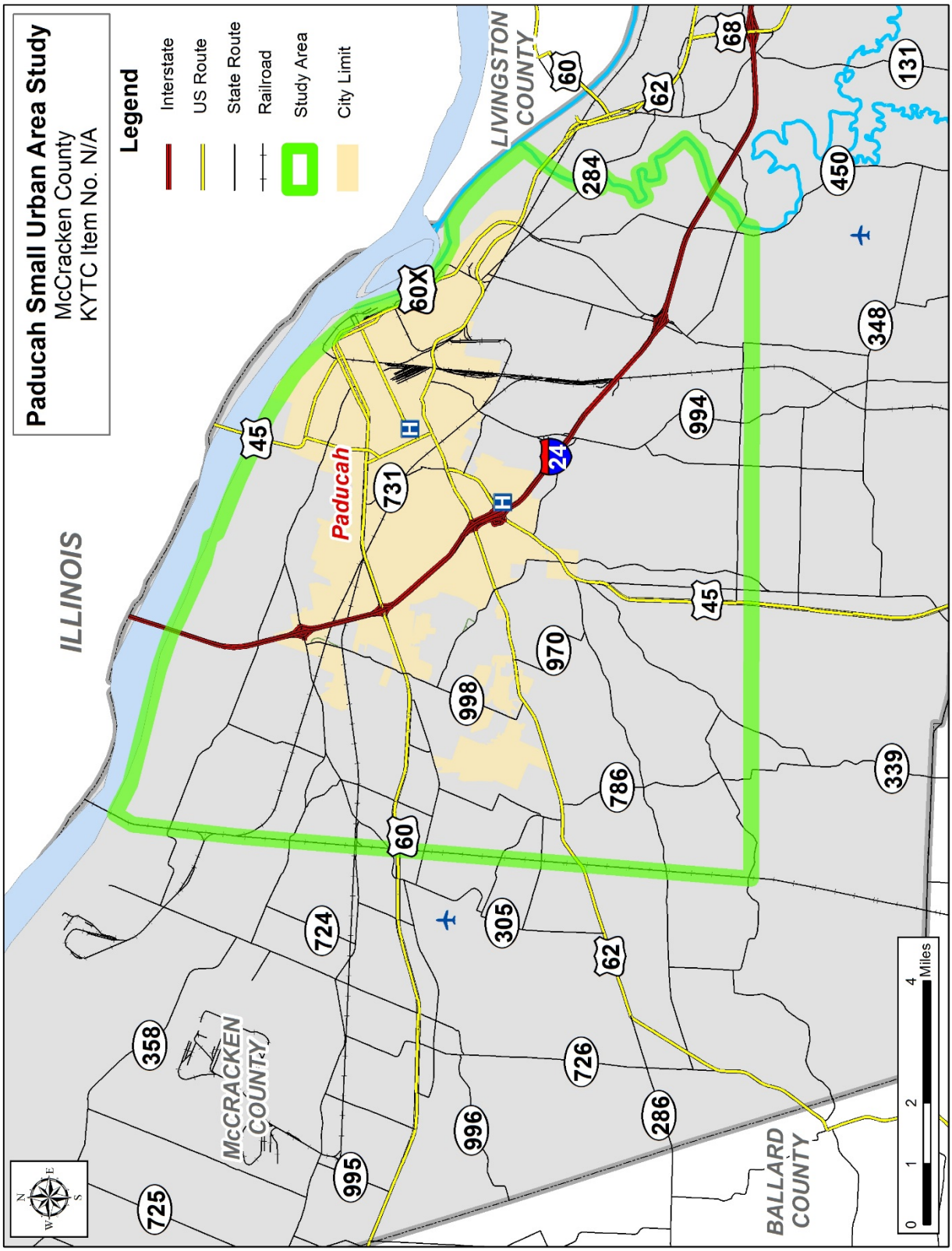

Figure 1: Study Area

5. Maps were presented showing the planned and committed projects within the study area. There are thirteen projects in the study area listed in the 2018 Six Year Highway Plan. Five Highway Plan projects and all seven Continuous Highway Analysis Framework (CHAF) projects were sponsored in the Strategic Highway Investment Formula (SHIFT) program.
    - CHAF projects have replaced Project Identification Forms (PIF)
    - It was noted that the advisory committee should be made aware that the CHAF projects are not Highway Plan projects and thus do not have funding.
    - It was noted that I-24 is not part of this study and interstate improvement concepts will not be created. However, the advisory committee is welcome to mention safety or congestion concerns on I-24.
        - It was noted that the acceleration/deceleration lanes for the I-24 on/off ramps at Exits 4 and 7 are not long enough

6. Maps depicting the existing conditions of the study area were discussed by the project team. These included roadway functional class, lane and shoulder widths, median widths and types, truck routes and truck weight class. Bridge sufficiency ratings were also shown.
    - It was noted that trucks on I-24 are taking detours on KY 970 and KY 786, among others, to get to US 62. It is possible that these truck drivers are not from the area and are following GPS directions. Trucks are permitted to use routes within 15 miles of an interstate.
    - Question: Should bridge repairs be treated any differently because of the Kentucky Bridge Program? Answer: Currently it is unknown which bridges will be repaired or replaced as part of the Kentucky Bridge Program. This study should continue as planned and identify safety and congestion concerns on bridges in the study area.
    - It was also noted that the bridge sufficiency rating map only shows bridges with spans 20-ft or greater in length. There may be smaller bridges in the study that need to be replaced.
    - The area near the Jackson Street railroad bridge floods during heavy rainfall.

7. The existing traffic volumes were presented to the project team. The heaviest volumes include US 60 (30,000 vpd West of I-24 and 20,000 vpd East of I-24), US 62 (11,000 vpd approaching downtown Paducah), and US 45 (11,300 – 26,000 vpd).
    - It was noted that congestion on Lone Oak Road (US 45) is an issue.

8. After performing a capacity analysis of the existing traffic, several spots were found to have a volume to capacity (V/C) ratio of 1.0 or greater. The target V/C ratio is 0.9 for rural areas and 1.0 for urban areas. A V/C lower than this indicates a roadway is operating within its design capacity. Spots with V/C ratios greater than 1.0 include portions of US 45, US 60, US 62, KY 1286 (Friendship Road), and KY 305 (Cairo Road).

9. Len presented several examples of potential projects typically developed by a SUA study. The project team also mentioned several past/future projects in the study area.

    - One potential project is Jackson Street, which is currently a four-lane roadway with narrow lanes, curb and gutter, and no median. The low traffic volumes make Jackson Street a prime location for a road diet, which includes restriping the current pavement as three-lanes, with one travel lane per direction and a continuous two-way left-turn lane (TWLTL). A road diet also opens the possibility of adding bike lanes.
        - There has been one road diet in Paducah over the last several years. Bridge Street was converted to a three-lane road with a center TWLTL. This project has been well received by the public.
    - The signals on US 60 between I-24 and the transition to a one-way couplet do not seem to be coordinated. Signal timing optimization on this route could be considered
        - KYTC studied this portion of US 60 and decided not to optimize signal timing because of the large spacing between signalized intersections. Stantec will review the crash history in this area to determine if the number crashes could be reduced with signal timing optimization.
    - Joe Clifton Drive (28th Street) is a four-lane road similar to Jackson Street and could be a candidate for a road diet. The intersections at Broadway Street and Jefferson Street are skewed.
        - There is an HSIP project on Broadway Street near 28th Street which will focus on minor improvements such as restriping.
    - There is a lot of congestion and crashes on the two-lane portion of US 62 east of I-24. This section of roadway has no shoulders, steep drop-offs, and the pavement is constantly breaking.
        - There was a proposed widening project on US 62. However, there was significant push back from the public, especially residents of the area, and the project never went forward.
    - The intersection of Jefferson Street and 3rd Street has poor sightlines due to on-street parking.
        - There is an HSIP project at the intersection of Jefferson Street and 3rd Street which will focus on improving sightlines and traffic calming.

10. Stantec is working with KYTC Central Office to update the Paducah/McCracken County Travel Demand Model, which will be used to develop 2045 traffic forecasts for the study. The model will be updated to reflect the opening of McCracken

County High School and the downsizing of the USEC plant. In addition, the advisory committee will be asked to identify potential growth areas in Paducah. The McCracken County population projections provided by the Kentucky State Data Center suggest a flat population growth with a one percent overall decline from 2015 to 2040.

11. The crash history (January 1, 2015 to December 31, 2017) for study area roadways was discussed. Between 2015 and 2017 there were 7,376 crashes in the study area, the majority of which were common crash types for urban areas – rear end, angle, and sideswipe collisions. There were also a significant number of single vehicle run-off the road collisions on narrow two-lane residential roadways. Roadways with critical crash rate factors (CRF's) greater than 1.0 were highlighted on a map. A CRF greater than 1.0 indicates that a roadway segment could have a higher than expected occurrence of crashes. US 60, KY 1286, and Joe Clifton Drive were discussed as routes with safety issues, which all have a CRF greater than 1.0.

12. Public involvement for the study was discussed. There are to be three project team meetings and two advisory committee meetings. The primary goal of the first advisory committee meeting is to have attendees identify trouble spots. Stantec will deliver a brief presentation explaining the project goals and the existing conditions analysis. This will be followed by a group exercise were attendees will be split into small groups and asked to identify roadway, safety, or traffic issues, such as: intersections where turn lanes or traffic signals are needed, roadways that are too narrow or congested, roadways that should be re-aligned, and railroad crossings that need attention. Study area plots will be provided to help kick start group discussion and solicit feedback.

    - It was noted that KYTC should work with the City of Paducah and/or the Mayor's office on a press release about the study. The press release should discuss the studies purpose and goals. Specific projects should not be discussed.

13. The next step will be for Stantec to continue work on the traffic forecasts and begin developing alternatives.

14. Len discussed the project schedule. The first advisory committee meeting will be held later in the afternoon. The next project team meeting will be in September. At that time Stantec will present preliminary alternatives for the project team to review. After that, refined alternatives will be presented to the advisory committee and project team in December to solicit feedback and suggested prioritization.

The meeting ended at approximately 12:00 p.m. CDT.

Meeting Minutes

TO:	Steve De Witte Co-Project Manager KYTC Central Office 200 Mero Street Frankfort, KY 40622	Jessica Herring Co-Project Manager KYTC District Office #1 5501 Kentucky Dam Road Paducah, KY 42003

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: July 11, 2018

SUBJECT: Paducah Small Urban Area Study
Item Number N/A
McCracken County
Advisory Committee Meeting

A project advisory committee meeting for the subject project was held at the Paducah Transit Authority in Paducah, Kentucky on June 27, 2018 at 1:30 p.m. CDT. The following individuals were in attendance:

Patsy Banister	KYTC – District 1
Lyndsey Birdsong	City of Paducah
Danny Carroll	Kentucky State Senator, 2nd District
Sheryl Chino	Paducah Planning
Stacey Courtney	Purchase Area Development District
Steve De Witte	KYTC – Central Office Planning
Edward Duff	McCracken Co. Emergency Management
Martha Emmons	Bike World
Harold Gibson	KYTC – District 1
Mary Hammond	Paducah Convention and Visitors Bureau
Eric Haney	James Marine
Brandi Harless	Mayor of Paducah
Brian Harper	McCracken County Schools
Jessica Herring	KYTC – District 1
Fran Johnson	Paducah Chamber of Commerce
Brian Laird	Paducah Police
Chris Kuntz	KYTC – District 1
Jerome Mansfield	McCracken Co. Emergency Management
Kevin Martin	KYTC – Central Office Design
Mike McGregor	KYTC – District 1
Rick Murphy	City of Paducah
Anthony Norman	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning

Richard Roof	Barkley Airport
Bonnie Schrock	Baptist Health
Michelle Smolen	City of Paducah
Matt Snow	Baptist Health
Buddy Upshaw	PADD Transportation Committee
Gerald Watkins	Kentucky State Representative, 3rd District
Michael Zidor	Paducah Police
Glenn Hardin	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

Mike McGregor welcomed everyone and said the purpose of the meeting was to discuss the progress to date on the Paducah Small Urban Area (SUA) Study and engage the project team and advisory committee to identify trouble spots.

The advisory committee was handed an agenda and plots of the study area were made available. Len Harper delivered a presentation on the study. The following enumerated items were discussed.

1. The primary goal of the meeting is to review the existing conditions analysis and determine where problem locations are to move forward with alternatives. A map of the study area is shown in **Figure 1**.

2. The goal of the study is to identify and examine transportation issues related to safety and congestion in Paducah and the surrounding area. Short-term recommendations will include less resource intensive, quick win type projects the Kentucky Transportation Cabinet (KYTC), City of Paducah, McCracken County and/or private developers can pursue for further project development and implementation. The study will also seek to address long-term concerns by examining the future transportation needs and determining options for future improvement projects. Local improvements may also be included on city streets or county routes but would be the responsibility of the City of Paducah, McCracken County, and/or private developers.

3. This SUA planning study is currently funded with Federal SPR (State Planning and Research) funds.

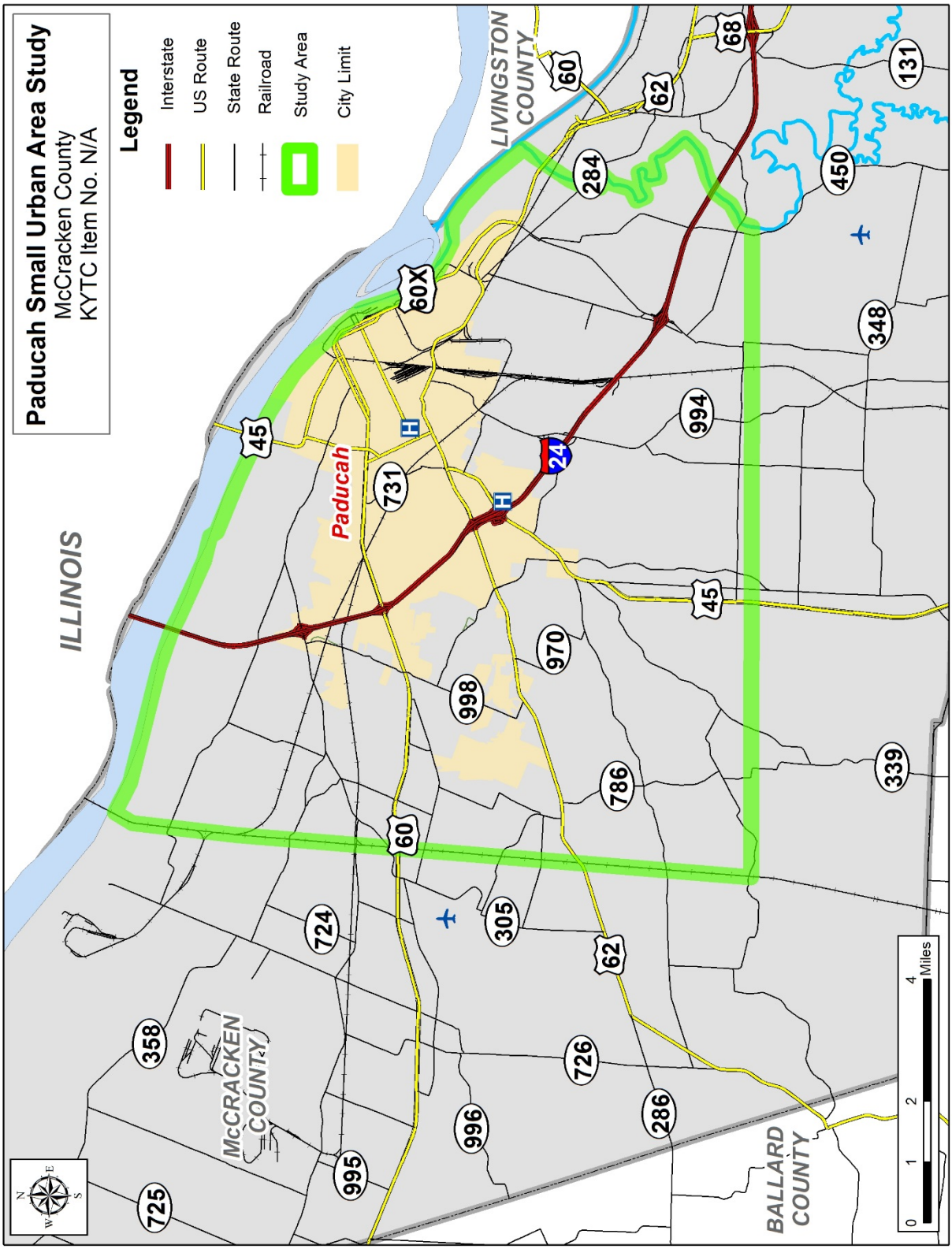

Figure 1: Study Area

4. The City of Paducah's 2017 Comprehensive Plan listed five transportation goals:

    1) Create a transportation network for the City and County that allows safe and efficient movement of people and goods
        - This is a goal of the Paducah SUA study
    2) Coordinate with the City's future growth concurrent with provision of adequate transportation infrastructure
        - This is a goal of the Paducah SUA study
    3) Create a community that is pedestrian and bicycle friendly, offering increased opportunities for non-motorized transportation
        - This study will not focus on creating stand-alone bike/pedestrian projects. However, bike/pedestrian improvements will be considered as part of improvement concepts. It was noted that the Mayor of Paducah has been working with Troy Hearn, KYTC Bike/Ped Coordinator, to develop a Paducah Bike/Ped Plan.
    4) Provide sustained, expanded, and improved air transportation services
        - This study will not examine improvements to the airport. It could, however, consider improving access to the airport if identified through the study process.
    5) Expand waterborne freight transportation access into and from the region
        - This study will not examine improvements to the water freight industry. It could, however, consider improving access to the port if identified through the study process.

5. Maps were presented showing the planned and committed projects within the study area. There are thirteen projects in the study area listed in the 2018 Highway Plan. Five Highway Plan projects and seven Continuous Highway Analysis Framework (CHAF) projects were sponsored in the Strategic Highway Investment Formula (SHIFT) program.
    - CHAF projects have replaced Project Identification Forms (PIF). These CHAF projects are not Highway Plan projects and thus have no funding.
    - It was noted that I-24 is not part of this study and interstate improvement concepts will not be created.
    - Question: Why is the proposed outer loop not shown on the map? Answer: This project was in the Highway Plan for over 20 years but did not receive support or funding and was therefore dropped as part of the SHIFT prioritization process and the desire to have a balanced 2018 Highway Plan.

6. Maps depicting the existing conditions of the study area were discussed by the project team. These included roadway functional class, lane and shoulder widths, median widths and types, truck routes and truck weight class. Bridge sufficiency ratings were also shown.

- It was noted that there is flooding near the Jackson Street bridge during heavy rainfall. Strand Associates, Inc. is currently working with the City of Paducah to model the city's storm water and develop a list of improvements.

7. The existing traffic volumes were presented to the advisory committee. The heaviest volumes include US 60 (30,000 vpd West of I-24 and 20,000 vpd East of I-24), US 62 (11,000 vpd approaching downtown Paducah), and US 45 (11,300 – 26,000 vpd). After performing a capacity analysis of the existing traffic, several spots were found to have a volume to capacity (V/C) ratio of 1.0 or greater. The target V/C ratio is 0.9 for rural areas and 1.0 for urban areas. A V/C lower than this indicates a roadway is operating within its design capacity. Spots with V/C ratios greater than 1.0 include portions of US 45, US 60, US 62, KY 1286 (Friendship Road), and KY 305 (Cairo Road).

8. The crash history (January 1, 2015 to December 31, 2017) for study area roadways was discussed. Between 2015 and 2017 there were 7,376 crashes in the study area, the majority of which were common crash types for urban areas – rear end, angle, and sideswipe collisions. There were also a significant number of single vehicle run-off the road collisions along narrow two-lane residential roadways. Roadways with critical crash rate factors (CRF's) greater than 1.0 were highlighted on a map. A CRF greater than 1.0 indicates that a roadway segment could have a higher than expected occurrence of crashes.

9. Stantec is working with the KYTC Division of Planning to update the Paducah/McCracken County Travel Demand Model, which will be used to develop 2045 traffic forecasts for the study. The model will be updated to reflect the opening of McCracken County High School and the downsizing of the USEC plant. The McCracken County population projections provided by the Kentucky State Data Center suggest a flat population growth with a one percent overall decline from 2015 to 2040. The advisory committee was asked to identify potential residential and commercial growth areas in the study area. The following locations in **Table 1** were identified by the advisory committee (shown on **Figure 2**):

Table 1: Areas Identified by the Project Advisory Committee as Expecting Growth

Location	Area	Comments
1	Port of Paducah	Shipment Growth
2	Downtown	Renovations
3	Convention Center	Increased Ped Traffic
4	Lone Oak Rd. (North of US 62 Intersection)	
5	Near Coke Plant	Residential & Commercial Growth
6	Noble Park	Possible Development Near the Boys and Girls Club
7	Cairo Rd. (East of I-24 Interchange)	

Location	Area	Comments
8	I-24 (Exit 3)	
9	KY 1420 (West of I-24)	
10	US 60 (To the West)	Residential Development
11	US 60 (West of I-24 Interchange)	
12	Between US 62 & US 60	Commercial Development
13	KY 1286 (Between US 62 & KY 998)	New Apartments
14	US 45 (South of I-24 Interchange)	
15	Bleich Rd. (East of US 45)	Residential & New School
16	US 45 (South of KY 336 Intersection)	

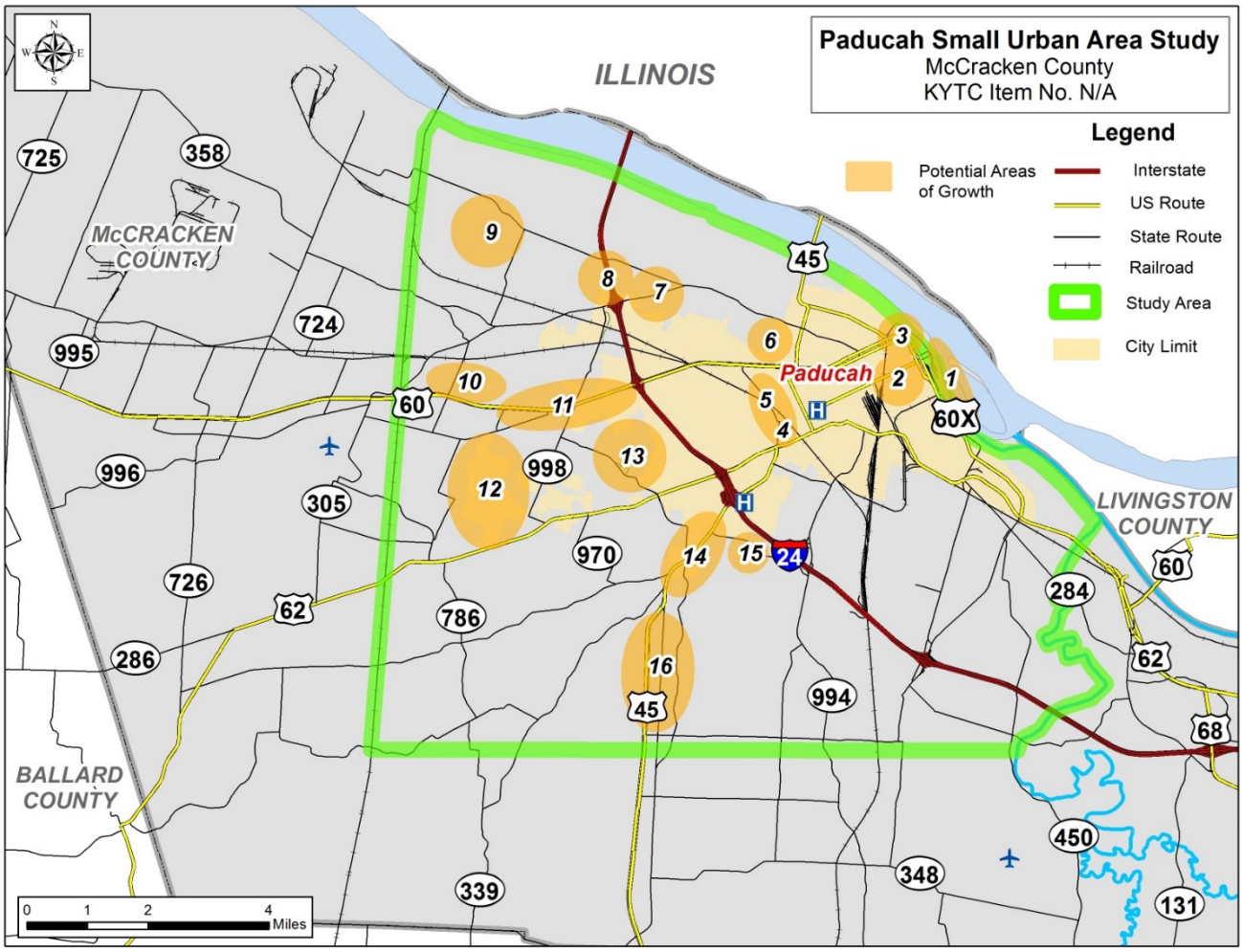

Figure 2: Areas Identified by the Project Advisory Committee as Expecting Growth

10. The advisory committee was asked to identify areas of concern relating to safety. The following locations in **Table 2** were identified by the advisory committee (shown on **Figure 3**):

Table 2: Areas of Concern Identified by the Project Advisory Committee Relating to Safety

Location	Area	Comments
1	I-24 (Exit 16)	Truck crashes at the truck stop
2	US 62 at US 60 (To the East)	
3	US 62 at James Marine	Access management issues; Commercial Area; Could use a TWLTL.
4	US 62 (East of US 60X Intersection)	High Speeds
5	KY 1954 (Between I-24 & US 62)	Narrow roadway; Residential area, used as a cut through to/from I-24
6	US 62 (Between Bridge Street & Broad Street)	
7	Downtown	Pedestrian safety; Consider pedestrian actuated crosswalks
8	Downtown	Signs are hard to see at night leaving downtown due to the sun setting; Consider new stop signs with better retro reflectivity
9	US 60X Couplet	High Speeds
10	Downtown Loop (US 60) at 6th Street	
11	Jefferson Street at 3rd Street	
12	4th Street at Kentucky Avenue	Striping on Kentucky Avenue is not visible; The intersection is skewed
13	Broadway Street	Vehicles going the wrong way
14	US 62 (Jackson Street)	Consider a Road Diet
15	HC Mathis Drive at Joe Clifton Drive	Bicycle separation is a problem throughout the study area
16	Joe Clifton Drive (Near Carson Park)	
17	Broadway Street (West of 28th Street)	
18	Jefferson Street at Joe Clifton	Bicyclists do not stop at the intersection; This is a common problem
19	Coke Plant	Pedestrian safety issues; Not enough parking. Needs a crosswalk
20	Berger Road	Narrow roadway and no shoulders; Recent pedestrian fatality
21	Star Hill Road (Between Hendron Road & Wildcat Trace)	

Location	Area	Comments
22	US 45 at Bleich Road	
23	US 45 (Between I-24 & KY 1322)	
24	The curve on KY 1286 (Between US 45 and US 62)	
25	KY 339 (South West of US 45 Intersection)	
26	KY 970 at KY 1322	
27	KY 970 Curve	
28	US 62 at Massac Church Road	
29	KY 998 Curve	
30	KY 1286 (Between KY 998 & Seneca Lane)	
31	KY 998 (Between US 60 and US 62)	
32	Village Square Drive behind Walmart	
33	Coleman Street	Used as a cut through; High speeds
34	KY 305 (Cairo Road)	High truck traffic near the industrial park
35	Cairo Road (Near I-24)	Remove raised median and widen to 5 lanes from Olivet to Pullen Lane
36	I-24 (Exit 3)	Truck Crashes at the truck stop

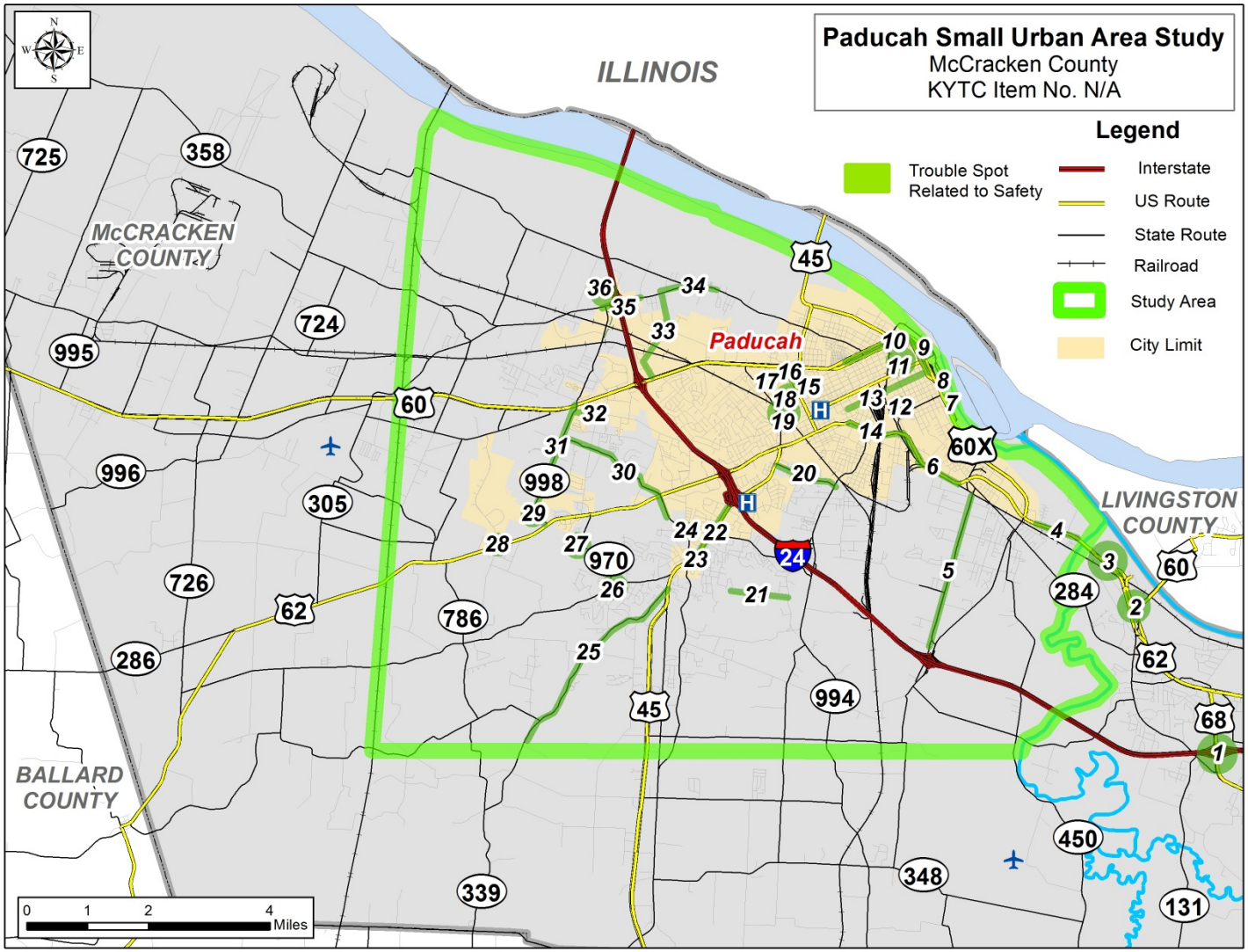

Figure 3: Areas of Concern Identified by the Project Advisory Committee Relating to Safety

11. The advisory committee was asked to identify areas of concern relating to congestion. The following locations in **Table 3** were identified by the advisory committee (shown on **Figure 4**):

Table 3: Areas of Concern Identified by the Project Advisory Committee Relating to Congestion

Location	Area	Comments
1	US 62 (From KY 994 to S 21st Street)	
2	Broadway Street (Between Lone Oak Road &	
3	Lone Oak Road at Broadway Street	
4	North 31st Street	Behind Coke Plant; Used as a cut through
5	Lone Oak Road	Poor Signal Timing
6	Intersection of US 62 and US 45	
7	US 62 (From Kennedy Road to Lone Oak	
8	US 62 interchange with I-24	
9	Buckner (From Pecan to Country Club)	
10	US 60 Interchange with I-24	
11	James Sanders Boulevard (South of US 60)	
12	US 60 (West of I-24 Interchange)	
13	US 60 at KY 998	
14	Pecan Drive (East of Buckner Lane)	
15	Buckner Lane at Pecan Drive	
16	Pecan Drive at James Sanders Boulevard	
17	Buckner (from KY 1286 to Pecan)	
18	KY 1286 from US 62 to KY 998	
19	KY 1565 at Old Hwy 60	New McCracken County High School
20	US 45 Interchange with I-24	Backups on the off ramps
21	US 45 at Bleich Road	New school
22	US 45 (Between Bleich Road & KY 1286)	
23	US 45 (South of I-24)	

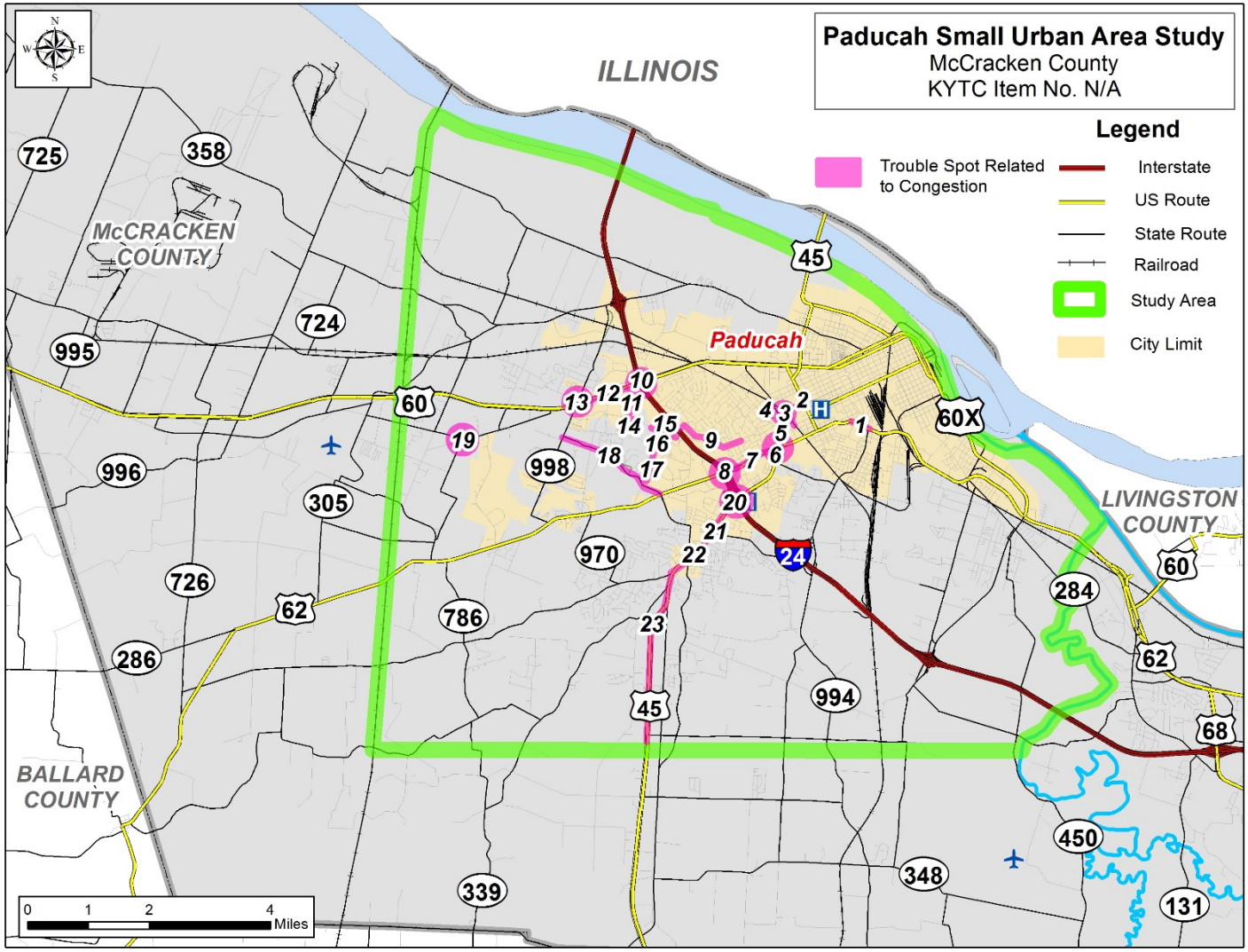

Figure 4: Areas of Concern Identified by the Project Advisory Committee Relating to Congestion

12. The advisory committee was also asked to identify possible locations for transportation improvements. The following locations in **Table 4** were identified by the advisory committee (shown in **Figure 5**):

Table 4: Possible Locations for Transportation Improvements Identified by the Project Advisory Committee

Location	Area	Comments
1	US 60X (Near the Convention Center)	
2	Broadway Street	Use wide pavement for bike lanes/connection to Greenway, the Holiday Inn, and the Convention Center
3	Kentucky Avenue	Use wide pavement for bike lanes/connection to Greenway, the Holiday Inn, and the Convention Center
4	Jefferson Street	Wide pavement - possible bike lanes
5	US 60 (Irvine Cobb Drive)	Consider Road Diet
6	US 60 at US 62 (to the East)	
7	Joe Clifton Road (28th Street) (Between US 60 & US 62)	
8	Lone Oak Road at Broadway Street	
9	Intersection of US 62 and US 45	
10	US 60 between the Mall and Downtown Paducah	Bicycle opportunities between the mall and downtown
11	Hotel Development on US 60 (East of I-24)	Create a more pedestrian friendly environment; Sidewalks, crosswalks for access from hotels to restaurants
12	US 60 Interchange with I-24	
13	US 60 Near the Mall	Consider a pedestrian bridge across US 60
14	US 62 (West of the I-24 Interchange)	
15	US 45 (Between Bleich Road & KY 1286)	
16	KY 1286 (Between US 45 & KY 998)	School Buses from US 45 to McCracken County High School
17	KY 998 (from US 62 to US 60)	

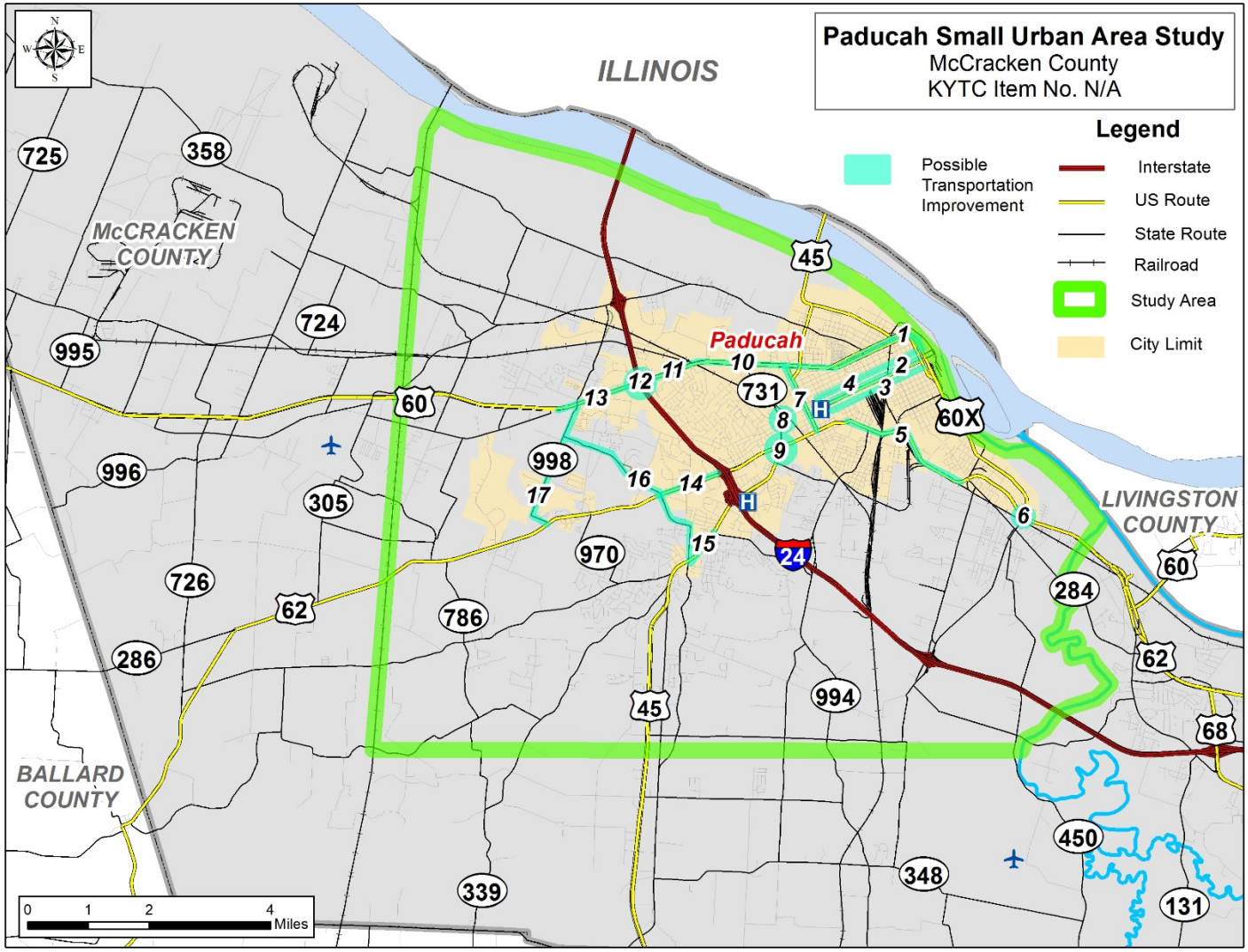

Figure 5: Possible Locations for Transportation Improvements Identified by the Project Advisory Committee

13. Len discussed the project schedule. The next project team meeting will be in September. At that time Stantec will present preliminary alternatives for the project team to review. After that, refined alternatives will be presented to the advisory committee and project team in December to solicit feedback and suggested prioritization.

The meeting ended at approximately 3:30 p.m. CDT.

Meeting Minutes

TO:	Steve De Witte Co-Project Manager KYTC Central Office 200 Mero Street Frankfort, KY 40622	Jessica Herring Co-Project Manager KYTC District Office #1 5501 Kentucky Dam Road Paducah, KY 42003

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: October 1, 2018

SUBJECT: Paducah Small Urban Area Study
Item Number N/A
McCracken County
Project Team Meeting #2

A second project team meeting for the subject project was held at the KYTC District #1 Office in Paducah, Kentucky on September 18, 2018 at 10:30 a.m. CDT. The following individuals were in attendance:

Jay Balaji*	KYTC – Central Office Planning
Stacey Courtney	Purchase Area Development District
Steve De Witte	KYTC – Central Office Planning
Harold Gibson	KYTC – District 1
Troy Hearn*	KYTC – Central Office Planning
Jessica Herring	KYTC – District 1
John Moore*	KYTC – Central Office Planning
Mikael Pelfrey*	KYTC – Central Office Planning
Kyle Poat	KYTC – District 1
Steve Ross*	KYTC – Central Office Planning
Steve Farmer	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

*Joined Via Video Conference

Steve De Witte welcomed everyone and said the purpose of the meeting was to discuss the progress to date on the Paducah Small Urban Area (SUA) Study. The project team was provided an agenda along with a map and table describing the preliminary improvement concepts. Len Harper delivered a presentation. The following enumerated items were discussed.

1. The purpose of the meeting is to get feedback from the project team on the preliminary improvement concepts.

2. The goal of the study is to identify and examine transportation issues related to safety and congestion in Paducah and the surrounding area. A map of the study area is shown in **Figure 1**. Short-term recommendations will include less resource intensive, quick win type projects the Kentucky Transportation Cabinet (KYTC), City of Paducah, McCracken County and/or private developers can pursue for further project development and implementation. The study will also seek to address long-term concerns by examining the future transportation needs and determining options for future improvement projects. Local improvements will also be included on city streets or county routes but would be the responsibility of the City of Paducah, McCracken County, and/or private developers.

3. Len provided a recap of the first Advisory Committee meeting held on June 27, 2017 in Paducah. During the meeting, attendees were asked to identify locations where congestion is an issue, trouble spots related to safety, areas where growth is anticipated, and locations for the project team to identify possible transportation improvements. The Advisory Committee identified:

    - 23 locations with possible congestion issues
    - 36 trouble spots related to safety
    - 16 growth areas
    - 17 locations for potential transportation improvements

4. Stantec is working with KYTC Central Office to update the Paducah/McCracken County Travel Demand Model, which will be used to develop 2045 traffic forecasts for the study. The model is being updated to reflect the opening of McCracken County High School and the downsizing of the USEC plant. In addition, the growth areas identified by the Advisory Committee, along with future land use plans from McCracken County and the City of Paducah, were used to create **Figure 2**, a map depicting the areas of expected residential growth. This map shows three levels of growth – positive, negative, and neutral. The project team had an open discussion about expected residential growth in the study area.

    - The Reidland area to the east is currently showing positive growth. This area is more likely to remain flat over the long-term, while the areas along US 60 (near McCracken County High School) and US 45 (south of Lone Oak) will see positive growth. Stantec will update Figure 2 and the traffic analysis zones (TAZs) accordingly.

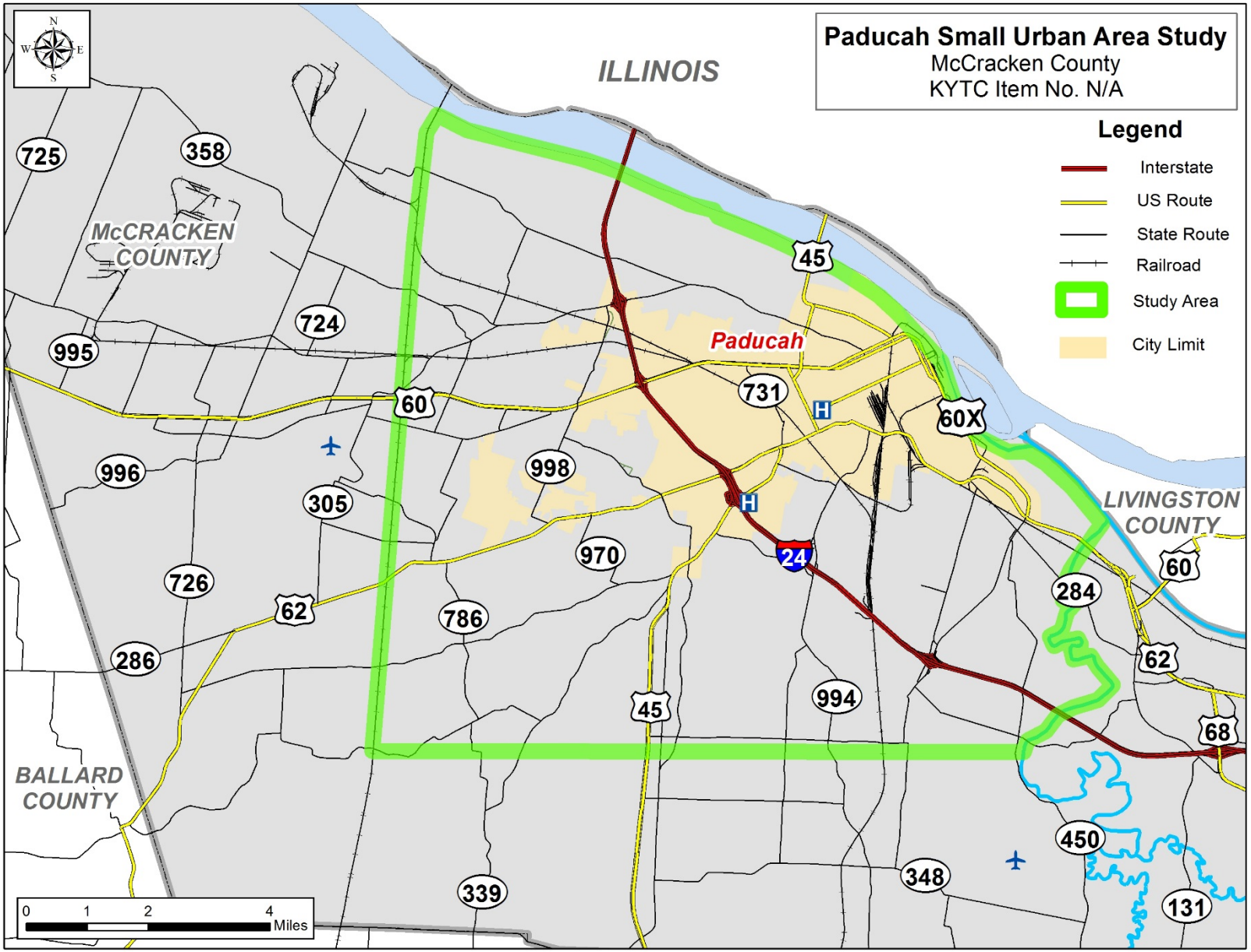

Figure 1: Study Area

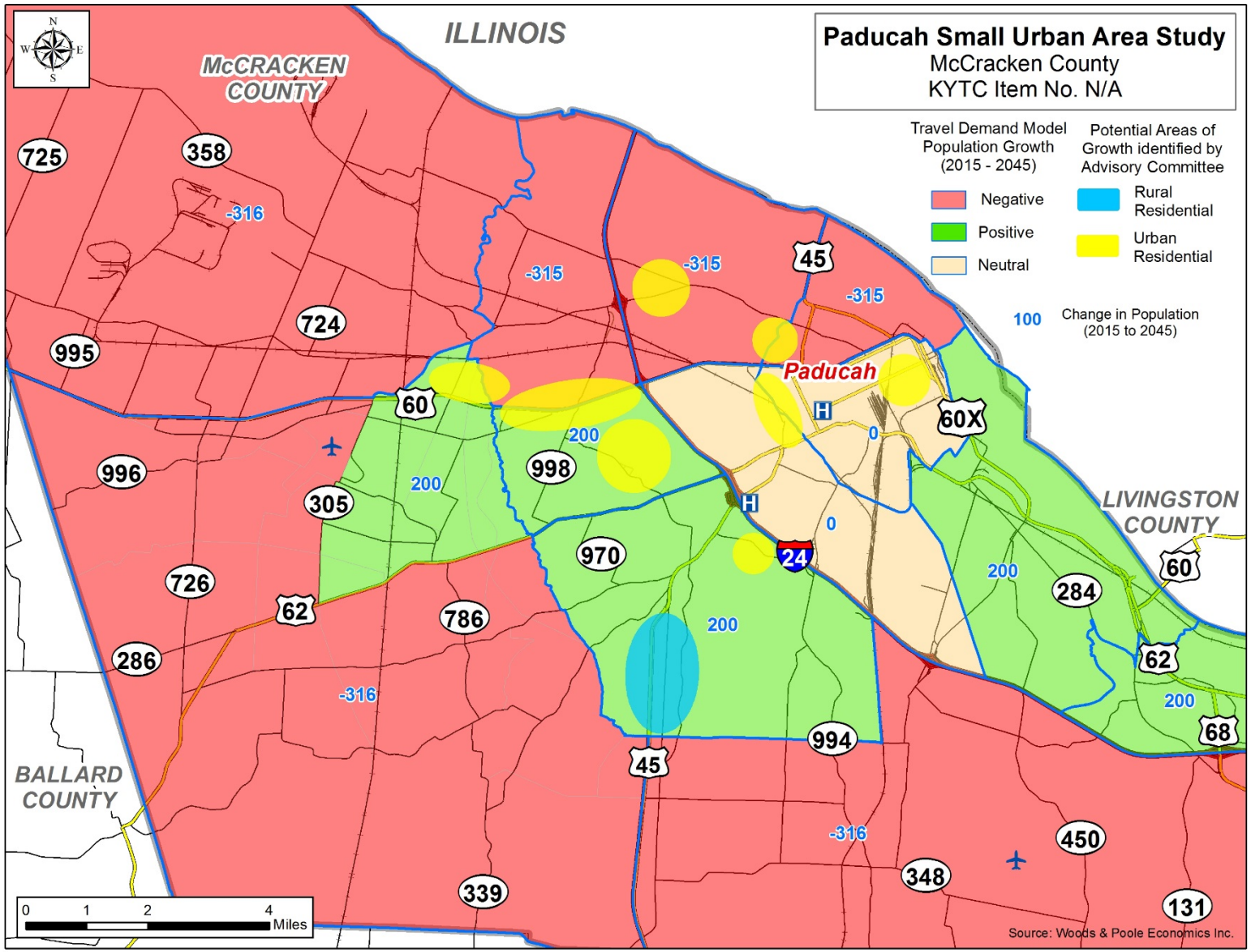

Figure 2: Expected Residential Growth

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5. As part of updating the Paducah/McCracken County Travel Demand Model, the future roadway network will be updated to a 2045 Existing Plus Committed (E + C) Network by including all capacity improving projects in KYTC's 2018 Six Year Highway Plan that include construction funds. **Table 1** presents the Six-Year Plan projects that will be included in the E + C Network.

Table 1: SYP Projects Included in the E + C Network

Route	Begin_MP	End_MP	KYTC_Item_No	Description
073-US-0060 -000	0.4	1.968	01-115.10	Major Widening - from 2 to 4 lanes
073-US-0062 -000	7.851	8.808	01-152.00	Major Widening - from 2 to 4 lanes
073-KY-1286 -000	3.623	6.423	01-153.00	Reconstruction
073-US-0060 -000	10.484	10.891	01-154.00	Interchange reconstruction - DDI
New Route			01-8702.00	New access road from KY 305 near KY 998 to the Ohio River Megapark

6. Len presented 18 conceptual improvement projects which were developed based on a combination of input from the Advisory Committee, a review of the existing conditions, and field visits performed by Stantec. The location of each concept is shown on **Figure 3** and summarized in **Table 2**. Discussion of each concept is below.

   A. Kentucky Avenue (US 45X) between MP 0.25 and MP 2.05 – This portion of US 45X is a four-lane undivided section with approximately 40 feet of existing pavement. It carries 5,700 vehicles per day (VPD) and connects the commercial sector of downtown Paducah to Baptist Health Hospital and the residential areas to the west. There are Critical Crash Rate Factors (CRFs) on this section of Kentucky Avenue ranging from 0.9 to 4.2. Of the 82 reported crashes over the past three years, 79 percent are rear end, angle, or sideswipe collisions. With modest to flat growth expected in the area, one through lane in each direction is capable of accommodating travel demand. Therefore, a short-term project could be a road diet, which includes restriping the existing roadway to one 12.5-ft lane in each direction and a 15-ft two-way left-turn lane (TWLTL). Another option could be to restripe to one 10.5-ft lane in each direction, an 11-ft TWLTL, and a 4-ft bike lane in each direction. The second option would provide a multi-modal connection to Downtown, Riverfront, and the Greenway Trail.

   B. Joe Clifton Drive (US 45) between MP 9.93 and MP 10.97 – This portion of US 45 serves as a residential connection between US 60 and US 62, with Baptist Health Hospital and Paducah Tilghman High School nearby. It is a four-lane undivided section with approximately 40 to 50 feet of existing pavement and traffic volumes between 5,200 and 12,500 VPD. There have been 249 reported crashes (including three pedestrian collisions) over the past three years with 78 percent rear end, angle, or sideswipe collisions and a CRF of 2.2. With modest to flat growth expected in the area, one through lane in each direction should be capable of accommodating travel demand. Therefore, a short-term option could be a road diet, which includes restriping the existing roadway to one 12.5-ft lane in each direction and a 15-ft TWLTL. Another option could be to include one 10.5-ft lane in each direction, an 11-ft TWLTL, and two 4-ft bike lanes. The second option would provide a multi-modal connection to Nobel Park and the Greenway Trail.

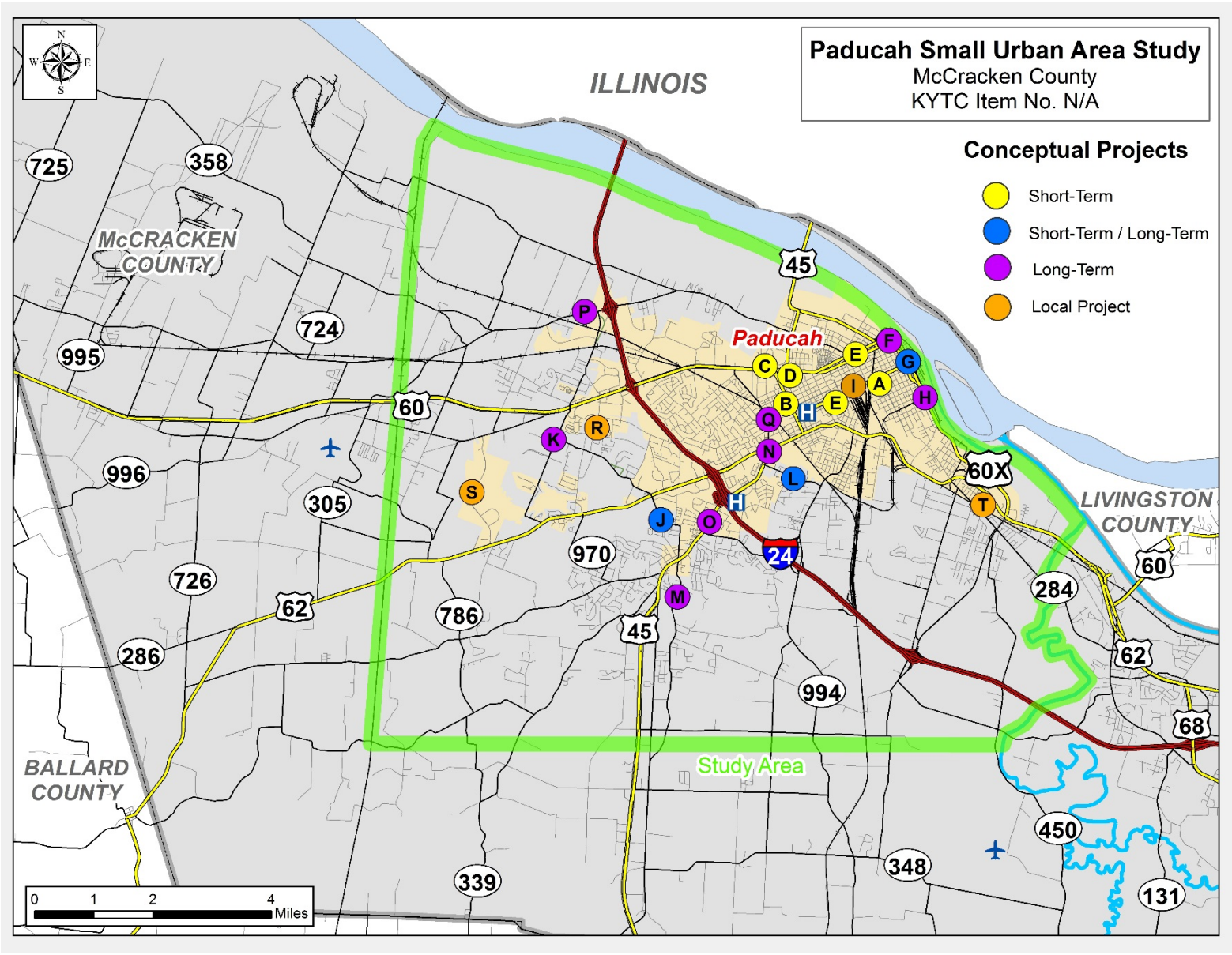

Figure 3: Preliminary Improvement Concepts

Table 2: Preliminary Improvement Concepts Summary

ID	Route	Location	Mileposts	Short-Term or Long-Term	Improvement Type
A	Kentucky Ave (US 45X)	25th Street to 4th Street	0.25 - 2.05	Short-Term	Road Diet
B	Joe Clifton Drive (US 45)	Jackson Street to Ross Avenue	9.93 - 10.97	Short-Term	Road Diet
C	Intersection at Joe Clifton Drive and US 60	Joe Clifton Drive and US 60	13.22	Shot-Term	Dual Left Turn Lanes
D	H C Mathis Drive (US 45)	Joe Clifton Drive to US 60	10.81 - 11.05	Shot-Term	Road Diet
E	Martin Luther King Jr Drive and Park Avenue (US 60X & US 45X)	US 60 to 5th Street	1.40 Miles	Short-Term	Pavement Striping
F	Entrance at Paducah Convention Center (US 45X)	Harrison Street to 6th Street	2.50 - 2.80	Long-Term	Intersection Reconfiguration
G	3rd Street and 4th Street (US 45X and US 60X)	5th Street to Adams Street	0.80 Miles	Short-Term	Pavement Striping
				Long-Term	Two-Way Conversion
H	Southern Spilt (US 60X)	Adams Street to Tennessee Street	2.10 - 2.30	Long-Term	Intersection Reconfiguration
I	Jefferson Street and Broadway Street	7th Street to Fountain Avenue	1.00 Miles	Local Project: Short-Term	Pavement Striping
				Local Project: Long-Term	Two-Way Conversion
J	Friendship Road (KY 1286)	US 45 to New Holt Road	3.62 - 6.42	Short-Term	High Friction Pavement
				Long-Term	Reconstruction

Table 2: Preliminary Improvement Concepts Summary (Continued)

ID	Route	Location	Mileposts	Short-Term or Long-Term	Improvement Type
K	KY 998 (Olivet Church Road)	KY 1286 to US 60	1.70 - 2.30	Long-Term	Minor Widening or Realignment
L	KY 1310 (Berger Road)	US 45 to KY 994	0.0 - 1.02	Short-Term	Sidewalks
				Long-Term	Reconstruction
M	South Friendship Road (KY 1286)	KY 1241 to US 45	0.0 - 3.62	Long-Term	Minor Widening or Reconstruction
N	Intersection at Jackson Street and Lone Oak Road (US 45 & US 62)	Jackson Street and Lone Oak Road	9.2	Long-Term	Right Turn Lane on Jackson Street and Major Widening of US 62
O	US 45	KY 1286 to Martin Circle	6.70 - 7.90	Long-Term	Reversible Lanes, Access Management, and Sidewalks
P	Cairo Road (KY 305)	Charter Oak Drive to Commerce Drive	7.45 – 8.90	Long-Term	Minor Widening or Reconstruction
Q	Intersection at KY 731 and Broadway Street	KY 731 and Broadway Street	0.4	Long-Term	Intersection Reconfiguration
R	New Holt Road	KY 1286 to US 60	1.00 Miles	Local Project: Long-Term	Major Widening
S	McCracken Boulevard	US 62 to Hinkleville Road	2.00 Miles	Local Project: Long-Term	Major Widening
T	Clarks River Ferry Road	Under US 60X	0.03 Miles	Local Project: Short-Term	Road Closure

C. Joe Clifton Drive at US 60 – This signalized intersection is located on a commercial portion of US 60 at Bob Noble Park. A recurring issue is the left-turn lane from Joe Clifton onto US 60 has heavy backups during peak periods. There were 30 reported crashes on the Joe Clifton approach over the past three years, eight of which were rear end collisions. The existing northbound approach (Joe Clifton Drive) is two lanes, with a dedicated left turn lane and a shared right and through lane. A short-term project could be to restripe the lanes on Joe Clifton to provide dual lefts.

D. H. C. Mathis Drive (US 45) between MP 10.81 and MP 11.05 – This four-lane undivided section connects Joe Clifton Drive to US 60 and serves a combination of commercial and residential traffic. There have been 18 reported crashes over the past three years, with one pedestrian collision. With only 5,300 VPD traveling this 36-foot wide portion of US 45, one lane in each direction is capable of accommodating the traffic demand. Therefore, a short-term option could be a road diet, which includes restriping to one 11-ft lane in each direction and a 14-ft TWLTL.

E. Martin Luther King Jr. Drive & Park Avenue (US 60X & US 45X) – This residential one-way couplet provides a connection between the commercial areas of US 60 and downtown Paducah. Each roadway offers two driving lanes with unmarked on-street parking and 40 to 42 feet of pavement. The traffic volumes on each roadway range from 4,700 to 5,200 VPD. There have been 76 reported crashes over the past three years with three pedestrian and two bicycle collisions and a CRF of 1.1. A short-term project could be restriping to delineate on-street parking (where available) and to provide a bike lane that will connect to the Riverfront and the Greenway Trail. To connect the proposed bike lanes on Martin Luther King Jr. Drive & Park Avenue to the Greenway Trail in Nobel Park, a shared-use path would be needed along the northern portion of Park Avenue.

F. Paducah Convention Center Entrance (US 45X) between MP 2.50 and MP 2.80 – The Paducah Convention Center is a 90,000 square-foot facility consisting of the Julian Carroll Convention Center and the Schroder Expo Center. It is located on the banks of the Ohio River at a horizontal curve on Park Avenue (US 45X) connecting downtown Paducah to the residential neighborhoods to the west. The entrance and exit are on one-way streets and are not clearly marked, creating a confusing experience for unfamiliar drivers visiting the Convention Center. Traffic volumes range from 4,700 to 6,600 VPD. Over the past three years, there have been 31 reported crashes, one of which was a pedestrian crash, with a CRF of 1.3. A long-term project could be to reconstruct the intersection of Park Avenue and MLK Jr. Drive to a roundabout with a clearly marked entrance to the Convention Center. This could pair with Alternative G, a two-way conversion of 3rd and 4th Streets.

    - It was noted that the Paducah Transit Authority owns a parking lot that would likely be taken during construction. The project team believes it is

a seldom used Park and Ride facility used only during major events such as the Quilt Show.

G. 3rd Street & 4th Street (US 45X & US 60X) – This one-way couplet travels through the heart of downtown Paducah near the Riverfront. As a direct route in and out of the city, 3rd and 4th Streets carry a mix of through traffic and commercial traffic to and from downtown businesses, but have low ADTs ranging from 4,700 to 6,700 VPD. There have been 173 reported crashes over the past 3 years, with two pedestrian and two bicycle collisions and a CRF of 1.3. With 42 feet of existing pavement, a short-term project could be restriping to delineate on-street parking and to provide a bike lane which connects to the Riverfront and the Greenway Trail. A long-term project could be a two-way conversion where both 3rd and 4th Streets are restriped to one 10.5-ft lane in each direction with a 6-ft bike lane and 7.5-ft of on-street parking in each direction. This would improve vehicle circulation and improve safety by reducing travel speeds.

H. Southern Split (US 60X) between MP 2.1 and MP 2.3 – The southern split of US 60X in downtown Paducah is the confluence of two one-way streets, 3rd Street and 4th Street. The traffic volumes on the one-way streets range from 6,400 to 6,700 VPD. There have been 32 reported crashes over the past three years, with one bicycle collision. A possible long-term project would be to reconstruct the intersection into a roundabout. This project would be paired with Alternative G, a two-way conversion of 3rd Street and 4th Street.

I. Jefferson Street and Broadway Street – This one-way couplet of city-maintained streets connects the commercial sector of downtown Paducah to the residential areas to the west. Both routes have two lanes and unmarked on-street parking on both sides with approximately 42 feet of pavement. Of the reported crashes over the past three years, 89 percent of the collisions on Jefferson Street and 74 percent on Broadway Street are rear end, angle, or sideswipe collisions. A short-term option could be restriping, which includes leaving both routes as one-way and restriping to two 10.5-ft lanes, a 6-ft bike lane, and two 7.5-ft designated parking lanes. Another short-term option could be a two-way street conversion where both streets are converted to two-way with one 10.5ft lane in each direction, a 6-ft bike lane, and two 7.5-ft designated parking lanes. Both options would provide a multi-modal connection to Downtown, Riverfront, and the Greenway Trail.

J. Friendship Road (KY 1286) between MP 3.62 and MP 6.42 – Carrying around 10,200 VPD, this two-lane section of KY 1286, with a current volume-to-capacity ratio (V/C) of 1.2, has a combination of undesirable geometry, narrow lanes, and narrow shoulders. Considered by local officials as part of the 'Inner Loop,' this route connects US 45 and the growing Lone Oak area to US 62 and US 60 through KY 998. The most notable issue on this section is the horizontal curve at MP 4.2, where it has been noted that many drivers travel too fast

through the signed 20-mph curve. Of the 21 reported crashes at this curve over the past three years, 18 have been during wet weather conditions and most are run-off the road collisions. A short-term project could be to apply a high friction surface treatment to help motorists maintain better control in both dry and wet driving conditions, which would require input from the KYTC Highway Safety Improvement Program (HSIP) team. A long-term project could be to reconstruct KY 1286 from US 45 to New Holt Road. This is a sponsored SYP project currently in the NEPA phase with right-of-way (ROW) funds for year 2019.

K. Olivet Church Road (KY 998) between MP 1.70 and MP 2.30 – This portion of KY 998 is considered by local officials to be a portion of the 'Inner Loop' that connects KY 1286 to the commercial sector of US 60. The Advisory Committee expects this two-lane section with narrow lanes and shoulders to see substantial growth from the current traffic volumes of 5,700 VPD. The CRF is 1.6 along this portion of KY 998. A long-term project could be widening lanes and shoulders to improve safety. This minor widening project is a local priority PIF D0998 1.00. Due to recent developments along the existing corridor, realignment of KY 998 is also being considered.

L. Berger Road (KY 1310) between MP 0.0 and MP 1.02 – Berger Road is a narrow two-lane roadway with no shoulders and steep drop-offs into roadside ditches. It serves as a residential connection between US 45 and KY 994 in the growing area north of Lone Oak. The existing traffic is 3,000 VPD. The CRF is 1.0 with 40 reported crashes over the past three years. One of these collisions was a pedestrian fatality where an eight-year-old boy was struck by a car while walking along Berger Road to a park. A short-term solution could be to construct curb & gutter and sidewalks. A long-term solution could be to reconstruct Berger Road, which is included in local priority PIF D1310 75.00, which corrects geometric deficiencies and addresses safety, mobility, and access issues.

M. South Friendship Road (KY 1286) between MP 0.0 and MP 3.62 – This portion of KY 1286 is located south of the commercial sector of US 45 in the growing Lone Oak area. Carrying 2,500 VPD, this narrow two-lane section has a combination of poor geometry, narrow lanes, narrow shoulders, and steep roadside ditches. The CRF is 2.6 with 26 reported crashes over the past three years. A long-term project could be to widen to provide shoulders and wider lanes to improve safety on the existing alignment. Another possible long-term solution would be complete reconstruction to have more desirable geometry.

N. Jackson Street and Lone Oak Road (US 45 & US 62) – This bustling intersection carries a combination of commercial and residential traffic through the growing area north of Lone Oak. Traffic volumes range from 11,300 to 19,700 VPD with a V/C of 0.7 to 1.3. The CRF ranges from 0.8 to 1.3 with 82 reported crashes over the past three years. There are several congestion problems with this intersection, the worst of which includes right turns backing up on westbound

Jackson Street. A long-term solution could be to add a dedicated right-turn lane on the westbound Jackson Street approach. To accompany this solution, another long-term solution could be to widen KY 731 north of US 62, which is a local priority PIF D0731 80.00. Another long-term solution could be to widen US 62 between Audubon Drive and Lone Oak Road, which is another local priority PIF B0062 72.00.

O. US 45 between MP 6.70 and MP 7.90 – The project team considers this commercial section of US 45 to be the most congested roadway in the study area during AM and PM peak periods. Traffic volumes are currently around 27,200 VPD with a V/C ranging from 0.8 to 1.0. The CRF is 1.2, with 86 percent of the 238 reported crashes over the past three years being rear end, angle, or sideswipe collisions. There were also three pedestrian collisions over this period. The project team noted that the traffic during daily commuter periods is directionally imbalanced, with most traffic traveling northbound into Paducah during the morning and southbound out of town during the afternoon. To take advantage of this imbalance, a short-term solution could be to use the center TWLTL as a reversible lane for travel into Paducah during the AM peak and for out of town travel for the PM peak. Another short-term solution could be to remove the flashing yellow light or providing a positive offset for the left-turn from US 45 to Friendship Road. This left-turn has poor sightlines when you have vehicles in the opposing left turn lane. Additional consideration should be given to improving access management and providing left-turns only where possible. Extending existing sidewalks should also be considered to improve pedestrian safety and connect the residential neighborhoods north of Mt. Kenton Cemetery to the commercial district to the south.

P. Cairo Road (KY 305) between MP 7.45 and MP 8.90 – This two-lane section of KY 305 is on I-24 Exit 3 and serves a mix of residential, industrial, and commercial traffic. With it's proximity to I-24 and the Pilot truck stop, there is heavy truck traffic which causes damage to the pavement and creates the need for frequent patching and repaving. Vehicular congestion also contributes to this problem, with 8,200 to 9,000 VPD and a V/C ranging from 0.5 to 1.3. The CRF ranges between 0.6 and 1.1 with 68 reported crashes over the past three years. A long-term project could be a major widening to four lanes with a raised median for access management.

Q. KY 731 and Broadway Street – This intersection is located at the convergence of the residential and commercial areas near the old Coca-Cola Bottling Plant. The V/C ranges between 0.5 to 1.4 with 3,800 to 13,800 VPD. There were 33 reported crashes at this intersection over the past three years. A long-term project would be to reconstruct the intersection. There is sufficient space for a roundabout and the city of Paducah has made plans for this type of project. One problem in this area is the poor drainage on North 32nd Street (KY 731). Residents have been vocal that runoff from the bank ends up on the road and causes ponding. Drainage at the intersection and nearby roadways (including 32nd

Street) should be considered during intersection reconstruction. Another long-term solution could be to improve access management and add crosswalks. This project would improve access to businesses and improve pedestrian safety.

R. New Holt Road between US 60 and KY 1286 – New Holt Road is a city street in the growing commercial area near the Kentucky Oaks Mall on KY 60. As a result, this local street is expected to continue to receive a large increase in traffic. Current traffic volumes range from 9,400 to 11,400 VPD with a V/C of 1.0. There were 71 reported crashes over the past three years, one of which was a pedestrian collision. A potential local project could be a major widening of New Holt Road to include additional lanes as well as bike lanes and sidewalks.

S. McCracken Boulevard between US 62 and Hinkleville Road - McCracken Boulevard serves as a cut-through to the new McCracken County High School. As a result, this local street received a large increase in traffic. No current traffic counts are available so KYTC District 1 has agreed to conduct a count. If traffic volumes warrant, a potential local project could be a major widening of McCracken Boulevard to include additional lanes as well as bike lanes and sidewalks.

T. Clarks River Ferry Road at John Puryear Drive (US 60X) Overpass - Clarks River Ferry Road has an 8-ft 5-inch vertical clearance under US 60X (structure 073B00152N). For safety purposes this road could be closed to through traffic under the bridge.

7. The next step will be for Stantec to finalize the Paducah/McCracken County Travel Demand Model and update 2045 forecasts, refine improvement concepts based on project team input, develop construction cost estimates, and prepare for the second Advisory Committee Meeting. KYTC District 1 will provide right-of-way and utility estimates for Alternatives F, G2, H, I2, J2, K, L1, L2, M, N, O, P, Q, R, and S, where "1" is for the short-term option and "2" is for the long-term option.

8. Len discussed the project schedule. The second Advisory Committee Meeting and the third Project Team Meeting will be held in December. At that time Stantec will present improvement concepts to the advisory team to solicit feedback and suggested prioritization.

9. There was an open discussion about how best to obtain feedback from the Advisory Committee. The projects will be divided between Short-Term, Long-Term, and Local Projects.

    - The eight KYTC Short-Term projects are: A, B, C, D, E, G1, J1, and L1.
    - The eleven KYTC Long-Term projects are: F, G2, H, J2, K, L2, M, N, O, P, and Q.
    - The five Local projects are alternatives I1, I2, R, S, and T.

At the Advisory Committee Meeting, the attendees will rank the Short-Term Projects, the Long-Term Projects, and then the Local Projects. Each scoring sheet will be handed out before the presentation of those projects. Once the presentation of the Short-Term Projects is complete, the Advisory Committee will be given time to score those alternatives before collecting and handing out the Long-Term scoring sheet. For example, Short-Term Projects contained eight projects for a total of eight points (one point for each project). Each Advisory Committee member will be directed to vote for at least two projects, thereby keeping all eight points from being used for one project. It will also be explained that giving each project a score of one would not provide the project team with any discernable difference among Advisory Committee priorities; therefore, care should be given when applying scores to priorities. Draft Project Evaluation Worksheets are shown in **Appendix A**. It was noted the Project Team would use the Advisory Committee rankings as another tool with safety, congestion, costs, etc. to develop final rankings of High Priority, Medium Priority, or Low Priority.

The meeting ended at approximately 12:00 p.m. CDT.

Meeting Minutes

TO:	Steve De Witte Co-Project Manager KYTC Central Office 200 Mero Street Frankfort, KY 40622	Jessica Herring Co-Project Manager KYTC District Office #1 5501 Kentucky Dam Road Paducah, KY 42003

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: January 10, 2019

SUBJECT: Paducah Small Urban Area Study
Item Number N/A
McCracken County
Advisory Committee Meeting No. 2

A project advisory committee meeting for the subject project was held at the Paducah Transit Authority in Paducah, Kentucky on December 11, 2018 at 10:00 a.m. CST. The following individuals were in attendance:

Jim Arndt	City of Paducah
Fowler Black	Paducah Visitors Bureau
Teresa Bottoms	McCracken County Board of Education
Arthur Boykin	Paducah Area Transit System
Sheryl Chino	City of Paducah
Craig Z. Clymer	McCracken County Judge Executive
Stacey Courtney	Purchase Area Development District
Steve De Witte	KYTC – Central Office Planning
Martha Emmons	Bikeworld, Inc.
Harold Gibson	KYTC – District 1
Brandi Harless	Mayor of Paducah
Brian Harper	McCracken County School District
Troy Hearn	KYTC – Central Office Planning
Jessica Herring	KYTC – District 1
Chris Kuntz	KYTC – District 1
Brian Laird	Paducah Police
Jerome Mansfield	McCracken County Emergency Management
Doug Moore	McCracken County
Kyle Poat	KYTC – District 1
Richard Roof	Barkley Regional Airport
Josh Sommer	City of Paducah
Pam Spencer	City of Paducah
Tammara Tracy	City of Paducah

Buddy Upshaw	Paducah Transportation Committee
Randy Williams	McCracken County
Sandra Wilson	Paducah Area Chamber of Commerce
Guelda Wooldridge	Paducah Senior Center
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

Len Harper welcomed everyone and said the purpose of the meeting was to discuss the progress to date on the Paducah Small Urban Area (SUA) Study and to present, discuss and receive feedback on potential solutions identified. As a part of the meeting, Len said the committee members would have an opportunity to assist the project team in prioritizing improvement concepts.

The Advisory Committee was handed an agenda and Len Harper delivered a presentation on the study. The following enumerated items were discussed.

1. The primary goal of the meeting is to get feedback from the Advisory Committee to help prioritize improvement concepts. A map of the study area is shown in **Figure 1**.

2. The goal of the study is to identify and examine transportation issues related to safety and congestion in Paducah and the surrounding area. Short-term recommendations will include less resource intensive, quick win type projects the Kentucky Transportation Cabinet (KYTC), City of Paducah, McCracken County and/or private developers can pursue for further project development and implementation. The study will also seek to address long-term concerns by examining the future transportation needs and determining options for future improvement projects. Local improvements may also be included on city streets or county routes but would be the responsibility of the City of Paducah, McCracken County, and/or private developers.

3. Len provided a recap of the first Advisory Committee Meeting held on June 27th. During the meeting, attendees were asked to identify locations where congestion is an issue, trouble spots related to safety, areas where growth is anticipated, and locations for the project team to consider possible transportation improvements. The Advisory Committee identified:

    - 23 locations with possible congestion issues
    - 36 trouble spots related to safety
    - 16 growth areas
    - 17 locations for potential transportation improvements

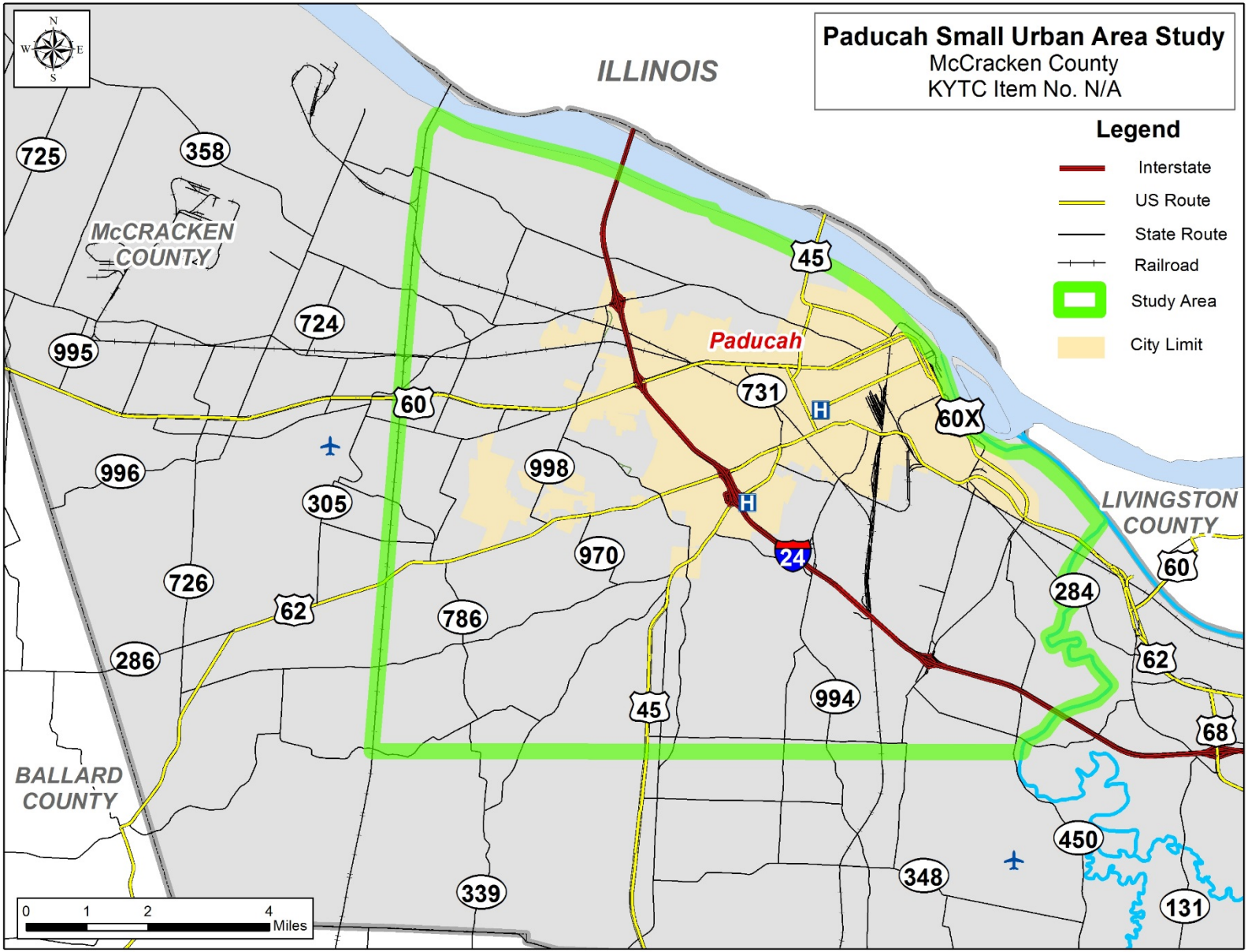

Figure 1: Study Area

Stantec

4. Stantec and KYTC Division of Planning have worked together to update the Paducah/McCracken County Travel Demand Model, which was used to develop 2045 traffic forecasts. The model was updated with new socioeconomic data which includes the opening of McCracken County High School, the downsizing of DOE operations at the Paducah Gaseous Diffusion Plant (PGDP), and the development of the proposed Ohio River Megapark. The McCracken County population projections provided by the Kentucky State Data Center suggest negative population growth with a one percent overall decline from 2015 to 2040. **Figure 2** shows the forecasted 2045 volume-to-capacity ratios with segments above 1.0 highlighted in red, between 0.8 and 1.0 in orange, and below 0.8 in gray. A volume-to-capacity ratio greater than one indicates a roadway or intersection that could be operating above its designed capacity.

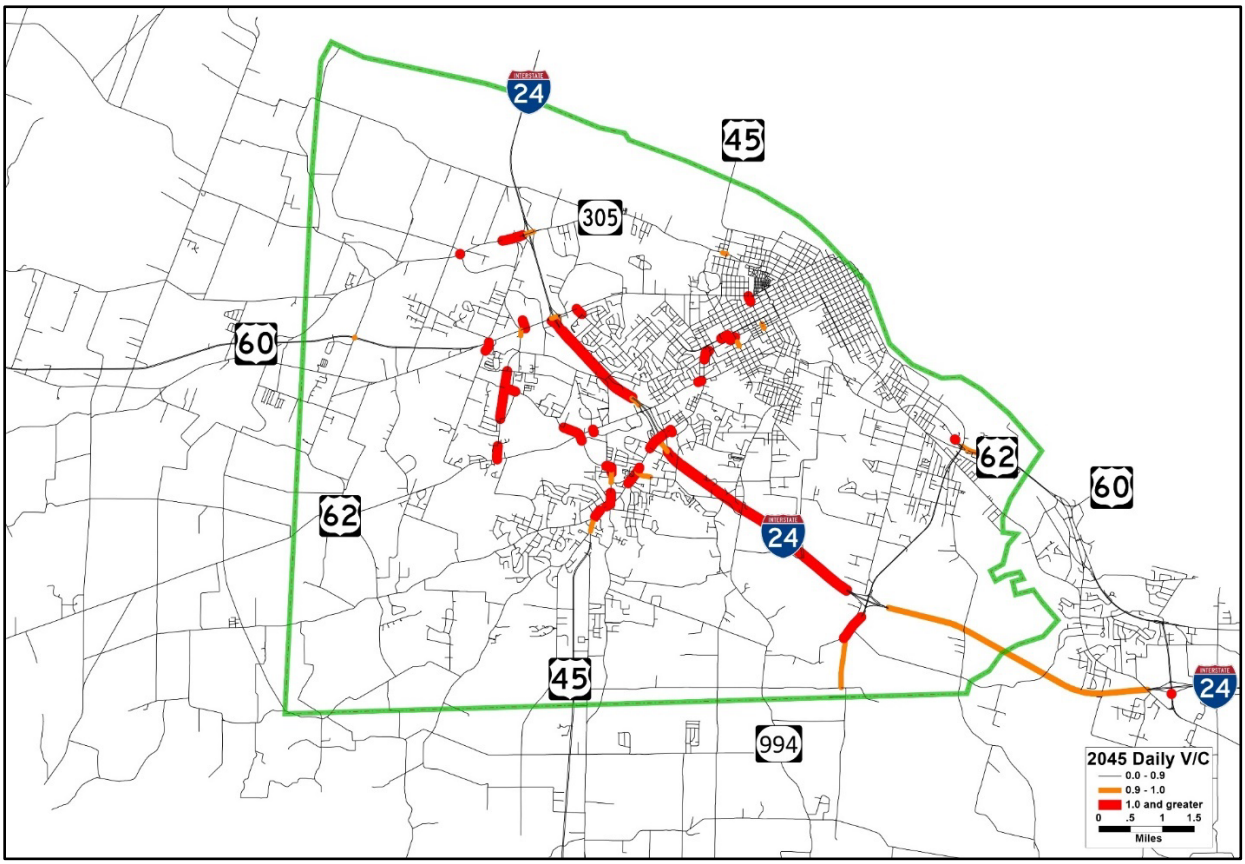

Figure 2: 2045 Volume-to-Capacity (V/C) Ratios

5. Attendees were provided project sheets for each of the nine short-term projects along with a scoring sheet for the prioritization exercise. Len presented each of the short-term improvement concepts. The concepts were discussed as follows:

    - **Concepts A1 and A2:** Kentucky Avenue (US 45X) from 25th Street to 4th Street – This portion of US 45X is a four-lane undivided section with approximately 40 feet of existing pavement. It carries 5,700 vehicles per day

(VPD) and connects the commercial sector of downtown Paducah to Baptist Health Hospital and the residential areas to the west. The Paducah-McCracken County Regional Travel Demand Model shows no traffic growth along this corridor between 2018 and 2045, indicating no existing or future capacity issues. There are Critical Crash Rate Factors (CRFs) on this section of Kentucky Avenue ranging from 0.9 to 4.2. Of the 82 reported crashes over the past three years, 79 percent are rear end, angle, or sideswipe collisions. With modest to flat growth expected in the area, one through lane in each direction can accommodate current and future travel demand. Therefore, a short-term project could be a road diet with two configuration options. Option A1 would be to restripe the existing roadway to one 12.5-foot lane in each direction and a 15-foot two-way left-turn lane (TWLTL). Option A2 would be to restripe the existing roadway to one 10.5-foot lane in each direction, an 11-foot TWLTL, and a 4-foot bike lane in each direction. The second option would provide a multi-modal connection to Downtown, and the Riverfront.

  - Question: Will the reduced number of lanes be able to handle peak hour traffic?
    - Answer: Yes, removing the left turns from the through lanes allows a two-lane section with a TWLTL to provide nearly as much capacity as a four-lane section.
  - Question: Will bicyclists use the bike lane on this portion of Kentucky Avenue?
    - Answer: It seems likely., Kentucky Avenue provides a connection between downtown businesses/attractions and residential homes. The current four-lane section is unfriendly to bikes, so bicyclists do not appear to use it.
  - Question: Is there a way to complete this project without resurfacing?
    - Answer: Yes, this section is concrete which would allow for water blasting stripe removal. New striping could then be placed on the existing surface. This would reduce the construction cost estimate, which assumes resurfacing. Signal and sign adjustments would still be required.

- **Concepts B1 and B2:** Joe Clifton Drive (US 45/US 60) from Jackson Street to Ross Avenue – This portion of US 45 / US 60 serves as a residential connection between US 60 and US 62, with Baptist Health Hospital and Paducah Tilghman High School nearby. It is a four-lane undivided section with approximately 40 to 50 feet of existing pavement and traffic volumes between 5,200 and 12,500 VPD. The Paducah-McCracken County Regional Travel Demand Model shows no traffic growth along this portion of Joe Clifton Drive between 2018 and 2045, indicating no existing or future capacity issues. There have been 249 reported crashes (including three pedestrian collisions) over the past three years with 78 percent rear end, angle, or sideswipe collisions and a CRF of 2.2. With modest to flat growth expected in the area, one through lane in each direction should be capable of

accommodating travel demand. Therefore, a short-term project could be a road diet with two configuration options. Option B1 would include restriping the existing roadway to one 12.5-foot lane in each direction and a 15-foot TWLTL. Option B2 would include restriping the existing roadway to one 10.5-foot lane in each direction, an 11-foot TWLTL, and two 4-foot bike lanes. The second option would provide a multi-modal connection to Noble Park and the Greenway Trail. Both options would include pavement milling and resurfacing.

  - Comment: Joe Clifton Drive was built as a four-lane roadway because of the expectation of having heavy commercial traffic. This commercial truck traffic now uses I-24.
  - Question: Paducah Area Transit Authority (PATS) buses use this route (and others) to drop-off people in wheelchairs. This drop-off process takes as long as 10 minutes and could significantly back up traffic with only one lane in each direction. How will the project team address these concerns for locations with road diets?
    - Answer: Looking at the existing PATS bus routes, there are no defined bus stops on Joe Clifton Drive or any of the other proposed road diet roadways.

- **Concept C:** Joe Clifton Drive at US 60 – This signalized intersection is located on a commercial portion of US 60 at Bob Noble Park. A recurring issue is the left-turn lane from Joe Clifton onto US 60 has heavy backups during peak periods. There were 30 reported crashes on the Joe Clifton approach over the past three years, eight of which were rear end collisions. The existing northbound approach (Joe Clifton Drive) is two lanes, with a dedicated left turn lane and a shared right and through lane. A short-term project could be to restripe the inside southbound lane as a northbound left turn lane to provide dual lefts. This project also includes pavement milling and resurfacing.

- **Concept D:** H. C. Mathis Drive (US 45) from Joe Clifton Drive to US 60X – This four-lane undivided section connects Joe Clifton Drive to US 60X and serves a combination of commercial and residential traffic. There have been 18 reported crashes over the past three years, with one pedestrian collision. With only 5,300 VPD traveling this 36-foot wide portion of US 45 and no existing or future capacity issues based on the Paducah-McCracken County Regional Travel Demand Model, one lane in each direction is capable of accommodating the traffic demand. Therefore, a short-term project could be a road diet, which includes restriping to one 11-foot lane in each direction and a 14-foot TWLTL. This project also includes pavement milling and resurfacing.

- **Concept E:** Martin Luther King Jr. Drive and Park Avenue (US 45X/US 60X) from 21st Street to 5th Street – This residential one-way couplet provides a connection between the commercial areas of US 60 and downtown

Paducah. Each roadway offers two driving lanes with unmarked on-street parking and 40 to 42 feet of pavement. The traffic volumes on each roadway range from 4,700 to 5,200 VPD with the Paducah-McCracken County Regional Travel Demand Model showing no traffic growth between 2018 and 2045, indicating no existing or future capacity issues. There have been 76 reported crashes over the past three years with three pedestrian and two bicycle collisions and a CRF of 1.1. A short-term project could be restriping to delineate on-street parking (where available) and to provide a bike lane that will connect to the Riverfront and the Greenway Trail. To connect the proposed bike lanes on Martin Luther King Jr. Drive and Park Avenue to the Greenway Trail in Noble Park, consideration should be given to connections through the park and local streets (21st-26th) north of Park Avenue. This connection is not included in the cost estimate. The cost estimate does include pavement milling and resurfacing on Martin Luther King Jr. Drive and Park Avenue.

  - Comment: Curb extensions (bulb-outs) should be considered during the design phase for on-street parking.
  - Question: Was a two-way street conversion considered here?
    - Answer: This was considered but the project team decided against it because of how Martin Luther King Jr. Drive and Park Avenue connect at the western split near 21st Street. .
  - Question: Are these parking spaces currently utilized?
    - Answer: Yes, there is existing parking along both roads.

- **Concept G1:** 3rd Street and 4th Street (US 45X/US 60X) from 5th Street to Adams Street – This one-way couplet travels through the heart of downtown Paducah near the Riverfront. As a direct route in and out of the city, 3rd and 4th Streets carry a mix of through traffic and commercial traffic to and from downtown businesses, but have low ADTs ranging from 4,700 to 6,700 VPD. With no expected traffic growth between 2018 and 2045 based on the Paducah-McCracken County Regional Travel Demand Model, there are no existing or future capacity issues on these routes. There have been 173 reported crashes over the past 3 years, with two pedestrian and two bicycle collisions and a CRF of 1.3. Two alternative concepts have been developed for these 42 feet wide roadways. Both options would include pavement milling and resurfacing. Alternative G1 is a short-term project to restripe and delineate on-street parking (and bus stops where appropriate) and to provide a bike lane which connects to the Riverfront and the Greenway Trail. Alternative G2 is a two-way street conversion which is discussed with the long-term projects.
  - Comment: Curb extensions (bulb-outs) should be considered during the design phase for on-street parking.

- **Concept J1:** Friendship Road (KY 1286) from US 45 to New Holt Road – Carrying around 10,200 VPD, this two-lane section of KY 1286, with a current volume-to-capacity ratio (V/C) of 1.2, has a combination of

undesirable geometry, narrow lanes, and narrow shoulders. Considered by local residents as part of the 'Inner Loop,' this route connects US 45 and the growing Lone Oak area to US 62 and US 60 through KY 998. The most notable issue on this section is the horizontal curve at MP 4.2, where it has been noted that many drivers travel too fast through the signed 20-mph curve which has a CRF of 1.5. Of the 21 reported crashes at this curve over the past three years, 18 have been during wet weather conditions and most are run-off the road collisions. Alternative J1 is a short-term project to apply a high friction surface treatment to the curve at MP 4.2 to help motorists maintain better control in both dry and wet driving conditions. This would require input from the KYTC Highway Safety Improvement Program (HSIP) team. Alternative J2 is discussed with the long-term projects.

The Advisory Committee members were asked to indicate their level of support for each improvement concept through a scoring exercise. Attendees had nine points to distribute between the nine short-term projects, with points assigned to at least two projects. **Figure 3** presents the total number of points assigned to the short-term projects and **Table 1** presents a summary of the short-term improvement concepts.

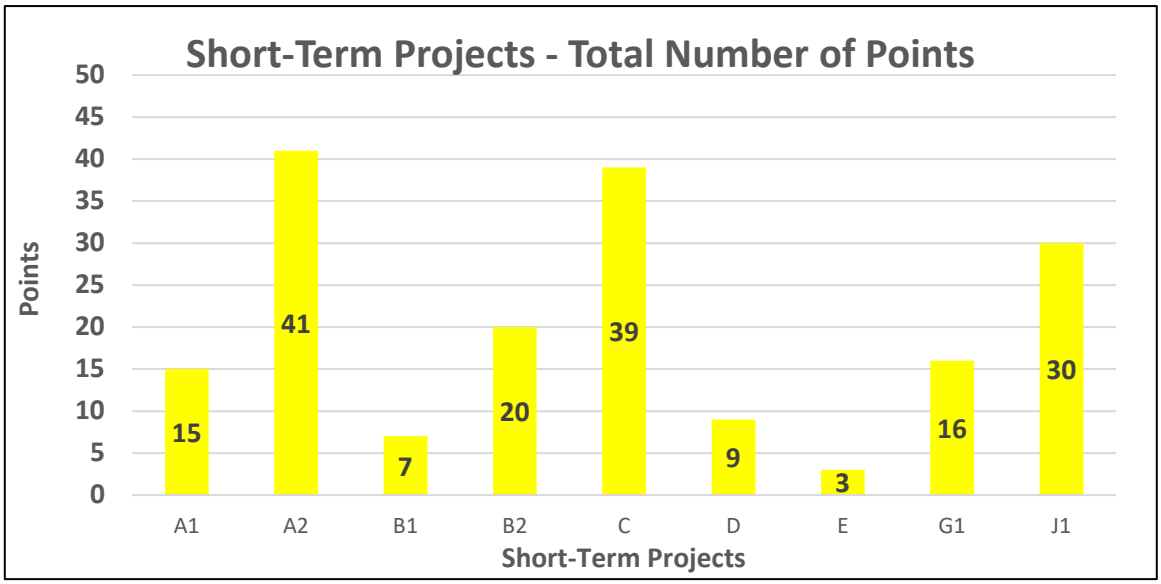

Figure 3: Total Number of Points Given to Each Short-Term Project

Table 1: Short-Term Improvement Concepts

ID	Route	Length (mi.)	Improvement	Total Cost	Advisory Committee Points
A1	Kentucky Avenue	1.8	Road Diet – one 12.5-foot lane in each direction and a 15-foot two-way left-turn lane (TWLTL)	$900,000	15
A2	Kentucky Avenue	1.8	Road Diet – one 10.5-foot lane in each direction, an 11-foot TWLTL, and a 4-foot bike lane in each direction	$900,000	41
B1	Joe Clifton Drive	1.04	Road Diet – one 12.5-foot lane in each direction and a 15-foot two-way left-turn lane (TWLTL)	$600,000	7
B2	Joe Clifton Drive	1.04	Road Diet – one 10.5-foot lane in each direction, an 11-foot TWLTL, and a 4-foot bike lane in each direction	$600,000	20
C	Joe Clifton Drive at US 60	N/A	Restripe to provide dual left turn lanes on the northbound approach (Joe Clifton Drive)	$100,000	39
D	H C Mathis Drive	0.24	Road Diet – one 11-foot lane in each direction and a 14-foot two-way left-turn lane (TWLTL)	$150,000	9
E	MLK Jr. Drive & Park Ave.	1.4	Pavement Striping to delineate on-street parking and provide a bike lane	$1,000,000	3
G1	3rd & 4th Streets	0.8	Pavement Striping to delineate on-street parking and provide a bike lane	$700,000	16
J1	KY 1286	2.8	High Friction Pavement	$50,000	30

6. Attendees were provided project sheets for each of the 15 long-term projects along with a scoring sheet for the prioritization exercise Len presented each of the long-term improvement concepts. It was noted that each project could be addressed in a number of ways and feedback is welcomed. The concepts were discussed as follows:

    - **Concept F:** Martin Luther King Jr. Drive and Park Avenue (US 45X/US 60x) at the Convention Center Entrance – The Paducah Convention Center is a 90,000 square-foot facility consisting of the Julian Carroll Convention Center and the Schroder Expo Center. It is located on the banks of the Ohio River at a horizontal curve on Park Avenue (US 45X / US 60X) connecting downtown Paducah to the residential neighborhoods to the west. The entrance and exit are on one-way streets and are not clearly marked, creating a confusing experience for unfamiliar drivers visiting the Convention Center. Current traffic volumes range from 4,700 to 6,600 VPD, with the Paducah-McCracken County Regional Travel Demand Model showing no traffic growth between 2018 and 2045. Over the past three years, there have been 31 reported crashes, one of which was a pedestrian crash, with a CRF of 1.3. A long-term project could be to reconstruct the intersection of Park Avenue and Martin Luther King Jr. Drive to a roundabout with a clearly marked entrance to the Convention Center. This improvement concept could pair

with improvement Concept G2 and H, a two-way conversion of 3rd and 4th Streets.

- Comment: This project may be too expensive. Updating signage may solve the problem at a minimal cost.
- Comment: This area is very congested during large events. Some of the crashes may be during these times.
- Comment: Roundabouts may not be pedestrian friendly. Paducah wants this area to be more accessible for walkers and bikers.
  - Answer: Roundabouts can be designed to safely accommodate bicycles and pedestrians. Bike/ped facilities would be considered during the design phase.

- **Concept G2:** 3rd Street and 4th Street (US 45X/US 60X) from 5th Street to Adams Street – This one-way couplet travels through the heart of downtown Paducah near the Riverfront. As a direct route in and out of the city, 3rd and 4th Streets carry a mix of through traffic and commercial traffic to and from downtown businesses, but have low ADTs ranging from 4,700 to 6,700 VPD. With no expected traffic growth between 2018 and 2045 based on the Paducah-McCracken County Regional Travel Demand Model, there are no existing or future capacity issues on these routes. There have been 173 reported crashes over the past 3 years, with two pedestrian and two bicycle collisions and a CRF of 1.3. Two alternative concepts have been developed for these 42 feet wide roadways. Both options would include pavement milling and resurfacing. Alternative G2 is a two-way conversion where both 3rd and 4th Streets are restriped to one 10.5-foot lane in each direction with a 6-foot bike lane in one direction and a 7.5-foot of on-street parking (and bus stops where needed) in each direction.
  - Comment: It was noted that this intersection improvement does not necessarily have to be a roundabout. Additional alternatives would be considered in the design phase.
  - Comment: Curb extensions (bulb-outs) should be considered during the design phase for on-street parking.

- **Concept H:** The southern split of US 60X from Adams Street to Tennessee Street – The southern split of US 60X in downtown Paducah is the confluence of two one-way streets, 3rd Street and 4th Street. The traffic volumes on the one-way streets range from 6,400 to 6,700 VPD with no expected traffic growth between 2018 and 2045 based on the Paducah-McCracken County Regional Travel Demand Model. There have been 32 reported crashes over the past three years, with one bicycle collision. A possible long-term project would be to reconstruct the intersection into a roundabout. This project would be paired with improvement Concept F and G2, a two-way conversion of 3rd Street and 4th Street.
  - Comment: The City of Paducah owns a majority of the property where the proposed roundabout sits.

  - Comment: It was noted that this intersection improvement does not necessarily have to be a roundabout. Additional alternatives would be considered in the design phase.

- **Concept J2:** Friendship Road (KY 1286) from US 45 to New Holt Road – Carrying around 10,200 VPD, this two-lane section of KY 1286, with a current volume-to-capacity ratio (V/C) of 1.2, has a combination of undesirable geometry, narrow lanes, and narrow shoulders. Considered by local residents as part of the 'Inner Loop,' this route connects US 45 and the growing Lone Oak area to US 62 and US 60 through KY 998. Alternative J2 is a long-term project to reconstruct KY 1286 from US 45 to New Holt Road. This is a KYTC Highway Plan Item No. 1-153project currently in the NEPA phase with right-of-way (ROW) funds scheduled for year 2020.

- **Concept K:** Olivet Church Road (KY 998) from KY 1286 to US 60 – This portion of KY 998 is considered by local officials to be a portion of the 'Inner Loop' that connects KY 1286 to the commercial sector of US 60. The Advisory Committee expects this two-lane section with narrow lanes and shoulders to see substantial growth from the current traffic volumes of 5,700 VPD. The CRF is 1.6 along this portion of KY 998. A long-term project could be widening the roadway and shoulders to improve safety. This widening project has been identified as CHAF IP20120011. The project costs are from the CHAF project profile. Due to recent developments and high right-of-way costs along the existing corridor, realignment of KY 998 is also being considered.

- **Concepts L1 and L2:** Berger Road (KY 1310) from US 45 to KY 994 – Berger Road is a narrow two-lane roadway with no shoulders and steep drop-offs into roadside ditches. It serves as a residential connection between US 45 and KY 994 in the Lone Oak area. The existing traffic is 3,000 VPD with no growth expected by 2045 based on the Paducah-McCracken County Travel Demand Model. The CRF is 1.0 with 40 reported crashes over the past three years. One of these collisions was a pedestrian fatality. Two alternative concepts have been developed. Alternative L1 is a long-term project to construct a sidewalk on one side of the road. Alternative L2 is a long-term project to reconstruct Berger Road, which is included in local priority CHAF IP20080042, which corrects geometric deficiencies and addresses safety, mobility, and access issues.
  - Question: Are pedestrians actually walking along this roadway?
    - Answer: Yes, there was a pedestrian fatality on Berger Road in 2016. The Merryman House Domestic Crisis Center as well as homes, businesses, and churches are located on Berger Road.

- **Concepts M1 and M2:** South Friendship Road (KY 1286) from KY 1241 to US 45 – This portion of KY 1286 is located south of the commercial sector of US 45 in the Lone Oak area. Carrying 2,500 VPD, this narrow two-lane section has a combination of poor geometry, narrow lanes, narrow shoulders, and steep roadside ditches. The Paducah-McCracken County Regional Travel Demand Model shows no traffic growth along this corridor between 2018 and 2045, indicating no existing or future capacity issues. The CRF is 2.6 with 26 reported crashes over the past three years. Two alternative concepts have been developed. Alternative M1 is a long-term project to widen the existing road to provide shoulders and wider lanes to improve safety on the existing alignment. Alternative M2 is another possible long-term project involving complete reconstruction to have more desirable geometry.

- **Concepts N1 and N2:** Jackson Street (US 62) at Lone Oak Road (US 45) – This bustling intersection carries a combination of commercial and residential traffic through the growing area north of Lone Oak. Traffic volumes range from 11,300 to 19,700 VPD with a V/C of 0.7 to 1.3. The CRF ranges from 0.8 to 1.3 with 82 reported crashes over the past three years. There are several congestion problems with this intersection, one of which includes right turns backing up on westbound Jackson Street. Two alternative concepts have been developed. Alternative N1 is a long-term project to add a dedicated right-turn lane on the westbound Jackson Street approach. To accompany this project, another long-term solution could be to widen KY 731 north of US 62, which is a local priority CHAF IP20070001. Alternative N2 is another long-term project to widen US 62 between Audubon Drive and Lone Oak Road, which is another local priority CHAF IP20060059.
    - Question: Would a roundabout be feasible in this area?
        - Answer: Not likely as traffic volumes are too high.

- **Concepts O1 and O2:** Lone Oak Road (US 45) from KY 1286 to Martin Circle – The project team considers this commercial section of Lone Oak Road (US 45) to be one of the most congested roadways in the study area during AM and PM peak periods. Traffic volumes are currently around 27,200 VPD with a V/C ranging from 0.8 to 1.0. The CRF is 1.2, with 86 percent of the 238 reported crashes over the past three years being rear end, angle, or sideswipe collisions. There were also three pedestrian collisions over this period. Alternative O1 involves extending existing sidewalks on each side of US 45 from Maryland Street or Augusta Avenue to Martin Circle to improve pedestrian safety and connect the residential neighborhoods north of Mt. Kenton Cemetery to the commercial district to the south. Consideration should also be given to improving access management by consolidating driveways where possible during the construction of the sidewalks. The project team noted that the traffic during daily commuter periods is directionally imbalanced, with most traffic traveling northbound into Paducah during the morning and southbound out of town during the

afternoon. To take advantage of this imbalance, Alternative O2 is to use the center TWLTL as a reversible lane for travel into Paducah during the AM peak and for out of town travel for the PM peak. In addition to the overhead reversible lane signs/signals, left turn signal modifications will also be required. At Friendship Road, consideration should be given to changing the left turns from US 45 to protected only to begin and end the reversible operation.

- Comment: This portion of Lone Oak Road will be affected by the Friendship Road project.
- Question: How much would driveway consolidation help capacity?
  - Answer: It depends on the extent of the consolidation, however it would not help as much during the peak periods – particularly the AM peak when many commercial businesses are closed.
- Question: Is there available crash data for before and after the reversible lanes on Nicholasville Road in Lexington?
  - Answer: Based on a KYTC report from 1980, there was no significant increase in accidents during the first year of operation of the reversible lanes compared to the year before. Full report can be found at https://transportation.ky.gov/Congestion-Toolbox/Documents/Evaluation%20of%20Reversible%20Lanes.pdf.

- **Concept P:** Cairo Road (KY 305) from Charter Oak Drive to Commerce Drive – This two-lane section of KY 305 is on I-24 Exit 3 and serves a mix of residential, industrial, and commercial traffic. With its proximity to I-24 and the Pilot truck stop, there is considerable heavy truck traffic which causes damage to the pavement and creates the need for frequent patching and repaving. Vehicular congestion also contributes to this problem, with 8,200 to 9,000 VPD and a V/C ranging from 0.5 to 1.3. The CRF ranges between 0.6 and 1.1 with 68 reported crashes over the past three years. A long-term project could be a major widening to four lanes with a raised median for access management. The Megapark Connector (KYTC Item No. 1-8702) will intersect KY 305 at Commerce Drive which makes it a logical terminus to this project.

- **Concept Q:** KY 731 including the intersection at Broadway Street – This intersection is located at the convergence of the residential and commercial areas near the old Coca-Cola Bottling Plant. The V/C ranges between 0.5 to 1.4 with 3,800 to 13,800 VPD. There were 33 reported crashes at this intersection over the past three years. Residents have been vocal about poor drainage in this area with runoff from the bank onto the road causing ponding. A long-term project would be to reconstruct the intersection. A roundabout should be considered during the design phase. Drainage at the intersection and nearby roadways (including North 32nd Street (KY 731))

should also be considered during intersection reconstruction. Access management and pedestrian accommodations are also needed. This project also includes widening of Lone Oak Road (KY 731) between US 62 and Broadway Street. This project is local priority CHAF IP20070001.

- Question: Did the project team consider 32nd Street?
  - Answer: Yes, this intersection will be considered during the design phase.

The Advisory Committee members were asked to indicate their level of support for each improvement concept through a scoring exercise. Attendees had 15 points to distribute between the 15 long-term projects, with points assigned to at least two projects. **Figure 4** presents the total number of points assigned to the long-term projects and **Table 2** presents a summary of the long-term improvement concepts.

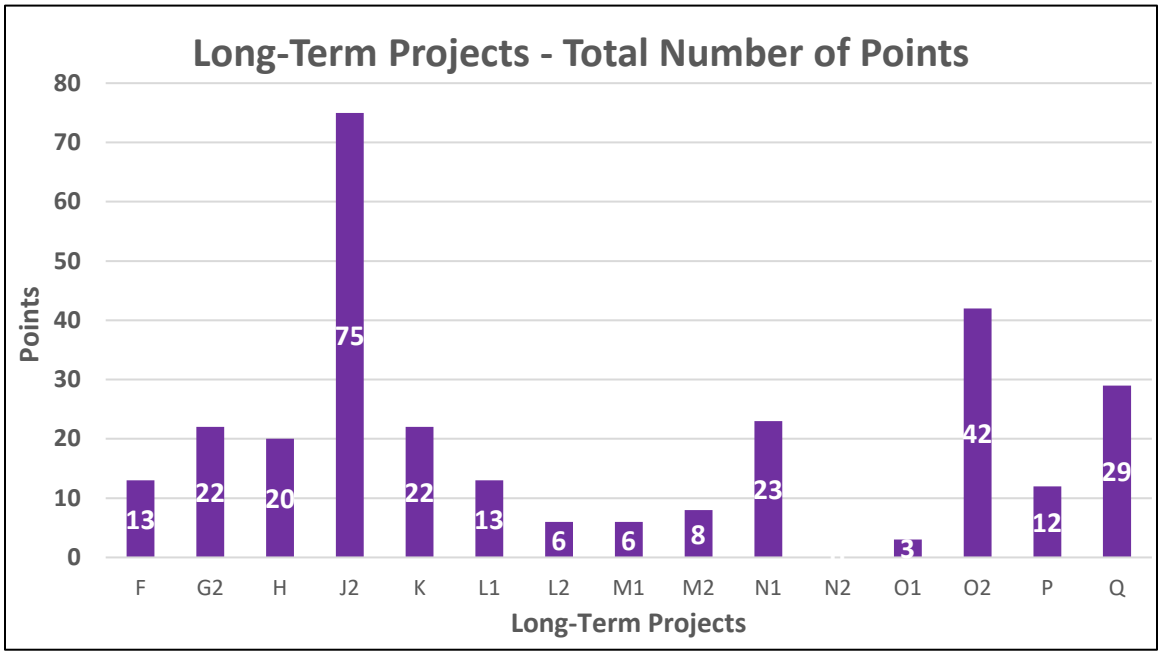

Figure 4: Total Number of Points Given to Each Long-Term Project

Table 2: Long-Term Improvement Concepts

ID	Route	Length (mi.)	Improvement	Total Cost	Advisory Committee Points
F	MLK Jr. Drive & Park Ave.	0.3	Intersection Reconfiguration – Roundabout at Park Avenue, Martin Luther King Jr. Drive, 3rd Street, 4th Street, and Convention Center Entrance	$11,200,000	13
G2	3rd & 4th Streets	0.8	Two-Way Conversion	$1,600,000	22
H	Southern Split (US 60X)	0.2	Intersection Reconfiguration – Roundabout at 3rd Street, 4th Street, and US 60X	$2,900,000	20
J2	KY 1286	2.8	Reconstruction	$29,100,000	75
K	KY 998	1.6	Widening pavement and shoulders	$6,300,000	22
L1	KY 1310	1.02	Sidewalk on one side	$4,920,000	13
L2	KY 1310	1.02	Reconstruction	$16,600,000	6
M1	KY 1286	3.62	Minor Widening	$12,700,000	6
M2	KY 1286	3.62	Reconstruction	$27,500,000	8
N1	US 45 at US 62	N/A	Right Turn Lane on westbound Jackson Street to northbound KY 731	$4,800,000	23
N2	US 45 at US 62	N/A	Major Widening of US 62 from Audubon Drive to Lone Oak Road	$26,500,000	0
O1	Lone Oak Road	1.2	Sidewalks and Driveway Consolidation	$12,900,000	3
O2	Lone Oak Road	1.2	Reversible Lanes and Left turn signal modifications	$2,400,000	42
P	KY 305	1.45	Major Widening and Reconstruction	$19,000,000	12
Q	KY 731 at Broadway Street	0.45	Intersection Reconfiguration with drainage improvements, pedestrian accommodations, and access management	$17,000,000	29

7. Attendees were provided project sheets for each of the four local projects along with a scoring sheet for the prioritization exercise. Len presented each of the local improvement concepts. The concepts were discussed as follows:

    - **Concepts I1 and I2:** Jefferson Street and Broadway Street from 7th Street to Fountain Avenue – This one-way couplet of city-maintained streets connects the commercial sector of downtown Paducah to the residential areas to the west. Both routes have two lanes and unmarked on-street parking on both sides with approximately 42 feet of pavement and traffic volumes ranging from 600 to 5,100 VPD. The Paducah-McCracken County Regional Travel Demand Model shows no traffic growth along this corridor between 2018 and 2045, indicating no existing or future capacity issues. Of the reported crashes over the past three years, 89 percent of the collisions on Jefferson Street and 74 percent on Broadway Street are rear end, angle, or sideswipe

collisions. Two alternative concepts have been developed for these roadways. Both options would include pavement milling and resurfacing and provide a multi-modal connection to Downtown and the Riverfront. Alternative I1 is a short-term option to restripe, which includes leaving both routes as one-way and restriping to two 10.5-foot lanes, a 6-foot bike lane, and two 7.5-foot designated parking lanes. Alternative I2 is a two-way street conversion where both streets are converted to two-way with one 10.5-foot lane in each direction, a 6-foot bike lane, and two 7.5-foot designated parking lanes.

  - Question: Would a TWLTL be possible here?
    - Answer: It would be possible without the bike lanes.
  - Comment: Curb extensions (bulb-outs) should be considered during the design phase for on-street parking.

- **Concept R:** New Holt Road from KY 1286 to US 60 – New Holt Road is a city street in the growing commercial area near the Kentucky Oaks Mall on KY 60. As a result, this local street is expected to continue to receive a large increase in traffic. Current traffic volumes range from 9,400 to 11,400 VPD with a V/C of 1.0. There were 71 reported crashes over the past three years, one of which was a pedestrian collision. A potential local project could be a major widening of New Holt Road to include additional lanes as well as bike lanes and sidewalks.

- **Concept S:** Clarks River Ferry Road under US 60X – Clarks River Ferry Road has an 8-foot 5-inch vertical clearance under US 60X (structure 073B00152N). For safety purposes this road should be closed or re-routed to obtain a minimum clearance of 12-foot. Traffic movements should be restricted for areas without 12feet of clearance to avoid inadvertent beam strikes.

The Advisory Committee members were asked to indicate their level of support for each improvement concept through a scoring exercise. Attendees had four points to distribute between the four local projects, with points assigned to at least two projects. **Figure 5** presents the total number of points assigned to the local projects and **Table 3** presents a summary of the local improvement concepts.

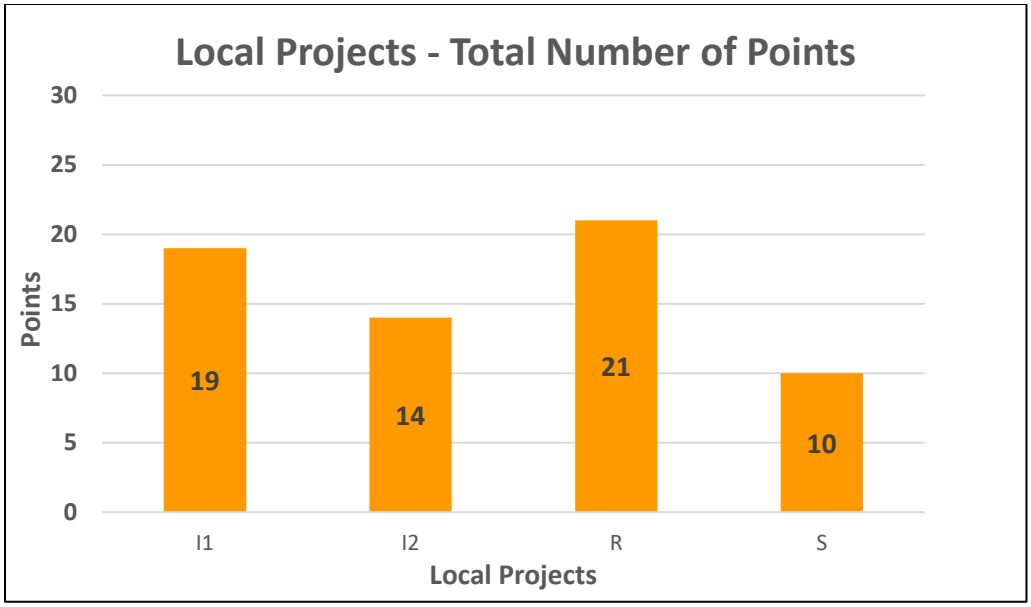

Figure 5: Total Number of Points Given to Each Local Project

Table 3: Local Improvement Concepts

ID	Route	Length (mi.)	Improvement	Total Cost	Advisory Committee Points
I1	Jefferson St. & Broadway St.	1.0	Pavement Striping to delineate on-street parking and provide a bike lane	$800,000	19
I2	Jefferson St. & Broadway St.	1.0	Two-Way Conversion	$1,700,000	14
R	New Hold Road	1.0	Major Widening – add one lane each direction with bike lanes and sidewalks	$16,800,000	21
S	Clarks River Ferry Road	0.03	Road Closure – Add Guardrail, Signage, and Striping	$10,000	10

One additional project that was discussed was a road diet along Jackson Street (US 45) and Irvin Cobb Drive (US 60) between Lone Oak Road and Bridge Street (KY 284). Stantec investigated this location further after the meeting. This portion of Jackson Street and Irvin Cobb Drive is a four-lane undivided road with approximately 42 feet of existing pavement. It carries 8,800 to 18,600 VPD with numerous businesses and driveways. The Paducah-McCracken County Regional Travel Demand Model shows relatively flat traffic growth along this corridor between 2018 and 2045, indicating no existing or future capacity issues. The CRF is 1.5 between Lone Oak Road and Mayfield Road. With modest to flat growth expected in the area, one through lane in each direction should be able to accommodate current and future travel demand. A short-term project could be a road diet with two configuration options. Option 1 would be to restripe the existing roadway to one 13.5-foot lane in each direction and a 15-foot TWLTL. Option 2

would be to restripe the existing roadway to one 10.5-foot lane in each direction, an 11-foot TWLTL, and a 5-foot bike lane in each direction. Because the portion of Jackson Street between Lone Oak Road and 28th Street exceed daily volumes of 18,000 VPD, additional analysis should be conducted to better understand the peak travel direction prior to implementing the road diet along this portion of Jackson Street.

8. Len discussed the project schedule. The final project team meeting will be held later in the afternoon. At that time, the project team will discuss prioritization of projects. After that, a final report will be completed in March.

The meeting ended at approximately 12:00 p.m. CST.

Meeting Minutes

TO:	Steve De Witte Co-Project Manager KYTC Central Office 200 Mero Street Frankfort, KY 40622	Jessica Herring Co-Project Manager KYTC District Office #1 5501 Kentucky Dam Road Paducah, KY 42003

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: January 10, 2019

SUBJECT: Paducah Small Urban Area Study
Item Number N/A
McCracken County
Project Team Meeting #3

A third project team meeting for the subject project was held at the Paducah Transit Authority in Paducah, Kentucky on December 11, 2018 at 12:00 p.m. CST. The following individuals were in attendance:

Stacey Courtney	Purchase Area Development District
Steve De Witte	KYTC – Central Office Planning
Harold Gibson	KYTC – District 1
Jessica Herring	KYTC – District 1
Christ Kuntz	KYTC – District 1
Kyle Poat	KYTC – District 1
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

Brian Aldridge welcomed everyone and said the purpose of the meeting was to discuss the prioritization of projects for the Paducah Small Urban Area (SUA) Study. Brian delivered an informal presentation. The following enumerated items were discussed.

1. The purpose of the meeting is to categorize improvement concepts into low, medium, and high priority.

   The goal of the study is to identify and examine transportation issues related to safety and congestion in Paducah and the surrounding area. A map of the study area is shown in **Figure 1**. Short-term recommendations will include less resource intensive, quick-win type projects the Kentucky Transportation Cabinet (KYTC),

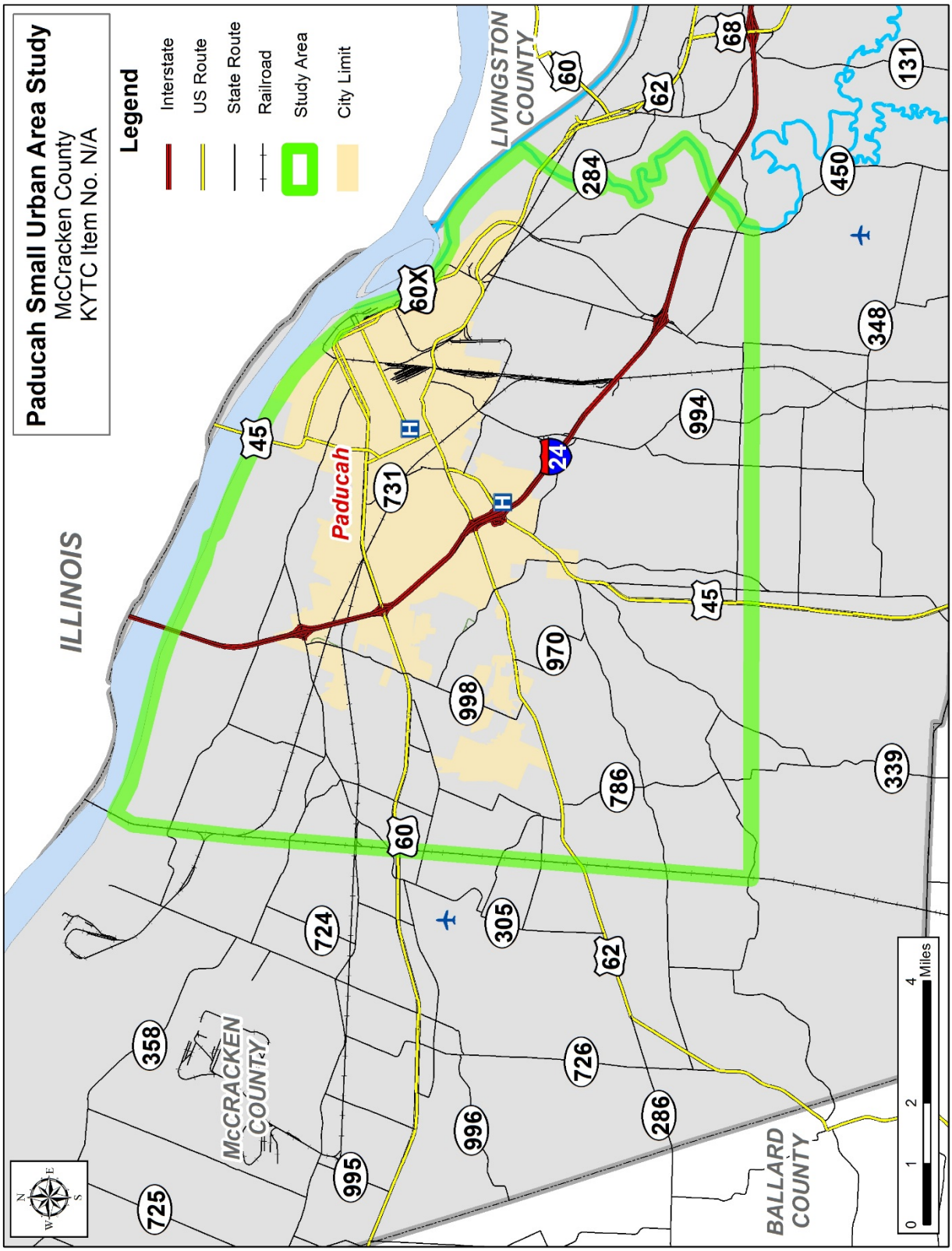

Figure 1: Study Area

City of Paducah, McCracken County and/or private developers can pursue for further project development and implementation. The study will also seek to address long-term concerns by examining the future transportation needs and determining options for future improvement projects. Local improvements will also be included on city streets or county routes but would be the responsibility of the City of Paducah, McCracken County, and/or private developers.

2. Brian provided a recap of the second Advisory Committee meeting held earlier in the day on December 11, 2018 in Paducah. During the meeting, attendees were asked to prioritize short-term, long-term and local projects through a scoring exercise. Results for the short-term projects are shown in **Figure 2** and summarized in **Table 1**. Projects A2 (41 points), C (39 points), and J1 (30 points) received the most total points from the Advisory Committee. Projects B2 (20 points), G1 (16 points), and A1 (15 points) received the next most points, and projects D (9 points), B1 (7 points), and E (3 points) received the least total number of points. It is recommended that Projects A1/A2 and B1/B2 be combined and considered together in the design phase as they have the same project limits. It is also recommended that Project E not move forward at this time due to the low score and comments from the Advisory Committee that they would prefer curb extensions over stripping.

    - Projects A1/A2 (56 points), C (39 points), and J1 (30 points) were categorized as high priority.
    - Projects B1/B2 (27 points) and G1 (16 points) were categorized as medium priority.
    - Project D was categorized as low priority.
    - Project E is not recommended to move forward but will be discussed in the report.

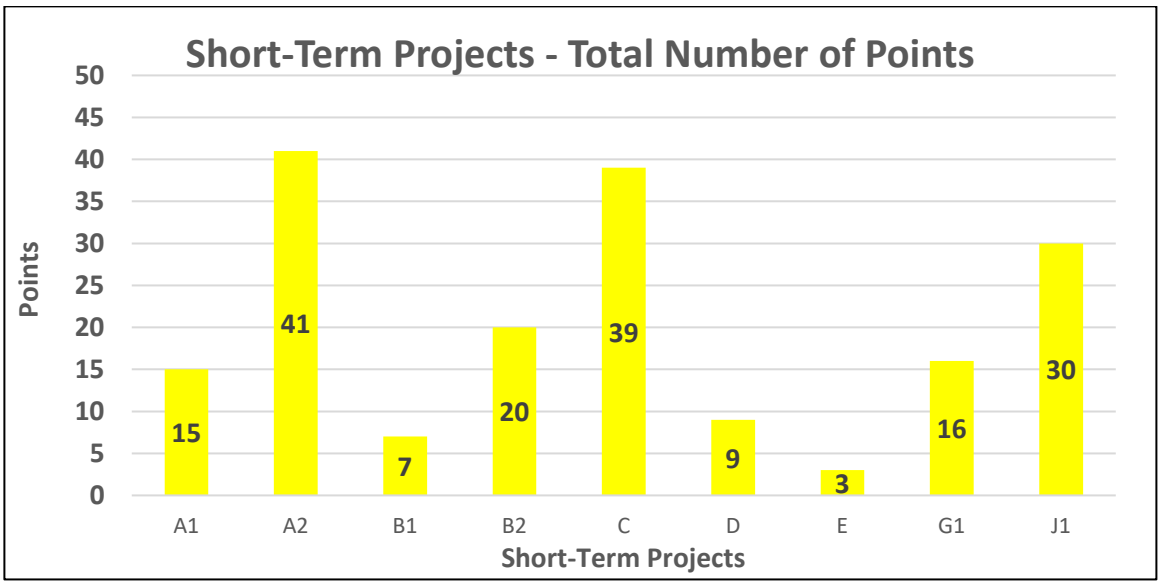

Figure 2: Total Number of Points Given to Each Short-Term Project

Table 1: Summary of Short-Term Projects

ID	Route	Length (mi.)	Improvement	Cost	Points
A1	Kentucky Avenue	1.8	Road Diet – one 12.5-foot lane in each direction and a 15-foot two-way left-turn lane (TWLTL)	$900,000	15
A2	Kentucky Avenue	1.8	Road Diet – one 10.5-foot lane in each direction, an 11-foot TWLTL, and a 4-foot bike lane in each direction	$900,000	41
B1	Joe Clifton Drive	1.04	Road Diet – one 12.5-foot lane in each direction and a 15-foot two-way left-turn lane (TWLTL)	$600,000	7
B2	Joe Clifton Drive	1.04	Road Diet – one 10.5-foot lane in each direction, an 11-foot TWLTL, and a 4-foot bike lane in each direction	$600,000	20
C	Joe Clifton Drive at US 60	N/A	Restripe to provide dual left turn lanes on the northbound approach (Joe Clifton Drive)	$100,000	39
D	H C Mathis Drive	0.24	Road Diet – one 11-foot lane in each direction and a 14-foot two-way left-turn lane (TWLTL)	$150,000	9
E	MLK Jr. Drive & Park Ave.	1.4	Pavement Striping to delineate on-street parking and provide a bike lane	$1,000,000	3
G1	3rd & 4th Streets	0.8	Pavement Striping to delineate on-street parking and provide a bike lane	$700,000	16
J1	KY 1286	2.8	High Friction Pavement	$50,000	30

Results for the long-term projects are shown in **Figure 3** and summarized in **Table 2.** Projects J2 (75 points) and O2 (42 points) received the most total points from the Advisory Committee. Projects Q (29 points), N1 (23 points), G2 (22 points), K (22 points), and H (20 points) received the next most points, and projects F (13 points), L1 (13 points), P (12 points), M2 (8 points), L2 (6 points), M1 (6 points), O1 (3 points), and N2 (O points) received the least total number of points. It is recommended that Projects J2 and K be considered together in the design phase as they complete the "Inner Loop". Projects F, G2, and H should be considered together in the design phase as they would need to be completed together to make a two-way conversion work. Projects L1/L2 and M1/M2 should combined and considered together in the design phase as they have the same project limits. It is also recommended that Projects N2 and O1 not move forward at this time due to the high cost and low interest from the Advisory Committee.

- Projects J2/K (97 points), and O2 (42 points) were categorized as high priority.
- Projects F/G2/H (55 points), N1 (23 points), and Q (29 points) were categorized as medium priority.
- Projects L1/L2 (19 points), M1/M2 (14 points), and P (12 points) were categorized as low priority.
- Projects N2 and O1 are not recommended to move forward but will be discussed in the report.

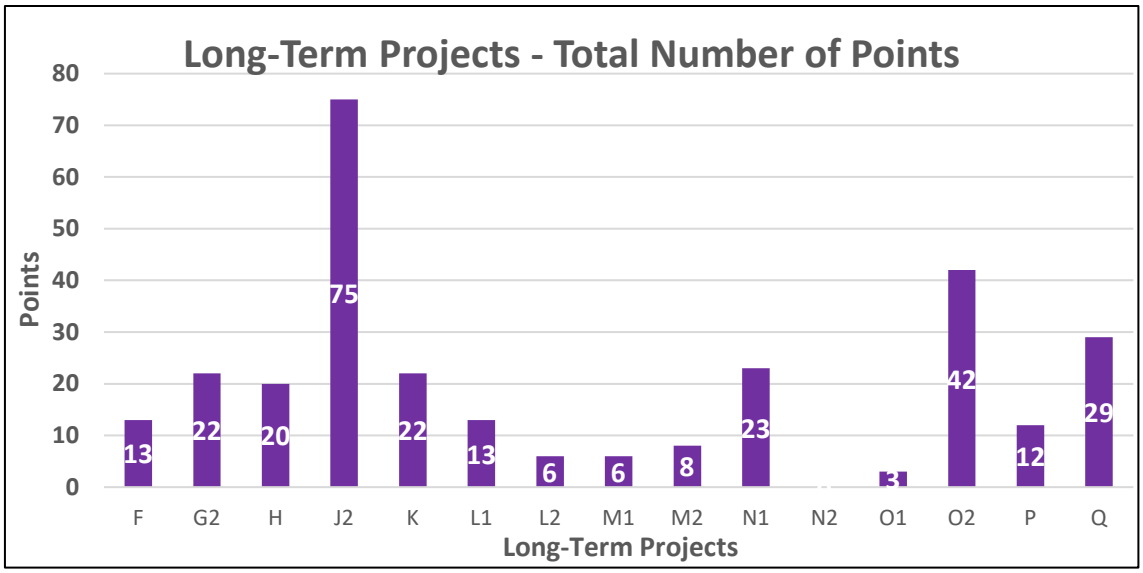

Figure 3: Total Number of Points Given to Each Long-Term Project

Table 2: Summary of Long-Term Projects

ID	Route	Length (mi.)	Improvement	Cost	Points
F	MLK Jr. Drive & Park Ave.	0.3	Intersection Reconfiguration – Roundabout at Park Avenue, Martin Luther King Jr. Drive, 3rd Street, 4th Street, and Convention Center Entrance	$11,200,000	13
G2	3rd & 4th Streets	0.8	Two-Way Conversion	$1,600,000	22
H	Southern Split (US 60X)	0.2	Intersection Reconfiguration – Roundabout at 3rd Street, 4th Street, and US 60X	$2,900,000	20
J2	KY 1286	2.8	Reconstruction	$29,100,000	75
K	KY 998	1.6	Widening pavement and shoulders	$6,300,000	22
L1	KY 1310	1.02	Sidewalk on one side	$4,920,000	13
L2	KY 1310	1.02	Reconstruction	$16,600,000	6
M1	KY 1286	3.62	Minor Widening	$12,700,000	6
M2	KY 1286	3.62	Reconstruction	$27,500,000	8
N1	US 45 at US 62	N/A	Right Turn Lane on westbound Jackson Street to northbound KY 731	$4,800,000	23
N2	US 45 at US 62	N/A	Major Widening of US 62 from Audubon Drive to Lone Oak Road	$26,500,000	0
O1	Lone Oak Road	1.2	Sidewalks and Driveway Consolidation	$12,900,000	3
O2	Lone Oak Road	1.2	Reversible Lanes and Left turn signal modifications	$2,400,000	42
P	KY 305	1.45	Major Widening and Reconstruction	$19,000,000	12
Q	KY 731 at Broadway Street	0.45	Intersection Reconfiguration with drainage improvements, pedestrian accommodations, and access management	$17,000,000	29

Results for the local projects are shown in **Figure 4** and summarized in **Table 3.** Projects R (21 points) and I1 (19 points) received the most total points from the Advisory Committee with projects I2 (14 points) and S (10 points) receiving the next most. It is recommended that Projects I1/I2 be combined and considered together in the design phase as they have the same project limits. It is recommended that all local projects have a high priority.

- Projects I1/I2 (33 points), R (21 points), and S (10 points) were categorized as high priority.

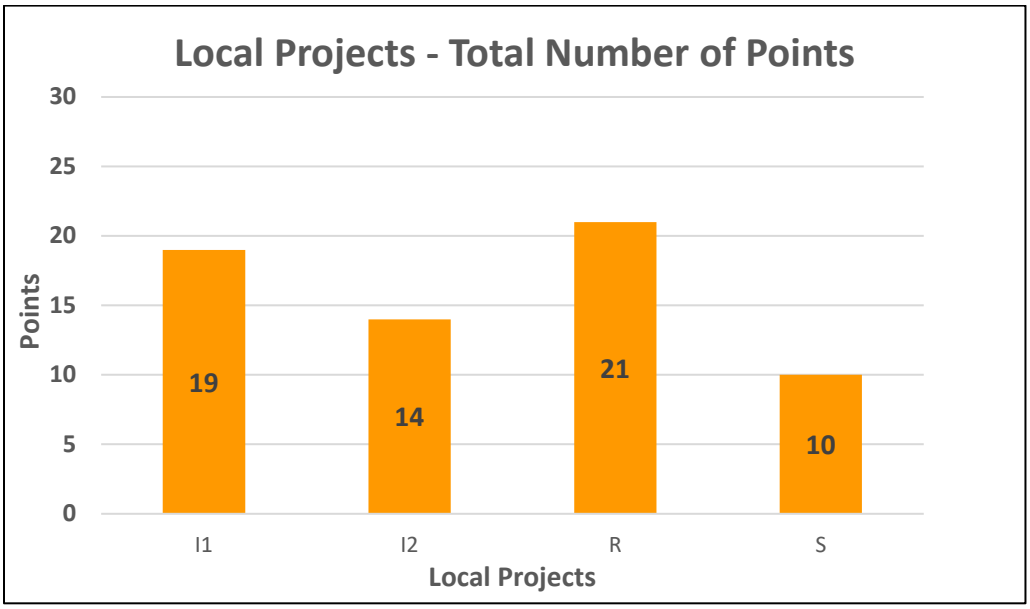

Figure 4: Total Number of Points Given to Each Local Project

Table 3: Summary of Local Projects

ID	Route	Length (mi.)	Improvement	Cost	Points
I1	Jefferson St. & Broadway St.	1.0	Pavement Striping to delineate on-street parking and provide a bike lane	$800,000	19
I2	Jefferson St. & Broadway St.	1.0	Two-Way Conversion	$1,700,000	14
R	New Hold Road	1.0	Major Widening – add one lane each direction with bike lanes and sidewalks	$16,800,000	21
S	Clarks River Ferry Road	0.03	Road Closure – Add Guardrail, Signage, and Striping	$10,000	10

3. Len discussed the project schedule. A draft report will be completed in February with a final report expected in March.

The meeting ended at approximately 1:00 p.m. CST.