

Appendix F: Meeting Summaries

Arranged Chronologically



Groundbreaking by Design.

MEETING MINUTES

Project:	Frankfort Small Urban Area (SUA) Study Franklin County, Kentucky Item No. N/A	
Purpose	Project Sponsors Technical Coordination Meeting	
Place	KYTC, Central Office, Frankfort Other locations by video/audio link*	
Meeting Date	April 19, 2018 11:00 a.m. EDT	
Prepared By:	Qk4	
In Attendance:	Mikael Pelfrey Tom Hall* Judi Hickerson* Robert Hewitt Eric Cockley Tom Bradley* Annette Coffey Rebecca Thompson	KYTC CO Planning KYTC D5 Planning KYTC D5 Planning Franklin County Franklin County City of Frankfort Qk4 Qk4

Mikael opened the meeting and attendees introduced themselves. The purpose of the meeting was to obtain feedback on planned projects and previous study recommendations in the study area, high crash locations, environmental features, and the upcoming local officials meeting; and to gather additional data not represented today.

Mikael stated the KYTC has changed its SUA methodology to emphasize traffic safety and congestion issues more than it did when the previous Frankfort SUA was prepared. The Frankfort SUA study covers state-maintained routes plus Leonardwood Drive and Kings Daughters Drive (local roads). I-64 is not included. The recent *Bicycle and Pedestrian Master Plan* will be referenced as an appendix. Recommended projects resulting from the SUA would include any corresponding bicycle/pedestrian recommendations from the plan.

Rebecca reviewed the SUA purpose and schedule, then provided a high-level overview of the existing conditions, which will be examined in more detail at the local officials meeting in May. The team reviewed the high crash spot map, and agreed locations shown were those they expected to see. The county has begun installing lighted street signs at a few locations, with more planned. I-64

ramps at KY 151 (eastbound off ramp, beyond study area limits) and US 60 (eastbound off ramp) recently were improved to reduce crashes.

The team discussed previously identified projects from the FY 2016–2022 and FY 2018–2024 Highway Plans, Project Identification Forms (PIFs), and other sources:

- Item No. 5-8902.00 (Slickway Branch drainage) was in the FY 2016–2022 plan but did not receive funding in the FY 2018–2024 plan. The city is pursuing economic development funding for the project.
- PIF 05 037 B0060 17.00 (Versailles Road) relates to the 2014 US 60 study. Attendees noted the access management element of the recommendations may be more critical than widening US 60, which is a key corridor for the city and carries substantial traffic. A pedestrian safety audit was completed with the Federal Highway Administration (FHWA), and the KYTC will provide a copy to Qk4. Coordinating signal timing could provide a benefit: the section from US 421/KY 676 to Brighton Park backs up although there are relatively few access points. Recent delineators at Brighton Park have made a noticeable improvement.
- Pinsly Trail is moving forward with Transportation Alternatives Program (TAP) funding.
- PIF 05 037 D2261 10.00 (Holmes Street) remains an interest for the city. Tom forwarded the Master Plan and noted the KYTC is considering a three-lane cross section but does not have funding. The project will overlap with the ongoing downtown redevelopment study.
- PIF 05 037 B0127 19.00 and 19.10 (Wilkinson Street) are no longer priorities as jobs have shifted from downtown. The corridor was recently rehabilitated. These projects may be eliminated as the District works through their process with the Bluegrass Area Development District.
- Item No. 5-805.00 (Broadway Bridge) has funding for demolition in the new highway plan. The bridge will be considered with approximately 1,000 other bridges under a new statewide contract. Today, the half-rail-half-highway bridge is closed to all traffic. Local officials would like input regarding whether the bridge should be rehabilitated or demolished.
- Item No. 5-8813.00 (Second Street) is a legacy from the 2016 Highway Plan. The city won a U.S. Department of Transportation “TIGER” grant (Transportation Investment Generating Economic Recovery) and is advancing the project.
- PIF 05 037 D1005 10.00 (Devils Hollow Road) is a priority project that will serve a new school and residential development.
- Juniper Hills trail has been completed and can be removed from the map.
- Item No. 5-97.50 (Louisville Road) is a legacy from the 2016 Highway Plan. The project remains paused with no new funding.

Regarding the 2000 SUA, most recommendations are outdated; however, improving Holmes Street and US 60 and extending Limestone Drive remain local priorities. A downtown redevelopment (“visioning”) study is ongoing and should result in a draft plan by early fall. Mikael confirmed that, if necessary, the SUA schedule could be delayed to incorporate the results of the downtown visioning study.

Robert and Eric provided information about other improvements and development in the vicinity:

- Farmdale Sanitation District will have a major impact on future residential development along the US 127 corridor south of town.
- Several subdivisions planned before the recession are starting to move forward again.
- The county recently requested a new traffic signal on US 60 at Capital Center Drive.
- Both Jim Beam and Buffalo Trace distilleries have large-scale expansion projects ongoing.
- The new state office building, redistribution of government jobs, and downtown redevelopment should be reflected in the traffic model. A downtown model was developed, and Qk4 will coordinate with the KYTC to determine if it is appropriate for this study. The Capital Plaza project may result in eight acres turned over to the city. Tom has the latest plan sheets.

Eric and Robert will provide shapefiles with additional project details. They also agreed to review the Section 6(f) list of previous projects within the county. Also, they will coordinate with KCDC to distribute a questionnaire to major industries and local freight representatives. This information will be used solely to refine the traffic model.

The team discussed logistics of the May local officials/stakeholders meeting, tentatively scheduled for May 9 or 15 at the Transportation Cabinet Office Building. Mikael will reserve a meeting space in the conference center and coordinate invitations. Robert encouraged simplifying the maps. Several potential invitees were added to the mailing list: HNTA's Steve Robbins, the CEO for the Frankfort Regional Medical Center, and Greg Butler at Republic Services.

End of Minutes



Groundbreaking by Design.

MEETING MINUTES

Project: Frankfort Small Urban Area (SUA) Study
Franklin County, Kentucky
Item No. N/A

Purpose: Project Team Meeting No. 1
Existing Conditions

Place: KYTC, Central Office, Frankfort
Classroom 118

Meeting Date: May 15, 2018
10:00 AM EDT

Prepared By: Deanna Miller
Qk4, Inc.

In Attendance:

Name	Representing	Email
Mikael Pelfrey	KYTC CO Planning	Mikael.Pelfrey@ky.gov
Tom Hall	KYTC D5 Planning	Tom.Hall@ky.gov
Judi Hickerson	KYTC D5 Planning	Judi.Hickerson@ky.gov
Lynn Soporowski	KYTC CO Planning	Lynn.Soporowski@ky.gov
Daniel Hulker	KYTC CO Planning	Daniel.Hulker@ky.gov
Steve Ross	KYTC CO Planning	Steve.Ross@ky.gov
Jonathan Reynolds	KYTC CO Planning	Jonathan.Reynolds@ky.gov
Troy Hearn	KYTC CO Planning Bike/Ped	Troy.Hearn@ky.gov
Jill Asher	KYTC CO Design	Jill.Asher@ky.gov
Chris Slone	KYTC D5 PD&P	Chris.Slone@ky.gov
Pete Wearstler	Bluegrass ADD (BGADD)	PWearstler@bgadd.com
Michele Willbanks	KYTC CO Intern	
Annette Coffey	Qk4, Inc.	acoffey@qk4.com
Rebecca Thompson	Qk4, Inc.	rthompson@qk4.com
Jeremy Lukat	Qk4, Inc.	jlukat@qk4.com
Deanna Miller	Qk4, Inc.	dmiller@qk4.com

I. Introductions and Study Purpose

Rebecca Thompson opened the meeting by welcoming the group and specifying the focus of the study: congestion relief and safety improvement on state-maintained roadways except I-64, and on two local routes within the study area—Kings Daughters and Leonardwood drives. Although important, bicycle, pedestrian, and beautification projects are secondary to the study.

Handouts (see attachment) included a meeting agenda, a study routes listing, and a selection of maps. Maps of identified projects in study area, 2018 traffic operations, high crash segments, high crash spots, existing roadway conditions, and an environmental overview were provided to the project team. Large scale maps were also made available.

II. Overview of Existing Transportation Conditions

Rebecca gave an overview of the presentation slides for the local officials/stakeholder meeting to be held that same afternoon, which also included a discussion of the existing conditions and other project information gathered to date. Topics included:

- Previous studies and identified projects in the study area.
- Roadway systems and geometric characteristics.
- Traffic operations.
- Safety analyses.

Previous Studies. A brief overview of six studies previously completed and one currently underway was presented to the group. The Frankfort study will not recreate these studies, but will consider for incorporation any previous study recommendation that aligns with current findings. These studies are:

- 2000—*Frankfort Small Urban Area Study* proposed many large-scale corridor widening projects less critical based on current traffic levels and financial constraints.
- 2007—*Holmes Street Redevelopment Master Plan* detailed improving a back entry to downtown Frankfort, including a three-lane roadway to promote a pedestrian friendly, neighborhood feel.
- 2014—*US 60 Versailles Road Traffic Study* considered three corridor-level improvements to US 60 ranging from access management to widening US 60 to six lanes.
- 2015—*US 60 Corridor Pedestrian and Bicycle Safety Assessment* identified pedestrian specific improvements from a Federal Highway Administration (FHWA) field audit.
- 2016—*Comprehensive Plan* references the need to update the transportation element of the plan, which still refers back to the 2000 study.
- 2017—*Frankfort/Franklin County Bike/Ped Master Plan* identified four tiers of priority corridors.
- 2018—*Downtown Frankfort Master Plan* represents an ongoing effort to “maximize Frankfort’s sense of place, increase its economic activity, and celebrate and reinforce its character.”

Identified Projects in Study Area. Rebecca discussed projects identified in the FY 2016–2022 and FY 2018–2024 Highway Plans, Project Identification Forms (PIFs), and other sources:

- Pinsly Trail, along the old rail line, is moving forward with Transportation Alternatives Program (TAP) funding.
- Item No. 5-8902.00 (Slickway Branch drainage) was in the FY 2016–2022 plan but did not receive funding in the FY 2018–2024 plan. The County is pursuing economic development funding for the project.
- Item No. 5-8813.00 (Second Street) corresponds to the U.S. Department of Transportation “TIGER” grant (Transportation Investment Generating Economic Recovery) awarded last year, incorporating complete streets improvements to Second and Bridge streets.

- PIF 05 037 B0060 17.00 (Versailles Road) relates to the 2014 US 60 study. Recent delineators at Brighton Park have made a noticeable improvement. Assuming US 60 remains a priority for this group, we will incorporate recommendations from the study.
- PIF 05 037 B0127 17.00 (Lawrenceburg Road) specifies improving safety and traffic operations between I-64 and US 60.
- PIF 05 037 D1005 10.00 (Devils Hollow Road) will serve a new school and residential development.
- PIF 05 037 D2261 10.00 (Holmes Street) is unfunded; the project will overlap with the ongoing downtown redevelopment study.
- PIFs 05 037 B0127 19.00 and 19.10 (Wilkinson Street) may no longer be priorities as jobs have shifted from downtown. The corridor was recently rehabilitated. These projects may be eliminated as the District works through their process with the Bluegrass Area Development District (BGADD).
- Item No. 5-805.00 (Broadway Bridge) has funding for demolition in the new highway plan. The bridge will be considered with approximately 1,000 other bridges under a new statewide contract. Today, the half-rail-half-highway bridge is closed to all traffic.
- Item 5-10000.00 (KY 420) has design funding for the culvert over Cedar Run Creek.
- Item 5-20001.00 (East Main Street) has funding in the out years of the 2018 Highway Plan to improve pavement condition.
- Item No. 5-97.50 (Louisville Road) is a legacy from the 2016 Highway Plan. The project remains paused with no new funding.
- Not shown on the map, the City is also implementing a downtown Wayfinding project with TAP funding.

A brief conversation about other development trends followed; most notably the Farmdale sanitation district expansion is expected to increase residential development trends south of the west side of town.

Roadway Characteristics. Lane widths are generally adequate throughout the study area, but become narrower in steeper terrain outside the city and traveling deeper into the central business district. Maps were shown depicting roadway systems, truck routes, and functional classes of study area routes.

Thirty-two bridges, four of which are functionally obsolete and three of which are structurally deficient, are located in the study area.

Traffic Operations. The 2018 existing level of service (LOS) on roadway segments in the study area are acceptable at LOS D and above, with the exceptions of Leonardwood Drive and US 60 Capital Avenue, both operating at LOS E. Based on analysis of PM peak hour volumes, the US 127/Kings Daughters Drive and E-W Connector/Sower Boulevard intersections operate at LOS E, and the US 127/Leonardwood Drive intersection operates at LOS F. All current volume-to-capacity ratio calculations were 0.61 or less, signifying no congestion issues.

Comment 1: US 60 traffic backs up during peak hours. Although the LOS is C or better, locals perceive it to function at a much lower level.

Comment 2: Left turns onto US 60 (heading toward town) from new businesses are very difficult for drivers.

Safety Analyses – Of 2,530 traffic crashes reported from July 2014 through June 2017, seven were fatalities, 366 were injury collisions, and 2,157 resulted in property damage only. Nearly half of the crashes were rear-end collisions. A majority of crashes occurred on three routes: US 60 (38%), US 127 (24%), and KY 676 (9%). Six of nine pedestrian collisions occurred on US 60. Ten high-crash segments and 41 high-crash spots were identified. A segment or spot is considered to be a high-crash area when the calculated critical crash rate factor (CCRF) is 1.0 or higher, an indication the crashes are not random occurrences.

Comment 3: Several identified segments and spots have CCRFs over 2.0 and one is 3.9. A suggestion was made to look further into these areas for evident crash-type patterns and possible causes.

Environmental Overview. Rebecca presented a map showing known human and natural environmental resources and constraint areas such as cultural/historic properties, schools, HAZMAT sites, USTs, and oil and gas wells in the study area. Endangered species occurring in the county included three types of bats, two types of mussels, and three plant species.

Socioeconomic Characteristics. Details of the socioeconomic overview provided by the BGADD were presented. Thirty of 39 block groups exceed county averages for at least one population group, indicating potential environmental justice issues.

Development Trends. A second round of *Industry Questionnaires* will be sent out to capture additional information on future development and truck usage trends in the area. Qk4 will send Lynn Soporowski email material for disbursement.

III. Next Steps

After today's meetings, Qk4 will identify, develop, and analyze potential improvement alternatives to present to the project team in September 2018. The second LO/S meeting is scheduled for November 2018 to prioritize improvement alternatives moved forward by the project team.

With no further comments, the meeting was adjourned at approximately 10:30 AM EDT.



Groundbreaking by Design.

MEETING MINUTES

Project: Frankfort Small Urban Area (SUA) Study
Franklin County, Kentucky
Item No. N/A

Purpose: Local Officials/Stakeholders Meeting No. 1
Existing Conditions

Place: KYTC, Central Office, Frankfort
Classroom 118

Meeting Date: May 15, 2018
1:00 PM EDT

Prepared By: Deanna Miller
Qk4, Inc.

In Attendance:

Name	Representing	Email
Don Sturgeon	Franklin County Magistrate	Dons346@aol.com
Darrin Neuling	Buffalo Trace Distillery	dneuling@buffalotrace.com
Dennis Walsh	Buffalo Trace Distillery	dwalsh@buffalotrace.com
Vickie Sewell	City of Frankfort	vsewell@frankfort.ky.gov
Samuel L. Amburgey	TOPY America, Inc.	sam@topyamerica.com
William May	City of Frankfort, Mayor	William.May59@gmail.com
Huston Wells	Franklin County Judge/Executive	hwells@franklincountyky.com
Robin Antenucci	Franklin County/Frankfort Tourism	
Robert Hewitt	Franklin County Planning and Zoning	rhewitt@franklincountyky.com
Shaun Caldwell	Frankfort Fire and EMS	scadwell@frankfort.ky.gov
Terri Bradshaw	KY Capital Development Corp.	terribradshaw@kycapitaldevelopment.com
Marc Wood	Frankfort/Franklin County EMS	mwood@frankfort.ky.gov
Kevin Hutcherson	Franklin County EMS	khutcherson@franklincountyky.com
Marti Booth	Franklin County Magistrate	Marti@magistratemartibooth.com
Mikael Pelfrey	KYTC CO Planning	Mikael.Pelfrey@ky.gov
Tom Hall	KYTC D5 Planning	Tom.Hall@ky.gov
Judi Hickerson	KYTC D5 Planning	Judi.Hickerson@ky.gov
Lynn Soporowski	KYTC CO Planning	Lynn.Soporowski@ky.gov
Daniel Hulker	KYTC CO Planning	Daniel.Hulker@ky.gov
Steve Ross	KYTC CO Planning	Steve.Ross@ky.gov
Jonathan Reynolds	KYTC CO Planning	Jonathan.Reynolds@ky.gov
Troy Hearn	KYTC CO Planning Bike/Ped	Troy.Hearn@ky.gov
Anthony Norman	KYTC CO Planning	Anthony.Norman@ky.gov
Jill Asher	KYTC CO Design	Jill.Asher@ky.gov
Chris Slone	KYTC D5 PD&P	Chris.Slone@ky.gov

Pete Wearstler	Bluegrass ADD (BGADD)	PWearstler@bgadd.com
Michele Willbanks	KYTC CO Intern	
Annette Coffey	Qk4, Inc.	acoffey@qk4.com
Rebecca Thompson	Qk4, Inc.	rthompson@qk4.com
Jeremy Lukat	Qk4, Inc.	jlukat@qk4.com
Deanna Miller	Qk4, Inc.	dmiller@qk4.com

I. Introductions and Study Purpose

Mikael Pelfrey, KYTC, welcomed participants to the first Local Officials and Stakeholders (LO/S) meeting and self-introductions were made. He provided a brief history of the *Frankfort Small Urban Area (SUA) Study* and shared the goal of the meeting: identify safety and congestion issues on the transportation network within the established study area. He then introduced Rebecca Thompson with QK4, who began the presentation.

Handouts (see attachment) included a meeting agenda, a study routes listing, and a selection of maps. Maps of identified projects in study area, 2018 traffic operations, high crash segments, high crash spots, existing roadway conditions, and an environmental overview were provided to the project team. Large scale maps were also made available for viewing.

II. Project Overview

Rebecca reviewed the SUA study schedule, noting it began in late 2017 with gathering existing data on current conditions. After today's meeting, milestones include presenting improvement alternatives to the project team in September 2018, sharing alternatives with local officials/stakeholders in November 2018 for prioritization, and submitting a final report to the KYTC in March 2019.

Rebecca specified the focus of the study: congestion relief and safety improvement on state-maintained roadways except I-64, and on two local routes within the study area—Kings Daughters and Leonardwood drives. The goal of the SUA study is to analyze and prioritize a list of potential projects, both short and long term, to address the issues identified by the project team and stakeholders. Although important, bicycle, pedestrian, and beautification projects are secondary to the study. The study area map was presented, and Rebecca described its boundaries and then discussed key topics of the presentation:

- Previous studies and identified projects in the study area.
- Roadway systems and geometric characteristics.
- Traffic operations.
- Safety analyses.

Previous Studies. A brief overview of six studies previously completed and one currently underway was presented to the group. The Frankfort study will not recreate these studies, but will consider for incorporation any previous study recommendation that aligns with current findings. These studies are:

- 2000—*Frankfort Small Urban Area Study* proposed many large-scale corridor widening projects less critical based on current traffic levels and financial constraints.
- 2007—*Holmes Street Redevelopment Master Plan* detailed improving a back entry to downtown Frankfort, including a three-lane roadway to promote a pedestrian friendly, neighborhood feel.
- 2014—*US 60 Versailles Road Traffic Study* considered three corridor-level improvements to US 60 ranging from access management to widening US 60 to six lanes.

- 2015—*US 60 Corridor Pedestrian and Bicycle Safety Assessment* identified pedestrian specific improvements from a Federal Highway Administration (FHWA) field audit.
- 2016—*Comprehensive Plan* references the need to update the transportation element of the plan, which still refers back to the 2000 study.
- 2017—*Frankfort/Franklin County Bike/Ped Master Plan* identified four tiers of priority corridors.
- 2018—*Downtown Frankfort Master Plan* represents an ongoing effort to “maximize Frankfort’s sense of place, increase its economic activity, and celebrate and reinforce its character.”

Access Management. Rebecca stated the 2014 *US 60 Versailles Road Traffic Study* included recommendations for access management through the corridor. She explained the intent of access management is to improve safety and reduce crashes by reducing cross traffic conflict points by reducing free access to entrances, such as left turn movements. Some of the recommendations have been implemented and the group thought them to be working properly.

Comment 1: Speeding passenger vehicles and commercial trucks are a problem on US 60 in front of McDonalds.

Comment 2: Drivers on US 60 near I-64 have a hard time turning left onto I-64 in either direction. Traffic is increasing dramatically.

Identified Projects in Study Area. Rebecca discussed projects identified in the FY 2016–2022 and FY 2018–2024 Highway Plans, Project Identification Forms (PIFs), and other sources:

- Pinsky Trail, along the old rail line, is moving forward with Transportation Alternatives Program (TAP) funding.
- Item No. 5-8902.00 (Slickway Branch drainage) was in the FY 2016–2022 plan but did not receive funding in the FY 2018–2024 plan. The County is pursuing economic development funding for the project.
- Item No. 5-8813.00 (Second Street) corresponds to the U.S. Department of Transportation “TIGER” grant (Transportation Investment Generating Economic Recovery) awarded last year, incorporating complete streets improvements to Second and Bridge streets.
- PIF 05 037 B0060 17.00 (Versailles Road) relates to the 2014 US 60 study. Recent delineators at Brighton Park have made a noticeable improvement. Assuming US 60 remains a priority for this group, we will incorporate recommendations from the study.
- PIF 05 037 B0127 17.00 (Lawrenceburg Road) specifies improving safety and traffic operations between I-64 and US 60.
- PIF 05 037 D1005 10.00 (Devils Hollow Road) will serve a new school and residential development.
- PIF 05 037 D2261 10.00 (Holmes Street) is unfunded; the project will overlap with the ongoing downtown redevelopment study.
- PIFs 05 037 B0127 19.00 and 19.10 (Wilkinson Street) may no longer be priorities as jobs have shifted from downtown. The corridor was recently rehabilitated. These projects may be eliminated as the District works through their process with the Bluegrass Area Development District (BGADD).
- Item No. 5-805.00 (Broadway Bridge) has funding for demolition in the new highway plan. The bridge will be considered with approximately 1,000 other bridges under a new statewide contract. Today, the half-rail-half-highway bridge is closed to all traffic.
- Item 5-10000.00 (KY 420) has design funding for the culvert over Cedar Run Creek.

- Item 5-20001.00 (East Main Street) has funding in the out years of the 2018 Highway Plan to improve pavement condition.
- Item No. 5-97.50 (Louisville Road) is a legacy from the 2016 Highway Plan. The project remains paused with no new funding.
- Not shown on the map, the City is also implementing a downtown Wayfinding project with TAP funding.

Development Trends. Rebecca asked the group to fill out the *Industry Questionnaire* either in writing (hard copies were made available) or electronically. She stated more responses are needed to accurately depict future development and truck usage trends in the area, which feeds into the traffic model/forecasting effort to define future traffic patterns.

Roadway Characteristics. It was noted that lane widths are generally adequate throughout the study area, but become narrower in steeper terrain outside of the city and traveling deeper into the central business district. Maps were shown depicting roadway systems, truck routes, and functional classes of study area routes. Thirty-two bridges, four of which are functionally obsolete and three of which are structurally deficient, are located in the study area.

Comment 3: A few participants questioned the term “structurally deficient” and were concerned with safety of bridges in the area. After a brief discussion of bridge inspection terms and meanings, the group’s concerns were mostly alleviated.

Chris Slone also provided a high-level overview of the KYTC’s new, expedited bridge replacement program, which is intended to rehab/replace around 1,000 bridges statewide over the next six years. The list of which bridges will be included has not been finalized, but few bridges within Franklin County were recommended.

Traffic Operations. The 2018 existing level of service (LOS) on roadways in the study area are acceptable at LOS D and above, with the exceptions of Leonardwood Drive and US 60 Capital Avenue, both operating at LOS E. Based on analysis of PM peak hour volumes, the US 127/Kings Daughters Drive and E-W Connector/Sower Boulevard intersections operate at LOS E and the US 127/Leonardwood Drive intersection operates at LOS F. All current volume-to-capacity ratio calculations were 0.61 or less, signifying no congestion issues.

Safety Analyses. Of 2,530 traffic crashes reported from July 2014 through June 2017, seven were fatalities, 366 were injury collisions, and 2157 resulted in property damage only. Nearly half of the crashes were rear-end collisions. A majority of crashes occurred on three routes: US 60 (38 percent), US 127 (24 percent), and KY 676 (9 percent). Six of nine pedestrian collisions occurred on US 60. Ten high-crash segments and 41 high-crash spots were identified. A segment or spot is considered to be a high-crash area when the calculated critical crash rate factor (CCRF) is 1.0 or higher, an indication the crashes are not random occurrences.

Comment 4: The US 60/Cardwell Lane is a hot spot for crashes.

Environmental Overview. Rebecca presented a map showing known human and natural environmental resources and constraint areas such as cultural/historic properties, HAZMAT sites, USTs, and oil and gas wells in the study area. Endangered species occurring in the county included three types of bats, two types of mussels, and three plant species.

Socioeconomic Characteristics. Details of the socioeconomic overview provided by the BGADD were presented. Thirty of 39 block groups exceed county averages for at least one population group, indicating potential environmental justice issues.

III. Group Exercise

The Local Officials/Stakeholders were separated into two groups and asked to identify locations on an oversized map of the study area with safety, congestion, or other areas of concern that should be considered for improvements.

Group 1 identified the following locations:

1. Sidewalks are needed for pedestrian traffic on Schenkel Lane to Steadmantown.
2. Turning across US 421 is difficult at the new Jim Beam aging facility due to truck traffic. Sometimes trucks pull out in front of mainline (US 421) traffic.
3. Turning across US 421 from Chenault Road is difficult due to speeding trucks.
4. Existing four lanes of US 421 should be extended.
5. A signal at US 60/Capital Center Drive has been requested; commercial strip needs a backage road.
6. Speed of exiting interstate vehicles on US 60 slip ramp makes turning right onto Duncan Road (KY 1681) difficult.
7. Duncan Road traffic backs up during shift changes.
8. US 60/Cardwell Lane experienced two crashes in the past year.
9. Flood issues exist on Cardwell Lane near US 60.
10. Cardwell Lane is narrow and has horizontal sight distance issues.
11. Evergreen Road is narrow with no shoulders and sight distance issues.
12. Bridgeport/US 60 intersection has a speed issue and should be signalized.
13. Access to Kings Daughters Hospital is difficult for non-locals if roads are blocked.
14. Demolition of Broadway Bridge is funded in current highway plan. Locals want to keep it as a pedestrian bridge.
15. Noel Farm Access road to KY 676 would be a problem if connected to new development. Similarly, access directly to US 127 is complicated by interstate ramps.
16. E/W Connector/Collins Lane intersection has speed and safety issues.
17. Holmes Street: Recommend incorporating master plan vision that includes a couplet system between West Main and Holmes Street following an existing roadway.
18. Truck traffic is a problem on Louisville Hill (US 60).

Group 2 identified the following locations:

1. Expect more Buffalo Trace truck traffic on US 127 due to expansion. Turn lanes will be needed at Chadwick Ferry.
2. Not enough storage for trucks turning at main Buffalo Trace entrance.
3. Evergreen Road prior to fire station from US 127, not room for trucks to pass.
4. Turning right onto Evergreen Road from US 127 southbound is a difficult turn.
5. Cardwell Lane has two 90 degree turns within half mile, near new development. Also, from just north of roundabout are sharp reverse curves with difficult vertical geometry.
6. US 60 near the game farm needs to be widened. Don't stop at bridge, continue to the truck climbing lanes.
7. Turn lanes are needed on US 60 to I-64, both ways.
8. Change Duncan Road from RS to MP system.
9. US 60 left turns stack up 15 to 20 cars deep near the Hay Farm, across from Cracker Barrel.
10. Extend shoulder to Switzer Road on US 460 North; area is heavily residential.
11. Speed limit near Switzer Road should be lowered from 55 MPH because it is highly residential.
12. Shared use path needed to connect two residential areas near schools and Jim Beam on US 460.

13. On US 421 at the SPUI, weaving issue exists for turning movements southbound.
14. Need ADA compliant sidewalks from Broadway to Glens Creek Road.
15. On US 60, north of Kroger to US 460, the two-way left-turn lane has conflicting opposing movements.
16. Signal timing/programming needed on US 127 south of Frankfort. Especially at Evergreen Road: side road actuates for a few vehicles, stopping large platoon on US 127.
17. Signal timing on Martin Luther King should be refined: if a pedestrian pushes button, their time cuts into protected left-turn cycle for MLK to US 60 downtown.

Each group presented its ideas to the whole group upon completion of the exercise.

IV. Next Steps

Rebecca ended the meeting with a discussion of the project schedule and next steps. After today's meeting, Qk4 will identify, develop, and analyze potential improvement alternatives to present to the project team in September 2018. The second LO/S meeting is scheduled for November 2018 to prioritize improvement alternatives moved forward by the project team.

The meeting was adjourned at approximately 2:30 PM EDT.



Groundbreaking by Design.

MEETING MINUTES

Project: Frankfort Small Urban Area (SUA) Study
Franklin County, Kentucky
Item No. N/A

Purpose: Project Team Meeting No. 2
Improvement Concepts

Place: KYTC, Central Office, Frankfort
Room 512

Meeting Date: September 13, 2018
9:30 AM EDT

Prepared By: Qk4, Inc.

In Attendance:

Name	Representing	Email
Mikael Pelfrey	KYTC CO Planning	Mikael.Pelfrey@ky.gov
Tom Hall	KYTC D5 Planning	Tom.Hall@ky.gov
Judi Hickerson	KYTC D5 Planning	Judi.Hickerson@ky.gov
Scott Thomson	KYTC CO Planning	Scott.Thomson@ky.gov
Daniel Hulker	KYTC CO Planning	Daniel.Hulker@ky.gov
Steve Ross	KYTC CO Planning	Steve.Ross@ky.gov
Steve DeWitte	KYTC CO Planning	stephen.dewitte@ky.gov
Troy Hearn	KYTC CO Planning Bike/Ped	Troy.Hearn@ky.gov
Jill Asher	KYTC CO Design	Jill.Asher@ky.gov
Annette Coffey	Qk4, Inc.	acoffey@qk4.com
Rebecca Thompson	Qk4, Inc.	rthompson@qk4.com
Jeremy Lukat	Qk4, Inc.	jlukat@qk4.com

I. Introductions and Study Purpose

Mikael Pelfrey opened the meeting by welcoming the group and specifying the focus of the study: congestion relief and safety improvements on state-maintained roadways except I-64, and on two local routes within the study area—Kings Daughters and Leonardwood drives. Although important, bicycle, pedestrian, and beautification projects are secondary to the study. Handouts included a meeting agenda, a map highlighting recommended sites for improvements A through Z, and summary tables with preliminary costs for each improvement site.

II. Improvement Options

Using Google Earth, Rebecca Thompson led a discussion on the recommended sites for long term, short term, and local improvements. Where possible, cost estimates from previous planning efforts or PIFs have been applied, converting to 2018 dollars in the summary tables.

Long Term Concepts

- A. A road diet for US 60 East Main Street has been discussed conceptually for many years. Traffic volumes put it at the upper threshold of feasibility; however, a detailed assessment would be required. No formal study has been conducted to date. Qk4 will contact Jeff Wolfe and/or Adam Kirk for additional insight. Incorporating access management principles would help. The team also discussed potential for a reversible lane system, but agreed additional traffic data would be needed to determine if the directional split makes this a worthwhile consideration.
- B. Sites B through F are carried forward from the 2014 planning study along US 60, subdividing the corridor into smaller sections for prioritization. US 60 carries high traffic volumes, has many high crash segments/spots, and was emphasized at the Local Officials/Stakeholders (LO/S) meeting in May. The earlier study looked at three corridor-level improvements but did not recommend one over the other; preliminary SUA costs are from the access considerations (Alternative 1) scenario. Sites B through D also incorporate improvements from the 2015 safety audit, e.g., pedestrian refuges, crosswalks, etc.
- G. Traffic routinely backs up at the US 60/I-64 interchange in both directions, impacting adjacent intersection operations. The primary issue is inadequate storage length for high volume of left turns accessing on-ramps. The team discussed three scenarios:
 - G1 converts the interchange to a Diverging Diamond, similar to the New Circle Road/Harrodsburg Road interchange in Lexington. Detailed study/microsimulation would be needed to determine the feasibility. Spacing to nearby intersections/driveways is a concern, especially the signalized intersections: Jett Boulevard is 590 feet from the westbound (WB) ramps and Duncan Road is 950 feet from the eastbound (EB) ramps. For comparison, Alexandria Drive is 500 feet from the northbound (NB) New Circle ramps and Beaumont Center is 875 feet from the southbound (SB) ramps.
 - G2 widens the roadway to relocate left turn bays side-by-side instead of end-to-end, effectively doubling the left turn storage. This would almost serve the peak hour 95th percentile queue based on current volumes. Adequate width exists beneath the overpasses to accommodate widening. Costs are roughly 10% of reconstructing the interchange.
 - Scott Thomson suggested a third alternative: consider dual left turns, merging to a single lane on the on-ramps. This would improve storage and signal timing. Qk4 will investigate.

Any scenario has potential to landlock the Hay Farm, which the city or county aspires to develop but faces several constraints, e.g., limited frontage. The site will need to be considered as right-of-way estimates are prepared.

- H. KY 2261 (Holmes Street) has been slated for redevelopment for years. The city prepared a BUILD Grant application for the project earlier this year and Qk4 will update its costs, which originally came from the PIF that built on the 2000 SUA results. [Note: the BUILD Grant application requested \$770,000 for planning but did not include estimates for future phases.] Volumes using the corridor have increased while Wilkinson Boulevard was under construction. Numerous hazmat and environmental justice concerns complicate this project concept.

- I. Improvements to three horizontal curves and a vertical curve along KY 2817 (Cardwell Lane) were identified. Narrow two-lane route serves as a cut-through connection when US 127 is congested. With low traffic volumes and relatively few crashes, it is unlikely to score well in the SHIFT process. However, several concerns were noted during the LO/S meeting. Addressing the vertical curve at the Heritage/English Station subdivisions would likely require the road be closed over the summer months. Qk4 will follow up with Chris Slone regarding recent coordination with the county judge regarding this site. Improvements to either Cardwell Lane or Evergreen Road would be beneficial for area residents and the local fire station to the west along Evergreen Road. Troy Hearn noted Cardwell Lane ranked in the fourth tier of priorities for pedestrian facilities in the *2017 Pedestrian & Bicycle Master Plan*.
- J. KY 1005 (Devils Hollow Road) is narrow with numerous substandard geometric elements; an elementary school was constructed within the past decade. Tom Hall confirmed PIF costs are based on a three-lane section and noted that perhaps this project is not as high a priority locally as when the school was first built.

Short Term Concepts

- K. At the US 127/I-64 interchange, the WB-to-SB loop ramp merges in near the beginning of the SB left turn lane to I-64 EB, which backs up during peak periods. Extending the turn lane is recommended since adequate width is available on the bridge. Skip lines and left turn arrows should be added to delineate the turn lane. This would separate these decision points and improve safety. The use of Qwick Kurb® was discussed but not preferred due to relatively high travel speeds and maintenance issues.
- L. The US 127/US 60 intersection has a history as a high crash location. Visibility is limited for NB traffic coming around the curve as NB left turn queues fill up. SB through lanes are offset. An adjacent gas station in the southwest quadrant serves as a cut-through. Many crashes occur at the high volume EB right movement, which is channelized but creates an awkward angle at which to see oncoming traffic. Several potential improvement concepts were discussed:
 - Add a coordinated signal head for the EB right movement, add queue storage to the EB right turn lane, and potentially close the US 60 entrance to Speedway.
 - Add a merge lane for the EB right movement to the south approach so motorists have time merge into the traffic stream.
 - Add directional signage in advance of the intersection to help unfamiliar motorists select the correct lane sooner.
 - Extend the NB right turn bay and potentially shift the entire south approach a bit east to improve visibility, potentially adding separation between the NB movements.
 - Improve striping.
- M. Two intersections on US 60 (Louisville Road) show concentrated crash trends. Three-section signal heads with flashing yellow arrows for left turn traffic should be added. Intersections include KY 2817 (Cardwell Lane) and Meadowview Drive, which is a high crash spot.
- N. With increased traffic on KY 676 (East-West Connector), the EB off-ramp to US 60 queues. This improvement concept would lengthen the ramp to just east of the railroad bridge, stripe it for two lanes, and add a coordinated signal head for EB right turn traffic. The EB right movement onto US 60 shows a concentration of crashes. Issues with the EB on-ramp to US 421, as discussed at the May LO/S meeting, were addressed by the recent resurfacing project.

- O. The KY 676 (East-West Connector) intersection with KY 1659 (Martin Luther King, Jr. Boulevard/Glenns Creek Road) is a high crash spot. Trends show high speed traffic along KY 676 not stopping in time for the red light, and rear ends for the channelized SB right turn movement. The improvement concept would add signage on the SB approach to advise motorists about the upcoming merge area, and extend SB left turn lanes for additional queue storage. Scott noted timing at this signal may need to be adjusted, as it assigns additional time to the relatively low volume KY 1659 (Glenns Creek Road) southern approach.
- P. At the western KY 420 junction/disjunction with KY 676, NB traffic queues up 500 feet in the morning peak. Curves in the highway limit visibility. A “Stop Ahead” sign that is too close to the curve and nearly covered by vegetation should be shifted further south of the curve to improve its effectiveness. Annette also noted the signal at the eastern KY 420/KY 676 intersection has been malfunctioning, holding up mainline traffic for two to three cycles for a few SB cars from KY 420. Qk4 will follow up with David Huber.
- Q. At the US 127 intersection with KY 3166 (Burlington Lane), SB left turning traffic from US 127 backs up from the four-way stop at KY 3166/KY 3163 (200 feet east), extending onto US 127 NB lanes during busy cycles. The proposed improvement would convert the four-way stop to a two-way stop. With the county garage and other businesses, a relatively high number of trucks use these side routes.
- R. A concentration of crashes occur at US 421 (Wilkinson Road) at the intersection with Schenkel Lane. There’s a steep grade coming up the hill from the northwest—even steeper using the ramp from Holmes Street—that leads to high speed through movements and a noticeable speed differential. Many pedestrians travel across this corridor to reach areas on either leg of Schenkel Lane. The proposed improvement includes high visibility backplates for signals and advance warning signs/flashers coming up the hill, coordinated with signal phases.
- S. At the LO/S meeting, it was suggested Buffalo Trace needed additional turn lanes for trucks at Fair Oaks Lane. Qk4 has attempted to contact representatives but has not received a response. Site S is included as a placeholder for now. The distillery is expanding but it is unclear which approach(es) warrant improvement. The KYTC offered to contact the distillery.

Local Projects

- T. With construction of two office buildings on Sower Boulevard, PM peak hour traffic operations at the intersection with KY 676 are at level of service LOS E. A design memo prepared in 2013 examined two potential connections to the west: to KY 1659 (Glenns Creek Road) or to KY 676, with costs between \$2.0 million and \$4.4 million. Qk4 created a representative alignment through Concept Station software to develop the \$2.5 million estimate shown in the handout. Retiming the signal may result in improved operations. Jeremy Lukat will investigate what the capacity default is in the travel demand model.
- U. Leonardwood Drive serves 8,000 vpd with high turn volumes accessing commercial strips lining the route. Data reveal high crash concentrations along the street. Beyond the US 127 intersection, the street has one travel lane per direction plus a two-way left-turn lane (TWLTL). The proposed improvement would extend the four-lane section farther from the US 127 signal and remove landscaping that limits visibility. The team discussed several additional elements:
 - Convert the northern entrance to Lowes to a right-in only.
 - Convert the southern entrance at Lowes to a right-in/right-out.

- Delineate left turn bays between the southern Lowes and northern Walmart entrances, similar to the Qwick Kurb® installed along US 60 between Brighton Park Boulevard and Sunset Drive.
- Improve the northern entrance at Walmart either to a signalized intersection or a mini-roundabout.

Sites V through Z represent options presented in the 2014 US 60 Traffic Study.

- V. A new connection between Forest Hills Drive and Eastwood Shopping Center opposite Lyons Drive would improve connectivity between developments.
- W. A new connection between Brighton Park Boulevard (Kroger East) and the commercial driveway opposite Sunset Drive (McDonalds) would improve connectivity between developments. The only entrance to McDonalds is located approximately 100 feet from the US 60 intersection; therefore, adding traffic at this location could complicate intersection operations. The potential connection should still be presented to local officials for discussion.
- X. A backage connection from Lalaran Avenue to the Dollar Tree shopping complex has been completed. It will be removed from the list.
- Y. Opening the gated connection between Brighton Park and Breckenridge boulevards would improve connectivity between developments. This connection will face major pushback from the adjacent subdivision, but should still be presented to local officials for discussion. It was not prioritized as part of the 2014 effort.
- Z. Extending Hanley Lane to connect to Locust Drive would improve connectivity between developments, specifically for employees who shifted to an office complex along Locust Drive from the Capitol Plaza Tower downtown. The city applied for a signal at Capital Center Drive at the other end of Locust Drive. If this signal is granted, it may satisfy concerns about access/mobility for this office complex.

Other Sites

The US 60 widening project to Vicky Lane (KYTC Item No. 5-97.50) was paused in 2016 and future funding has been eliminated. It should be prioritized alongside other concepts if there is a local desire for the project to advance.

Qk4 prepared a summary list of other locations that have been identified as potential needs that are not included in Sites A through Z. This list will be shared with attendees alongside these minutes to see if any projects should be added prior to the LO/S meeting in November. Mikael Pelfrey noted the inequality of projects on US 60 versus US 127, the two main commuter gateways into the city. Judi Hickerson requested detailed project descriptions be provided for right-of-way and utility estimates, and projects that do not require district estimates be identified.

III. Next Steps

1. Qk4 will revise the improvement concepts as described above and coordinate with Judi regarding right-of-way and utility cost estimates.
2. Mikael will contact project sponsors to set up a technical coordination session in the coming weeks.

3. Schedule the LO/S meeting for November,

With no further comments, the meeting was adjourned at approximately 12:20 PM.



Groundbreaking by Design.

MEETING MINUTES

Project:	Frankfort Small Urban Area (SUA) Study Franklin County, Kentucky Item No. N/A	
Purpose	Project Sponsors Technical Coordination Meeting #2	
Place	KYTC, Central Office, Frankfort	
Meeting Date	October 11, 2018 12:30 p.m. EDT	
Prepared By:	Qk4	
In Attendance:	Mikael Pelfrey Judi Hickerson Robert Hewitt Ben Judah Eric Cockley Tom Bradley Annette Coffey Rebecca Thompson	KYTC CO Planning KYTC D5 Planning Franklin County Franklin County City of Frankfort City of Frankfort Qk4 Qk4

Mikael opened the meeting and attendees introduced themselves. The purpose of the meeting was to review the proposed improvement sites in advance of the upcoming local officials/stakeholders meeting. Rebecca reviewed the project team recommendations as presented in the attached matrices and the group discussed each site. Unless noted below, the concepts to be prioritized next month remain as presented in the attachment.

- **A** recommends a more detailed study with microsimulation to determine the feasibility of improving the US 60 East Main Street corridor, specifically looking at a road diet, reversible lanes, and improving access control. Current average daily traffic volumes place the route at the upper threshold for a road diet to be feasible. The initial cost estimate (\$500,000) could be lower if the scope were refined. The sponsors consider East Main Street a gateway into downtown Frankfort.
- Between **E** and **F**, the recent application to install a traffic signal at Capital Center Drive has been denied.
- Sponsors asked if implementing **G2** or **G3** as a short-term fix would preclude a diverging diamond interchange as an ultimate solution. Qk4 will investigate. All three options should be presented.
- **H** is based on the 2007 *Holmes Street Master Plan*, which included two 15-foot lanes plus a 15-foot median. The city submitted a BUILD Grant application earlier this year for additional planning funds. A two-lane scenario with streetscaping and pedestrian improvements may be

viable. With Wilkinson Boulevard providing similar access, the Holmes Street corridor should be more focused on redevelopment/creating a gateway than on increasing speeds and vehicle throughput. The area was recently identified as an Opportunity Zone to incentivize redevelopment along the route. The matrix should present a range of costs, noting additional planning work is pending.

- At **L**, the gas station is likely to resist to any access restrictions. The northbound right turn lane extension should be pulled out as a standalone improvement.
- The cost estimate for **N** seems high; Qk4 will revisit the assumptions behind this estimate.
- At **O**, signage about the merge area would be beneficial. The team discussed incorporating some type of positive delineation for the southbound right lane to encourage motorists to continue forward to merge instead of stopping mid-curve. This concept was discussed earlier with the project team but eliminated due to speed and maintenance concerns; the team will reconsider.
- **P** and **Q** are quick wins that could be completed independent of the prioritization process but will remain in the matrix. Sponsors stated implementation of **Q** should have “New Traffic Pattern” signs prior to conversion.
- Robert will contact Buffalo Trace to try to clarify their intent at Site **S**. [Follow-up note: none of the contacted representatives were aware of a future transportation need along US 127; Site **S** will be removed from the matrix.]
- The city is also looking at improvements along Leonardwood Drive (**U**), specifically incorporating a four-way stop at the middle WalMart driveway (by the curve). A four-way stop was considered at the northern WalMart driveway but could back up enough to impact operations at the US 127/Leonardwood Drive intersection. The shrubbery is a sensitive issue but needs to be removed or modified. Extending the second inbound lane from US 127 to become a right-only at the southern Lowes driveway could create sight distance concerns. A vague improvement concept should be presented for prioritization although additional traffic data/simulation may be necessary to identify the best solution for implementation.
- Sites **X** and **Y** should be eliminated prior to the next local officials meeting.

Projects will be re-lettered to be sequential in order.

Mikael described the upcoming prioritization process at the November meeting. KYTC will target a November 13th or 15th meeting date and will host the event in its conference center. Robert asked that the project team describe the upcoming SHIFT process and share previous rankings for any of the project concepts that were scored in the previous round. Tom requested a copy of the draft project sheets in advance of the November meeting.

The team briefly discussed other improvement sites around town that could be considered high priorities that should be included in the matrices. The county is already working to improve the drainage issues along Cardwell Lane approaching US 60, independent of the SUA study. No additional sites for inclusion were identified.

End of Minutes



Groundbreaking by Design.

MEETING MINUTES

Project: Frankfort Small Urban Area (SUA) Study
Franklin County, Kentucky
Item No. N/A

Purpose: Local Officials/Stakeholders Meeting No. 2
Existing Conditions

Place: KYTC, Central Office, Frankfort
Classroom 117

Meeting Date: January 14, 2019
10:00 AM EDT

Prepared By: Qk4, Inc.

In Attendance:

Name	Representing	Email
Samuel L. Amburgey	TOPY America, Inc.	sam@topyamerica.com
Huston Wells	Franklin County Judge/Executive	hwells@franklincountyky.com
Eric Cockley	City of Frankfort	ecockley@frankfort.ky.gov
Keith Parker	City of Frankfort	kparker@frankfort.ky.gov
Sonia Sanders	Kentucky State University	sonia.sanders@kysu.edu
Robin Antenuci	Frankfort Tourism	rantenuci@visitfrankfort.com
Robert Hewitt	Franklin County Planning and Zoning	rhewitt@franklincountyky.com
Marc Wood	Frankfort/Franklin Emerg. Mgmt.	mwood@frankfort.ky.gov
Brad McKinney	Franklin County Schools	brad.mckinney@franklin.kyschools.us
Terri Bradshaw	KY Capital Development Corp.	terribradshaw@kycapitaldevelopment.com
Kevin Hutcherson	Franklin County EMS	khutcherson@franklincountyky.com
Don Stosberg	Bike/Walk Frankfort	donstos@gmail.com
Scott Shannon	Capital City Airport	Scott.shannon@ky.gov
Ron Kinney	Frankfort GM	rkinney@frankfort.ky.gov
Ben Judah	Franklin County	bjudah@franklincountyky.com
Mikael Pelfrey	KYTC CO Planning	Mikael.Pelfrey@ky.gov
Tom Hall	KYTC D5 Planning	Tom.Hall@ky.gov
Chris Slone	KYTC D5 PD&P	Chris.Slone@ky.gov
Daniel Hulker	KYTC CO Planning	Daniel.Hulker@ky.gov
Steve Ross	KYTC CO Planning	Steve.Ross@ky.gov
Elizabeth Lykins	KYTC CO Planning	Elizabeth.Lykins@ky.gov

Name	Representing	Email
Steve DeWitte	KYTC CO Planning	Stephen.Dewitte@ky.gov
Troy Hearn	KYTC CO Planning Bike/Ped	Troy.Hearn@ky.gov
Joshua Cook	Bluegrass ADD (BGADD)	JCook@bgadd.com
Celeste Collins	Bluegrass ADD (BGADD)/AAAIC	ccollins@bgadd.org
Annette Coffey	Qk4, Inc.	acoffey@qk4.com
Rebecca Thompson	Qk4, Inc.	rthompson@qk4.com

The purpose of this meeting was to present, discuss, and rank potential improvement options that have been developed since the first Local Officials/Stakeholders (LO/S) Meeting on May 15, 2018. Mikael Pelfrey initiated the meeting with introductions and a brief summary of the progress of the study.

Following introductions, Rebecca Thompson provided a short presentation (see Attachment A) that reminded the team of the goals for the study—to identify roadway projects that will improve safety and congestion on primarily state-maintained routes for a 20-year horizon. The project team developed a series of improvement alternatives based on an inventory of existing conditions (i.e., crashes, traffic, and roadway geometry), input from the first LO/S meeting, and previously identified projects.

LO/S were given handouts (see Attachment B) that included an agenda, a map identifying improvement concepts, and Project Evaluation Worksheets for Long-Term, Short-Term, and Local improvement sites. Rebecca provided an explanation of the overall scoring system. For example, Long-term improvements included ten projects for a total of ten points (one point for each project). Each attendee was asked to vote for at least two projects, awarding the most points for the highest priority project(s). Each scoring sheet had follow-up questions on particular sites.

Rebecca presented the Long-term improvement projects, after which time was allotted for the LO/S to score Long-Term projects. Following Long-Term projects, Short-Term and Local projects were presented and scored. The following represent substantive discussions or questions regarding improvement projects. (Projects are identified by their Map ID included on Project Evaluation Worksheets.)

Long-Term

- Improvement A (US 60 East Main Street Study): Should the project extend downtown?
- Improvements B-F (US 60 Versailles Road Access Management): Can these be ranked as one project? It was broken into more manageable/implementable projects.
- Improvement G (I-64 Interchange with US 60 Versailles Road):
 - Should G2 and G3 be short-term projects?
 - With dual left turn lanes, permitted left turns (i.e., when oncoming traffic has a green light but there's a gap in traffic) would likely not be an option.
 - Would G2 and G3 resolve congestion or could they be an interim solution? Rebecca stated either would provide more storage space and G3 could improve signal timing. However, during peak times left turning vehicles will still “spill out” into the through lane. G2 or G3 do not preclude the implementation of G1.

After Long-term projects were presented and discussed, Short-Term projects followed by Local projects were presented and scored.

Short-Term

- Improvement O (KY 676 East-West Connector at KY 1659 Martin Luther King Jr Boulevard): Motorists are very hesitant to merge; additional signage to help them “move along,” is needed. With increased traffic volumes using the Connector since the office buildings along Sower Boulevard were built, this location has become a more noticeable issue.
- Improvement P (Signage on KY 420 approaching KY 676 East-West Connector) and Q (Two-way Stop at Burlington Avenue/Anderson Road): These projects are really maintenance projects and can be implemented now. The project team agreed these projects do not have to be scored.

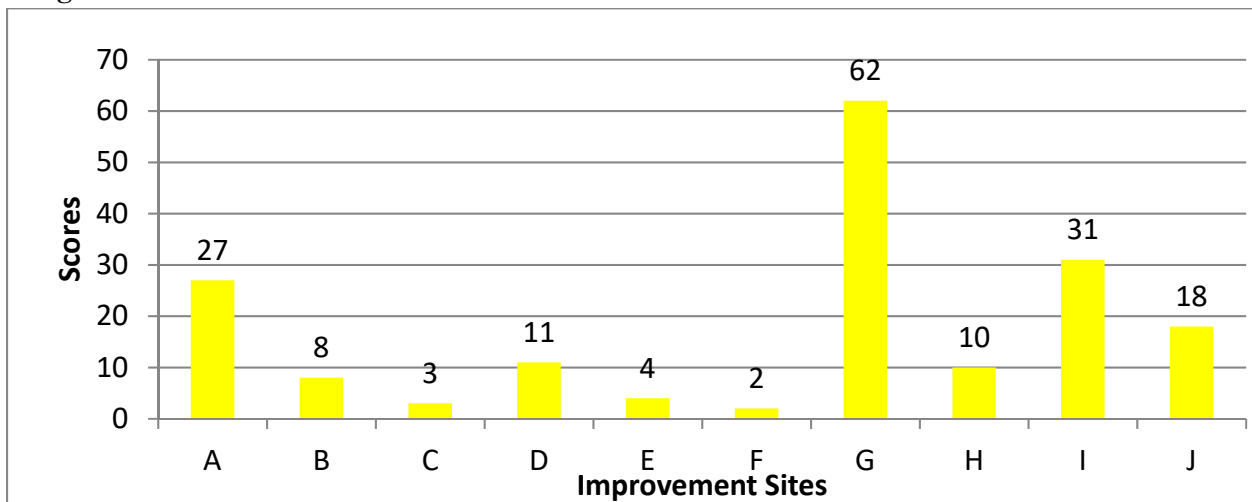
Local

- Improvement S (New Connection between Sower Boulevard and Glenns Creek Road): Concern was expressed about the new connection to Coffeetree Road because currently there is not a traffic signal at this location. Another LO/S stated this connector would open the area to development.
- Improvement T (Leonardwood Drive): The group discussed the mini-roundabout concepts shown in the graphic. Several individuals confirmed safety and operational concerns along the corridor.

Scoring

The following are the results of the scoring by the LO/S.

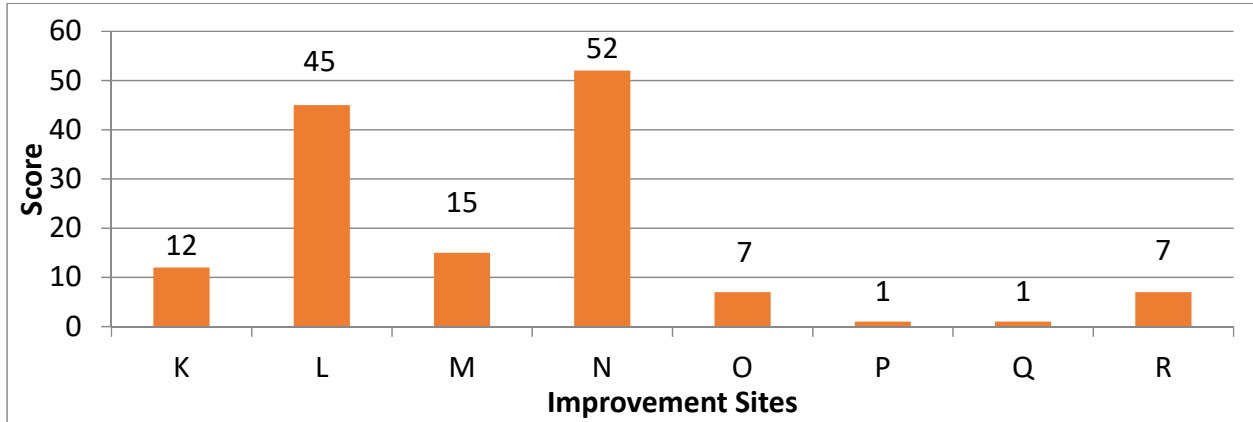
Long-Term



Options presented at Site G were fairly evenly distributed: 7 votes for G1 (reconstruction as diverging diamond interchange), 6 votes for G2 (side-by-side left turn lanes stretching between signals), and 4 votes for G3 (dual left turn lanes half the length between signals).

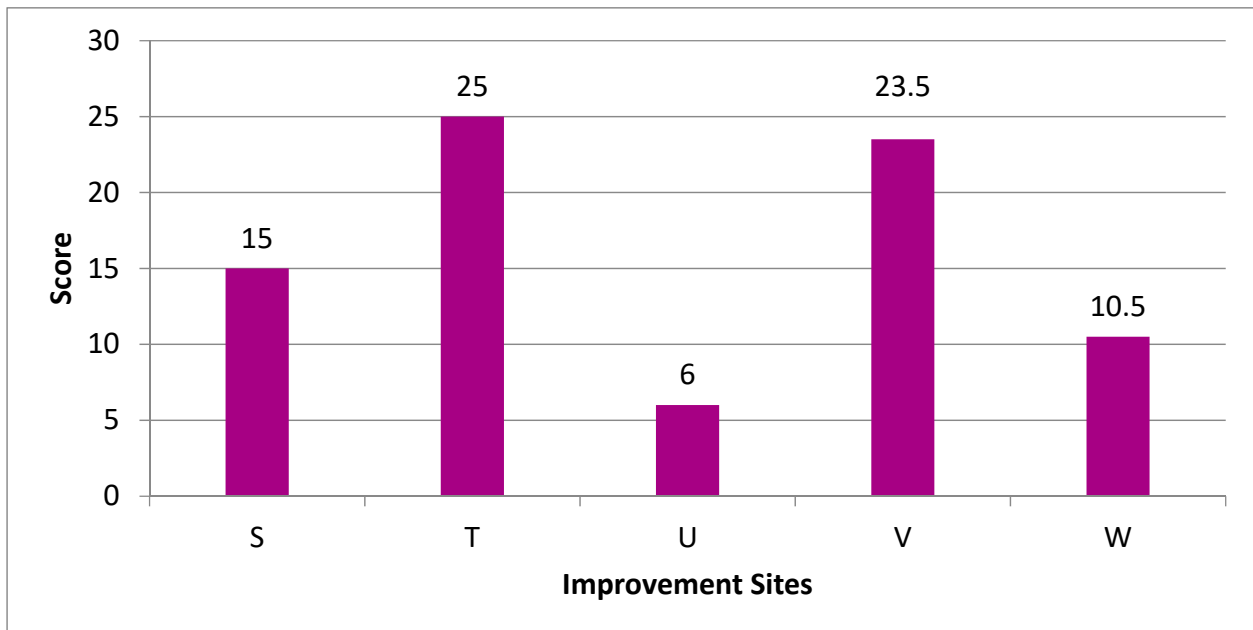
Options presented at Site I were ranked by priority: I3 (curve at MP 1.9) was the highest priority with a 1.9 average score, followed by I1 (curve at MP 1.4) with 2.6 average points, and a tie between I2 (curve at MP 1.6) and I4 (grade at Heritage subdivision) as the lowest, both averaging 2.9.

Short-Term



Of the two components at Site L, L1 (extending the northbound US 127 right turn lane) was the highest priority with an average score of 1.1. L2 (adding a coordinated signalhead for the eastbound US 60 right turn lane) was assigned an average score of 2.0.

Local



Options at Site T received extremely close priority scores, ranging from an average 2.8 through 3.1.

A summary of rankings from this meeting will be available to the LO/S in the final report expected in April 2019. The meeting adjourned at 11:30 AM.



Groundbreaking by Design.

MEETING MINUTES

Project: Frankfort Small Urban Area (SUA) Study
Franklin County, Kentucky
Item No. N/A

Purpose: Project Team Meeting No. 3
Improvement Concepts

Place: KYTC, Frankfort
Room C117

Meeting Date: January 14, 2019
12:00 PM EDT

Prepared By: Qk4, Inc.

In Attendance:

Name	Representing	Email
Mikael Pelfrey	KYTC CO Planning	Mikael.Pelfrey@ky.gov
Tom Hall	KYTC D5 Planning	Tom.Hall@ky.gov
Daniel Hulker	KYTC CO Planning	Daniel.Hulker@ky.gov
Steve Ross	KYTC CO Planning	Steve.Ross@ky.gov
Steve DeWitte	KYTC CO Planning	stephen.dewitte@ky.gov
Troy Hearn	KYTC CO Planning Bike/Ped	Troy.Hearn@ky.gov
Chris Slone	KYTC D5 PD&P	chris.slone@ky.gov
Annette Coffey	Qk4, Inc.	acoffey@qk4.com
Rebecca Thompson	Qk4, Inc.	rthompson@qk4.com

The third and final project team meeting for the study was held following the second local officials/stakeholders (LO/S) meeting earlier that morning. The intent of the project team meeting was to review input from the LO/S meeting and prioritize project concepts into High, Medium, or Low rankings. Prioritization incorporates traffic operations and safety considerations as well as qualitative cost/benefits and other factors beyond LO/S scores.

Long-Term

Summarized in **Table 1**, one long-term project was ranked a high priority, seven were medium priorities, and two were low priorities. Specific discussion items for individual improvement sites are summarized in the following paragraphs.

Table 1: Summary of Long-Term Prioritization

Map ID	Route Description	Rounded Cost Estimate	Score	Priority
A	<u>US 60 East Main Street</u> Detailed study to evaluate feasibility of a road diet, reversible lanes, and/or access management principles	\$250,000- \$500,000 (Planning Only)	27	Medium
B	<u>US 60 Versailles Road</u> : East Main St to Lyons Dr Incorporate access management principles (shown in 2014 study + Option 1) and pedestrian improvements (shown in FHWA safety audit)	\$2,600,000	8	Medium
C	<u>US 60 Versailles Road</u> : Lyons Dr to Brighton Park Incorporate access management principles (shown in 2014 study) plus pedestrian improvements (shown in FHWA safety audit)	\$1,600,000	3	Medium
D	<u>US 60 Versailles Road</u> : Brighton Park to East-West Connector Incorporate access management principles (shown in 2014 study + Options 5-6)	\$3,300,000	11	Medium
E	<u>US 60 Versailles Road</u> : East-West Connector to Capitol Center Dr Incorporate access management principles (shown in 2014 study)	\$2,500,000	4	Medium
F	<u>US 60 Versailles Road</u> : Capitol Center Dr to Jett Blvd Incorporate access management principles (shown in 2014 study)	\$1,700,000	2	Medium
G	<u>US 60 Versailles Road</u> : I-64 Interchange Three options to improve operations at interchange	\$1,400,000 - \$7,600,000	62	High
H	<u>KY 2261 Holmes Street</u> Corridor improvements, ranging from streetscaping and pedestrian improvements within existing right-of-way to full reconstruction/widening	\$5,500,000 - \$18,000,000	10	Low
I	<u>KY 2817 Cardwell Lane</u> Four spot improvements to correct substandard geometrics	\$200,000 - \$2,900,000	31	Medium
J	<u>KY 1005 Devils Hollow Road</u> Reconstruction to three lanes with a two-way left-turn lane, correcting substandard geometrics	\$11,800,000	18	Low

- It would be convenient to incorporate the results of the recommended US 60 East Main Street study (**Site A**) with the July 2019 pavement rehabilitation and utility project; however, the timeline is not feasible. This study should be scheduled so the project development phase can be completed prior to the next rehabilitation cycle (in 7-10 years).
- While access management along US 60 Versailles Road (**Sites B-F**) received relatively low individual scores from LO/S, the corridor exhibits consistently high crash frequencies, recurring peak period congestion, and growth. Considering LO/S scores collectively, the team agreed to consider each section a medium priority.
- The highest scored long-term priority by LO/S, the I-64/US 60 interchange (**Site G**) was previously identified as a project with a PIF/CHAF. It will likely be addressed when the encompassing section of I-64 is widened, if not beforehand. The team agreed that Option G1 (reconstruction as a diverging diamond) should remain a long-term improvement but Options G2 and G3 (modifying left turn lanes on US 60) should be considered short-term, high priority improvements with the preferred scenario determined as part of a future design phase.
- **Site I**, spot improvements along KY 2817 Cardwell Lane, was scored relatively high by LO/S and is regularly mentioned as a concern by other locals. Many students travel the route as a cut-through to the high school, bypassing US 127. Even with the four spot improvements, Cardwell Lane remains a narrow route with substandard vertical and horizontal alignment elements. The team discussed whether

full reconstruction of the corridor would provide added benefits; however low traffic volumes and crash frequencies do not suggest it will become a priority investment. Spot improvements I1 through I4 received fairly similar scores from LO/S, with average scores ranging from 1.9 to 2.9 (Note: 1.0 represents the highest possible priority and 4.0 the lowest.)

Short-Term

Summarized in **Table 2**, two short-term projects were ranked a high priority, three were medium priorities, and one was a low priority. Specific discussion items for individual improvement sites are summarized below.

Table 2: Summary of Short-Term Prioritization

Map ID	Intersection Description	Rounded Cost Estimate	Score	Priority
K	US 127 Lawrenceburg Rd/I-64 Ramps Extend southbound left turn lane	\$410,000	12	Low: Combine with future I-64 Widening
L	US 127 Lawrenceburg Road/US 60 Louisville Road Intersection improvements	\$210,000- \$820,000	45	High
M	US 60 Louisville Road Add signalheads over left turn lanes M1: at KY 2817 Cardwell Lane and M2: at Meadowview Lane	\$30,000	15	Medium
N	KY 676 East-West Connector/US 60 Versailles Road Extend exit ramp and stripe for two lanes; add right turn signalhead	\$2,100,000	52	High
O	KY 1659 Martin Luther King Jr Blvd/KY 676 East-West Connector Add signage; extend left turn lanes	\$210,000	7	Medium
P	KY 420 Old Lawrenceburg Road/KY 676 East-West Connector Move "Stop Ahead" sign	\$1,100	1	Maintenance Issue
Q	KY 3166 Burlington Lane/KY 3163 Old Lawrenceburg Road Convert to 2-way stop	\$600	1	Eliminated
R	US 421 Wilkinson Boulevard/Schenkel Lane Add warning flashers coming up hill; add high visibility backplates	\$79,000	7	Medium

- **Site K**, extending the southbound US 127 left turn lane to I-64 eastbound, is not currently feasible: US 127 has dual structures with a center-jointed median between. These structures will likely be replaced when this section of I-64 is widened; the team agreed to make Site K a low priority for now and it will be considered as part of the future interstate widening project.
- At **Site L** (US 60/US 127 intersection), the coordinated signal for eastbound US 60 received an average score of 1.1 from LO/S, compared to an average 2.0 for extending the northbound right turn lane.
- LO/S discussions recommended **Site P**, relocating warning signage along KY 420, be considered a maintenance action and not prioritized alongside other improvements. The project team confirmed this approach.
- Converting Burlington Lane/Anderson Road to a two-way stop (**Site Q**) is not recommended. While it would address left-turning traffic spilling back onto US 127, eliminating the four-way stop raises safety concerns due to the high number of heavy trucks using this intersection. The team agreed to eliminate Site Q from further consideration.
- High pedestrian volumes at the US 421 Wilkinson Boulevard/Schenkel Lane intersection (**Site R**) makes advance warning flashers coordinated with the traffic signal more important than illustrated by only safety and traffic information.

Local

Summarized in **Table 3**, two local projects were ranked a high priority, two were medium priorities, and one was a low priority. As these improvements lie beyond state-maintained highway limits, the project team agreed to mimic LO/S scores for relative rankings.

Table 3: Summary of Local Project Prioritization

Map ID	Route Description	Rounded Cost Estimate	Score	Priority
S	<u>New connection</u> Between Sower Blvd & Glenss Creek Rd	\$3,700,000	15	Medium
T	<u>Leonardwood Drive</u> Relocate landscaping, extend lanes, improve intersections	\$85,000 - \$1,500,000	25	High
U	<u>New connection</u> Eastwood Shopping Center to Forest Hill Drive	\$590,000	6	Low
V	<u>New Connection</u> Between Kroger East to McDonalds to distribute traffic between Brighton Park Boulevard and Sunset Avenue intersections	\$770,000	23.5	High
W	<u>Hanly Lane</u> Realign US 60/Hanly Lane and extend to Locust Drive	\$1,200,000	10.5	Medium

Five spot improvement options at **Site T** (Leonardwood Drive) received extremely close scores from LO/S, ranging from an average 2.8 through 3.1. The project team agreed that the corridor should be considered as a whole, rather than piecemeal spot improvements. A “quick win” of removing/replacing shrubbery would likely see immediate benefit.

Following prioritization, the project team reviewed the remaining tasks and project schedule. Qk4 will provide the draft study report to KYTC by February 15. KYTC will review the report and provide any comments within 30 days, resulting in a final report due by April 15.

With no further discussions, the meeting was adjourned at approximately 1:00 PM.