

V. STAKEHOLDER AND PUBLIC INVOLVEMENT

Following the development and initial evaluation of alternatives, public officials, local business representatives, and the public were given the opportunity to provide input on the study. The results of this effort are described in the following sections.

A. Stakeholders Meeting

The project team met with elected officials and interested stakeholders on November 8, 2007, at the Pikeville Fire Station to discuss the project purpose and proposed alternatives. Minutes from this meeting are included in **Appendix B**.

Team members emphasized that this Transportation Study is composed of two independent elements along KY 1426, both of which are intended to improve safety along KY 1426 (the Pikeville Bypass). Following presentations on both the rockfall and intersection alternatives, attendees expressed concern about safety, cost, and aesthetics.

Following the stakeholders meeting, the Pikeville City Commission passed a Resolution supporting Alternative B (the rockfall barrier system) and Alternative 1 (the consolidation of the existing Huffman Avenue/Summit Drive and KY 1460 intersections into one four-leg signalized intersection with a second unsignalized intersection between KY 1460, Summit Drive, and the school entrance) as the preferred alternatives. A copy of this Resolution is included in **Appendix B**.

B. Public Meeting

A public meeting was also conducted November 8, 2007, to allow residents of Pikeville an opportunity to review and comment on the KY 1426 planning effort. The purpose of this event was to provide an open forum for the public to review the developed alternatives, interact with the project team, and provide feedback for the alternative evaluation process. Areas were set up for watching a presentation, viewing exhibit boards, and completing a survey. The meeting was heavily attended by an organized group from the Chloe Ridge Home Owners Association. The details of the meeting are included in a public meeting summary notebook on file with the KYTC Division of Highway Design and Division of Planning.

Discussion items covered during the meeting included the following questions and comments:

- What are the impacts to the businesses along KY 1426 during construction of the rockfall alternatives? Most likely the barrier and drape alternatives will require one lane to be closed for one construction season. Access to businesses would be maintained. The benching alternative would take longer and may require additional lanes to be closed, particularly during blasting periods. Between the three alternatives, the barrier would result in the least amount of disturbance to the businesses along this portion of KY 1426.
- How effective will the rockfall catchment systems (drape and barrier) be? They are designed to hold back 90% or more of potential rockfalls.
- How were the outer edges of the rockfall area determined? History and maintenance reports were used to determine the length of the project area.
- Some believe the rockfall benches are more aesthetically appealing than the rockfall barrier and rockfall drape.

- Do any of the alternatives impact the cemetery? The rockfall benching alternative is the only alternative that could potentially impact the cemetery. Additional analysis is needed before a determination can be made. The intersection alternatives were designed to not impact the cemetery.
- Which intersection alternatives increase the driving time between the Chloe Ridge neighborhood and the Pikeville Medical Center? Alternative 7 is the only alternative that does not increase this distance although increases are modest in all cases, usually only a few seconds.
- If the school traffic is redirected to KY 1460, what is the harm in leaving Summit Drive’s access to KY 1426? As the traffic demand increases, you lose the ability to run these signals efficiently. This increases the overall delay to the system, particularly along the Bypass. It also maintains the existing number of safety conflict points, which is greater than the other build alternatives.
- Any intersection alternative that does not eliminate a signal on KY 1426 was not thought to be an overall improvement.
- Adding a northbound left turn lane on KY 1426 at the Huffman Avenue Intersection was thought to be a good idea, no matter which alternative was selected.

A survey was provided to meeting participants in order to gauge public opinion for both the rockfall and intersection alternatives. Completed surveys were received from 20 persons. The survey results are summarized below.

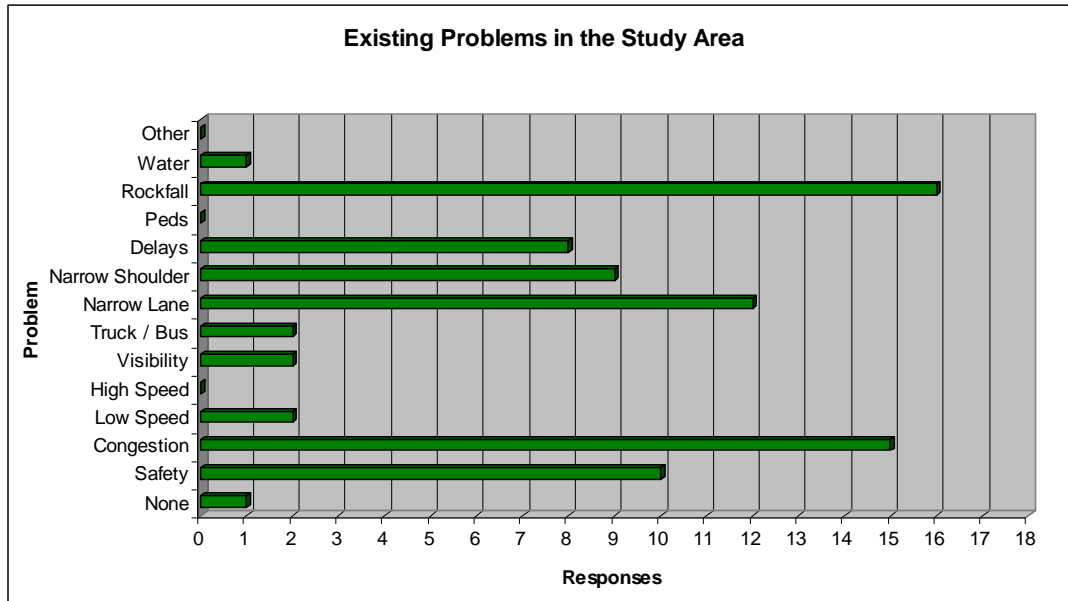
The survey asked respondents to denote how frequently they travel along the study area roadways: KY 1426, KY 1460, Summit Drive, and the school entrance. A second question asked whether each of the following roads and/or intersections should be improved. The responses are tabulated in **Table 5.1**. Falling rocks, traffic safety issues, and traffic congestion were listed as the primary needs for improvements.

Table 5.1 – Should the Road/Intersection Be Improved?

Feature	Yes	No	No Response
KY 1426/South Bypass Road	16	2	2
KY 1460/Chloe Creek Road	14	3	3
Summit Drive	5	8	7
School Access Driveway	13	4	3
Intersection of KY 1426 and 1460	13	4	3
Intersection of KY 1426 and Summit Dr	10	5	5

Respondents were asked to identify from a list which transportation problems currently exist in the study area. As seen in **Figure 5.1**, the most frequently chosen responses were rockfall and congestion. Water pooling in the roadway at Pikeville Elementary was mentioned as a concern.

Figure 5.1 – Existing Problems in the Study Area



Respondents were also given opportunities to select a preferred alternative for both the rockfall and intersection components of the study. Alternative 7 (rebuilding KY 1460 on its existing alignment and moving the school access road to KY 1460) was preferred by the majority of respondents; 12 of 19 respondents selected Alternative 7 as the preferred alternative. Alternative 1 was selected by 4 persons, followed by Alternative 2, which was preferred by 2 persons. One respondent indicated a preference for the No Build Alternative. When asked about a preferred rockfall Alternative, 10 respondents selected Alternative A while 7 selected Alternative B. Comments received indicate that both cost and aesthetics are primary concerns in selecting an Alternative. **Figures 5.2 and 5.3** present the results graphically for both sets of alternative preferences.

Figure 5.2 – Preferred Intersection Alternatives

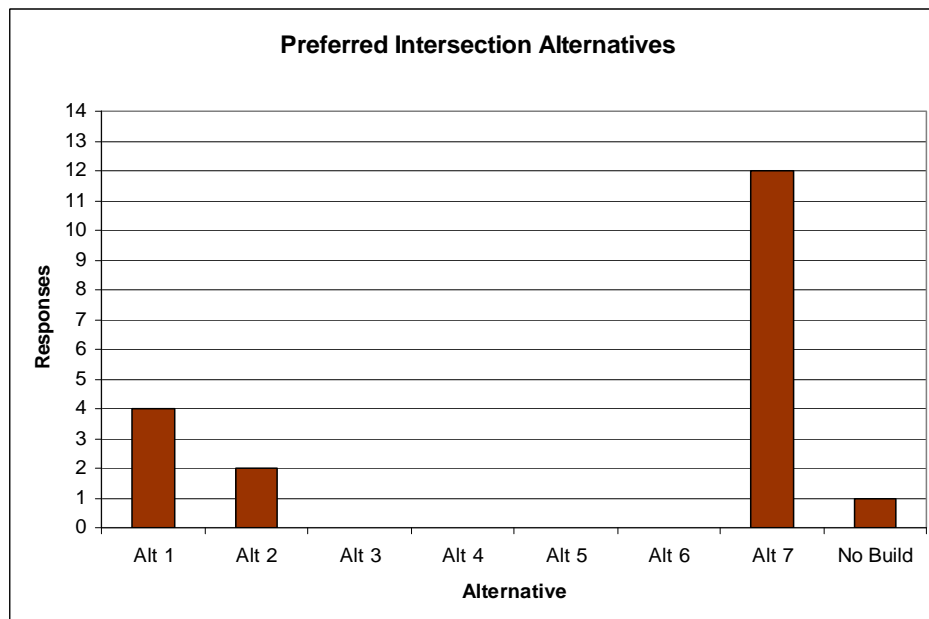
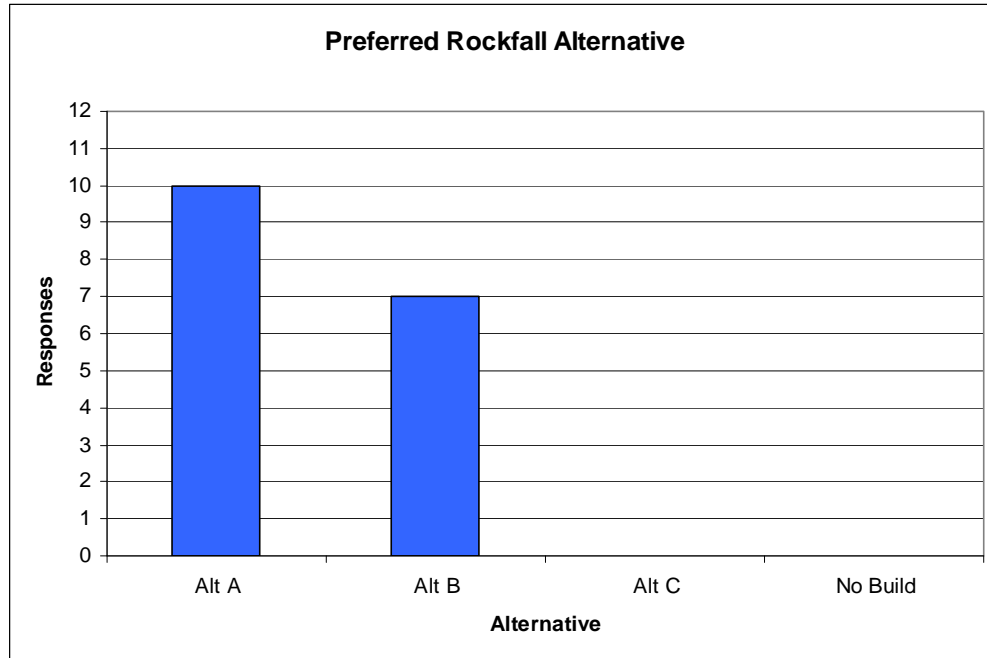


Figure 5.3 – Preferred Rockfall Alternatives

C. Alternatives for Further Evaluation

Alternatives 2, 3, 4, and 5 were not recommended for further study. These alternatives received little to no support from local officials or the general public based on survey input. They involved more construction off existing roadbeds (and higher costs) than Alternatives 6 and 7. Respondents expressed concern about Summit Drive traffic being delayed in school traffic which Alternatives 2, 3, 4, 5, and 6 did little to address. The performance of Alternative 4 was worse than the existing conditions during both analysis periods.

Based on the preferences expressed by the City Commission and the public surveys, Intersection Alternatives 1, 6, and 7 were advanced for additional analysis. Other elements recommended for additional analysis were:

- How these alternatives can be expected to function during the AM peak period and in future years;
- What benefits are gained by installing a left-turn lane for northbound KY 1426 at the Huffman Avenue intersection; and
- Whether having a police officer direct traffic at the entrance to the school would improve traffic flow and safety.

These issues were addressed as part of a Tier 2 traffic analysis, described in the following chapter.