



Groundbreaking by Design.

MEETING MINUTES

Project: Mayfield Small Urban Area (SUA) Study
Graves County

Purpose: Project Team Meeting No. 1

Place: Virtual Webinar

Meeting Date: September 24, 2020 at 2:00 PM

Prepared By: Qk4

Participants:	Kyle Poat	KYTC D1 CDE
	Chris Kuntz	KYTC D1
	Everett Wilson	KYTC D1
	JP Tilley	KYTC D1
	Jason Looper	KYTC D1
	Mikael Pelfrey	KYTC CO Planning
	Steve De Witte	KYTC CO Planning
	Matt Lawson	KYTC CO Planning
	Beth Niemann	KYTC CO Planning
	Scott Thomson	KYTC CO Planning
	Jay Balaji	KYTC CO Planning
	Sadie Middleton	KYTC CO Planning
	David Souleyrette	KYTC CO Planning
	Rebecca Thompson	Qk4
	Jeremy Lukat	Qk4
	Deanna Miller	Qk4
	Theresa Owen	Qk4

Rebecca Thompson opened the meeting, welcoming attendees and providing a brief overview of the study. The purpose of the meeting is to review the existing conditions within the study area, looking to identify data-driven locations where spot improvements to address safety or congestion needs should be considered.

1) Existing Conditions Review

Deanna Miller reviewed the existing conditions mapping. Study routes include state-maintained highways within the study area—excluding I-69—plus a few city streets that serve as a cross-town cut-through today.

Regionally, conversion to I-69 (Item #1-26) continues: final design has been completed and right-of-way funds were authorized last week. The KY 80 southern bypass (Item #1-181.5) should be open to traffic by the end of the year. Two projects are included in the current Highway Plan: widening KY 303 (Item #1-80103, state funding) and widening KY 131 (Item #1-80104, beyond biennium). Any of the unfunded project concepts identified are fair game to include in the list of priorities for the SUA study.

Qk4 will update the CHAF table and truck route map prior to Monday's virtual meeting.

There is an existing path near the YMCA and Kess Creek Park; improved bike/pedestrian connections along KY 303 contributed to its inclusion in the Highway Plan.

Traffic analyses are ongoing, adjusting the statewide travel demand model to refine the study area zones to forecast 2045 travel patterns. Existing pre-COVID counts show a few sections operating at Level of Service (LOS) E: KY 80X West Broadway, KY 121X Paris Road, KY 303 Cuba Road, KY 1276, Farthing Street, and Tenth Street.

2) Crash Analyses

Deanna reviewed three years of crash data: 1,089 crashes during 2017-2019, including 10 fatalities and 210 injury collisions. The fatality crash at KY 303/Tucker Road is a priority concern for the county judge. By type, most crashes are rear end (32%), angle (27%), and single vehicle crashes (22%). Most crashes occurred on US 45, which has the highest traffic volumes of all the study routes.

Qk4 will follow-up with Daniel Walker regarding bike/ped concerns.

Considering Critical Rate Factor (CRF) calculations, high crash segments are concentrated downtown while high CRF spots are scattered at intersections around town. Considered through the lens of Safety Performance Functions (SPFs), the worst Level of Service of Safety (LOSS) locations are at the intersections of KY 131/KY 58 and College/Ninth streets. An HSIP project was recently completed at the KY 131/KY 58 intersection; as volumes are estimated for local streets, the College/Ninth street intersection may be a false positive.

3) Public Input

An online crowdsourcing map collected public input on transportation needs during July and August, registering 271 data points divided between safety, congestion, geometry, and other categories. Main themes included:

- Congestion and safety along KY 303 Cuba Road. This is the area represented by Item #1-80103 in the Highway Plan, which shows FY 2022 SPP funds for minor widening. If this is a priority, local officials should continue to advocate for its advancement.
- Ponding along KY 58 (West Broadway)
- Queues associated with school traffic
- Signal timing or phasing suggestions at various intersections
- Traffic calming and pedestrian safety at James Street, West Broadway, and Cuba Road

4) Environmental Overview

Rebecca provided a high-level overview of environmental features, which will be discussed in greater detail once spot improvement locations are identified. The inventory includes community resources, natural features, historic resources, and more.

5) Next Steps

Kyle Poat will welcome attendees and introduce the study during Monday's local officials call. He will confirm with the Mayor and Judge since few invitees accepted the calendar invites.

The meeting should include group discussion on study area transportation needs, potentially unlocking the crowdsourcing app for further comments from invitees.

Following this input, Qk4 will develop a list of recommended improvement concepts and collect turning movement counts. Both city and county schools are meeting in-person, at least through Fall Break. The next project team meeting will be scheduled for late October/early November.

End of Minutes



Groundbreaking by Design.

MEETING MINUTES

Project: Mayfield Small Urban Area (SUA) Study
Graves County

Purpose: Local Officials/Stakeholders Meeting No. 1

Place: Virtual Meeting

Meeting Date: September 28, 2020 at 10:00 AM EDT

Prepared By: Qk4

Participants:	Jesse Perry	Grave Co. Judge Executive
	Kathy O’Nan	Mayfield Mayor
	Joseph Waggoner	Pilgrim’s Pride Corp.
	Randy Smith	Mayfield Independent Schools
	Brent Schultz	Mayfield Electric & Water
	Jim LeFevre	Purchase ADD
	Kyle Poat	KYTC D1 CDE
	Chris Kuntz	KYTC D1
	JP Tilley	KYTC D1
	Steve Ross	KYTC CO Planning
	Steve DeWitte	KYTC CO Planning
	Matt Lawson	KYTC CO Planning
	Sadie Middleton	KYTC CO Planning
	Rebecca Thompson	Qk4
	Deanna Miller	Qk4
	Theresa Owen	Qk4

Kyle Poat opened the meeting, welcoming attendees and providing a brief overview of the study. The purpose of the meeting is to review the existing conditions within the study area, looking to identify data-driven locations where spot improvements to address safety or congestion needs should be considered.

1) Existing Conditions Review

Deanna Miller and Rebecca Thompson reviewed the existing conditions mapping. Study routes include state-maintained highways within the study area—excluding I-69—plus a few city streets that serve as a cross-town cut-through today.

Regionally, conversion to I-69 (Item #1-26) continues: final design has been completed and right-of-way funds were authorized last week. The KY 80 southern bypass (Item #1-181.5) should be

open to traffic by the end of the year. Two projects are included in the current Highway Plan: widening KY 303 (Item #1-80103, state funding) and widening KY 131 (Item #1-80104, beyond biennium). Any of the unfunded project concepts identified are fair game to include in the list of priorities for the SUA study.

Traffic analyses are ongoing, adjusting the statewide travel demand model to refine the study area zones to forecast 2045 travel patterns. Existing pre-COVID counts show a few sections operating at Level of Service (LOS) E: KY 80X West Broadway, KY 121X Paris Road, KY 303 Cuba Road, KY 1276, Farthing Street, and Tenth Street.

2) Crash Analyses

Deanna reviewed three years of crash data: 1,089 crashes during 2017-2019, including 10 fatalities and 210 injury collisions. By type, most crashes are rear end (32%), angle (27%), and single vehicle crashes (22%). Most crashes occurred on US 45, which has the highest traffic volumes of all the study routes.

Considering Critical Rate Factor (CRF) calculations, high crash segments are concentrated downtown while high CRF spots are scattered at intersections around town. Considered through the lens of Safety Performance Functions (SPFs), the worst Level of Service of Safety (LOSS) locations are at the intersections of KY 131/KY 58 and College/Ninth streets. An HSIP project was recently completed at the KY 131/KY 58 intersection; as volumes are estimated for local streets, the College/Ninth street intersection may be a false positive.

3) Public Input

An online crowdsourcing map collected public input on transportation needs during July and August, registering 271 data points divided between safety, congestion, geometry, and other categories. Main themes included:

- Congestion and safety along KY 303 Cuba Road. This is the area represented by Item #1-80103 in the Highway Plan, which shows FY 2022 SPP funds for minor widening. If this is a priority, local officials should continue to advocate for its advancement.
- Ponding along KY 58 (West Broadway)
- Queues associated with school traffic
- Signal timing or phasing suggestions at various intersections
- Traffic calming and pedestrian safety at James Street, West Broadway, and Cuba Road

4) Environmental Overview

Rebecca provided a high-level overview of environmental features, which will be discussed in greater detail once spot improvement locations are identified. The inventory includes community resources, natural features, historic resources, and more.

5) Next Steps

Rebecca asked attendees if there are any specific locations around town that this groups feels should be considered as spot improvements are developed.

- With its high semi-truck traffic volumes, the entrance to the Pilgrim's Pride plant on Poultry Drive is a concern. It is congested at shift changes. Several crashes occur each year. Trucks struggle to complete turns to/from US 45; a signal may improve operations.

- Congestion at each of the schools is a recurring concern.

Over the coming weeks, Qk4 will develop a list of recommended improvement concepts and collect turning movement counts. Both city and county schools are meeting in-person, at least through Fall Break. The next local officials/stakeholders meeting will be scheduled for early 2021 to present recommended spot improvements to this group.

End of Minutes



Groundbreaking by Design.

MEETING MINUTES

Project: Mayfield Small Urban Area (SUA) Study
Graves County

Purpose: Project Team Meeting No. 2

Place: Virtual Meeting
Meeting Date: November 4, 2020 at 2:00 PM EST

Prepared By: Qk4

Participants:	Chris Kuntz	KYTC D1
	JP Tilley	KYTC D1
	Henry Luken	KYTC D1
	Noah McCauley	KYTC D1
	Mikael Pelfrey	KYTC CO Planning
	Steve Ross	KYTC CO Planning
	Steve De Witte	KYTC CO Planning
	Matt Lawson	KYTC CO Planning
	Beth Niemann	KYTC CO Planning
	Scott Thomson	KYTC CO Planning
	Jay Balaji	KYTC CO Planning
	Daniel Walker	KYTC CO Planning
	Rebecca Thompson	Qk4
	Jeremy Lukat	Qk4
	Deanna Miller	Qk4
	Theresa Owen	Qk4

Rebecca Thompson opened the meeting, welcoming attendees and providing a brief overview of the study. The intent of the study is to identify data-driven locations where spot improvements to address safety or congestion needs should be considered, incorporating local officials input on prioritization to feed into the next highway planning cycle. The purpose of today's meeting is to review the proposed spot improvement locations; over the coming months Qk4 will develop additional details and prepare to present information to local officials in early 2021.

Rebecca provided a brief overview of existing conditions, highlighting key roadways, public input, crash trends, 2020 traffic, and 2045 No-Build modeled traffic forecasts.

The remainder of the meeting included a discussion of proposed spot improvement locations, listed below. Draft materials were provided to team members October 29.

Short-Term/Small-Scale Spots

Location	Needs	Initial Improvement Concept
A. US 45/Broadway	Capacity, safety	Remove adjacent parking; prohibit NBR; fix striping
B. US 45/James St	Safety	High vis stop signs/bars; ped flashers; lighting
C. US 45/KY 121 Bypass	Safety, public comments	Check warrants for left phasing
D. US 45/Poultry Drive	Safety, LO/S comments	Widen Poultry Dr; check warrants for signal or add SB acceleration lane
E. KY 121 Bypass/KY 80	Safety, future traffic	Check loop detector on south approach; retime signal once KY 80 ext opens; high vis backplates
F. KY 121 Bypass/Douthitt St	Safety, school traffic	Check warrants for signal; consider school zone; add SBR lane; add lighting
G. KY 121 Bypass/KY 464	Safety, school traffic, public comments	Check warrants for signal; consider school zone; add SBR lane; add lighting
H. KY 121 Bypass/KY 58	Capacity, safety	Painted islands; add “stop on red” or supplemental signals for offset rights; lighting; check warrants for left turn phasing
I. KY 121X/KY 303 (etc.)	Capacity, safety, public comments	Details to follow once traffic data processed
J. KY 303/Tucker Rd	Safety, LO/S comments	Add left turn bays; high vis stop signs/bars
K. KY 97 S-curve	Safety	High friction pavement
L. KY 58 E Broadway	Safety	Maintenance for drainage structures

Group discussion followed:

- Do crashes show pedestrian concerns at James Street (B)? Crash records show no pedestrian nor bicycle strikes at this intersection despite public concerns.
- Consider an R-cut style intersection at Poultry Drive (D) rather than a signal, similar to the ongoing project at US 45/KY 408 a few miles north. D1 is about to remove the existing signal because it has led to increased crash rates despite the implementation of safety countermeasures such as advance warning signals.
- D1 gets requests to count at the KY 121 Bypass/Douthitt St (F) intersection regularly. Do crashes skew towards night or possible sun glare? Crash records show all 7 crashes occurred during daylight hours with no references to sun glare.
- School zone signage was discussed at the KY 121 Bypass intersections with Douthitt (F) and KY 464 (G). Per its guidance manual, KYTC does not place school zone signage on roadways unless the entrance directly connects to the state-maintained road. There are numerous instances around the state where the guidance is loosely interpreted.
- Lighting at the KY 121 intersections with KY 464 (G) and KY 58 (H) is a recurring community concern.
- Future widening of the bypass will exacerbate crash concerns and high travel speeds. Traffic calming measures may merit consideration.
- In the design process, concepts for the KY 121X/KY 303 intersection (I) should be considered alongside the KY 303 widening effort.

- Correcting superelevation at the KY 97 S-curve (K) is preferred over high friction pavement.

Long-Term/Large-Scale Spots

Location	Needs	Initial Improvement Concept
M. US 45 north of I-69	Safety	Remove mountable median
N. KY 80X	Capacity, safety, public comments	Signal coordination/all red phase downtown; pedestrian mobility for western section
O. KY 121 Bypass	Capacity, safety, public comments	Widen to 4-5 lane rural template
P. KY 121X Paris Road	Capacity, safety, public comments	Access management
Q. KY 121X Sixth St	Capacity, safety, public comments	Intersection and parking improvements; signal coordination
R. KY 131	Future traffic, Six Year Plan	Widen to Super-2
S. KY 303 Cuba Road	Capacity, safety, public comments	Extend urban three-lane section with sidewalk

Group discussion followed:

- US 45 access management is likely a lower priority since the proposed hemp factory is no longer slated for development.
- Similar to the commercial corridor along KY 121X Paris Road (P), most locals are probably familiar with the access management applications in Paducah near the new diverging diamond interchange.
- The proposed KY 131 widening (R) extends beyond the project limits; it is included in the current Highway Plan but beyond the biennium. A recent HSIP project addressed the intersection with KY 58.
- Opening the KY 80 extension should reduce the number of cut-through trips along Macedonia, Farthing, and other local streets.

No additional spots were suggested for consideration. Over the coming months, Qk4 will develop spot improvements, draft project sheets, and prepare to engage with local officials and stakeholders.

End of Minutes



Groundbreaking by Design.

MEETING MINUTES

Project: Mayfield Small Urban Area (SUA) Study
Graves County

Purpose: Local Officials/Stakeholders Meeting No. 2

Place: Virtual Meeting

Meeting Date: January 27 at 1:00 PM CST

Prepared By: Qk4

Participants:	Richard Heath	State Representative
	Kathy O’Nan	Mayfield Mayor
	Tracy Warner	Graves Co. Emergency Management
	Nathan Kent	Mayfield Police Chief
	Wes Kimbler	Mayfield Asst. Police Chief
	Trevor Webb	Mayfield Police Department
	Russ Brower	Mayfield Public Works Superintendent
	Jennifer Walker	Graves Co. Tourism Commission
	Jim LeFevre	Purchase ADD
	Kyle Poat	KYTC D1 CDE
	Chris Kuntz	KYTC D1
	Everett Wilson	KYTC D1
	JP Tilley	KYTC D1
	Steve Ross	KYTC CO Planning
	Steve DeWitte	KYTC CO Planning
	Matt Lawson	KYTC CO Planning
	Rebecca Thompson	Qk4
	Deanna Miller	Qk4
	Theresa Owen	Qk4

Kyle Poat opened the meeting, welcoming attendees and providing a brief overview of the study. Following the 2020 existing conditions review, the project team has identified data-driven locations where spot improvements are warranted to address safety or congestion needs.

1) Study Background/Existing Conditions Review

Rebecca Thompson reviewed the existing conditions mapping. Study routes include state-maintained highways within the study area—excluding I-69—plus a few city streets.

Traffic analyses focused on pre-2020 counts, relying on the statewide travel demand model to forecast 2045 travel patterns. Existing volumes show a few sections operating at Level of Service (LOS) E: KY 80X West Broadway, KY 121X Paris Road, KY 303 Cuba Road, KY 1276, Farthing Street, and Tenth Street.

Crash data showed 1,089 crashes during 2017-2019, including 10 fatalities and 210 injury collisions. High crash segments are concentrated downtown while high CRF spots are scattered at intersections around town.

An online survey and crowdsourcing app collected public input on transportation needs, registering 271 data points divided between safety, congestion, geometry, and other categories. Main themes included: Congestion and safety along KY 303 (Cuba Road), drainage along KY 58 (East Broadway), and several traffic signals around town.

2) Proposed Spot Improvements

Rebecca Thompson and Deanna Miller summarized the proposed spot improvements. Invitees received an email with a location map and draft project sheets earlier in the week. Participants were asked to review the content and provide prioritization information via an online survey by Friday, February 5.

Eleven small-scale sites were identified:

Location	Needs	Spot Improvement	Cost
A. US 45/Broadway	Capacity, safety	Signal & Striping Improvements	\$40k
B. US 45/James St	Safety	Crosswalks, Lighting, Improved Visibility	\$170k
C. US 45/ KY 121 Bypass	Safety, comments	Crosswalk & Signal Improvements	\$90k
D. US 45/Poultry Drive	Safety, comments	Widen with R-cut at US 45	\$600k-1.5M
E. KY 121 Bypass/ KY 80	Safety, future traffic	Signal Improvements for Visibility	\$290k
F. KY 121 Bypass/ Douthitt St	Safety, school traffic	Signalize with Right Turn Lane	\$900k
G. KY 121 Bypass/ KY 464	Safety, school traffic, comments	School Zone with Right Turn Lane and Lighting	\$390k
H. KY 121 Bypass/ KY 58	Capacity, safety	Signal, Striping, & Lighting Improvements	\$270k
J. KY 303/ Tucker Rd	Safety, comments	Add Left Turn Lanes with Improved Visibility	\$550k
K. KY 97 S-curve	Safety	Repave to fix Superelevation	\$450k
L. KY 58 E Broadway	Safety	Maintenance for Drainage	\$250k

These represent individual intersections or short roadway sections, intended as low-cost, quick fix solutions.

- The range of costs at Spot D represents two components: creating an R-cut intersection with US 45 (\$600,000) plus a local effort to widen Poultry Drive to accommodate truck traffic (\$900,000).
- Drainage improvements at Spot L could likely be completed via a relatively short-term maintenance action.

Eight large scale sites were identified:

Location	Needs	Spot Improvement	Cost
M. US 45 north of I-69	Safety	Five-lane with Access Management	\$1.2M
N. KY 80X W Broadway	Capacity, safety, comments	Signal Coordination & Crosswalks	\$850k
O. KY 121 Bypass	Capacity, safety, comments	Widen with High Visibility Signals	\$8.1-12.3M
P. KY 121X Paris Road	Capacity, safety, comments	Access Management with High Visibility Signals	\$10.0-21.4M
Q. KY 121X Sixth St	Capacity, safety, comments	Signal, Crosswalk, and Parking Improvements	\$1.0M
R. KY 131	Future traffic, Six Year Plan	Three-lane	\$25.4M
S. KY 303 Cuba Rd	Capacity, safety, comments	Three-lane with Sidewalk	\$12.8M
I. KY 121X Paris Rd/ KY 303 Cuba Rd	Capacity, safety, comments	Reconstruct Intersection	\$5.7-7.0M

These generally represent larger corridors, more expensive solutions, or those that would take longer to design and construct.

- The range of costs at Spot O correlate to a three lane versus five-lane widening option.
- Access management along KY 121X (Paris Road, Spot P) requires more detailed analyses to define a site-specific solution, beyond the scoped level of effort of this SUA study. The range of costs correspond to converting driveways to right-in/right-out configurations with u-turns at signals (\$10 million) up to a full, five-lane widening (\$21 million) that would improve 2045 LOS from E to B.
- Spot S extends beyond the study area limits; the southern intersection with KY 58 was improved through a recent safety initiative.
- The range of costs at Spot I correspond to a variety of intersection conceptual configurations; two T-intersections with coordinated signals and a roundabout were used as the basis for costs.

Representative Heath noted a safety concern at the KY 131/KY 58 intersection. While visibility to the east has been improved, the grass strip to the west is now cluttered with ads that restrict sight

distance. It is difficult to see oncoming cars from town when stopped at the stop sign. Kyle Poat will have his legal staff reach out to the property owner.

3) Next Steps

Participants were encouraged to complete the online survey or email the project team with any additional insights. Following a final project team meeting in February, a report will be developed to document the study, available online this summer.

End of Minutes



Groundbreaking by Design.

MEETING MINUTES

Project: Mayfield Small Urban Area (SUA) Study
Graves County

Purpose: Project Team Meeting No. 3

Place: Virtual Meeting

Meeting Date: February 24, 2021 at 1:00 PM CST

Prepared By: Qk4

Participants:	Kyle Poat	KYTC D1 CDE
	Chris Kuntz	KYTC D1
	Everett Wilson	KYTC D1
	JP Tilley	KYTC D1
	Jason Looper	KYTC D1
	Steve Ross	KYTC CO Planning
	Steve De Witte	KYTC CO Planning
	Matt Lawson	KYTC CO Planning
	Scott Thomson	KYTC CO Planning
	Rebecca Thompson	Qk4
	Deanna Miller	Qk4

Rebecca Thompson opened the meeting, welcoming attendees and providing a brief overview of the study. Following the 2020 existing conditions review, the project team identified data-driven locations where spot improvements are warranted to address safety or congestion needs. These spots were presented to local officials and stakeholders during a January 27 virtual meeting. With limited comments received during the call, attendees were asked to complete an online survey on priorities. Three responses were received, one from District personnel.

1) Small-Scale Spot Improvements

Eleven small-scale sites were identified—primarily intersection improvements, signing, striping, and pedestrian amenities. One project (Spot L) will be addressed via state forces this spring and was therefore omitted from the prioritization discussion. Surveys showed Spots G, H, and L as the highest priorities, as shown in **Figure 1**.

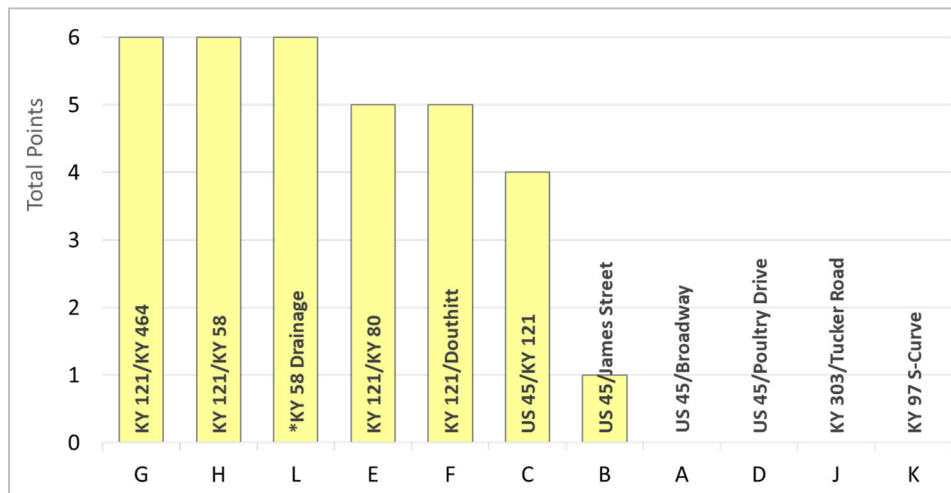


Figure 1: Survey Results for Small-Scale Spot Improvements

On some previous Small Urban Area (SUA) studies, District personnel opted not to assign short-term spots individual priorities. In theory, these would be resolved as FD04 or other funds became available. Kyle confirmed that prioritization within the small-scale category would be valuable to help allocate future FD04 funds as they became available. **Table 1** summarizes key metrics for each spot, assigning a high, medium, or low priority to each based on team discussion. Orange cells highlight the worst performers in each category, suggesting a higher priority to address underlying needs.

Table 1: Priorities for Small-Scale Spots

ID	Location	Description	Crashes (Total)	CCRF	Community Input	Survey Rank	Cost	Priority
A	US 45/Broadway	Signal & Striping Improvements	25	US 45 N: 1.51 KY 80X: 1.32 KY 45 S: 1.64	3	-	\$40k	High
B	US 45/James Street	Crosswalks, Lighting, Improved Visibility	16	2.75 spot	4	4	\$170k	Med
C	US 45/KY 121	Crosswalk & Signal Improvements	39	1.32 spot (north leg)	7	3	\$90k	High
D	US 45/Poultry Drive	Widen R cut at US 45	7 (1 Fatal)	1.39 spot	LO/S concern	-	\$600k-\$1.5M	Med
E	KY 121/KY 80/KY 97	Signal Improvements for Visibility	36	1.44 spot (south leg)	5	2	\$290k	Med
F	KY 121/Douthitt	Signalize with Right Turn Lane	7 (1 Fatal)	-	4	2	\$900k	Low
G	KY 121/KY 464	School Zone with Right Turn Lane and Lighting	3	-	10	1	\$390k	High
H	KY 121/KY 58	Signal, Striping, & Lighting Improvements	24	1.23 spot (KY 58)	5	1	\$270k	High
J	KY 303/Tucker Road	Add Left Turn Lanes with Improved Visibility	6 (1 Fatal)	1.16 spot (south leg)	2	-	\$550k	Low
K	KY 97 S-Curve	Repave to fix Superelevation	8	1.2 spot	-	-	\$450k	Low

2) Large-Scale Spot Improvements

Eight small-scale sites were identified, a combination of corridor-level widening projects, intersection/pedestrian improvements, and access management.

Deanna discussed the benefit-cost analyses (BCA), which were based on crash reduction savings as minimal travel time benefits would result from proposed improvements in largely uncongested conditions. Costs assume repaving 15 years out; future benefits are factored based on historic growth rates then discounted. One project (Spot M) resulted in a negative BCA as introducing a two-way left turn lane is likely to increase crash rates. Two other locations (Spots P and S) were less than 1.0, driven largely by high right-of-way and utility costs. The range of costs at Spot P (KY 121X Paris Road) represent a range of scenarios to bookend potential impacts; further analysis would be needed to define a site-specific approach to implement access management.

Figure 2 summarizes the three survey responses received; higher point values represent higher priorities.

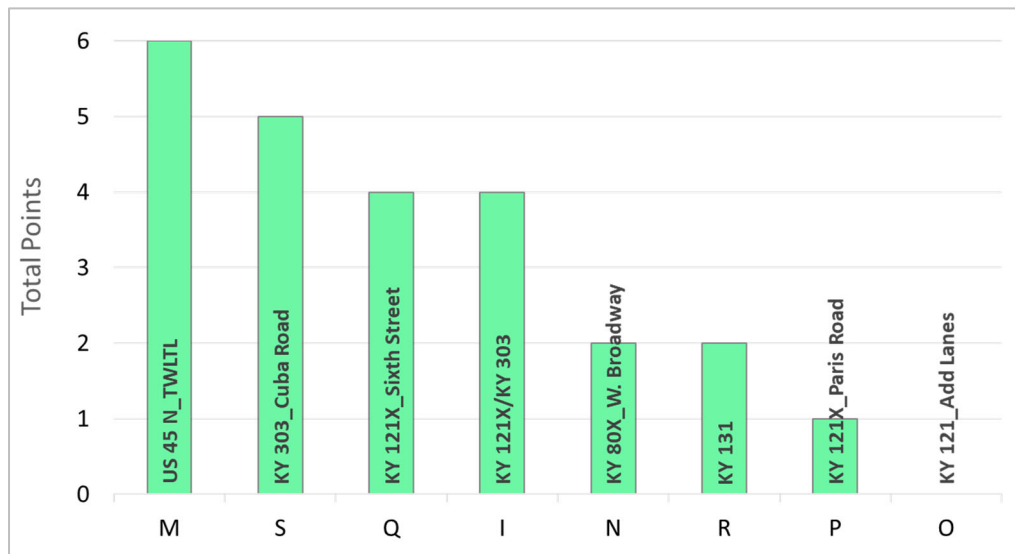


Figure 2: Survey Results for Large-Scale Spot Improvements

Table 2 summarizes key metrics for each spot, assigning a high, medium, or low priority to each based on team discussion. Orange cells highlight the worst performers in each category, suggesting a higher priority to address underlying needs. Blue cells denote BCAs less than 1.0.

Table 2: Priorities for Large-Scale Spots

ID	Concept	Length	Crashes (Total)	CCRF	Community Input	Survey Rank	BCA 3%	Cost	Priority
M	US 45 N TWLTL	0.9 mi	40	-	3	1	<0	\$1.2M	Low
N	KY 80X W Broadway	1.8 mi	95	1.0, 1.2, 1.3 spots; 1.32 segment	19	4	11	\$850k	High
O	KY 121 widening	3.4 mi	75 (2 Fatal)	-	45	-	6	\$8.1-12.3M	High

ID	Concept	Length	Crashes (Total)	CCRF	Community Input	Survey Rank	BCA 3%	Cost	Priority
P	KY 121X Paris Road access	1.0 mi	110	1.06 & 1.00 spots	2	5	0.9-3	\$10.0-21.4M	Low
Q	KY 121X Sixth Street intersections	0.5 mi	77	-	17	3	6	\$1.0M	Med
R	Item 1-80104 KY 131 widening	4.6 mi*	14	-	3	4	2	\$25.4M	Med
S	Item 1-80103 KY 303 Cuba Road widening	0.8 mi	44	1.43 spot (Willow/Wyatt)	44	2	0.6	\$12.8M	High
I	KY 121X/KY 303 intersection	-	54	1.00 spot (KY 303)	16	3	2	\$5.7-7.0M	Med

The recent repaving job along US 45 addressed some of the existing needs for that corridor; Spot M is a lower priority with the loss of the proposed hemp plant. Spot O (bypass widening) received a high priority rating because it is likely the next developing area for the city and picks up several of the small-scale spots as well.

The draft report findings and/or project sheets may be useful to facilitate local prioritization conversations with the city and county as part of the SHIFT process. The project sheets have been one of the most useful elements of the SUA studies.

Scott asked about the usefulness of regional traffic models compared to the statewide model, which generally provides less granular data. Several zones in the statewide model were split for this study, forming the basis of forecasts for the bypass widening and extension of KY 80. As much of District 1 is rural, a district-wide model is unlikely to provide widespread benefits.

3) Next Steps

Qk4 submit a draft report mid-March.

End of Minutes