

Appendix D – Meeting Summaries



Groundbreaking by Design.

MEETING MINUTES

Project: Boyd-Greenup Small Urban Area Study
Boyd and Greenup Counties, Kentucky
Item No. 9-406.00

Purpose: Project Team Meeting No. 1
Existing Conditions Review

Place: KYTC, District 9, Flemingsburg

Meeting Date: November 19, 2019
10:00 AM EDT

Prepared By: Qk4, Inc.

In Attendance:

NAME	REPRESENTING	EMAIL
Darrin Eldridge	KYTC D9 Project Development	Darrin.Eldridge@ky.gov
Joe Callahan	KYTC D9 Planning	Joe.Callahan@ky.gov
Karen Mynhier	KYTC D9 Environmental	Karen.Mynhier@ky.gov
Matt Dillon	KYTC 9 Planning	Matt.Dillon@ky.gov
Terri Sicking	KYOVA	tsicking@kyovaipc.org
Vicki Green	FIVCO ADD	vicki@fivco.org
Jacob Perkins	FIVCO ADD	
Elizabeth Niemann	KYTC CO Planning	Elizabeth.Niemann@ky.gov
Steve Ross	KYTC CO Planning	Steve.Ross@ky.gov
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David Souleyrette	KYTC CO Planning	David.Souleyrette@ky.gov
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*Randy Turner	KYTC CO Design	Randy.Turner@ky.gov
*Mikael Pelfrey	KYTC CO Planning	Mikael.Pelfrey@ky.gov
*Thomas Witt	KYTC CO Planning	Thomas.Witt@ky.gov
Rebecca Thompson	Qk4	rthompson@qk4.com
Deanna Miller	Qk4	dmiller@qk4.com

*By teleconference

I. Introductions and Study Purpose

KYTC co-project managers, Joe Callahan and Beth Niemann, opened the meeting by welcoming the group and specifying the focus of the study: to identify existing safety and congestion issues on all state-maintained roadways and chosen local routes in the study area. Improvement concepts will be identified and prioritized to meet existing and future transportation system needs.

Handouts (see attachment) included a meeting agenda, study routes listing, and a selection of maps. Maps of identified projects in the study area with correlating project lists, 2020 traffic operations, crash data and high crash spots and segments were provided to the project team. Rebecca Thompson and Deanna Miller of Qk4, Inc., proceeded with the study presentation.

II. Overview of Existing Conditions

Deanna and Rebecca gave an overview of existing conditions and other project information gathered to date. The following topics were discussed by the project team:

Identified Projects. Deanna discussed projects found in the KYTC FY 2018 – FY 2024 Highway Plan, KYTC CHAFs and STIP, and KYOVA's TIP and MTP. Several HSIP projects are underway and planned; therefore, D9 personnel will review identified project lists for completeness. If a project in this list does not include construction funding currently, it could be tagged for prioritization within this SUA process.

Roadway Characteristics. Deanna provided a brief overview of roadway characteristics and geometrics. Maps and tables were shown depicting information on roadway lanes and widths, shoulder types and widths, speed limits, functional classifications, geometric deficiencies, truck routes and bridges. The project team discussed the following topics:

- Geometric deficiencies. A review of KYTC's Highway Information System (HIS) revealed 16 Grade F vertical grades and 32 Grade F horizontal curves, generally with steeper grades and tighter curve radii than recommended for urban roadways in the KYTC's 2017 Highway Design Manual. Three routes, KY 3294, KY 168 and KY 693 contained highest combinations of vertical and horizontal deficiencies.

Darrin Eldridge noted that many of the study routes fit into a "regional corridor" view of projects to be included in the next KYTC SHIFT cycle.

- **Truck Routes.** Red Devil Lane (KY 1172) in Greenup County shows 12% trucks; school bus traffic likely comprises the majority of truck traffic since elementary, middle and high school campuses are located on the route.
- **Bridges.** Forty-one bridges are within the study area; MAP 21 data listed four in poor condition. The structure in poor condition located on a study route is the Russell viaduct bridge (045B000039N, KY 244). Construction activities for the Russell viaduct replacement are expected to begin in 2020. Upon further review of the remaining structures listed in poor condition by MAP 21 data within the study area, 045C0011N (Williams Avenue, CS-4041) has been reconstructed, 010C00047N (Armco Blvd. CR-1047G) has a NBIS good condition rating, and 010C00025N (Midland Trail, CR-1335A) will be addressed within the Bridging Kentucky program. The remaining 37 bridges are in good or fair condition.

Pedestrian and Bicycle Accommodations. The cities of Ashland and Catlettsburg have a fairly robust interconnected sidewalk system for pedestrians. The sidewalk system in Greenup County is sparse, but efforts to improve the system and connect sidewalks are ongoing. The project team discussed maintenance and rehabilitation responsibilities for sidewalks currently in disrepair; D9 personnel will review existing interagency agreements for clarification.

Although no bicycle accommodations in the form of separated bike lanes exist in the study area, members of the Ashland Cyclist Enthusiasts (ACE), a regional bicycle club, routinely travel identified bicycle routes in the area.

Transit. Tri-State Transit Authority (TTA) was replaced by the Lawrence County (Ohio) Transit Service in operating a route to and from Ironton, Ohio.

Freight. Mikael Pelfrey provided a link to the July 2019 update of the Freight Modes in Kentucky report. Discussion on Braidy Industries (located on KY 67) indicated a 2021 build year, creating approximately 600+ new jobs. An updated freight generator study is underway for the FIVCO area and will be incorporated into the Boyd-Greenup SUA Study final report.

Traffic Operations. A majority of the routes within the study area were found to have 2020 Level of Service (LOS) D and above, with the exceptions of portions of KY 5 in Boyd County and KY 693 in Greenup County. The KYOVA traffic model showed minimal growth; however, assumptions were revised to incorporate Braidy projections. Future 2050 traffic operations were recalculated based on the new assumptions and are included as an attachment.

Safety Analyses. Safety analyses were conducted for the three year period of January 2016 through December 2018. In total, 3,564 crashes were reported on study routes, including 6 fatal, 559 injury, and 2,999 property damage only collisions.

- 20 crashes involving pedestrians and 9 involving bicycles were reported in the analysis period. Pedestrian and bicycle safety measures were identified as subjects of possible improvement concepts. Possible funding sources include HSIP and KYOVA dedicated STP monies. Mikael described *Vision Zero*, a federal safety report containing pedestrian and bicycle safety countermeasures, and offered it as a valuable resource for improvement concept development.
- The project team discussed an upcoming safety study for Winchester Avenue (from 13th to 18th street) and decided the Boyd-Greenup SUA study should focus efforts on the remainder of Winchester Avenue. The city of Ashland is also revisiting a road diet plan for Winchester Avenue detailing plans to decrease four driving lanes to two and implement angled parking in lieu of existing parallel parking. Air quality concerns in Ashland were noted.

III. Environmental Red Flags

Rebecca provided a brief overview of existing environmental features in the study area. She noted that as improvement concepts develop, closer study of environmental elements will be undertaken.

A review of 6(f) properties found several properties using Land and Water Conservation Funding. Two property descriptions are vague (Boyd County Parks and Boyd County Recreation Site No. 2) and will need further study if improvement concepts are deemed necessary in the vicinity of the properties.

IV. Public and Stakeholder Engagement

Local official/stakeholder (LO/S) meeting No. 1 will be held on December 12, 2019 at the Ashland Train Station from 10:00 AM to noon. District 9, KYTC Central Office, and KYOVA will coordinate on the attendee list, and invitations are projected to be sent by 11/22/2019.

A link to the draft public online engagement webpage was sent to project team members for testing before being provided to the public. The website launch is planned to coincide with the December 12th LO/S meeting. District Nine will issue press releases announcing the public outreach site. Live links will be provided on the KYTC District, Central Office, and KYOVA webpages.

The meeting adjourned at 11:30 AM EDT.

End of Minutes



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MEETING MINUTES

Project: Boyd-Greenup Small Urban Area Study
Boyd and Greenup Counties, Kentucky
Item No. 9-406.00

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

Place: Ashland Train Depot
Ashland, Kentucky

Meeting Date: December 12, 2019
10:00 AM EDT

Prepared By: Qk4, Inc.

In Attendance:

NAME	REPRESENTING	EMAIL
Steve Gunnell	KYTC D9 CDE	Steve.gunnell@ky.gov
Darrin Eldridge	KYTC D9 Project Dev.	Darrin.Eldridge@ky.gov
Michael Read	KYTC D9	Michael.Read@ky.gov
Daniel Walker	KYTC Planning	Daniel.walker@ky.gov
Joe Callahan	KYTC D9 Planning	Joe.Callahan@ky.gov
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Terri Sicking	KYOVA	tsicking@kyovaipc.org
Rebecca Thompson	Qk4, Inc.	rthompson@qk4.com
Deanna Miller	Qk4, Inc.	dmiller@qk4.com
Theresa Owen	Qk4, Inc.	towen@qk4.com

LOCAL OFFICIALS AND STAKEHOLDERS		
Phillip Biggs	Boyd-Greenup Advisory Committee	
Ron Simpson	City of Russell	Ronsimpson1952@yahoo.com
Mike Lacks	City of Russell	mikelacksrussell@gmail.com
Matt Saunders	Boyd Co. 911	msaunders@boydcounty911.com
Thomas Saylor	East Park & Greenup JPC	eastpark@fivco.com
Jason Flocker	City Worthington	jasonflocker@worthingtonky.org
Talmadge McPeeks	Mayor - Raceland	Suziegibeaout@racelandky.org
Kelly Ward	FIVCO ADD	kelly@fivco.org
Greg Ray	Ashland Fire Dept.	gray@ashlandky.gov
Todd Kelley	Ashland Police	toddkelley@ashlandky.gov
Senator Robin Webb	KYGA	Robin_webb@windstream.net
Bobby Carpenter	Greenup County	rcarpenter@zoominternet.net
Scott Morgan	Boyd County 911	smorgan@boydcounty911.com
Frosty Evans	Worthington	bdevans@roadrunner.com
Billy Selvage	Russell	
Ron Fields	Flatwoods	
Don Sammons	Raceland	Rpolice215@yahoo.com
Kevin Hill	City of Ashland	khill@ashlandky.gov
Faith Day	Catlettsburg	faithpike@catlettsburg.us
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Chris Crum	Greenup Co Health Dept.	Chrisg.crum@ky.gov
Stephen Alley	Ashland Fire Dept.	salley@ashlandky.gov
Michelle Grubb	Ashland Bus System	mgrubb@ashlandky.gov
Buford Hurley	Greenup EMK/911	bufordhurley@greenupe911.com
Rep. Terri B. Clark	District 100	Terri.branhamclark@lrc.ky.gov

I. Introductions

Joe Callahan, KYTC D9, welcomed participants to the first Local Officials and Stakeholders (LO/S) meeting. After introductions, Joe provided a brief history of the Boyd-Greenup Small Urban Area (SUA) Study and shared the goal of the meeting: soliciting help in identifying safety and congestion issues on the transportation network within the established study area. He then introduced Deanna Miller, QK4, who began the presentation.

Handouts (see attachment) included a meeting agenda, tables listing study routes, existing KYTC and KYOVA identified projects, and a selection of maps. These maps included: identified projects in study area, 2020 and 2050 traffic operations, crash locations, and high crash locations. Large-scale maps of study routes were made available for viewing.



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II. Project Overview

The SUA study area covers most of the urbanized areas of Boyd and Greenup Counties. The study boundary begins at I-64 in Boyd County, passes through the City of Ashland, and extends past the Industrial Parkway (KY 67) to the city of Greenup in Greenup County. Study tasks began in July 2019 with gathering existing data on current conditions. Upcoming milestones include coordinating public engagement activities in January 2020, developing improvement concepts, sharing concepts with local officials/stakeholders in summer 2020 for prioritization, and preparing a final report. QK4 noted that the SUA study is focusing on congestion relief and safety improvements on approximately 90 miles of state-maintained roadways and nearly 11 miles of local routes integral to traffic operations.

III. Existing Transportation Conditions

Roadway Systems & Geometric Characteristics. Maps and tables were shown depicting existing roadway data. This included the number of lanes and lane widths, shoulder widths, speed limits, functional classifications, truck routes, vertical and horizontal curve deficiencies, and bicycle/pedestrian facilities within the study area. Existing freight facilities and multiple transit systems were identified. Review of existing structures on study routes identified the Russell Viaduct (045B00039N) as the only bridge in poor condition; however, bridge replacement is expected to begin in 2020.

Traffic Operations. Existing year (2020) and future year (2050) analyses included level of service (LOS) and volume-to-capacity (v/c) ratio computations on study route segments using the *Highway Capacity Manual* methodology. Results showed most routes operate at acceptable LOS D or above based on average daily traffic (ADT) segment-level analysis. Exceptions are portions of KY 5 in Boyd County and KY 693 in Greenup County, both of which operate at LOS E.

Capacity analyses for future year (2050) no-build conditions showed a majority of study routes maintaining acceptable LOS D or above. However, worsening conditions are predicted on a few Boyd County routes: US 60 worsens from LOS D to E, KY 716 from D to F, CS-2350 (Central Avenue) from D to E, CS-2492 (Lexington Avenue) from C to E, and CS-2615 (River Hill Drive) from D to E. In Greenup County, two routes show drops in LOS: KY 207 and KY 693 worsen from LOS D to E.

A volume/capacity ratio of 1.0 indicates a roadway is at capacity and congested. All study route v/c ratios for existing and future conditions are 0.63 or less, indicating no roadway segment has capacity issues. Capacity analysis focuses on segments rather than individual intersections; therefore, input from local officials/stakeholders and the public will be critical to identify day-to-day congestion concerns. Topics discussed during the traffic operations presentation include the following:

- Peak hour traffic data was used for the capacity analyses; one attendee requested peak hour factors/volumes be shared at the final LO/S meeting to aid the project prioritization process.
- Due to limited funding available statewide, data-driven project decisions are important. Emphasis should be placed on less costly, implementable projects. Communication among local government agencies is critical for prioritizing projects.



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- Terri Sicking, KYOVA, explained public input into KYOVA's process for future project recommendations occurs through regularly scheduled Boyd & Greenup County advisory committee meetings.
- State Representative Terri Branham Clark noted limited road funds make it important to work together and build consensus to increase chances of getting projects funded.

Safety Analyses. Historical crash data on study routes were analyzed for a three-year period from January 2016 through December 2018. A total of 3,564 crashes were reported during the analysis period, of which 6 (<1%) were fatalities, 559 (16%) involved injuries, and 2,999 were property damage only collisions. Crash type trends indicate the top four types as: rear-end collisions (36%), angle (23%), sideswipe (17%), and single vehicle (16%) crashes. Included in total crash numbers were 20 crashes involving pedestrian strikes and 9 involving bicycles.

Study route crashes were compared to statewide data to identify locations experiencing above-average crash rates. Critical crash rate factors (CCRF) were determined using two analysis types: segment and spot. Spots are identified by analyzing 0.1-mile-long sections having concentrated crashes while segments vary in length and are divided as geometry or traffic volumes change. CCRF is one measure of roadway safety; a CCRF greater than 1.0 indicates crashes may be occurring more often on that segment or spot than can be attributed to random occurrence. The analysis identified 25 high crash segments (21 in Boyd and 4 in Greenup) and 80 high crash spots (60 in Boyd and 20 in Greenup) in the study area.

IV. Previous Studies & Identified Projects

Handouts were provided summarizing ongoing, identified and unfunded projects in the area. Local official/stakeholders were asked to review unfunded projects for inclusion in the SUA study improvement concepts.

V. Existing Environmental Setting

Maps identifying potential environmental considerations such as cemeteries, wetlands, floodplains, historic properties, well locations, etc., located in the study area were presented. Once potential improvement projects are identified, affected environmental features will be discussed further.

VI. Public Engagement

Public Engagement. Two public meetings, one in each county (Boyd and Greenup), will be scheduled for January 2020. Rebecca Thompson introduced a webpage to collect public input on existing transportation needs, demonstrated how to input an issue, and provided the webpage link: <https://tinyurl.com/sza838b>. Links are available on KYTC D9 and KYOVA websites.



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VII. Group Exercise

The Local Officials/Stakeholders were asked to identify locations on an oversized map of the study area with safety, congestion, or other issues.

The group identified the following locations in Greenup County, described issues and provided suggested solutions:

- Caroline Road/US 23: Add turn lane on Caroline Road south of US 23 and cut vegetation at intersection to improve sight distance. Add traffic signal on US 23 to aid school traffic.
- Riverside Drive: Widen road; heavy trucks are breaking down shoulders; serves as primary detour for US 23.
- KY 750/US 23: The new school opens in January 2020 and will create higher traffic volumes.
- US 23/Russell Viaduct: Replace the continuous green light for through traffic. It is difficult for large truck and vehicles to resume movement from a stopped condition due to percent grade and slick conditions. Speed differential and lengthy queues create hazards.
- Russell Viaduct Bridge: Concerns of lengthy construction shutdowns; primary route for CSX.
- KY 693/KY 1172 (Red Devil Lane): School buses cannot legally turn right on red. Add pedestrian signals and eastbound turn lane on KY 693. Additional pedestrian lighting would improve safety.
- KY 750 (Powell Lane) has a vertical curve that limits sight distance, especially concerning as buses wait to turn into schools. Long Drive access from KY 750 should be widened.
- KY 693 (Diederick Blvd.) north to Ohio River: Continuous drainage issues; KY 693 closes at times during heavy rains; additional pedestrian lighting would be beneficial.
- KY 693/Espy Lane: Add/stripe a separate lane for right-turning traffic.

No additional problem areas were identified in Boyd County.

The meeting adjourned at 12:30 PM.

End of Minutes

SUMMARY-Public Information Meetings

Public Information Meetings No. 1a and 1b

Item No. 9-406.00

Boyd-Greenup Small Urban Area Study

Boyd and Greenup Counties



Greenup County - Meeting No. 1a

Tuesday, January 21, 2020

5:00 PM – 7:00 PM

City of Flatwoods Senior Center

2513 Reed Street

Flatwoods, Kentucky 41139

Boyd County - Meeting No. 1b

Tuesday, January 28, 2020

5:00 PM – 7:00 PM

Ashland Commissioners' Chambers

1700 Greenup Avenue

Ashland, Kentucky 41101

The Kentucky Transportation Cabinet (KYTC), Kentucky-Ohio-West Virginia Planning Commission (KYOVA), and project consultant (project team) held two informal, open-house public meetings for the Boyd-Greenup Small Urban Area (SUA) Study. Public meeting 1a was held in Greenup County on Tuesday, January 21, 2020 in Flatwoods, Kentucky and public meeting 1b was held in Boyd County on Tuesday, January 28, 2020 in Ashland, Kentucky. Primary meeting objectives were to gather information and verify current issues and needs on traffic congestion, crash locations, roadway deficiencies, drainage problems, bike and pedestrian facilities, and environmental concerns in the study area.

Public Notice

In advance of the meetings, the KYTC notified the public by:

1. Posting a meeting notice, study information and a link to the online engagement webpage on the District 9 webpage.
2. Posting a notice on social media platforms via District 9's Facebook and Twitter accounts (January 9 and 17).
3. Issuing news releases to *The Ironton Tribune* (January 10), *The Herald Dispatch* (January 13), and *The Independent* (January 17 and 18).
4. On-camera television interviews with WSAZ Huntington and WOWK Huntington, both of which ran teaser stories during daytime broadcasts on meeting days as well as in-depth evening coverage.

In addition to KYTC's notifications, the Facebook group, Build Ashland, posted study and meeting information on January 17. Matt Perkins, Ashland City Commissioner and mayor-elect, also shared the Build Ashland Facebook post.

Attendance

In total, 27 members of the public and 11 project team members signed in at public meeting 1a, and 38 members of the public and 13 project team members at public meeting 1b. Attendees were greeted and offered an informational brochure including a study area map, study purpose, link to the interactive webpage, existing conditions, and contact information. Attendees were encouraged to share traffic and safety ideas and concerns at the meeting in one of two ways: online via available iPads or offline by marking up large-scale map displays.

Exhibits

The project team did not conduct formal presentations. Large-scale study area maps were provided for the public to review, discuss, and ask questions of the project team.

Public Responses

The project team discussed study area issues with attendees and made note of their concerns and project suggestions. Summarized comments are located in Section 5 of this document.

MEETING MINUTES

Project: Boyd-Greenup Small Urban Area Study
Boyd and Greenup Counties, Kentucky
Item No. 9-406.00

Purpose: Project Team Meeting No. 2
Potential Spot Improvements

Place: KYTC, District 9, Flemingsburg
KYTC Central Office, Frankfort (conference call)

Meeting Date: March 13, 2020
10:00 AM EDT

Prepared By: Qk4, Inc.

In Attendance:

NAME	REPRESENTING
Darrin Eldridge	KYTC D9 Project Development
Joe Callahan	KYTC D9 Engineering Support
Karen Mynhier	KYTC D9 Environmental
Matt Dillon	KYTC D9 Planning
Michael Read	KYTC D9 Planning
Terry Ishmael	KYTC D9 Project Development
Vickie Griggs	KYTC D9 Traffic
Darren Gifford	KYTC D9
Terri Sicking	KYOVA
*Elizabeth Niemann	KYTC CO Planning
*Steve Ross	KYTC CO Planning
*Scott Thomson	KYTC CO Planning
*Thomas Witt	KYTC CO Planning
*Jay Balaji	KYTC CO Planning
Rebecca Thompson	Qk4
Deanna Miller	Qk4
Theresa Owen	Qk4

**By teleconference*

KYTC co-project managers, Joe Callahan and Beth Niemann, opened the meeting by welcoming the group. Attendees introduced themselves. The purpose of the meeting is to confirm a list of 20 spot improvements to advance for further development. Handouts included a meeting agenda, summary maps of crash and traffic data

from the first project team meeting, a matrix of potential spot improvements, and a matrix of previously identified KYTC/KYOVA project concepts.

Rebecca Thompson provided a brief review of the existing conditions information. Segment-level capacity analysis shows two highway sections operating at level of service (LOS) E in 2020: KY 5 near the county line/nursing home and KY 693 near KY 1172 (Red Devil Lane) and the schools. There were 3,564 crashes in the study area, with numerous high crash spots and segments—concentrated in downtown Ashland and along US 60. Alongside public/stakeholder comments received, traffic and crash data were compiled to identify preliminary spot improvement sites A-Y tabulated in the handouts.

The remainder of the discussion stepped through individual spot improvement locations. Unless otherwise noted, each concept will advance for further development.

Long-Term

- A. Add two-way left turn lane (TWLTL) along US 60 near Old 13th Street. A former safety project just south of this location looked at realigning Old 13th Street and Highland Avenue but was eliminated during the right-of-way phase.
- B. Improve intersection at five-leg US 60/KY 168 intersection. This location has been discussed over the years and received several complaints about signal phasing and speeds. District 9 will provide peak hour turning movement counts then Qk4 will draw up concept(s) to discuss with the team.
- C. Add TWLTL along US 60 from McKinley through Palmer streets.
- D. Realign the northern US 23/US 23X intersection to connect at/near a right angle. This may impact the US 23 connection to 8th Street, which also experiences high crash rates, potentially adding a right turn lane or shifting the connection east. Numerous public comments at this location were received, although there was no consensus on the solution. Qk4 will draw up concept(s) to discuss with the team.
- E. Add a second lane on KY 5 approaching the US 23 intersection to separate right and left turns; a TWLTL or left turn pocket may also be helpful for turns to adjacent businesses. Qk4 will draw up concept(s) to discuss with the team.
- F. Realign the Jane Hill Road approach to KY 5 to improve sight distance. This site is likely to be a low priority and was eliminated from further consideration.
- G. Add sidewalk between KY 5 and Golden Corral; bikes and pedestrians using this link have worn a visible trail through the vegetation. The shoulder through portions of this section should be replaced with curb/gutter to provide room for a 3-foot sidewalk without impacting the adjacent hillside and adjacent utilities. This site is likely to be a low priority and may be eliminated from further consideration.
- H. Add reflective backplates, signage, and a northbound right turn lane at KY 693/KY 1172/Thompson Road. School traffic queues up each day. Previously, the district examined a link from Harrison Street to the elementary school parking lot to provide another connection. A continuous green right turn lane for buses is not recommended as it forms a four-leg intersection.
- I. Add a second signal along KY 693 near Krogers/Lowes/Hobby Lobby. This was the most common public comment received through the website. The owner/developer of the Kroger and Lowe's commercial property has designed a signal and received a permit for just east of the gas station. The district will send

a letter to the developer to push for implementation of the signal; the recommendation should be included in the study for additional discussion.

- J. Add a signal at US 23/Caroline Road, if warranted, by the new Greenup County schools. District 9 has conducted counts and evaluated warrants, which have not been satisfied based on current traffic. Investigations will continue as additional facilities open in the spring and fall. If no signal is warranted, a northbound right turn lane and acceleration lanes for buses should be incorporated. Caroline Road is narrow with deep ditches; widening it will be added as a local project (J2).

Short-Term

- K. Add “prepare to stop when flashing” signs on US 60 at the KY 538 intersection. Closing the US 60 gas station entrance nearest the intersection may also improve safety.
- L. Add “prepare to stop when flashing” signs on US 60 at the Summit Road intersection. An auxiliary signal head or dual red signal heads may improve safety.
- M. Add “prepare to stop when flashing” signs on US 60 at the Oakview Road intersection. Dual red signal heads or reflective backplates may improve safety.
- N. Check warrants to incorporate a protected left turn phase at Lexington Avenue/US 60 (12th and 13th streets). Converting this block of Lexington Avenue to one-way or adding Qwick Kurb would reduce conflict points. Painted cat tracks for left turns would help define movements. Closing entrances onto Lexington Avenue or at least trimming shrubbery to improve visibility is also recommended. Improved overhead signage along US 60 could help decrease weaving movements.
- O. The US 60/US 23X intersection at the 13th Street bridge has already been addressed. This site is eliminated from further consideration.
- P. The US 23 intersection at the Ironton-Russel bridge will be addressed once the viaduct is removed. This site is eliminated from further consideration.
- Q. Check warrants to install a three-way stop at the KY 5/Country Club Drive intersection. At a minimum, low-hanging branches should be trimmed to improve visibility. Any lighting would have to be installed by the city.
- R. A series of intersection improvements along KY 693 are included as Site R:
 - 1. Convert the KY 693/KY 207 (Greenbo Blvd) intersection to a three-way stop. This was implemented earlier but removed due to public outcry. The intersection will be addressed by the larger KY 207 project (Item No. 9-8509) but a low cost, quick fix should still be considered.
 - 2. Add reflective backplates at the KY 693/KY 207 (Argillite Rd) intersection. The intersection will also be addressed by the larger KY 207 project.
 - 3. Signalizing the KY 693/KY 1458 intersection was discussed but eliminated from further consideration.
 - 4. Add striping at the Espy Lane approach to designate southbound right and left turn lane within the existing pavement width. This should change to a local project.
- S. Add reflective backplates at the KY 693/KY 1725 intersection. This is next to the hospital, which is closing later this year, reducing traffic volumes.
- T. Improve visibility at the US 23/KY 693 intersection, including painted cat tracks for the eastbound left movement and vertical delineators placed in the median to improve the median’s visibility. This location

was another frequently cited concern for the public. Better access to Rally's was requested but seems infeasible based on current geography.

- U. Qk4 will further examine crash data at the US 23/KY 168 intersection and refine recommendations. Extending the northbound left turn lane may be beneficial.
- V. Add pedestrian bulb-outs along US 23 at 14th through 16th Streets to offset long crossing distances.
- W. Adding pedestrian bulb-outs along US 23X at 15th Street was eliminated from further consideration as this section of US 23 is about to be studied in greater depth.

Local Projects

- X. Adding lanes to River Hill Drive to handle high traffic volumes was discussed; this was another recurring public concern. This site was eliminated from further consideration due to high costs and feasibility concerns.
- Y. Install additional signage along the Central Avenue corridor to improve safety. A series of two-way stop, four-way stop, and signalized intersections create confusion for drivers.

In addition to the proposed spot improvements above, two previous project concepts were added for prioritization:

- CHAF IP20040035, improving Riverside Drive to increase airport access.
- CHAF IP20130096, reconstructing the KY 716/KY 3293 intersection.

The following concepts will be advanced as discussed above:

- Long-Term: A, B, C, D, E, G, H, J, CHAF IP20130096
- Short-Term: K, L, M, N, Q, R1/R2, S, T, U, V
- Local: I, J2, R4, Y, CHAF IP20040035

Moving forward, concepts will be renamed sequentially.

The meeting adjourned at 12:30 AM EDT.

End of Minutes

Project: Boyd-Greenup Small Urban Area Study
Boyd and Greenup Counties, Kentucky
Item No. 9-406.00

Purpose: Local Officials/Stakeholders Meeting No. 2
Proposed Improvements with Prioritization

Place: Virtual Meeting

Meeting Date: May 21, 2020
1:30 PM

Prepared By: Qk4, Inc.

In Attendance:

NAME	REPRESENTING
Todd Kelley	Ashland Police
Michelle Grubb	Ashland Bus System
Ben Coleman	Fairview Independent
Steve Cole	Ashland City Engineer
Darrin Eldridge	KYTC D9 Project Dev.
Joe Callahan	KYTC D9 Engineering Support
Michael Read	KYTC D9 Planning
Karen Mynhier	KYTC D9 Environmental
Matt Dillon	KYTC D9 Planning
Allen Blair	KYTC D9 PIO
Elizabeth Niemann	KYTC CO Planning
Steve De Witte	KYTC CO Planning
Steve Ross	KYTC CO Planning
Thomas Witt	KYTC CO Planning
Matt Lawson	KYTC CO Planning
Sadie Middleton	KYTC CO Planning
Saleem Salameh	KYOVA
Terri Sicking	KYOVA
Chris Chiles	KYOVA
Bethany Wild	KYOVA

NAME	REPRESENTING
Vicki Green	FIVCO ADD
Rebecca Thompson	Qk4, Inc.
Deanna Miller	Qk4, Inc.
Theresa Owen	Qk4, Inc.

Joe Callahan, KYTC D9, welcomed participants to the second Local Officials and Stakeholders (LO/S) meeting. The purpose of the meeting was to review the proposed spot improvements developed, seeking LO/S input on prioritization. The project team examined existing and future traffic data, crash trends, and community input to identify the top ±20 transportation needs. A series of 24 potential solutions were developed and divided into long-term, short-term, and local categories. Locations of several ongoing safety improvement projects further along in the project development process were omitted from this study.

Attendees were asked to complete the online survey by Friday, May 29, to share their preferences regarding prioritization. A report documenting the study process and findings will be published in the fall.

Rebecca Thompson and Deanna Miller described the proposed spot improvements:

Long-Term Spot Improvements

- A. Add two-way left-turn lane along US 60 at Old 13th Street
- B. Improve intersection at US 60, KY 168 (Blackburn Avenue), and Algonquin Avenue
- C. Add two-way left-turn lane along US 60 from McKinley to Palmer Streets
- D. Realign US 23 (Greenup Avenue) intersection with US 23X (Winchester Avenue) north of Ashland
- E. Add turn lanes on KY 5 (Bellefonte Princess Road) approaching US 23
- F. Add sidewalk along US 23 from KFC to Golden Corral
- G. Reconstruct intersection of Little Garner Road and Summit Road as mini roundabout
- H. Add turn lane and high visibility signage at intersection of KY 693 (Diederick Blvd), Red Devil Lane, and Thompson Road
- I. Improve intersection at US 23 and Caroline Road for new Raceland school traffic

Short-Term Spot Improvements

- J. Improve visibility and access control for US 60 intersection with Shopes Creek Road
- K. Improve visibility for US 60 intersection with Summit Road
- L. Improve visibility for US 60 intersection with Oakview Road
- M. Improve striping, signage, signal phasing, and access control along Lexington Avenue between 12th and 13th Streets
- N. Add stop-control and clear branches at KY 5 (Bellefonte Princess Road) intersection with Country Club Drive

- O. Add stop-control at KY 693 (Bellefonte Road) intersection with Greenbo Blvd AND improve visibility and signal timing at KY 693 intersection with Argillite Road
- P. Improve visibility for KY 693 (Diederick Blvd) intersection with St. Christopher Drive
- Q. Improve visibility and striping at KY 693 (Diederick Blvd) intersection with US 23
- R. Improve visibility at US 23 intersection with Hoods Creek Pike
- S. Add pedestrian bulb-outs for US 23 (Greenup Avenue) at 15th and 16th Streets

Local Spot Improvements

- T. Signalize commercial entrance along KY 693 (Diederick Blvd)—by Lowes
- U. Widen Caroline Road lanes and add turn lanes
- V. Stripe Espy Lane for defined right turn bay
- W. Improve intersection visibility along Central Avenue from 14th to 24th Streets
- X. Conduct study to improve access to airport

A series of comments, questions, and answers followed the discussion:

- With the amount of bike traffic, a multi-use path may be more appropriate than a sidewalk at Spot F. KYTC generally prefers a minimum 8 feet of width; 5 feet is not wide enough to be considered a multi-use path. The possibility of providing a continuous shoulder was discussed but appears impractical due to utilities and other roadside constraints. *Response: The narrower width was intended to minimize impacts to utilities and the hillside.*
- Acceleration lanes at Spot I may create safety problems. The US 23 corridor could be a good candidate for R-cut style intersections. *Response: Several intersections in the area have acceleration lanes, largely tied to the high volume of heavy truck traffic. The district has not experienced safety concerns with any to date.*
- Converting the KY 693/KY 207 (Greenbo Road) intersection to a 3-way stop was tried in the past but eliminated due to political pressures. Improved striping may be beneficial to clarify thru versus stop-controlled movements.
- Though not included on the LO/S materials, truck volumes will be presented in the final report.
- Each project sheet includes the Critical Crash Rate Factor (CCRF) for any spots with a high crash concentration—that is, a CCRF greater than 1.0.
- Why were Spots C and L separated since they are geographically so close? *Response: Spot C would require additional right-of-way, extending timeline for implementation, making it a long-term project. Whereas Spot L could potentially be completed within existing right of way using maintenance funding much more quickly.*

The meeting adjourned at 2:30 PM.

End of Minutes

MEETING MINUTES

Project: Boyd-Greenup Small Urban Area Study
Boyd and Greenup Counties, Kentucky
Item No. 9-406.00

Purpose: Project Team Meeting No. 3
Final Recommendations

Place: Virtual Meeting

Meeting Date: June 5, 2020
10:00 AM EDT

Prepared By: Qk4, Inc.

In Attendance:

NAME	REPRESENTING
Darrin Eldridge	KYTC D9 Project Development
Karen Mynhier	KYTC D9 Environmental
Matt Dillon	KYTC D9 Planning
Michael Read	KYTC D9 Planning
Saleem Salameh	KYOVA
Terri Sicking	KYOVA
Stephen DeWitte	KYTC CO Planning
Elizabeth Niemann	KYTC CO Planning
Steve Ross	KYTC CO Planning
Matt Lawson	KYTC CO Planning
Thomas Witt	KYTC CO Planning
Randy Turner	KYTC CO Design
Rebecca Thompson	Qk4
Deanna Miller	Qk4
Theresa Owen	Qk4

On June 5, the project team conducted a virtual meeting to review the local officials input on prioritization, benefit cost analyses, and final study recommendations.

Long-Term Spots

Table 1 lists average rankings from the 8 local officials surveys alongside critical crash rate factors (CCRFs) for the nine long-term spot improvements.

Table 1: Long-Term Spot Summary

Spot	Description	Survey (Average)	Survey (Total)	CCRF
A	Add two-way left-turn lane along US 60 at Old 13th Street	1.8	9	1.27
B	Improve intersection at US 60, KY 168 (Blackburn Avenue), and Algonquin Avenue	3.0	15	1.41
C	Add two-way left-turn lane along US 60 from McKinley to Palmer Streets	2.0	6	1.37
D	Realign US 23 (Greenup Avenue) intersection with US 23X (Winchester Avenue) north of Ashland	1.4	7	1.23
E	Add turn lanes on KY 5 (Bellefonte Princess Road) approaching US 23	1.5	6	<1
F	Add sidewalk along US 23 from KFC to Golden Corral	0.8	4	N/A
G	Reconstruct intersection of Little Garner Road and Summit Road as mini roundabout	0.3	1	<1
H	Add turn lane and high visibility signage at intersection of KY 693 (Diederich Blvd), Red Devil Lane, and Thompson Road	1.8	11	1.57
I	Improve intersection at US 23 and Caroline Road for new Raceland school traffic	3.3	13	<1

Benefit-cost ratios were calculated for long-term spots, based on a 20-year horizon for anticipated safety improvements. Two project benefit-cost ratio calculations resulted in a ratio over 1.0: the lower cost option at D and the turn lane at H. The team concurred that the BCAs represent good insights for the project team but were not necessary to include on individual project sheets.

The project team discussed several long-term project issues including:

- Spot D may become more important if the Winchester Avenue lane reduction advances.
- Spot B may be challenging to implement; the adjacent Tudors-style building to the west and adjacent neighborhood are likely historic concerns.
- Spot I is a priority for the county judge.
- Spot F wasn't highly rated in the surveys but the utility cost estimate was decreased after the initial project sheets were mailed. With the worn path visible along the shoulders, a sidewalk connection would serve an observed safety need.
- While the Spot G mini roundabout could fit within the existing footprint, there were few crashes to elevate its priority.
- Spot E is a good project at a busy intersection; quantifying travel time savings with more detailed traffic data likely would have increased the benefit-cost ratio. The short turn bay to McDonalds nearby is also a concern but not included in Spot E or the upcoming HSIP project at the US 23/KY 5 intersection.

Following these discussions, the team agreed to the following priorities:

- High priorities: B, E, H, I
- Medium priorities: A, C, D, F, G
- Low priorities: None

Short-Term Spots

By nature, the short-term spot improvements represent low-cost, quick implementation solutions that can be addressed as soon as funding becomes available. Rather than prioritize these, the team agreed that all 11 short-term spots represent short-term priorities for implementation.

Local Spots

Table 2 lists average rankings from the 8 local officials surveys alongside CCRFs for the five local spot improvements.

Table 2: Local Spot Summary

Spot	Description	Survey (Average)	Survey (Total)	CCRF
T	Signalize commercial entrance along KY 693 (Diederich Blvd)—by Lowes	1.0	5	1.5
U	Widen Caroline Road lanes and add turn lanes	2.0	10	N/A
V	Stripe Espy Lane for defined right turn bay	1.3	4	N/A
W	Improve intersection visibility along Central Avenue from 14th to 24th Streets	2.8	14	1.8 3.6
X	Conduct study to improve access to airport	1.8	7	N/A

Spot W, along Central Avenue, was the highest rated priority by local officials. Crash trends show nine PDO crashes occurred on Central Ave between 14th Street and 24th Street from 2016-2018 in the months of November and December. This represents 9% of 99 total crashes along this stretch in three years. Seven of nine occurred during daylight hours and two at nighttime.

Following discussions, the team agreed to the following priorities:

- High priorities: U, V, W
- Medium priorities: T
- Low priorities: X

The draft report will be provided for project team review by June 30.

The meeting adjourned at 12:30 PM EDT.

End of Minutes