

Appendix F

Meeting Summaries

Project Team Meeting #1 on February 4, 2014

Local Officials/Stakeholders Meeting #1 on February 4, 2014

Project Team Meeting #2 on March 17, 2014

Local Officials/Stakeholders Meeting #2 on July 15, 2014

Project Team Meeting #3 on July 15, 2014

Princeton Small Urban Area Study
Project Team Meeting #1 (Final Minutes)
Princeton Tourist Center Meeting Room
February 4, 2014 at 8:30 AM Central

The project team held its first meeting for the Princeton Small Urban Area Study on Tuesday, February 4, 2014 in Princeton. The purpose of the meeting was to review existing conditions data, discuss previously proposed projects, and prepare for the local officials/stakeholders meeting later that morning.

Attendees included:

Steve Ross, KYTC CO Planning
Shane McKenzie, KYTC CO Planning
Mikael Pelfrey, KYTC CO Planning
Troy Hearn, KYTC CO Planning
Scott Thomson, KYTC CO Planning
Kevin McClearn, KYTC D2 CDE
Nick Hall, KYTC D2 Planning
John Rudd, KYTC D2 Proj. Development
Jason Orange, KYTC D2 Planning
Craig Morris, Pennyrile ADD
Amanda Spencer, CDM Smith
Rebecca Thompson, CDM Smith

Key discussion points and decisions resulting from the meeting are summarized below.

1. Welcome & Introductions

Nick Hall began the meeting, welcoming attendees. Participants introduced themselves.

Amanda Spencer shared the purpose of the project (to identify short and long term priorities for Princeton based on previous work, data analysis and local official and stakeholder input). And, she explained that the study (covering approximately 25 square miles) includes examination of approximately 27 miles of state maintained routes.

2. Existing Transportation Conditions Discussion

Rebecca Thompson stepped through the maps provided in the handouts to provide an overview of the study area, functional classification, average daily traffic and volume-service flow, crashes, truck flow patterns, adequacy ratings, and geometric deficiencies. Routes covered by the study include US and KY designated highways within the city limits of Princeton (excludes local routes and I-69).

There do not appear to be any capacity issues other than the occasional relatively minor bottleneck during peak hours. The consultant recommended an average annual growth rate of 0.5% based on historic traffic counts; Scott requested that the consultant provide a shapefile with historic count volumes in order to establish individual growth rates for the traffic modeling component.

Two fatality crashes occurred within the 6-year analysis period. Mikael requested that the Vehicle Crash Locations map be modified to better differentiate between symbols for injury crashes and property-damage-only. The team also requested that a legend be added to the High Crash Segments map. There was discussion whether any of the reported crashes were influenced by the proximity of the rail line. The two rail overpasses are obvious concerns for safety and traffic flow and they do not accommodate large trucks. CDM Smith will follow-up to determine if additional crash information is readily available regarding correlations between reported crashes and adjacent railroad crossings. Scott Thomson asked if there was a lot of coal traffic. Kevin McClearn answered no. This question led to a discussion on the background of the truck route; there is no state designated truck route. The established truck route was designed to get away from the low/narrow rail underpasses.

While viewing the Vehicle Weight Class map, the group discussed two signed truck routes that appear to fall beyond the state highway system.

- A portion of Highland Avenue is signed KY 278 although it appears to be a local residential street; the segment is also posted with “End of State Maintenance” signs. Nick indicated this was likely a signing mistake.
- A truck route is signed along Seminary Street to detour KY 139/KY 293 traffic around the low overpass south of downtown. The team requested that the map be updated to reflect the truck route shown in the 1999 Comprehensive Plan, which extends north of Main Street as well.

After presenting geometric deficiencies information, Amanda Spencer asked about the appropriate magnitude of short-term projects. Steve Ross advised that immediate needs should be brought to the District’s attention and projects in this study should be of a more significant nature.

3. Group Discussion: Project Issues & Improvement Concepts

Amanda Spencer presented an overview map of transportation projects that have been previously identified: in the Six Year Highway Plan, as PIFs, in the 1999 Comprehensive Plan, or as part of PADD’s 2013 Comprehensive Economic Development Strategy.

- John Rudd provided an update about the two Six Year Plan projects which form an Eastern Connector for the city. Project R shown in the handouts is awaiting FHWA to sign off on the NEPA document; the preferred alternative should be able to move into design this summer after a public hearing. The southern component (Project Q) can begin design after the southern endpoint for Project R is decided. The alignment shown for Project R on the handout isn’t correct – the northern end should shift closer to Oak Drive.

- Craig Morris noted that there is a utility pole really close to the travel lane at Project C. Eastbound trucks usually swing into the oncoming traffic lane to provide a little more clearance for the pole.
- Project D is a pedestrian priority which originated from a constituent letter to Representative Whitfield.
- Adding turn lanes to the school 3-4 years ago relieved some of the issues associated with Project E along KY 91, but the District thinks there is still local desire for this larger project.
- Project F is a proposed turn lane.
- Projects J, K, and G are still likely going to be seen as important locally. The area west of town between J and G represents some of the most developable land available. J, K, and G would support economic development and help improve traffic flow. The construction of G, J, and K (unlikely) would lead to an undesirable five-leg intersection.
- Projects P, I, and M form a northern loop around the city. These are considered a lower priority (more of a 50 year need) with Projects Q and R moving forward on the east side of town and given interchange spacing requirements on I-69.
- Project L was originally envisioned as a dedicated lane from the Connector (project R) to the parkway. With the shift of the Connector alignment further south, this is probably not needed. The Connector project will include providing turn lanes on KY 293, as appropriate.
- Project S is thought to be one of the priorities of the County Judge Executive.
- The team discussed Project U – widening KY 139 from Cadiz to Princeton. There has been a project in the Six Year Plan for years to improve a section of the route at Rock Springs Hill (outside the study boundary), scheduled with SPP funds. To date, this hasn't really advanced since its listing. The team discussed whether this section was driving Project U or if larger scale improvements were needed.

4. Environmental Mapping

Amanda briefly presented the environmental maps, built from previous data, and explained the high level evaluation that will take place in this SUA. She explained that she would ask local officials and stakeholders to review the maps and identify any additional resources that are not shown.

5. Schedule & Next Steps

Pennyrile ADD will prepare an Environmental Justice overview for the study. KYTC will provide a high-level geotechnical overview. CDM Smith will prepare improvement concepts to present to the project team at the next meeting, tentatively scheduled for mid-March.

With no further comments, the meeting adjourned at 9:40.

Princeton Small Urban Area Study
Local Officials/Stakeholders Meeting #1 (Final Minutes)
Princeton Tourist Center Meeting Room
February 4, 2014 at 10:00 AM Central

The project team held its first meeting with local officials and stakeholders for the Princeton Small Urban Area Study on Tuesday, February 4, 2014. The meeting was held at the Princeton Tourist Center. The purpose of the meeting was to review existing conditions data and to discuss previously proposed projects. Attendees included:

Brock Thomas, Caldwell Co. Judge Executive
Gale Cherry, Princeton Mayor
Julie Key, City Clerk
Shea Hughes, Chamber of Commerce
Brent Thompson, Princeton Fire Department
Don Weedman, Princeton Police Department
R. L. Howton, Princeton Police Department
David Sullenger, Director of Public Works
Jimmy Dyer, Caldwell County Schools
Frank Brown, Caldwell County Schools (retired)
Diane Knox, Director of Finance
Dickie Thomas, Planning & Zoning
Joseph W. Anderson, Princeton Water & Wastewater

Steve Ross, KYTC CO Planning
Shane McKenzie, KYTC CO Planning
Mikael Pelfrey, KYTC CO Planning
Troy Hearn, KYTC CO Planning
Kevin McClearn, KYTC D2 CDE
Nick Hall, KYTC D2 Planning
John Rudd, KYTC D2 Proj. Development
Jason Orange, KYTC D2 Planning
Craig Morris, Pennyrile ADD
Amanda Spencer, CDM Smith
Rebecca Thompson, CDM Smith

Key discussion points and decisions resulting from the meeting are summarized below.

1. Welcome & Introductions

Nick Hall began the meeting, welcoming attendees. Participants briefly introduced themselves.

Kevin McClearn summarized the purpose of the meeting and thanked the group for their participation. Amanda Spencer summarized the meeting objectives.

2. Existing Transportation Conditions Discussion

Rebecca Thompson stepped through the existing conditions maps provided in the handouts to provide an overview of the study area, daily traffic volumes, crashes, truck flow patterns, adequacy ratings, and geometric deficiencies. Routes covered by the study include US and KY designated highways within the city limits of Princeton but excludes I-69. The project focuses on these state routes. After the meeting KYTC advised the consultant team that if there are local issues we need to consider (e.g. along the “local” truck routes/detours) these can be noted as well. The existing conditions data presented in the handouts will help designers to focus on which areas should be considered during the development of improvement concepts: such as high crash areas, locations with low adequacy ratings, etc.

- Representatives from the Police Department stated that the number and distribution of crashes seems accurate.

The group cited a number of local traffic concerns:

- There are several tight turns along the “local” truck route that cause problems for large vehicles.
- The Scottsburg Road overpass on KY 91 (just south of the study area) is an issue.
- Truck traffic is the primary issue downtown. The Connector project should help alleviate the majority of this issue, improving traffic flow by rerouting non-essential truck trips off the downtown grid.
- Parking downtown is further complicated by existing truck traffic movements.
- There is limited available space downtown. You may be able to make minor tweaks but there’s only so much you can do. That is part of the reason the city has pursued the Connector.
- Citizens would like to see an emphasis on walkability for the aging community. Princeton has a vibrant downtown district and they are not projecting major growth.
- The fire department has access directly onto Market Street. Trucks coming in/out of the station have not been a problem to date, but could be a safety/traffic concern.
- The low railroad overpass on KY 139 is a big issue. Trucks turn south without seeing the signs because their GPS system routes them there. Even if they do not hit the bridge and get stuck (which they normally do not), the police have to come out and get people to back up so the large trucks can turn around and get free. It backs up traffic, sometimes for 30 minutes.
- KY 139 serves as a cut-through route between I-24 and I-69. Traffic can save about 30 miles off their trip to cut through Princeton instead of staying on the interstates. But the downtown grid was not designed to handle this traffic volume.
- There is a sight distance problem along US 62 just to the east of the Young Street intersection, as shown on the geometric deficiencies map.

3. Group Discussion: Project Issues & Improvement Concepts

Amanda Spencer presented an overview map of transportation projects that have been previously identified: in the Six Year Highway Plan, as PIFs, in the 1999 Comprehensive Plan, or as part of PADD's 2013 Comprehensive Economic Development Strategy. Following is a summary of the resulting discussion:

- Project A (widening US 62 from Marion Road to Plum Street) has faced opposition from community members for many years. There are a lot of towns that have narrower Main Streets. There are some nice homes through that section. But traffic backs up as people are waiting to make left turns. The community is likely more interested in narrowing streets rather than widening.
- There's a need for reconstruction for Project B, particularly along the ditch line at Green Street. If I-69 is ever closed for traffic, US 62 is the primary detour route.
- The group agreed that there is a sight distance problem along US 62 just to the east of Project C, as shown on the geometric deficiencies map.
- Project D originated from a constituent letter to Representative Whitfield. The group opinion was mixed about the importance/value of this sidewalk project.
- KY 91 still backs up during peak school drop off hours, even though turn lanes were added 3 or 4 years ago. Project E (widening KY 91 from I-69 to KY 139) would still be beneficial. This route backs up to the overpass. People do not use KY 2617 as an alternative route.
- Project F (intersection improvements at KY 139/KY 293) is not as high a priority anymore. The project originally included a request to add turn lanes at that intersection already.
- Projects J and G seem to serve a similar purpose with both providing a connection from KY 293 to US 62 west of town. Project J would be expensive with the railroad crossing, which is near the rail yard; some attendees questioned whether a grade-separated crossing is feasible here with the terrain and proximity of US 62. Project G may be more feasible. It was noted that this project is in a residential area.
- Project H seems unlikely, could be dismissed if Project Q were to happen.
- Though it would be nice, the northern connector (Projects P-I-M) was a higher priority prior to I-69. With its designation as an interstate, a new interchange wouldn't fit spacing requirements any more.
- Project L (dedicated turn lanes between the Connector and I-69) is unnecessary with Project R shifted further south. The new connector will provide appropriate turn lanes to/from KY 293.
- The community sees Project Q (portion of Eastern Connector between KY 139 and KY 91) as having primary importance. Project K (KY 139 to KY 293 connector) is also good but less critical. Though it may be unlikely due to high cost. Currently there are two rail trips per day (around midnight and 2AM).
- The team discussed what type of rail crossing would be appropriate for Q. It's too early in the process to make that decision but will be considered as part of the design work. Approximately 2 trains per day use the line, late at night and early in the morning.

- Project N (re-designating truck route from McGoodwin to Green Street) includes a narrow bridge on Green Street and tight turns for trucks. Possibly this project could be eliminated. Trucks may be taking other paths today.
- Project O (upgraded arterial around north and east sides of city) is less important if Project Q moves forward.
- Project S is a good project, but depends on quarry traffic. There's a quarry north of town along KY 91 and a quarry east of town on KY 91.
- Project T (former Druther's Corner) has already been reconstructed. There's a new convenience store opening at the corner in about 4 months that may complicate traffic flow. KYTC shared that the business owners would have to obtain a permit.
- There are a number of crashes involving trucks on KY 139 south of town. Truck drivers use this as a cut-through between I-24 and I-69. Generally, drivers are nervous and careful transitioning to a 2-lane road after the interstate but start to get comfortable and pay less attention right around Rock Springs Hill. The soft shoulders can tip trucks over if they aren't careful. A project to improve Rock Springs Hill has been in the Six Year Plan for several years; if there is a local interest in this project moving forward, community members should speak with their legislators. Participants discussed whether fixing Rock Springs Hill would address the need for Project U (widening KY 139 to Cadiz) or whether the larger project was also necessary. Generally, U was felt to be a lower priority than Projects R-Q but still beneficial overall. The worst section is between the hill and the greenhouse, which was identified as a critical area for improvement that is approximately 2 miles in length.

A number of new improvements were also suggested:

- The city has requested that the new Connector (Projects Q-R) include a separate bike/ped trail.
- Locally, there may be interest in developing a bike/ped plan for the city. There are a lot of recreational bikers in town, which is close to Pennyryle State Park and the Land Between the Lakes.
- There is interest in examining whether the one-way streets downtown could be converted for two-way operations. This could help encourage economic development and promote safety.
- The intersection of KY 91 with Main Street and Hawthorne Street is an issue. It is currently a five-way yield setup and you have to make eye contact with other drivers to figure out who is going to go first. It would be good to see some concepts to improve this location.

4. Environmental Mapping

Amanda briefly presented the environmental maps, built from previous data, and explained that a high-level red flag analysis would be completed as part of the SUA. She asked the group to review the map and share any inconsistencies or additional resources that should be considered. The Caldwell County Hospital is incorrectly labeled (shown at the old location); the old hospital is now the County Health Department. The consultant team will revise the map accordingly.

5. Schedule & Next Steps

Pennyrile ADD will prepare an Environmental Justice overview for the study. KYTC will provide a high-level geotechnical overview. CDM Smith will prepare improvement concepts and work with KYTC to get cost estimates. We'll meet with this group again in May to talk about your priorities.

With no further comments, the meeting adjourned at 11:20.

Princeton Small Urban Area Study
Project Team Meeting #2
KYTC District 2 Office, Madisonville
March 17, 2014 at 10:00 AM Central

The project team held its second meeting for the Princeton Small Urban Area Study on Monday, March 17, 2014 in Madisonville. The purpose of the meeting was to review updates to the existing conditions data, discuss proposed projects, and review the next steps in the study process.

Attendees included:

Steve Ross, KYTC CO Planning
Shane McKenzie, KYTC CO Planning
Eileen Vaughn, KYTC CO Planning
Troy Hearn, KYTC CO Planning
Mikael Pelfrey, KYTC CO Planning (by video link)
Scott Thomson, KYTC CO Planning (by video link)
Jayalakshmi Balaji, KYTC CO Planning (by video link)
Nick Hall, KYTC D2 Planning
John Rudd, KYTC D2 Proj. Development
Jason Orange, KYTC D2 Planning
Craig Morris, Pennyrile ADD
Amanda Spencer, CDM Smith
Rebecca Thompson, CDM Smith
Tim Sorenson, CDM Smith

Key discussion points and decisions resulting from the meeting are summarized below.

1. Welcome & Introductions

Nick Hall began the meeting, welcoming attendees. Participants introduced themselves.

2. Brief Existing Conditions Refresher/ Recap of First Meeting

Amanda provided an update on existing conditions data assembled since the February 4 meetings. The consultant prepared level of service (LOS) calculations based on available daily traffic volumes; some segments exhibit LOS D, but generally capacity is not a major issue. Amanda will email the LOS results to the project team following the meeting.

Scott provided an update on the ongoing traffic model work. The statewide model has been calibrated within 10-20% error; travel time runs have been completed. The model shows about 400 trucks per day through town. The model will provide diverted traffic volumes for the new route segments but does not have enough detail to estimate changes in traffic due to small safety improvement projects. Craig pointed out that the model should account for seasonal farm trucks and trips to/from the quarry on KY

91 at KY 128 (estimated at 100 trucks per day). Scott will confirm truck origins and provide future year volumes to the consultant team.

Amanda also provided an overview of the study purpose defined in the scope of work. The reference to “congestion” in the current language will be changed to “traffic operations” instead. The draft Additional Goals language will be refined to distinguish between through truck trips and local trips (e.g., trucks making deliveries to downtown businesses) and to separate downtown pedestrian goals from regional bicycle goals.

3. Discussion of Proposed Projects

Amanda presented an overview map and table of the proposed projects and reviewed draft project sheets prepared for each suggested project.

- Project Z (5 leg intersection) as shown would close the southern Washington Street and eastern East Main Street links at this intersection. Craig noted this may be a sensitive issue locally as Washington Street serves as an unofficial alternate route for locals to bypass the downtown area. The consultant team should present a second option at this location for discussion that preserves this link.
- Projects Q, R, K, and G (Southeast Connector) have the Six Year Plan numbers switched on the draft project sheet. Project J is not included in the draft sheet but would be feasible to construct despite challenges (e.g., relocations and railroad coordination). Craig suggested keeping Project J until funding is identified as it provides for economic development and would be located closer into town. He believes Project G appears to be a higher priority than J.
- Projects P, I, M (Northern Connector) are supported by the Planning Commission to improve access to the schools, although the proposed interchange would not meet the rural spacing requirements for the interstate system. Cost estimates should include the interchange.
- Project X (Courthouse Square) represents a safety concern; the options presented in the draft project sheet should provide for good discussion among local officials. The group discussed the benefits of one-way versus two-way operations downtown, which was previously suggested by the mayor. The existing truck issues downtown would be worse in a two-way system as trucks still require additional width to make tight turns and sometimes park in the travel lane to make local deliveries. It was suggested that a work, shop, live type study (Development Plan or Strategic Plan) of the downtown area may be appropriate to get a detailed understanding of the issues and potential solutions; local grants should be available to support this effort.
- Project AA (US 62/Plum Street intersection) could possibly be covered with maintenance funds, although it may be too expensive. Also, the property owner is unlikely to favor the raised divider in front of his store. The concept as shown can be presented to local officials to generate conversations.
- Project BB (KY 278 curve) may speed up traffic around the curve and cause the need for a stop sign at Highland Avenue. This should be noted in the project sheet.
- Projects S and E (KY 91 widening) promote regional connectivity to the park and are designated as part of the Trail of Tears. The County Judge’s vision for S2 includes a 4-lane cross-section

although traffic volumes don't require it. Project E probably justifies adding at least 1-2 lanes for school access. Cost estimates should note cross-section assumptions.

- Project H (KY 2080 overpass) becomes less critical with the implementation of the Southeast Connector. Losing through access may be a locally sensitive issue.
- Project D (US 62 sidewalks) – no discussion.
- Project U (KY 139 widening) – Cost estimates should note cross-section assumptions.
- Projects F, W, B, N, and C (truck route improvements) are envisioned as small, short term projects to improve the truck route until the Southeast Connector is constructed. Turn lanes are shown for each of the four approaches at Jefferson Street/Legion Street, but turning movement counts would be required to determine if these are warranted. Craig noted there may be a creek/ditch alongside the Green Street/Seminary Street intersection. The limits of Project C are extended compared to the limits described in the PIF form.

Cost estimates should be updated to 2014 dollars. The consultant will provide estimates for design and construction; Nick will provide estimates for right-of-way and utilities.

In addition, Amanda will follow up with Keith Dotson regarding updating GPS routing through town. KYTC may want to consider re-designation of state routes or a comprehensive review of signage for simplicity. A walkability audit was also suggested. The consultant will document these suggestions in the final study report.

4. Schedule & Next Steps

Amanda will provide Shane appropriate mapping to initiate the Geotechnical Overview. The consultant provided a few minor comments on the draft EJ report; Charlie Spalding is reviewing these. The next round of meetings should be scheduled once we get a little closer to the date and additional tasks (e.g. modeling results, costs) are closer to completion.

**Princeton Small Urban Area Study
Local Officials/Stakeholders Meeting #2
Princeton Tourist Center Meeting Room
July 15, 2014 at 10:00 AM Central**

The project team held its second meeting with local officials and stakeholders for the Princeton Small Urban Area Study on Tuesday, July 15, 2014. The meeting was held at the Princeton Tourist Center. The purpose of the meeting was to review short term and long term projects that the project team has identified, along with potential prioritization. Attendees included:

Brock Thomas, Caldwell Co. Judge Executive
Gale Cherry, Princeton Mayor
Fred Walker Jr, City Council
Shea Hughes, Chamber of Commerce
Brent Thompson, Princeton Fire Department
Brent Francis, Princeton Fire Department
David Sullenger, Director of Public Works
Diane Knox, Director of Finance
Dickie Thomas, Planning & Zoning
Paul Hooks, Planning & Zoning
Randy Major, Lake Barkley Partnership

Shane McKenzie, KYTC CO Planning
Mikael Pelfrey, KYTC CO Planning
Troy Hearn, KYTC CO Planning
Eileen Vaughn, KYTC CO Planning
Deanna Mills, KYTC CO Planning
Nick Hall, KYTC D2 Planning
Jason Vincent, Pennyrile ADD
Rebecca Thompson, CDM Smith
Len Harper, CDM Smith

Key discussion points and decisions resulting from the meeting are summarized below.

1. Welcome & Introductions

Nick Hall began the meeting, welcoming attendees. Participants briefly introduced themselves.

2. Review of Study Process to Date

Rebecca Thompson reviewed the study process to date. The group last met in February 2014 at which time we discussed the existing conditions. From a transportation perspective, traffic operations are generally acceptable but there are above average crash rates at several locations throughout the city.

At the previous meeting, the group also looked at a map of previously identified projects, compiled from the city's 1999 *Comprehensive Plan*, KYTC's Project Identification Forms (PIF) and Six Year Highway Plan, and the regional 2013 *Comprehensive Economic Development Strategy* (CEDs) developed by the ADD. The purpose of the meeting is to get local input on the proposed projects and work through an informal survey questionnaire to help the project team develop a list of priorities.

Rebecca reviewed the purpose of the study: to identify potential short and long term transportation improvements based on existing transportation issues. A handout presented additional goals for individual projects, which included improved truck movements, enhanced bike/pedestrian connections, enhanced economic development, and minimizing impacts. No changes or additions were suggested by the group.

3. Group Discussion: Improvement Concepts

The draft study recommendations map in the handout packet presents the long term and short term projects recommended by the team. Rebecca presented the draft project sheets developed for each of the long term project concepts:

- Southeast Connector (R+Q+K), which has construction funding in the current Six Year Highway Plan for portion R and seems like a high priority. (Note: Item 2-153.00 in the Six Year Highway Plan is Project R identified in this Small Urban Area study, which stretches between KY 293 and KY 91.)
- Southern KY 293 to US 62 Connector (J or G), which would carry an estimated 2,400 vehicles per day on G or 5,000 vehicles per day on J if constructed alongside all the other recommended improvements.
 - Attendees were divided about which option is preferred.
 - The city wouldn't construct both J and G, likely just one or the other.
 - J would be hard to construct due to the proximity of the rail yard and existing businesses. But it would likely be better from a development perspective. It wouldn't align with the Northside Connector to form the planned outer loop around the city.
- Northside Connector (P+I+M), which would carry an estimated 500-2,000 vehicles per day based on the statewide traffic model if constructed alongside all the other recommended improvements. The model included an interchange with I-69 on the west side of the city, but this may not be feasible since the parkway has been upgraded to an interstate.
 - Estimated at over \$40 million, funding for this project doesn't seem feasible anytime soon, making this a lower priority.
- Widening KY 91 (S and E) between the county line and Fredonia is a regional project identified in the CEDs plan although little of the project falls within the study area for this project. Section E was divided out as an improvement at the schools.
 - Make only Project E a high priority.
 - From a county perspective, Project S2 is also a high priority as there are hundreds of trucks traveling to/from the quarry outside Fredonia.

- Existing narrow lanes on KY 91 are a problem. Fire trucks meeting quarry trucks heading the opposite direction have little spare room for safe passing.
- Small shoulders and steep ditches lead to 5-6 trucks per year overturning on this section.
- Widening KY 139 (U) to Cadiz is another regional project, which serves as a cut-through route for semi-trucks traveling between I-24 and I-69.
 - This is the #1 priority for the county due to the high crash rates. The curve at Rock Spring Hill has been in the *Six Year Highway Plan* for at least 10 years.
 - A lot of big farm equipment travels this route.
 - Overturning trucks are an issue on this section of highway as well.
 - The \$22 million cost estimate is based on widening the route to provide two 11-foot lanes and 4-foot paved shoulders. Other sources estimate the cost to improve the curve at Rock Spring at \$5 million. (Note: \$4 million is included in the 2014 *Six Year Highway Plan* for this project, which is listed as Item No. 02-141.00.)
- Reconstructing the overpass at KY 2080 (H) is a lower priority as the new Southeast Connector will remove additional traffic from this link.
- Adding sidewalks along US 62 (D) was discussed.
 - With high gas prices, pedestrians are using the route daily to access both Walmart and jobs in the industrial park.
 - This section is a lower priority than some other sidewalk projects in the city.

Len Harper presented the project sheets developed for each of the short term project concepts:

- Project Z would improve the five-leg intersection on KY 91. Two options were presented: one realigns KY 91 with Eagle Street and the second would eliminate the Washington Street and East Main Street connections to form a three-leg intersection.
 - As part of Option 2, it was suggested that Washington Street should be extended to KY 2080. This would require two relocations and would cross the creek.
 - A third option was suggested to create a new link from Hopkinsville Street to Market Street. Functionally, this would be similar to Option 1.
- Projects F, W, B, N, and C are spot improvements along the designated truck route through town.
 - An option to route the local portion of the truck route along Young Street (KY 3114) instead of Green Street was suggested since it is already a state route. The utility pole close to the road in C wouldn't be an issue if trucks didn't have to make that turn. Young Street does not provide a connection to Seminary Street.
 - Is Green Street east of North Jefferson wide enough to serve truck traffic?
- Project X would improve traffic flow around the courthouse square. Two options were presented: one closed the east and west cross-streets to traffic and the second adds curb extensions to better define movements.
 - The Fire Department did not like Option 1 because it increases the response time for the fire department to travel to the east.

- Option 2 is okay but doesn't allow extra space for vehicles to get out of the way of fire trucks on the west side of the square. Providing parking on only one side may address this; the city recently paved two new lots to provide additional off-street parking. Curb extensions directly across from the station and turning onto the west side of the square may have to be cut back to allow space for the fire trucks to turn.
- Project AA includes intersection improvements at US 62/Plum Street.
 - Designs will have to be sure to accommodate trucks making turns with the new raised island. Turns are a problem for trucks today.
 - The adjacent property owner will not like the raised curb in front of their store.
- Project BB would improve the vertical curve on Sandlick Road (KY 278). This road will carry less traffic once the Southeast Connector is constructed.

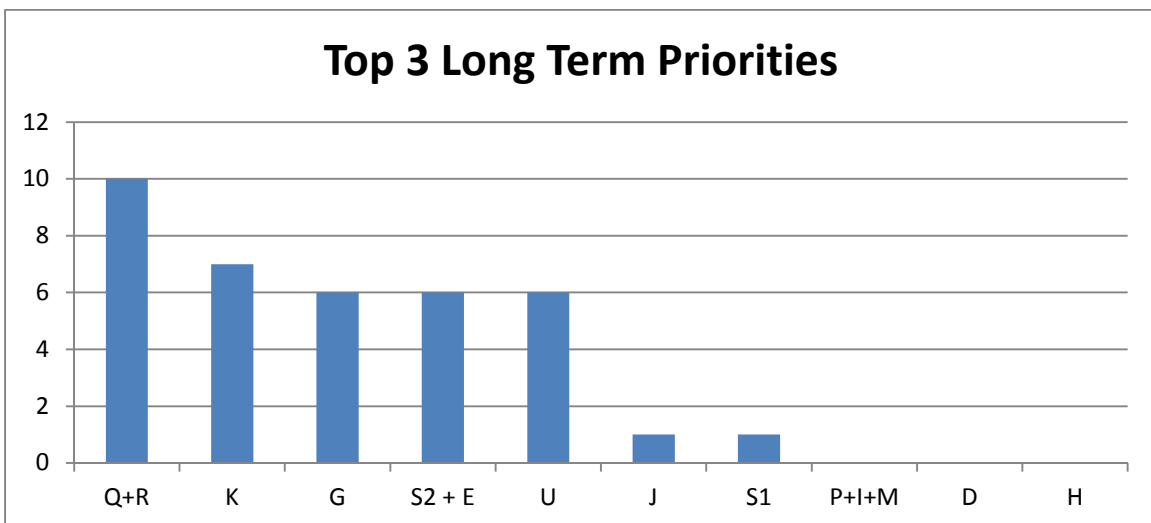
In addition, a few more projects were suggested for evaluation:

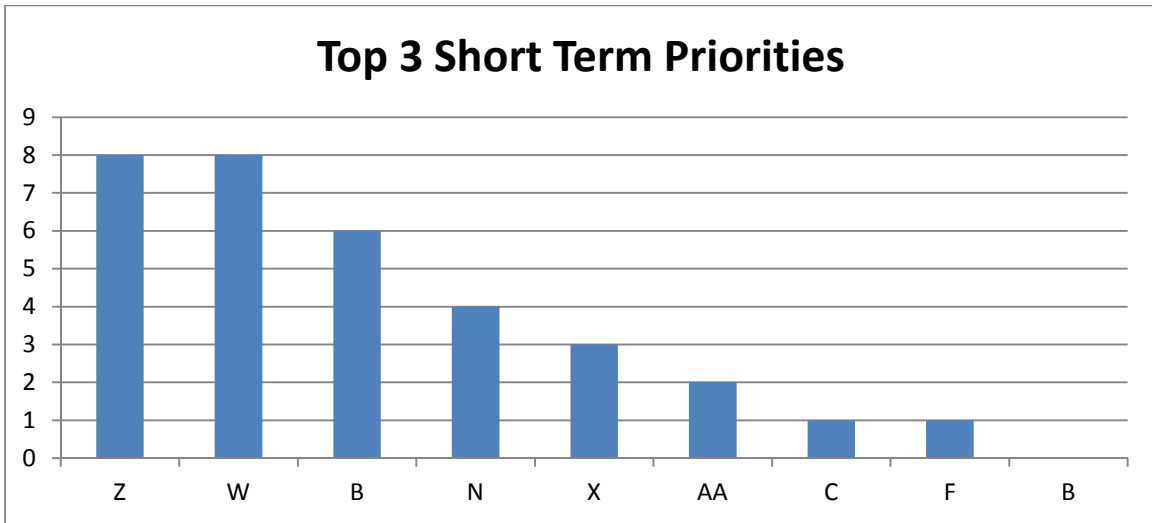
- Improving the curve/hill along KY 293 at Princeton-Olney Road. (Note: this location falls outside the study area for the Small Urban Area study but will be noted in the final report.)
- Widening US 62 between KY 91 and Plum Street to provide a center turn lane. Congestion is an issue along this section. (Note: a turn lane was added along the commercial section of this link within the last 10-15 years as part of the US 62/KY 91 "Druthers Corner" project.)

Rebecca and Troy discussed the other recommendations that the city may want to consider while updating their Comp Plan. These suggestions included updating the GPS routing to follow the preferred truck route, conducting a walkability audit, incorporating access management principles alongside other improvements, preparing a Main Street Development Plan to define a future vision for the Main Street/Market Street corridor downtown, and preparing a Regional Bicycle Plan.

4. Your Feedback

Attendees were asked to complete an informal survey to help the project team understand priorities from a local perspective. Key results from the 11 completed surveys are summarized below:





Rank each project as either high, medium, or low priority or not needed, based on your view of its relative importance.	Average Score*
Southeast Connector (R+Q+K)	2.8
KY 293 to US 62 Connection (J or G)	2.2
Northside Connector (P+I+M)	1.2
Widen KY 91 (S1+S2+E)	2.5
Widen KY 139 (U)	2.6
US 62 Sidewalks (D)	0.6
KY 2080 Overpass (H)	0.9
Five-Leg Intersection (Z)	2.5
Truck Route (F+W+B+N+C)	2.6
Operations at Courthouse (X)	1.4
US 62/Plum Street Intersection (AA)	1.7
KY 278 Curve (BB)	1.5

* Assuming not needed = 0 points; low = 1 point; medium = 2 points; high = 3 points.

One additional project was written in, requesting the project team consider handicap accessible sidewalks from the top of the hill on the west side of north Jefferson Street. Someone in a wheelchair currently travels in the busy roadway near the KY 293 intersection with Young Street.

5. Schedule & Next Steps

The project team will meet this afternoon to review what we heard this morning. We will provide a draft report, including final recommendations, to KYTC next month.

With no further comments, the meeting adjourned at 11:45.

Princeton Small Urban Area Study
Project Team Meeting #3
Princeton Tourist Center Meeting Room
July 15, 2014 at 1:30 PM Central

The project team held its third meeting for the Princeton Small Urban Area Study on Tuesday, July 15, 2014. The meeting was held at the Princeton Tourist Center. The purpose of the meeting was to review input received from stakeholders regarding potential prioritization. Attendees included:

Shane McKenzie, KYTC CO Planning
Mikael Pelfrey, KYTC CO Planning
Troy Hearn, KYTC CO Planning
Eileen Vaughn, KYTC CO Planning
Deanna Mills, KYTC CO Planning
Nick Hall, KYTC D2 Planning
Rebecca Thompson, CDM Smith
Len Harper, CDM Smith

Key discussion points and decisions resulting from the meeting are summarized below.

1. Comparison of 2013 vs 2040 Traffic Volumes

Rebecca Thompson reviewed the traffic operational analysis results for the 2013 existing count volumes and the 2040 No Build model projections. Generally, all segments operate at an acceptable level (LOS D or better). There is little difference in LOS between the 2013 and 2040 No Build scenarios.

2. Group Discussion: Improvement Concepts

The team reviewed the additional options for consideration that were suggested during the morning's stakeholder meeting.

Project Z (Five-Leg Intersection)

- Extending Washington Street to KY 2080 could turn out to be more expensive than what the locals are anticipating. There will be a couple relocations plus creek impacts. This may be better to present as a local project that could be added on to Project Z option 2 rather than as a part of the state project itself.
- A Washington Street extension would provide a parallel route to KY 91, at a system level providing functional relief to the existing state route.
- The third option (new link to Market Street) is functionally similar to the layout presented as Option 1. We will note that this was suggested in the report but do not plan to develop the option further.

Truck Route Improvements

- If the truck route were redrawn along Young Street (KY 3114), it would likely be re-designated as US 62 and should provide a 55 mph curve.
- The Young Street route is state owned, but doesn't offer obvious benefits over the Green Street routing. The car wash would likely be taken. Green Street reduces the number of turns large trucks must take.

Project X (Courthouse Square)

- We'll take a look at modifying Option 2 to address concerns of the fire department.

Project E

- KYTC is in the process of updating the PIF for this location to separate the I-69 ramp/bridge from KY 91 near the schools. The PIF number will change, but this likely won't happen until after the study report is finalized.

Other suggested projects

- The KY 293/Olney-Princeton Road Hill falls outside the study area but we will note it in the report.
- Widening US 62 between KY 91 and Plum Street to provide a center turn lane was suggested, but was not discussed as part of the stakeholder meeting. A turn lane was added along the commercial section of this link within the last 10-15 years as part of the US 62/KY 91 "Druthers Corner" project.

Nick mentioned that D2 received a letter from the mayor outlining the city's transportation concerns. He will forward a copy of the letter to Shane and Rebecca for reference.

The team agreed that projects can be prioritized as high, medium, or low at the project level (represented by letter) but that it's not necessary to identify a preference between Options (represented by number) at individual locations. Preliminary design/environmental efforts will explore multiple alternatives later in project development phases. The final report should note relevant input received from stakeholders regarding option preferences though.

In light of the technical data, comments from stakeholders, and results of the survey, the project team worked together to prioritize each of the recommended project locations.

High Priority

Southeast Connector (R+Q+K)

Five-Leg Intersection (Z)

Truck Route (F+W+B+N+C)

Medium Priority

KY 293 to US 62 Connection (J or G)
Widen KY 91 (S+E)
Widen KY 139 (U)
Operations at Courthouse Square (X)
KY 278 Curve (BB)

Low Priority

Northside Connector (P+I+M)
US 62 Sidewalks (D)
KY 2080 Overpass (H)
US 62/Plum Street Intersection (AA)

3. Schedule & Next Steps

Shane will follow up on the status of the revised EJ Report. CDM Smith will provide draft meeting summaries and a draft report to KYTC in the coming weeks.