

**Public Meeting #1 Minutes
Pembroke Corridor Study
US 41 and KY 115
From Commerce Industrial Park to I-24
Christian County, Kentucky
Item Number 2-381.00
Pembroke Baptist Church
144 S Main Street
April 11, 2017
4:00 PM to 7:00 PM**

An open house public meeting was held for the Pembroke Corridor Study from 4:00 PM to 7:00 PM April 11, 2017, in Pembroke, Kentucky. Approximately **62** persons from the public and 12 Kentucky Transportation Cabinet (KYTC) staff/consultants attended the meeting.

Welcome

Representatives of KYTC and the consultant team staff greeted attendees, who were then handed a survey and directed to an introductory project video presentation. Following the video, attendees were directed to multiple stations at which project information was presented on large exhibits and project team members were available to answer questions and obtain the public's input. An existing conditions station, three duplicate proposed concept stations, two duplicate future traffic stations, and a bridge visualization video station were provided. Exhibits presented at the stations included:

Existing conditions:

1. Crash Data between April 1, 2011 and March 31, 2016—including a summary of type of crashes and comparison to statewide averages.
2. 2016 Existing Average Daily Traffic (ADT), Truck Percentages, and Levels of Service—including a summary of train crossings at KY 115.
3. Environmental Overview—showed resources in the study area identified by subject matter experts.
4. Existing Conditions Review—provided an overview of roadway geometrics, existing levels of service, and crash spots with critical crash rate factors exceeding 1.0.

Proposed concepts:

1. No Build/Do Nothing
2. Concept A: US 41 Widening
3. Concept A_I1: Improve US 41/KY 115 Intersection
4. Concept B: New US 41/KY 115 Connector (also referred to as Pembroke Connector) with Concept options B1 or B2 displayed—including a video representation of a grade separated bridge crossing over the CSX railroad.
5. Concept C: KY 115 Widening

Future traffic operations:

1. 2040 Build Concepts A and C, and No Build Average Daily Traffic (ADT) with Levels of Service
2. 2040 Build Concepts B and C Average Daily Traffic (ADT) with Levels of Service

Comments

At the meeting, the project team captured attendees' comments/questions, summarized below:

Concept A: US 41 Widening

- Culvert on US 41 floods.
- Fertilizer plant presents a community safety issue.
- Along US 41 is a low-income housing complex. A disabled person who lives there uses a scooter and could benefit from a widened roadway shoulder on which to walk/ride to the Minute Mart.

Concept A I1: US 41/KY 115 Intersection

- Add to the project improving right turns from KY 115 southbound to US 41. A utility pole and a building close to the road cause problems for large trucks making the turn.

Concept B: New US 41/KY 115 Connector

- It would probably cost less to buy every house in town than to purchase farmland for the connector.
- Could the B1 alignment parallel the transmission line at the southern end to avoid leaving “slivers of property” (i.e., uneconomic remnants) as the current alignment does?
- Hug property lines as closely as possible to minimize property impacts.

Concept C: KY 115 Widening

- Rather than widen, KYTC should restrict trucks on KY 115.
- Wider shoulders would allow large agricultural equipment to move to the shoulder of the road when vehicles want to pass.

General

- Ambulance station in Oak Grove is the emergency responder for Pembroke Elementary School.
- KY 109 traffic has gone “sky high” because drivers divert there to avoid Pembroke and trains.

Survey Results

A total of 42 surveys were returned. A summary of the survey results follows. (All percentages are approximate.)

Of 41 responses:

- 59% live along the corridor and 20% travel the corridor for work.
- 59% travel the corridor several times a day, 17% do so at least twice a day, and 15% travel it several times a week.
- 76% do not ride a bicycle or walk/run along the corridor, 12% walk/run, and 10% bike and walk/run.

Of 40 responses:

- 72% believe US 41 needs improvement, and 52% of those preferring widening lanes.
- 97% believe KY 115 needs improvement, and 80% of those prefer widening lanes and/or shoulders.

Asked to rank their levels of concern about roadway issues, project impacts, and improvements to be implemented, respondents identified the following:

- Narrow lanes/shoulders as of highest concern and large trucks next highest, followed by congestion, safety/number of crashes, and Amish traffic.
- US 41/KY 115 intersection and the KY 115/railroad crossing as equally highest of concern regarding making turns/maneuvers on study area roads.

- Project-related impacts to farmland as highest environmental concern, followed by impacts to schools and cemeteries.

The survey also listed potential types of improvements—No Build/Do Nothing, Improve/Widen US 41, Improve US 41/KY 115 Intersection, Improve/Widen KY 115, New US 41/KY 115 Connector, Other—and asked for responders' preferences. Of 40 who responded:

- 93% prefer Improving/Widening KY 115.
- 61% prefer Improving US 41/KY 115 Intersection.
- 44% prefer a New US 41/KY 115 Connector.
- 46% did not prefer No Build/Do Nothing.

The majority of respondents who provided additional comments identified widening KY 115 as their preferred improvement. Additional comments cited reasons that included avoiding delays caused by trains, decreasing emergency response times, and facilitating timely access to work and school.

- When respondents were asked whether they would use a New US 41/KY 115 Connector with a grade separated railroad crossing, the majority (71%) responded yes.
- When asked if respondents would use either bicycle or pedestrian accommodations if they were included with a New US 41/KY 115 Connector, the majority (84%) indicated no.

The meeting concluded at approximately 7:00 PM.