



## Appendix C.

# Meetings & Stakeholder Coordination

**City of Ashland  
Ashland Downtown Transportation Study  
Scoping Meeting  
Monday, May 18, 2020 1:30 PM EST**

A virtual scoping meeting was held May 18, 2020 at 1:30 pm. Attendees at this meeting were:

Chief Todd Kelley	City of Ashland Police	<a href="mailto:ToddKelley@ashlandky.gov">ToddKelley@ashlandky.gov</a>
Chris Pullem	City of Ashland Economic Dev.	<a href="mailto:cpullem@ashlandky.gov">cpullem@ashlandky.gov</a>
Terri Sicking	KYOVA	<a href="mailto:tsicking@kyovaipc.org">tsicking@kyovaipc.org</a>
Michelle Grubb	City of Ashland PIO	<a href="mailto:mgrubb@ashlandky.gov">mgrubb@ashlandky.gov</a>
Jayalakshmi Balaji	KYTC Traffic Forecasting	<a href="mailto:Jayalakshmi.Balaji@ky.gov">Jayalakshmi.Balaji@ky.gov</a>
Thomas Witt	KYTC Planning	<a href="mailto:Thomas.Witt@ky.gov">Thomas.Witt@ky.gov</a>
Telma S. Lightfoot	KYTC Traffic	<a href="mailto:Telma.Lightfoot@ky.gov">Telma.Lightfoot@ky.gov</a>
Vickie C. Griggs	KYTC D-9 Permits	<a href="mailto:Vickie.Griggs@ky.gov">Vickie.Griggs@ky.gov</a>
Joe J. Callahan	KYTC D-9	<a href="mailto:Joe.Callahan@ky.gov">Joe.Callahan@ky.gov</a>
Terry Ishmael	KYTC D-9	<a href="mailto:Terry.Ishmael@ky.gov">Terry.Ishmael@ky.gov</a>
Saleem Salmeh	KYOVA	<a href="mailto:ssalameh@kyovaipc.org">ssalameh@kyovaipc.org</a>
Michael Graese	City of Ashland City Manager	<a href="mailto:mgraese@ashlandky.gov">mgraese@ashlandky.gov</a>
Jack Hunter	City of Ashland Public Services	<a href="mailto:jhunter@ashlandky.gov">jhunter@ashlandky.gov</a>
Katherine Utsinger	City of Ashland Economic Dev.	<a href="mailto:kutsinger@ashlandky.gov">kutsinger@ashlandky.gov</a>
Matt W. Dillon	KYTC Planning	<a href="mailto:Matt.Dillon@ky.gov">Matt.Dillon@ky.gov</a>
Steve C. Gunnell	KYTC D-9 CDE	<a href="mailto:Steve.Gunnell@ky.gov">Steve.Gunnell@ky.gov</a>
Allen A. Blair	KYTC D-9	<a href="mailto:Allen.Blair@ky.gov">Allen.Blair@ky.gov</a>
Matt G. Lawson	KYTC Planning	<a href="mailto:Matt.Lawson@ky.gov">Matt.Lawson@ky.gov</a>
Michael Read	KYTC D-9	<a href="mailto:Michael.Read@ky.gov">Michael.Read@ky.gov</a>
Scott S. Thomson	KYTC Traffic Forecasting	<a href="mailto:Scott.Thomson@ky.gov">Scott.Thomson@ky.gov</a>
Karen L. Mynhier	KYTC D-9	<a href="mailto:Karen.Mynhier@ky.gov">Karen.Mynhier@ky.gov</a>
Steve Cole	City of Ashland City Engineer	<a href="mailto:scole@ashlandky.gov">scole@ashlandky.gov</a>
Stephen DeWitte	KYTC Planning	<a href="mailto:Stephen.DeWitte@ky.gov">Stephen.DeWitte@ky.gov</a>
Elizabeth A Niemann	KYTC Planning	<a href="mailto:Elizabeth.Niemann@ky.gov">Elizabeth.Niemann@ky.gov</a>
Jason Hyatt	KYTC Traffic	<a href="mailto:Jason.Hyatt@ky.gov">Jason.Hyatt@ky.gov</a>
Darrin Eldridge	KYTC D-9	<a href="mailto:Darrin.Eldridge@ky.gov">Darrin.Eldridge@ky.gov</a>
Susan B. Oatman	KYTC Program Management	<a href="mailto:Susan.Oatman@ky.gov">Susan.Oatman@ky.gov</a>
Stephen Sewell	Palmer Engineering	<a href="mailto:ssewell@palmernet.com">ssewell@palmernet.com</a>
David Lindeman	Palmer Engineering	<a href="mailto:dlindeman@palmernet.com">dlindeman@palmernet.com</a>

Attachments:

- Corridor Map with Study Area Identified
- City of Ashland Conceptual Streetscape Plan
- Meeting Agenda
- Standard KYTC Scoping Minutes

Following introductions, Darrin Eldridge opened the meeting with an overview of the goals of the feasibility study. The primary goal of the study will be to review the existing conditions and then examine the feasibility of reducing lanes and revising the parking configuration along Winchester Avenue (US 23X). KYTC will need to see that any diversion of traffic from Winchester Avenue to Greenup Avenue (US 23) will not result in significant changes in traffic operations along Greenup Avenue. If traffic operations do have significant impacts, then the feasibility of providing mitigating measures will be investigated to determine if those impacts can be reduced. The secondary focus of the study will be the development of streetscape concepts along Winchester Avenue to improve safety for all modes of travel and to enhance the attractiveness of the downtown area to draw increased visitors. The use of traffic microsimulations will be a key in describing the impacts of changes in traffic volumes for several intersections that operate with coordinated traffic signal systems. Modifications in signal timing should be considered when making recommendations, if effective. The study has a budget of \$200k from KYOVA MPO funds.

The City of Ashland described their previous efforts to work with Roger Brooks International to develop a vision for an improved downtown Ashland. Some of the goals developed during that effort included:

- Slowing Traffic
- Providing Angle Parking
- Finding Other Parking Alternatives
- Bring More People Downtown
- Improve Safety for Pedestrians

A conceptual sketch of a road diet for the project was provided and is attached to these minutes. The use of curb bulb-outs to enhance pedestrian safety and the inclusion of bicycle lanes were discussed.

The City of Ashland has plans for a convention center and has examined the possibility of constructing a new parking garage. The city would also like to look at parking availability and potential increases in parking spots through reconfigurations or acquiring new lots or garages as part of the study, as budget allows. Garages mentioned include planned garages at the Delta Marriott at 14<sup>th</sup> and Winchester, the Convention Center, and an existing garage at 16<sup>th</sup> and Carter. There are also plans to spend \$1 million from Carter to 18<sup>th</sup> Street on an Activity Area.

Another concern to be examined is the scheme for delivery trucks to unload in a busy area. A survey of existing business unloading locations is not needed in this phase, just a higher level look at the feasibility of trucks to unload with the revised streetscape schemes and options for providing designated unloading locations both on Winchester Avenue and adjacent streets.

Air Quality was brought up as an issue that needs to be addressed from a qualitative standpoint at this level. A detailed air quality analysis will not be performed, but information from traffic simulations will be used to roughly quantify relative impacts. A look at the history of Air Quality in Ashland should be included.

The KYOVA MPO has studies in process for Freight and Safety that will need to be coordinated with this study. HDR is the consultant for the Freight Study and Qk4 is the consultant for the Small Urban Area/Safety Study. A socioeconomic report is being done for the safety study that could be used for this project also. Designated truck routes in Ashland need to be identified and considered in alternative concepts.

The potential for Winchester Avenue (US 23X) to be taken over by the city was discussed and should not be off the table. KYTC currently allows occasional limited closures of Winchester Avenue for community events.

The project study area will extend from south of 18<sup>th</sup> Street to the Winchester Avenue intersection with Greenup Avenue at the north end of the project. Separate traffic simulations will be developed for the 29<sup>th</sup> Street intersection with Greenup Avenue and the Winchester Avenue intersection with Greenup Avenue to the south to evaluate the impacts of diversion of traffic to these signalized intersections and determine potential mitigation measures to employ. The traffic simulations will include both Winchester Avenue and Greenup Avenue. If traffic forecasting indicates a significant change in traffic on Carter Avenue or Central Avenue, a change in strategy may be employed.

Due to concerns from COVID-19 and its reduction in traffic volumes, the consultant will count any signalized intersections that don't already have counts and adjust the turning movements based on tube counts used to measure changes in AADT compared to pre-COVID levels. Both AM and PM peak hour traffic will be counted at the intersections where recent counts do not exist. District 9 staff is available to assist the consultant in performing the counts. Cameras will be used at some higher traffic intersections. The traffic counts will include heavy trucks, pedestrians, and bicycles. Five extra counts will be scoped to be performed later in the study to compare current levels with possibly post-COVID levels. Drone footage may also be used to capture queues, unmet demand, speeds, and acceleration rates.

Intersections that will be counted and included in the simulation model are:

- Winchester Ave & 18<sup>th</sup> Street
- Winchester Ave & 17<sup>th</sup> Street
- Winchester Ave & 16<sup>th</sup> Street
- Winchester Ave & 15<sup>th</sup> Street
- Winchester Ave & 14<sup>th</sup> Street
- Winchester Ave & 13<sup>th</sup> Street (NB Bridge)
- Winchester Ave & 12<sup>th</sup> Street (SB Bridge)
- Winchester Ave & 11<sup>th</sup> Street
- Winchester Ave & 10<sup>th</sup> Street
- Winchester Ave & 9<sup>th</sup> Street
- Winchester Ave & 8<sup>th</sup> Street
- Winchester Ave & Greenup Ave (North End)
- Greenup Ave & 17<sup>th</sup> Street
- Greenup Ave & 16<sup>th</sup> Street
- Greenup Ave & 15<sup>th</sup> Street

Two intersections will be counted (or utilize existing counts) and will be analyzed as individual intersections due to their distance from the other intersections:

- Greenup Ave & Winchester Ave (South End)
- Greenup Ave & 29<sup>th</sup> Street

Since traffic volumes in Ashland have stayed flat or declined over time, the study will use the extrapolated pre-COVID traffic as the design year. The KYOVA Transcad model will be used to determine traffic diversion from Winchester Avenue to Greenup Avenue in each improvement scenario. Based on the current traffic volumes and the extrapolated pre-COVID volumes, an in-between scenario will be developed that assumes the traffic does not return to pre-COVID levels due to people working more remotely at home.

A crash analysis will be performed to look at manner of collision and severity of crashes in the study area. A detailed IHSDM safety analysis will not be performed at this time for the conceptual improvement alternatives. A high level look at crash modification factors (CMF) will be included to approximate the reduction in expected crashes with the implementation of a road diet, mini-roundabouts, added turn lanes, etc. This safety analysis will also include a high level look at improvement of safety for all modes of travel.

A separate scoping meeting was held virtually to discuss the details of traffic forecasting and simulations with KYTC on June 4, 2020 at 9:30 AM. During that call, the Project Team decided that Palmer Engineering will request the Transcad Version 7 model from KYOVA. KYTC feels the model has small enough Traffic Analysis Zones to give reasonably accurate diversion forecasts. Palmer is to make sure the use of angled parking is taken into consideration for vehicle capacity in the proposed streetscape area. The project team will review the results of both an existing conditions run and a run with two lanes and angled parking to agree the results make sense.

Tube counts will be used at locations where KYTC has count stations to compare historic volumes to current COVID level conditions. Adjustments will then be applied to the turning counts and through volumes to replicate conditions before COVID.

VISSIM will be utilized for the microsimulation models. The consultant is to document the version of VISSIM used for this study. Calibration will be done with current counts in order to match travel times measured in the field. Palmer is to discuss the vehicle parameters with KYTC prior to finalizing the base model. HCS levels of service will also be provided to compare Build and No-Build operations.



Public Outreach will involve two meetings with presentations for the city and major stakeholders. There will not be any public meetings in this phase of the feasibility study although it was agreed it would be needed in future phases. Time should also be included in the scope for preparing press releases for KYTC, KYOVA, and the City of Ashland. A Purpose and Need Statement will be drafted to be used in subsequent project phases. An environmental document will not be needed in this phase. Information from the Safety Study and a recent HSIP project can be used in a high level environmental overview.

Two alternative concepts will be prepared with one a higher cost, long-term solution and the other a low-cost improvement scenario to be implemented if funding is limited. No benefit/cost analysis will be required, but some discussion of the elements included in a benefit-cost analysis in the next phase will be presented.

One feasibility study document will be prepared for both the traffic analysis and the streetscape concepts along with a set of Appendices. Project Sheets will be helpful in programming funds for future phases of the project and for use in the SHIFT process.

An inventory of parking space availability will be performed to compare existing conditions to parking provided by each alternative configuration. Consideration will be given to angle parking including potentially reverse angle parking to eliminate backing out blindly into traffic. Parking configurations will be further fine-tuned in future phases as streetscape concepts are better defined.

Stephen Sewell will serve as Palmer Engineering's project manager with Steve Cole being the City of Ashland's project manager. Beth Niemann will be the KYTC CO Division of Planning's D-9 liaison and Darrin Eldridge will oversee the project for District 9. Invoices will be submitted to Susan Oatman who oversees the KYTC Statewide LPA contract. Standardized Division of Planning tasks/units will be provided for scoping the project. Palmer Engineering proposes a nine month schedule for delivery of the Downtown Ashland Transportation Study. KYTC Standard Scoping Meeting Minutes are attached with proposed milestone dates.

We would like to thank everyone for their attendance and input. If you have any questions, or need any additional information, please feel free to call.

Meeting Report Prepared By:  
Stephen Sewell, PE, PTOE  
Palmer Engineering  
(859)-744-1218

## Meeting Summary

**DATE:** October 7, 2020

**SUBJECT:** 9-408-Ashland, KY Downtown Study  
Existing Calibration Meeting

A virtual meeting for the subject project was held on October 6, 2020. The following individuals were in attendance:

Scott Thompson	KYTC	<a href="mailto:Scott.Thomson@ky.gov">Scott.Thomson@ky.gov</a>
Jay Balaji	KYTC	<a href="mailto:Jayalakshmi.Balaji@ky.gov">Jayalakshmi.Balaji@ky.gov</a>
Connor Schurman	KYTC	<a href="mailto:connor.schurman@ky.gov">connor.schurman@ky.gov</a>
Stephen Sewell	Palmer Engineering	<a href="mailto:ssewell@palmernet.com">ssewell@palmernet.com</a>
Josh Coburn	Palmer Engineering	<a href="mailto:jcoburn@palmernet.com">jcoburn@palmernet.com</a>

The purpose of this meeting was to discuss the existing microsimulation calibration prior to proceeding with proposed alternatives. The following were the discussion items:

- Palmer Engineering developed the simulations using VISSIM 2020 software.
- Traffic counts were taken during the AM and PM peak hours (2 hours for each peak)
- The KYTC inquired about the time of year that traffic counts were performed and if any schools are located in the vicinity of the study area that would affect the volumes counted. Counts were performed in Mid-August. As far as Palmer Engineering knows, there are no schools in the vicinity of the study area, but this will be verified.
- Travel times were collected along Winchester Ave and Greenup Ave within the project study area. Travel time measurements were taken five times per direction, per corridor for both AM and PM peak hours. Travel time was split at each intersection to provide additional ways to calibrate the model. For the simulations, the focus was put on the corridor sections between northern intersection of Winchester Ave and Greenup Ave to 18<sup>th</sup> Street.
- The microsimulation model travel times were presented to KYTC and discussion about calibration concluded that the model defaults had been adjusted and replicated the existing field conditions. KYTC discussed the model defaults and which defaults were adjusted. Palmer Engineering explained that the North American fleet base file was used for the simulations and that speed defaults were adjusted to better represent the speeds that the cars travel at through the downtown corridor. The KYTC asked if the guidelines being developed and calibrated for Kentucky should be used in the microsimulation, but it was decided that the guidelines are not ready for use.
- The KYTC requested that when the appendix is generated that the methodology explain which defaults were changed to calibrate the microsimulation. Furthermore, the KYTC would like to document what the results would be if the defaults were used rather than calibrating the model.

- When reviewing the table comparing travel times there was confusion in the header labels. Rather than use “From” and “Through” it would be easier to understand if “From” and “To” were used and either a map showing the beginning and ending points be provided for reference or the points be described alongside the comparison table. Palmer Engineering will address this in the appendix.
- Palmer Engineering will use the KYOVA model to determine what percentage of vehicles will change their route to take Greenup Ave rather than Winchester Ave after the proposed changes are implemented.

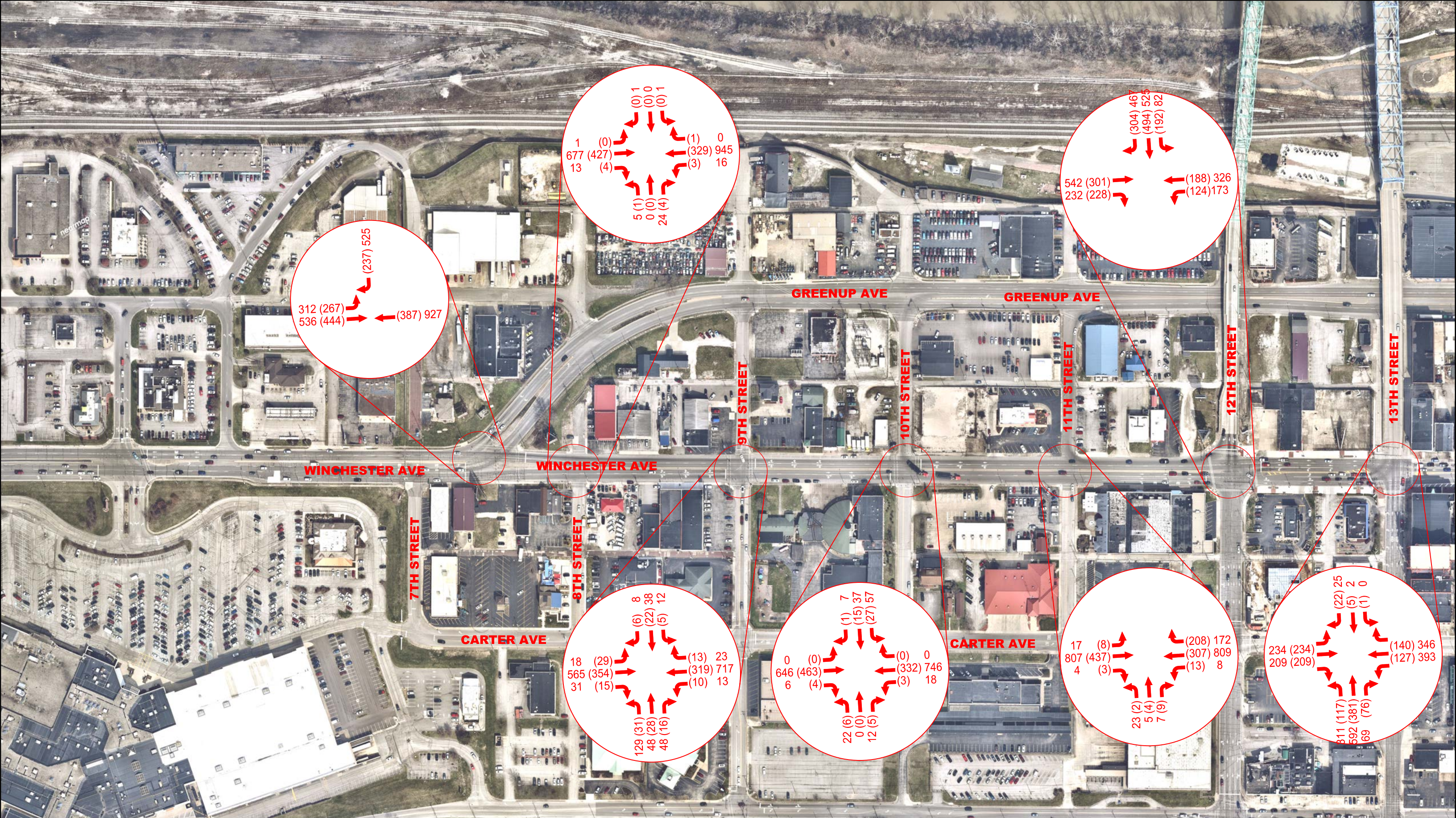
The KYTC found the existing microsimulation to be adequate and gave Palmer Engineering permission to use it as the base to move forward with simulating the proposed alternatives. Palmer Engineering will provide the report for existing conditions to the KYTC when it is completed for their review.

Travel Times

	Along	From	Through	Measured, sec	Simulation, sec	Difference, sec	% Difference
AM	Winchester	Greenup	18th	173.9	165.54	8.36	4.81%
AM	Winchester	20th	Greenup	219.28	214.32	4.96	2.26%
AM	Greenup	Winchester	17th	105.05	99.36	5.69	5.42%
AM	Greenup	18th	Winchester	131.33	123.84	7.49	5.70%

PM	Winchester	Greenup	18th	201	188.06	12.94	6.44%
PM	Winchester	20th	Greenup	221.316	233.18	-11.864	-5.36%
PM	Greenup	Winchester	17th	99.64	99.22	0.42	0.42%
PM	Greenup	18th	Winchester	135.4	129.08	6.32	4.67%

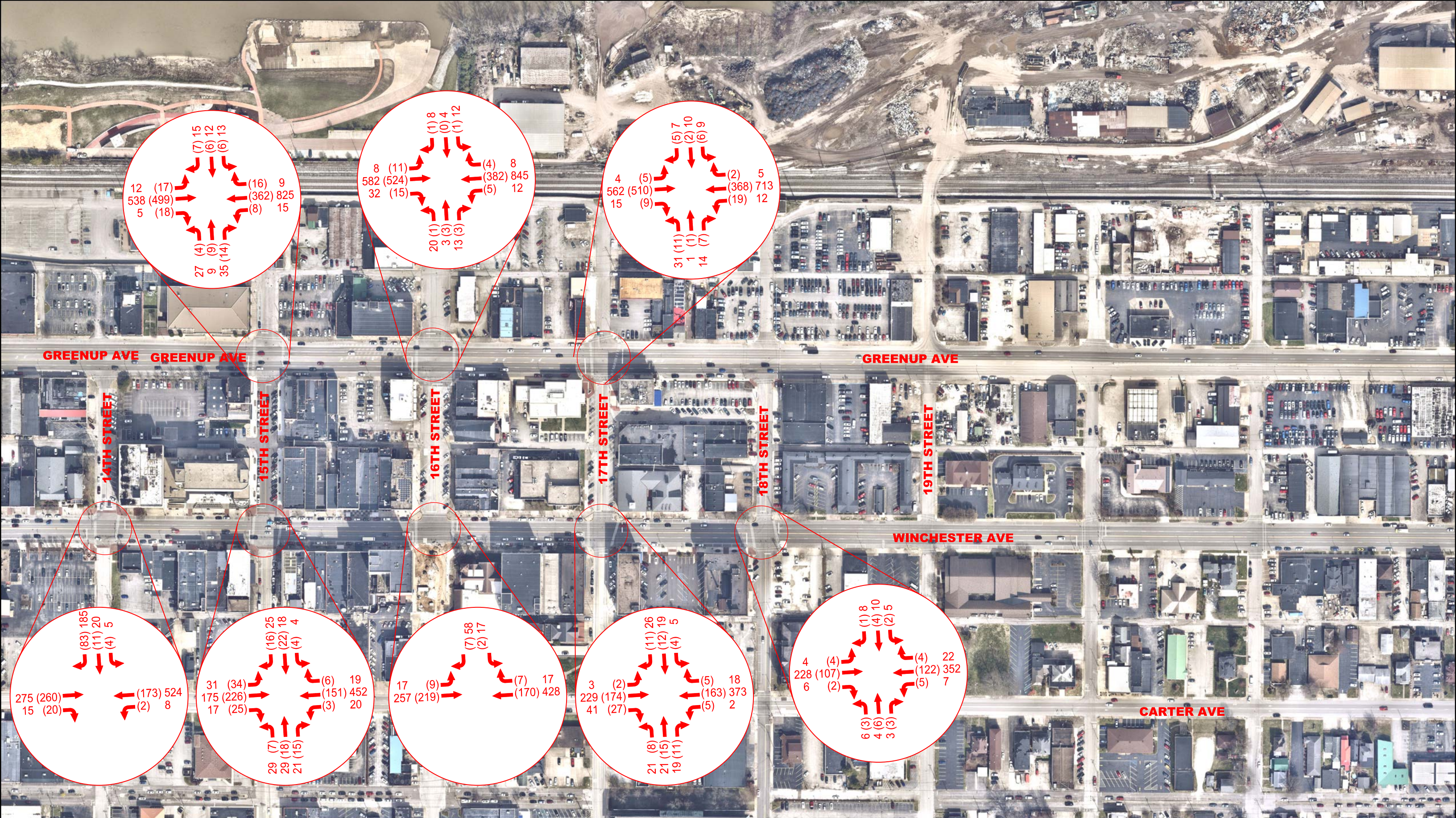




DOWNTOWN STUDY  
ASHLAND, KY

FIGURE 1-1  
2020 EXISTING COUNTS  
(AM) PM

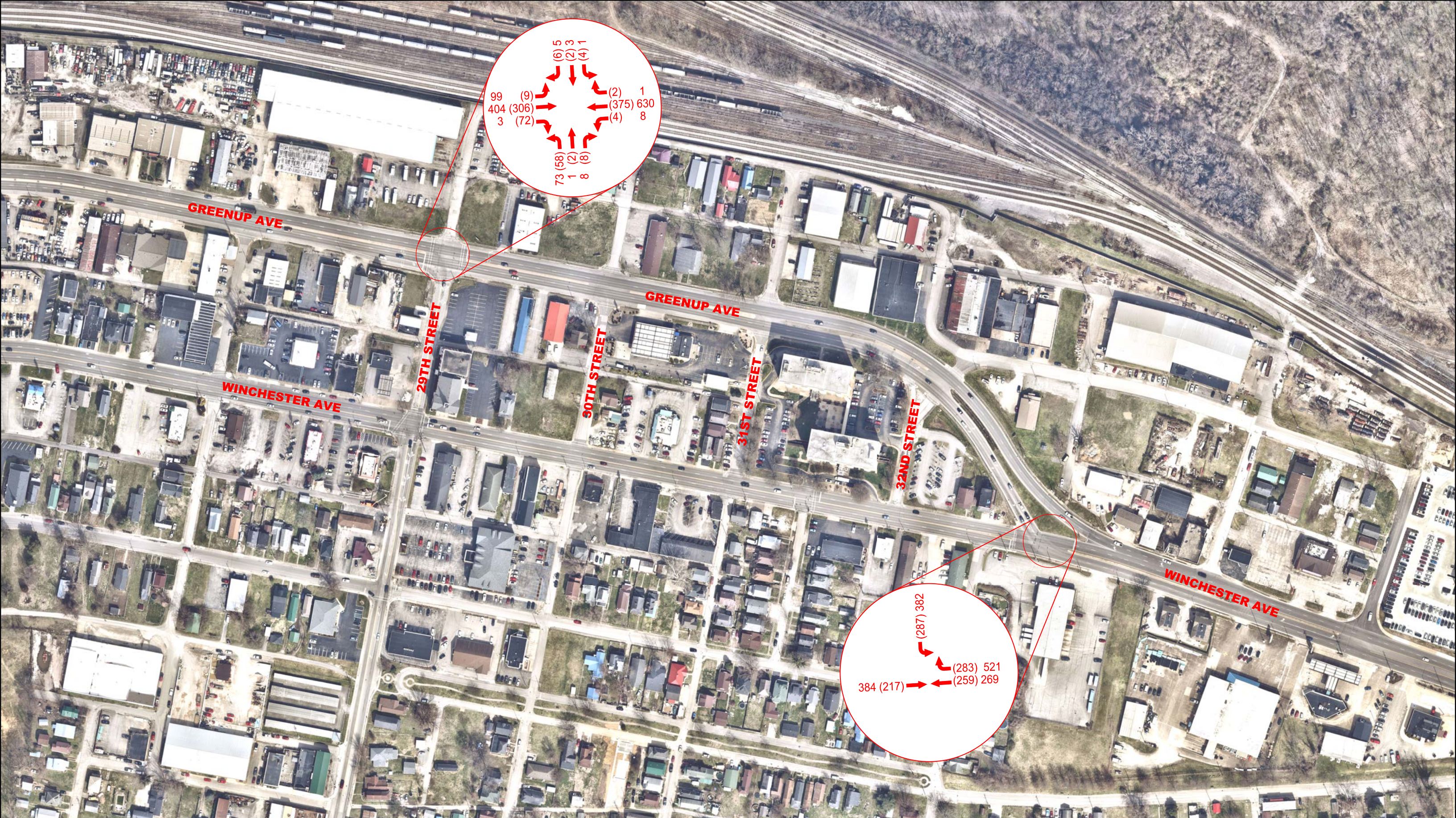




DOWNTOWN STUDY  
ASHLAND, KY

FIGURE 1-2  
2020 EXISTING COUNTS  
(AM) PM





DOWNTOWN STUDY  
ASHLAND, KY

FIGURE 1-3  
2020 EXISTING COUNTS  
(AM) PM



**Boyd County  
Ashland Downtown Transportation/ Feasibility Study  
Stakeholders Meeting  
Thursday, November 5, 2020 1:00 PM EST**

A meeting was held November 5, 2020 at 1:00 pm using Zoom teleconferencing. Attendees at this meeting were:

Jay Balaji	KYTC Central Office	<a href="mailto:Jayalakshmi.Balaji@ky.gov">Jayalakshmi.Balaji@ky.gov</a>
Stephen De Witte	KYTC Central Office	<a href="mailto:Stephen.DeWitte@ky.gov">Stephen.DeWitte@ky.gov</a>
Matt Lawson	KYTC Central Office	<a href="mailto:Matt.Lawson@ky.gov">Matt.Lawson@ky.gov</a>
Telma Lightfoot	KYTC Central Office	<a href="mailto:Telma.Lightfoot@ky.gov">Telma.Lightfoot@ky.gov</a>
Beth Niemann	KYTC Central Office	<a href="mailto:Elizabeth.niemann@ky.gov">Elizabeth.niemann@ky.gov</a>
Scott Thompson	KYTC Central Office	<a href="mailto:Scott.thomson@ky.gov">Scott.thomson@ky.gov</a>
Randy Turner	KYTC Central Office	<a href="mailto:randy.turner@ky.gov">randy.turner@ky.gov</a>
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Karen Mynhier	KYTC District 9	<a href="mailto:karen.mynhier@ky.gov">karen.mynhier@ky.gov</a>
Michael Read	KYTC District 9	<a href="mailto:michael.read@ky.gov">michael.read@ky.gov</a>
Steve Cole	City of Ashland	<a href="mailto:scole@ashlandky.gov">scole@ashlandky.gov</a>
Michael Grease	City of Ashland	<a href="mailto:mgraese@ashlandky.gov">mgraese@ashlandky.gov</a>
Michelle Grubb	City of Ashland	<a href="mailto:mgrubb@ashlandky.gov">mgrubb@ashlandky.gov</a>
Jack Hunter	City of Ashland	<a href="mailto:jhunter@ashlandky.gov">jhunter@ashlandky.gov</a>
Todd Kelley	City of Ashland	<a href="mailto:toddkelley@ashlandky.gov">toddkelley@ashlandky.gov</a>
Chris Pullem	City of Ashland	<a href="mailto:cpullem@ashlandky.gov">cpullem@ashlandky.gov</a>
Greg Ray	City of Ashland	<a href="mailto:gray@ashlandky.gov">gray@ashlandky.gov</a>
Katherine Utsinger	City of Ashland	<a href="mailto:kutsinger@ashlandky.gov">kutsinger@ashlandky.gov</a>
Saleem Salameh	KYOVA	<a href="mailto:ssalameh@kyovaipc.org">ssalameh@kyovaipc.org</a>
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David Lindeman	Palmer Engineering	<a href="mailto:dlindeman@palmernet.com">dlindeman@palmernet.com</a>
Stephen Sewell	Palmer Engineering	<a href="mailto:ssewell@palmernet.com">ssewell@palmernet.com</a>

Attachments:

- Stakeholders Meeting\_11-5-2020.ppt

Stephen Sewell opened the meeting with a short review of the study corridor, project background, existing conditions through the study area and previous studies performed. Afterwards Palmer Engineering began discussing the different data collected and the findings of their analyses.

**Traffic Volumes:**

Palmer Engineering collected turning movement counts at 17 intersections along Winchester Ave and Greenup Ave in August 2020. Both AM and PM peak hours were counted at each intersection and traffic tubes were used to determine the average daily traffic on Winchester Ave and Greenup Ave during the COVID pandemic. The following results were determined:



- PM peak hour traffic has higher volumes than AM peak hour traffic.
- There are higher traffic volumes along Winchester Ave north of 13<sup>th</sup> Street than south of 13<sup>th</sup> Street. The majority of southbound traffic turns off of Winchester Ave at or before 13<sup>th</sup> street.
- During the PM peak hour there is a high volume of vehicles travelling northbound through the study area that turns right onto 13<sup>th</sup> Street to cross the bridge into Ohio. It is expected that drivers do this to avoid additional turning movements that Greenup Ave would require to access the bridge on 13<sup>th</sup> Street.
- The traffic data collected was compared to historic counts in the area and indicated that the average daily traffic was similar to pre-COVID conditions. Therefore, traffic volumes were not increased for the analysis.

### **Crash Analysis:**

Palmer Engineering discussed the following tools and findings of the crash analysis:

- Crash analyses were performed at the same intersections that traffic counts were performed.
- Crash data was gathered for the years 2015 to 2019. The 2020 crash data was not collected due to the COVID pandemic.
- The following methodologies were used to analyze the crash results:
  - CCRF<sup>1</sup>
  - CIRF<sup>2</sup>
  - EEC<sup>3</sup>
- An HSIP project was recently completed along Winchester Ave from 8<sup>th</sup> Street to 12<sup>th</sup> Street to add left turn lanes and improve safety along this corridor.
- When travelling north to south along Winchester Ave, the number of sideswipes at each intersection increases as you approach 13<sup>th</sup> Street. This is likely caused by vehicles attempting to get into the left lane to turn left onto 13<sup>th</sup> Street.
- The intersection of Winchester Ave and 13<sup>th</sup> Street was found to be split into two different intersections in the EEC database. These values were combined in the analysis for improved accuracy.
- The question was asked how many of the sideswipe collisions were passenger cars and trucks colliding at the intersection of Winchester Ave and 13<sup>th</sup> Street. Many trucks take up both turn lanes when turning onto the bridge to cross into Ohio. Palmer Engineering

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<sup>1</sup> Critical Crash Rate Factor- any value above one signifies that there are more crashes occurring in this corridor than expected for roadways with similar characteristics.

<sup>2</sup> Critical Injury Rate Factor- any value above one signifies that there are more injuries occurring in this corridor than expected for roadways with similar characteristics.

<sup>3</sup> Excess Expected Crashes- This value converts the potential for safety improvement to a dollar value for evaluation. The EEC value takes multiple aspects into consideration beyond the number of collisions. This would explain why an unsignalized intersection with fewer collisions and less traffic may have a higher EEC value than a signalized intersection with higher traffic, resulting in a higher number of collisions.

responded that Individual crash reports were not pulled to determine how many collisions were cars vs trucks.

### **Traffic Analysis:**

- Travel times were measured in both directions during AM and PM peak periods along Winchester Ave and Greenup Ave from the northern split to 18<sup>th</sup> Street.
- On average it took approximately four minutes to travel along Winchester Ave and two to two and a half minutes to travel along Greenup Ave. Greenup Ave likely takes less time to travel because it has fewer signals, higher speed limit and less congestion.
- Level of Service (LOS) is a measure of delay and congestion. Most of the studied intersections had a LOS of “B” or better along both corridors, with the exception of 12<sup>th</sup> and 13<sup>th</sup> Street, which were LOS “C” and the unsignalized intersections at 8<sup>th</sup> and 11<sup>th</sup> Streets which were a LOS “D” and “E” respectively on the minor route.
- Simulations were presented to the meeting attendees to verify that the data collected accurately portrays how traffic behaves under existing conditions in the simulations.

### **Existing Parking:**

Palmer Engineering collected data on the number of parking spaces within the study area and how many of those spots were being utilized. The following results were discussed:

- There were a total of 680 spaces counted, 419 of these spaces were inside the parking garage, which is not currently open to the public. The parking garage is privately owned; however, these parking spaces were included in the data collected to evaluate this being a viable alternative for public parking.
- 154 of these spaces were being utilized, 29 of these were inside the parking garage.
- All parking data was collected on September 23<sup>rd</sup>, 2020 between the hours of 10:00 AM and Noon. The parking garage was counted at a later date after construction on 16<sup>th</sup> Street was completed.
- Most of the parking spaces being utilized were between 15<sup>th</sup> and 18<sup>th</sup> Street.
- Palmer Engineering did not count the public parking lot between 13<sup>th</sup> and 14<sup>th</sup> Street. This will be counted and included in the future analysis.
- It was mentioned that many of the parking spots being utilized downtown were merchants and store owners rather than customers.

### **Study Objectives:**

Palmer Engineering asked that the participants share what their goals of this study were. Their responses were as follows:

- To help revitalize downtown Ashland to help tourism and the citizens of Ashland.
- To slow traffic down through this area so drivers see more of what the town has to offer.
- Improve conditions for downtown activities.

- The city would like to see increased walkability in the downtown area and to make the area a more pedestrian friendly environment.
- The city would like to make Winchester Ave a two lane road with angled parking and bike lanes between 13<sup>th</sup> Street and 18<sup>th</sup> Street. KYTC mentioned that safety could be a concern when having angled parking and bike lanes together. Palmer Engineering will consider this in the evaluation of this option.
- An attendee noted that if Winchester Ave were converted to a two lane roadway that some traffic would divert and use Greenup Ave instead. There was concern that increasing traffic along Greenup Ave could increase the number of collisions at 14<sup>th</sup> and 18<sup>th</sup> Streets, which are currently unsignalized. There are also a higher number of collisions between the intersections of 22<sup>nd</sup> and 29<sup>th</sup> Streets along Greenup Ave. Increasing the traffic along Greenup Ave could make these intersections worse as well.
- Ashland City Police Chief Todd Kelley will meet with Palmer Engineering at a later date to discuss emergency vehicle routes.
- KYTC would like to see Palmer Engineering compare the travel times for emergency response vehicles using the existing roadway configurations and proposed conditions.
- The KYTC would like the size of the fire trucks used by the city to be compared with the geometrics of the intersections under the proposed conditions to ensure that the trucks can make appropriate turning movements without issues.
- The KYTC would like Palmer Engineering to analyze the scenarios of a bridge closure between Kentucky and Ohio and how traffic being diverted onto a single bridge would affect traffic conditions.
- KYOVA would like to see Streetlight data compared to data measured in the field for accuracy.
- KYOVA would like Palmer Engineering to coordinate with HDR, who is performing a freight study in the area, to see if any data gathered can be used for both studies.
- Palmer Engineering was asked to consider the impact of reducing lanes on Winchester Ave on transit. Palmer will also look into the possibility of implementing bus pull off areas on either side of Winchester Ave in the study area.
- There is a current plan for a future HSIP project along Greenup Ave to remove raised islands and left turn lanes. This future project could be affected by this study and its outcomes.

### **Potential Solutions:**

Palmer Engineering discussed the potential solutions being considered and asked if there were any particular solutions that the stakeholders would not be interested in or have great interest in:

- All stakeholders were interested in the possibility of roundabout or mini-roundabouts at viable intersections in the study area.
- The city is interested in the use of curb bulb-outs to reduce the crosswalk distance for pedestrians.
- The city is interested in a mid-block crossing along Winchester Ave between 15<sup>th</sup> and 16<sup>th</sup> Street.

- KYOVA mentioned that there is funding available through their grant program for Kentucky.
- There was discussion about potential funding through FHWA if a roundabout were to be designed and built.
- The city is interested in creative cross walks and streetscape elements. It was noted that these elements should be considered during the next phase of the project rather than as a part of this study.
- KYOVA expressed interest in performing a signing inventory and updating all signage to meet current MUTCD standards. It was noted that signage would be considered during the next phase of the project rather than as a part of this study.
- Public input will be considered in the next phase of the project.

**Next Steps:**

Palmer Engineering will continue to move ahead and work on analyzing the proposed improvement options and developing a planning study draft report while taking into consideration the goals and thoughts mentioned in this meeting. A second stakeholders meeting is expected to be held in December 2020 and a final report is expected to be completed in January 2021.

We would like to thank everyone for their attendance and input. If you have any questions, or need any additional information, please feel free to call.

# Downtown Ashland Transportation/Feasibility Study Winchester Ave

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# Study Corridor

**Winchester  
Ave**

**Greenup  
Ave**

8<sup>th</sup> St

15<sup>th</sup> St

9<sup>th</sup> St

16<sup>th</sup> St

10<sup>th</sup> St

17<sup>th</sup> St

11<sup>th</sup> St

29<sup>th</sup> St

12<sup>th</sup> St

13<sup>th</sup> St

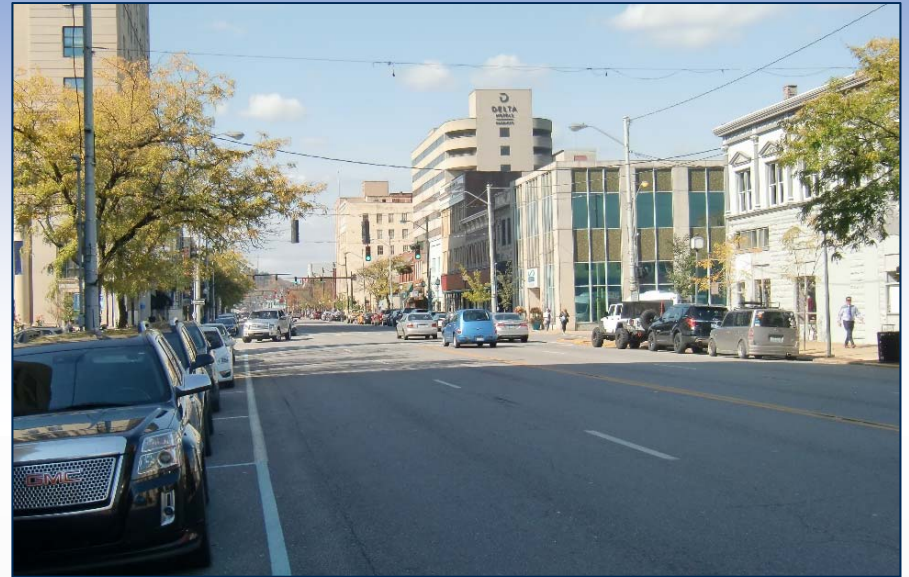
14<sup>th</sup> St

15<sup>th</sup> St

16<sup>th</sup> St

17<sup>th</sup> St

18<sup>th</sup> St





# Project Background

## City of Ashland developed 2 Lane concept

## Requested funding for the downtown study thru KYOVA

## Part of the downtown revitalization plan

## KYTC initiates feasibility Study



# Existing Conditions

## Number of Lanes

- 4 Lanes
- 5 Lanes (TWLTL or LTL)

## Shoulder Widths

- 0 feet
- 8-12 feet (Parking Areas)

## Speed Limit

- 25mph (US 23X)
- 35mph (US 23)

## Geometric Deficiencies

- None (3.05% Max Grade)





# Existing Conditions

## NTN Truck Route

- 13<sup>th</sup> to 18<sup>th</sup> Not Designated

## Functional Classification

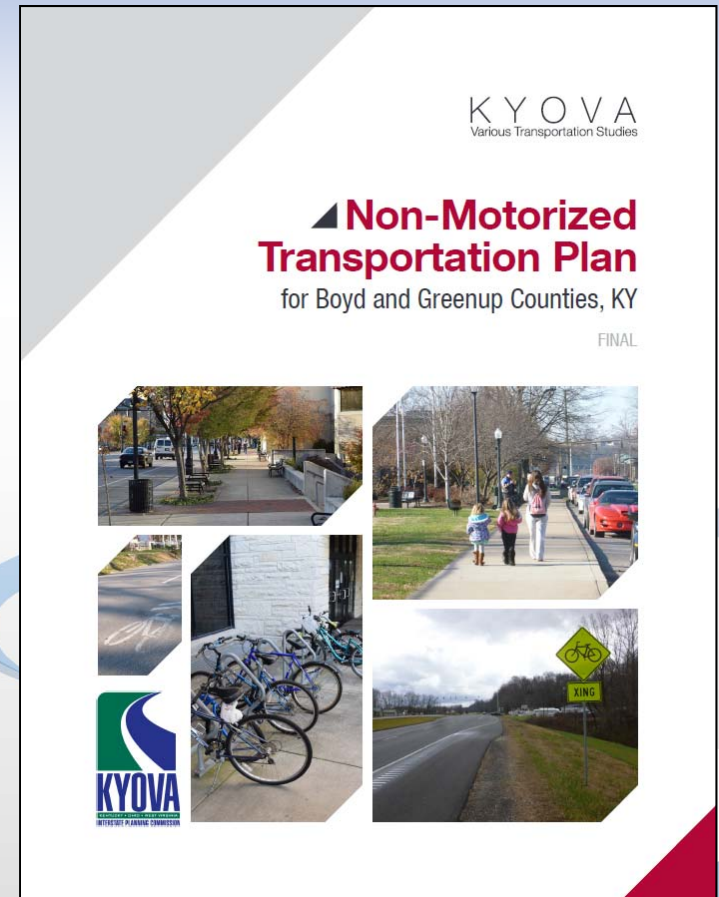
- 13<sup>th</sup> to 18<sup>th</sup> Minor Arterial
- US 23 & US 60 Principal Arterial
- Local Streets



# Existing Conditions

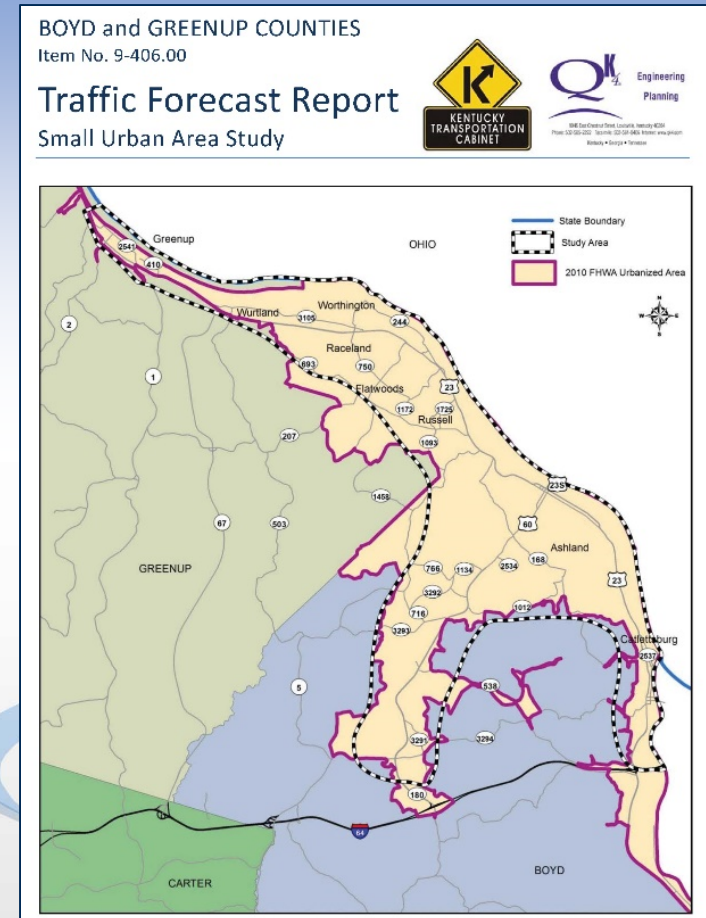
## Bicycle/Pedestrian Accommodations

- No Bike Lanes
- Sidewalks (Both Sides of Road)
- 2016 KYOVA Plan
  - Proposed Bike Lanes  
(Winchester & Greenup Ave)



# Previous Studies

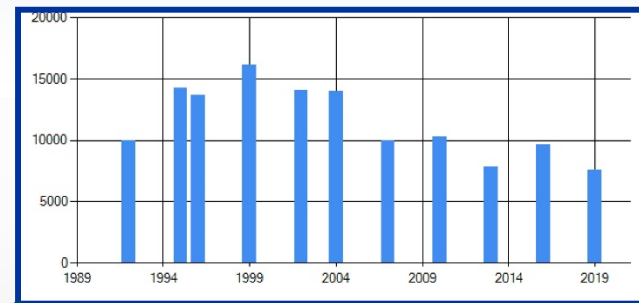
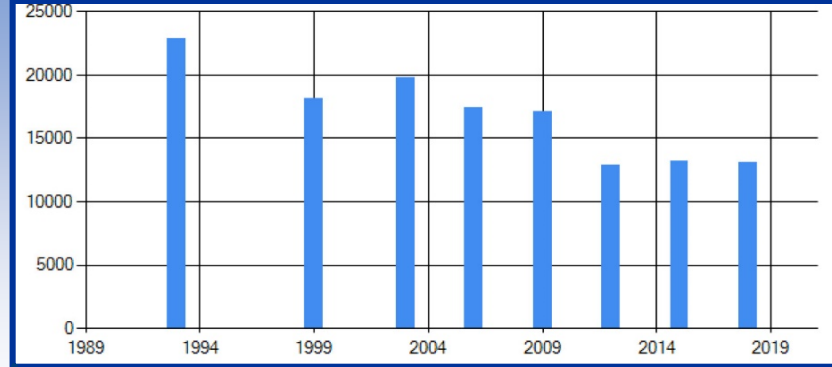
- Boyd / Greenup Small Area Study
- HSIP Intersection Improvements
- KYOVA Non-Motorized Transportation Plan





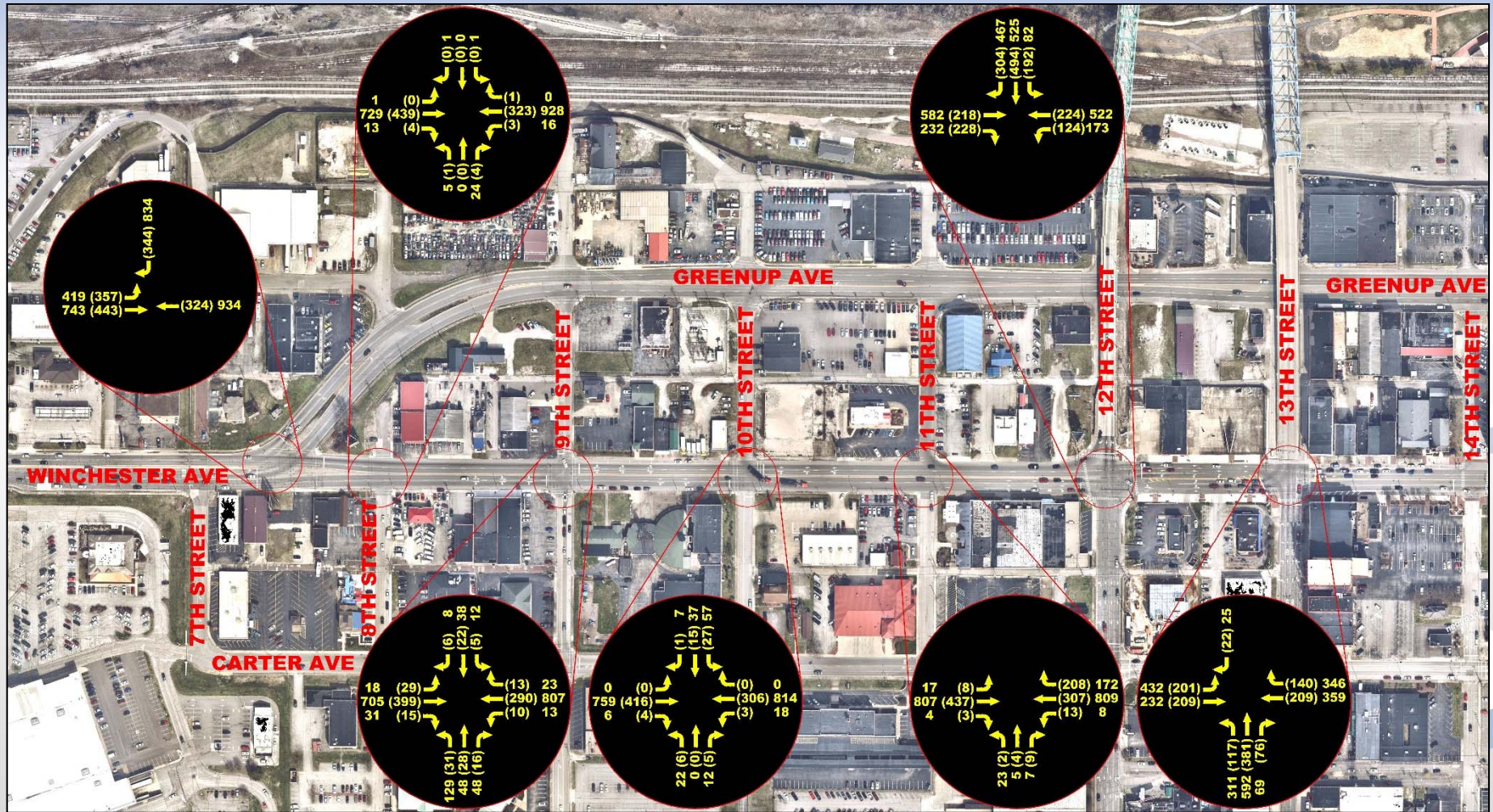
# Traffic Volumes

- 17 Intersections Counts (August 2020)
- AM Peak / PM Peak Hour
- ADT Counts (US 23 & US 23X)
  - US 23 16,000 ADT
  - US 23X 7,000 ADT



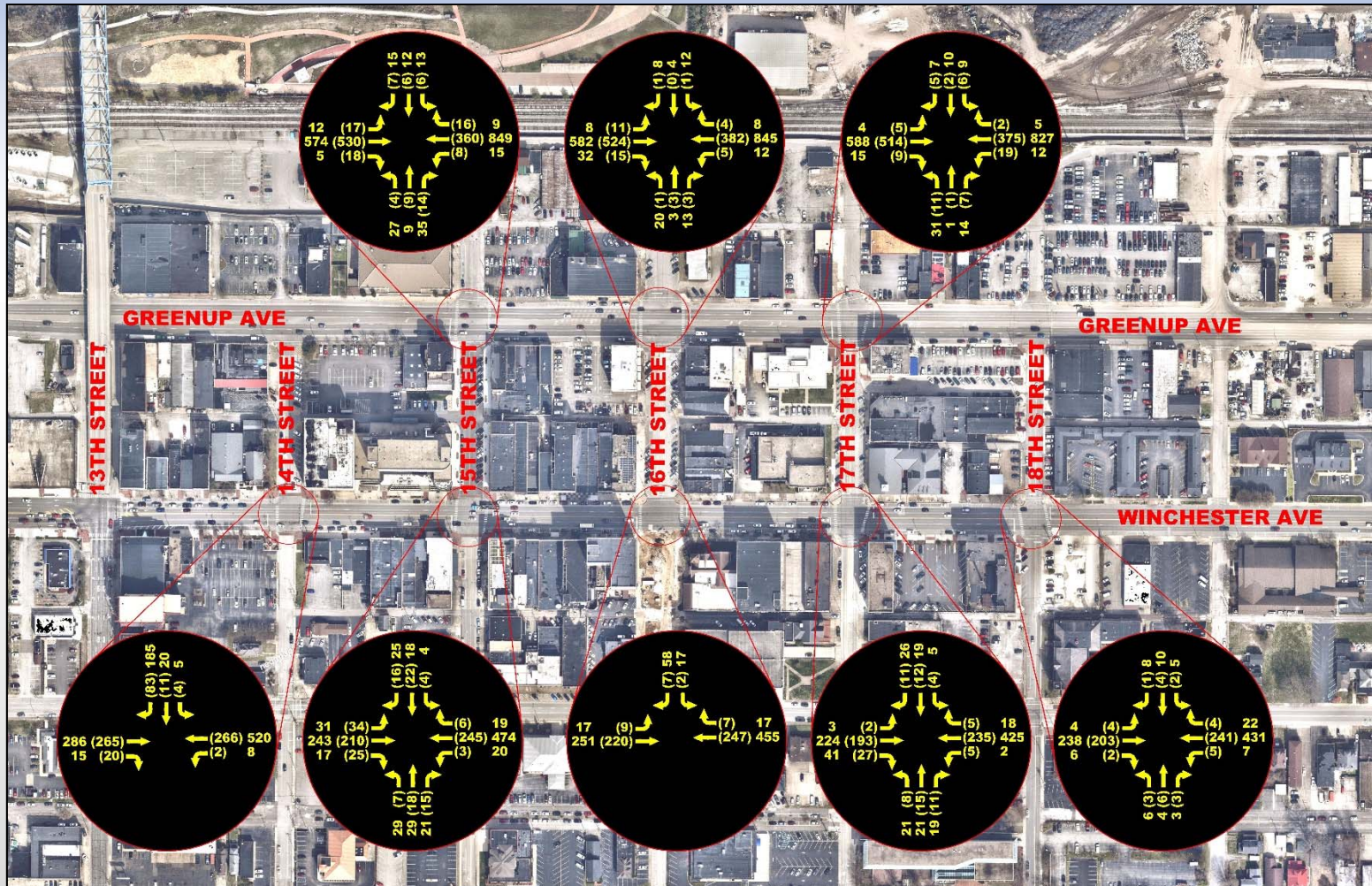


# Traffic Volumes



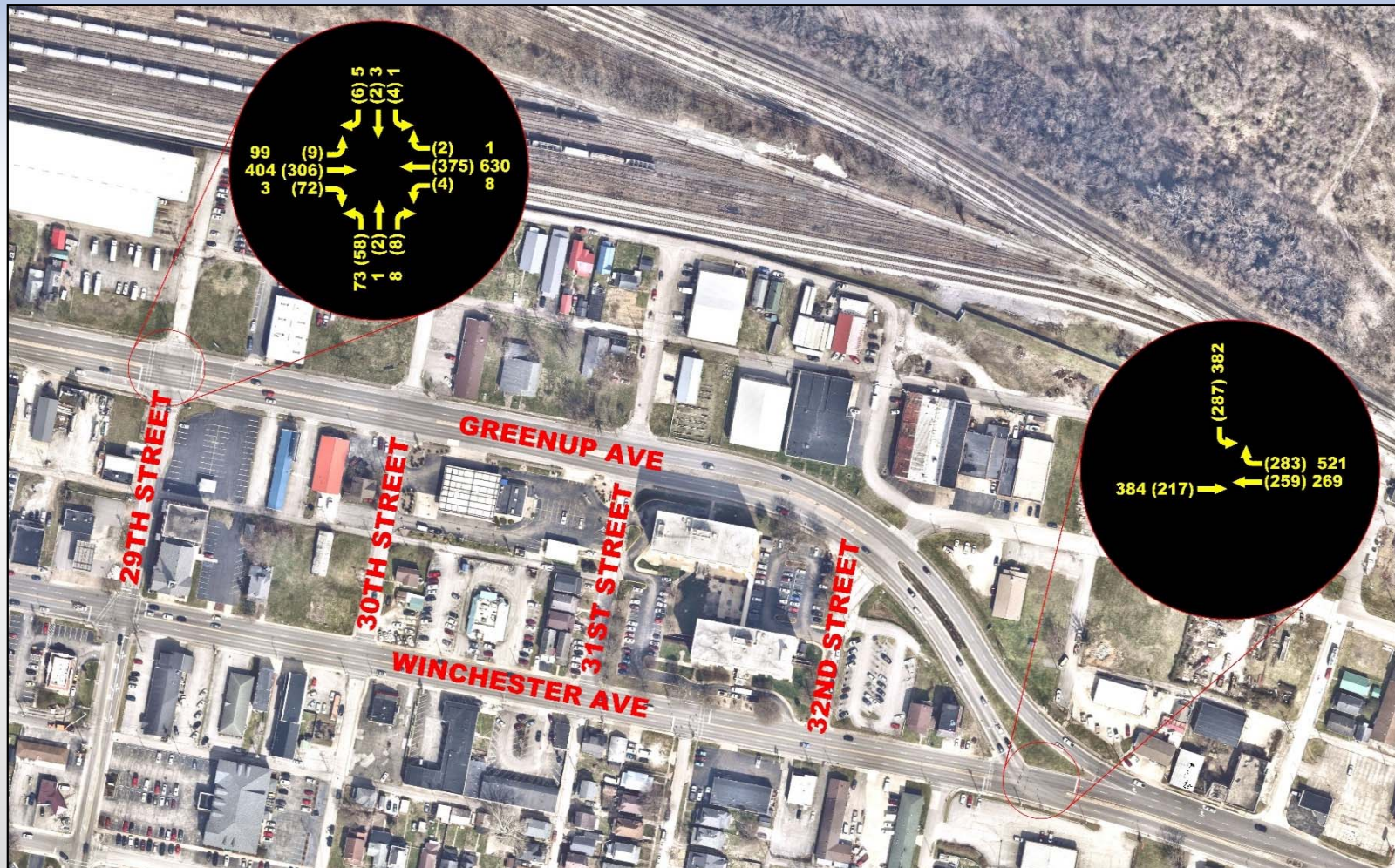


# Traffic Volumes





# Traffic Volumes



# Crash Analysis

January 2015 – December 2019

- 647 Total Crashes
- 76 Injury Crashes
- 1 Fatality Crash
- 8 Pedestrian Crashes
- 1 Bicycle Crash



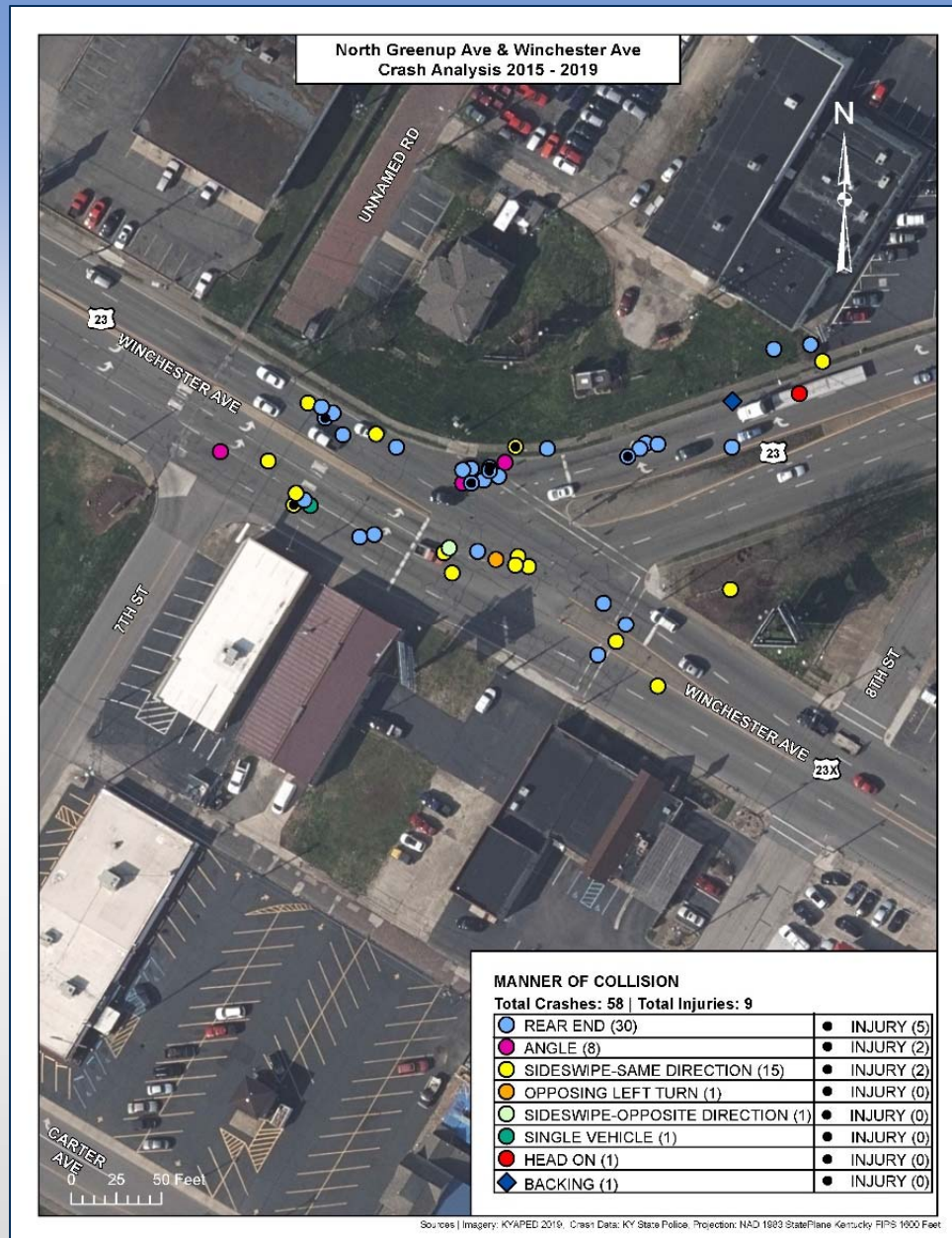
Winchester Ave (18 <sup>th</sup> to 13 <sup>th</sup> St.)	CCRF – 1.67	CIRF – 1.39
Winchester Ave (13 <sup>th</sup> St. to US 23)	CCRF – 6.18	CIRF – 4.41
Greenup Ave (15 <sup>th</sup> St. to 17 <sup>th</sup> St.)	CCRF – 0.93	CIRF – 0.66



# Crash Analysis

## US 23 & US 23X North

- 58 Total Crashes
- 9 Injuries
- Rear Ends
- Sideswipes



# Crash Analysis

## US 23X & 8<sup>th</sup> Street

- 21 Total Crashes
- 2 Injuries
- Rear Ends
- EEC = \$468,929
- District 9 Rank – 32<sup>nd</sup>

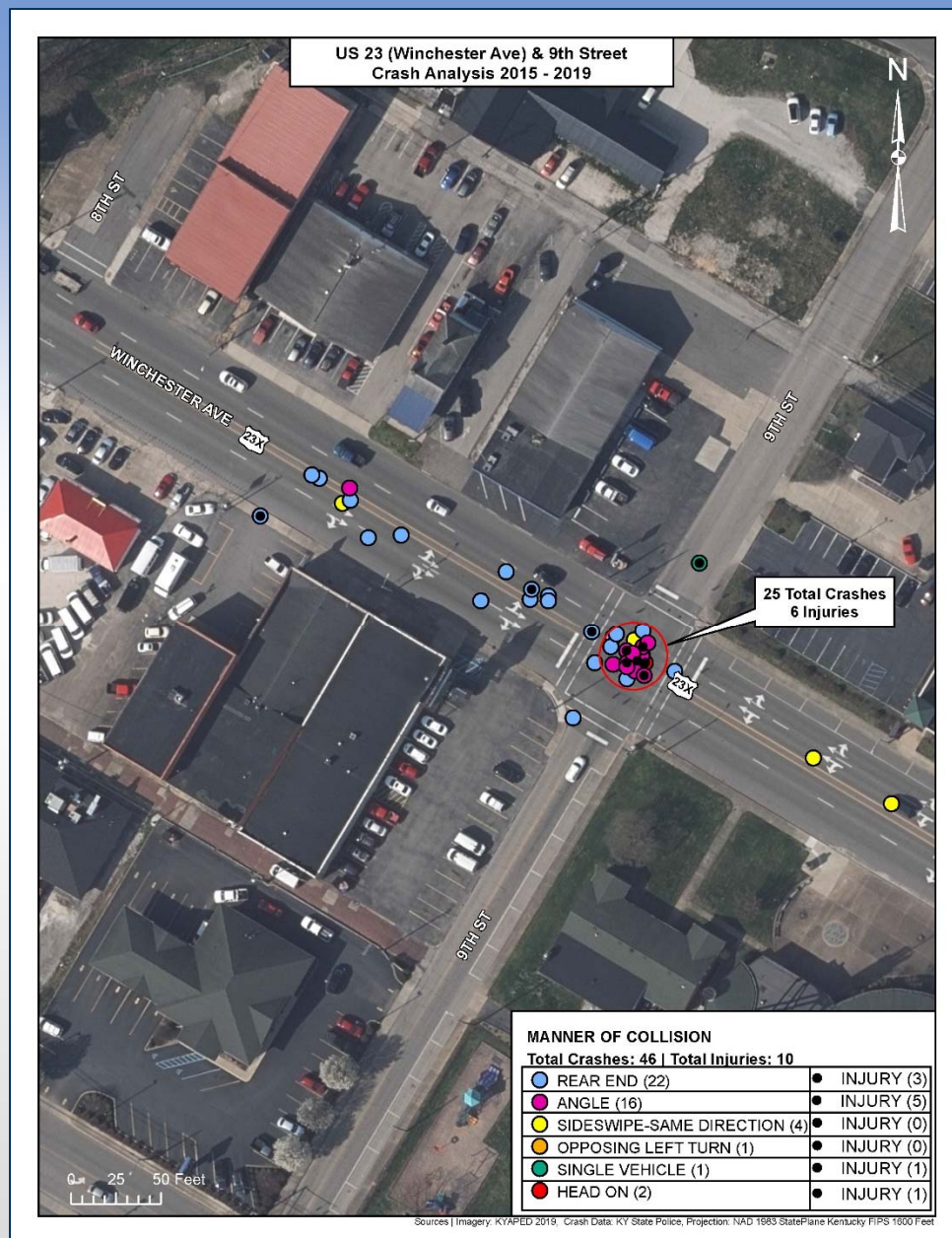




# Crash Analysis

## US 23X & 9<sup>th</sup> Street

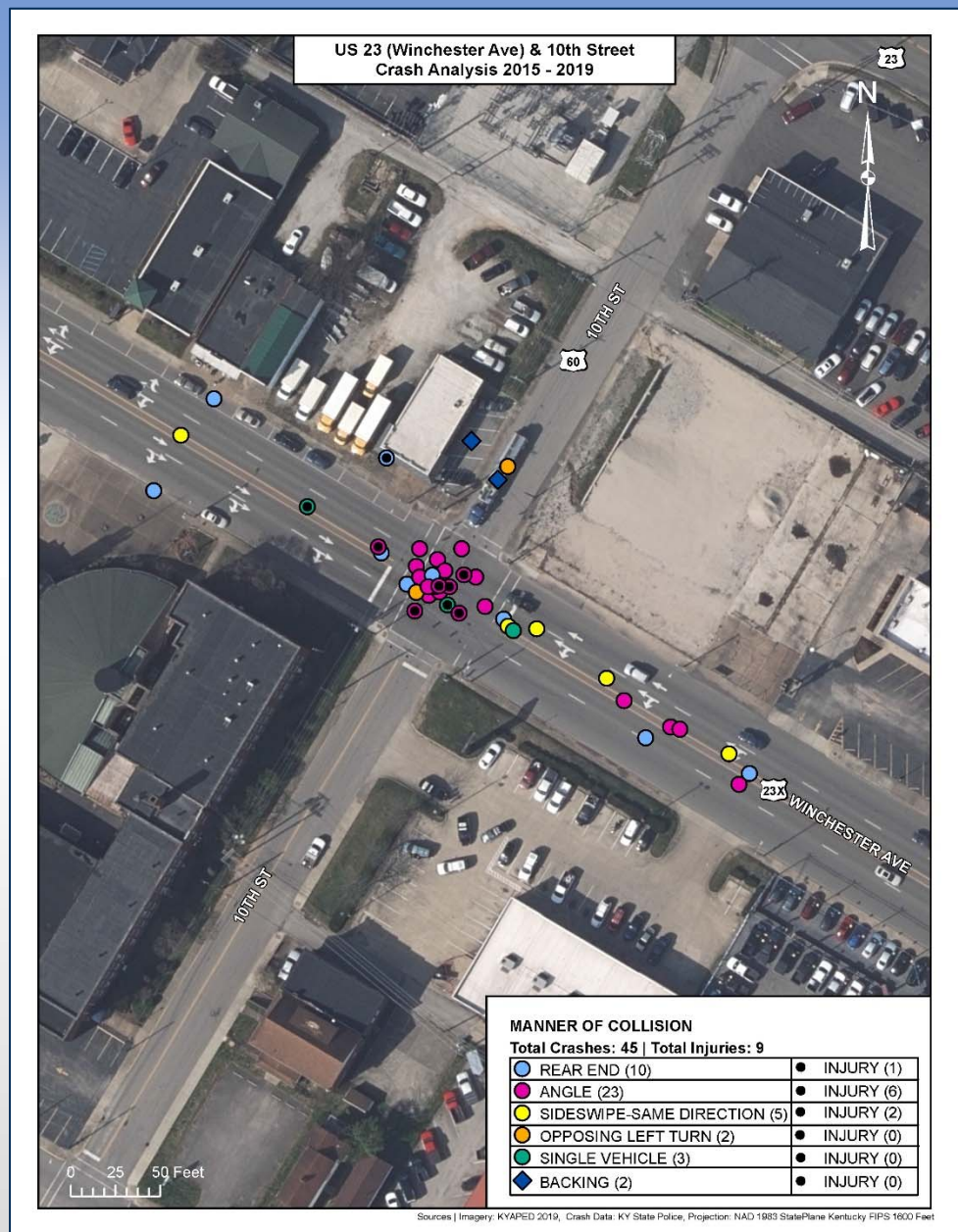
- 46 Total Crashes
- 10 Injuries
- 1 Pedestrian (injury)
- Rear Ends
- Angles
- EEC = \$263,323
- District 9 Rank – 93<sup>rd</sup>



# Crash Analysis

## US 23X & 10<sup>th</sup> Street

- 45 Total Crashes
- 9 Injuries
- 1 Pedestrian (injury)
- Angles
- Rear Ends
- EEC = \$439,860
- District 9 Rank – 44<sup>th</sup>

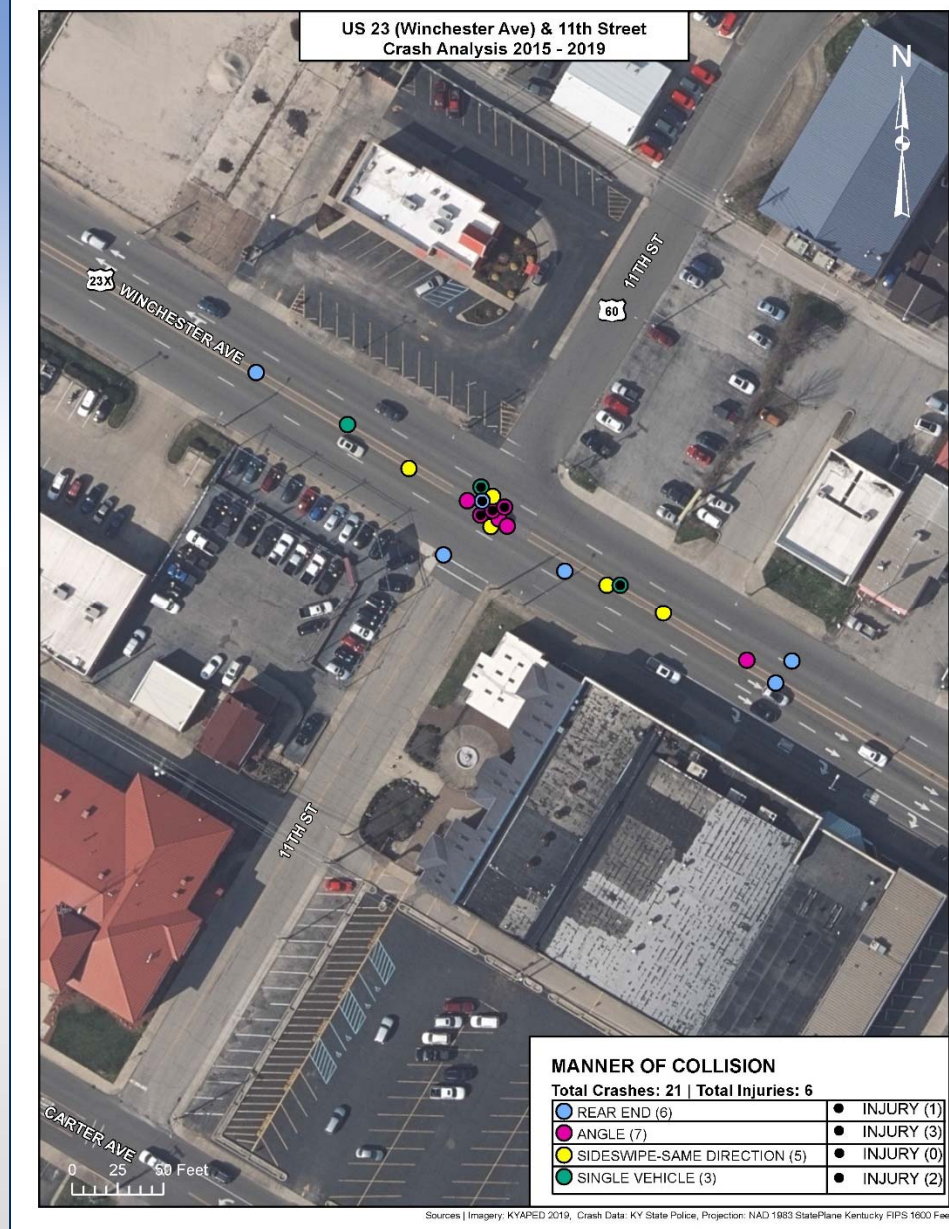




# Crash Analysis

## US 23X & 11<sup>th</sup> Street

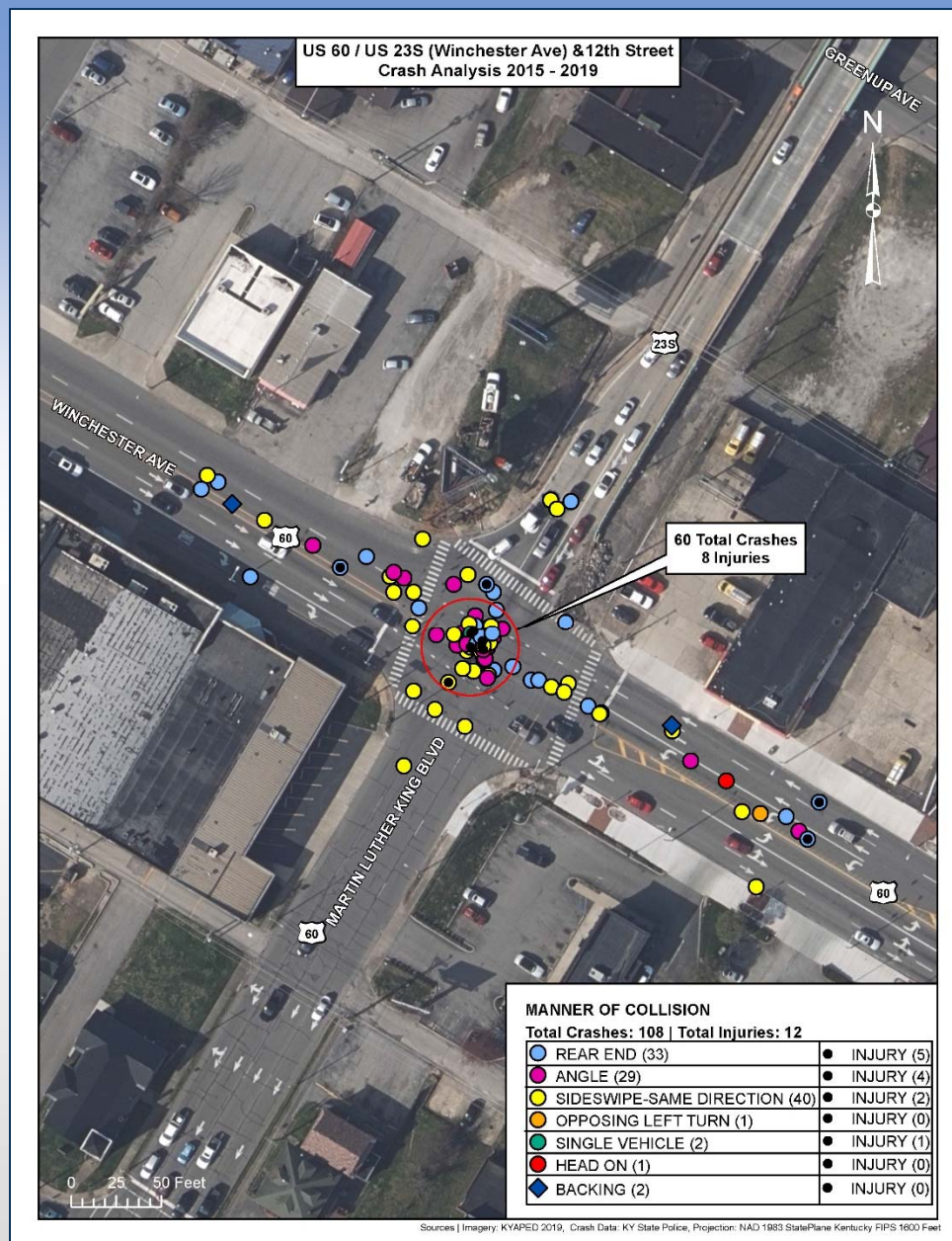
- 21 Total Crashes
- 6 Injuries
- 1 Pedestrian
- Rear Ends
- Angles
- Sideswipes



# Crash Analysis

## US 23X & 12<sup>th</sup> Street

- 108 Total Crashes
- 12 Injuries
- Rear Ends
- Angles
- Sideswipes

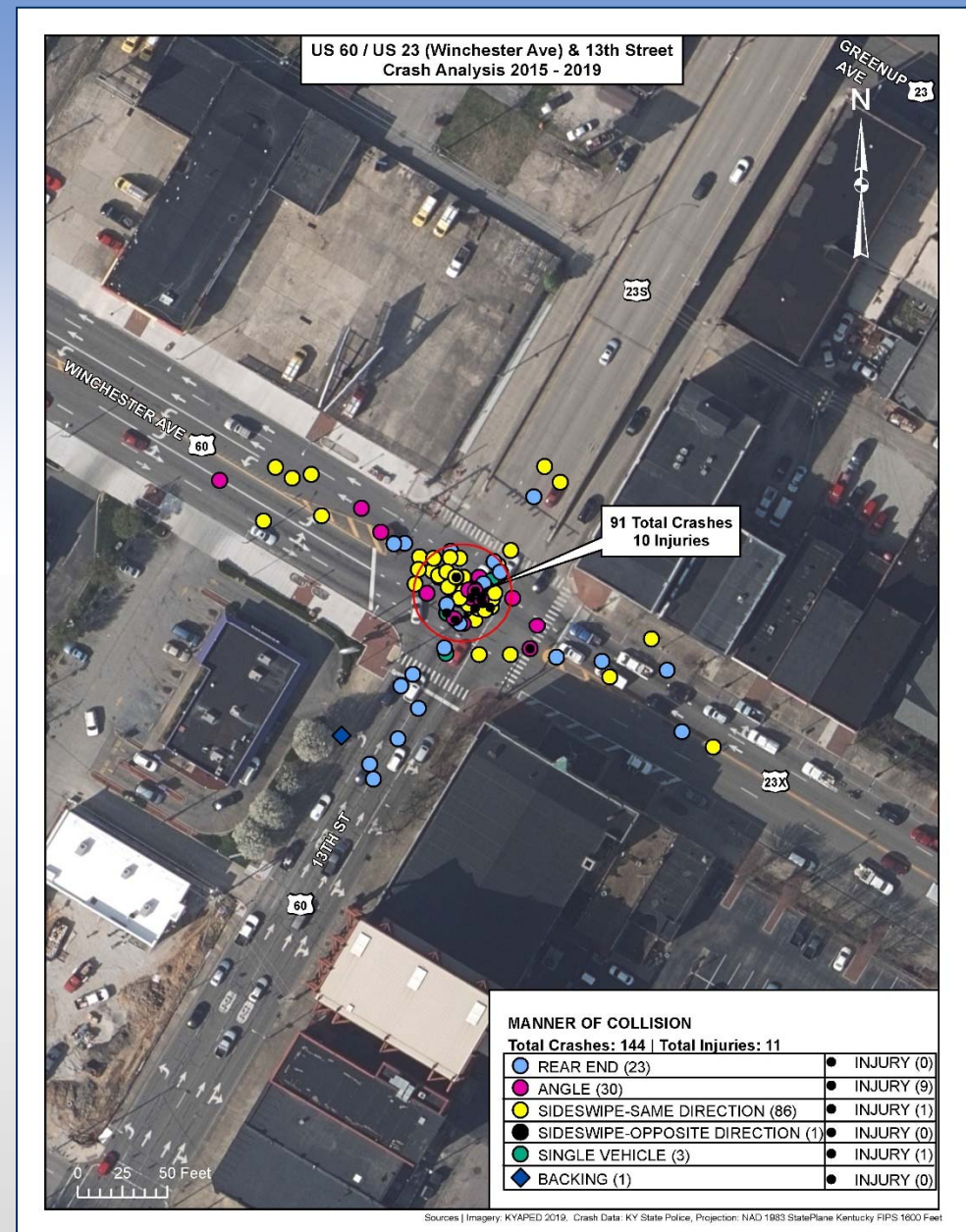




# Crash Analysis

## US 23X & 13<sup>th</sup> Street

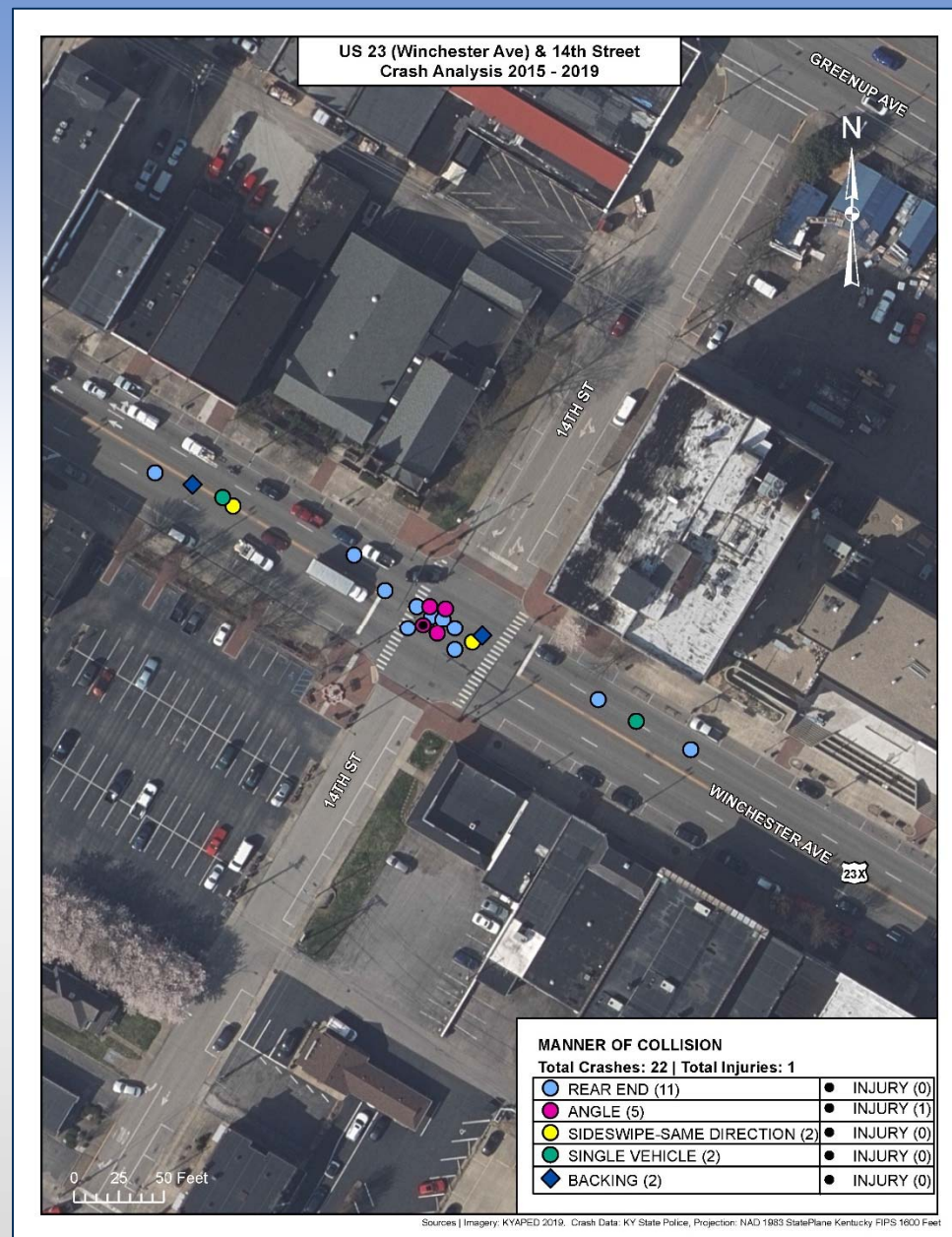
- 144 Total Crashes
- 11 Injuries
- Sideswipes
- Rear Ends
- Angles
- EEC = \$692,365
- District 9 Rank – 38<sup>th</sup> & 99<sup>th</sup>



# Crash Analysis

## US 23X & 14<sup>th</sup> Street

- 22 Total Crashes
- 1 Injuries
- Rear Ends
- Angles

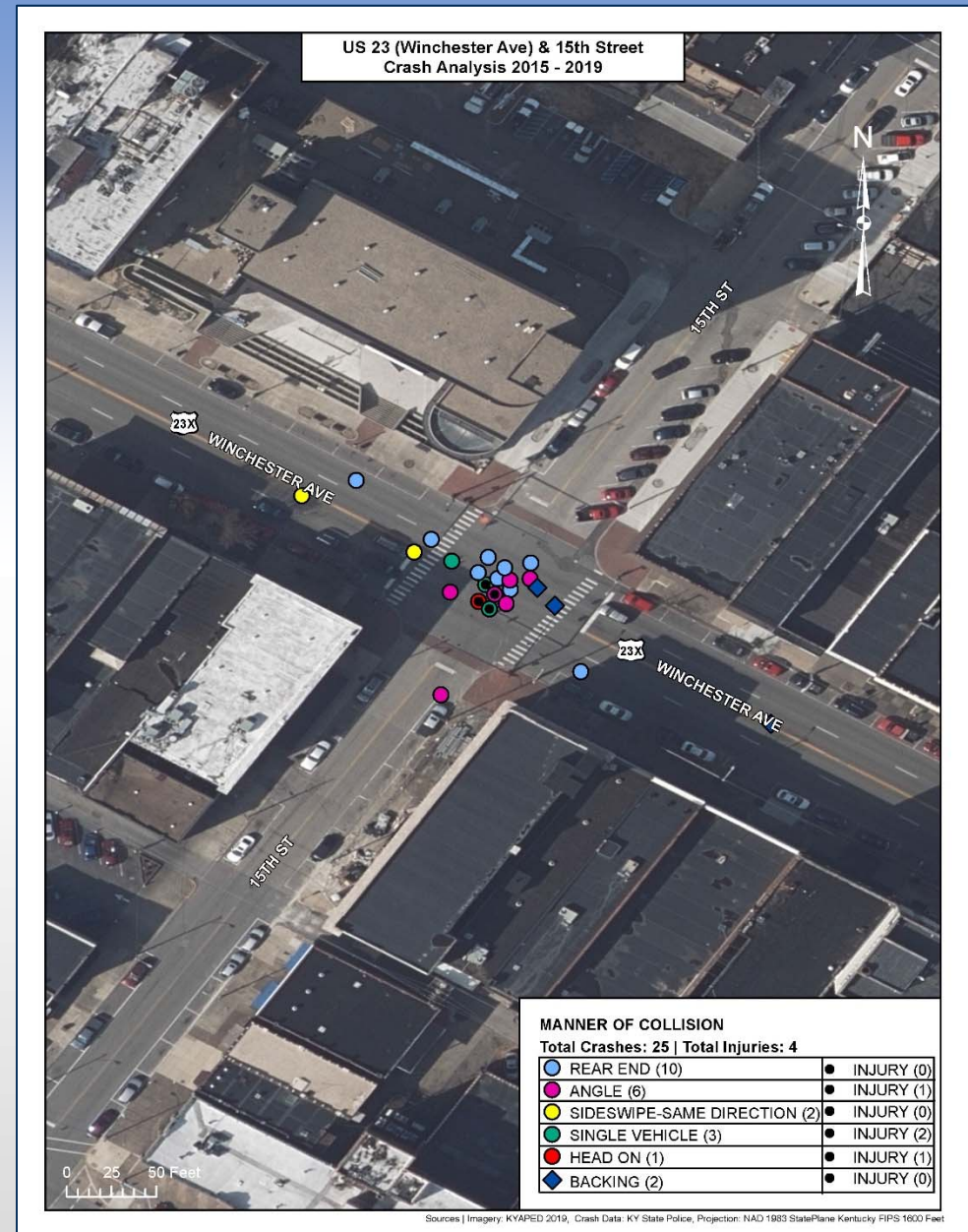




# Crash Analysis

## US 23X & 15<sup>th</sup> Street

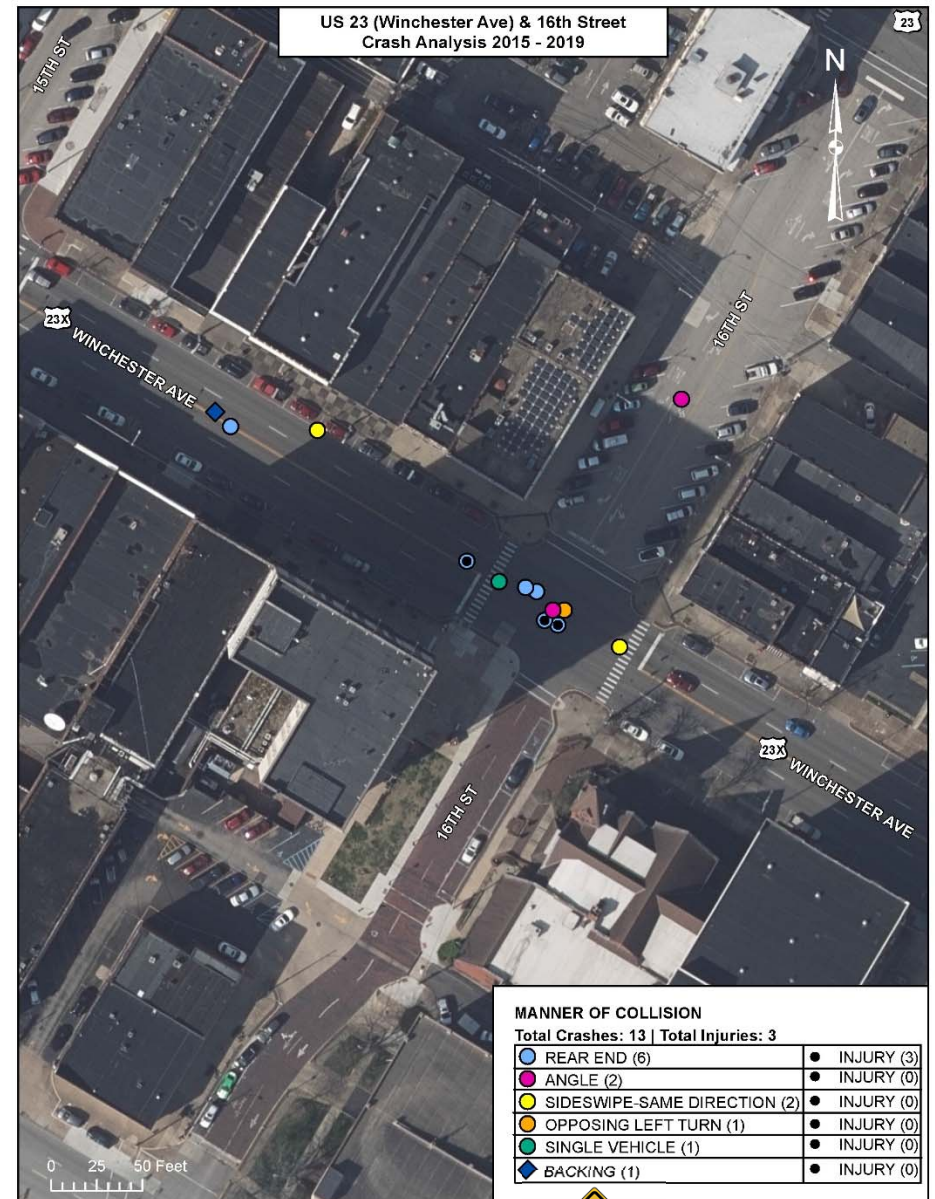
- 25 Total Crashes
- 4 Injuries
- 3 Pedestrians (3 injuries + 1 fatality)
- Rear Ends
- Angles
- EEC = \$734,340
- District 9 Rank – 22<sup>nd</sup>



# Crash Analysis

## US 23X & 16<sup>th</sup> Street

- 13 Total Crashes
- 3 Injuries
- Rear Ends
- Angles
- Sideswipes
- EEC = \$33,269
- District 9 Rank – 366<sup>th</sup>

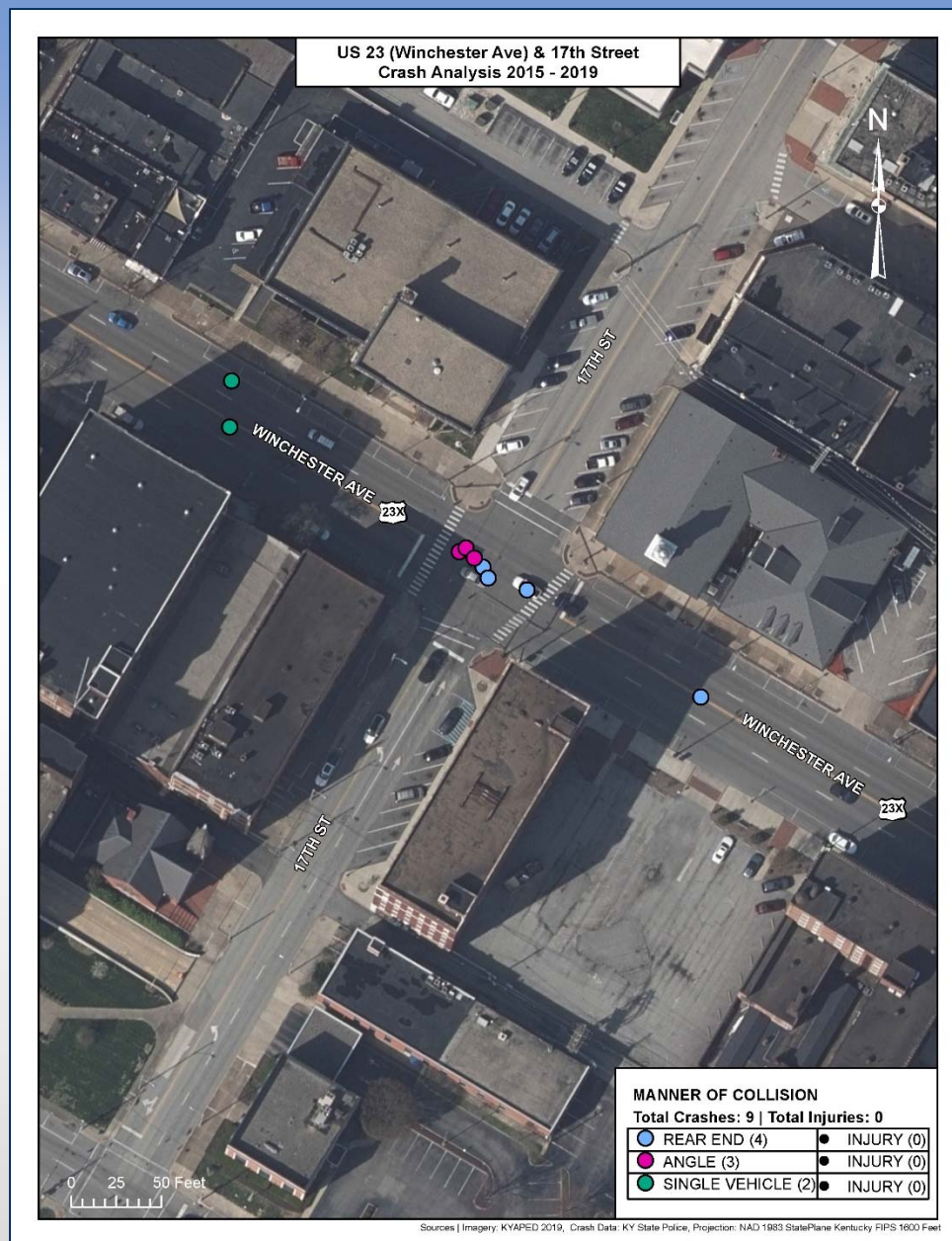




# Crash Analysis

## US 23X & 17<sup>th</sup> Street

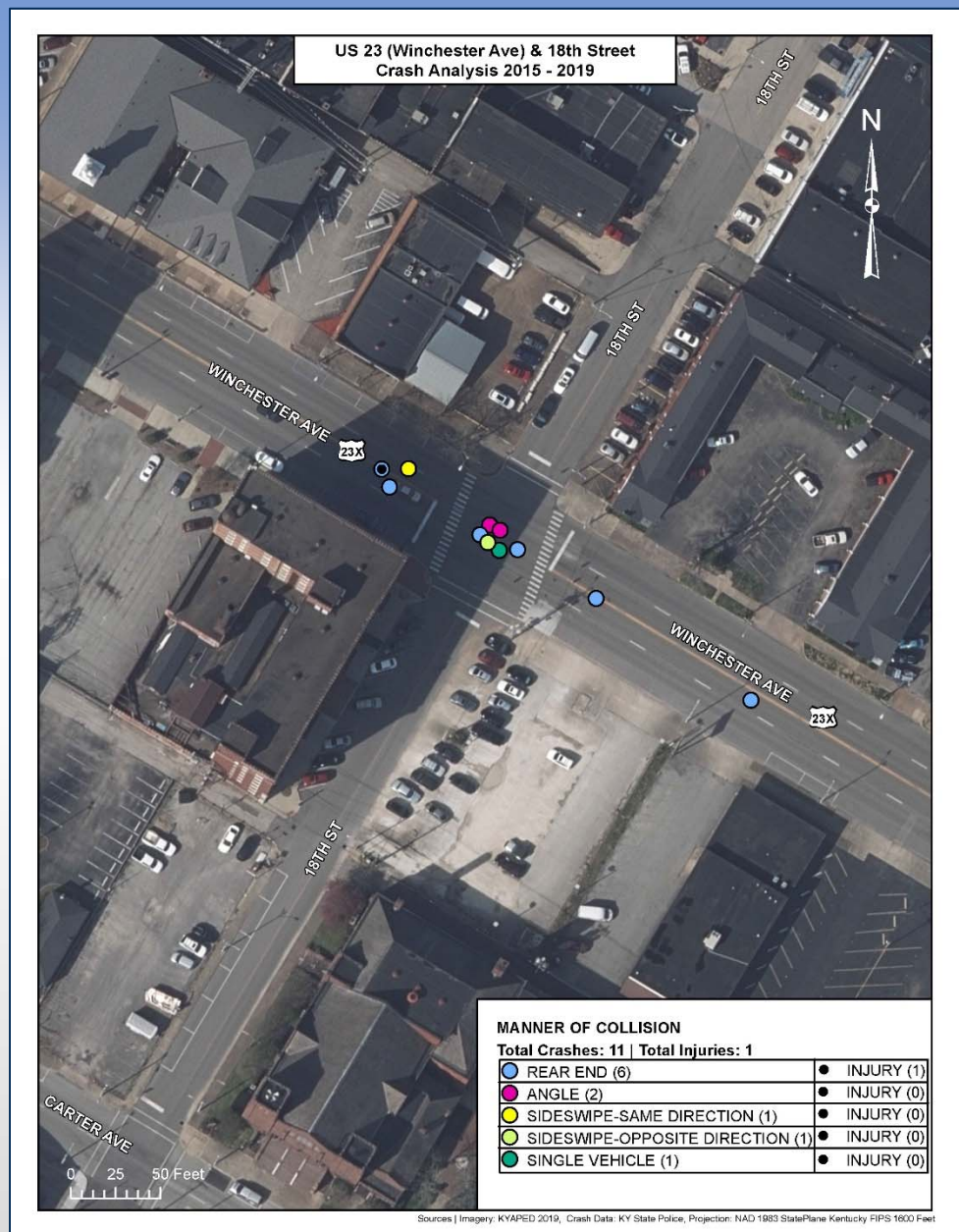
- 9 Total Crashes
- 0 Injuries
- Rear Ends
- Angles



# Crash Analysis

## US 23X & 18<sup>th</sup> Street

- 11 Total Crashes
- 1 Injuries
- Rear Ends
- Angles
- EEC = \$6,523
- District 9 Rank – 964<sup>th</sup>





# Crash Analysis

## US 23X & US 23 South

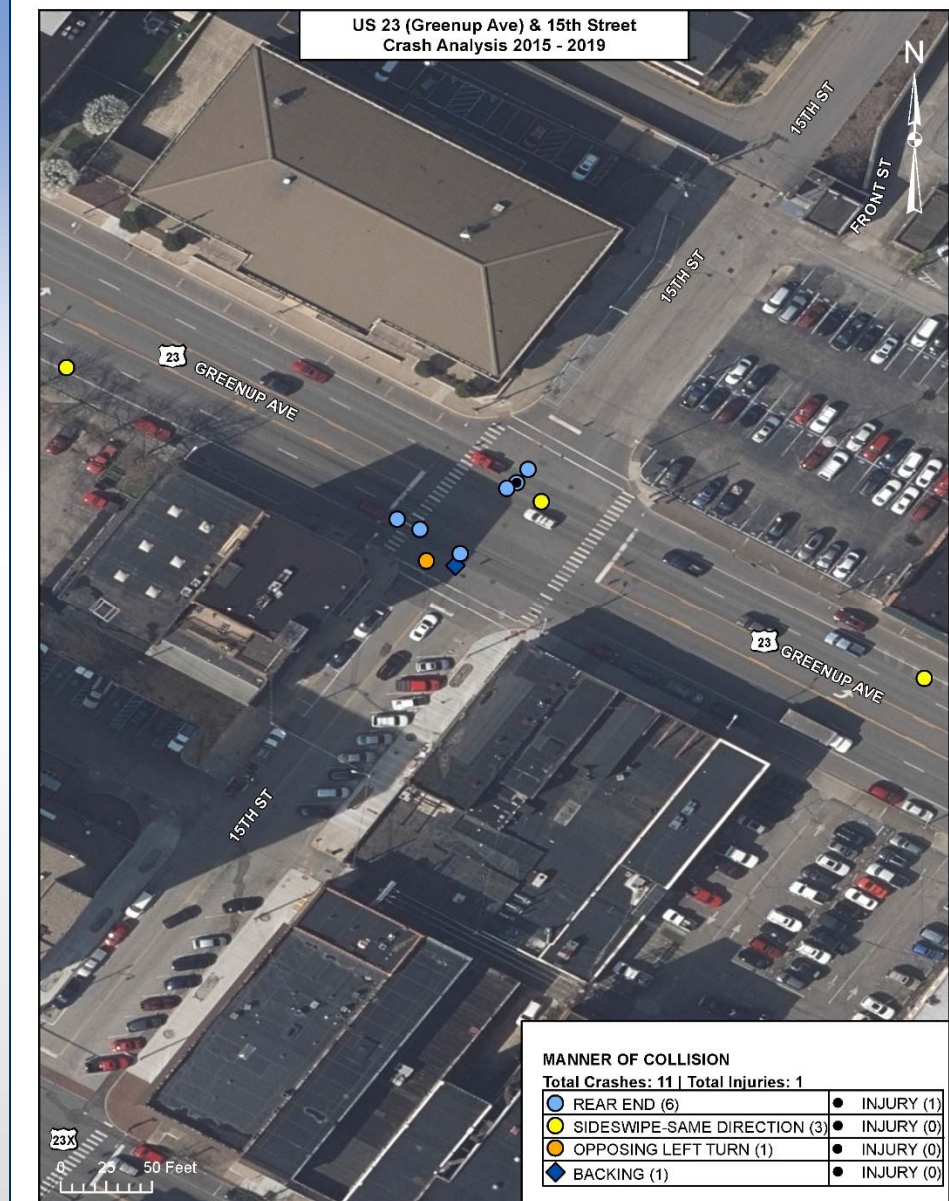
- 12 Total Crashes
- 2 Injuries
- 1 Bicyclist (Injury)
- Rear Ends
- Angles
- Sideswipes



# Crash Analysis

## US 23 & 15<sup>th</sup> Street

- 11 Total Crashes
- 1 Injuries
- Rear Ends
- Sideswipes





# Crash Analysis

## US 23 & 16<sup>th</sup> Street

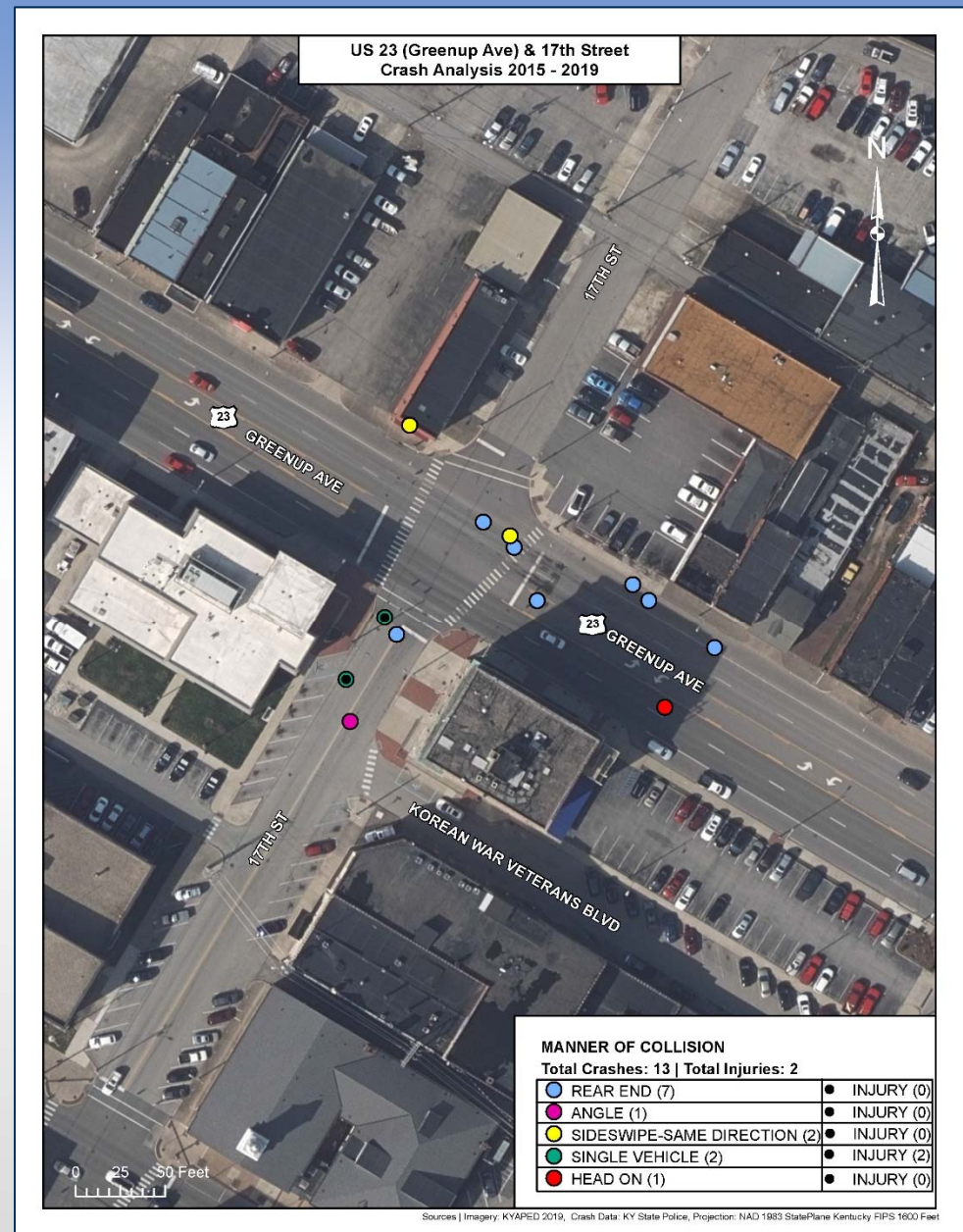
- 10 Total Crashes
- 0 Injuries
- Rear Ends



# Crash Analysis

## US 23 & 17<sup>th</sup> Street

- 13 Total Crashes
- 2 Injuries
- 2 Pedestrians (2 Injuries)
- Rear Ends

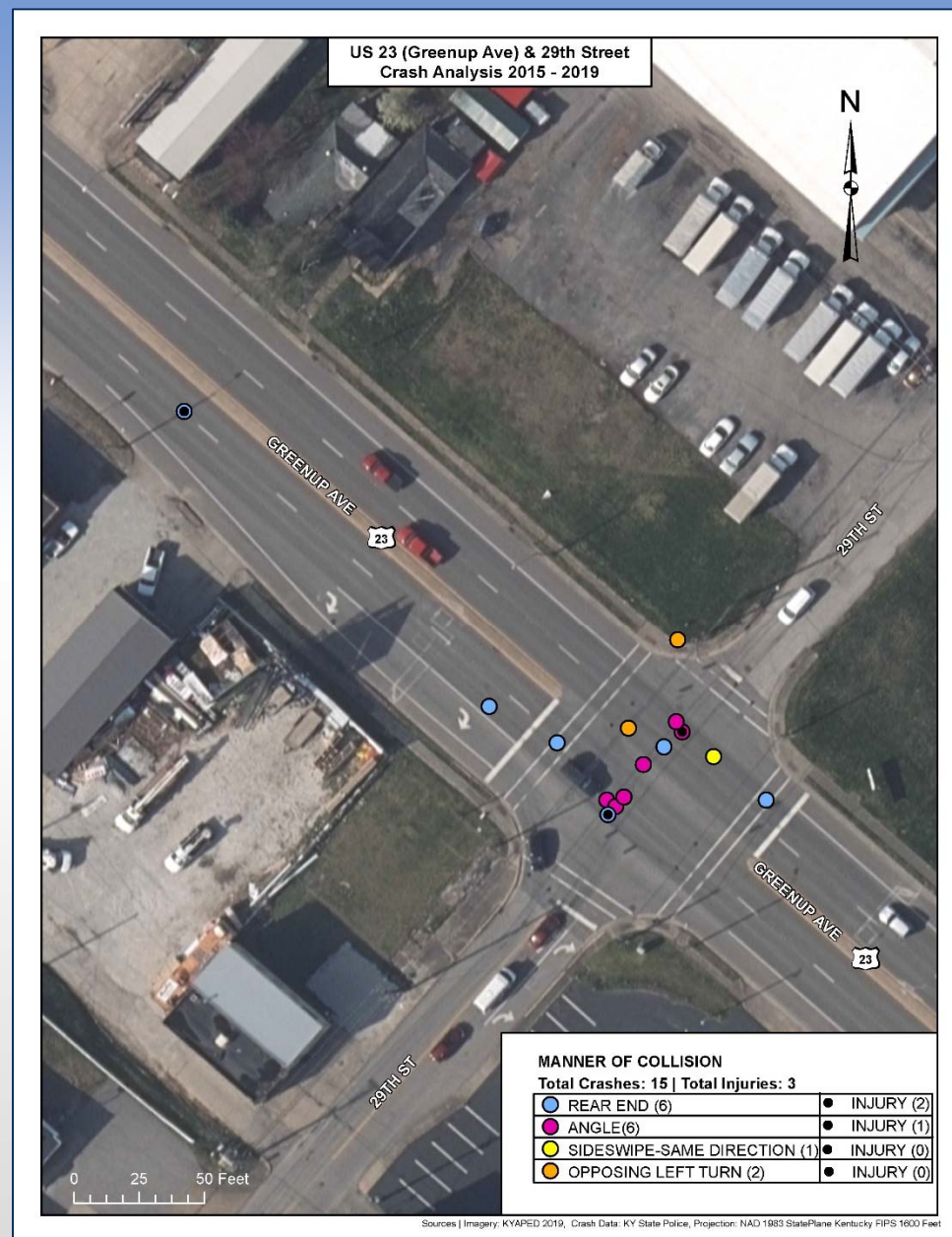




# Crash Analysis

## US 23 & 29<sup>th</sup> Street

- 15 Total Crashes
- 3 Injuries
- Rear Ends
- Angles

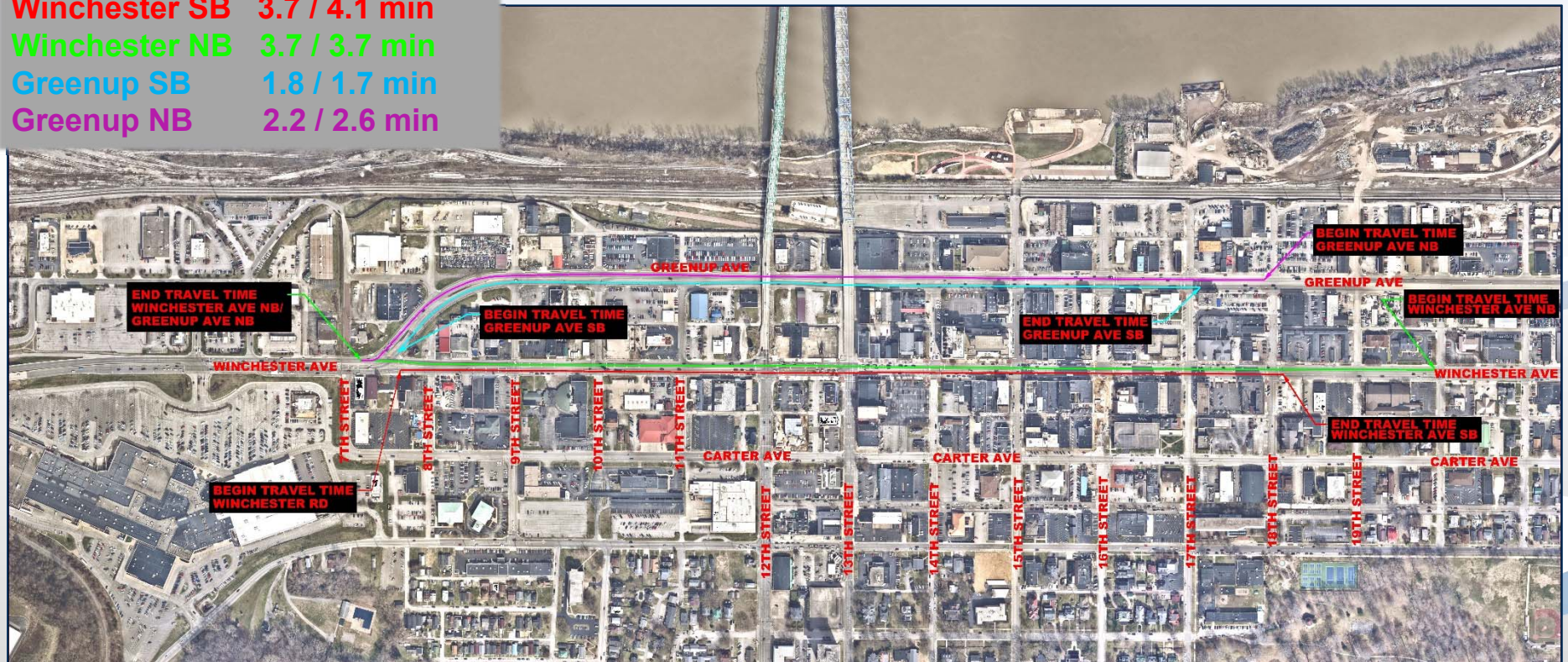




# Traffic Analysis

## Travel Time Runs

**Winchester SB** 3.7 / 4.1 min  
**Winchester NB** 3.7 / 3.7 min  
**Greenup SB** 1.8 / 1.7 min  
**Greenup NB** 2.2 / 2.6 min











# Traffic Analysis

## Level of Service Classes



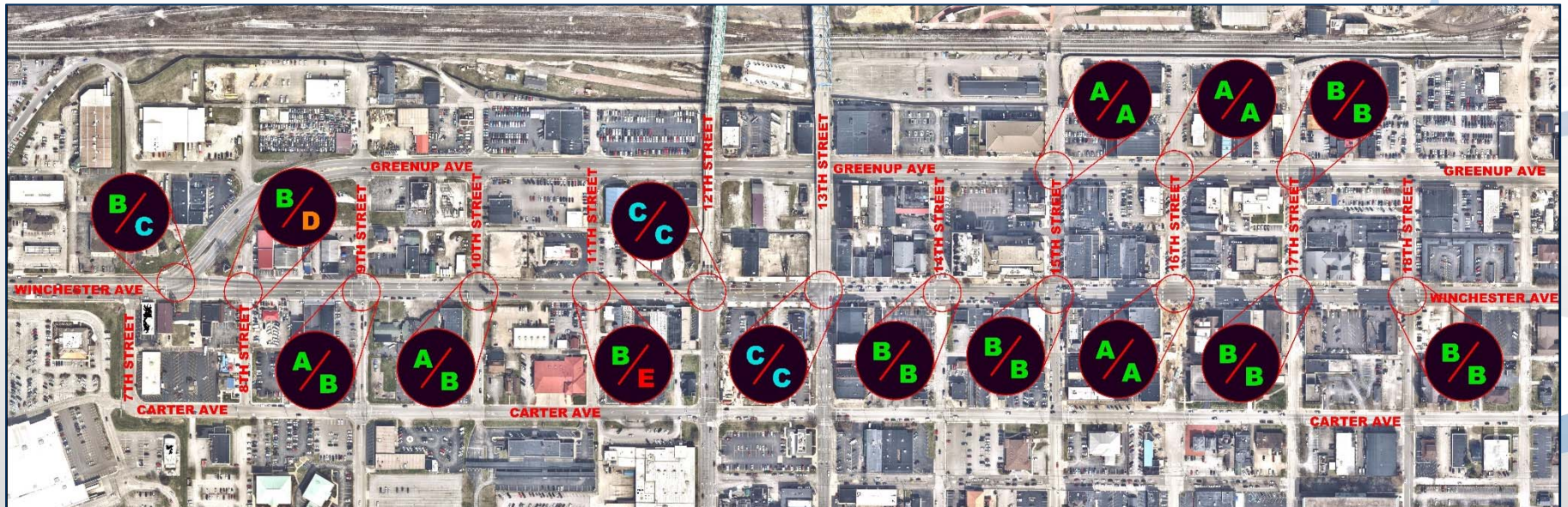
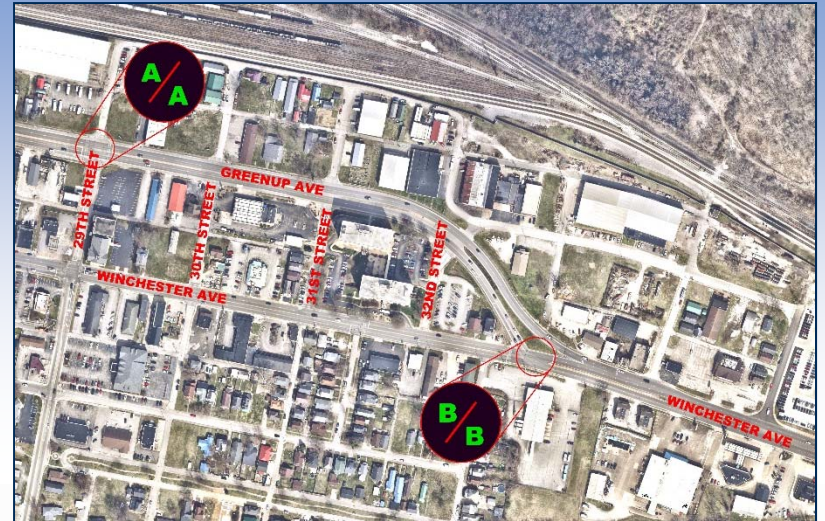
A		Free-Flowing
B		Uncongested
C		Acceptable
D		Moderately Congested
E		Congested
F		Severely Congested



# Traffic Analysis

## Level of Service Analysis

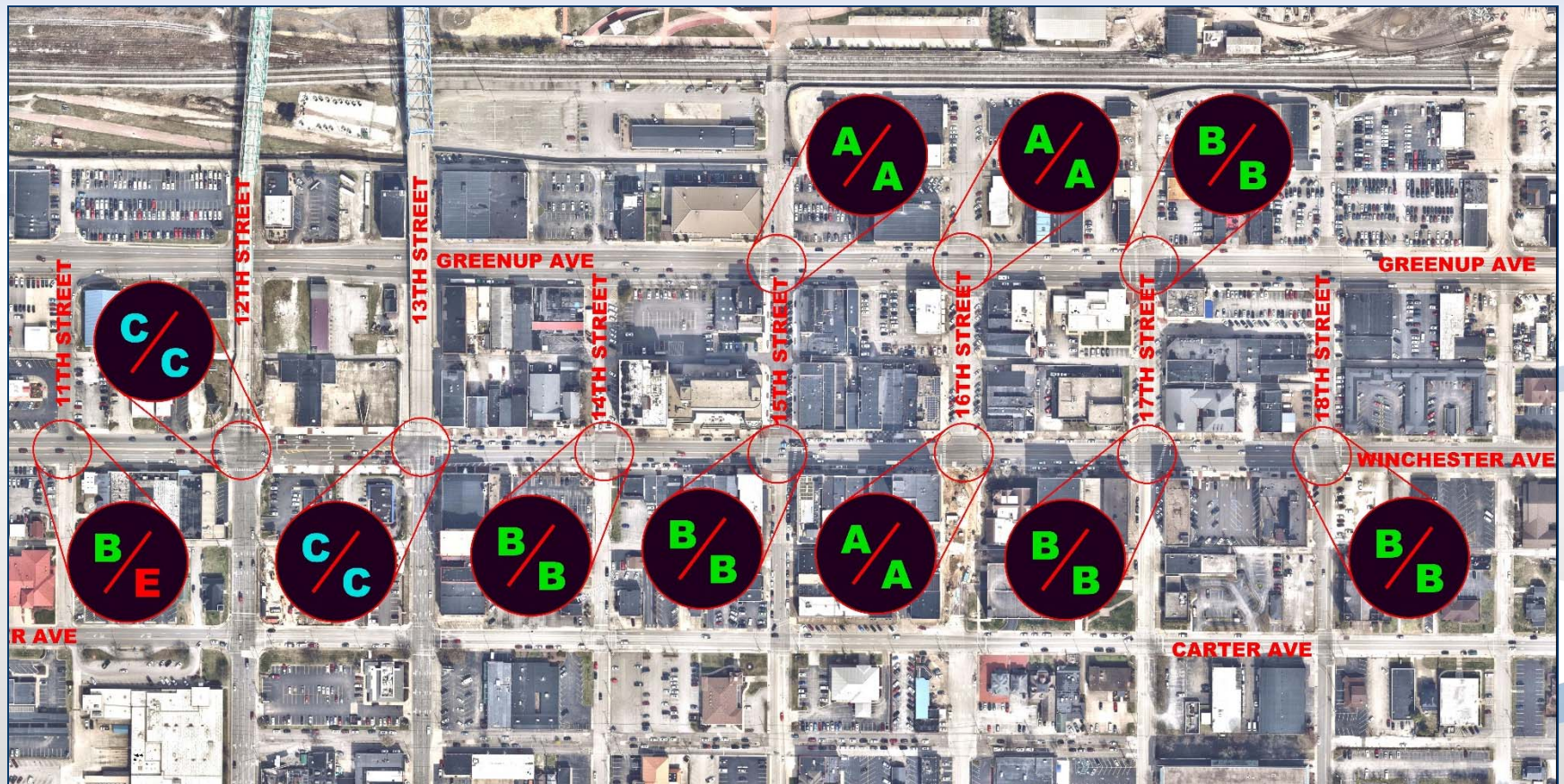
- AM/PM (2020)





# Traffic Analysis

## Project Study Area Level of Service Analysis





# Traffic Analysis

2020 AM Peak





# Traffic Analysis

2020 PM Peak



# Existing Parking

September 23, 2020

10:00 AM to 12:00PM

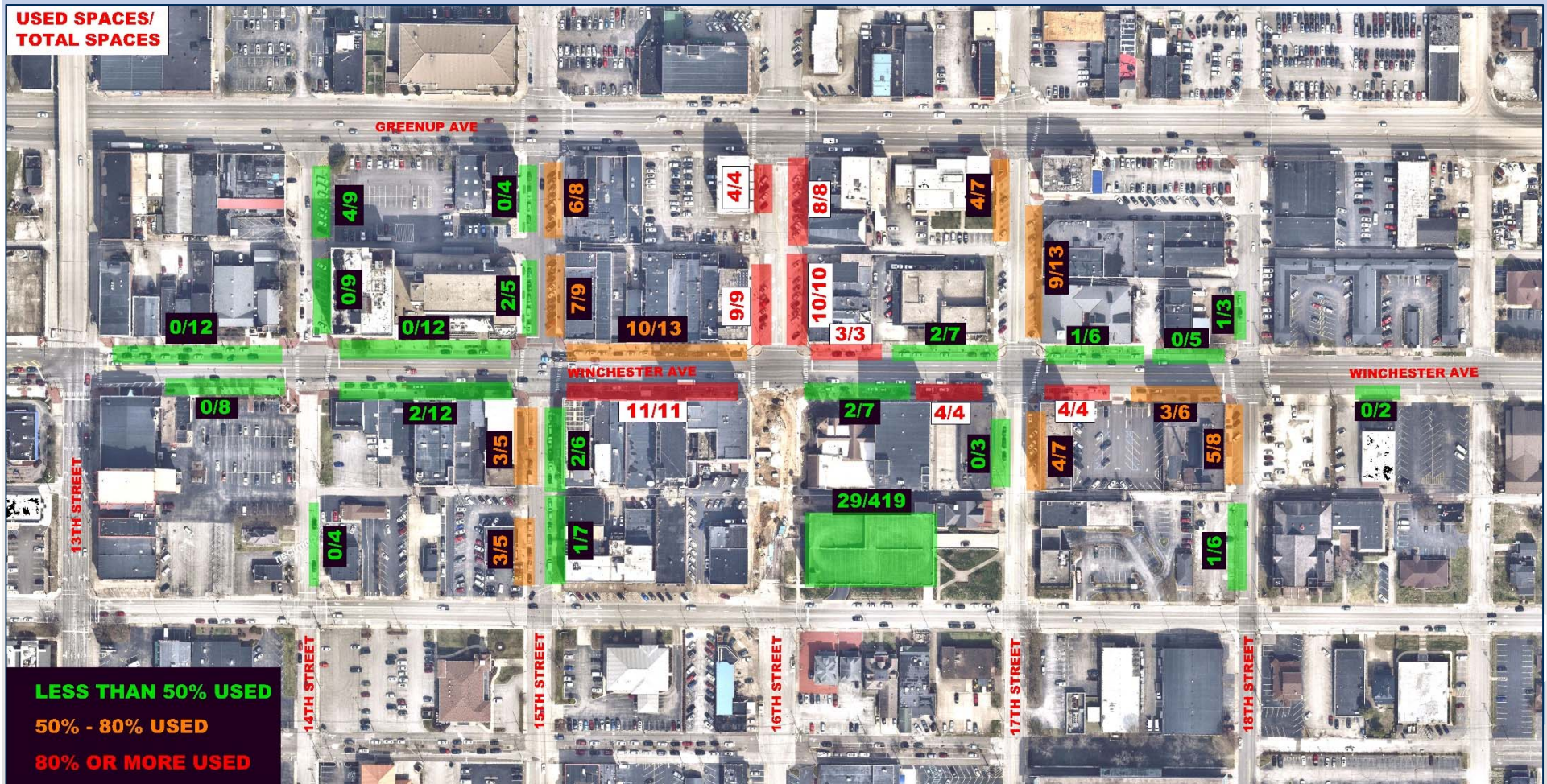
680 Total Spaces

154 Spaces Utilized





# Existing Parking





# Study Objectives

The objective of the Downtown Ashland Transportation Study is to determine the feasibility of reducing Winchester Ave (US23X) from 4 lanes to 2 lanes between 13<sup>th</sup> and 18<sup>th</sup> Streets and provide angled parking. This includes studying impacts to the transportation network in downtown Ashland, particularly traffic flow on Greenup Ave.

## Project Goals????





# Potential Solution Discussion

- Angled Parking
- 2 Lane Roadway along Winchester Ave
- Signalized / Non-signalized Intersections
- Left Turn Lanes
- Intersection Improvements
- Bicycle Facilities
- Mid Block Pedestrian Crossings



# Next Steps

- Alternative Development
- Traffic Simulations / Analysis
- Planning Study Draft Report
- Streetscape Enhancements
- Post COVID-19 Traffic Count
- Schedule

2<sup>nd</sup> Stakeholder Mtg – Dec 2020

Draft Report - January 2021





**Boyd County  
Ashland Downtown Transportation/ Feasibility Study  
Second Stakeholders Meeting  
Friday, December 18, 2020 1:30 PM EST**

A meeting was held December 18, 2020 at 1:30 pm using Zoom teleconferencing. Attendees at this meeting were:

Jay Balaji	KYTC Central Office	<a href="mailto:Jayalakshmi.Balaji@ky.gov">Jayalakshmi.Balaji@ky.gov</a>
Stephen De Witte	KYTC Central Office	<a href="mailto:Stephen.DeWitte@ky.gov">Stephen.DeWitte@ky.gov</a>
Telma Lightfoot	KYTC Central Office	<a href="mailto:Telma.Lightfoot@ky.gov">Telma.Lightfoot@ky.gov</a>
Beth Niemann	KYTC Central Office	<a href="mailto:Elizabeth.niemann@ky.gov">Elizabeth.niemann@ky.gov</a>
Randy Turner	KYTC Central Office	<a href="mailto:randy.turner@ky.gov">randy.turner@ky.gov</a>
Daniel Walker	KYTC Central Office	<a href="mailto:daniels.walker@ky.gov">daniels.walker@ky.gov</a>
Allen Blair	KYTC District 9	<a href="mailto:Allen.Blair@ky.gov">Allen.Blair@ky.gov</a>
Joe Callahan	KYTC District 9	<a href="mailto:joe.callahan@ky.gov">joe.callahan@ky.gov</a>
Jason Dean	KYTC District 9	<a href="mailto:jason.dean@ky.gov">jason.dean@ky.gov</a>
Darrin Eldridge	KYTC District 9	<a href="mailto:Darrin.eldridge@ky.gov">Darrin.eldridge@ky.gov</a>
Steve Gunnell	KYTC District 9	<a href="mailto:steve.gunnell@ky.gov">steve.gunnell@ky.gov</a>
Vickie Griggs	KYTC District 9	<a href="mailto:Vickie.griggs@ky.gov">Vickie.griggs@ky.gov</a>
Blake Jones	KYTC District 9	<a href="mailto:blake.jones@ky.gov">blake.jones@ky.gov</a>
Karen Mynhier	KYTC District 9	<a href="mailto:karen.mynhier@ky.gov">karen.mynhier@ky.gov</a>
Michael Read	KYTC District 9	<a href="mailto:michael.read@ky.gov">michael.read@ky.gov</a>
Steve Cole	City of Ashland	<a href="mailto:scole@ashlandky.gov">scole@ashlandky.gov</a>
Michael Grease	City of Ashland	<a href="mailto:mgraese@ashlandky.gov">mgraese@ashlandky.gov</a>
Michelle Grubb	City of Ashland	<a href="mailto:mgrubb@ashlandky.gov">mgrubb@ashlandky.gov</a>
Jack Hunter	City of Ashland	<a href="mailto:jhunter@ashlandky.gov">jhunter@ashlandky.gov</a>
Todd Kelley	City of Ashland	<a href="mailto:toddkelley@ashlandky.gov">toddkelley@ashlandky.gov</a>
Greg Ray	City of Ashland	<a href="mailto:gray@ashlandky.gov">gray@ashlandky.gov</a>
Katherine Utsinger	City of Ashland	<a href="mailto:kutsinger@ashlandky.gov">kutsinger@ashlandky.gov</a>
Terri Sicking	KYOVA	<a href="mailto:tsicking@kyovaipc.org">tsicking@kyovaipc.org</a>
Josh Coburn	Palmer Engineering	<a href="mailto:jcoburn@palmernet.com">jcoburn@palmernet.com</a>
David Lindeman	Palmer Engineering	<a href="mailto:dlindeman@palmernet.com">dlindeman@palmernet.com</a>
Stephen Sewell	Palmer Engineering	<a href="mailto:ssewell@palmernet.com">ssewell@palmernet.com</a>

Attachments:

- Stakeholders Meeting\_12-18-2020.ppt

Stephen Sewell opened the meeting with general introductions and recap of the first stakeholders meeting and items that Palmer Engineering had agreed to follow up on after the first meeting. These items were discussed in more detail throughout the presentation and meeting. Afterwards Palmer Engineering began discussing the individual talking points in more detail.

**Parking Update:**

Palmer Engineering updated the parking display to include the parking lot located between 13<sup>th</sup> Street and 14<sup>th</sup> Street that provides parking for the public behind the theatre. This parking lot added an additional 70 parking spots to the study, 7 of which were being used when the spots were counted. With this addition the total number of available parking spaces in the study becomes 754 spots, 419 of which are located in the parking garage on Carter Ave.

## **Study Objectives:**

Palmer Engineering began a discussion on the study objectives discussed at the previous stakeholders meeting. These objectives include, in no particular order:

- Traffic Calming
- Improve Safety
- Increase Walkability
- Downtown Revitalization
- Increase Tourism
- Make Winchester Ave a two lane road with angled parking between 13<sup>th</sup> St and 18<sup>th</sup> St.
- Determine if the increase in Greenup Ave traffic will cause a substantial negative impact on the corridor.

## **Alternative 1 (Signalized):**

Palmer Engineering began discussing the alternatives that had been developed based on prior discussions in meeting and the project objectives. Alternative 1 was described as having:

- Two 14 foot lanes, lanes would be sharrow (bikes utilize driving lanes like a car)
- Angled pull-in parking spots (9 feet wide spots)
- Traffic signals at 14<sup>th</sup> St, 15<sup>th</sup> St, 16<sup>th</sup> St, 17<sup>th</sup> St, and 18<sup>th</sup> St.
- A westbound right turn lane at 13<sup>th</sup> St
- Bulb outs for pedestrian crossings to decrease crossing distance
- Bus unloading area in front of the theatre
- Mid-block crossing between 15<sup>th</sup> St and 16<sup>th</sup> St

Discussions regarding Alternative 1 included:

- Alternative 1 increased the number of parking spots by approximately 25 spaces along Winchester Ave. This could be slightly different after final design based on survey and other aspects not included at this phase of the project.
- Aspects of Alternative 1 and Alternative 2 are interchangeable, such as the direction of parking spots. A third alternative can be formed based on mixing preferences of the current alternatives.

## **Alternative 2 (Mini-Roundabouts):**

Palmer Engineering began discussing the second alternative that had been developed. Alternative 2 was described as having:

- Two 11.5 foot lanes; the lanes would be sharrow lanes.
- A raised median, approximately 6 foot wide
- Angled back-in parking
- Mini-roundabout intersections at 14<sup>th</sup> St, 15<sup>th</sup> St, 17<sup>th</sup> St, and 18<sup>th</sup> St.
- The min-roundabouts would provide:



- 50 ft diameter inner circle
  - 15 ft circulating lanes
  - Fully mountable inner island and splitter islands for buses, trucks, EMS, etc.
- A two-way stop controlled intersection at 16<sup>th</sup> St.
- A westbound right turn lane at 13<sup>th</sup> St
- Bulb outs for pedestrian crossings to decrease crossing distance
- Bus unloading area in front of the theatre
- Mid-block crossing between 15<sup>th</sup> St and 16<sup>th</sup> St

Discussions regarding Alternative 2 included:

- Alternative 2 does not generate any additional parking spots along Winchester Ave. However, the parking study shows that existing parking is greatly underutilized.
- Could a mini-roundabout be constructed at 16<sup>th</sup> St if the intersection was shifted north towards Greenup Ave.? There was concern that in doing this a substantial portion of the sidewalk on the northern side of the intersection would be lost and there could be possible impacts to the building.
- Back-in parking provides an additional safety benefit for bicyclists.
- The roundabouts provide a wider sidewalk in areas with splitter islands and pedestrian bulb-outs that businesses could use for outdoor seating, decorations, displays, etc.
- Aspects of Alternative 1 and Alternative 2 are interchangeable, such as the direction of parking spots. A third alternative can be formed based on mixing preferences of the current alternatives.
- Palmer Engineering recommended that if back-in parking is used that the raised island will be needed to prevent drivers from pulling across oncoming traffic to pull-in park on the other side and become trapped and needing to back across two lanes to exit.

## **Traffic Analysis:**

Palmer Engineering began discussions about the traffic analysis of the proposed alternatives by first reminding the participants of the existing analysis. The discussion of the proposed alternative traffic analysis included:

- Level of service (LOS) is defined by letter grades from “A” to “F”. LOS is a measure of the delay someone experiences at an intersection where “A” is nearly no delay and very little congestion and “F” is an extreme delay with a very large amount of congestion.
- Mini-roundabouts are often better measured by the volume to capacity ratio rather than LOS.
- When analyzing 16<sup>th</sup> St as a two way stop controlled intersection with a stop sign the intersection LOS cannot be determined, rather the LOS of individual movements are reported. In this study the movement with the worst LOS (southbound left turn) was shown while all other movements operated at a LOS “B” or better.
- Traffic analysis of existing conditions showed that during both AM and PM peak hours the intersections in this study operated as a level of service (LOS) “A” or “B”.

- Alternative 1 intersections continued to operate at acceptable LOS. The following intersection LOS were noted:
  - 14<sup>th</sup> St decreased to a LOS “C” during the PM peak
  - 15<sup>th</sup> St decreased to a LOS “D” during the PM peak. A question was asked if the decrease in LOS of this intersection would cause drivers to divert. If traffic chose to divert to surrounding intersections those intersections should be able to accommodate some additional traffic. The delay at this intersection that caused the decrease in volume was mostly people turning left from Winchester Ave onto 15<sup>th</sup> street and those waiting behind the vehicles turning. These vehicles will likely not divert and will accept the increase in delay.
  - 17<sup>th</sup> St decreased to a LOS “C” during the PM peak
  - These decreases are acceptable for a downtown area
- Alternative 2 intersections continued to operate at acceptable LOS. The following intersection LOS were noted:
  - The southbound left turning movement from 16<sup>th</sup> St onto Winchester Ave decreased to a LOS “C”, which is considered an acceptable LOS for downtown conditions. A question was asked if the decrease in LOS of this movement would cause drivers to divert. It is possible that some drivers may choose to use 15<sup>th</sup> or 17<sup>th</sup> St and take the mini-roundabouts but the delay is not such that people would feel they must divert.
  - The volume to capacity (v/c) ratios showed that mini-roundabouts could function with room for growth without exceeding capacity.
- Traffic simulations of these alternatives showed that the AM and PM peaks operate well with either in the study area with either alternative.

### **Cost Estimates:**

Palmer Engineering provided a study phase level cost estimate for the two alternatives presented. These alternatives included design, right of way, and construction phases. Based on these estimates the total cost for the alternatives are:

- Approximately \$3.0 million for Alternative 1
- Approximately \$3.5 million for Alternative 2

### **General Discussions:**

Palmer Engineering opened the floor for any comments or concerns that participants had after seeing the alternative and traffic simulations. The following were talking points and concerns mentioned during the discussion:

- The question was asked if any of the changes made north of 12<sup>th</sup> St on Winchester Ave would have an effect on the simulations and analysis presented at the meeting. Palmer Engineering replied that the project would have little to no impact on what was presented.



- There was a discussion if 14<sup>th</sup> St should be shown as two-way with parallel parking on the street. This discussion developed as follow:
  - Representatives of the City of Ashland felt that 14<sup>th</sup> St should be converted back to two-way to help with EMS responders and people who may take the wrong turn onto Winchester Ave and would like to turn and travel to Greenup Ave.
  - The question was asked how much parking could be placed on 14<sup>th</sup> St if it were converted to two-way with parallel parking.
  - It was mentioned that 14<sup>th</sup> St will need to be two-way when the parking structure, to be located on the east corner of the intersection of 14<sup>th</sup> St and Winchester Ave beside the Marriott hotel, is constructed so people can easily access and leave the parking garage.
  - It was asked what the truck traffic along 14<sup>th</sup> St would be if the road were converted to two-way. 14<sup>th</sup> St is currently signed for no trucks and is not a part of the national truck route network. However, trucks have been seen using 14<sup>th</sup> St and 15<sup>th</sup> St to travel from Greenup Ave, turned right on Winchester Ave and then right onto the 13<sup>th</sup> St bridge. The radii of the 14<sup>th</sup> St and 15<sup>th</sup> St intersections could be designed so trucks could make a right turn maneuver.
- Based on conversations between the City of Ashland first responders and Palmer Engineering, EMS prefer to use Greenup Ave, Carter Ave and Central Ave for their routes rather than Winchester Ave unless the destination requires them to use Winchester Ave. The city police must patrol Winchester Ave for their proactive measures but they also try and respond using routes other than Winchester Ave.
- There were concerns regarding pull-in versus back-in parking along Winchester Ave:
  - Some representatives felt that pull-in parking was safer and caused less delay while others thought that back-in parking was safer and that the delay would be the same. One method accumulates delay when leaving the spot while the other accumulated delay when parking in the spot.
  - There were concerns that people from out of town would struggle with back-in parking.
  - An education campaign will be needed for the City of Ashland to educate the public on how to use the back-in parking spots.
  - There was a concern if emissions would be an issue for back-in parking when tailpipes are pointing towards the buildings. It was agreed that emissions typically are more worried with starting and stopping rather than where the tailpipe is facing but a study may be needed to verify this.
  - Back-in parking provides more safety for cyclists, drivers getting children in and out of the car, and drivers loading or unloading items from their trunks.
  - Representatives from the KYTC said that the direction of the parking is not a topic that would change their overall decision of granting an encroachment permit and that the decision may be deferred to the design phase when public opinion and local elected officials' opinions may be considered.
- Some pull-in parking has been added on 16<sup>th</sup> St that is not shown in the parking study. 16<sup>th</sup> St has also been set up so that bollards may be added to block traffic on 16<sup>th</sup> St for events.

- Neither alternative shows parking on the north side of Winchester Ave between 13<sup>th</sup> St and 14<sup>th</sup> St. There is concern that businesses will not accept losing their parking and requiring customers to cross Winchester Ave. This could make the selling of these businesses difficult as well if there is not access to parking. Palmer Engineering will look closer at alternative for parking in this area.
- There were concerns with Alternative 2 showing 16<sup>th</sup> St at two-way stop controlled. Representatives were concerned with safety and delay for vehicles turning left from 16<sup>th</sup> St onto Winchester Ave or crossing Winchester Ave to travel straight.
  - The crossing distance would be less than what exists today.
  - The raised median could be carried through this intersection and require drivers to turn right, navigate the mini-roundabout at 15<sup>th</sup> St, then travel back on Winchester Ave and take a right on 16<sup>th</sup> St.
  - There is concern that drivers will choose not to take 16<sup>th</sup> St, which could affect businesses south of Winchester Ave on 16<sup>th</sup> St.
- It was mentioned that fire trucks would be unable to cross a six foot wide grass median regardless of the curb type because their wheels could easily get stuck in the grass.
- There was a concern that the public would not appreciate that neither alternative provided a large increase in the number of parking spaces regardless of the parking study showing that more parking is not needed. Some representative feel that the slow down objective of this study is more important than generating parking, but the public may not feel the same.
- It was discussed that neither Carter Ave nor Central Ave were included in the scope of this feasibility study.

### **Alternative 3 (Preferences):**

Palmer Engineering will design a third alternative based on a combination of preference from Alternatives 1 and 2 and discussion points from this meeting. Alternative 3 will have the following:

- Two 11.5 foot lanes; the lanes would be sharrows lanes (Alt 2)
- A raised median, approximately 6 foot wide (Alt 2)
- Angled back-in parking (Alt 2, but the report will state that this decision will be deferred to the design phase)
- Mini-roundabout intersections at 14<sup>th</sup> St, 15<sup>th</sup> St, 17<sup>th</sup> St, and 18<sup>th</sup> St. (Alt 2)
- A two-way stop controlled intersection at 16<sup>th</sup> St.
  - The median will be carried through the intersection of 16<sup>th</sup> (the report will state that this decision will be deferred to the design phase)
- A westbound right turn lane at 13<sup>th</sup> St (options for adding parking on the north side of Winchester Ave will be examined)
- Bulb outs for pedestrian crossings to decrease crossing distance
- Bus unloading area in front of the theatre
- Mid-block crossing between 15<sup>th</sup> St and 16<sup>th</sup> St will not be included.



- 14<sup>th</sup> St will be shown as two-way with parallel parking between Winchester Ave and Greenup Ave. The design of the mini-roundabout will be altered to accommodate this change.

**Next Steps:**

Palmer Engineering will continue to move ahead and develop Alternative 3 and finish the draft report for the study. A final report will be submitted in early 2021. The project team will work towards acquiring an encroachment permit for the project and look at funding opportunities for design and construction of the project. The funding opportunities will also be included in the report for reference.

We would like to thank everyone for their attendance and input. If you have any questions, or need any additional information, please feel free to call.

# Downtown Ashland Transportation/Feasibility Study Winchester Ave

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# Meeting Agenda

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- Stakeholder Meeting 1 Summary
- Study Objective Discussion
- Typical Section Discussion
- Proposed Alternatives
- Traffic Analysis
- Traffic Simulations
- Next Steps



# Stakeholder Meeting 1 Summary

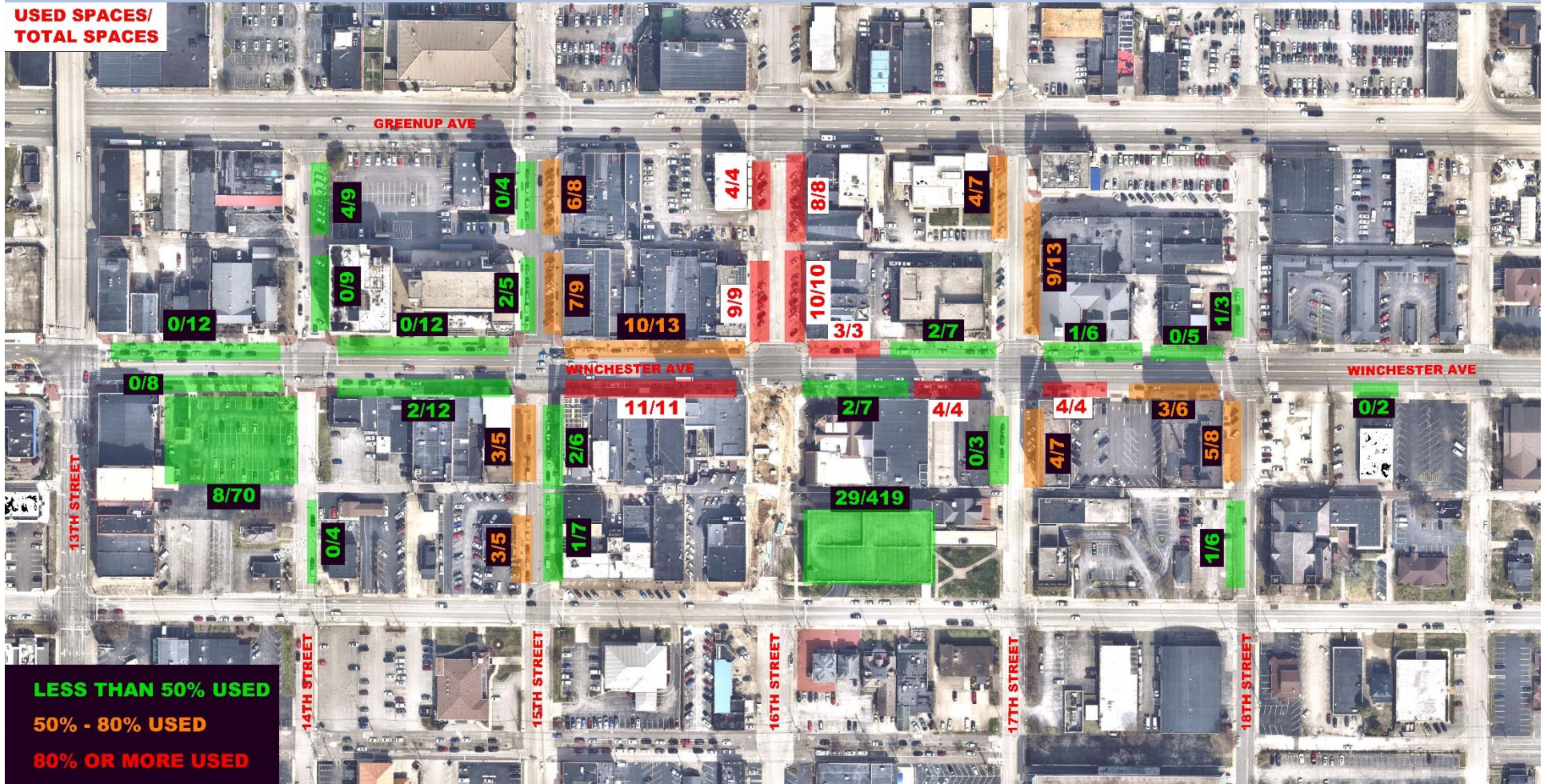
- Meeting Minutes Recap
- Follow up Items
  - Additional Parking Lot
  - EMS Routes/Travel Time
  - Freight Study Coordination
  - Bridge Closure Impacts





# Parking Update

USED SPACES/  
TOTAL SPACES



LESS THAN 50% USED

50% - 80% USED

80% OR MORE USED





# Study Objective Discussion

The objective of the Downtown Ashland Transportation Study is to determine the feasibility of reducing Winchester Ave (US23X) from 4 lanes to 2 lanes between 13<sup>th</sup> and 18<sup>th</sup> Streets and provide angled parking. This includes studying impacts to the transportation network in downtown Ashland, particularly traffic flow on Greenup Ave.

- Traffic Calming
- Improve Safety
- Increase Walkability
- Downtown Revitalization
- Increase Tourism

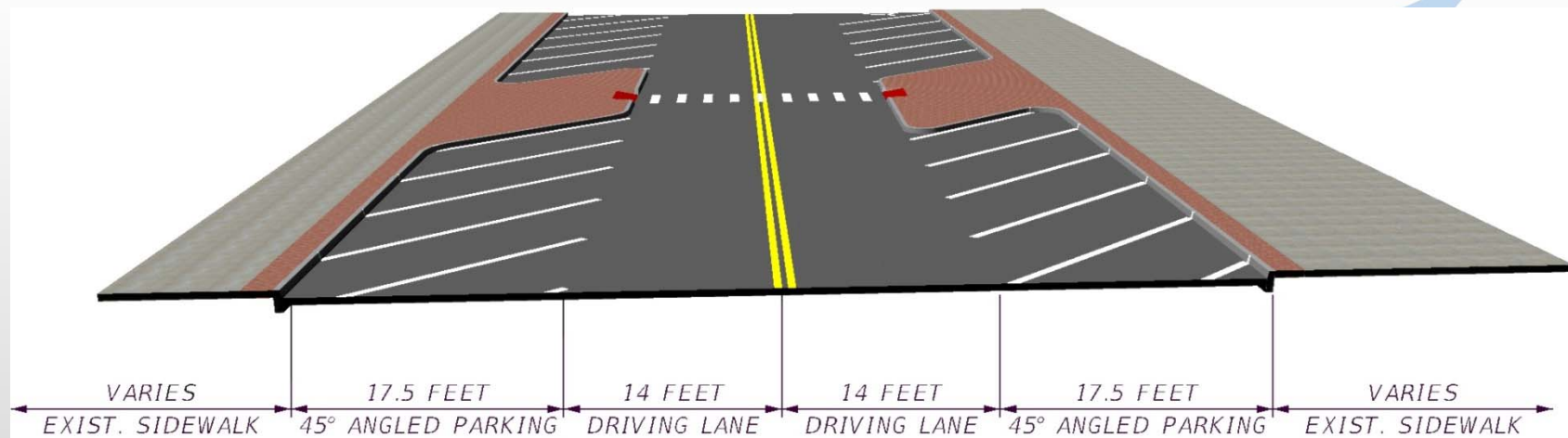




# Typical Section Development

## Alternative 1

- 2 Lanes
- 14 ft Driving Lanes
- Angled Parking (Pull-In)
- Bike Lane (Sharrows)
- Signalized Intersections



# Proposed Alternatives

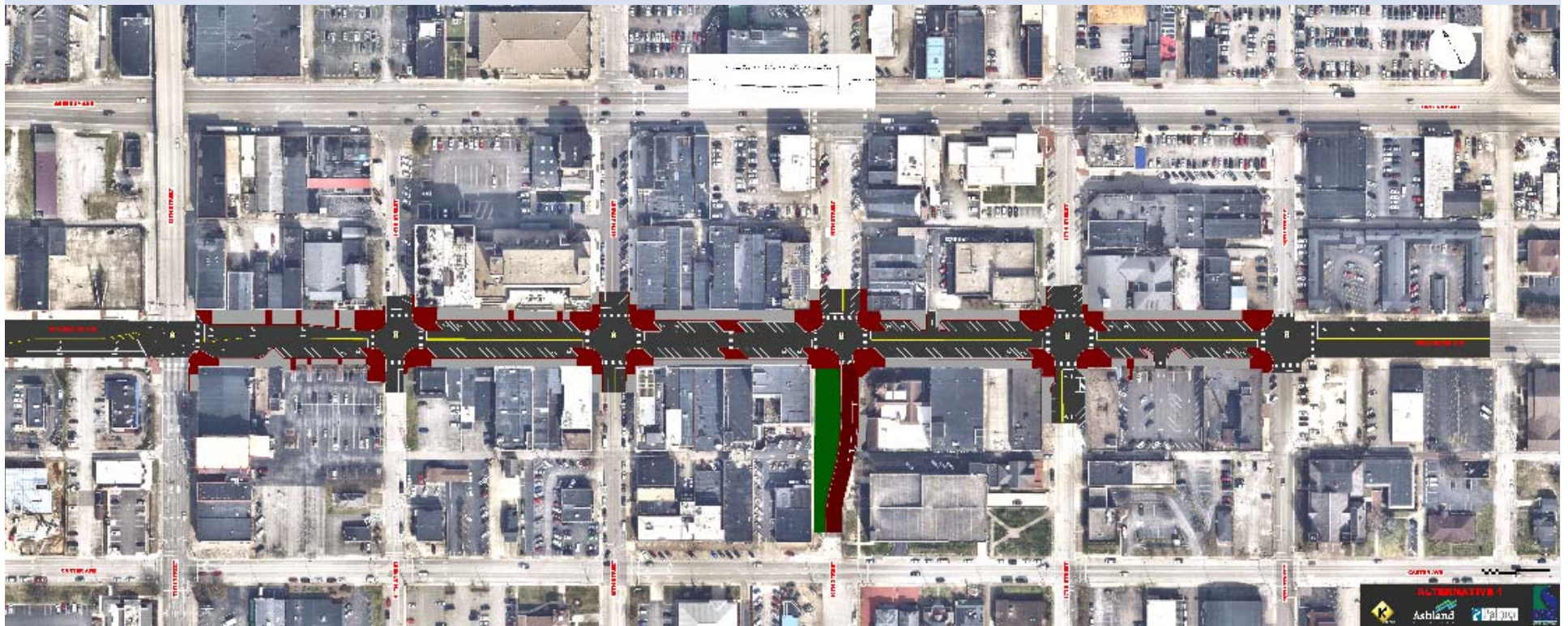
## Alternative 1

- WB Right Turn Lane @ 13<sup>th</sup> Street
- Signals at all intersections
- Angled Pull-in Parking (Both Directions)
  - Increase 25 Spaces on Winchester Ave
- Bulb Outs for Pedestrian Crosswalk
- Bus Unloading Area (Theater)
- Mid-Block Crosswalk

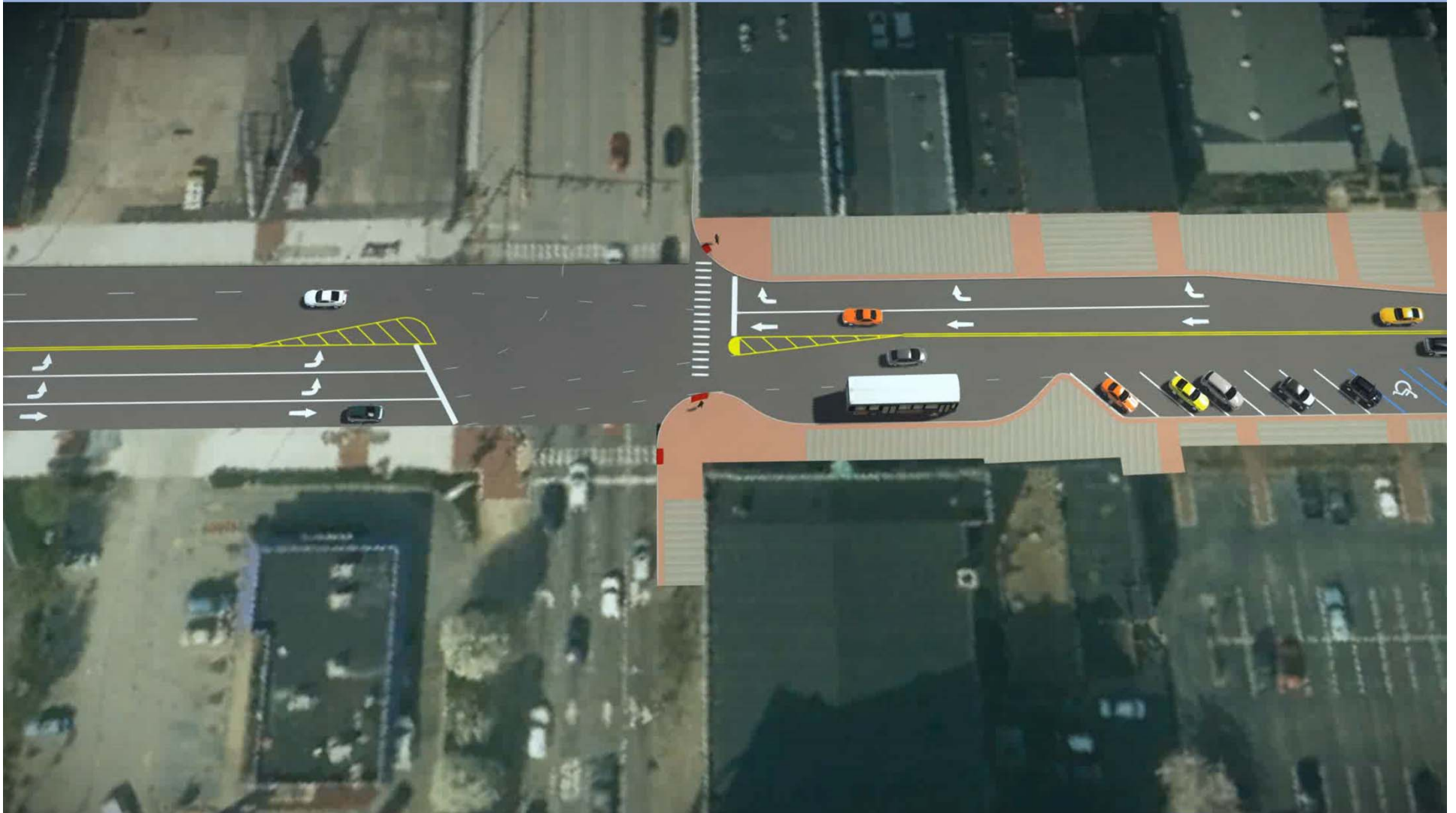




# Proposed Alternative 1



## Proposed Alternative 1

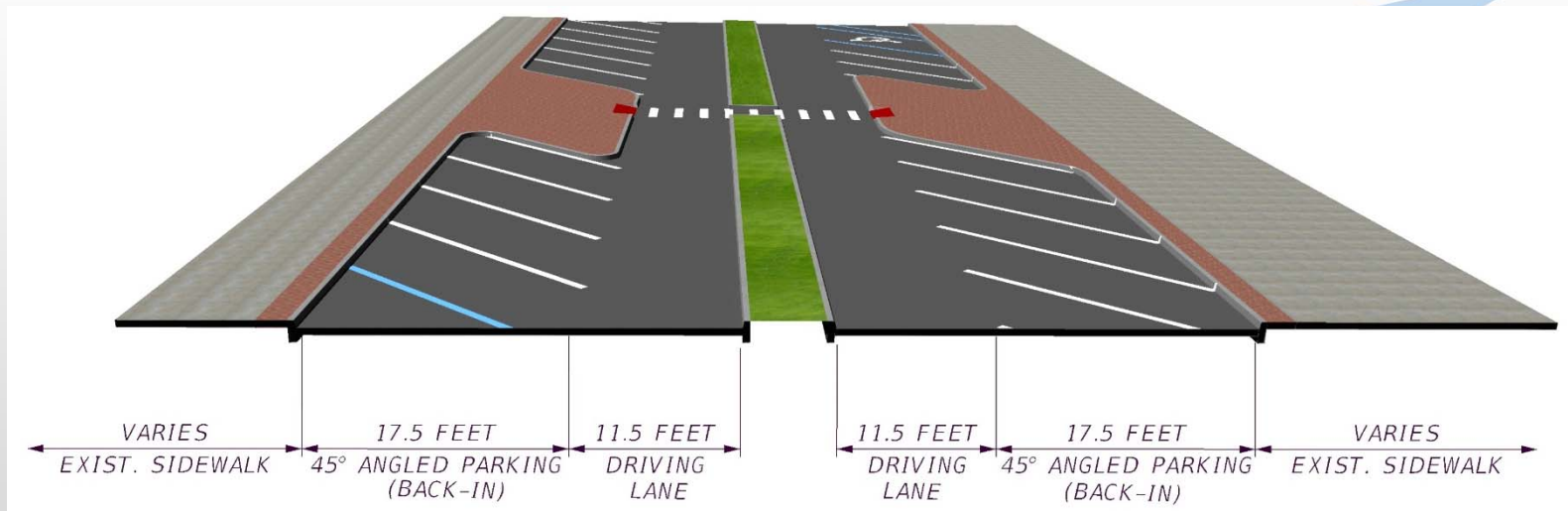




# Typical Section Development

## Alternative 2

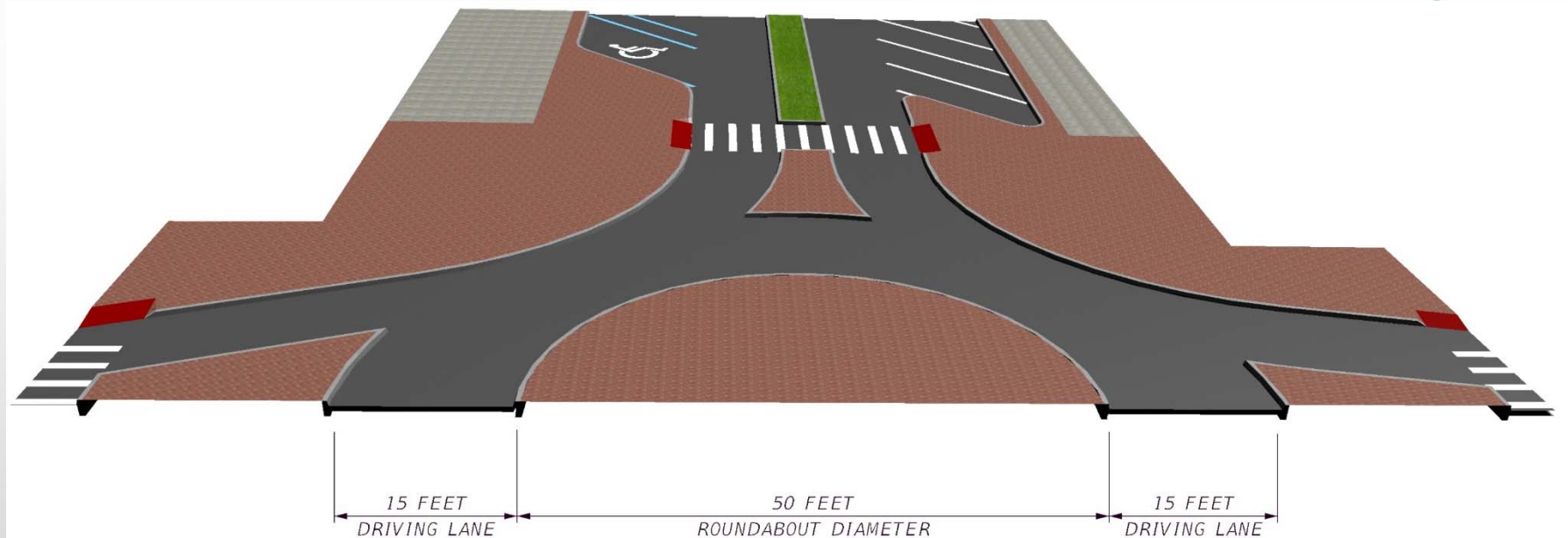
- 2 Lanes
- 11.5 ft Driving Lanes
- Raised Median (6 ft)
- Angled Parking (Back-In)
- Bike Lane (Sharrows)
- Roundabout Intersections



# Typical Section Development

## Alternative 2

- 50 foot Inscribed Circle
- 15 ft Circulating Lane
- Mountable Median (Center of Roundabout)





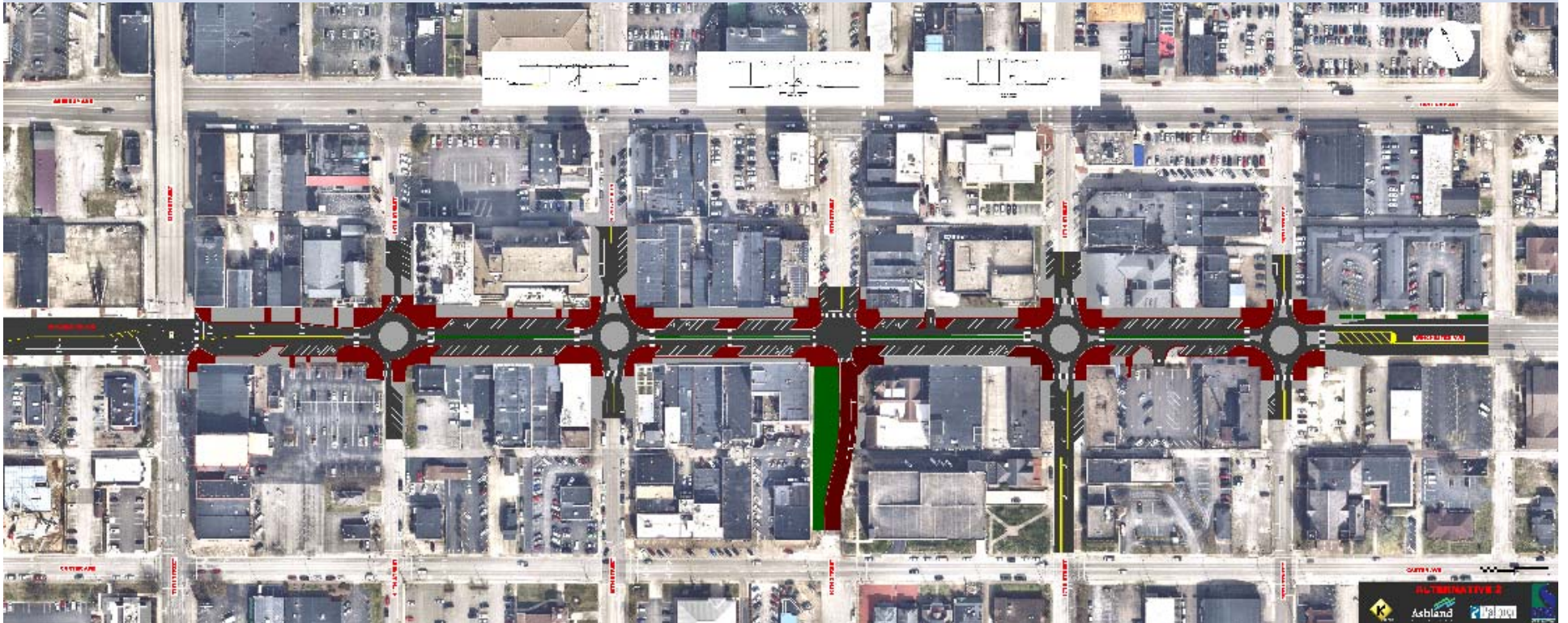
# Proposed Alternatives

## Alternative 2

- WB Right Turn Lane @ 13<sup>th</sup> Ave
- Roundabouts (14<sup>th</sup>, 15<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup> Street)
- Stop Controlled (16<sup>th</sup> Street)
- Angled Back-in Parking (Both Directions)
  - Equal Parking Spaces on Winchester Ave
- Bulb Outs for Pedestrian Crosswalk
- Bus Unloading Area (Theater)
- Mid-Block Crosswalk

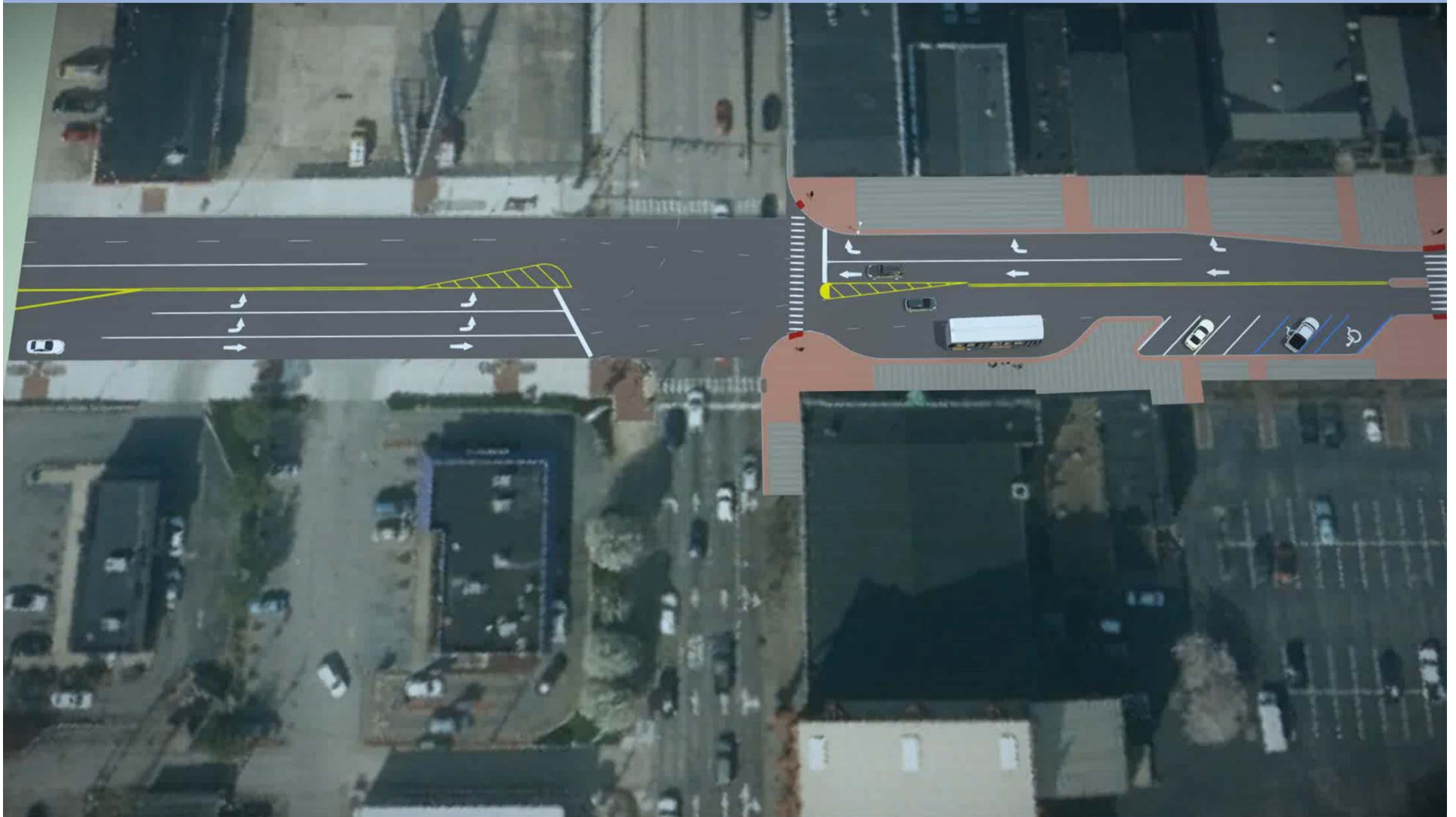


# Proposed Alternative 2



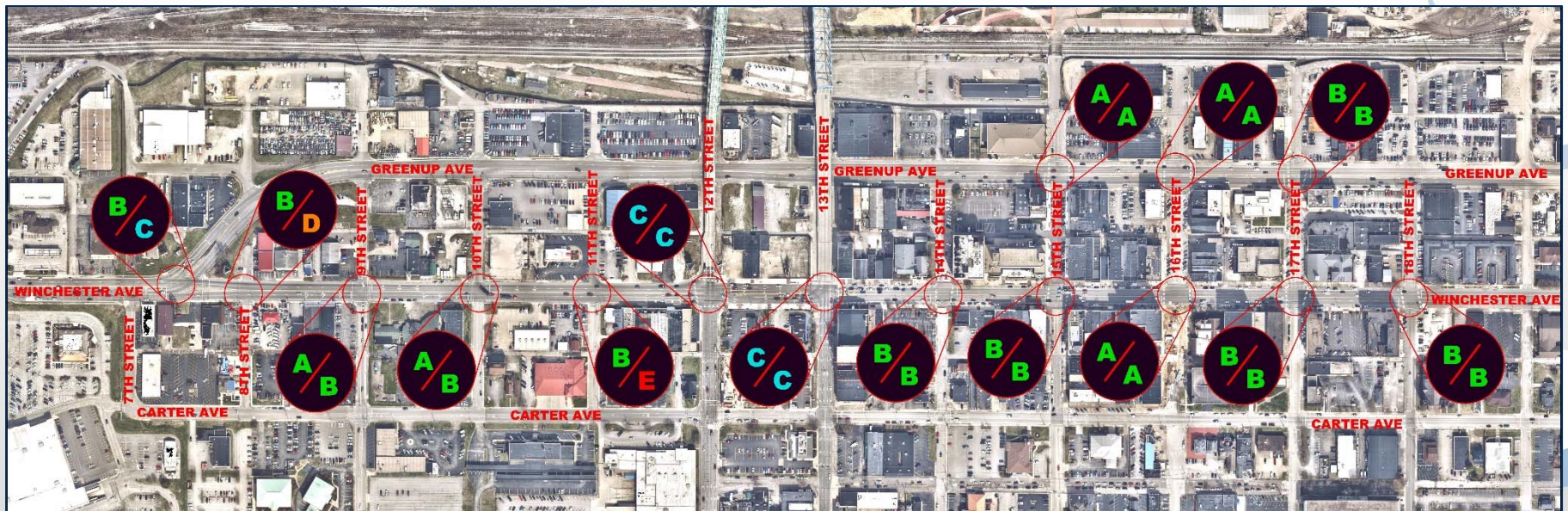
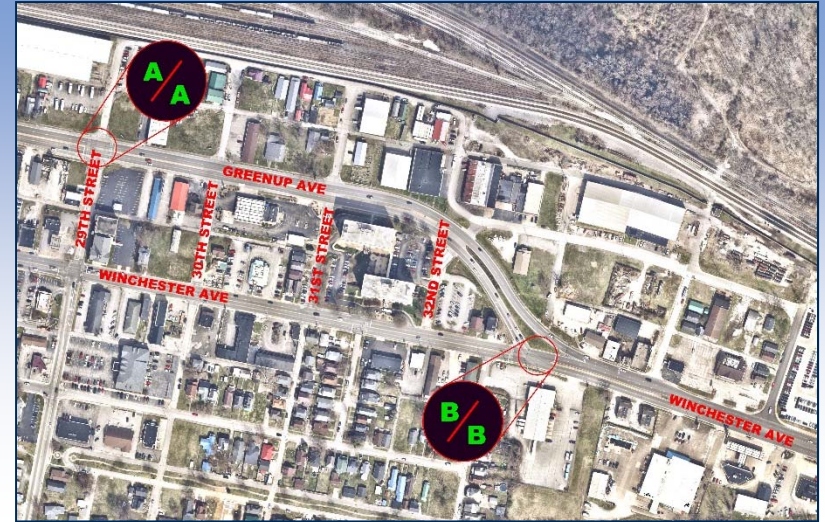


# Proposed Alternative 2





- AM/PM (2020)

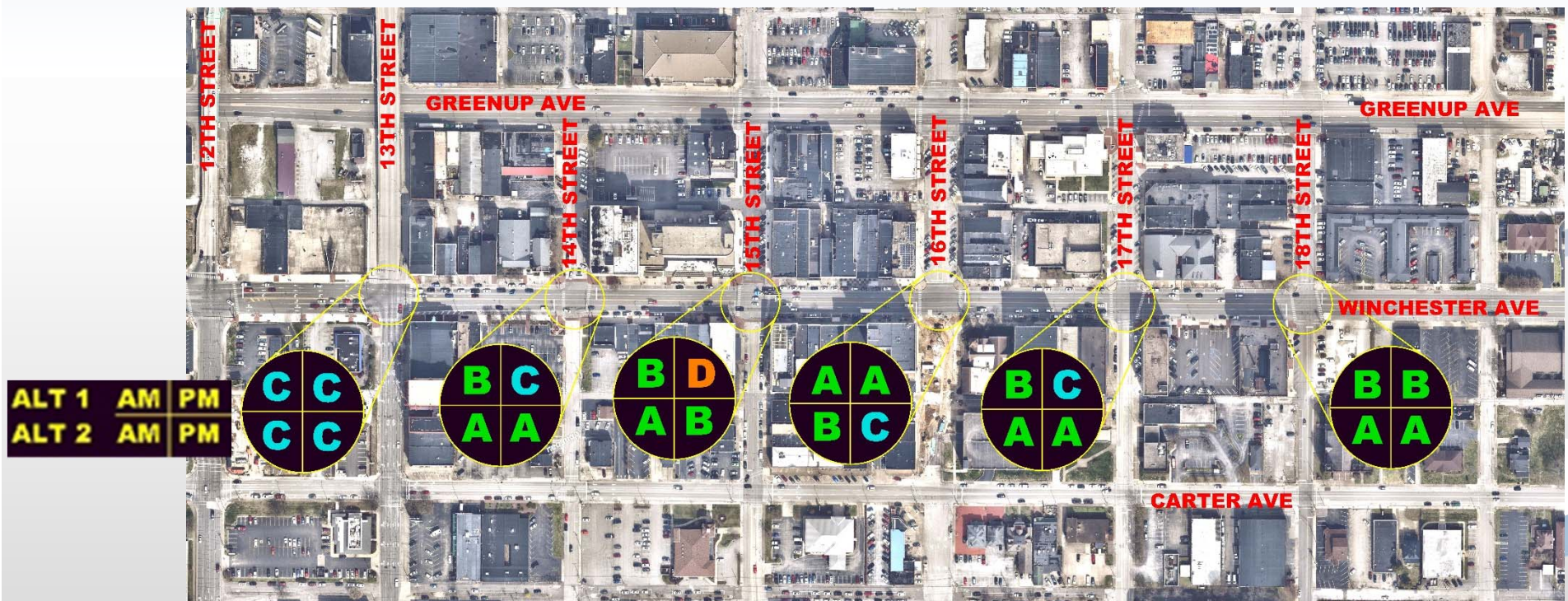




# Traffic Analysis

## Proposed Level of Service Analysis

- AM/PM (2020)



# Traffic Analysis

## Proposed Volume to Capacity Analysis

ASHLAND DOWNTOWN STUDY		
V/C RATIO ANALYSIS FOR MINI-ROUNDBOUTS		
	AM	PM
WINCHESTER AVE AT 14TH ST	0.29	0.53
WINCHESTER AVE AT 15TH ST	0.28	0.57
WINCHESTER AVE AT 16TH ST	0.26	0.48
WINCHESTER AVE AT 17TH ST	0.25	0.47
WINCHESTER AVE AT 18TH ST	0.25	0.47





# Traffic Simulations



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Bing





# Traffic Simulations



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# Traffic Simulations



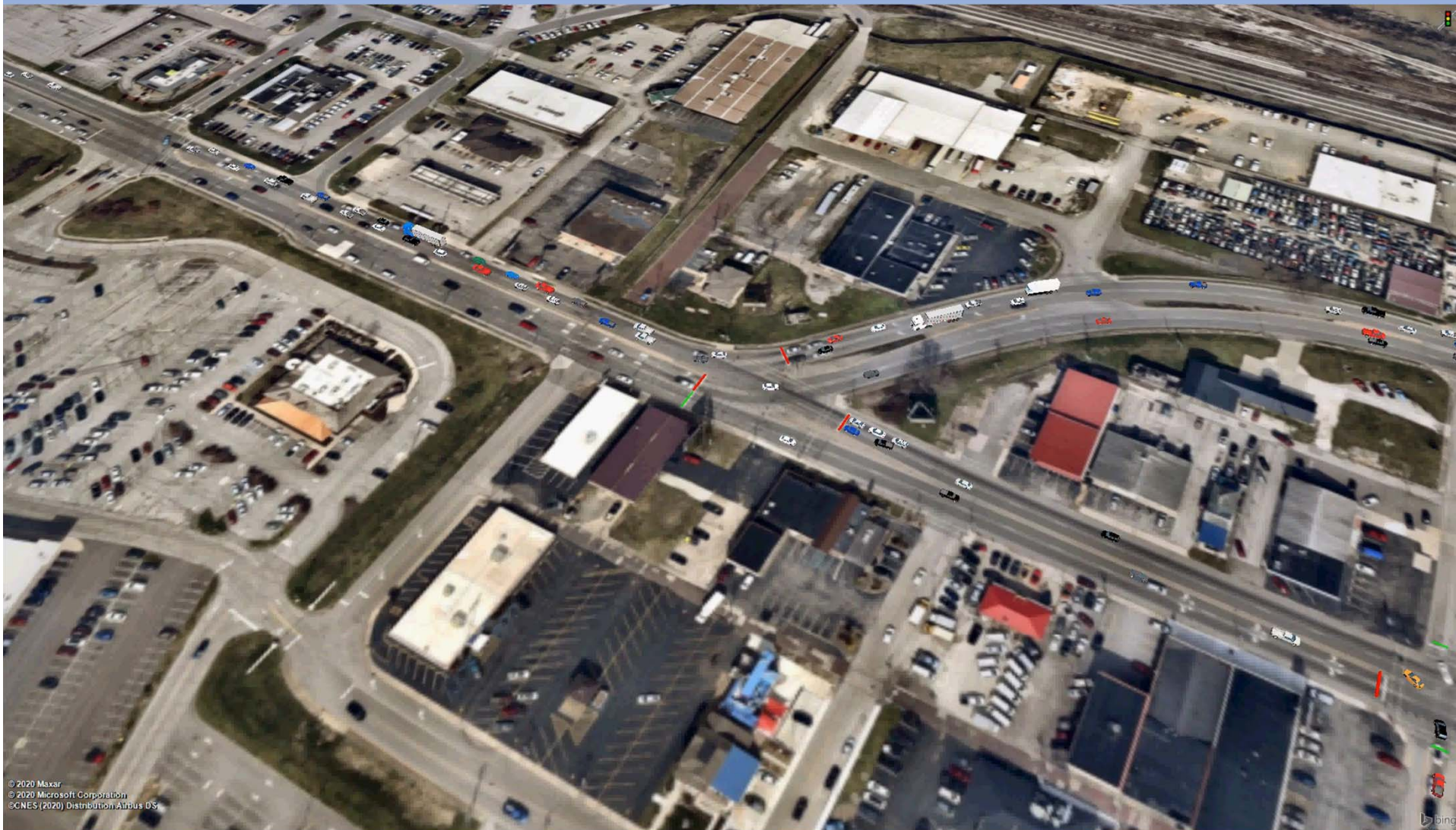
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# Traffic Simulations



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# Cost Estimates

## Alternative 1

- \$2.5 Million Construction
- \$0.0 Right of Way
- \$0.1 Utilities
- \$0.3 Design

## Alternative 2

- \$3.0 Million Construction
- \$0.0 Right of Way
- \$0.2 Utilities
- \$0.3 Design



# Next Steps

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- Draft Report
- Final Report
- Encroachment Permit
- Funding Opportunities





**Boyd County  
Ashland Downtown Transportation / Feasibility Study  
Project Funding Meeting  
Tuesday, January 26, 2021 2:30 EST**

A funding meeting was held January 26, 2021, at 2:30 pm using Zoom teleconferencing. Attendees included:

Beth Niemann	KYTC Central Office	<a href="mailto:elizabeth.niemann@ky.gov">elizabeth.niemann@ky.gov</a>
Darrin Eldridge	KYTC District 9	<a href="mailto:darrin.eldridge@ky.gov">darrin.eldridge@ky.gov</a>
Blake Jones	KYTC District 9	<a href="mailto:blake.jones@ky.gov">blake.jones@ky.gov</a>
Karen Mynhier	KYTC District 9	<a href="mailto:karen.mynhier@ky.gov">karen.mynhier@ky.gov</a>
Steve Cole	City of Ashland	<a href="mailto:scole@ashlandky.gov">scole@ashlandky.gov</a>
Michael Grease	City of Ashland	<a href="mailto:mgraese@ashlandky.gov">mgraese@ashlandky.gov</a>
Michelle Grubb	City of Ashland	<a href="mailto:mgrubb@ashlandky.gov">mgrubb@ashlandky.gov</a>
Michael Vaughn	KYTC Central Office	<a href="mailto:mike.vaughn@ky.gov">mike.vaughn@ky.gov</a>
Nathan Ridgeway	KYTC Central Office	<a href="mailto:nathan.ridgeway@ky.gov">nathan.ridgeway@ky.gov</a>
Terri Sicking	KYOVA	<a href="mailto:tsicking@kyovaipc.org">tsicking@kyovaipc.org</a>
Saleem Salameh	KYOVA	<a href="mailto:ssalameh@kyovaipc.org">ssalameh@kyovaipc.org</a>
Josh Coburn	Palmer Engineering	<a href="mailto:jcoburn@palmernet.com">jcoburn@palmernet.com</a>
Stephen Sewell	Palmer Engineering	<a href="mailto:ssewell@palmernet.com">ssewell@palmernet.com</a>

### **Funding Options**

The team listed multiple funding sources that could be used to continue the project into final design. The following were discussed as potential options:

- Highway Safety Improvement Program (HSIP)
  - Mike Vaughn gave an overview of the HSIP program and how improvements are evaluated and determined to meet the intent.
  - HSIP funding is anticipated to be a viable option
  - \$3.5 million is on the bigger side of HSIP projects but is doable
  - The project can be added to the list when it is determined that it is warranted and meets the evaluation status
  - The project will need to be added to the TIP & STIP
  - There is a match associated with HSIP funds but since it's a State Road KYTC will likely cover it. Roundabouts are 100% reimbursable
  - If KYTC gives this street to the City before the bid then city would have to provide match but if changes after construction then likely not
  - Streetscape option will need to be covered by the city or alternative funding
- KYOVA Funding
  - Dedicated TAP funds – smaller amounts and typically saved for a couple cycles to be able to build a project
  - Surface Transportation Block Grant
- KYTC Road Fund
  - District could run the project thru SHIFT to see how it scores.
  - This funding sources would likely take longer because it needs to get in the queue
- KYTC Discretionary Funds
  - With the tight budgets this is not likely to be an option
  - Might help with funding additional cost later in project
- City/Local Funding
  - City is evaluating budget to determine the amount they can contribute to the project

The team discussed cost cutting measures that could be used to bring the project with budget such as semi-permanent solutions, striping, phasing the project.

Wayfinding signage will be an item the city is also looking at implementing. Team discussed TAP as an option and also KYTC could help with signs that are needed now. KYTC requested a letter be sent to them with the request.