



Groundbreaking by Design.

MEETING MINUTES

Project: Carol Malone Blvd. Bypass Scoping Study
Grayson, Carter County
Item No. 9-80202

Purpose: Project Team Meeting No. 1

Place: Hybrid Meeting: KYTC District 9 and MSTeams

Meeting Date: October 12, 2022 at 10:30 AM

Prepared By: Qk4

Participants:

Steve Gunnell	KYTC D9
Blake Jones	KYTC D9
Michael Read	KYTC D9
Karen Mynhier	KYTC D9
Jason Blackburn	KYTC CO Planning
Steve DeWitte	KYTC CO Planning
Jay Balaji	KYTC CO Planning
Dave Heil	KYTC CO Planning
Jared Jeffers	KYTC CO Planning
Randy Turner	KYTC CO Design
Doug Pinkerton	FIVCO
Rebecca Thompson	Qk4
Deanna Miller	Qk4
Jeremy Lukat	Qk4
Tom Springer	Qk4

Blake opened the meeting and attendees introduced themselves. The purpose of the meeting is to discuss the existing conditions for the proposed Grayson bypass, identified in the 2018 Small Urban Area (SUA) study. The SUA identified three distinct bypass segments, carrying up to 9,500 vehicles per day (vpd) with a total cost of \$21 million. The current planning effort was set up in phases, with the initial objective primarily a traffic analysis to determine if enough traffic would divert to a potential future bypass to warrant additional consideration.

Numerous other project concepts have been identified in the vicinity. Construction is ongoing along KY 1/7 (Item No. 9-144) and funding is identified in the 2022 Highway Plan for pavement rehab work along I-64.

- The team agreed to simplify the map for the upcoming stakeholder meeting to remove the CHAF concepts beyond the immediate links to the proposed bypass.

Deanna reviewed the existing conditions for KY 1/7 and US 60 within the study area: arterial and collector routes on the state's highway freight network. KY 1/7 has a five-lane typical section with varying shoulder widths. No substandard grades or curves were noted. Three bridges located in the study area are all in fair condition.

KYTC's new Complete Streets Policy requires "appropriate" facilities for all users—including bicyclists and pedestrians. Data from Strava heat maps, StreetLight (KYTC's new big data subscription), and field observations all point to relatively heavy pedestrian volumes along KY 1/7, which has sidewalks south of the interchange. Pedestrian accommodations should be considered if a new bypass route advances.

Reported crashes on state-maintained highways within the study area were assessed, with 451 crashes occurring during 2017-2021. There were no fatalities; 13% were injury collisions. By type, rear end crashes were the most common (34%), followed by angle crashes (29%). Five involved pedestrians and two involved cyclists.

- For an apples-to-apples comparison, observed crash trends should be adjusted per Highway Safety Manual methodologies to reflect the five-lane scenario once the Item 9-144 construction is completed.
- Predictive analysis showed 14 fewer crashes on KY 1/7 within this study area boundary over 5 years, post construction.

Because of the current KY 1/7 construction, fresh traffic data was not collected. Instead, KYTC's new StreetLight big data subscription provided baseline "existing" traffic volumes. Qk4 compared recent KYTC counts, 2016 traffic from the SUA, and StreetLight volumes for both 2019 and 2021. StreetLight shows 7,000-19,200 vpd on KY 1/7 in the study area, which is comparable to recent KYTC counts but shows a substantial increase versus 2019 StreetLight estimates (5,700-15,000). KYTC counts over the past two decades show consistent declines at nearly all nearby count locations. Considering segment-based Level of Service (LOS), the KY 1/7 corridor operates at LOS A/B based on 2021 volumes. The US 60/KY 1/KY 7 intersection operates at LOS C during both peak hours, assuming 2021 traffic using the ultimate lane configuration once construction is completed. Other StreetLight visuals display segment travel speeds and relative congestion.

- Big picture efforts are ongoing to validate StreetLight data versus KYTC counts.
- StreetLight data tends to underestimate turn movements, especially for lower volume routes.
- The team discussed actual versus perceived congestion; regardless of destination, almost all traffic through the city is funneled through the US 60/KY 1/KY 7 intersection. Qk4 will adjust the color scheme on the congestion slide prior to Friday's meeting.

The local officials/stakeholder meeting on October 14 will also include a group discussion about planned/likely development in the vicinity.

- If the county school system is considering consolidation, they are not projecting population growth in the coming decades.
- The purpose/goals should be as need-specific as possible. That is, if the bypass is intended to promote economic development or improve connectivity, the purpose/goals should acknowledge it. Based on the 2021 traffic and operations, it does not seem like congestion is driving this study.

Following input from stakeholders, Qk4 will coordinate with KYTC Modal Group to update the regional travel demand model growth assumptions and produce the future year scenarios. Then, the conversation about feasibility, a possible phase 2 for the planning study, and next steps can occur.

End of Minutes