

Downtown Ashland Transportation/Feasibility Study Winchester Ave



Meeting Agenda

- Study Objective Discussion
- Existing Conditions
- Typical Section Discussion
- Proposed Alternatives
- Traffic Analysis
- Traffic Simulations
- Future Steps



Study Corridor

**Winchester
Ave**

**Greenup
Ave**

8th St

15th St

9th St

16th St

10th St

17th St

11th St

29th St

12th St

13th St

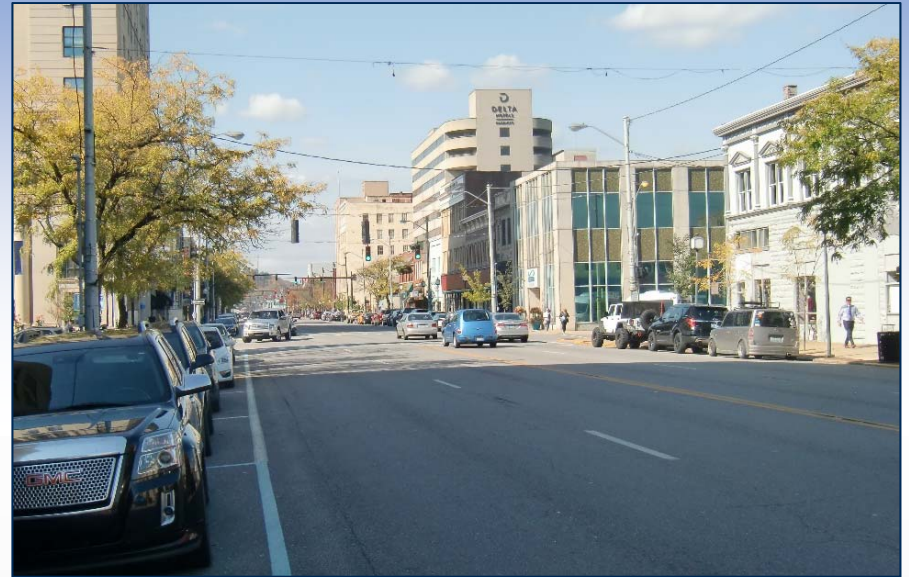
14th St

15th St

16th St

17th St

18th St



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 13th and 18th 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



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

- 13th to 18th Not Designated

Functional Classification

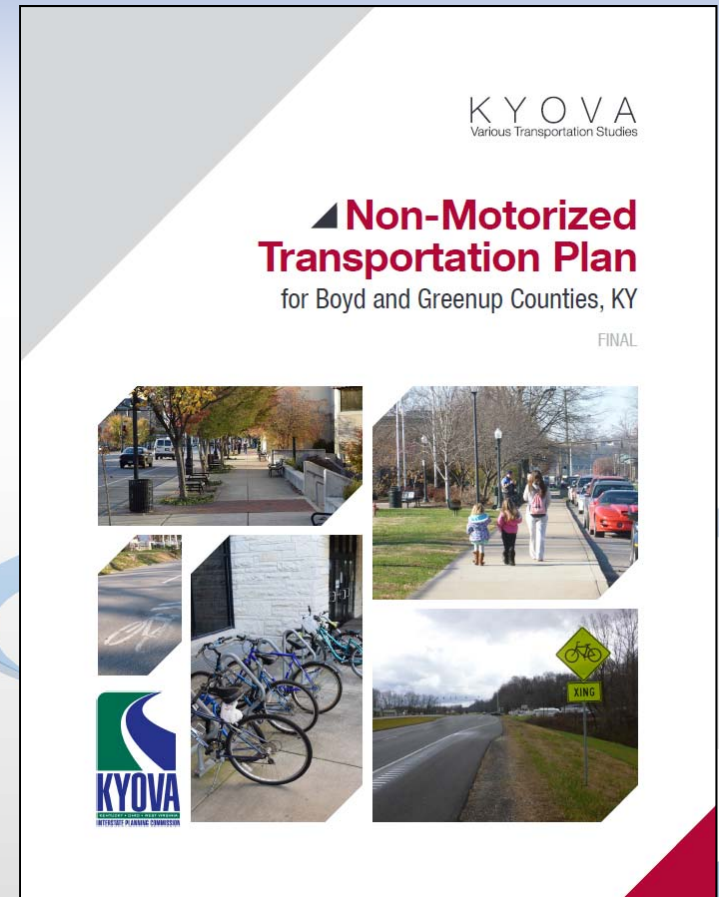
- 13th to 18th Minor Arterial
- US 23 & US 60 Principal Arterial
- Local Streets



Existing Conditions

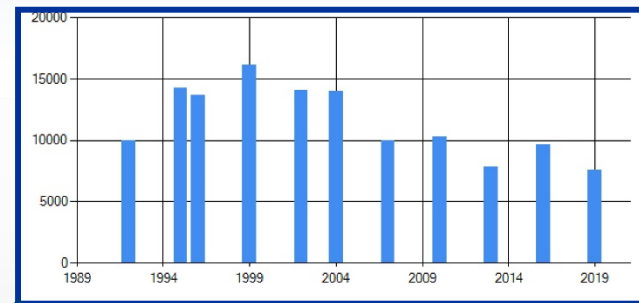
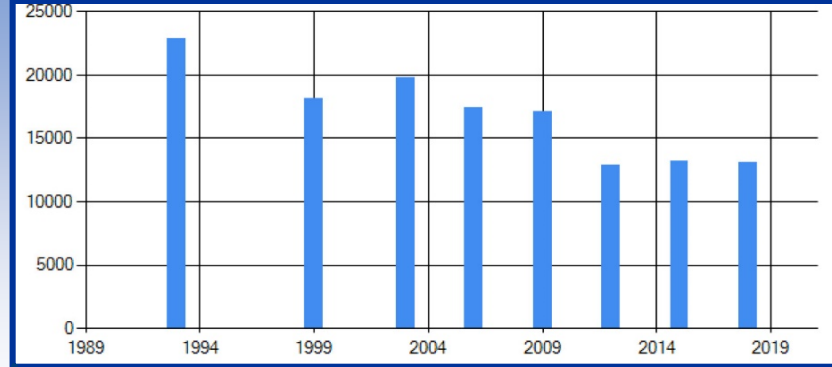
Bicycle/Pedestrian Accommodations

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



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



Crash Analysis

January 2015 – December 2019

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

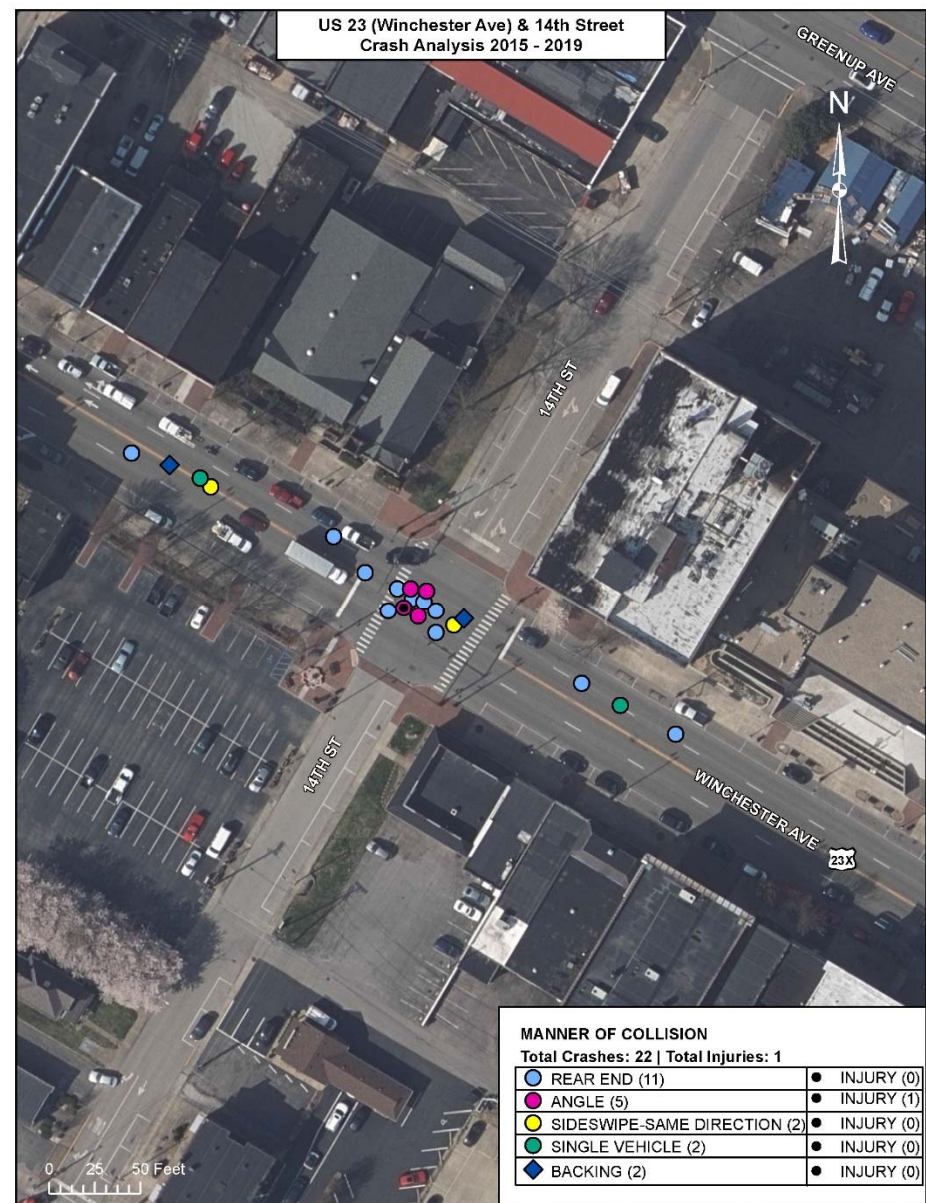


Winchester Ave (18 th to 13 th St.)	CCRF – 1.67	CIRF – 1.39
Winchester Ave (13 th St. to US 23)	CCRF – 6.18	CIRF – 4.41
Greenup Ave (15 th St. to 17 th St.)	CCRF – 0.93	CIRF – 0.66

Crash Analysis

US 23X & 14th Street

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



Sources | Imagery: KYAPED 2019, Crash Data: KY State Police, Projection: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

Crash Analysis

US 23X & 15th Street

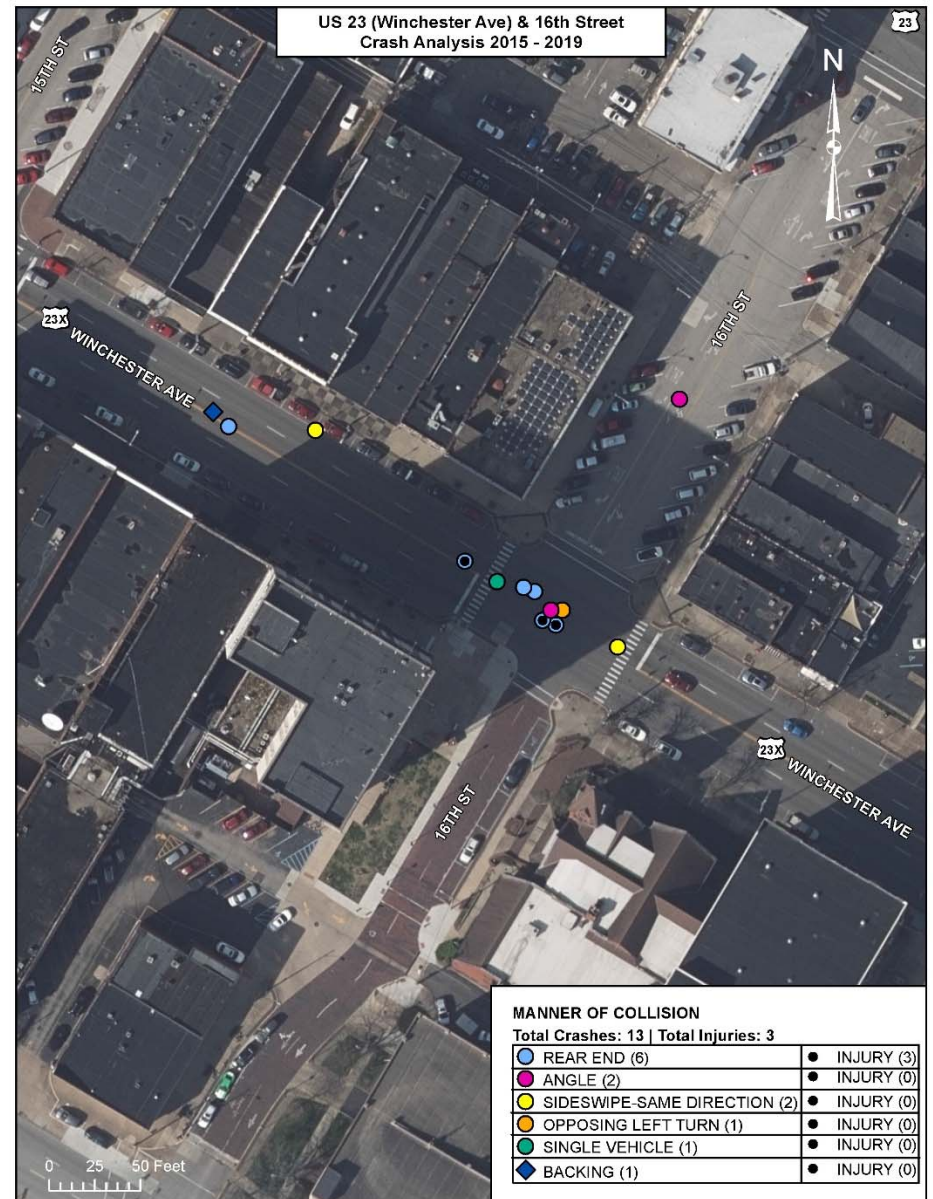
- 25 Total Crashes
- 4 Injuries
- 3 Pedestrians (3 injuries + 1 fatality)
- Rear Ends
- Angles
- EEC = \$734,340
- District 9 Rank – 22nd



Crash Analysis

US 23X & 16th Street

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

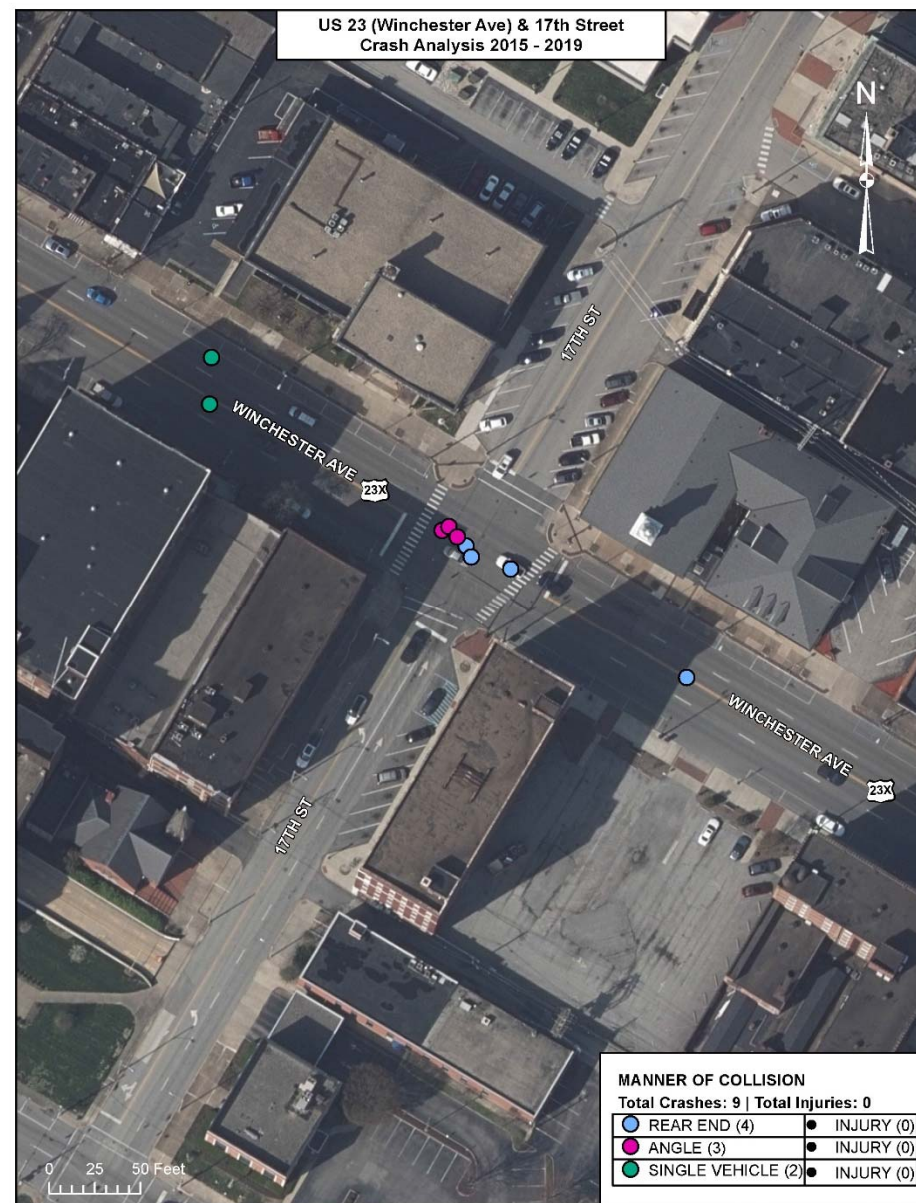


Sources | Imagery: KYAPED 2019, Crash Data: KY State Police, Projection: NAD 1983 StatePlane Kentucky FIPS 1600 Feet

Crash Analysis

US 23X & 17th Street

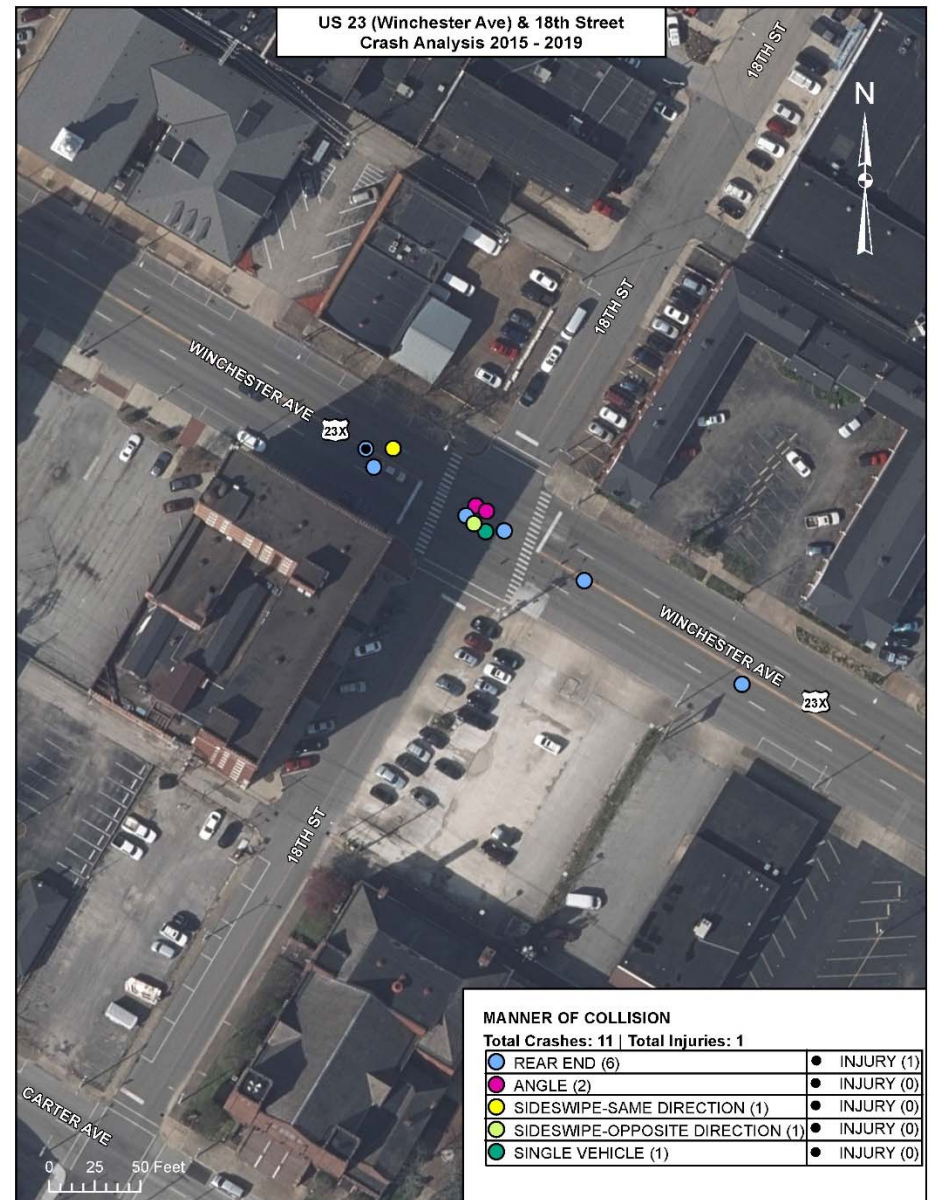
- 9 Total Crashes
- 0 Injuries
- Rear Ends
- Angles



Crash Analysis

US 23X & 18th Street

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



Traffic Analysis

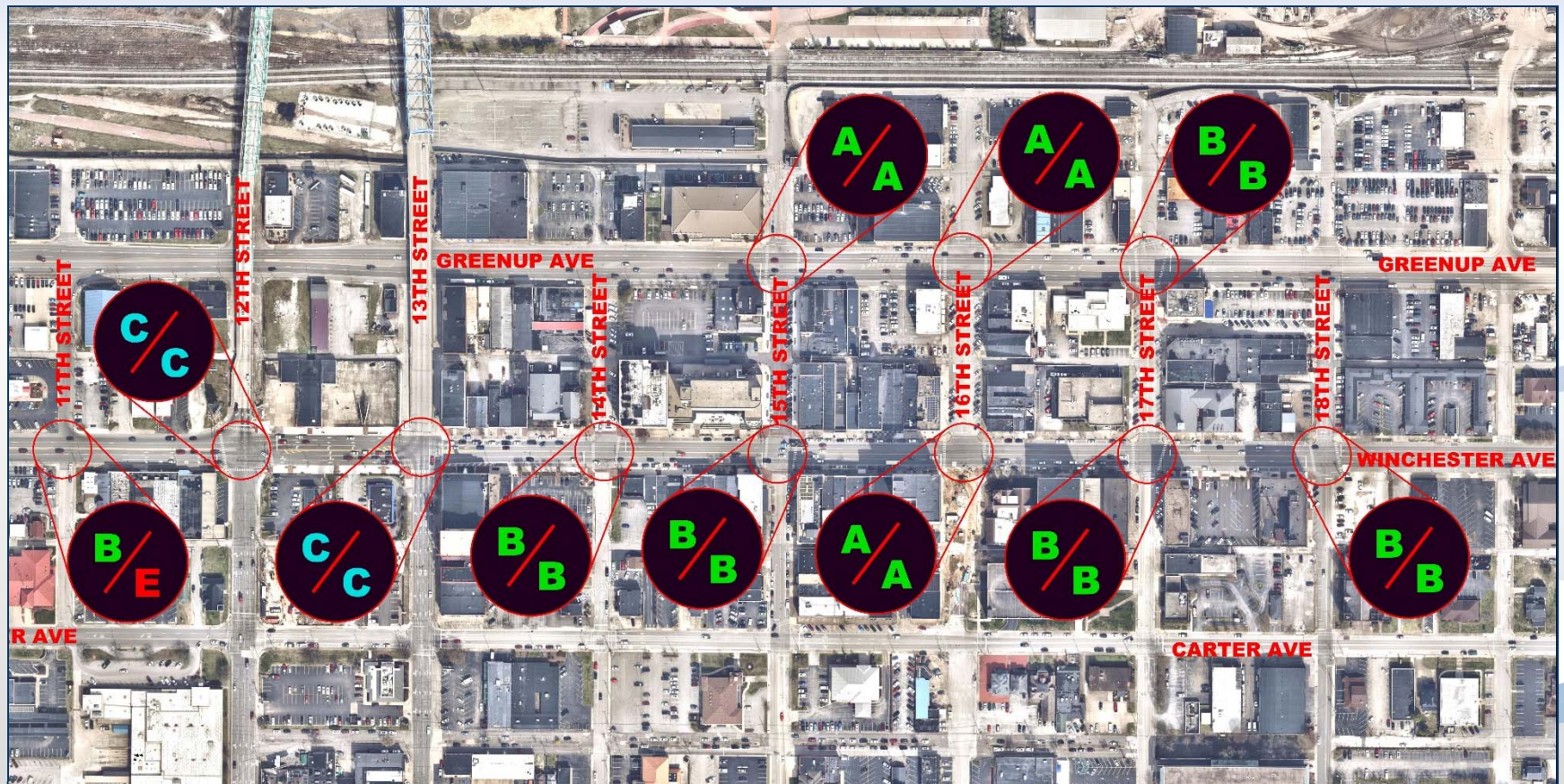
Travel Time Runs

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



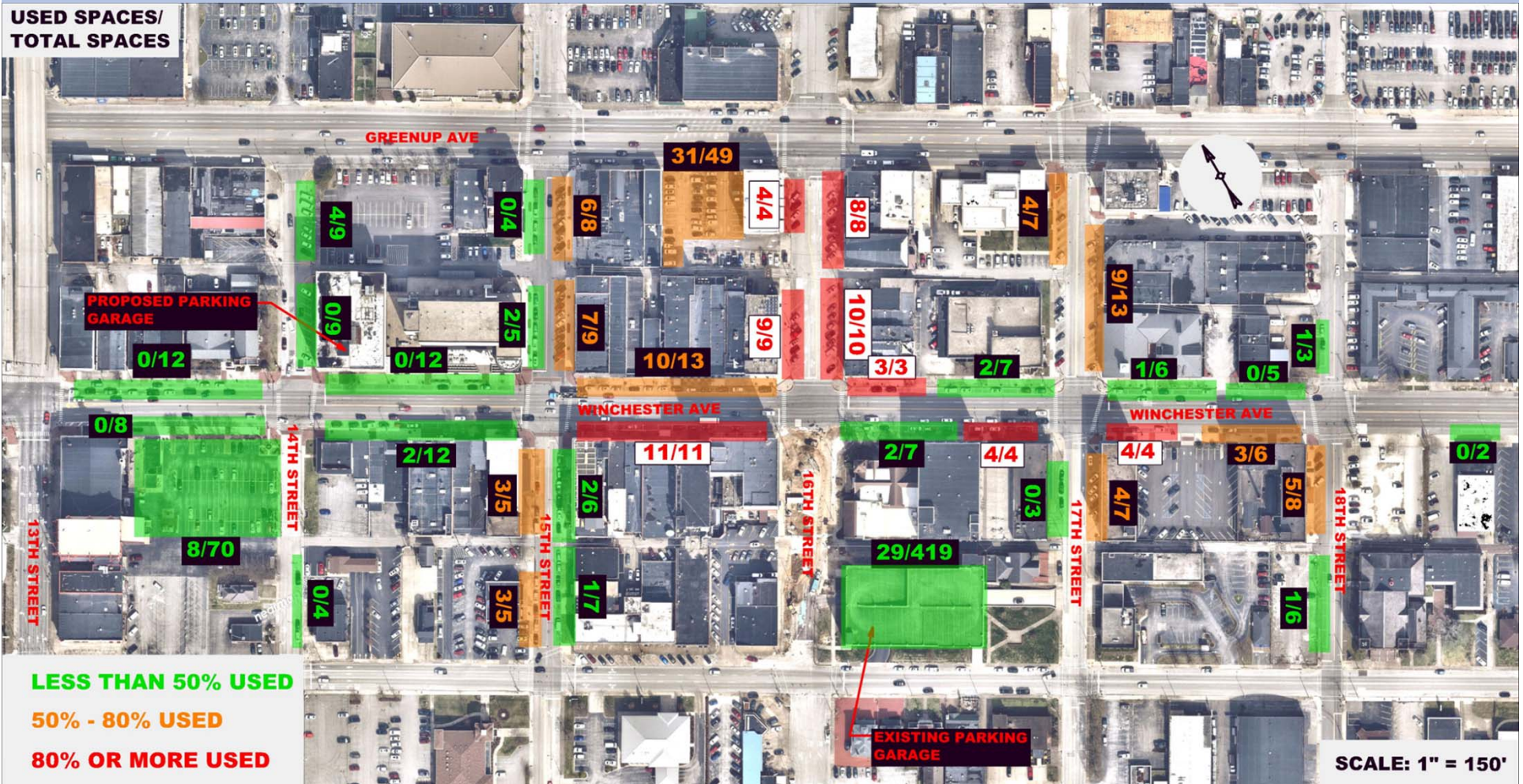
Traffic Analysis

Project Study Area Level of Service Analysis



Parking Availability

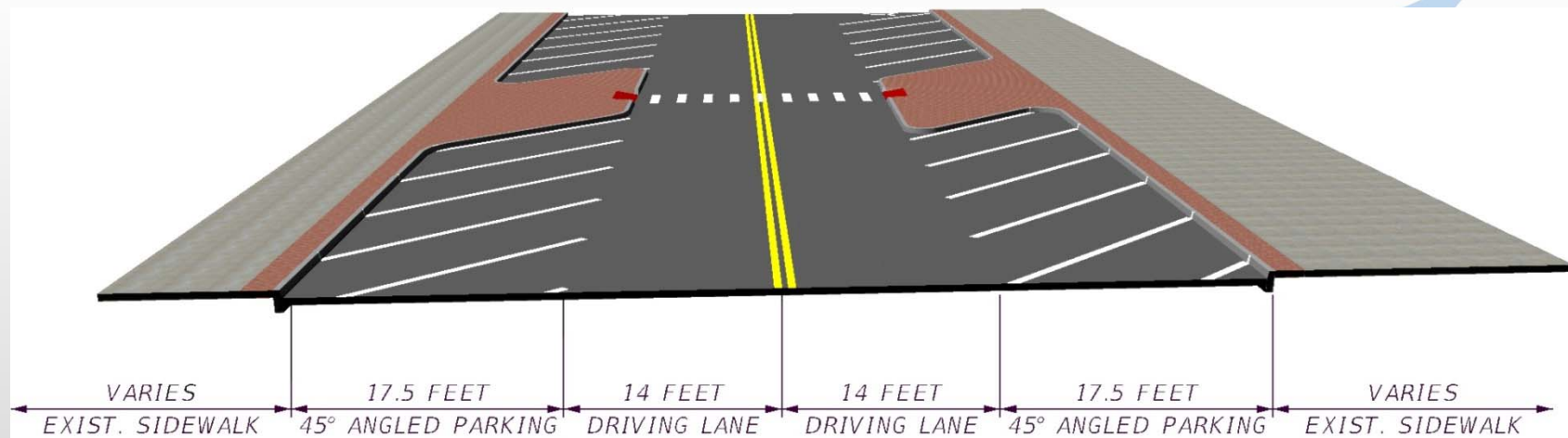
USED SPACES/
TOTAL SPACES



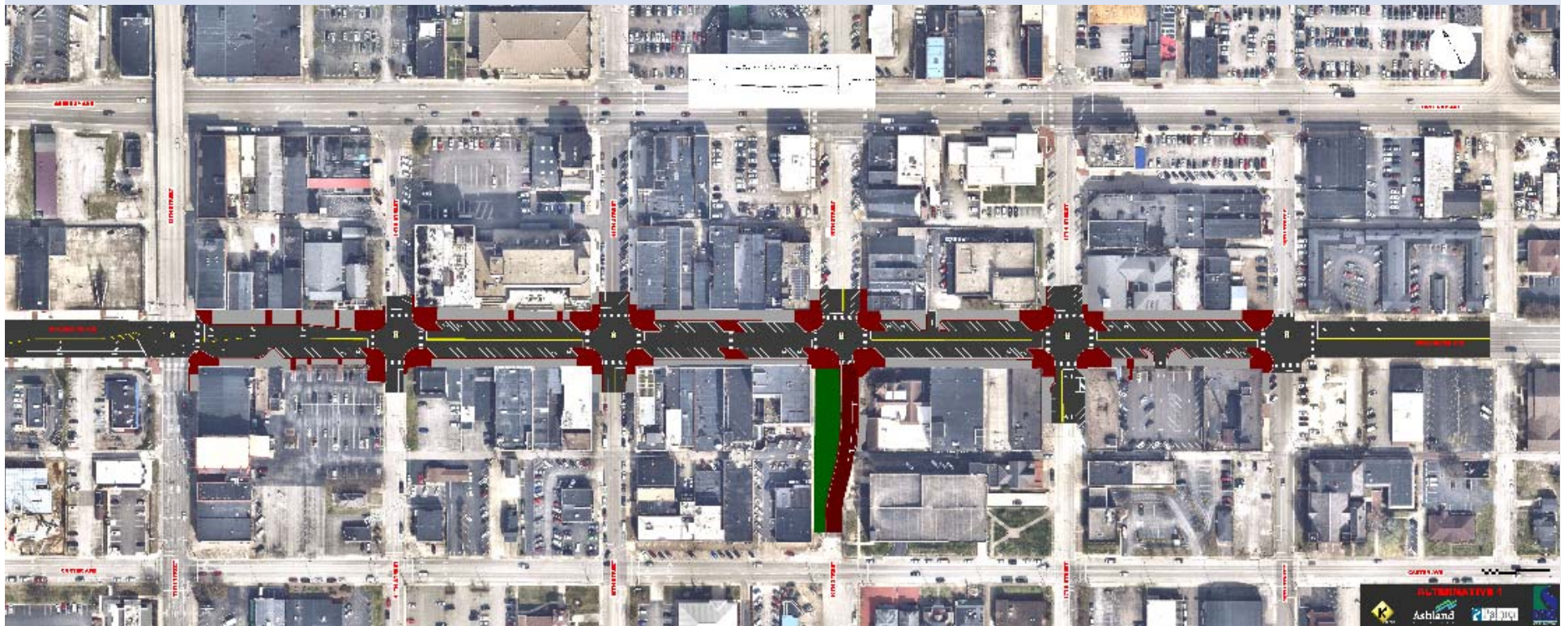
Typical Section Development

Alternative 1

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



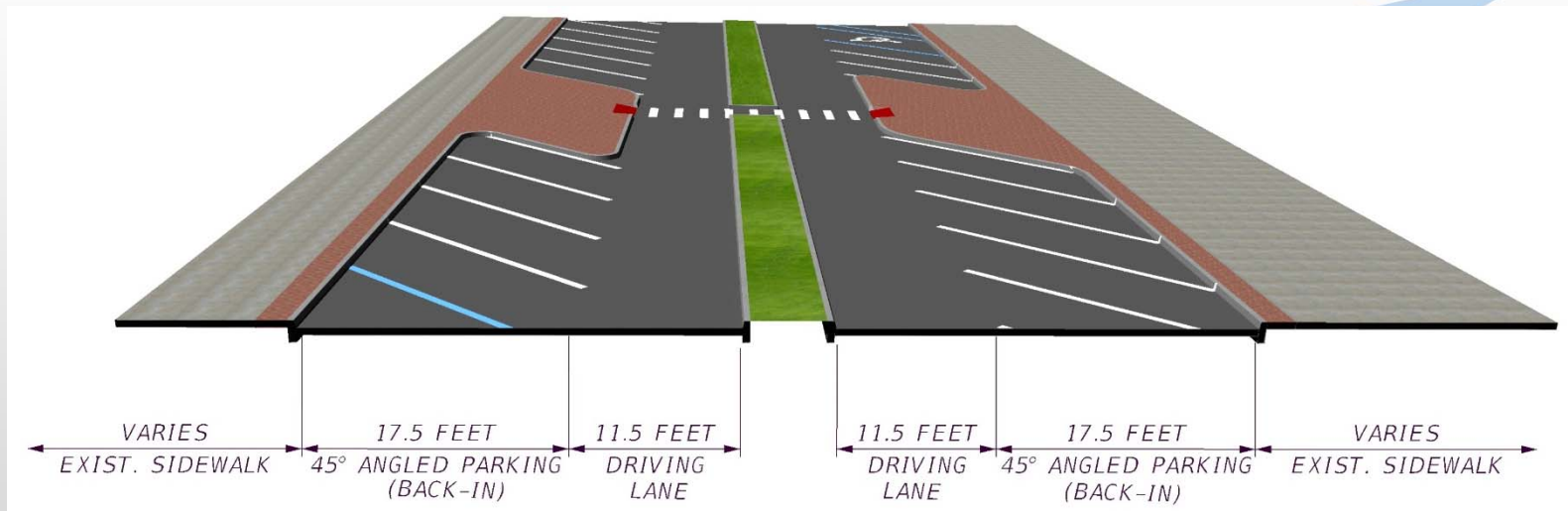
Proposed Alternative 1



Typical Section Development

Alternative 2

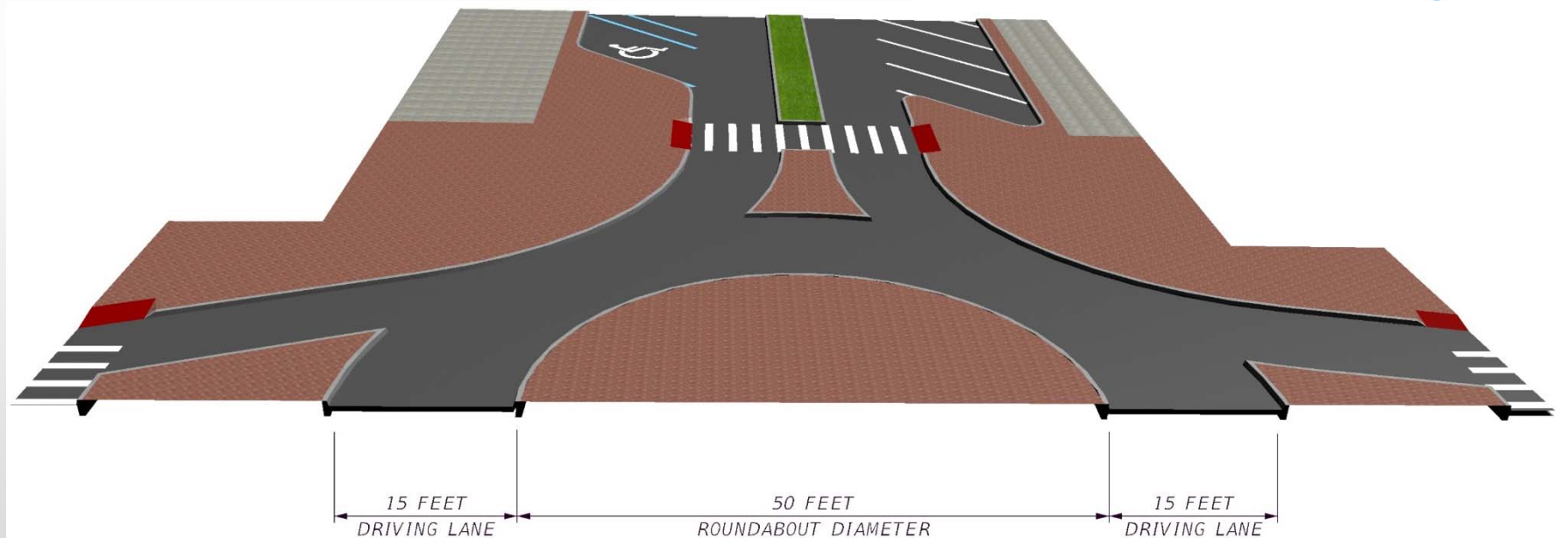
- 2 Lanes
- 11.5 ft Driving Lanes
- Raised Median (6 ft)
- Angled Parking (Back-In)
- Bike Lane (Sharrows)
- Roundabout Intersections



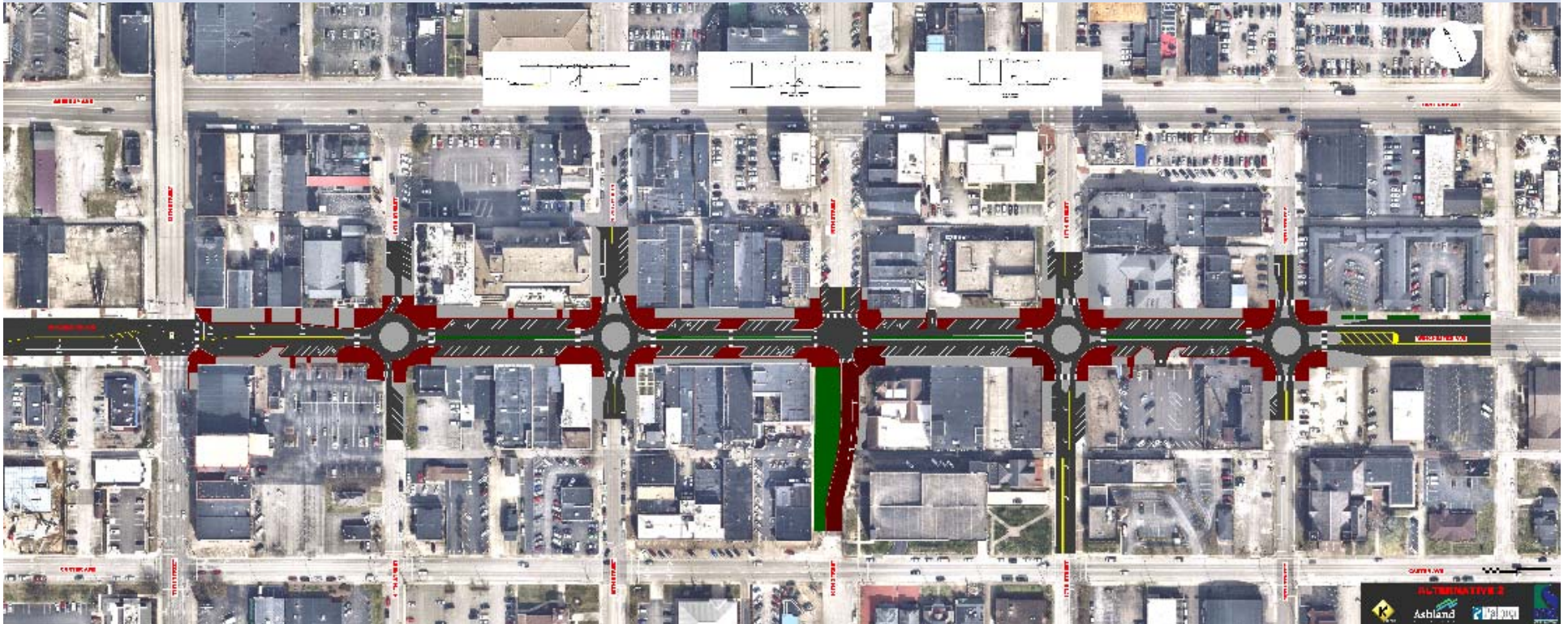
Typical Section Development

Alternative 2

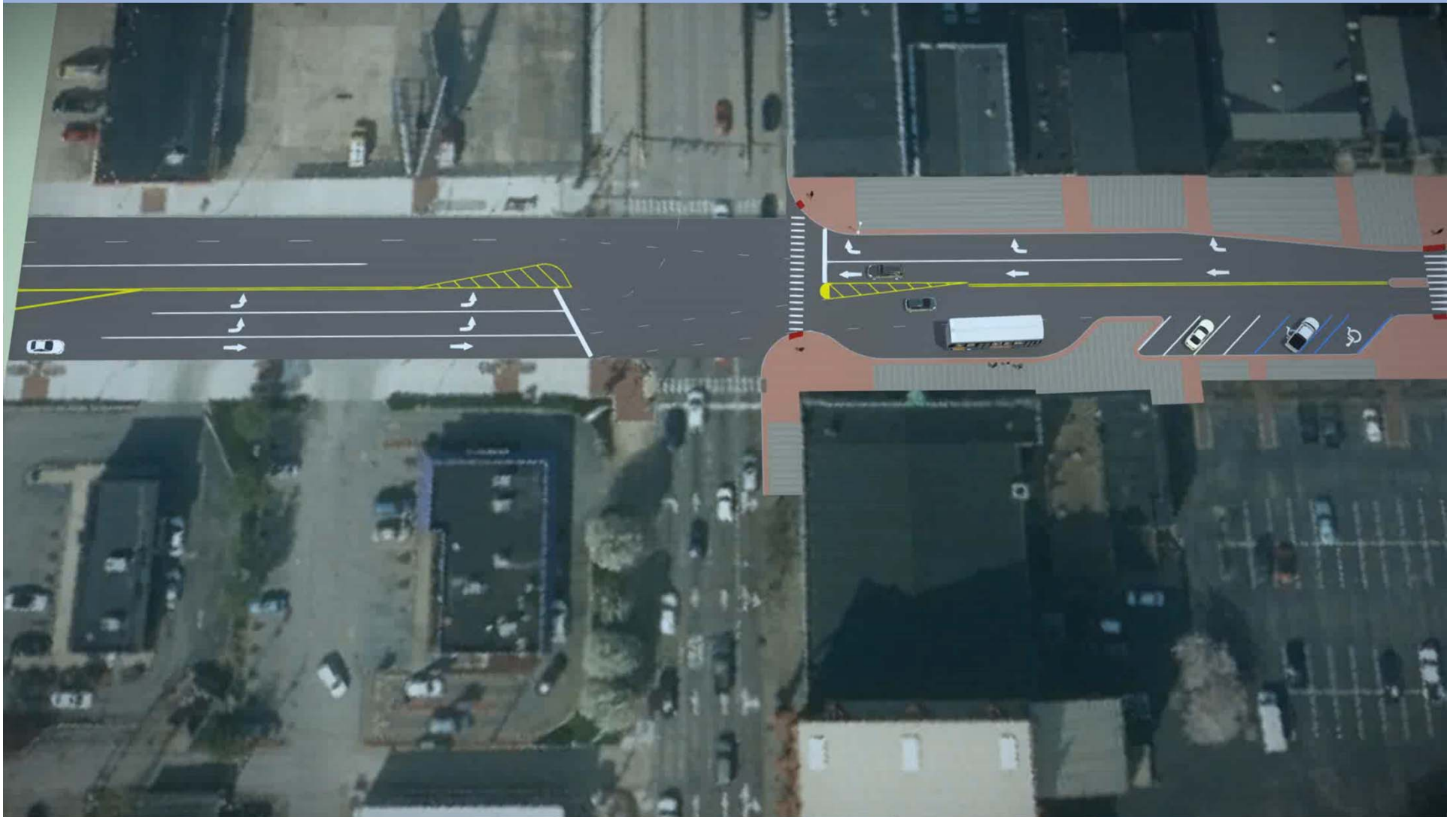
- 50 foot Inscribed Circle
- 15 ft Circulating Lane
- Mountable Median (Center of Roundabout)



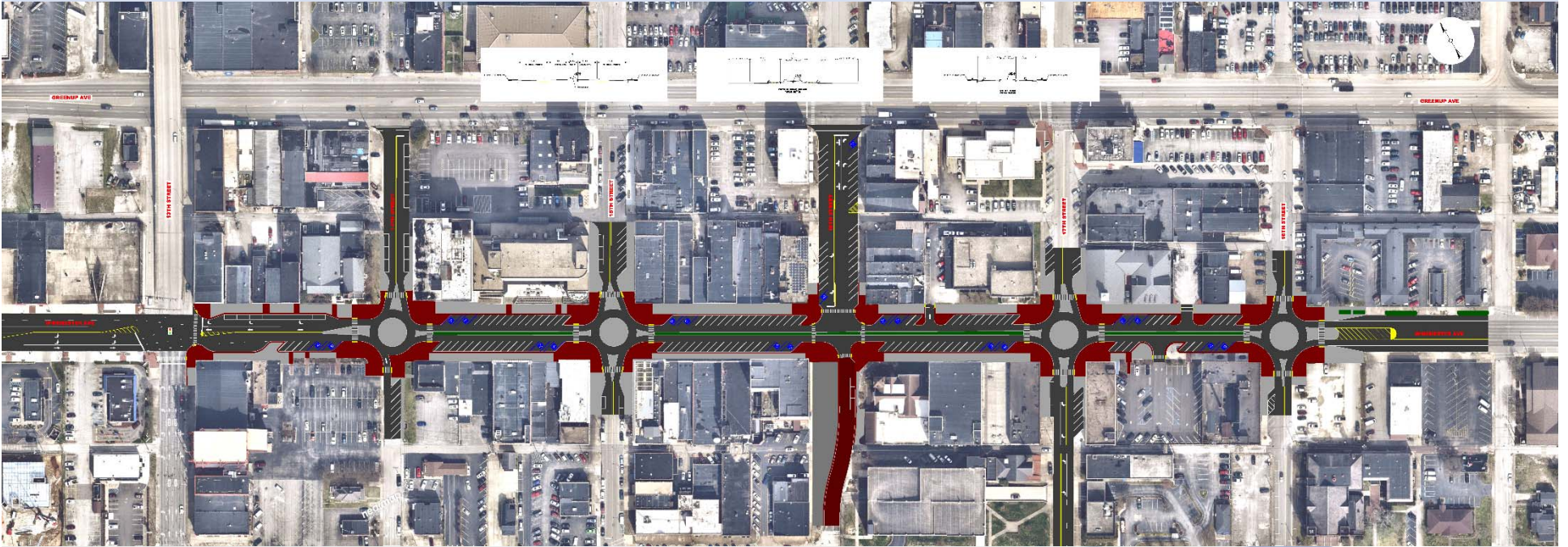
Proposed Alternative 2



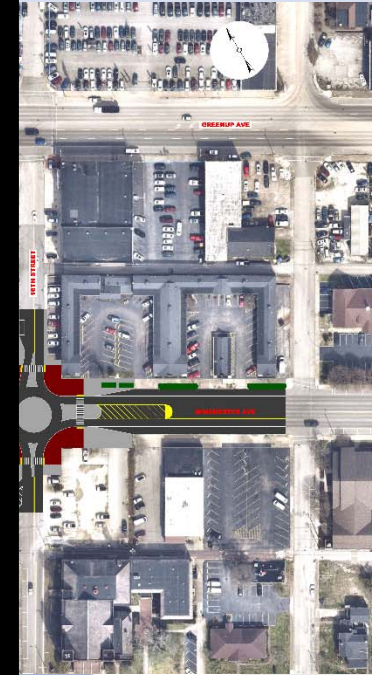
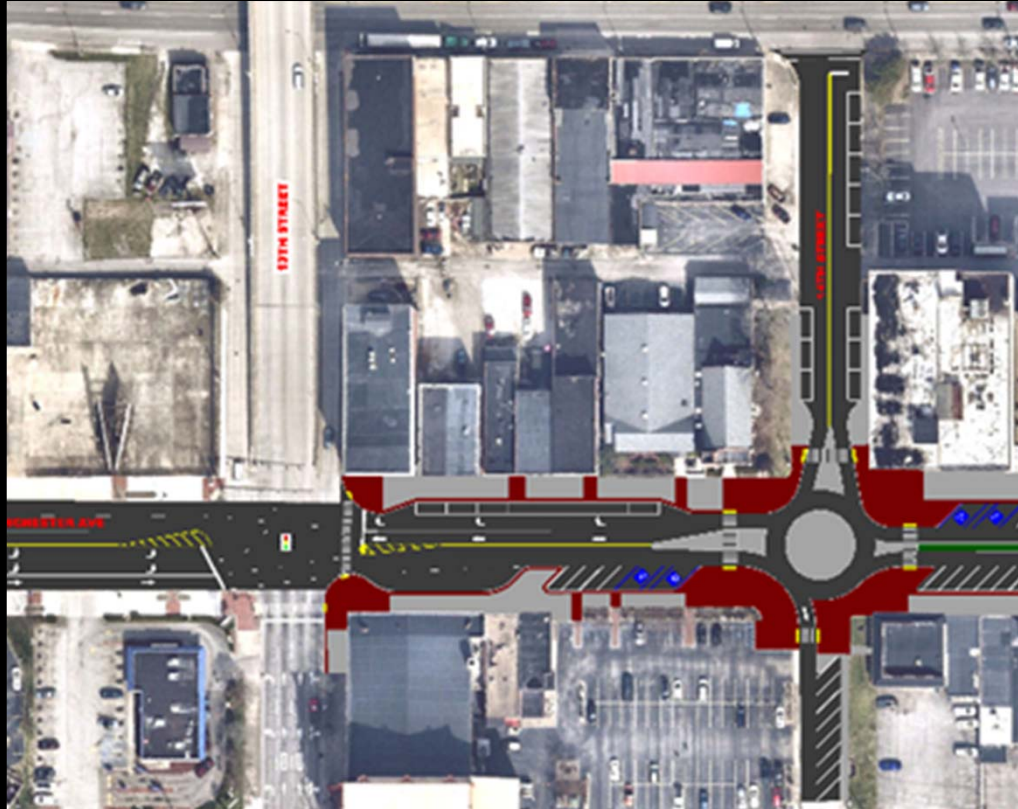
Proposed Alternative 2



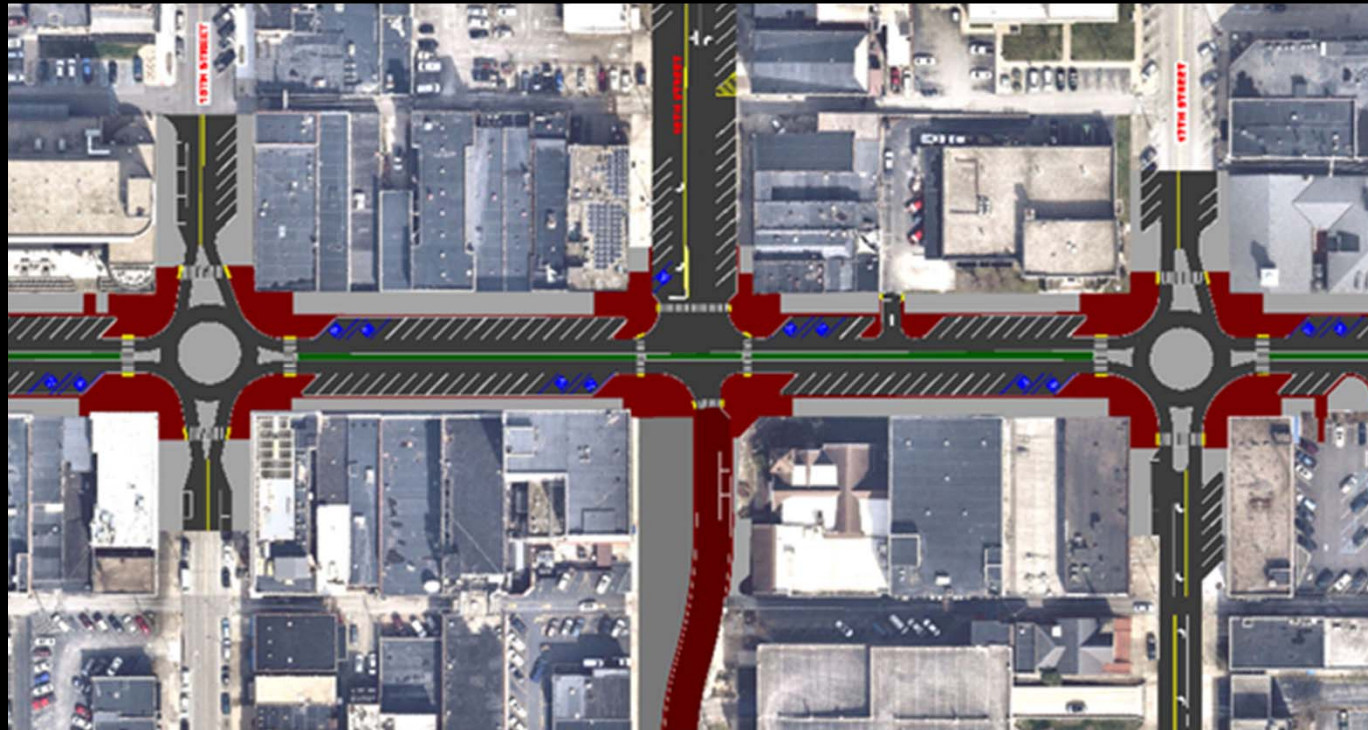
Alternative 3 (Preferred)



Alternative 3 (Preferred)



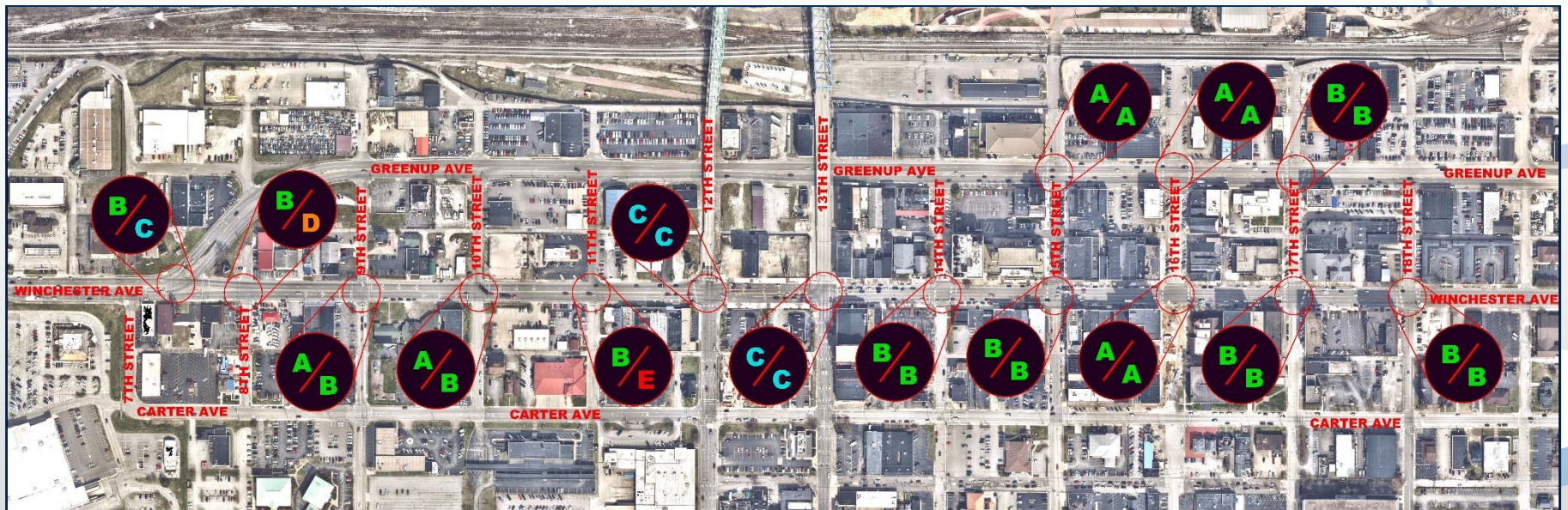
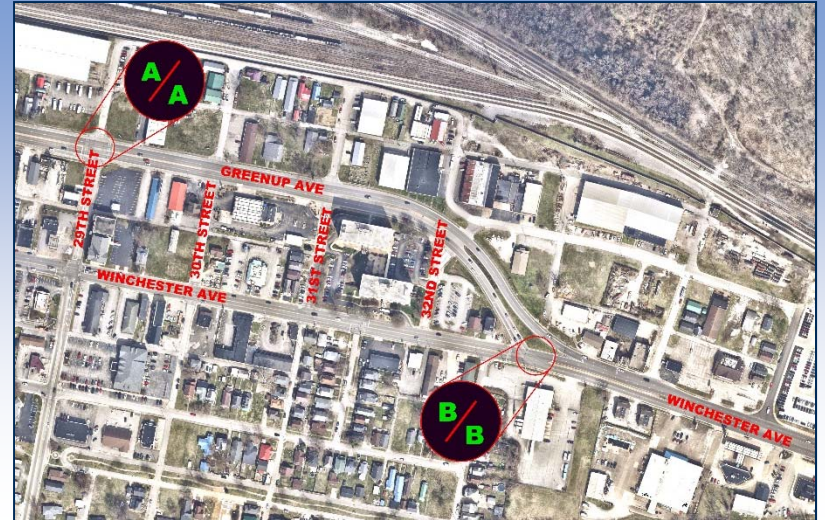
Alternative 3 (Preferred)



Traffic Analysis

Existing Level of Service Analysis

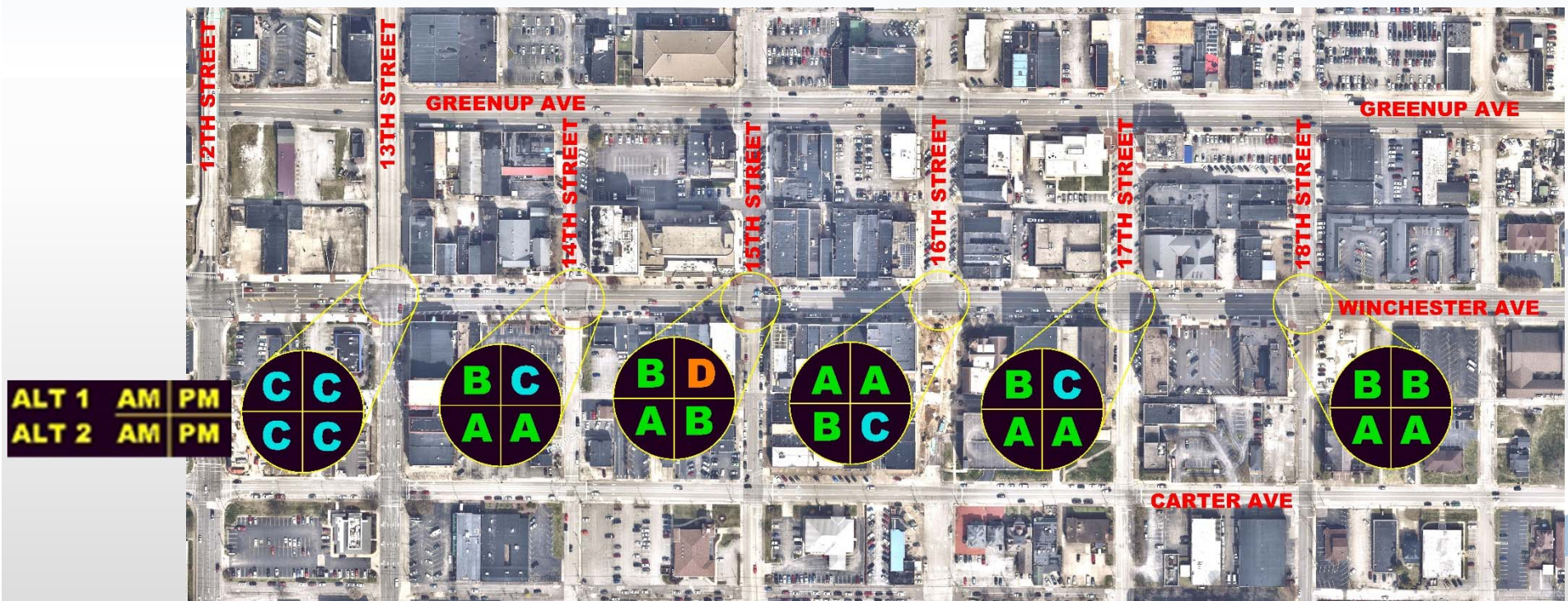
- AM/PM (2020)



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



© 2020 Mazar
© 2020 Microsoft Corporation
© CNE5 (2020) Distribution Atlas DS



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

Alternative 3

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



Future Steps

- Final Report Completed
- Encroachment Permit
- Funding Opportunities
- Design Plan Development
- Construction Bidding
- Construction Activities



Questions

