

Meeting Minutes

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FROM: Brian Aldridge
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DATE: March 2, 2016

SUBJECT: Glasgow Small Urban Area Study
Item Number N/A
Barren County
Advisory Committee Meeting #1

A project Advisory Committee meeting for the subject project was held at the Glasgow City Hall Council Chambers in Glasgow, Kentucky on February 24, 2016 at 10:00 a.m. CST. The following individuals were in attendance:

Dick Doty	Mayor of Glasgow
Tommy Elliott	Glasgow Independent Schools
Brittany Fisher	Barren River Area Development District
Kurt Frey	Glasgow Public Works
Brad Groce	Glasgow City Council
Lana Hatcher	Glasgow Transit
Troy Hearn	KYTC - Central Office Planning
Deneatra Henderson	KYTC – District 3
Guy Howie	Glasgow Police
Chip Jenkins	Barren County Schools
Kent Keen	Barren County Sheriff's Office
Thom Kendall	Joint City-County Planning Commission
Dustin Luttrell	KYTC – District 3
Shane McKenzie	KYTC – Central Office Planning
Jeff Moore	KYTC – District 3 Planning
Kevin Myatt	Joint City-County Planning Commission
Daryl Price	KYTC – District 3
Wendy Southworth	KYTC - Central Office Design
Scott Thomson	KYTC - Central Office Planning
Joe Trigg	City of Glasgow
Wes Watt	KYTC – District 3
Marlin Witcher	Glasgow City Council

Brian Aldridge
Len Harper
Ashley Williamson

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Jeff Moore welcomed everyone to the first Advisory Committee meeting and asked for formal introductions. He said the purpose of the meeting was to discuss the progress to date on the Glasgow Small Urban Area (SUA) Study and to get input from the Advisory Committee to help the project team identify trouble spots.

Handouts included an agenda and study area maps showing planned and committed transportation improvements, average daily traffic (ADT) volumes, critical crash rate factors (CRF), number of lanes and lane widths, shoulder widths, truck routes, and truck weight class. Plots of the draft environmental footprint maps, existing and future land use, crash history, and the Glasgow Alternative Transportation Endeavor (G.A.T.E.) Plan were also provided. Brian Aldridge delivered a brief presentation on the study. The following enumerated items were discussed.

1. The primary goal of the meeting is to review the existing conditions analysis and to get feedback from the Advisory Committee on problem areas before developing improvement alternatives.
2. The 2014 Barren County Comprehensive Plan requested the development of an urban transportation study for the Glasgow area. The last Glasgow SUA Study was completed in the 1990's, and many of the priority projects from that study have been constructed. It is time to create a new plan that will address the current and future needs of Glasgow.
3. The goal of the study is to identify and examine transportation issues related to safety and congestion in Glasgow and the surrounding area. This includes identifying multimodal needs. Short-term recommendations will be identified which include less resource intensive, quick win type projects the Kentucky Transportation Cabinet (KYTC), City of Glasgow, Barren County and/or private developers can pursue for further project development and implementation. The study will also seek to address long-term concerns by examining the future transportation needs. Local improvements may also be included on city streets or county routes but would be the responsibility of the City of Glasgow, Barren County, and/or private developers to fund.
 - a. Question: *What is the definition of a short term project?* Less complex projects that do not require a large amount of funding. Examples include signage improvements, the addition of turn lanes, or possibly pavement rehabilitation projects. Typically these are projects that can be implemented in one to five years. Larger more expensive projects that go through the typical highway development process can take 10 to 12 years to complete, from concept through construction. These larger projects are important but we also want

to identify smaller projects that can be implemented more quickly as part of this study.

4. Maps were presented showing the planned and committed projects within the study area. There are four projects in the study area listed in the KYTC's 2014 Six Year Highway Plan and 14 projects listed in the study area on the Unscheduled Needs List (UNL). The project team noted two additional Local Public Agency (LPA) projects to build shared-use facilities in Glasgow (Trojan Trail and Humble Avenue).
 - Question: *Do projects recommended in the SUA Study carry more weight than projects listed on the UNL?* No. The goal of this study is to take a fresh look at all the needs, including those that have already been included on the UNL as well as those not yet identified. Once projects have been defined we will then prioritize those projects as part of the SUA Study. This will help the KYTC, City of Glasgow, and Barren County determine how best to use available funding.
5. Brian noted that the KY 90 Scoping Study, KYTC Item No. 3-8819, is underway and that a meeting with local officials was anticipated in late spring to discuss alternatives.
6. Large environmental footprint maps (human environment, natural environment, prime farmland, and historic resources) were made available for participants to view and comment on after the presentation.
7. Maps depicting the existing conditions of the study area were discussed. These included roadway functional class, lane and shoulder widths, median widths and types, truck routes and truck weight class.
8. The existing traffic volumes were presented, and Brian mentioned the Louie B Nunn Cumberland Parkway, US 31E, KY 90, and the Veterans Outer Loop carry the highest traffic volumes within the study area. The Advisory Committee was asked to identify locations where congestion appears to currently be an issue. The locations that were identified are shown on **Figure 1**.
9. The crash history (January 1, 2013 to December 31, 2015) for study area roadways was discussed. Roadways with critical crash rate factors (CRF's) greater than 1.0 were highlighted on a map, and Brian explained that these represent locations where the actual crash rate is higher than would be expected and that crashes are not likely random occurrences. Ten locations have a CRF greater than 1.0, and the project team will examine these locations in more detail to see if improvements are needed.
10. The Advisory Committee was asked to identify locations where there are current safety concerns. The identified locations are shown on **Figure 2**.
 - a. As a follow-up to the safety discussion, KYTC District 3 performed an audit of the Cumberland Parkway interchange at KY 3600 (exit 8). Potential signage/marketing improvements are currently under consideration at this location as a result of this audit.

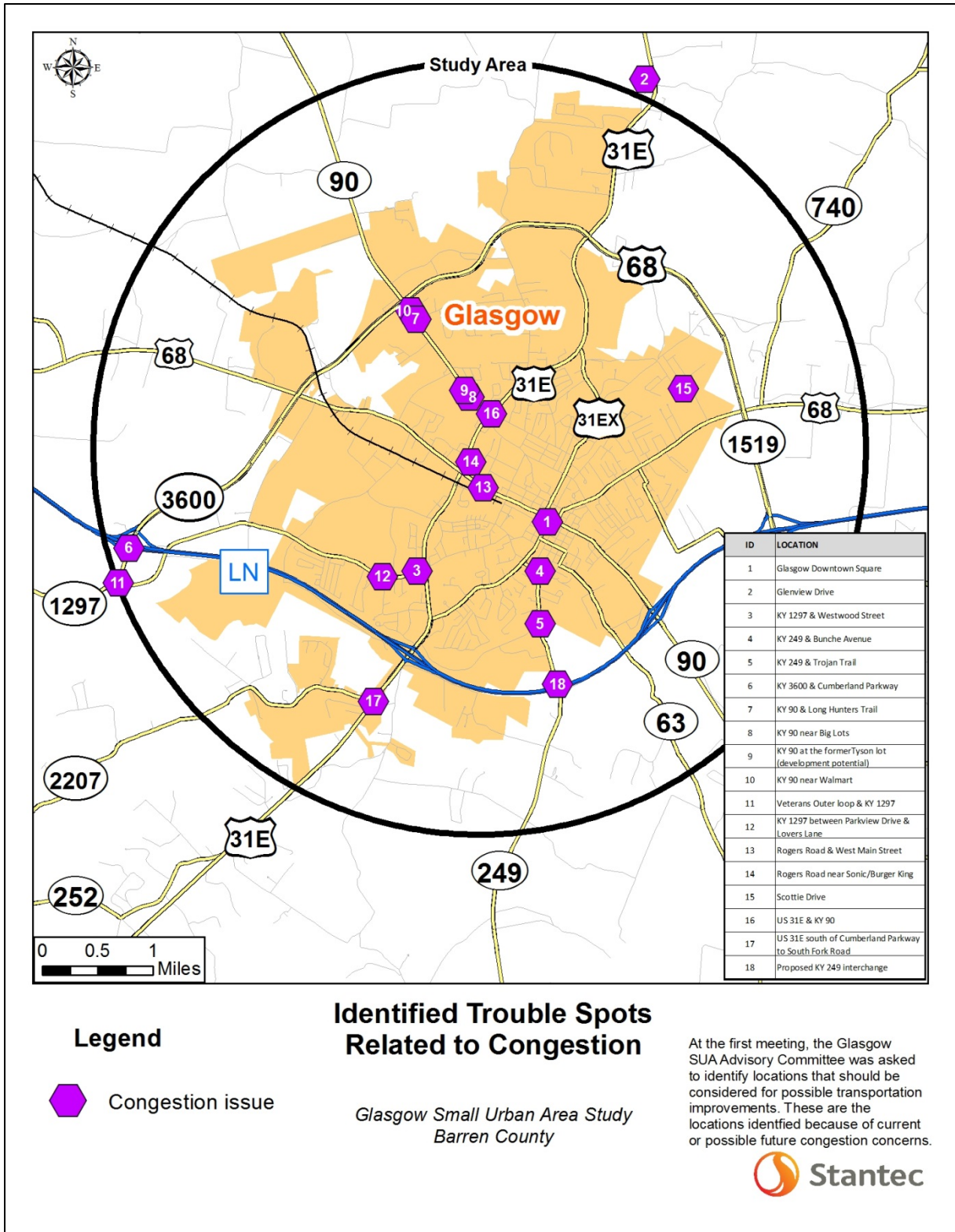


Figure 1

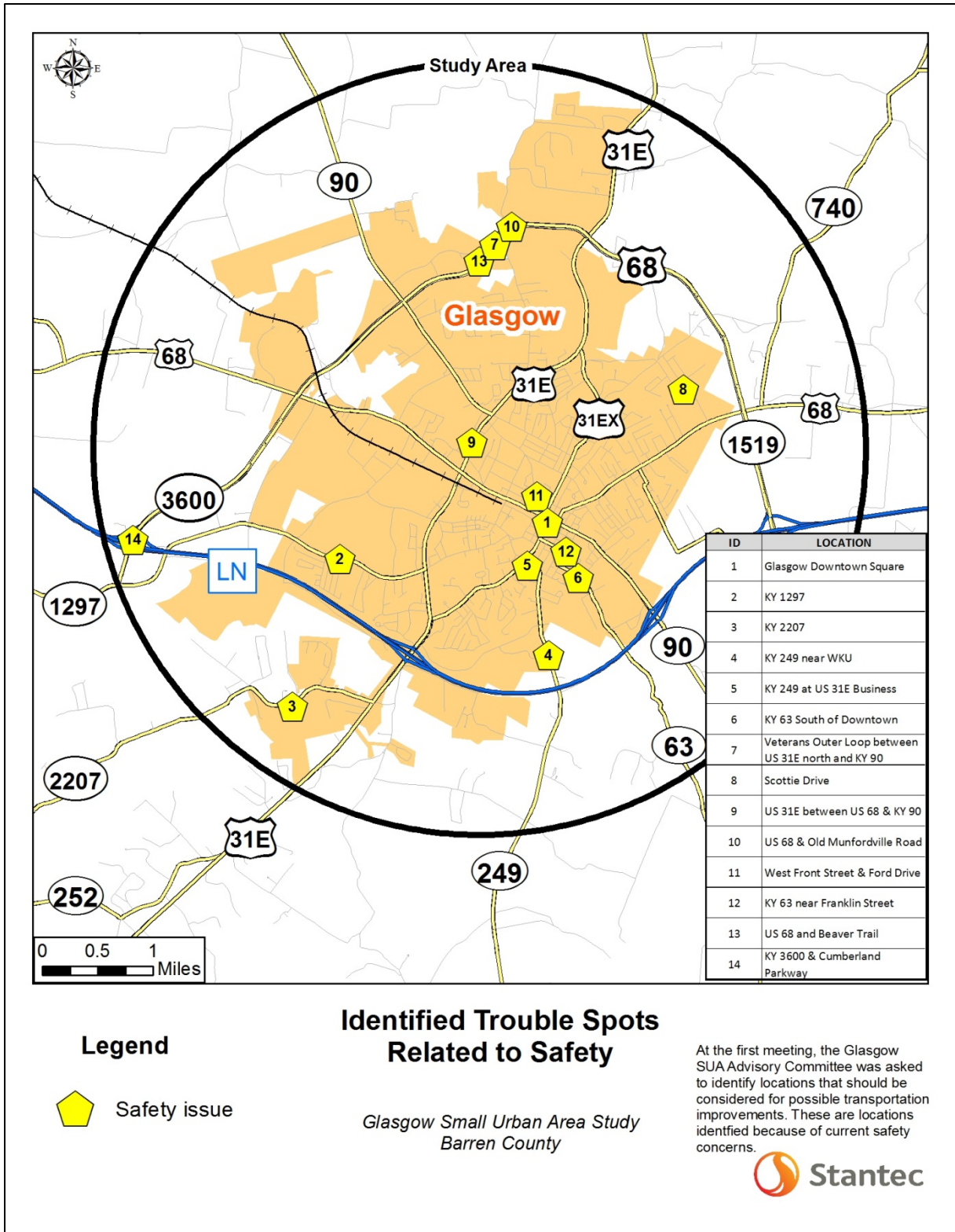


Figure 2

11. Two interchanges have opened to traffic within the past five years along the Louie B Nunn Cumberland Parkway as part of the extension of the Veterans Outer Loop. The interchange at KY 3600 (exit 8) opened in May 2015 and the interchange at KY 1519 (exit 15) opened in 2011. Central Office Planning provided December 2015 counts at KY 3600, but no official counts are available at KY 1519. The historic count data just north of the KY 90 interchange (exit 14) shows a significant decrease in demand after the KY 1519 interchange opened. A similar decrease is expected at the US 31E interchange (exit 11). KYTC District 3 has recently conducted new traffic counts at both US 31E and KY 1519 and those will be available once the data are processed.
12. Stantec is working with KYTC Central Office to update the Bowling Green/Warren County Travel Demand Model, which will be used to develop 2040 traffic forecasts for the study. The Barren County population projections provided by the Kentucky State Data Center suggest 20 percent growth from 2015 to 2040 and approximately 2/3 of that growth is expected to be within the city of Glasgow.
13. The Advisory Committee was asked to identify potential residential and commercial growth areas in Glasgow. During that discussion, it was mentioned that utility infrastructure is limited on the northeast side of town which can limit growth. In addition, the terrain to the east is less than desirable for development. There is more potential for growth in the west where utilities are more readily available and the terrain is more conducive. The following growth areas were mentioned and are shown on **Figure 3**.
 - a) KY 1297 where multi-family development has already occurred
 - b) US 31E south towards Scottsville
 - c) KY 249 between Hume Way & Richardsville Road
 - d) KY 90 and US 31E
 - e) Megan Lane
 - f) Developers have expressed interest in Scottie Drive and Homewood Boulevard
14. The Advisory Committee was asked to identify locations for possible transportation and multimodal improvements in break out groups after the presentation. The identified locations are shown on **Figure 4**.
15. Brian discussed the project schedule. The next step will be for Stantec to continue work on the traffic forecasts and develop preliminary improvement alternatives based on comments received at today's meeting. A second Advisory Committee meeting will be held in June where preliminary improvement alternatives will be presented to solicit feedback and suggested prioritization.

The meeting ended at approximately 12:30 p.m. CST.

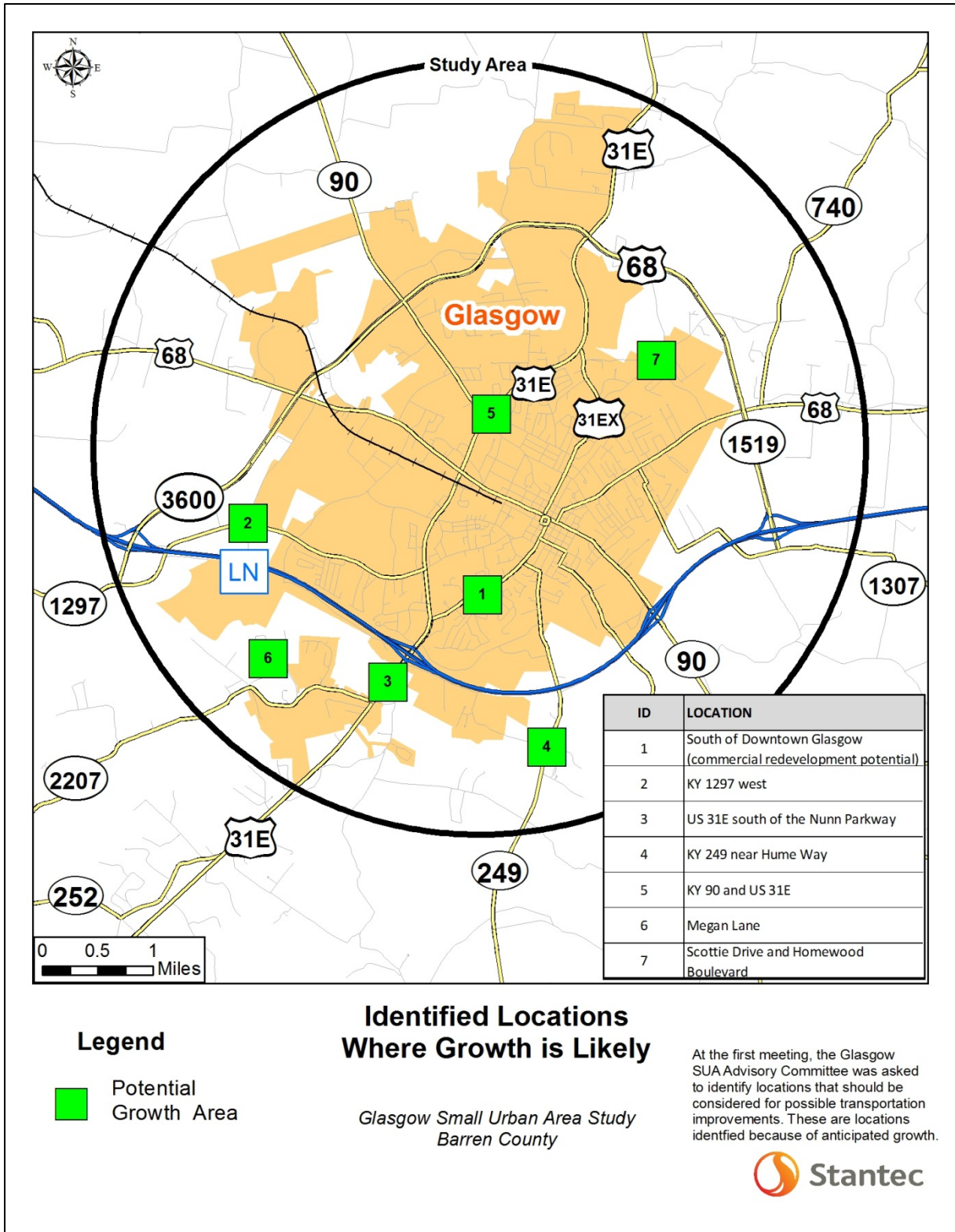


Figure 3

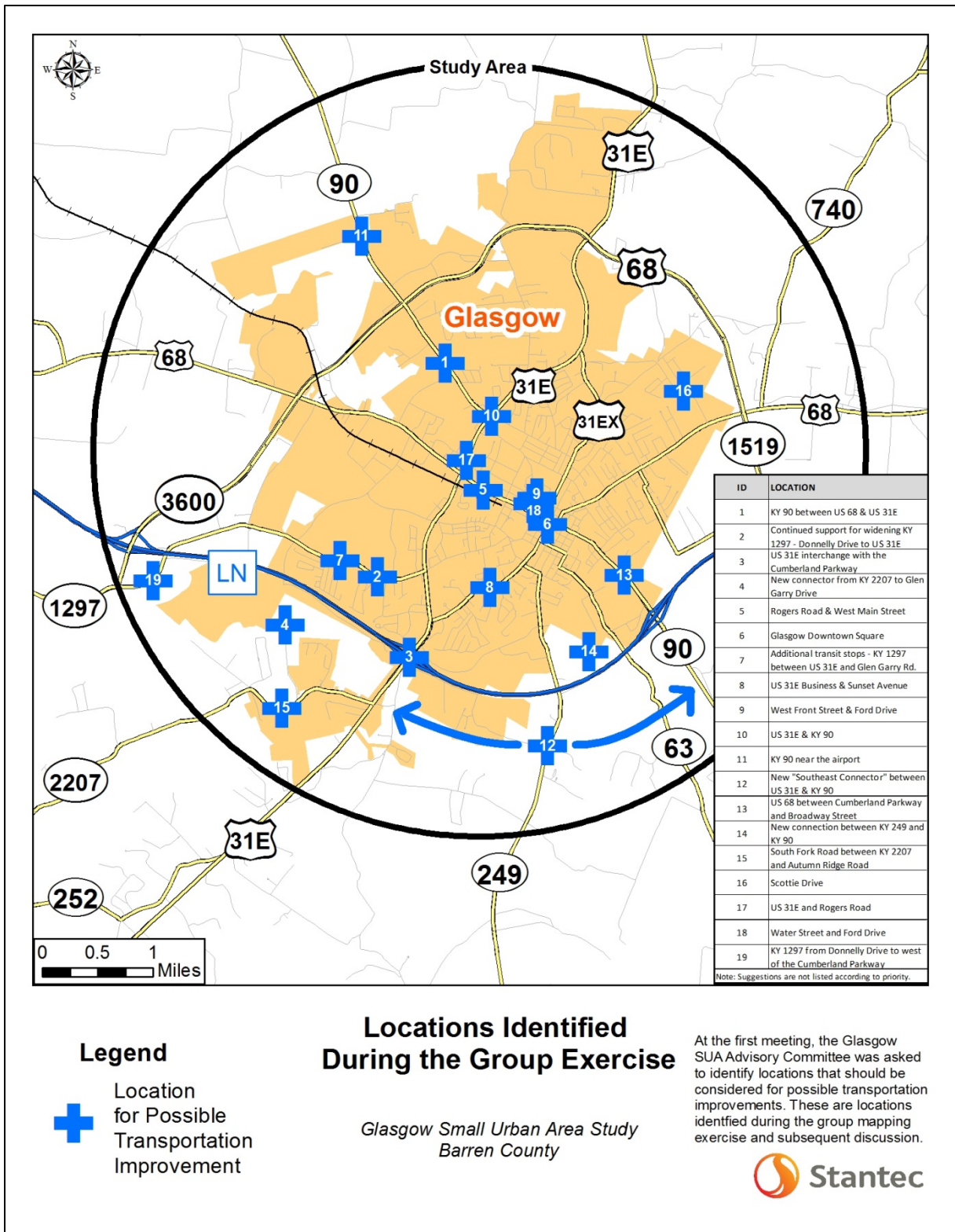


Figure 4