CITY OF CORBIN, KY
SAFETY ACTION PLAN

JUNE 25, 2025

PREPARED FOR:

CITY OF CORBIN
805 S. MAIN STREET
CORBIN, KY, 40701

PREPARED BY:

BANKS ENGINEERING, INC.
1211 JESSAMINE STATION
NICHOLASVILLE, KY 40356

AND

CRAWFORD, MURPHY & TILLY, INC.
230 LEXINGTON GREEN CIRCLE
SUITE 410
LEXINGTON, KY 40503

TABLE OF CONTENTS

APPENDICES

CORBIN SAFETY ACTION PLAN

APPENDIX A: FOCUS ROAD LIST

Column Name	Description
Rank	Rank based on highest final score
RT Unique	Unique Route and Section Identifier
Road Name	Road Name (per GIS Database)
Local Name	Local Name (State Only)
Length	Length (feet)
Total Crashes	Total number of crashes on section
Injured	Total number of injured persons on section
Killed	Total number of fatalities on section
InjK	Sum of injuries and fatalities
EPDO	Equivalent Property Damage Only Crashes. Weighted sum of all crashes on section (weight factors Fatality =10, Injury = 5, Property Damage Only = 1)
VRU	Vulnerable Road Users Crashes on Section. (Bike, Pedestrian)
InjKScore	Score based on the number of injuries and fatalities observed on section divided by the maximum number of injuries and fatalities observed on a section within the system (city or state)
EPDOScore	Score based on the EPDOs observed on section divided by the maximum number of EPDOs observed on a section within the system (city or state)
VRUScore	Score based on the VRUs observed on section divided by the maximum number of VRUs observed on a section within the system (city or state)
Probe Score	Score based on the number of probe vehicles observed on section divided by the maximum number of probes observed on a section within the system (city or state)
Criticality Score	Score based on the calculated criticality of the section divided by the maximum criticality of a section within the system (city or state)
CrashScore	Sum of InjK Score, EPDO Score and VRU Score. Normalized between 0 and 5.
UseScore	Sum of Probe and Criticality Score. Normalized between 0 and 5.
CommScore	Community Score. Used to identify sections of high importance to the community as identified by the task force.
FinalScore	Sum of Use Score and Crash Score.
%InjuryF	Percent of all city or state Injury and Fatal Crashes that occurred within the roadway section.
CumInjF	Cumulative percent of injury and fatal crashes based on rank of roadway section.
rank	Rank based on highest final score

Rank	RT Unique (State Roads)	Road Name	Length (feet)	Total Crashes	Inj.	K	InjK	EPDO	VRU	InjK Score	EPDO Score	Crash Score	Use Score	Comm Score	Final Score	Crash Rank	Use Rank	Final Rank
1	063-US-0025E -000-2	CUMBERLAND GAP PKWY	5544	362	124	0	124	858	5	1.00	1.00	5.00	5.00	0.00	3.75	1	1	1
2	118-US-0025W -001-1	KENTUCKY AVE	5110	142	40	0	40	302	0	0.32	0.35	1.12	3.83	5.00	2.77	9	6	2
3	118-US-0025W -000-33	MAIN ST	5280	123	24	0	24	219	1	0.19	0.26	1.08	3.83	5.00	2.75	10	6	3
4	118-US-0025W -000-34	MAIN ST	5280	130	30	0	30	250	0	0.24	0.29	0.89	3.83	5.00	2.65	12	6	4
5	063-US-0025E -000-1	CUMBERLAND GAP PKWY	5280	141	41	2	43	323	1	0.35	0.38	1.54	5.00	0.00	2.02	4	1	5
6	118-US-0025W -000-30	CUMBERLAND FALLS HWY	5280	199	80	0	80	519	0	0.65	0.60	2.08	3.83	0.00	2.00	2	6	6
7	118-US-0025W -000-29	CUMBERLAND FALLS HWY	5280	80	47	1	48	277	0	0.39	0.32	1.18	3.83	0.00	1.55	7	6	7
8	118-US-0025W -000-32	CUMBERLAND FALLS HWY	5280	95	31	0	31	219	1	0.25	0.26	1.18	3.83	0.00	1.55	8	6	8
9	061-US-0025E -000-26	CUMBERLAND GAP PKWY	5280	72	40	0	40	232	0	0.32	0.27	0.99	3.98	0.00	1.49	11	3	9
10	061-KY-3041 -000-4	CORBIN BYPASS	4706	61	34	1	35	206	0	0.28	0.24	0.87	3.48	0.00	1.30	13	13	10
11	061-KY-0312 -000-1	MASTER ST	5280	92	38	1	39	253	3	0.31	0.29	2.02	1.08	0.00	1.28	3	25	11
12	061-US-0025E -000-25	CUMBERLAND GAP PKWY	5280	39	22	0	22	127	0	0.18	0.15	0.54	3.98	0.00	1.27	18	3	12
13	118-US-0025W -000-99	CUMBERLAND FALLS HWY	5280	55	24	0	24	151	0	0.19	0.18	0.62	3.83	0.00	1.27	14	6	13
14	061-KY-3041 -000-2	CORBIN BYPASS	5280	14	8	0	8	46	1	0.06	0.05	0.53	3.48	0.00	1.13	19	13	14
15	063-US-0025W -000-1	CUMBERLAND GAP PKWY	5503	75	48	0	48	267	1	0.39	0.31	1.50	1.23	0.00	1.06	5	24	15
16	118-KY-3041 -000-1	CORBIN BYPASS	5280	55	13	0	13	107	0	0.10	0.12	0.38	3.37	0.00	1.03	23	16	16
17	061-US-0025E -000-27	W CUMBERLAND GAP PKWY	1306	5	2	0	2	13	0	0.02	0.02	0.05	3.98	0.00	1.02	44	3	17
18	118-KY-3041 -000-2	CORBIN BYPASS	4252	19	11	0	11	63	0	0.09	0.07	0.27	3.37	0.00	0.98	27	16	18
19	061-KY-3041 -000-3	CORBIN BYPASS	5280	20	3	0	3	32	0	0.02	0.04	0.10	3.48	0.00	0.92	38	13	19
20	061-KY-0312 -000-2	MASTER ST	2004	99	32	0	32	227	1	0.26	0.26	1.20	1.08	0.00	0.87	6	25	20

Rank	RT Unique (State Roads)	Road Name	Length (feet)	Total Crashes	Inj.	K	InjK	EPDO	VRU	InjK Score	EPDO Score	Crash Score	Use Score	Comm Score	Final Score	Crash Rank	Use Rank	Final Rank
21	063-KY-0770 -000-2	E CUMBERLAND GAP PKWY	1313	60	21	0	21	144	0	0.17	0.17	0.56	2.01	0.00	0.78	17	18	21
22	118-KY-0026 -000-15	S MAIN ST	1587	36	10	0	10	76	1	0.08	0.09	0.62	1.32	0.00	0.64	15	21	22
23	063-KY-0770 -000-1	E CUMBERLAND GAP PKWY	5280	8	6	0	6	32	0	0.05	0.04	0.14	2.01	0.00	0.57	35	18	23
24	063-US-0025 -000-1	E CUMBERLAND GAP PKWY	5280	10	3	0	3	22	0	0.02	0.03	0.08	1.93	0.00	0.52	39	20	24
25	118-KY-0312 -000-3	GORDON ST	5280	29	24	0	24	125	0	0.19	0.15	0.57	0.80	0.00	0.48	16	28	25
26	063-KY-3431 -000-1	AMERICAN GREETING CARD RD	5280	31	21	0	21	115	0	0.17	0.13	0.51	0.86	0.00	0.47	20	27	26
27	118-KY-0727 -001-1	W 4TH ST	4370	19	5	0	5	39	1	0.04	0.05	0.48	0.74	0.00	0.42	21	32	27
28	118-KY-0312 -000-4	GORDON ST	3317	52	16	0	16	116	0	0.13	0.14	0.44	0.80	0.00	0.42	22	28	28
29	118-KY-0026 -000-14	S MAIN ST	5280	16	4	0	4	32	0	0.03	0.04	0.12	1.32	0.00	0.39	36	21	29
30	118-KY-0026 -131-1	S MAIN ST	979	3	0	0	0	3	0	0.00	0.00	0.01	1.32	0.00	0.33	52	21	30
31	118-KY-0312 -000-1	MASTER ST	516	24	10	0	10	64	0	0.08	0.07	0.26	0.80	0.00	0.33	29	28	31
32	118-KY-0727 -000-3	5TH STREET RD	5280	35	10	0	10	75	0	0.08	0.09	0.28	0.74	0.00	0.33	25	32	32
32	118-KY-0727 -000-1	5TH STREET RD	5280	35	10	0	10	75	0	0.08	0.09	0.28	0.74	0.00	0.33	25	32	32
34	118-KY-0727 -000-2	5TH STREET RD	5280	33	8	1	9	74	0	0.07	0.09	0.26	0.74	0.00	0.32	28	32	34
35	118-KY-0727 -000-5	5TH STREET RD	3044	31	9	0	9	67	0	0.07	0.08	0.25	0.74	0.00	0.31	30	32	35
36	118-KY-0312 -000-2	MASTER ST	4764	19	8	0	8	51	0	0.06	0.06	0.21	0.80	0.00	0.30	32	28	36
37	061-KY-0830 -000-1	HAMBLIN AVE	2030	16	12	0	12	64	0	0.10	0.07	0.29	0.61	0.00	0.30	24	38	37
38	118-KY-0727 -000-4	5TH STREET RD	5280	15	6	0	6	39	0	0.05	0.05	0.16	0.74	0.00	0.26	34	32	38
39	063-KY-0830 -000-1	HAMBLIN AVE	1168	4	5	0	5	24	0	0.04	0.03	0.11	0.58	0.00	0.20	37	41	39
40	061-KY-0830 -000-2	HAMBLIN AVE	3250	15	2	0	2	23	0	0.02	0.03	0.07	0.61	0.00	0.19	43	38	40
41	061-KY-1629 -000-2	CARTER ST	5280	18	6	0	6	42	0	0.05	0.05	0.16	0.40	0.00	0.18	33	42	41
42	118-KY-1259 -000-1	SCUFFLETOWN RD	5280	22	7	1	8	59	0	0.06	0.07	0.22	0.24	0.00	0.17	31	51	42
43	061-KY-0830 -000-5	HAMBLIN AVE	5280	1	0	0	0	1	0	0.00	0.00	0.00	0.61	0.00	0.15	55	38	43
44	118-KY-2384 -000-1	BARTON MILL RD	2895	8	3	0	3	20	0	0.02	0.02	0.08	0.38	0.00	0.13	40	45	44
45	061-KY-1629 -000-3	CARTER ST	5280	2	1	0	1	6	0	0.01	0.01	0.03	0.40	0.00	0.11	48	42	45
46	118-KY-2989 -000-1	BROWNING ACRES RD	5280	3	2	1	3	20	0	0.02	0.02	0.08	0.25	0.00	0.10	40	49	46
47	061-KY-1629 -000-1	CARTER ST	5280	1	0	0	0	1	0	0.00	0.00	0.00	0.40	0.00	0.10	55	42	47
48	061-KY-3606 -020-1	WOODBINE CONN	1488	6	3	0	3	18	0	0.02	0.02	0.08	0.25	0.00	0.10	42	48	48
49	063-KY-1223 -000-1		5280	1	0	0	0	1	0	0.00	0.00	0.00	0.33	0.00	0.08	55	46	49
50	118-KY-1259 -000-5	SCUFFLETOWN RD	5280	7	1	0	1	11	0	0.01	0.01	0.03	0.24	0.00	0.08	45	51	50
51	118-KY-1259 -000-2	SCUFFLETOWN RD	1697	4	1	0	1	8	0	0.01	0.01	0.03	0.24	0.00	0.07	46	51	51
52	118-KY-3421 -000-1	BARTON MILL CUTOFF RD	5280	5	0	0	0	5	0	0.00	0.01	0.01	0.26	0.00	0.07	50	47	52
53	118-KY-2989 -000-2	BROWNING ACRES RD	2204	3	0	0	0	3	0	0.00	0.00	0.01	0.25	0.00	0.06	52	49	53
54	061-KY-2417 -000-3	LYNN CAMP SCHOOL RD	583	2	1	0	1	6	0	0.01	0.01	0.03	0.21	0.00	0.06	48	56	54
55	118-KY-1259 -000-6	SCUFFLETOWN RD	1075	3	0	0	0	3	0	0.00	0.00	0.01	0.24	0.00	0.06	52	51	55
56	118-KY-1259 -000-3	SCUFFLETOWN RD	3583	1	0	0	0	1	0	0.00	0.00	0.00	0.24	0.00	0.06	55	51	56
57	061-KY-2417 -000-4		1330	1	0	0	0	1	0	0.00	0.00	0.00	0.21	0.00	0.05	55	56	57
58	061-KY-1232 -000-1	BARBOURVILLE RD	5488	5	0	0	0	5	0	0.00	0.01	0.01	0.18	0.00	0.05	50	58	58
59	118-KY-0312 -001-1	ROY KIDD AVE	226	3	1	0	1	7	0	0.01	0.01	0.03	0.04	0.00	0.02	47	59	59

Rank	RT Unique (City Streets)	Road Name	Length (feet)	Total Crashes	Inj.	K	InjK	EPDO	VRU	InjK Score	EPDO Score	Crash Score	Use Score	Comm Score	Final Score	Crash Rank	Use Rank	Final Rank
1	061-CS-2029 -000-2	ROY KIDD AVE	1927	18	6	0	6	42	1	1.00	1.00	5.00	3.09	0.00	3.27	1	3	1
2	118-CS-2212 -000-1	DEPOT ST	4102	13	5	0	5	33	1	0.83	0.79	4.37	1.94	0.00	2.67	2	8	2
3	061-CS-2003 -000-1	BARBOURVILLE ST	2477	5	2	0	2	13	0	0.33	0.31	1.07	0.84	5.00	2.00	8	32	3
4	118-CS-2146 -000-1	OAKLAWN DR	4156	5	1	0	1	9	0	0.17	0.21	0.63	0.75	5.00	1.76	17	35	4
5	118-CS-2017 -000-1	7TH ST	3904	15	1	0	1	19	0	0.17	0.45	1.03	3.70	0.00	1.44	10	1	5
6	118-CS-2000 -000-1	ARENA DR	3601	12	2	0	2	20	0	0.33	0.48	1.35	2.74	0.00	1.36	7	4	6
7	118-CS-2196 -000-1	VANDORN ST	1433	3	1	0	1	7	1	0.17	0.17	2.22	0.88	0.00	1.33	3	31	7
8	118-CS-2213 -000-1	E GORDON ST	260	2	1	0	1	6	1	0.17	0.14	2.18	0.47	0.00	1.21	4	49	8
9	118-CS-2189 -000-1	TRILLIUM WAY	4748	9	1	0	1	13	0	0.17	0.31	0.79	3.22	0.00	1.20	12	2	9
10	061-CS-2026 -000-1	N COMMONWEALTH AVE	1740	2	2	0	2	10	0	0.33	0.24	0.95	2.61	0.00	1.13	11	6	10
11	118-CS-2085 -000-1	FOREST DR	636	2	0	0	0	2	1	0.00	0.05	1.75	0.92	0.00	1.10	5	30	11
12	118-CS-2169 -000-1	SANDERLIN DR	3272	5	2	0	2	13	0	0.33	0.31	1.07	2.23	0.00	1.09	8	7	12
13	118-CS-2126 -000-1	LAUREL AVE	3116	8	1	0	1	12	0	0.17	0.29	0.75	2.65	0.00	1.04	13	5	13
14	118-CS-2186 -000-1	TENNESSEE AVE	1703	2	0	0	0	2	1	0.00	0.05	1.75	0.23	0.00	0.93	5	67	14
15	061-CS-2017 -000-1	FORD AVE	1877	8	1	0	1	12	0	0.17	0.29	0.75	1.81	0.00	0.83	13	10	15
16	118-CS-2159 -000-1	POPLAR ST	3270	5	1	0	1	9	0	0.17	0.21	0.63	1.88	0.00	0.79	17	9	16
17	118-CS-2155 -000-1	PHILLIPS LN, JOHN ST, HILLSIDE ST	2270	6	1	0	1	10	0	0.17	0.24	0.67	1.78	0.00	0.78	15	11	17
18	118-CS-2176 -000-1	SNYDER ST	954	6	1	0	1	10	0	0.17	0.24	0.67	1.71	0.00	0.76	15	12	18
19	118-CS-2010 -000-1	20TH ST	2658	4	0	0	0	4	0	0.00	0.10	0.16	1.44	0.00	0.44	25	15	19
20	061-CR-1355 -000-1	S COMMONWEALTH AVE	1803	3	1	0	1	7	0	0.17	0.17	0.56	0.63	0.00	0.44	20	40	20
21	118-CS-2016 -000-2	6TH ST	769	2	0	0	0	2	0	0.00	0.05	0.08	1.52	0.00	0.42	32	13	21
22	063-CR-1215A7-000-1	N STEWART RD	1721	1	0	0	0	1	0	0.00	0.02	0.04	1.51	0.00	0.40	50	14	22
23	118-CS-2165 -000-1	ROOSEVELT ST	1715	2	0	0	0	2	0	0.00	0.05	0.08	1.41	0.00	0.39	32	16	23
24	118-CS-2200 -000-1	19TH ST	1242	4	0	0	0	4	0	0.00	0.10	0.16	1.23	0.00	0.39	25	21	24
25	118-CS-2009 -000-1	W 1ST ST	778	2	0	0	0	2	0	0.00	0.05	0.08	1.29	0.00	0.36	32	19	25
26	118-CS-2008 -000-1	17TH ST	2470	2	1	0	1	6	0	0.17	0.14	0.52	0.41	0.00	0.36	21	52	26
27	118-CS-2194 -000-1	VALLEY VIEW DR	1718	1	1	0	1	5	0	0.17	0.12	0.48	0.49	0.00	0.36	22	47	27
28	118-CS-2098 -000-1	HIGHLAND AVE	1081	1	0	0	0	1	0	0.00	0.02	0.04	1.35	0.00	0.36	50	17	28
29	118-CS-2037 -000-1	BISHOP ST	2069	1	0	0	0	1	0	0.00	0.02	0.04	1.30	0.00	0.34	50	18	29
30	118-CS-2018 -000-2	8TH ST	1856	2	0	0	0	2	0	0.00	0.05	0.08	1.21	0.00	0.34	32	23	30
31	118-CS-2061 -000-1	#N/A	721	2	0	0	0	2	0	0.00	0.05	0.08	1.21	0.00	0.34	32	24	31
32	118-CS-2185 -000-1	TANGLEWOOD DR	2551	1	0	0	0	1	0	0.00	0.02	0.04	1.29	0.00	0.34	50	20	32
33	118-CS-2015 -000-1	3RD ST	2189	2	0	0	0	2	0	0.00	0.05	0.08	1.17	0.00	0.33	32	25	33
34	118-CS-2203 -000-1	HIGGINS ST	809	3	0	0	0	3	0	0.00	0.07	0.12	1.08	0.00	0.33	29	27	34
35	118-CS-2198 -000-1	WALDEN AVE	787	1	0	0	0	1	0	0.00	0.02	0.04	1.22	0.00	0.32	50	22	35
36	118-CS-2150 -000-1	PADGETT ST	831	5	1	0	1	9	0	0.17	0.21	0.63	0.00	0.00	0.32	17	82	36
37	118-CS-2030 -000-1	BACON CREEK RD	992	2	0	0	0	2	0	0.00	0.05	0.08	1.10	0.00	0.31	32	26	37
38	118-CS-2125 -000-1	S LAKE AVE	1368	1	0	0	0	1	0	0.00	0.02	0.04	1.03	0.00	0.28	50	28	38
39	118-CS-2173 -000-1	SCOTCH LN	240	1	1	0	1	5	0	0.17	0.12	0.48	0.13	0.00	0.27	22	74	39
40	118-CS-2043 -000-1	BROOKSIDE LN	140	1	1	0	1	5	0	0.17	0.12	0.48	0.11	0.00	0.27	22	77	40

41	118-CS-2029	-000-1	ELLIOTT LN	468	1	0	0	0	1	0	0.00	0.02	0.04	0.95	0.00	0.26	50	29	41
42	061-CS-2013	-000-1	E CARTER ST	1396	2	0	0	0	2	0	0.00	0.05	0.08	0.80	0.00	0.24	32	33	42
43	061-CS-2016	-000-1	ENGINEER ST	2576	4	0	0	0	4	0	0.00	0.10	0.16	0.54	0.00	0.22	25	45	43
44	118-CS-2003	-000-1	11TH ST	1362	2	0	0	0	2	0	0.00	0.05	0.08	0.69	0.00	0.21	32	37	44
45	118-CS-2131	-000-1	MAPLE LN	3216	1	0	0	0	1	0	0.00	0.02	0.04	0.76	0.00	0.21	50	34	45
46	118-CS-2048	-000-1	CHESTNUT AVE	1812	2	0	0	0	2	0	0.00	0.05	0.08	0.66	0.00	0.20	32	38	46
47	061-CR-1813A	-000-1	PINE HILL CEMETERY RD A	2694	2	0	0	0	2	0	0.00	0.05	0.08	0.65	0.00	0.20	32	39	47
48	118-CS-2075	-000-1	N EARLS AVE	2678	3	0	0	0	3	0	0.00	0.07	0.12	0.57	0.00	0.20	29	44	48
49	118-CS-2102	-000-1	4TH ST	244	1	0	0	0	1	0	0.00	0.02	0.04	0.73	0.00	0.20	50	36	49
50	061-CS-2041	-000-1	WILSON ST	1462	4	0	0	0	4	0	0.00	0.10	0.16	0.46	0.00	0.19	25	50	50
51	118-CS-2007	-000-1	16TH ST	2479	2	0	0	0	2	0	0.00	0.05	0.08	0.60	0.00	0.19	32	42	51
52	118-CS-2006	-000-2	15TH ST	809	1	0	0	0	1	0	0.00	0.02	0.04	0.59	0.00	0.17	50	43	52
53	118-CR-1383	-000-1	VANCE DR	336	0	0	0	0	0	0	0.00	0.00	0.00	0.60	0.00	0.15	82	41	53
54	118-CS-2001	-000-1	10TH ST	530	1	0	0	0	1	0	0.00	0.02	0.04	0.49	0.00	0.14	50	46	54
55	118-CS-2192	-000-1	UNION ST	624	1	0	0	0	1	0	0.00	0.02	0.04	0.48	0.00	0.14	50	48	55
56	118-CS-2130	-000-1	MADISON ST	1548	2	0	0	0	2	0	0.00	0.05	0.08	0.38	0.00	0.14	32	55	56
57	118-CS-2151	-000-1	PALMER ST	1438	2	0	0	0	2	0	0.00	0.05	0.08	0.35	0.00	0.13	32	59	57
58	118-CS-2135	-000-1	MCKINLEY AVE	2177	1	0	0	0	1	0	0.00	0.02	0.04	0.43	0.00	0.13	50	51	58
59	118-CS-2076	-000-1	SCENIC VIEW DR SPUR	549	1	0	0	0	1	0	0.00	0.02	0.04	0.40	0.00	0.12	50	53	59
60	061-CS-2051	-000-1	FRIENDSHIP DR	1390	1	0	0	0	1	0	0.00	0.02	0.04	0.39	0.00	0.12	50	54	60
61	118-CS-2108	-000-1	IDAHO ST	1802	1	0	0	0	1	0	0.00	0.02	0.04	0.36	0.00	0.11	50	56	61
62	118-CS-2014	-000-1	2ND ST	761	1	0	0	0	1	0	0.00	0.02	0.04	0.35	0.00	0.11	50	57	62
63	118-CS-2011	-000-1	21ST ST	566	1	0	0	0	1	0	0.00	0.02	0.04	0.35	0.00	0.11	50	58	63
64	118-CS-2132	-000-1	MAYNOR ST	1420	1	0	0	0	1	0	0.00	0.02	0.04	0.33	0.00	0.10	50	60	64
65	061-CS-2020	-000-1	HATFIELD AVE	1415	1	0	0	0	1	0	0.00	0.02	0.04	0.33	0.00	0.10	50	61	65
66	118-CS-2191	-000-1	TWINBROOK LN	735	2	0	0	0	2	0	0.00	0.05	0.08	0.25	0.00	0.10	32	64	66
67	118-CS-2067	-000-1	#N/A	745	2	0	0	0	2	0	0.00	0.05	0.08	0.24	0.00	0.10	32	65	67
68	118-CS-2046	-000-1	CENTER ST	530	3	0	0	0	3	0	0.00	0.07	0.12	0.15	0.00	0.10	29	73	68
69	118-CS-2084	-000-1	FOREST CIRCLE DR	4239	1	0	0	0	1	0	0.00	0.02	0.04	0.31	0.00	0.10	50	62	69
70	118-CS-2081	-000-1	#N/A	1468	1	0	0	0	1	0	0.00	0.02	0.04	0.29	0.00	0.09	50	63	70
71	118-CS-2161	-000-1	RABRAN LN	908	1	0	0	0	1	0	0.00	0.02	0.04	0.24	0.00	0.08	50	66	71
72	061-CS-2035	-000-1	VAN BEBER CT	1345	2	0	0	0	2	0	0.00	0.05	0.08	0.13	0.00	0.07	32	75	72
73	118-CS-2115	-000-1	N KENTUCKY AVE	215	1	0	0	0	1	0	0.00	0.02	0.04	0.19	0.00	0.07	50	68	73
74	118-CS-2023	-000-1	ALTA RD	848	1	0	0	0	1	0	0.00	0.02	0.04	0.18	0.00	0.06	50	69	74
75	118-CS-2026	-000-1	ASHLEY AVE	429	1	0	0	0	1	0	0.00	0.02	0.04	0.17	0.00	0.06	50	70	75
76	118-CS-2036	-000-1	BELL AVE	417	1	0	0	0	1	0	0.00	0.02	0.04	0.17	0.00	0.06	50	71	76
77	118-CS-2128	-000-1	#N/A	331	1	0	0	0	1	0	0.00	0.02	0.04	0.15	0.00	0.06	50	72	77
78	118-CS-2072	-000-1	VERMILLION DR	949	2	0	0	0	2	0	0.00	0.05	0.08	0.06	0.00	0.05	32	81	78
79	118-CS-2074	-000-1	E WOODLAND ACRES	311	1	0	0	0	1	0	0.00	0.02	0.04	0.11	0.00	0.05	50	76	79
80	118-CS-2158	-000-1	PIPER DR	241	1	0	0	0	1	0	0.00	0.02	0.04	0.10	0.00	0.05	50	78	80
81	118-CS-2078	-000-1	ELLISON ST	773	1	0	0	0	1	0	0.00	0.02	0.04	0.10	0.00	0.05	50	79	81
82	061-CS-2015	-000-1	HIGH ST	450	1	0	0	0	1	0	0.00	0.02	0.04	0.10	0.00	0.05	50	80	82

CORBIN SAFETY ACTION PLAN

APPENDIX B1: MAIN ST/ KENTUCKY AVE (SR02, SR03, AND SR04)

CMT

Main Street/Kentucky Avenue (US Route 25W)

State Ranking #2, #3, and #4

June 2025

OVERVIEW

A screening methodology was applied to all crashes within the City of Corbin to identify the following ranked segments:

- Kentucky Avenue (US Route 25W) ranked #2 is a one-way (southbound), 2-lane roadway between the Main Street intersections on both ends of downtown Corbin. The segment has signalized intersections at Gordon Street, 4th Street, 5th Street, and 7th Street. Parallel parking is permitted on both sides of the roadway between Gordon Street and 7th Street.
- Main St (US Route 25W) ranked #3 is a one-way (northbound), 2-lane roadway between 5th Street and an endpoint on 18th Street/US Route 25W/ Cumberland Falls Hwy (500 ft west of Main St).
- Main St (US Route 25W) ranked #4 is a segment of US Route 25 that has a variable width from 5th Street to the Lynn Camp Creek/ Whitley County Line including the Main St/ Master St intersection.

A higher ranked segment on US Route 25E is being improved as part of KYTC Project 11-185: Cumberland Gap Parkway from I-75 interchange to 350 feet east of Chestnut Lane in Laurel County.

A total of 427 crashes occurred over a 5-year period (2019-2023) within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 771. A total of 63 injury crashes were documented resulting in an injury rate of 14.8%. **Figure 1** shows the location of crashes by type and severity whereas **Figures 2, 4, and 6** analyze the safety performance of the study subarea.

Alternative 1A is a road diet concept that converts the one-way, two-lane couplet of Main Street and Kentucky Avenue to a single, through travel lane with auxiliary turn lanes at major intersections to mitigate sideswipe-same direction crashes (110), a percentage of angle crashes (147), and a percentage of rear-end crashes (104) that occur within the couplet. Auxiliary turn lanes at critical intersections (**Figure 8b**) could permit parking during off-peak periods (No Parking restriction 2:45-3:45PM) to mitigate impacts to on-street parking and maintain acceptable levels of service.

Alternative 1B prioritizes capacity by retaining the one-way, two-lane couplet on Main Street and on Kentucky Avenue but removes parking on one side of the street (**Figure 9**).

Alternative 2 retains the one-way, two-lane couplet on Main Street and on Kentucky Avenue and implements countermeasures to achieve a target speed that is equal to the posted speed of 25 MPH. Countermeasures that achieve a target speed of 25 MPH resulting in less severe crashes include the following:

- Curb extensions (10) to shadow the parking lane and reduce the crosswalk distances.
- Use of Depot Street as a northbound bypass of Main Street within the commercial district. Convert the segment of Roy Kidd Avenue to two-way operation – the WB Roy Kidd approach to Main Street would be an add-lane using a channelized island to force a right turn only movement.
- Encourage the use of Poplar Avenue for traffic destined to property west of downtown Corbin.
- Extend on-street parking limits to other roadway segments
- Add raised crosswalks/ speed tables (10) with a profile to meet posted speed limits.

FIGURE 1A: NORTH SEGMENT OF MAIN/ KENTUCKY

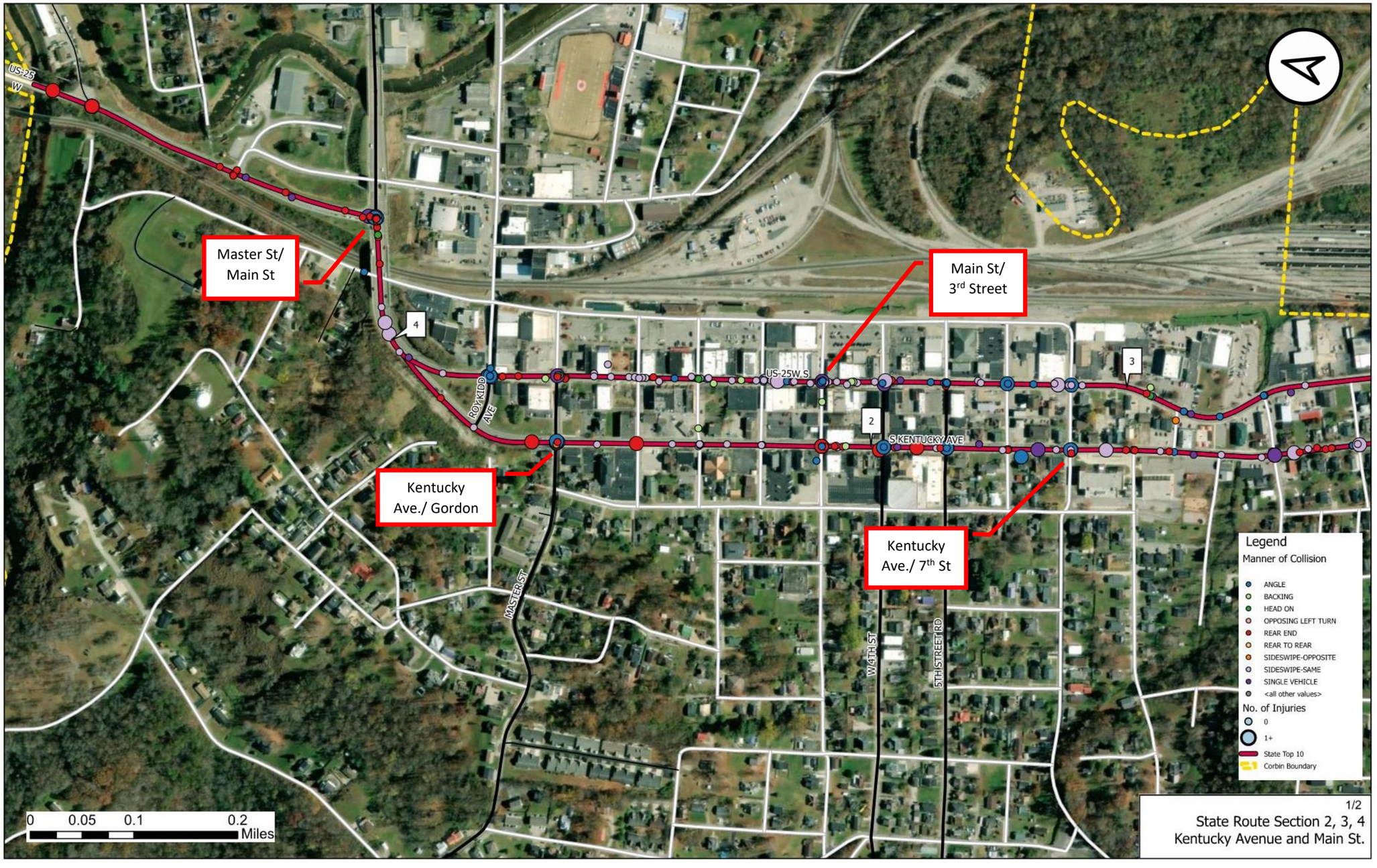
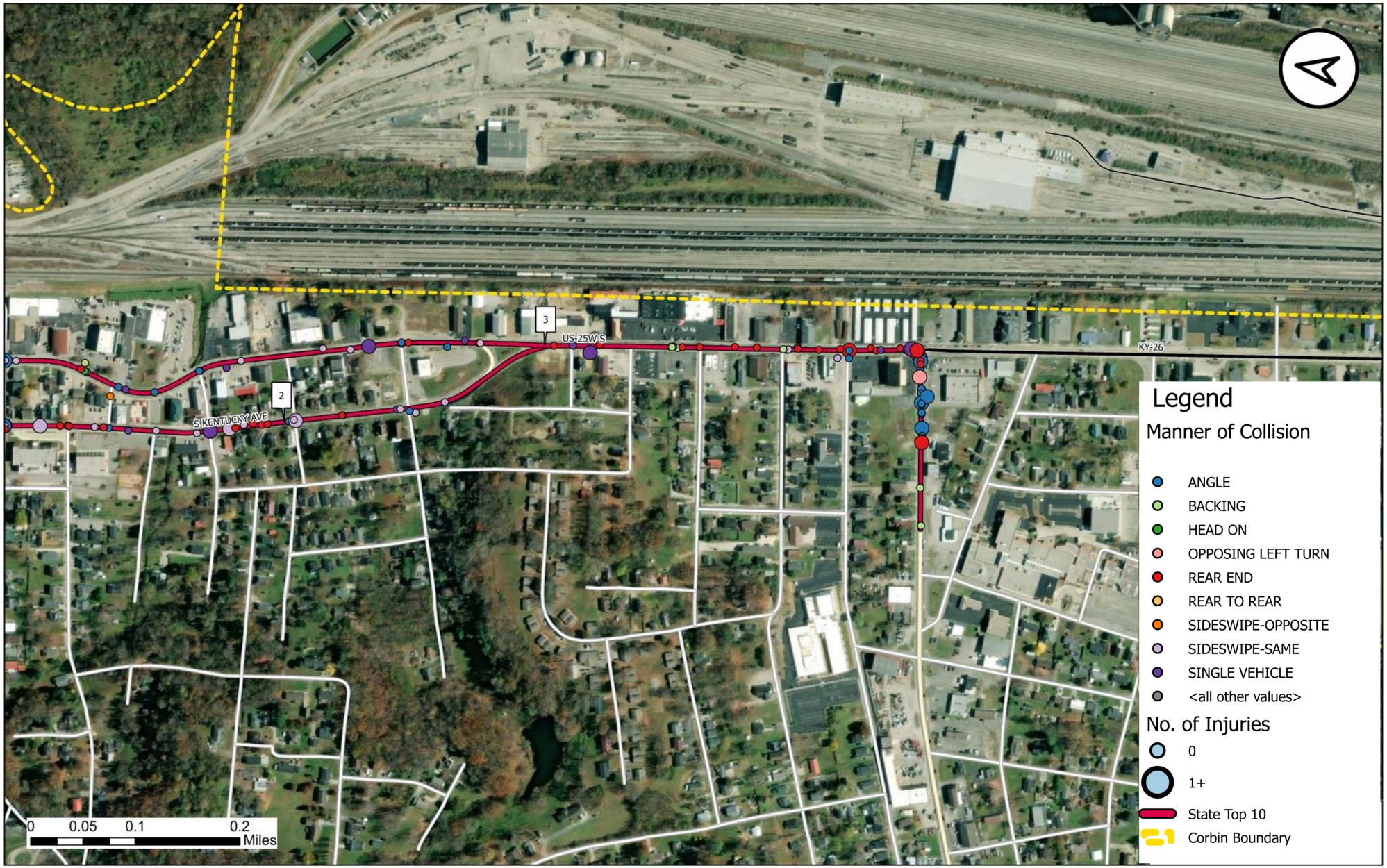


FIGURE 1B: SOUTH SEGMENT OF MAIN/KENTUCKY



Roundabouts would serve as entry features to the downtown area at the north and south junctions of Main Street/Kentucky Avenue (see **Figure 10**).

Delineators on the centerline is a short-term countermeasure to mitigate angle crashes where queues form on approaches to signalized intersections (**Figure 11**).

EXISTING CONDITIONS

The typical section of Main Street is 35 feet face-to-face of curb resulting in lane widths adjacent to parking of 10 feet.

A factor that contributes to the **frequency of crashes on Main Street** is the two lanes adjacent to parked vehicles. A factor that contributes to **severity of crashes on the Kentucky Avenue** corridor is subsegments without on-street parking resulting in wide lane widths. The 2021 average daily traffic (ADT) volumes is 6,574 vehicles on Main Street near 7th Street and 6,980 vehicles (2023) on Kentucky Avenue near 6th Street. Land use is a mix of commercial and industrial parcels.

PHOTO 1: NB APPROACH OF MAIN STREET AT 3RD STREET

PHOTO 2: SB APPROACH OF KENTUCKY AVENUE AT 4TH STREET

The average daily traffic (ADT) volumes on Main Street (US 25W) south of 7th Street is 6,574 vehicles per day (2021) – KYTC route reference 118-US-0025W—000. The combination truck percentage is equal to 2.6%.

The ADT volumes on Kentucky Avenue (US 25W) north of 6th Street is 6,980 vehicles per day (2023) – KYTC route reference 118-US-0025W—001. The combination truck percentage is equal to 2.6%.

The ADT volumes on Main Street (US 25W) north of 16th Street is 14,094 vehicles per day (2023) – KYTC route reference 118-US-0025W—000. The combination truck percentage is equal to 2.6%.

SAFETY ANALYSIS

A total of 427 crashes occurred over a 5-year period within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 771. The frequency of crashes by year is summarized for Kentucky Avenue (**Figure 2a)** and for Main Street **(Figure 2b)**. The crash analysis is summarized by roadway to better identify contributing factors which will in turn inform the safety countermeasures.

No fatal crashes occurred over the 5-year period.

The number of documented crashes is consistent by year with the number of annual crashes on Kentucky Avenue ranges between 23 crashes (2023) and 36 crashes (2021); a difference of 57%. The number of crashes on Main Street ranges from 42 crashes (2023) to 67 crashes (2019): a difference of 60%. The frequency and severity of crashes are expected to remain consistent in the future due to the historical trends by year.

The segment of Roy Kidd Avenue between Main Street and Depot Street was converted to a one-way street (EB) with diagonal parking in 2023 to mitigate angle crashes at the Main Street/Roy Kidd Avenue intersection. **Figure 3** shows an excerpt from Figure 1 showing the angle crashes (blue circles) at the Roy Kidd Avenue/Main Street intersection. No other changes to the lane configuration within the study limits have occurred since 2019.

FIGURE 2A: CRASH SEVERITY BY YEAR (KENTUCKY AVE)

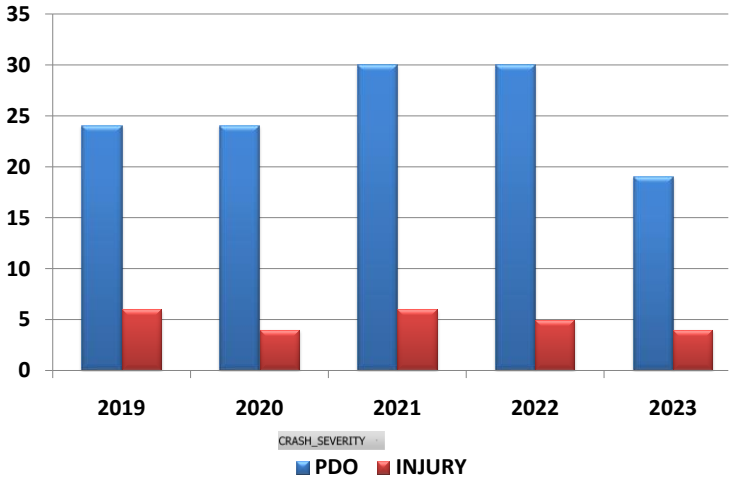


FIGURE 2B: CRASH SEVERITY BY YEAR (MAIN ST)

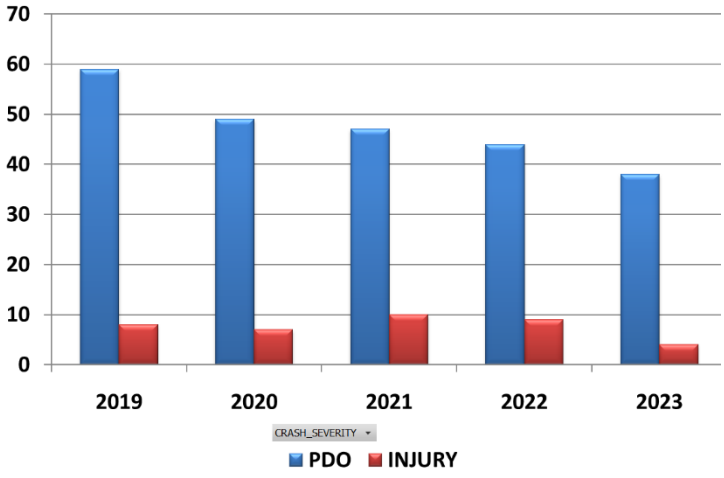
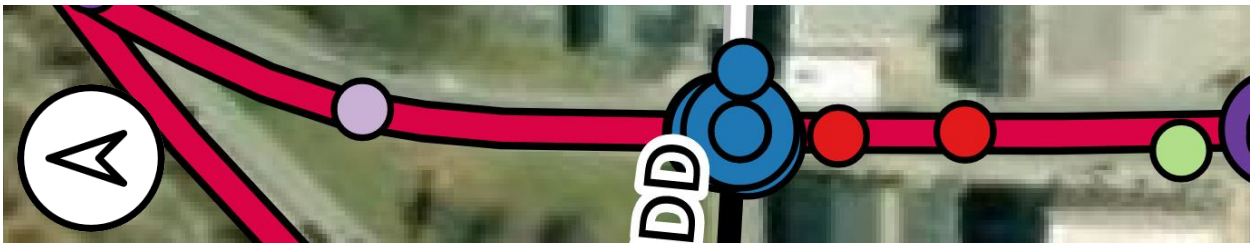


FIGURE 3: ROY KIDD AVENUE/ MAIN STREET CRASHES



The lower posted speeds of 25 MPH and congestion contribute to the lower severity of crashes. Speeds above the 25 MPH posted speed limit were cited as a problem at the 06/03/24 public involvement meeting – speeds are greater on the 2-lane, one-way segments in the downtown area.

The most common crash type was **angle crashes** on both corridors: 62 crashes (or 40.8%) on Kentucky Avenue and 85 crashes (or 30.9%) on Main Street – see **Figure 4a**. The number of angle crashes are above average for a corridor having 11 signalized intersections. Despite the angle crashes that were mitigated with the improvements of Roy Kidd Avenue, rear end crashes are expected to be higher ranked due to vehicles stopping when the signal cycles. **Rear end crashes** rank third by crash type within the study area (104 crashes or 24.4%).

The number of **sideswipe crashes-same direction crashes** (110 crashes) is unique to the Main Street and Kentucky Avenue corridors. The two-lane, one-way streets have on-street parking resulting in lane widths of 10 feet (effective widths of 9 ft) on many segments. It is common for large trucks to occupy both lanes when traveling on NB Main Street due to the constraints caused by on-street vehicles in 7.5 ft parking lanes. The 110 sideswipe- same direction crashes comprise 25.8% of all crashes within the study subarea – see **Figure 4b**.

FIGURE 4A: CRASH FREQUENCY BY TYPE (KENTUCKY AVE.)

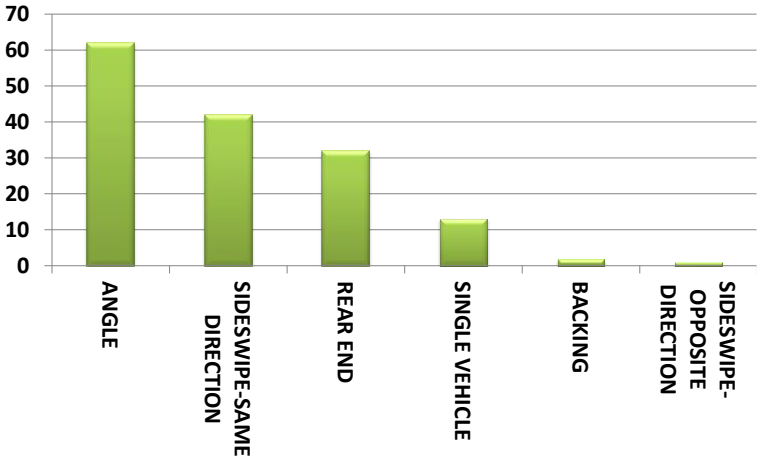
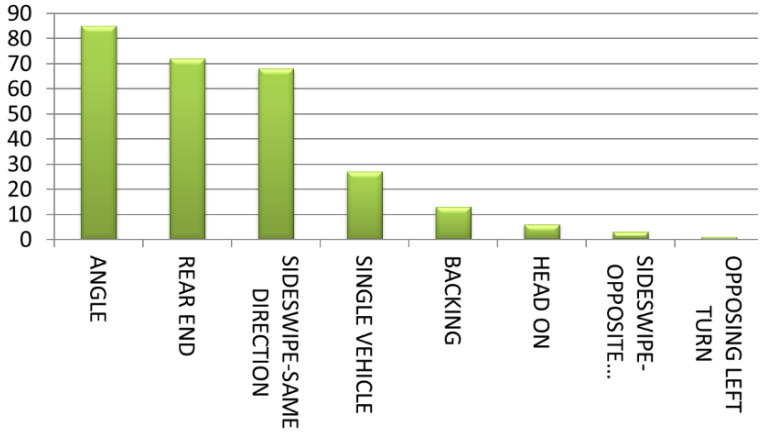
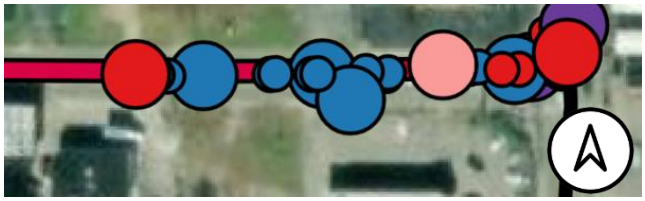


FIGURE 4B: CRASH FREQUENCY BY TYPE (MAIN ST.)



Clearance intervals at signalized intersections (i.e., 5th Street at Main; 5th Street at Kentucky; Kentucky at Gordon) and intersection sight distance at unsignalized intersections/driveways may contribute to the crash type and frequency on the corridor. Focus areas for angle crashes at unsignalized intersections/driveways include the following:

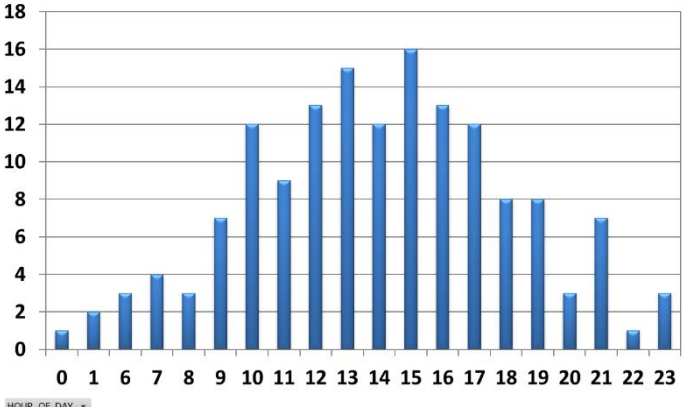
- 6th Street at Main Street
- Masters Street at Route 25W
- 18th Street/25W (200 ft west of Main St.) See **Figure 5** (right)



The one sideswipe-opposite direction crash occurred on 8th Street between Main St. and Kentucky Ave.

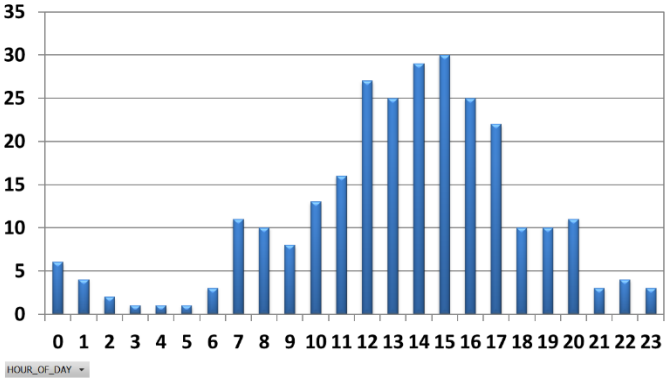
Crashes by time of day were also evaluated to document when the majority of crashes occur. The majority of crashes (67.1%) on Kentucky Avenue occur within an 8-hour period (10AM to 6PM) with the highest crash frequency occurring in the 3PM hour (**Figure 6a**). The peak period for crashes correlates with the local school dismissal time.

FIGURE 6A: CRASH FREQUENCY BY TIME OF DAY (KENTUCKY AVE)



The majority of crashes (57.5%) on Main Street occur within a 6-hour period (12-6PM) with the highest crash frequency occurring in the 3PM hour (**Figure 6b**). Traffic volume data from KYTC shows the 3-4PM hour to be the peak hour of Main Street. The table below shows the traffic volumes for 15-minute intervals on Main Street at the 4th Street intersection.

FIGURE 6B: CRASH FREQUENCY BY TIME OF DAY (MAIN ST.)



	Total
3:00pm	324
3:15pm	247
3:30pm	399
3:45pm	249
Hourly Total	1219

The peak hour factor (PHF) of 0.76 represents the total peak hour volume divided by the 4 times the highest peak 15-minute period. A PHF of 1.0 represents a consistent traffic flow during the peak hour. The 0.76 value indicates that school dismissal generates a higher volume over a short period of time which results in congestion for a short period of time in the afternoon of most school days. Mitigating the peak 15-minute period was considered when evaluating countermeasures in addition to lane widths and pedestrian clearance times.

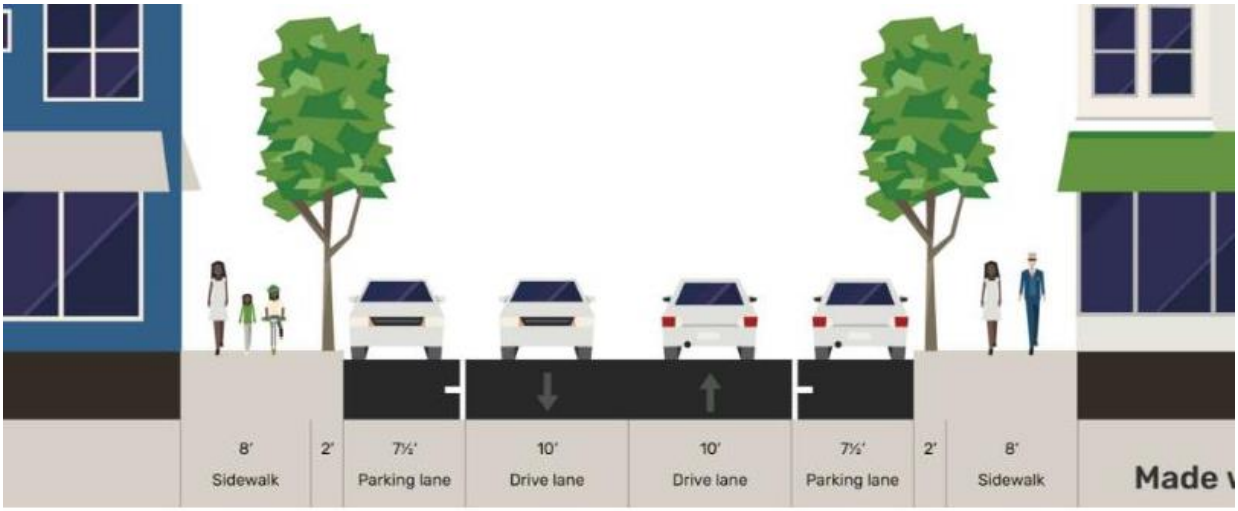
COUNTERMEASURES

Countermeasures are identified that improve safety performance by focusing on the crash types having the greatest potential for mitigation. The proposed countermeasures are directly linked to historical crash patterns. While the low and moderate cost countermeasures are systemic in nature, the countermeasures are targeted to segments having a higher frequency of crashes (i.e., Master/Main Street and Main/Cumberland Falls Highway). Three alternatives are proposed as summarized below. Further analysis may be required to arrive at a recommended alternative.

ROAD DIET (ALTERNATIVE 1A)

The existing roadway network of Main Street and Kentucky Avenue operates as a one-way, two-lane couplet with on street parking. **Figure 7** shows the existing typical section of Main Street within the Corbin downtown area. The sidewalk width varies by segment within the study area including a scenario where sidewalk does not exist north of Roy Kidd Avenue. Note that Streetmix software was used to prepare the typical section exhibits.

FIGURE 7: MAIN STREET TYPICAL SECTION (EXISTING)



The remaining segments of the study area are variable width:

- US Route 25W north of Master Street is a two-way, two-lane roadway having an average daily traffic (ADT) volume of 10,593 vehicles (2023).
- Main Street between the Kentucky Avenue intersection (north end) and the Master Street intersection and a 4-lane undivided/5-lane undivided roadway.
- Main Street south of the Kentucky Avenue junction is a two- way, two-lane roadway having an average daily traffic (ADT) volume of 14,094 vehicles (2023).

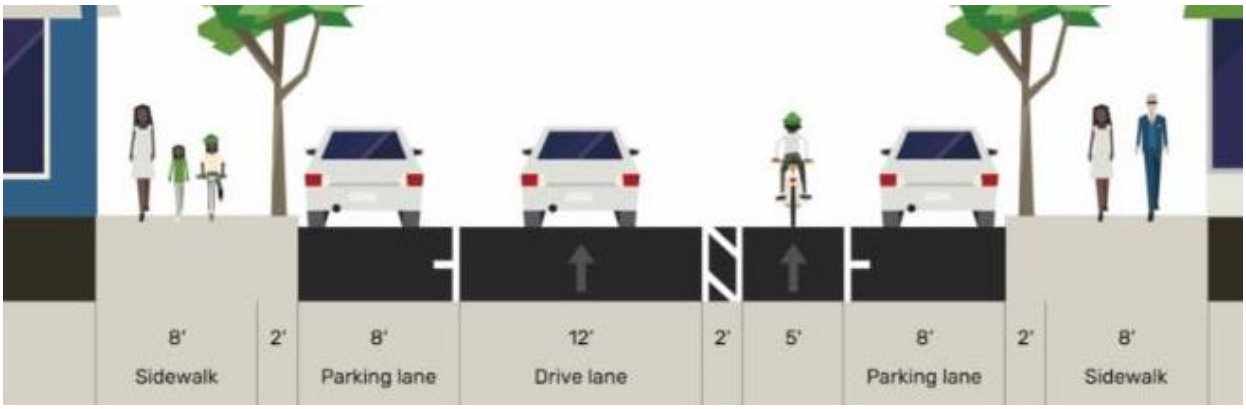
Converting the one-way, two-lane couplet to a single travel lane will mitigate sideswipe-same direction crashes (110), a percentage of angle crashes (147), and a percentage of rear-end crashes (104) that occur within the one-way couplet. Reducing the number of travel lanes is often referred to as a road diet. A road diet provides the following safety benefits:

- The reduction of lanes allows the roadway cross section to be reallocated for other uses/benefits such as a wider parking stall (8 feet instead of 7.5 feet), a wider travel lane (12 feet instead of 9-10 feet), a bike lane (5 feet) and bump outs at intersections to reduce the crossing distance of pedestrians at intersections.
- The combination of on-street parking and positioning of the travel lane near the center of the roadway will enable better sight distance at unsignalized intersections or driveways.
- Reduction of rear end and sideswipe crashes caused by speed differential between vehicles
- Sideswipe crashes caused by frequent lane changing between two through lanes often due to stopped vehicles in the inside travel lane waiting to turn left
- Angle crashes caused by side street traffic crossing two lanes to make a through movement across an intersection
- Lack of bicycle accessibility due to a lack of available space for bicyclists to ride comfortably
- A single travel lane is an effective option to manage operating speeds on both Main Street and Kentucky Avenue that are more consistent with the posted speed limit (25 MPH).

The FHWA advises that roadways with ADT of 20,000 vpd or less may be good candidates for a Road Diet and should be evaluated for feasibility (see FHWA Informational Guide 2014).

Figure 8a shows an alternative typical section the reallocates the existing pavement without impacting (removing) on-street parking. Note that on-street parking would be increased in some areas where parking is currently prohibited. On-street parking could also be provided adjacent to the splash park thus providing a buffer from traffic. The effective width of 19 feet between parking could accommodate emergency vehicles of traffic using the bike lane for temporary stopping.

FIGURE 8A: MAIN STREET TYPICAL SECTION (ALT 1A)



The capacity of the revised roadway section may be a concern when reallocating the existing pavement to achieve safety benefits. Capacity analysis was performed for the existing and proposed condition at the critical intersection of Main Street/ 4th Street to evaluate levels of service for the existing and proposed condition. **Table A** shows a summary of vehicle delay by movement using volumes provided by KYTC.

TABLE A: CAPACITY ANALYSIS SUMMARY

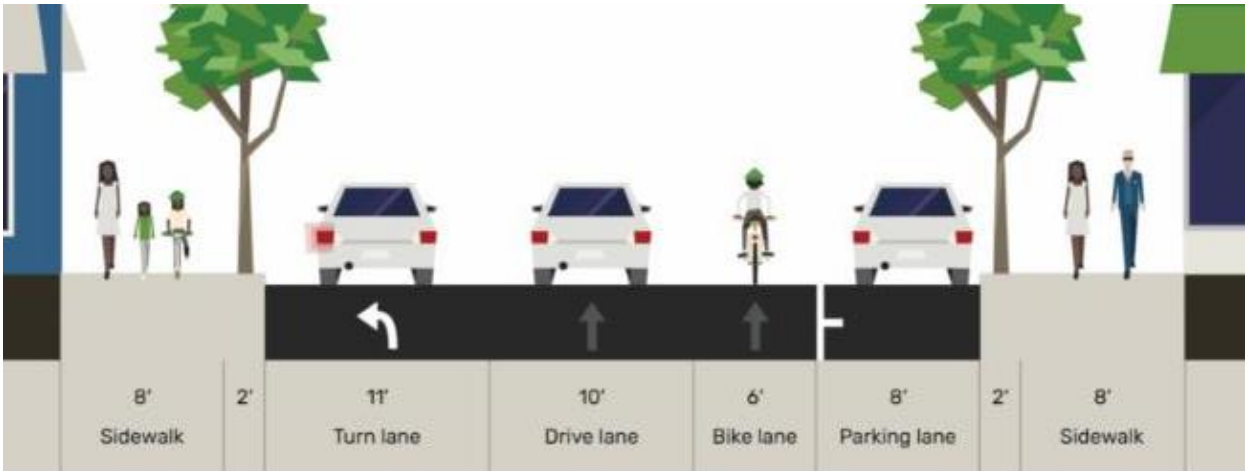
Intersection/ Approach	PM PEAK							
	Existing Conditions				Proposed Alt 1b			
	LOS (Delay, sec/veh)	v/c	QSR	95th %tile Queue (ft)	LOS (Delay, sec/veh)	v/c	QSR	95th %tile Queue (ft)
Main Street at 4th Street	**B(10.2)**	-	-	-	**C (24.5)**	-	-	-
WB-Thru	D (39.7)	0.255	0.39	77	D (39.7)	0.255	0.39	77
WB-Right	D (39.9)	0.260	0.38	77	D (39.9)	0.260	0.38	77
WB Approach	D (39.8)	-	-	-	D (39.8)	-	-	-
NB-Left	A (7.2)	0.564	1.14	240	A (3.6)	0.108	0.13	26
NB-Thru	A (7.4)	0.572	1.10	232	C (24.8)	0.946	3.72	781
NB Approach	A (7.3)	-	-	-	C (23.0)	-	-	-

While the proposed typical section does increase delays during the critical PM peak period, **the capacity analysis shows that acceptable levels of service can be maintained with a typical section having a single travel lane on both Main Street and Kentucky Avenue**. A PHF of 0.76 was applied to the peak hour volumes to model the peak 15-minute period associated with school dismissal. Other countermeasures the city may consider when implementing a road diet includes the addition of auxiliary turn lanes at the following intersections:

- NB left at Main Street/4th Street
- NB left at Main Street/Gordon Street
- NB right at Main Street/7th Street
- SB right at Kentucky Ave./Gordon Street
- SB left at Kentucky Ave./3rd Street
- SB left at Kentucky Ave./5th Street

Figure 8b shows a typical section where an auxiliary lane may be provided to facilitate higher volume turning movements at critical intersections. The auxiliary turn lane could permit parking during off-peak periods (No Parking restriction 2:45-3:45PM) if impacts to on-street parking was a concern. Curb extensions could also be constructed on the downstream side of the aux lane to shadow the parking lane and reduce the crosswalk length.

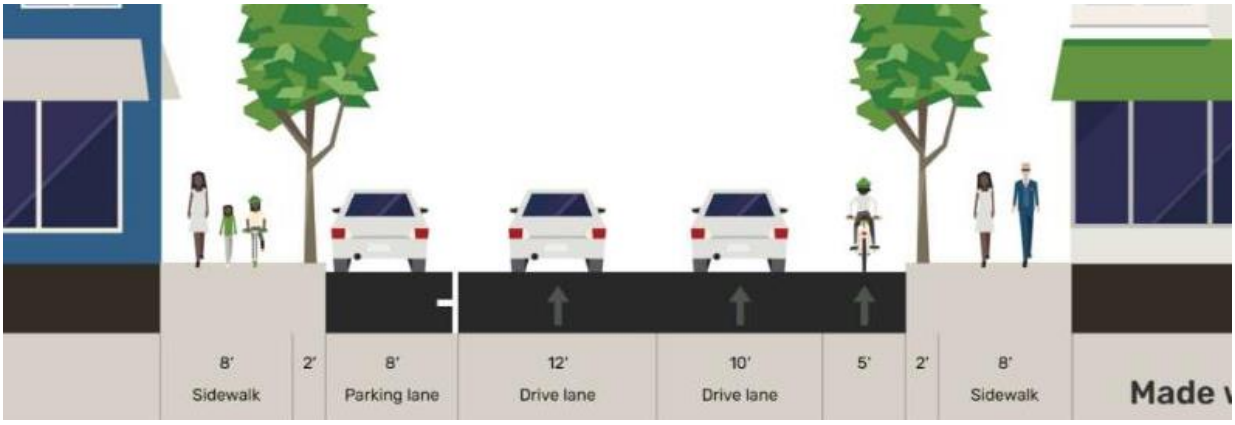
FIGURE8B: ALTERNATE TYPICAL SECTION W/AUX TURN LANE (ALT 1A)



ROAD DIET (ALTERNATIVE 1B)

Alternative 1B is a roadway section where capacity is prioritized over on-street parking. **Figure 9** shows a typical section on Main Street that maintains two through lanes but increases parking and lane widths to mitigate the sideswipe-same direction crashes. Crash severity due to operating speeds and angle crashes are not anticipated to be mitigated with this alternative.

FIGURE 9: MAIN STREET TYPICAL SECTION (ALT 1B)



TARGET SPEED COUNTERMEASURES (ALTERNATIVE 2)

Drivers select travel speeds based on their perceptions of the road. In the absence of a speed limit, most drivers will travel at the speed they perceive to be safe and reasonable based on the surrounding conditions. Drivers decide how fast to drive based on both the design of the road and on external cues such as speed limit signs and speeds of other drivers. Some drivers will choose to drive 5-15 MPH faster than the posted limit which is why posting higher speed limits does not increase compliance with the law. In many cases, travel speeds exceed posted speed limits because the conditions of the roadway design support speeds that are higher than the regulatory limit. Our desire is for drivers to travel at an intended speed that is enforced by design and regulation of the roadway.

Historically, designers have selected a roadway's **design speed** using factors of functional classification and terrain and then selecting geometric design parameters based on that design speed. When operating speeds of a roadway are found to be inconsistent with the design speed in which the roadway features were developed, the result is known as speed discord. Speed discord has been defined as a roadway design that produces operating speeds that are higher than the posted speed limit. Using the design speed model often results in roadways with speed discord where the desired state and the actual state do not align, and the result is poor safety performance manifested by high severity and fatal crashes.

FHWA uses the term "self-enforcing roadway" to describe a roadway that is planned and designed to encourage drivers to select operating speeds consistent with the posted speed limit. The objective of a self-enforcing road is to produce speed compliance by using geometric elements that change driver behavior. In short, the goal is to achieve alignment of the desired operating speed and actual operating speed.

The self-enforcing roadway model replaces design speed with a **target speed.** The target speed is the desired operating speed at which drivers will select when driving on a roadway. In urban settings, the target speed is the highest speed at which vehicle should operate on a roadway that is consistent with the level of multimodal activity to provide mobility for motor vehicles and a safe environment for pedestrians, bicyclists and public transit users. The target speed typically correlates with the posted regulatory speed limit and becomes the primary control used in determining geometric design values for roadway features. Properly designed self-enforcing roadways that incorporate target speed can be effective in producing speed compliance and may contribute to less severe crash outcomes.

The AASHTO Green Book (formally titled A Policy on Geometric Design of Highways and Streets) contains a definition of target speed in its current edition. That definition is also nearly identical to that found in an ITE Recommended Practice document:

> The highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multimodal activity generated by adjacent land uses to provide both mobility for motor vehicles and a desirable environment for transit, pedestrians and bicyclists.

The principle behind establishing a target speed is that a speed appropriate for the characteristics and conditions of a given roadway not only promote improved operations but also improved safety. This safety effect can be measured in terms of vehicle crashes (e.g., multiple-vehicle collisions, run-off-road collisions, etc.) as well as crashes involving non-motorized road users such as pedestrians and bicyclists. As it is typically described, the selection of a target speed value considers the intended and expected road user groups and their needs as well as the roadway and roadside design characteristics, thus seeking to consider and improve the safety of motorists and non-motorists alike

The Oregon DOT Blueprint for Urban Design (BUD) provides design guidelines for urban roadways and emphasizes target speed as part of those guidelines. The Oregon design guidance advises that speed management treatments (**Table B**) should be used to help achieve the selected target speed. The countermeasures listed in Table B are consistent with speed-reduction treatments described in NCHRP Synthesis 535. Countermeasures specifically NOT proposed with Alternative 2 are lane narrowing, chicanes, and road diets (see Alternative 1A and 1B).

TABLE B: OREGON DOT DESIGN GUIDANCE

Urban Context	Target Speed (mph)	Design Treatments
Traditional Downtown/CBD	20-25	Roundabouts, lane narrowing, speed feedback signs, on-street parking[1], street trees[2], median islands, curb extensions, chicanes, textured surface, coordinated signal timing, speed tables, road diets
Urban Mix	25-30	Roundabouts, lane narrowing, speed feedback signs, on-street parking[1], street trees[2], median islands, curb extensions, chicanes, textured surface, coordinated signal timing, road diets
Commercial Corridor	30-35	Roundabouts, lane narrowing, speed feedback signs, median islands, coordinated signal timing, road diets

[1] If on-street parking is not well utilized, the additional pavement width may increase operating speeds.

[2] When used along roadways, street trees may not reduce speeds in a specific urban context to a point where it is appropriate to have a vertical element adjacent to the roadway.

Roundabouts

A roundabout on the north end of the downtown central business district would enable the following movements:

- Southbound traffic destined to Roy Kidd Avenue from Kentucky Avenue could turn left at the Main Street/Roy Kidd Avenue intersection.
- Westbound traffic from Roy Kidd Avenue destined to SB Kentucky could circulate the roundabout and continue south on Kentucky Avenue. This movement is currently prohibited with the conversion of Roy Kidd Avenue to a one-way street in the eastbound direction. This change would improve the circuitry of the local roadway network and enable a bypass of NB Main Street via Depot Street.
- Speed reduction on Kentucky Avenue before entering downtown Corbin.

Operation of the roundabout on the south end of the downtown could be simplified if a U-turn movement was not accommodated for the NB Main to SB Main Street movement. This movement is not accommodated in the existing condition but could be possible/desirable if driveways are converted to right-in/right out south of the Main Street/Kentucky Avenue intersection. See **Figures 10a and 10b**.

FIGURE 10A: MAIN/ KENTUCKY ROUNDABOUT (NORTH END)

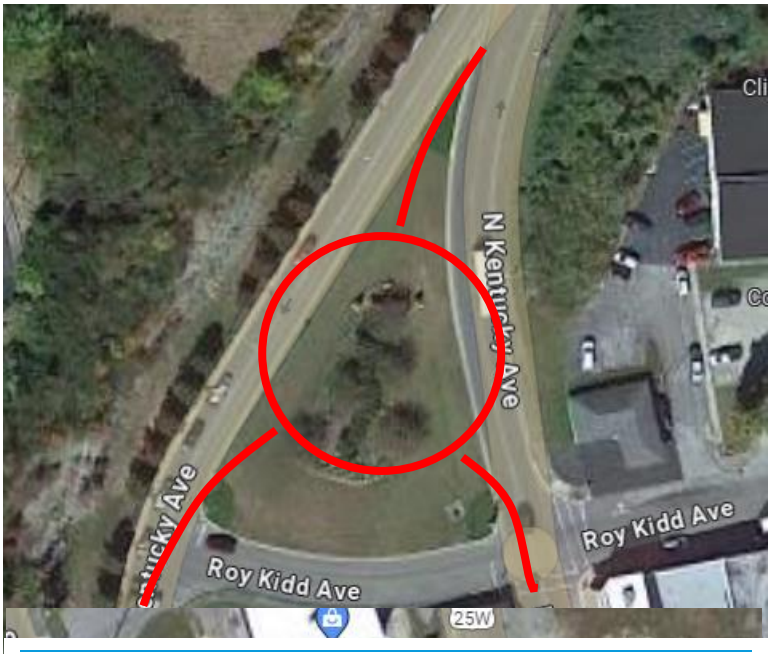


FIGURE 10B: MAIN/ KENTUCKY ROUNDABOUT (SOUTH END)

Target Speed Countermeasures

On street parking exists along the majority of the study limits. Curb extensions, raised crosswalks, and speed feedback signs are proposed to reduce width of the total roadway to discourage higher speeds – the typical section would remain as a one-way, two-lane couplet as currently exists.

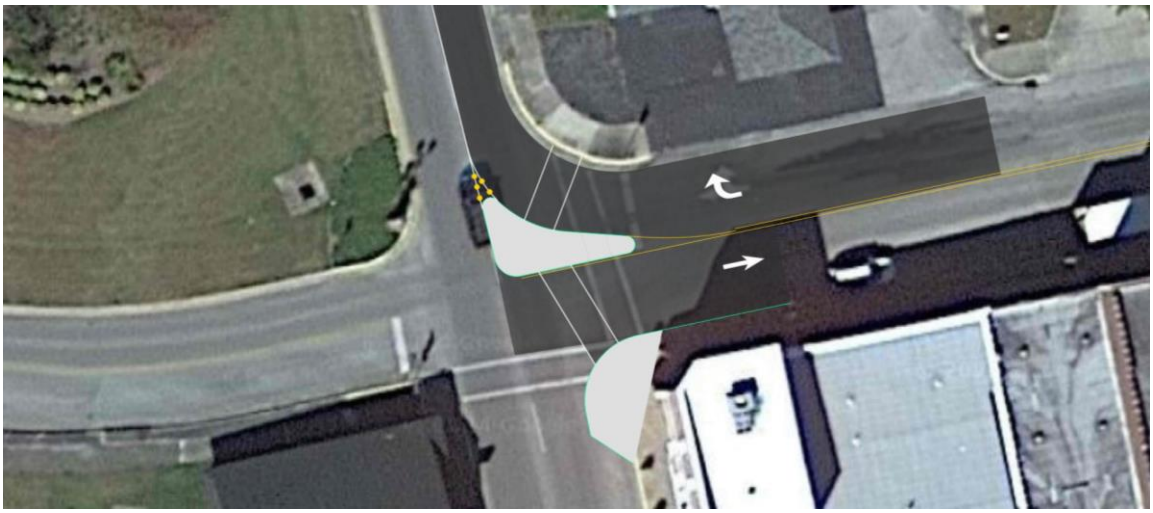
Figure 11 shows a concept plan of a segment on Main Street where curb extensions (green line), raised crosswalks (orange, dashed line), and speed feedback signs (red circle) are implemented in combination to achieve the safety performance goals of the study area. The improvements include drainage reconstruction to avoid ponding of water where curb extensions or raised crosswalks are located. The cost estimate includes replacement of the existing truck line under Kentucky Avenue.

Other Countermeasures

Alternative 2 includes countermeasures in addition to the target speed countermeasures that encourages the use of parallel streets to Main and Kentucky for local traffic. These bypass routes could reduce the demand volumes during the peak periods by adding wayfinding signs:

1. Use Depot Street as a northbound bypass of Main Street. Use wayfinding signs and the auxiliary NB right turn lane at 7th Street to encourage use by local traffic destined to downtown business (and use parking at back of buildings).
2. Convert the segment of Roy Kidd Avenue to two-way operation – the WB Roy Kidd approach to Main Street could utilize a channelized island to force a right turn only movement (see **Figure 12**). This countermeasure would retain the purpose of the one-way conversion project in 2023 by prohibiting a WB through movement across Main Street (i.e., avoids angle crashes as documented in **Figure 3**). A free flow right turn lane could be developed as a maintenance of traffic solution for event traffic associated with Redhound Stadium.

FIGURE 12: MAIN STREET / ROY KIDD REALIGNMENT



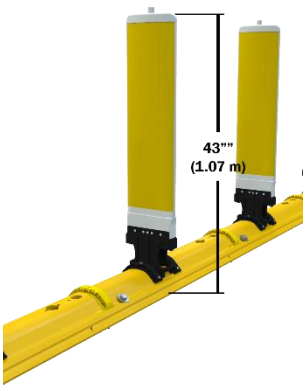
3. Encourage the use of Poplar Avenue for traffic destined to residential property west of downtown Corbin. The EB approach of 7th Street could be channelized similar to the Roy Kidd/Main intersection by adding a SB lane to Kentucky Avenue.
4. Access management should be considered within the study area to address the high percentage of angle crashes. Angle crashes are documented on 18th Street near the driveway access to the Dollar Tree site on the SW quadrant of the signalized intersection – see **Figure 5**). Queues form the eastbound approach to the Main Street signalized intersection thus blocking the access to private driveways.

FIGURE 11: TARGET SPEED COUNTERMEASURES

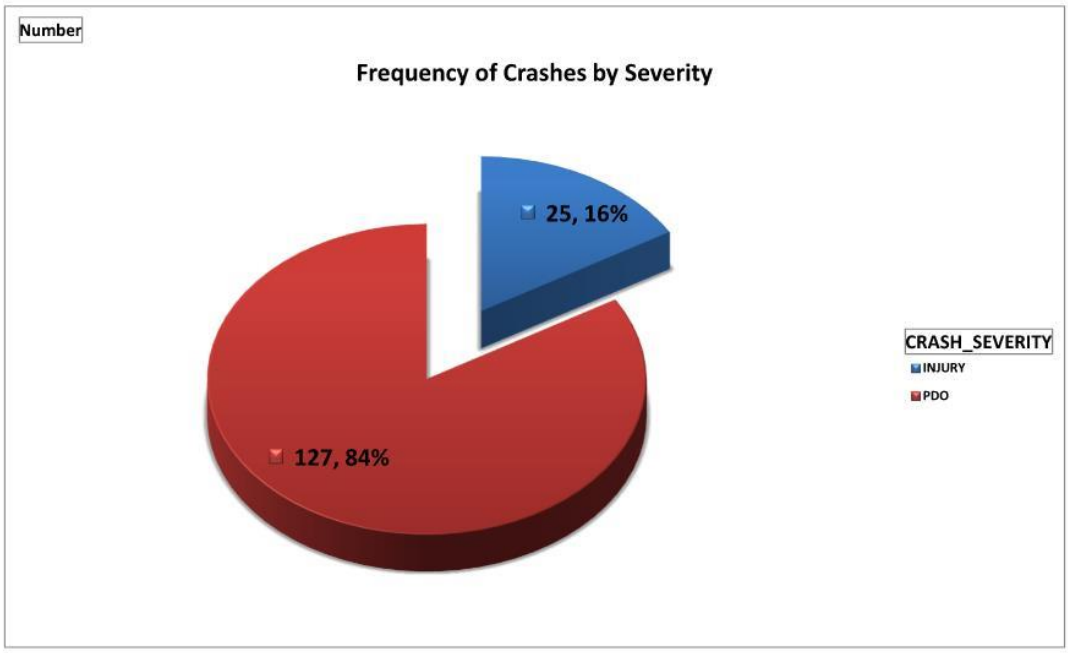
A short-term countermeasure is to install delineators on the centerline of Cumberland Fall Hwy to discourage left turns from the private driveway through standing queues – see **Figure 13**. The device does not require pavement widening. Alternate access is available to the same site using the Main Street access. Long-term countermeasures include the following improvements:

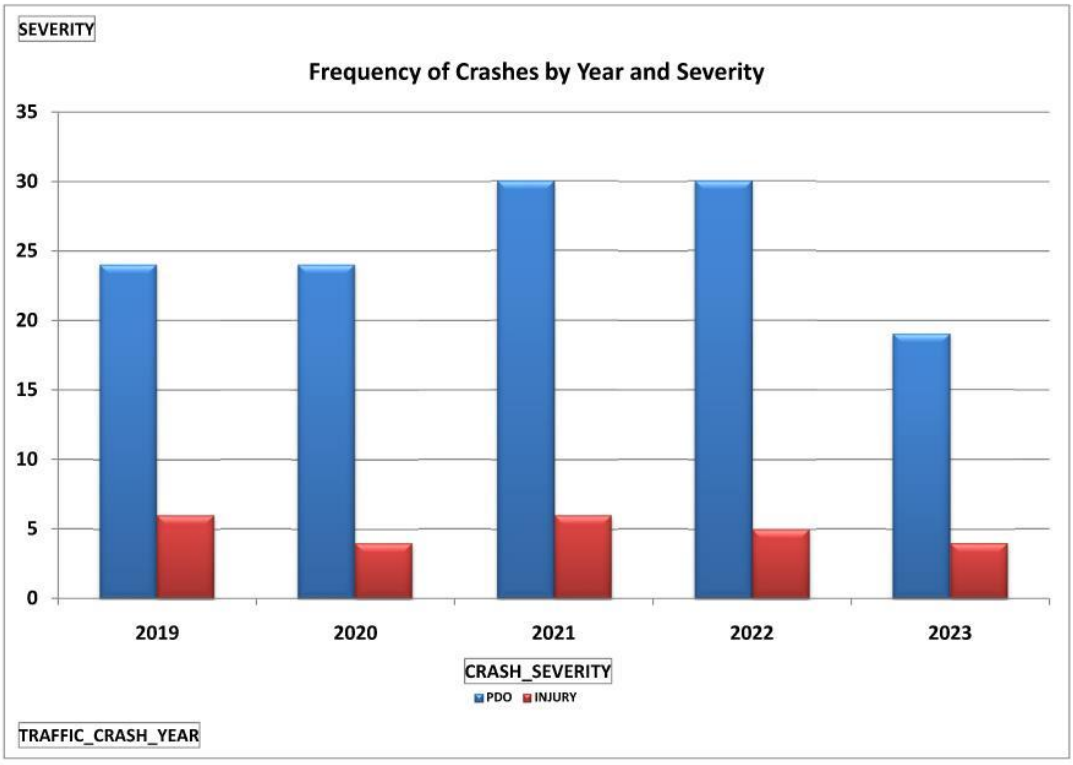
- Widening pavement to construct a raised median (300 feet from Main Street intersection).
- Increase intersection capacity to mitigate peak hour demands on school dismissal (3-4PM). Dual EB left turn lanes, or a roundabout may be evaluated to optimize operations/reduce delays that will, in turn, reduce the length of queues that interfere with access to private development adjacent to the corridor.

FIGURE 13: SAMPLE DELINEATOR

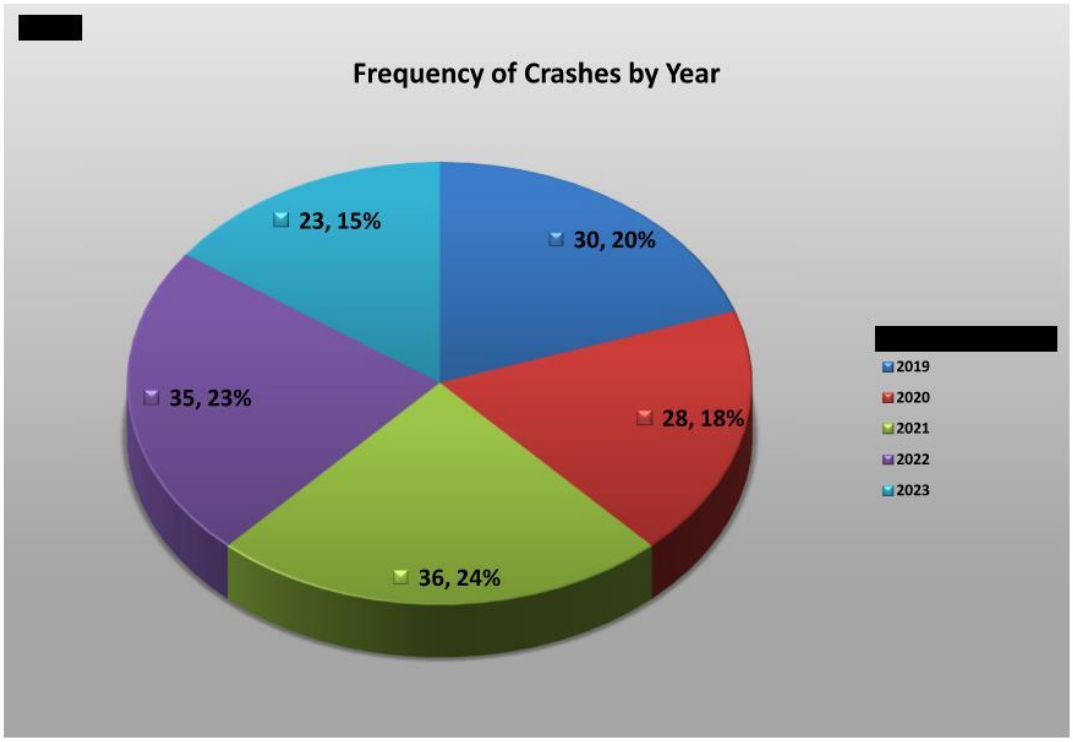


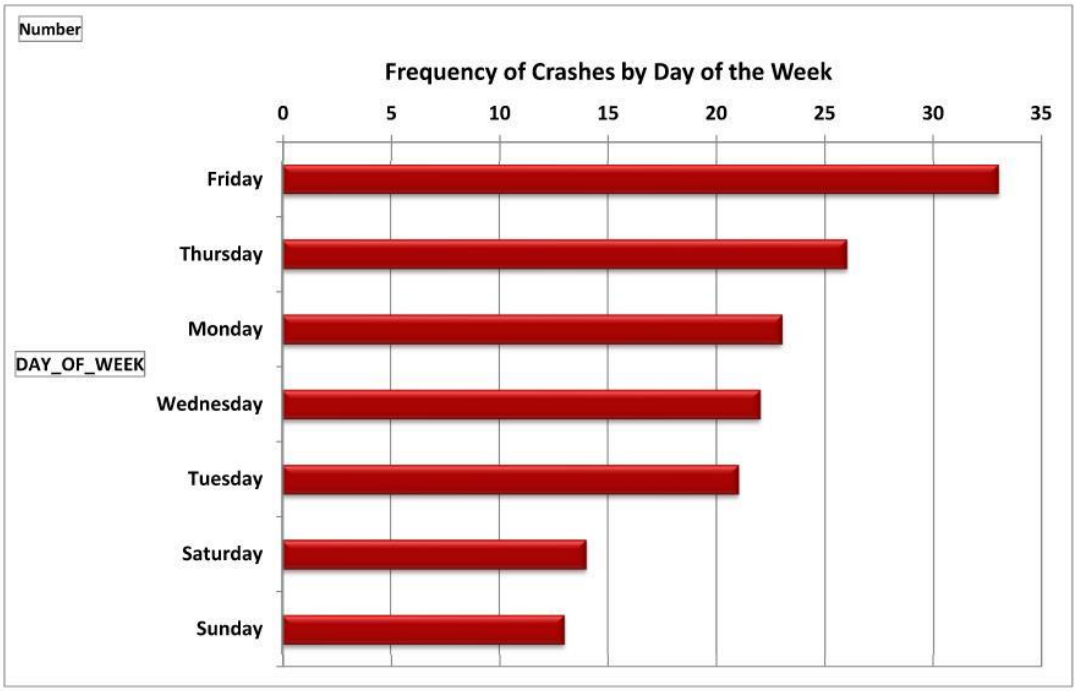
Kentucky Avenue (Main St termini) SR02





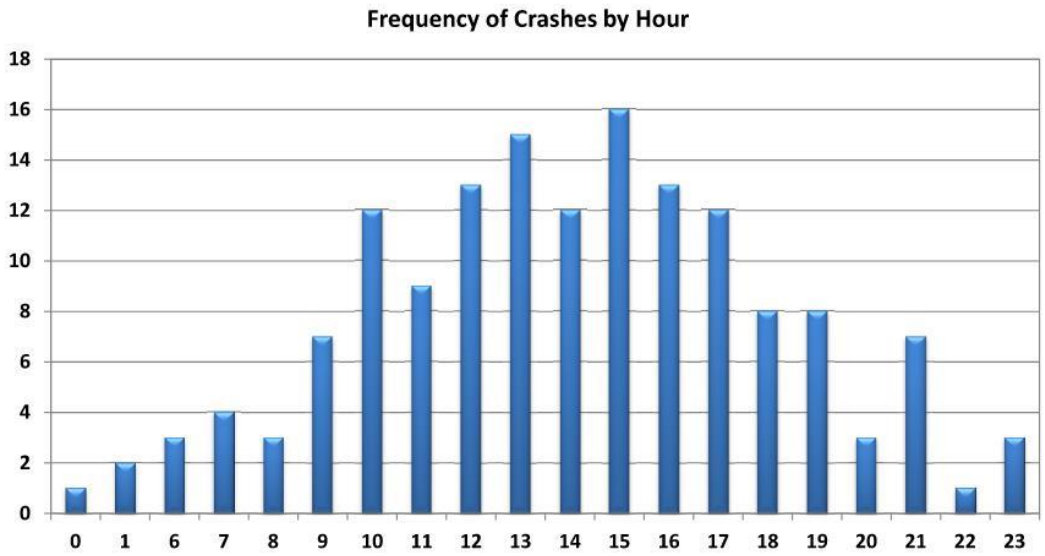
Kentucky Avenue (Main St termini) SR02



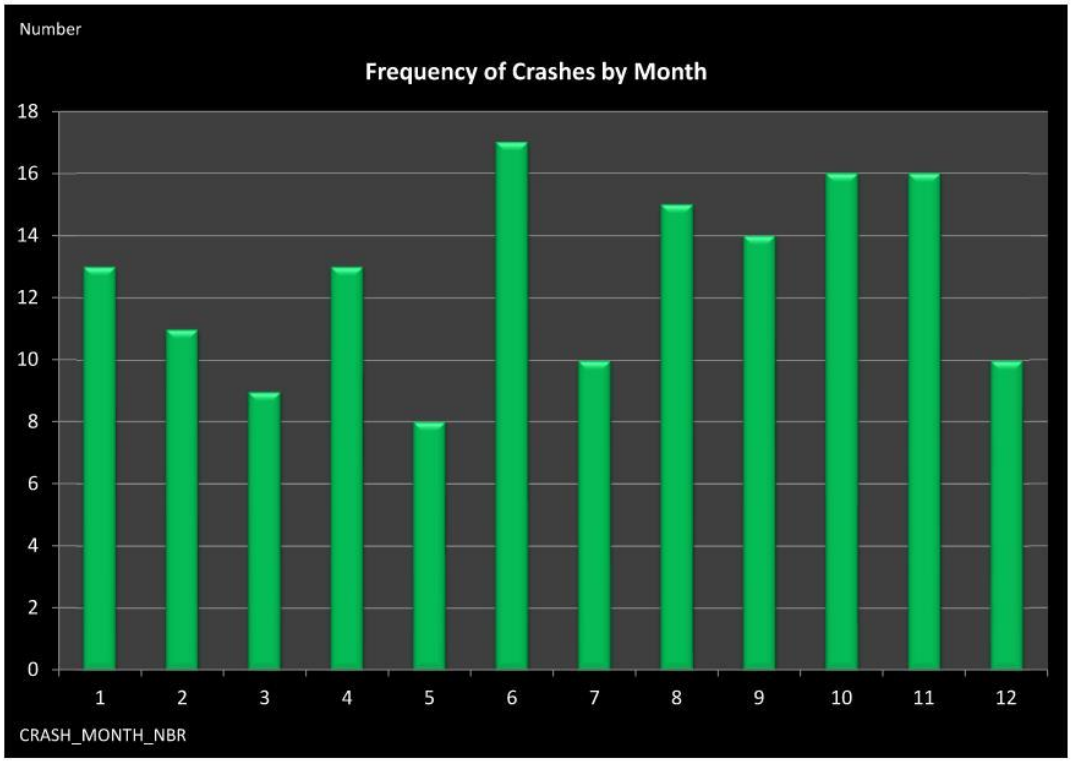


Kentucky Avenue (Main St termini) SR02

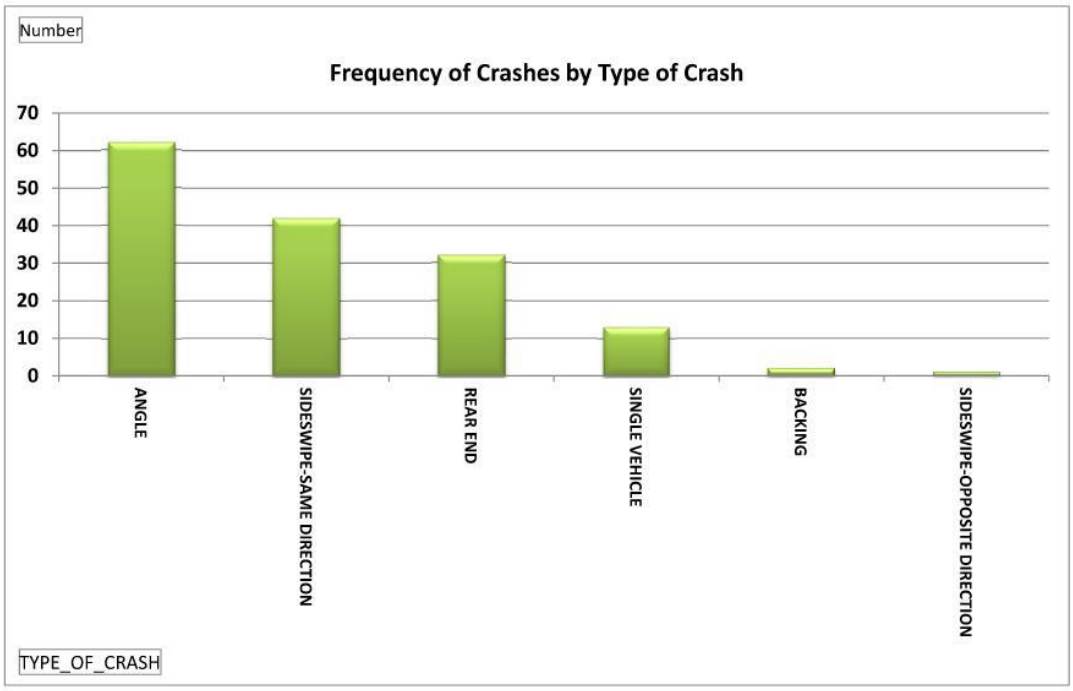
[redacted]

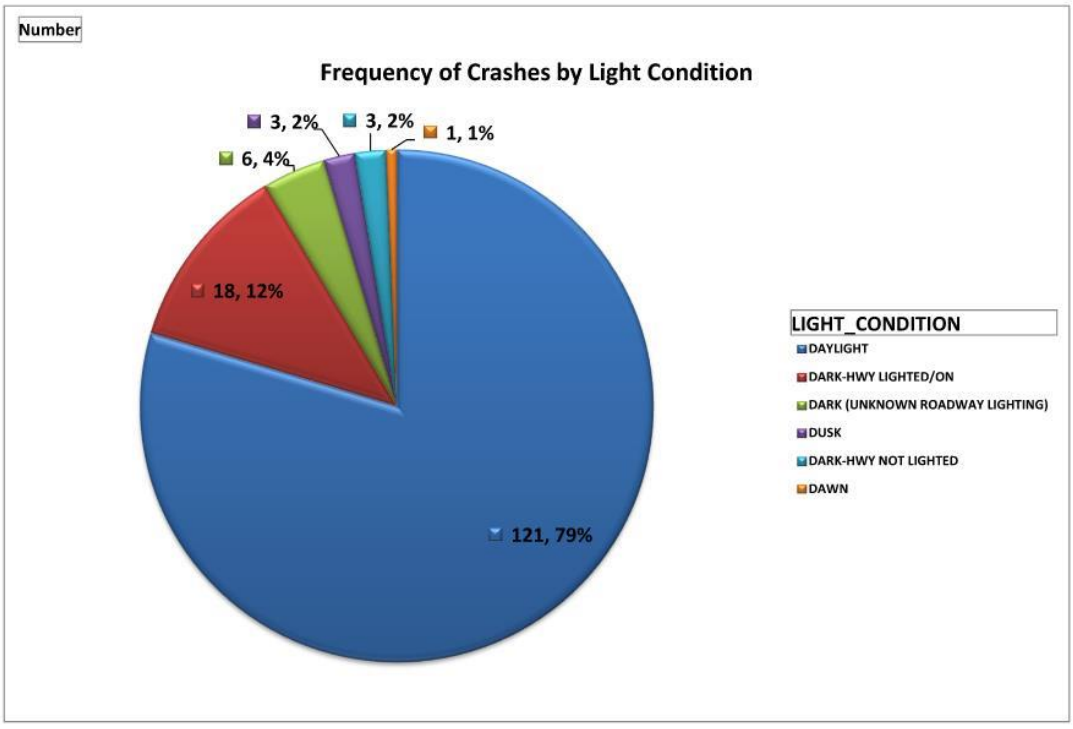


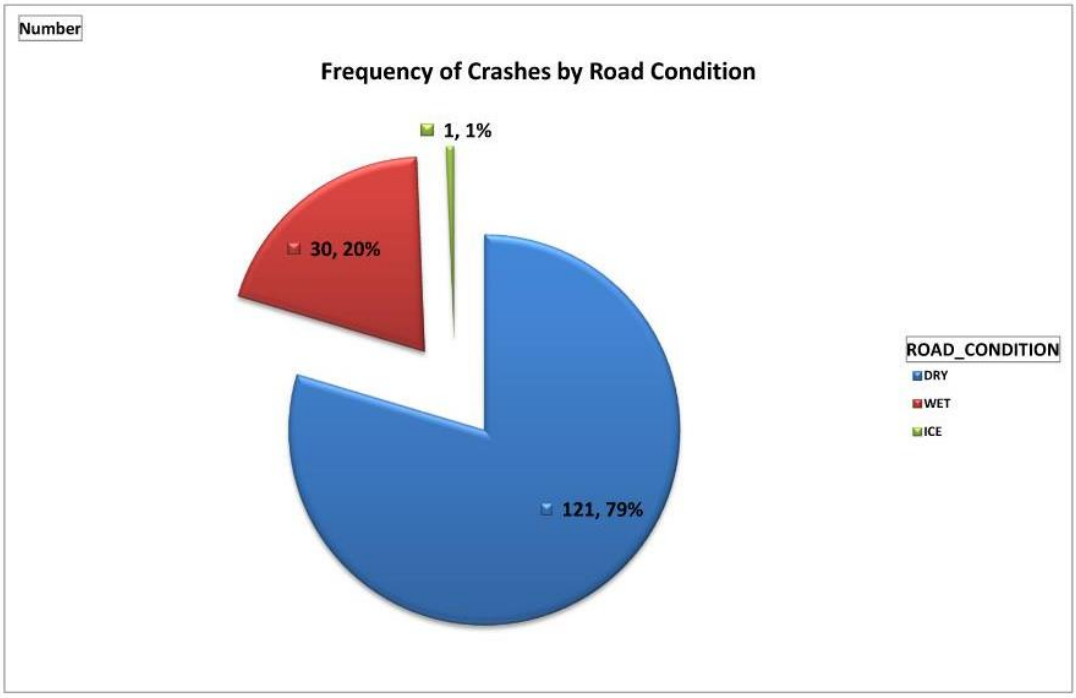
[redacted]

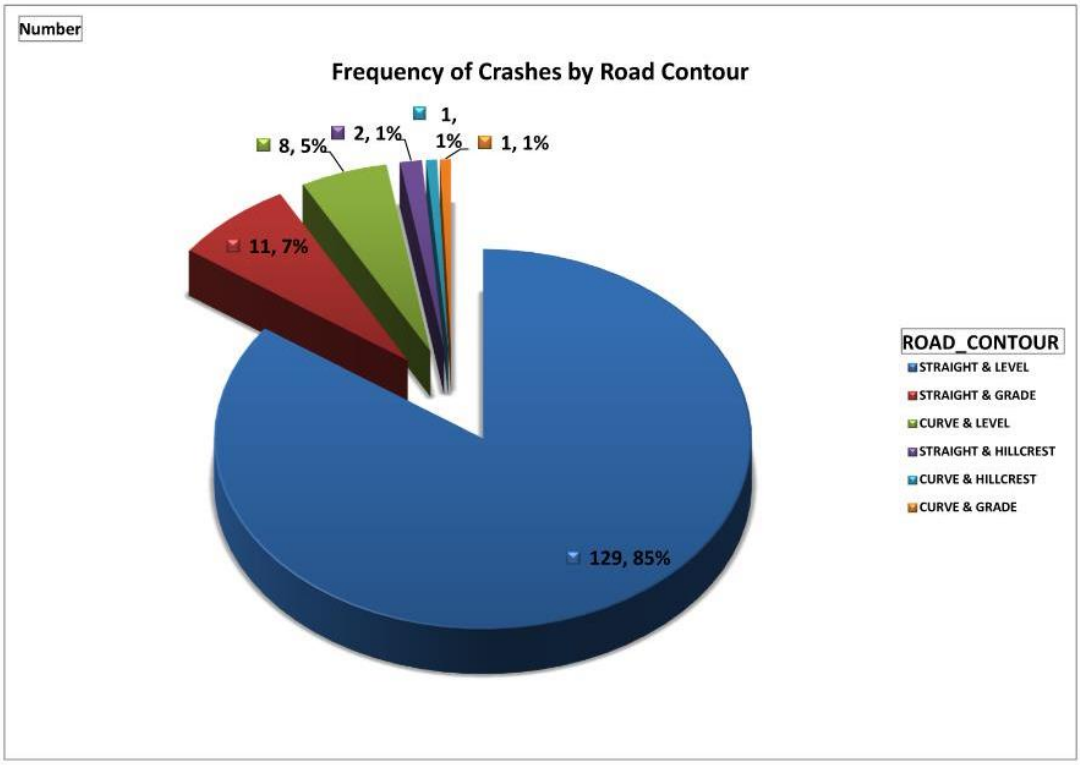


Kentucky Avenue (Main St termini) SR02






Number
Frequency of Crashes by Road Condition
1, 1%
30, 20%
121, 79%
ROAD_CONDITION
DRY
WET
ICE


Number
Frequency of Crashes by Road Contour
8, 5%
2, 1%
1, 1%
1, 1%
11, 7%
129, 85%
ROAD_CONTOUR
STRAIGHT & LEVEL
STRAIGHT & GRADE
CURVE & LEVEL
STRAIGHT & HILLCREST
CURVE & HILLCREST
CURVE & GRADE

Kentucky Avenue (Main St termini) SR02

	Number
Total	152

CRASH_SEVERITY	Number	%
INJURY	25	16.4%
PDO	127	83.6%
Grand Total	152	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2019	30	19.7%
2020	28	18.4%
2021	36	23.7%
2022	35	23.0%
2023	23	15.1%
Grand Total	152	100.0%

DAY_OF_WEEK	Number	%
Friday	33	21.7%
Thursday	26	17.1%
Monday	23	15.1%
Wednesday	22	14.5%
Tuesday	21	13.8%
Saturday	14	9.2%
Sunday	13	8.6%
Grand Total	152	100.0%

HOUR_OF_DAY	Number	%
0	1	0.7%
1	2	1.3%
6	3	2.0%
7	4	2.6%
8	3	2.0%
9	7	4.6%
10	12	7.9%
11	9	5.9%
12	13	8.6%
13	15	9.9%
14	12	7.9%
15	16	10.5%
16	13	8.6%
17	12	7.9%
18	8	5.3%
19	8	5.3%
20	3	2.0%
21	7	4.6%
22	1	0.7%
23	3	2.0%
Grand Total	152	100.0%

TYPE_OF_CRASH	Number	%
ANGLE	62	40.8%
SIDESWIPE-SAME DIRECTION	42	27.6%
REAR END	32	21.1%
SINGLE VEHICLE	13	8.6%
BACKING	2	1.3%
SIDESWIPE-OPPOSITE DIRECT	1	0.7%
Grand Total	152	100.0%

Kentucky Avenue (Main St termini) SR02

WEATHER_CONDITION	Number	%
CLEAR	110	72.4%
CLOUDY	25	16.4%
RAINING	16	10.5%
SNOWING	1	0.7%
Grand Total	152	100.0%

ROAD_CONDITION	Number	%
DRY	121	79.6%
WET	30	19.7%
ICE	1	0.7%
Grand Total	152	100.0%

LIGHT_CONDITION	Number	%
DAYLIGHT	121	79.6%
DARK-HWY LIGHTED/ON	18	11.8%
DARK (UNKNOWN ROAD	6	3.9%
DUSK	3	2.0%
DARK-HWY NOT LIGHTE	3	2.0%
DAWN	1	0.7%
Grand Total	152	100.0%

NUMBER_OF_VEHICLES	Number	%
1	12	7.9%
2	135	88.8%
3	5	3.3%
Grand Total	152	100.0%

LOCATION	Number	%
0	152	100.0%
Grand Total	152	100.0%

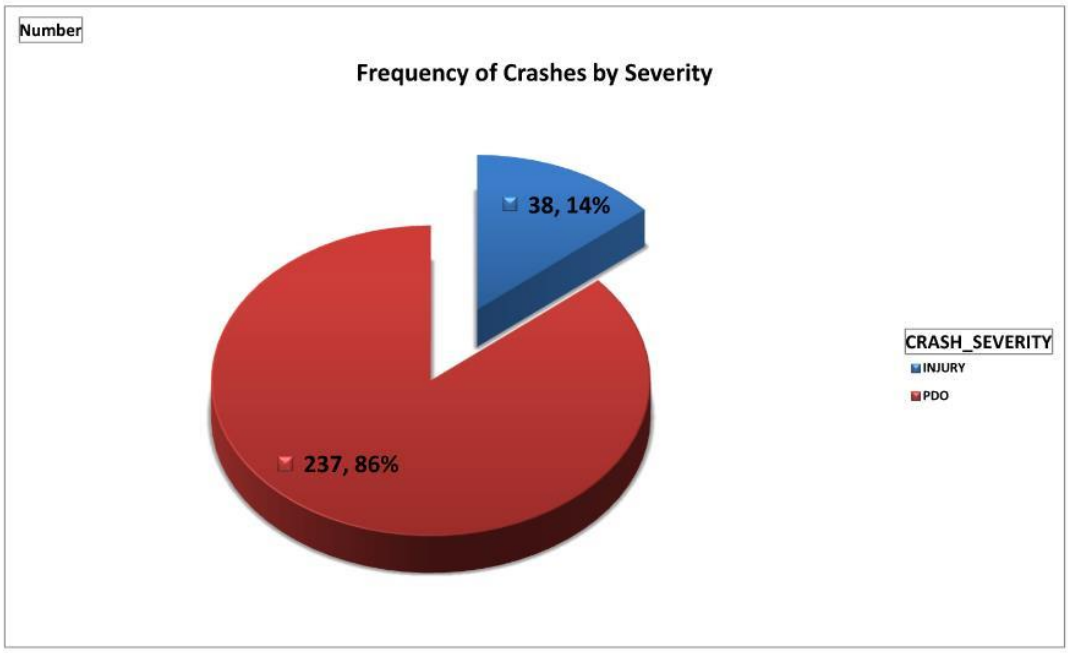
CRASH_MONTH_NBR	Number	%
1	13	8.6%
2	11	7.2%
3	9	5.9%
4	13	8.6%
5	8	5.3%
6	17	11.2%
7	10	6.6%
8	15	9.9%
9	14	9.2%
10	16	10.5%
11	16	10.5%
12	10	6.6%
Grand Total	152	100.0%

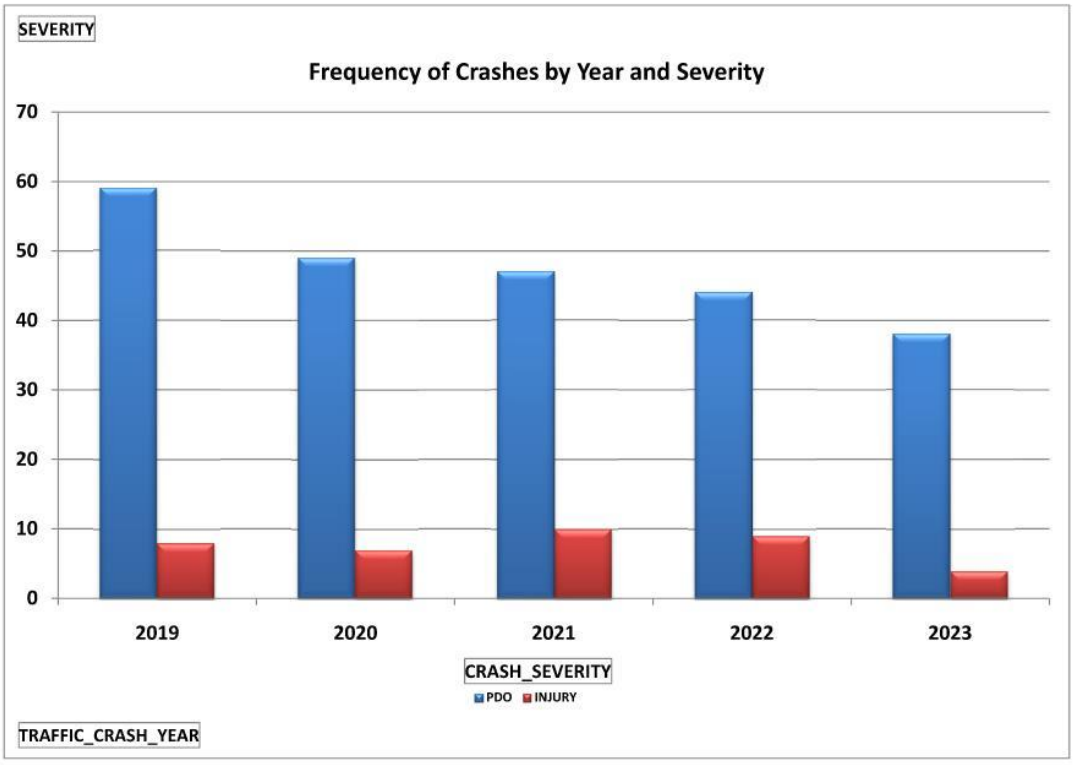
ROAD_CONTOUR	Number	%
STRAIGHT & LEVEL	129	84.9%
STRAIGHT & GRADE	11	7.2%
CURVE & LEVEL	8	5.3%
STRAIGHT & HILLCREST	2	1.3%
CURVE & HILLCREST	1	0.7%
CURVE & GRADE	1	0.7%
Grand Total	152	100.0%

SPECIAL_AREA	Number	%
(blank)	152	100.0%
Grand Total	152	100.0%

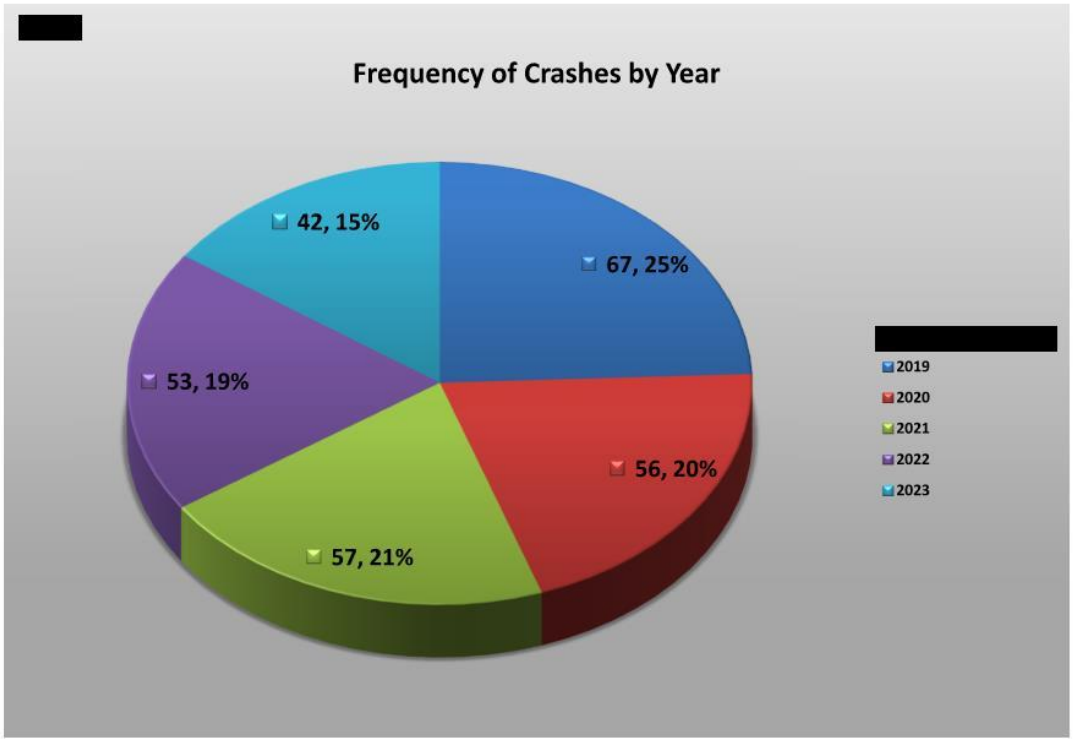
ANIMAL_TYPE	Number	%
(blank)	152	100.0%
Grand Total	152	100.0%

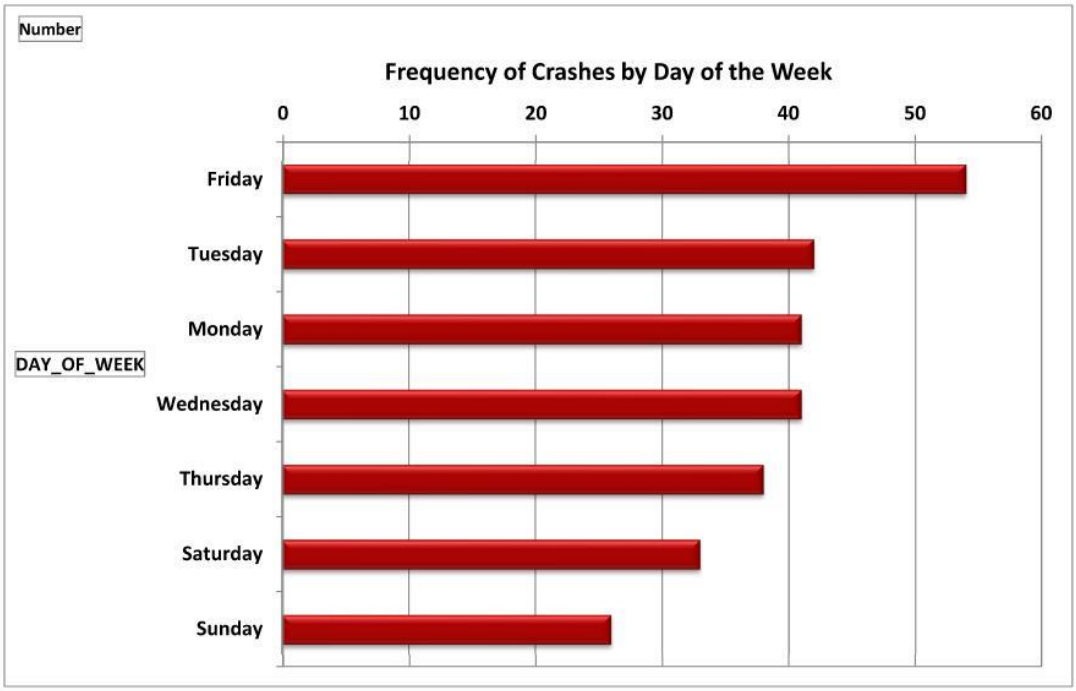
Main Street (Lynn Camp Crk to Master Ave SR04) (5th St to 18th St SR03)





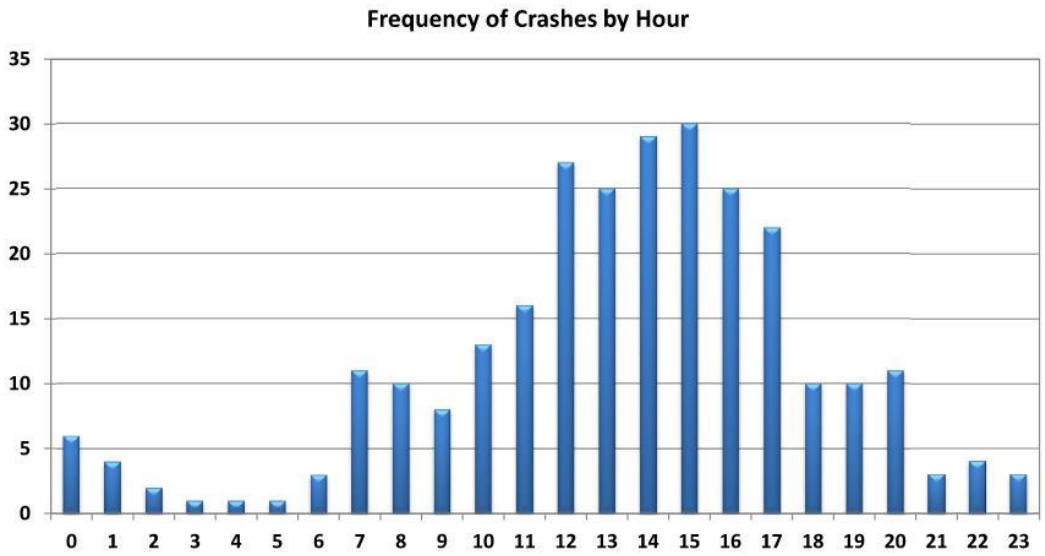
Main Street (Lynn Camp Crk to Master Ave SR04) (5th St to 18th St SR03)



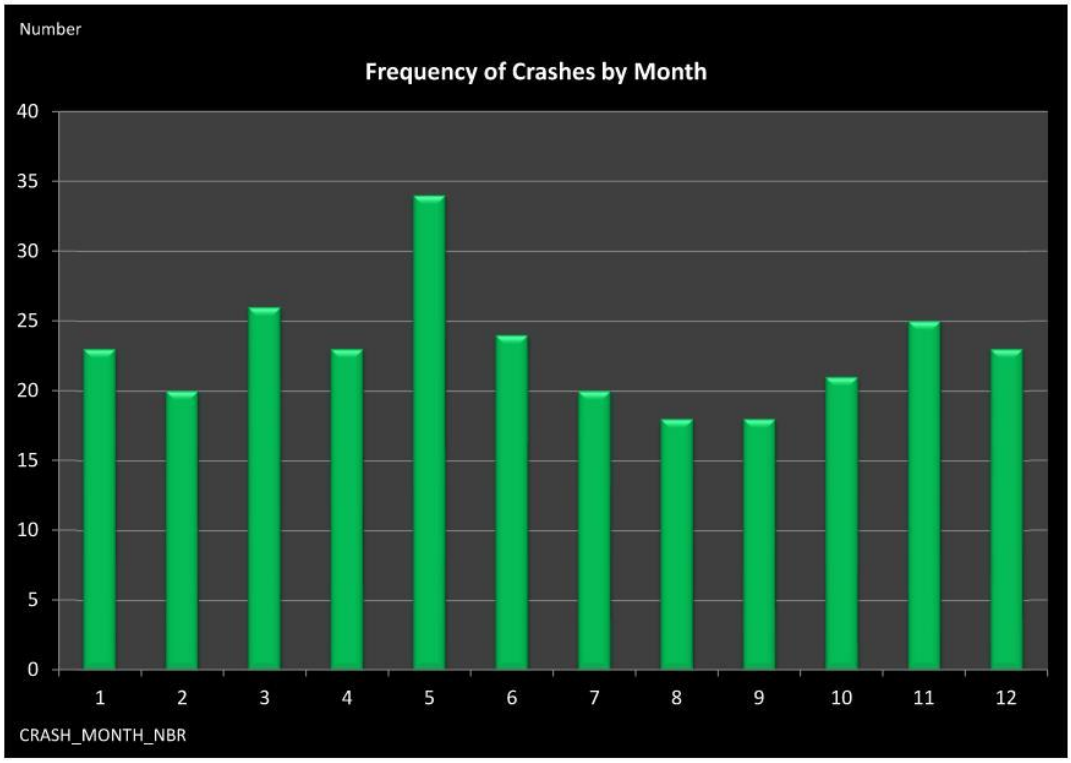


Main Street (Lynn Camp Crk to Master Ave SR04) (5th St to 18th St SR03)

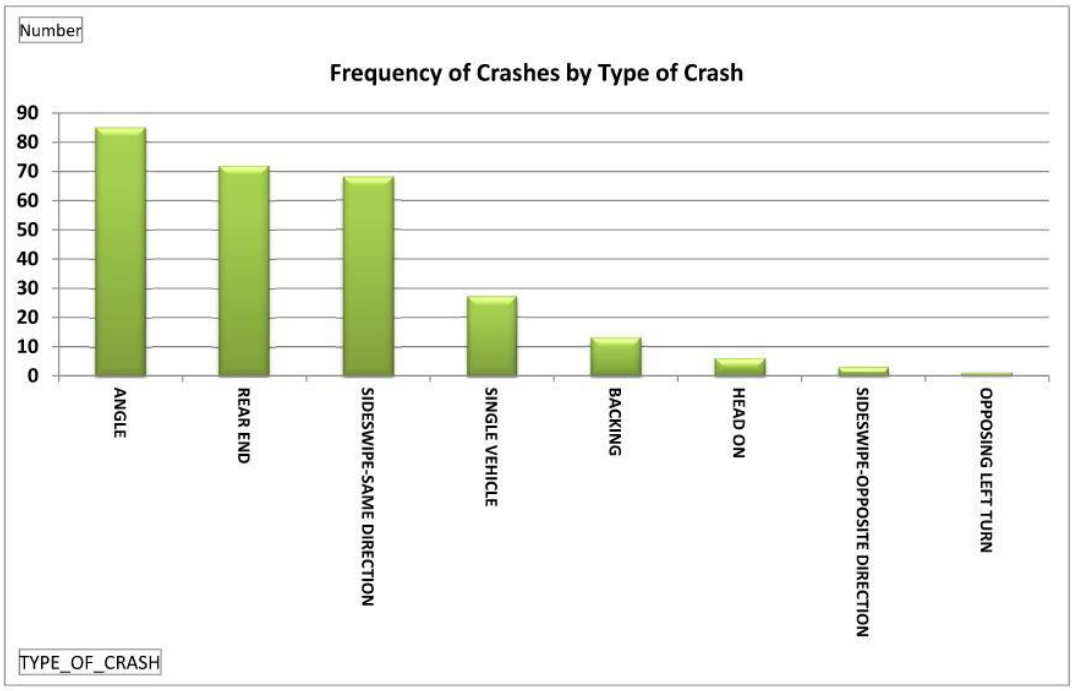
[redacted]

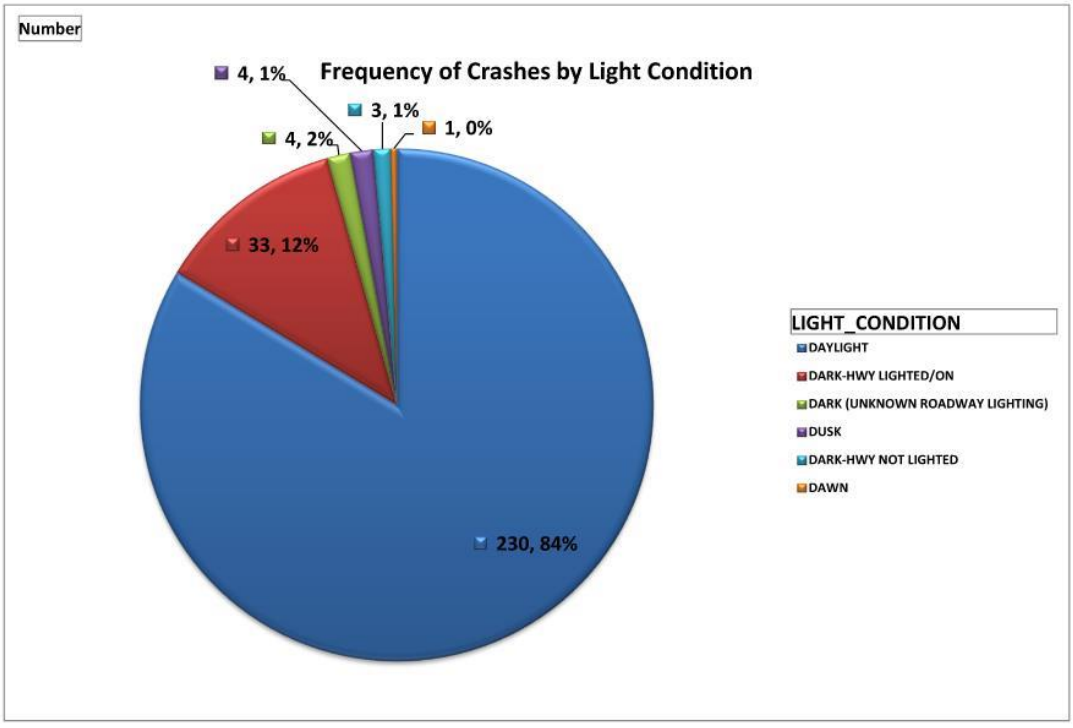


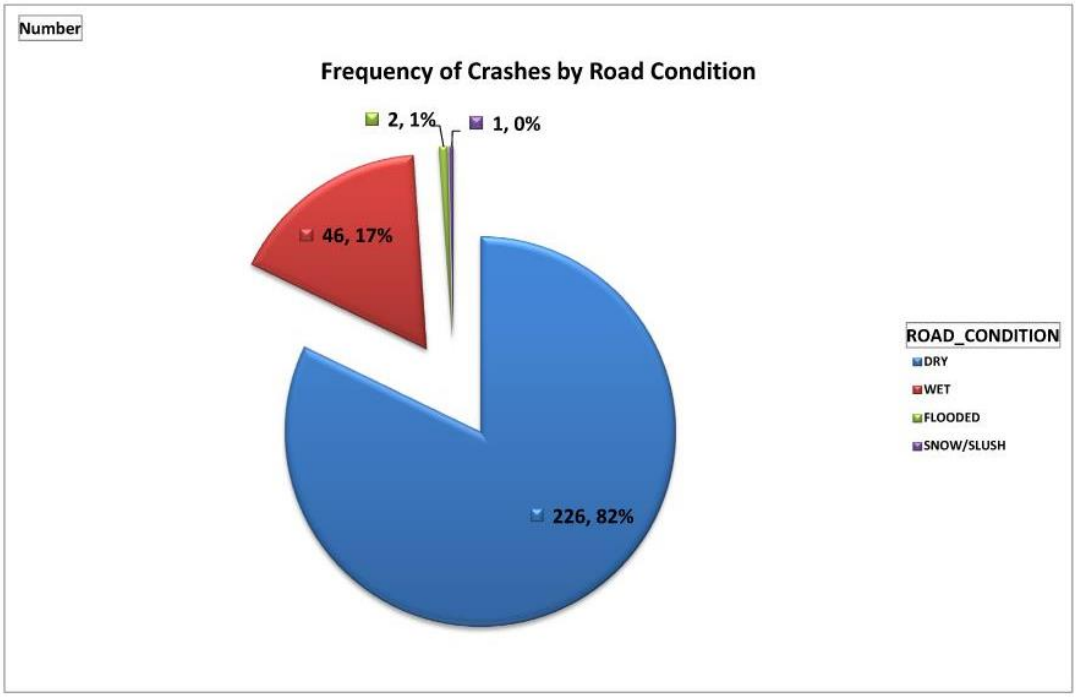
[redacted]

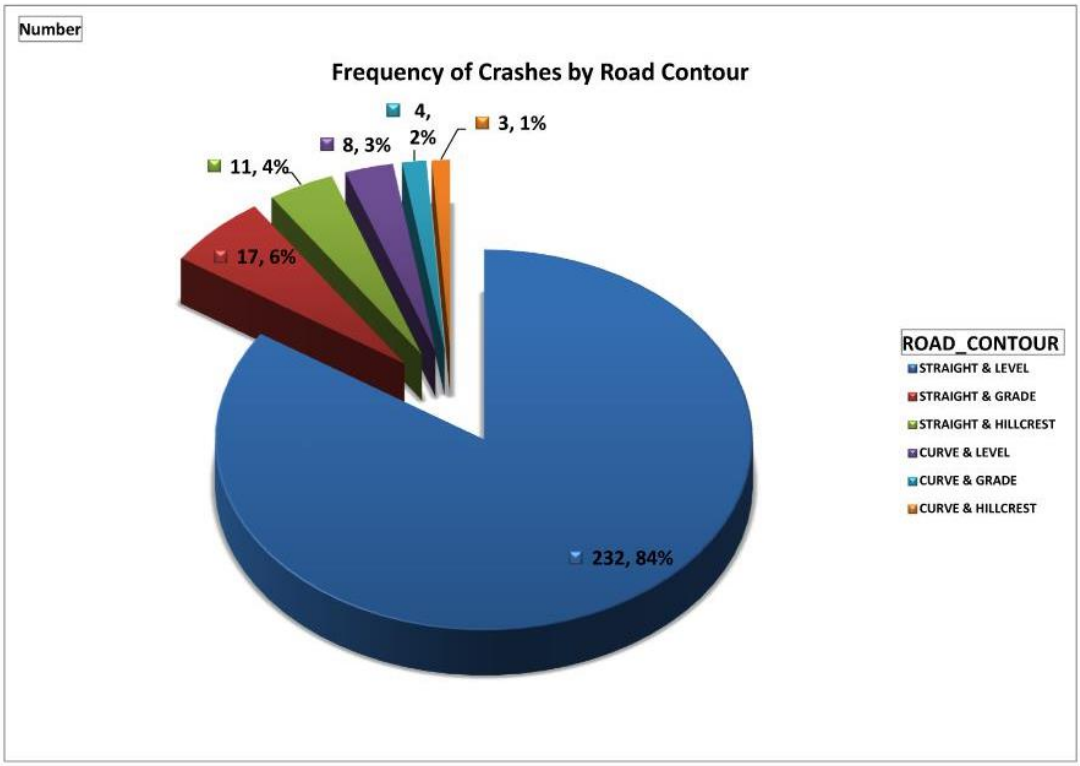


Main Street (Lynn Camp Crk to Master Ave SR04) (5th St to 18th St SR03)






Number
Frequency of Crashes by Road Condition
2, 1%
1, 0%
46, 17%
226, 82%
ROAD_CONDITION
DRY
WET
FLOODED
SNOW/SLUSH


Number
Frequency of Crashes by Road Contour
4,
2%
3, 1%
8, 3%
11, 4%
17, 6%
232, 84%
ROAD_CONTOUR
STRAIGHT & LEVEL
STRAIGHT & GRADE
STRAIGHT & HILLCREST
CURVE & LEVEL
CURVE & GRADE
CURVE & HILLCREST

Main Street (Lynn Camp Crk to Master Ave SR04) (5th St to 18t

	Number
Total	275

CRASH_SEVERITY	Number	%
INJURY	38	13.8%
PDO	237	86.2%
Grand Total	275	100.0%

TRAFFIC_CRASH_YI	Number	%
2019	67	24.4%
2020	56	20.4%
2021	57	20.7%
2022	53	19.3%
2023	42	15.3%
Grand Total	275	100.0%

DAY_OF_WEEK	Number	%
Friday	54	19.6%
Tuesday	42	15.3%
Monday	41	14.9%
Wednesday	41	14.9%
Thursday	38	13.8%
Saturday	33	12.0%
Sunday	26	9.5%
Grand Total	275	100.0%

HOUR_OF_DAY	Number	%
0	6	2.2%
1	4	1.5%
2	2	0.7%
3	1	0.4%
4	1	0.4%
5	1	0.4%
6	3	1.1%
7	11	4.0%
8	10	3.6%
9	8	2.9%
10	13	4.7%
11	16	5.8%
12	27	9.8%
13	25	9.1%
14	29	10.5%
15	30	10.9%
16	25	9.1%
17	22	8.0%
18	10	3.6%
19	10	3.6%
20	11	4.0%
21	3	1.1%
22	4	1.5%
23	3	1.1%
Grand Total	275	100.0%

TYPE_OF_CRASH	Number	%
ANGLE	85	30.9%
REAR END	72	26.2%
SIDESWIPE-SAME D	68	24.7%
SINGLE VEHICLE	27	9.8%
BACKING	13	4.7%
HEAD ON	6	2.2%
SIDESWIPE-OPPOSI	3	1.1%
OPPOSING LEFT TU	1	0.4%
Grand Total	275	100.0%

Main Street (Lynn Camp Crk to Master Ave SR04) (5th St to 18t

WEATHER_CONDIT	Number	%
CLEAR	193	70.2%
CLOUDY	47	17.1%
RAINING	32	11.6%
SNOWING	2	0.7%
SLEET, HAIL, FREE	1	0.4%
Grand Total	275	100.0%

ROAD_CONDITION	Number	%
DRY	226	82.2%
WET	46	16.7%
FLOODED	2	0.7%
SNOW/SLUSH	1	0.4%
Grand Total	275	100.0%

LIGHT_CONDITION	Number	%
DAYLIGHT	230	83.6%
DARK-HWY LIGHTE	33	12.0%
DARK (UNKNOWN I	4	1.5%
DUSK	4	1.5%
DARK-HWY NOT LI	3	1.1%
DAWN	1	0.4%
Grand Total	275	100.0%

NUMBER_OF_VEHIC	Number	%
1	24	8.7%
2	243	88.4%
3	8	2.9%
Grand Total	275	100.0%

LOCATION	Number	%
0	275	100.0%
Grand Total	275	100.0%

CRASH_MONTH_NB	Number	%
1	23	8.4%
2	20	7.3%
3	26	9.5%
4	23	8.4%
5	34	12.4%
6	24	8.7%
7	20	7.3%
8	18	6.5%
9	18	6.5%
10	21	7.6%
11	25	9.1%
12	23	8.4%
Grand Total	275	100.0%

ROAD_CONTOUR	Number	%
STRAIGHT & LEVEL	232	84.4%
STRAIGHT & GRAD	17	6.2%
STRAIGHT & HILLC	11	4.0%
CURVE & LEVEL	8	2.9%
CURVE & GRADE	4	1.5%
CURVE & HILLCRES	3	1.1%
Grand Total	275	100.0%

SPECIAL_AREA	Number	%
(blank)	275	100.0%
Grand Total	275	100.0%

ANIMAL_TYPE	Number	%
(blank)	275	100.0%
Grand Total	275	100.0%

CORBIN SAFETY ACTION PLAN

APPENDIX B2: 5TH STREET ROAD (SR07)

CMT

5th Street Road (KY 727)

State Ranking #7

December 2024

OVERVIEW

A screening methodology was applied to all crashes within the City of Corbin to identify the #7 ranked segment on 5th Street Road. The study limits extend from US 25W (Cumberland Falls Highway) to 250 feet east of Sanderlin Drive. The study limits combined three sub-segments into a single study area. Higher ranked segments that have safety countermeasures proposed as part of the SS4A Action Plan include the following locations:

2. Kentucky Avenue (US 25W) ranked #2 is a one-way (southbound), 2-lane roadway between the Main Street intersections on both ends of downtown Corbin. The segment has signalized intersections at Gordon Street, 4th Street, 5th Street, and 7th Street. Parallel parking is permitted on both sides of the roadway between Gordon Street and 7th Street.
3. Main St. (US 25W) ranked #3 is a one-way (northbound), 2-lane roadway between 5th Street and an endpoint on 18th Street/US Route 25W/ Cumberland Falls Hwy (500 feet west of Main St.)
4. Main St (US 25W) ranked #4 is a segment of US 25 that has a variable width from 5th Street to the Lynn Camp Creek/Whitley County Line including the Main St./Master St. intersection.

A total of 107 crashes occurred over a 5-year period (2019-2023) within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 214. A total of 19 injury crashes were documented resulting in an injury rate of 17.8% and one fatality (0.9%). **Figure 1** shows the location of crashes by type and severity whereas **Figures 2-5** analyze the safety performance of the study subarea.

A short-term countermeasure is to upgrade advance curve warning signs, advance intersection warning signs and object markers to delineate changes in horizontal alignments within the study area. Sign upgrades are to include warning signs, chevrons, and advisory speed plaques to reduce the frequency of the primary crash type (single vehicle crashes).

A planning study (PIF Control #11-118 D0727 1.00) completed by KYTC in 2017 evaluated a new route to connect 5th Street Road to US 25W (**Figure 6**). The planning study determined that a new route would cost $6.3 million to improve access to the Corbin Primary School**. Improvements to the existing alignment between Black Diamond Road and US 25W were determined to improve safety, address geometric deficiencies, reduce congestion, improve mobility thus provided more benefits than a solution of a new alignment.**

A long-term countermeasure is to upgrade the edge of pavement to provide a minimum 2 ft shoulder (4 ft preferred) and longitudinal rumble stripes to reduce crash frequency and severity. The injury rate for single vehicle crashes (25%) is higher than the average injury/fatality rate (18.7%) of the entire dataset. Shoulder rumble strips have been shown to reduce single-vehicle, fatal and injury crashes by 36 percent on rural two-lane roads (FHWA). The following targeted countermeasures are proposed on the 5th Street Road corridor: 1) replace the aggregate shoulder with a minimum width 2 ft paved shoulder (full depth), and 2) add longitudinal rumble strips to increase driver attention especially in locations where crashes have occurred in the past 5-years.

FIGURE 1A: 5TH STREET ROAD

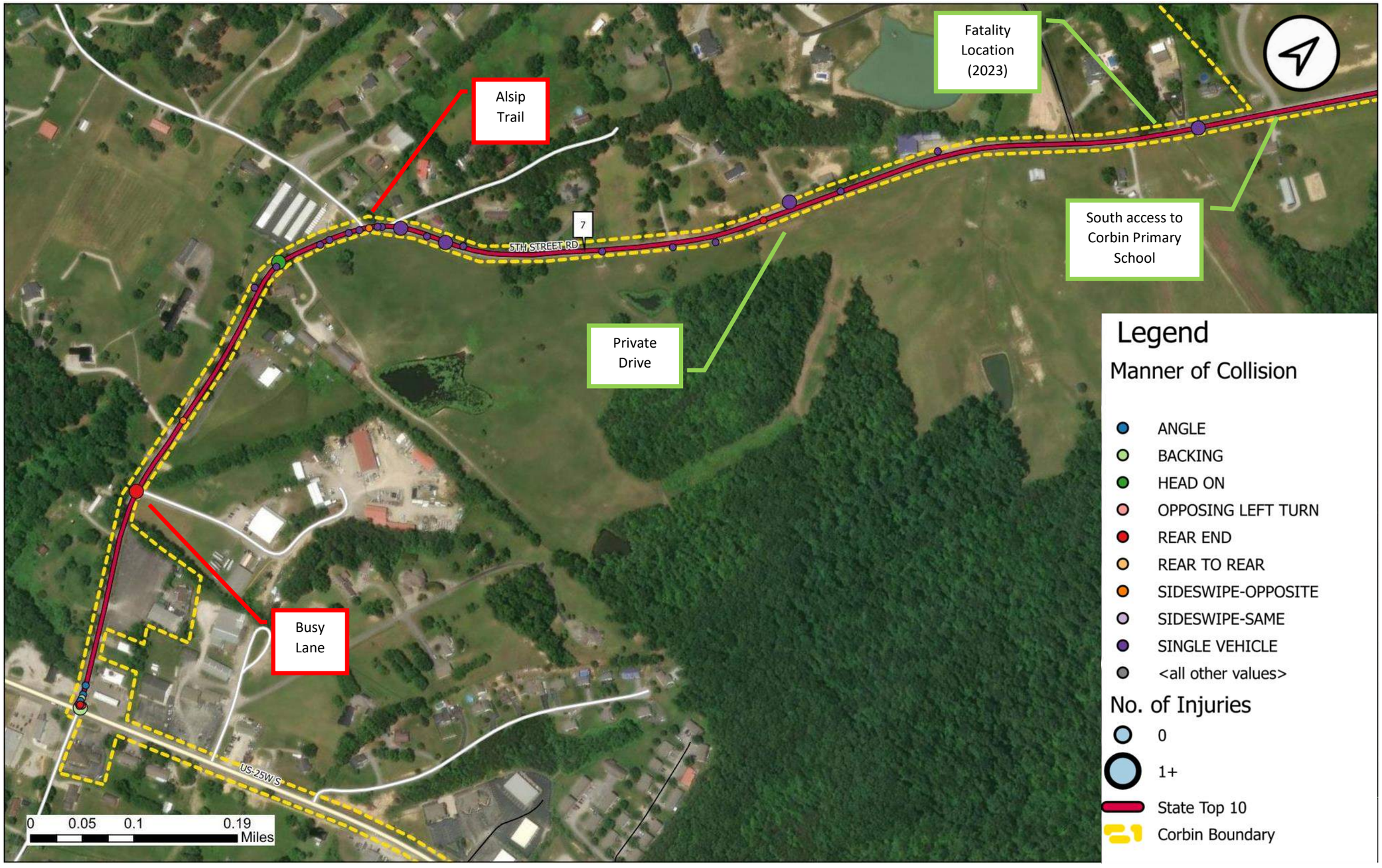
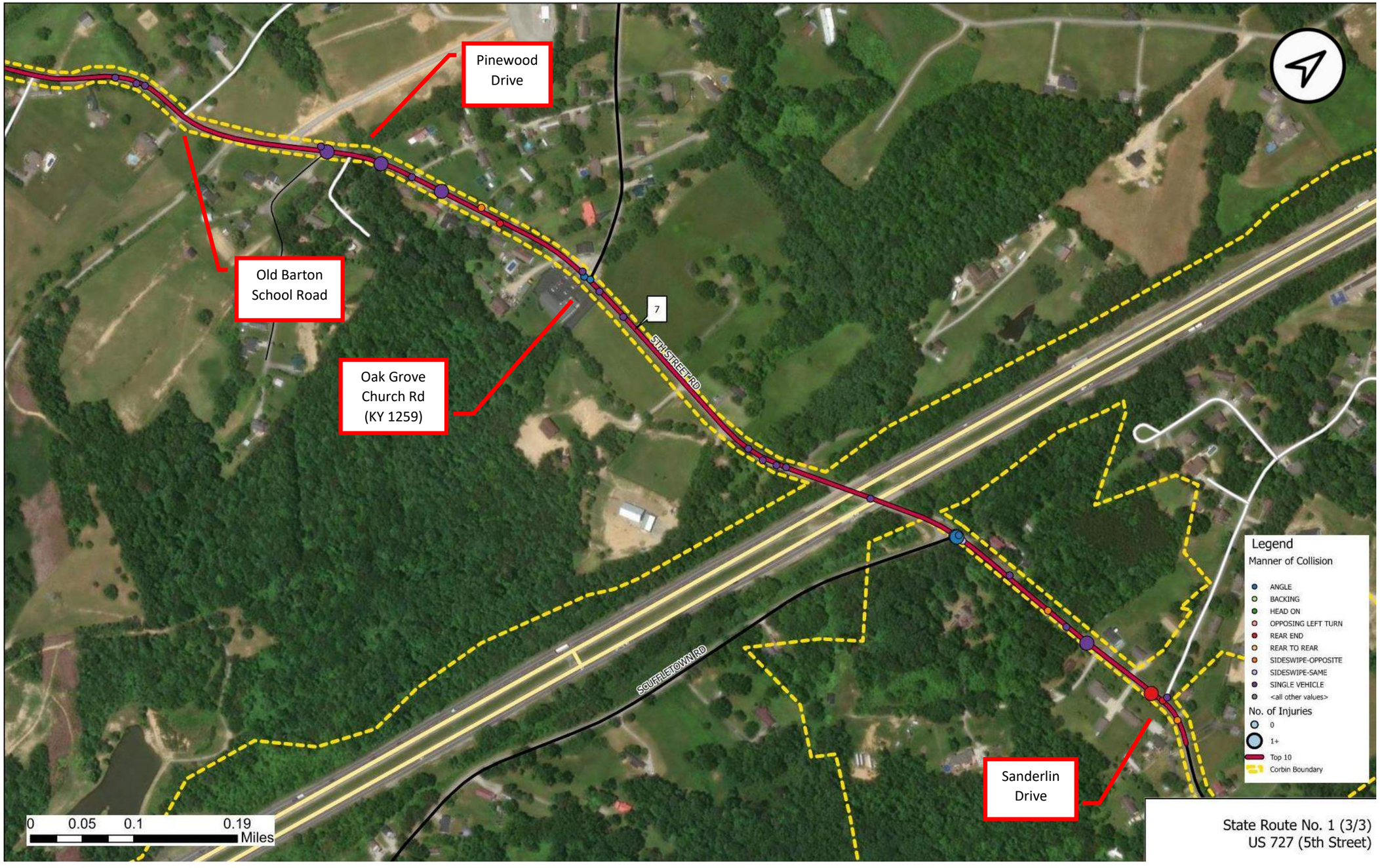


FIGURE 1B: 5TH STREET ROAD

FIGURE 1C: 5TH STREET ROAD



EXISTING CONDITIONS

The typical section of 5th Street Road is a 2-lane roadway having paved / aggregate shoulder widths of 0-2 ft and 10 ft lane widths. The topography is rolling hills with horizontal curves having radii that is rated for speeds lower than the legal speed. The 2023 average daily traffic (ADT) volumes within the study limits include the following

- 3,159 vehicles on 5th Street Road north of Alsip Trail
- 2,951 vehicles (2022) east of Barton Cutoff Road
- 3,139 vehicles (2021) east of Sanderlin Drive

Land use is a mix of residential and institutional parcels.

A factor that contributes to the **frequency of crashes** on 5th Street Road is the horizontal alignment – numerous curves exist within the study limits having both horizontal and vertical components. For example, a broken back curve (i.e., two closely spaced horizontal curves with deflections in the same direction and a short tangent between the curves) exists near the Alsip Trail intersection. A factor the contributes to **severity of crashes** on the corridor is the operating speed of the roadway in higher than the posted speed (35 MPH) combined with the lack of recoverable shoulders.

Photo 1 shows the NB approach to the curve near Alsip Trail. The curve has an advisory speed of 25 MPH. the curve is missing chevrons for the length of the curve and a large arrow panel to reinforce the low speed

PHOTO 1: NB APPROACH NEAR ALSIP TRAIL

Photo 2 shows the SB approach to the same curve. Chevrons are missing in the opposite direction.

PHOTO 2: SB APPROACH NEAR ALSIP TRAIL

Unrecoverable shoulders exist and contribute to safety performance issues. **Photo 3** shows a drop off less than 2 feet from edge of pavement with a single object marker sign near the Pinewood Drive intersection.

PHOTO 3: 5TH STREET ROAD (EB) AT PINEWOOD DRIVE

Photo 4 shows the existing curve west of the I-75 overpass that does not have curve warning signs. While the posted speed is 35 MPH, the operating speeds are expected to closer to 55 MPH thus supporting additional signs to mark the presence of a curve.

PHOTO 4: 5TH STREET ROAD (WB) WEST OF I-75

Photo 5 shows the EB approach to Scuffletown Road (KY 1259) with an advance curve warning sign. The Scuffletown Road intersection is located within the curve and the sign condition suggests retroflectivity may be diminished thus affecting night visibility.

PHOTO 5: 5TH STREET ROAD (EB) AT SCUFFLETOWN RD

SAFETY ANALYSIS

A total of 107 crashes occurred over a 5-year period within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 214. The frequency of crashes by year is summarized for 5th Street Road (**Figure 2).** The injury/fatality rate is equal to 18.7%.

A fatal crash occurred 09/03/23 (Sunday) involving a single vehicle in dark conditions (6 AM) near the Corbin Primary School (3731 5th Street Road). Alcohol was suspected of being a contributing factor of the vehicle leaving the roadway and hitting a tree. **Photo 6** shows the location of the fatal crash and lack of recoverable slopes.

The number of documented crashes is consistent by year with the number of annual crashes on 5th Street Road ranges between 18 crashes (2022) and 25 crashes (2021). The frequency and severity of crashes are expected to remain consistent in the future due to the historical trends by year unless countermeasures are implemented.

The most common crash type was **single vehicles crashes** (56 crashes or 52.3%) as shown in **Figure 3**. The injury rate for single vehicle crashes (25%) is higher than the average injury/fatality rate (18.7%) of the entire dataset.

The location of single vehicle crashes shown in **Figure 1** (purple circles) have one or more of the following roadway characteristics: 1) horizontal curves, 2) no shoulder, or 3) a non-recoverable shoulder. Countermeasures identified to mitigate single vehicle crashes may also mitigate other crash types such as sideswipe and head-on crashes.

FIGURE 2: CRASH SEVERITY BY YEAR

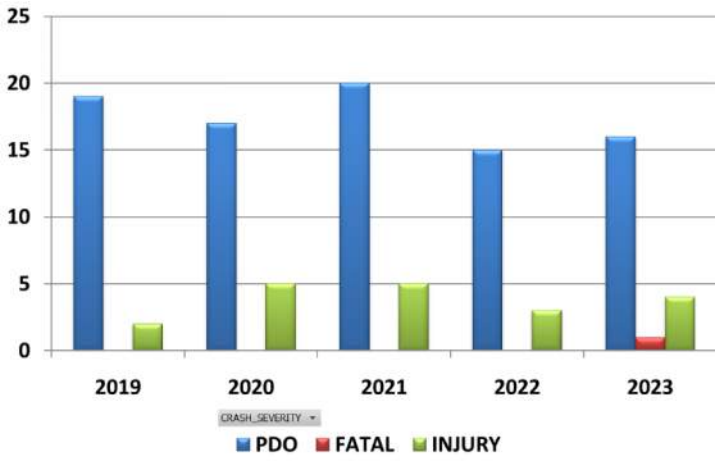


PHOTO 6: FATAL CRASH SITE

FIGURE 3: CRASH FREQUENCY BY TYPE

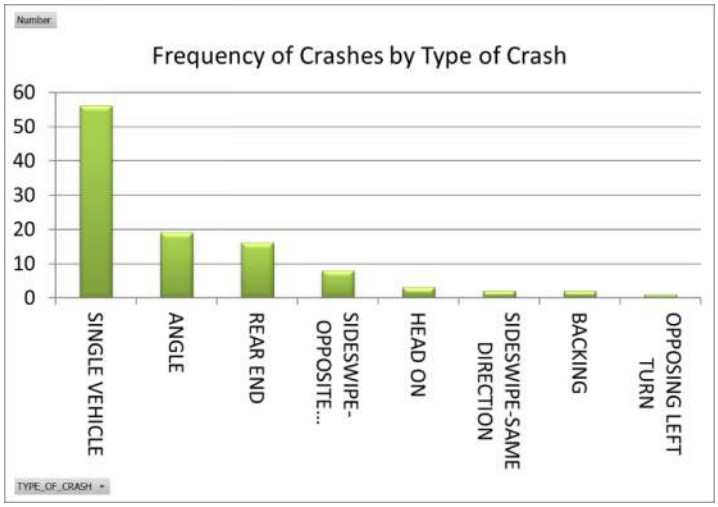


Photo 7 shows roadside conditions on a relative straight segment of roadway (near 3050 Fifth Street Road) where single vehicle crashes have occurred which resulted in injuries.

PHOTO 7: 5TH STREET ROAD (EB)

Crashes by time of day were also evaluated to document when the majority of crashes occur. The majority of crashes (52.3%) occur within a 4-hour period (7AM and 2-5PM). The peak period for crashes correlates with the local school arrival and dismissal times.

The correlation to school traffic is further supported by the fact that a lower frequency of crashes generally occur during the months with school is not in session. Younger drivers and increased school related volumes contribute to crashes within the study area. Other months with lower crash frequencies are associated with March, November and December – times when school may not be in session for holidays or spring break.

FIGURE 4: CRASH FREQUENCY BY TIME OF DAY

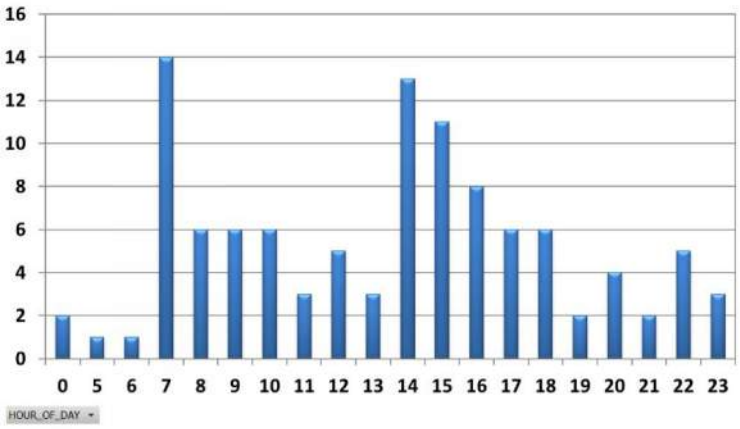
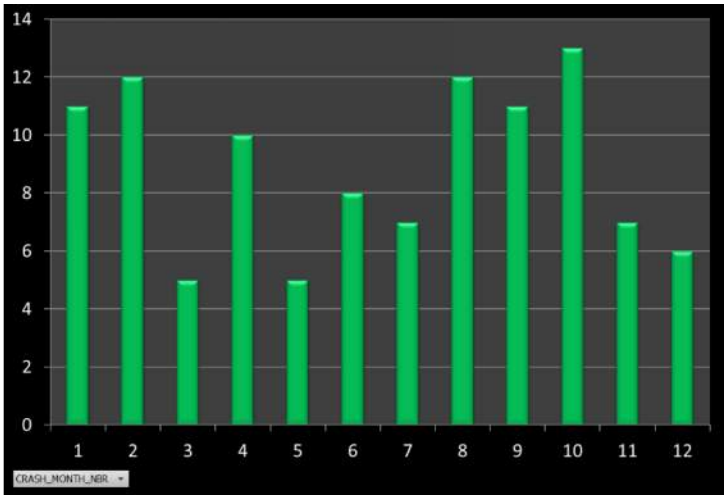


FIGURE 5: CRASH FREQUENCY BY MONTH



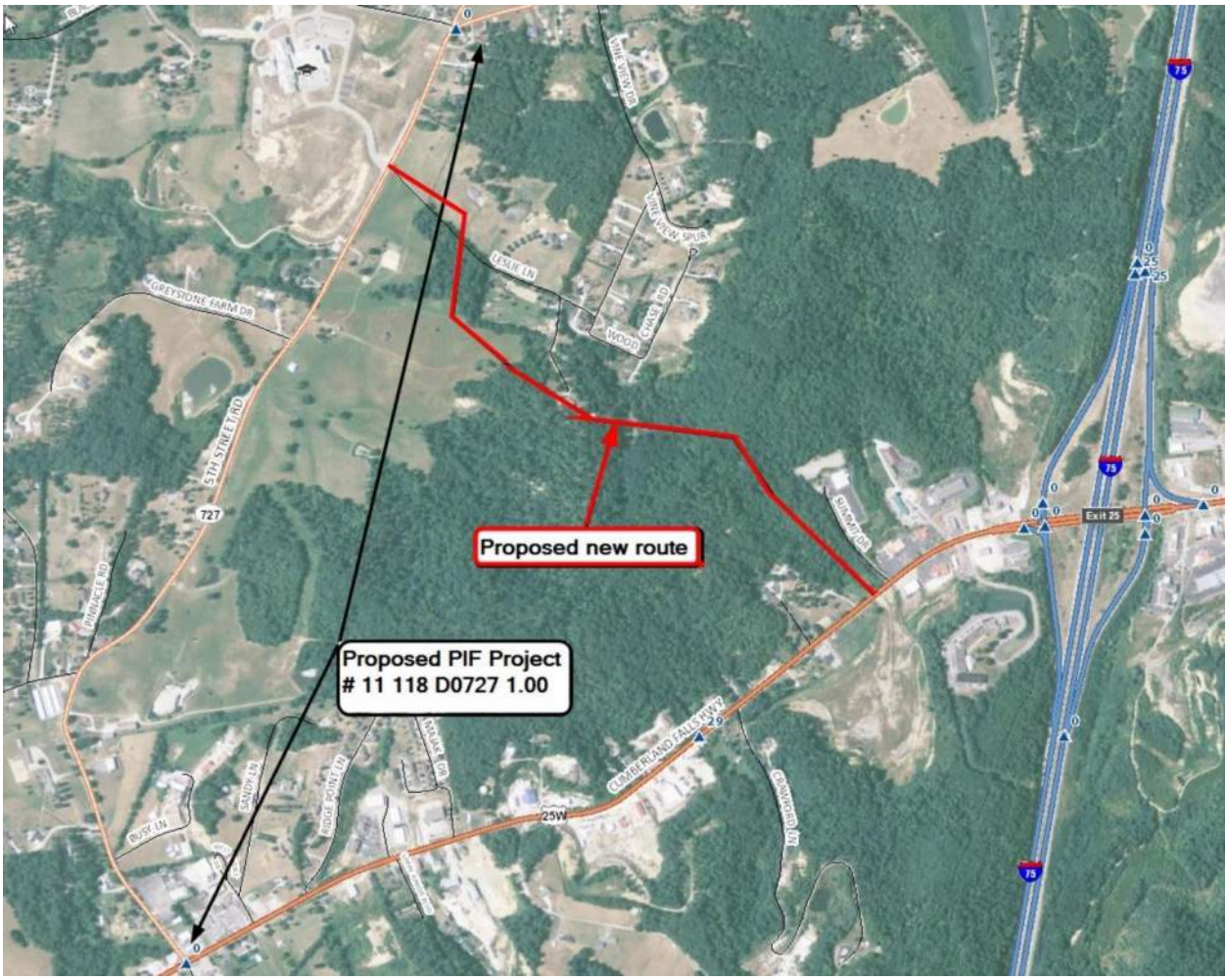
COUNTERMEASURES

Countermeasures are identified that improve safety performance by focusing on the crash types having the greatest potential for mitigation. The proposed countermeasures are directly linked to historical crash patterns. While the low and moderate cost countermeasures are systemic in nature, the countermeasures are targeted to segments having a higher frequency of crashes (i.e., Master/Main Street and Main/Cumberland Falls Highway). Three alternatives are proposed as summarized below. Further analysis may be required to arrive at a recommended alternative.

NEW ALIGNMENT STUDY

A planning study (PIF Control #11-118 D0727 1.00) completed by KYTC in 2017 evaluated a new route to connect 5th Street Road to US 25W (**Figure 6**). The planning study determined that a new route would cost $6.3 million to improve access to the Corbin Primary School. Improvements to the existing alignment between Black Diamond Road and US 25W was determined to improve safety, address geometric deficiencies, reduce congestion, improve mobility thus provided more benefits than a solution of a new alignment.

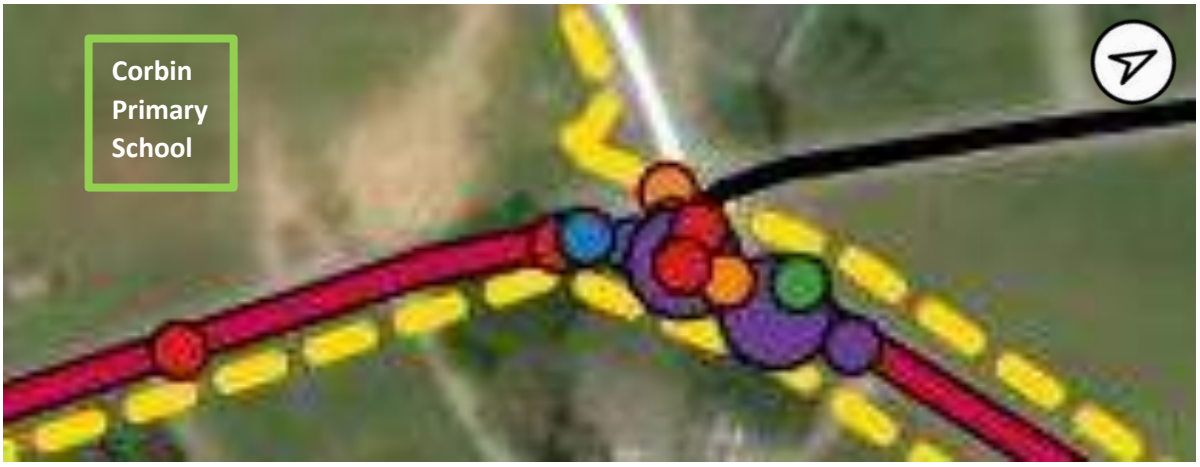
FIGURE 6: 5TH STREET ROAD ALIGNMENT



ACTIVE PROJECTS

The construction of a roundabout was completed at the 5th Street Road/ Black Diamond Road/Barton Cutoff Road intersection in August 2024. The KYTC Project 11-80112.00 included realignment of Black Diamond Road (CR 1088) approach to 5th Street Road to mitigate the skewed alignment of the existing intersection. Conceptual layout (Google Earth) of the roundabout is shown on **Figure 1b**. This improvement mitigates several injury crashes at the existing, stop controlled intersection as shown in **Figure 7**.

FIGURE 7: CRASH DIAGRAM AT 5TH STREET ROAD/ DIAMOND MILL ROAD



ADVANCE WARNING SIGN COUNTERMEASURE

Relocate advance curve warning signs to 350 feet in accordance with Table 2C-4 of the MUTCD.

Table 2C-4. Guidelines for Advance Placement of Warning Signs

Posted or 85th-Percentile Speed	Advance Placement Distance[1]								
	Condition A: Speed reduction and lane changing in heavy traffic[2]	Condition B: Deceleration to the listed advisory speed (mph) for the condition							
		0[3]	10[4]	20[4]	30[4]	40[4]	50[4]	60[4]	70[4]
20 mph	225 ft	100 ft[6]	N/A[5]	—	—	—	—	—	—
25 mph	325 ft	100 ft[6]	N/A[5]	N/A[5]	—	—	—	—	—
30 mph	460 ft	100 ft[6]	N/A[5]	N/A[5]	—	—	—	—	—
35 mph	565 ft	100 ft[6]	N/A[5]	N/A[5]	N/A[5]	—	—	—	—
40 mph	670 ft	125 ft	100 ft[6]	100 ft[6]	N/A[5]	—	—	—	—
45 mph	775 ft	175 ft	125 ft	100 ft[6]	100 ft[6]	N/A[5]	—	—	—
50 mph	885 ft	250 ft	200 ft	175 ft	125 ft	100 ft[6]	—	—	—
55 mph	990 ft	325 ft	275 ft	225 ft	200 ft	125 ft	N/A[5]	—	—
60 mph	1,100 ft	400 ft	350 ft	325 ft	275 ft	200 ft	100 ft[6]	—	—
65 mph	1,200 ft	475 ft	450 ft	400 ft	350 ft	275 ft	200 ft	100 ft[6]	—
70 mph	1,250 ft	550 ft	525 ft	500 ft	450 ft	375 ft	275 ft	150 ft	—
75 mph	1,350 ft	650 ft	625 ft	600 ft	550 ft	475 ft	375 ft	250 ft	100 ft[6]

CURVE WARNING SIGN COUNTERMEASURE

The majority of single crashes occurred within the proximity of horizontal curves. A short-term countermeasure would be to install or upgrade curve warning signs and chevrons at horizontal curves to provide a warning to drivers about the edge of pavement. The installation of curve warning signs is a proven safety countermeasure. The following countermeasures for the reverse curves at the west end of the study area are recommended:

- Install curve warning, speed advisory plaques (if applicable), and/or chevrons in accordance with **Table 2C-5** of the MUTCD for the 2 sets of reverse curves. Chevrons are recommended even if the advisory speed is 10 MPH less than the speed limit. A ball bank study to confirm the advisory speed at this location is recommended.
- Upgrade reverse curve warning, speed advisory plaques, and/or chevrons in accordance with **Table 2C-5** of the MUTCD. Advisory speed signs for speeds of 40 MPH or lower are recommended even if the posted speed limit is equal or lower due to operating speeds being higher than posted speeds. A ball bank study to confirm the advisory speed is recommended.

Table 2C-5. Horizontal Alignment Sign Selection

Type of Horizontal Alignment Sign	Difference Between Speed Limit and Advisory Speed				
	5 mph	10 mph	15 mph	20 mph	25 mph or more
Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), Winding Road (W1-5), and Combination Horizontal Alignment/Intersection (W10-1) (see Section 2C.07 to determine which sign to use)	Recommended	Required	Required	Required	Required
Advisory Speed Plaque (W13-1P)	Recommended	Required	Required	Required	Required
Chevrons (W1-8) and/or One Direction Large Arrow (W1-6)	Optional	Recommended	Required	Required	Required
Exit Speed (W13-2) and Ramp Speed (W13-3) on exit ramp	Optional	Optional	Recommended	Required	Required

Note: Required means that the sign and/or plaque shall be used, recommended means that the sign and/or plaque should be used, and optional means that the sign and/or plaque may be used.

See Section 2C.06 for roadways with less than 1,000 ADT.

- Relocate advance warning signs no more than 225 feet in advance of the curves to be consistent with **Table 2C-4** of the Manual of Uniform Traffic Control Devices (MUTCD). Existing signs are located 500 feet in advance of the horizontal curves. Section 2C.05 emphasizes that signs are not placed too far in advance of the condition.

PAVED SHOULDER COUNTERMEASURE

The frequency of crashes occurring beyond the limits of the horizontal curves suggests other factors contribute to the safety performance on 5th Street Road (i.e., edge of pavement drop-offs). A medium-term countermeasure constructs a paved shoulder to address pavement drop offs in conjunction with longitudinal rumble strips along the majority of the corridor. Shoulder rumble strips have been shown to reduce single-vehicle, fatal and injury crashes by 36 percent on rural two-lane roads (FHWA).

Drop offs at the edge of pavement occur where the aggregate shoulder has been dispersed or rutted due to higher speed vehicles driving on a non-improved surface. The drop off at the edge of pavement has been an on-going maintenance issue due, in part, to the higher operating speeds (> 35 MPH) and lack of paved shoulders.

The following targeted countermeasures are proposed on the 5th Street Road corridor:

- Replace the aggregate shoulder with a minimum width 2 ft paved shoulder (full depth).
- Add longitudinal rumble strips to increase driver attention especially in locations where crashes have occurred in the past 5-years.

Implementing the proposed countermeasures as part of separately funded pavement rehabilitation project on rural, high-speed roadways is recommended as a best practice to leverage safety funds. The proposed countermeasures are to be constructed in conjunction with a funded resurfacing project. Combining shoulder improvement projects as part of a larger pavement rehabilitation project can achieve an economy of scale.

Context Sensitive Design (CSD) principles are applicable to the Pyatt-Cutler Road corridor due to the impacts associated with design guidance provided by the BLR for reconstruction projects. The development of a context sensitive countermeasure that is systemic is based guidance from the *National Cooperative Highway Research Program (NCHRP) Report 480: A Guide to Best Practices for Achieving Context Sensitive Solutions* (2002) and the *AASHTO Highway Safety Design and Operations Guide* (1997).

Of the broad categories of transportation issues that are most applicable to the 5th Street Road study area, improving safety performance is the purpose of the project. Two aspects are to be addressed when evaluating safety countermeasures: nominal and substantive safety. Both nominal and substantive safety are important to include in the decision-making process.

1) Nominal Safety – A countermeasure's adherence to design criteria and/or standards as published in the AASHTO policy, the *Manual of Uniform Control Devices* (MUTCD) and/or the KYTC Highway Design Guidance Manual.
2) Substantive Safety – The actual performance of the 5th Street Road corridor is compared to similar facilities to assess relative performance. Crash statistics for corridors having a similar typical section do not experience the number of crashes or appear on safety priority rankings for segments.

In the case of 5th Street Road, nominal safety criteria (i.e., 4 ft shoulders) are generally met as noted in Item 1. However, the substantive safety performance of 5th Street Road is worse than comparable roadways due to the presence of pavement drop offs and non-recoverable shoulders. **Figure 8** shows a decision matrix of nominal and substantive safety countermeasures.

The compatibility of the proposed typical section with the KYTC Highway Design Guidance Manual is to be confirmed in order to maximize the length of safety related improvements within the existing ROW width. The following targeted safety countermeasures are recommended:

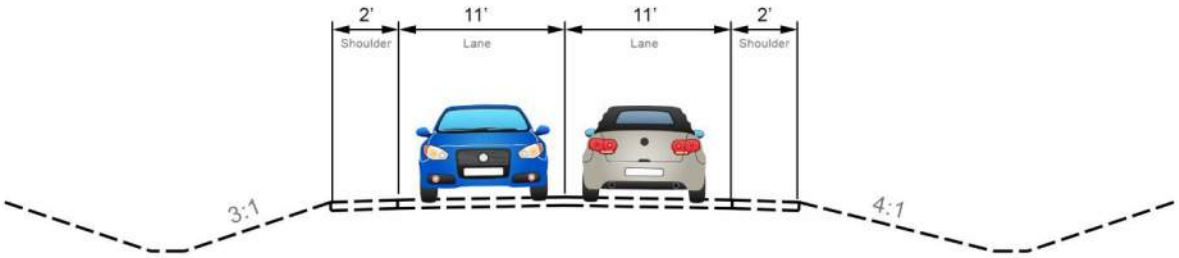
- Traveled way width of 22 feet
- Shoulder width of 4 feet having a combination of paved and aggregrete or turf shoulder
- Side slopes having front slopes of 1V:3H in cut sections

Figure 9 shows the proposed typical section for 5th Street Road.

FIGURE 8: APPLYING SAFETY TO PROBLEM DEFINITION AND SOLUTIONS

Substantive Safety Criteria	Nominal Safety Criteria: Meets	Nominal Safety Criteria: Does Not Meet
Meets	• Infrastructure improvements only (no need or justification for geometric revisions) based on safety	• 3R criteria may be considered • Incorporate only low cost safety enhancements • "Upgrade" to full standards may not be cost effective (consider design exceptions to avoid costs and impacts)
Does Not Meet	• Targeted safety improvements (low or high cost depending on extent of problem) • Focus on cost-effective solutions to safety problems	• Complete reconstruction to current criteria probably warranted (no or very minimal design exceptions) • Consider special targeted safety enhancements

FIGURE 9: 5TH STREET ROAD COUNTERMEASURE



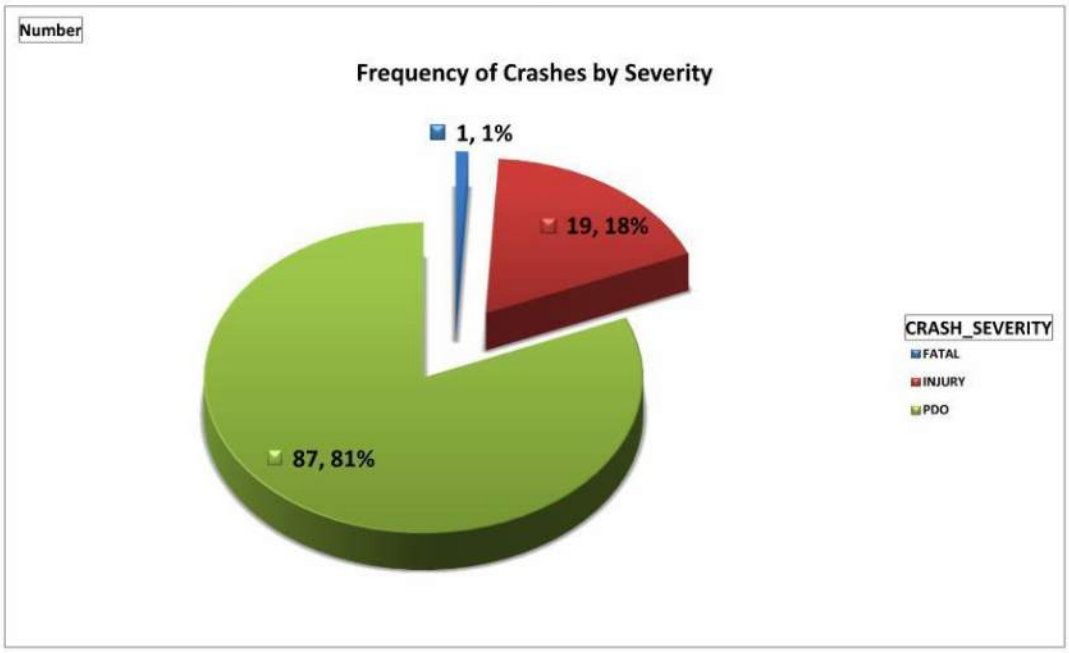
Upgrading to a minimum width 2 ft paved shoulder is proposed to improve safety performance of the existing roadway having an effective width of 21 feet +/-. The improvements could be constructed in conjunction with planned resurfacing projects within the project limits.

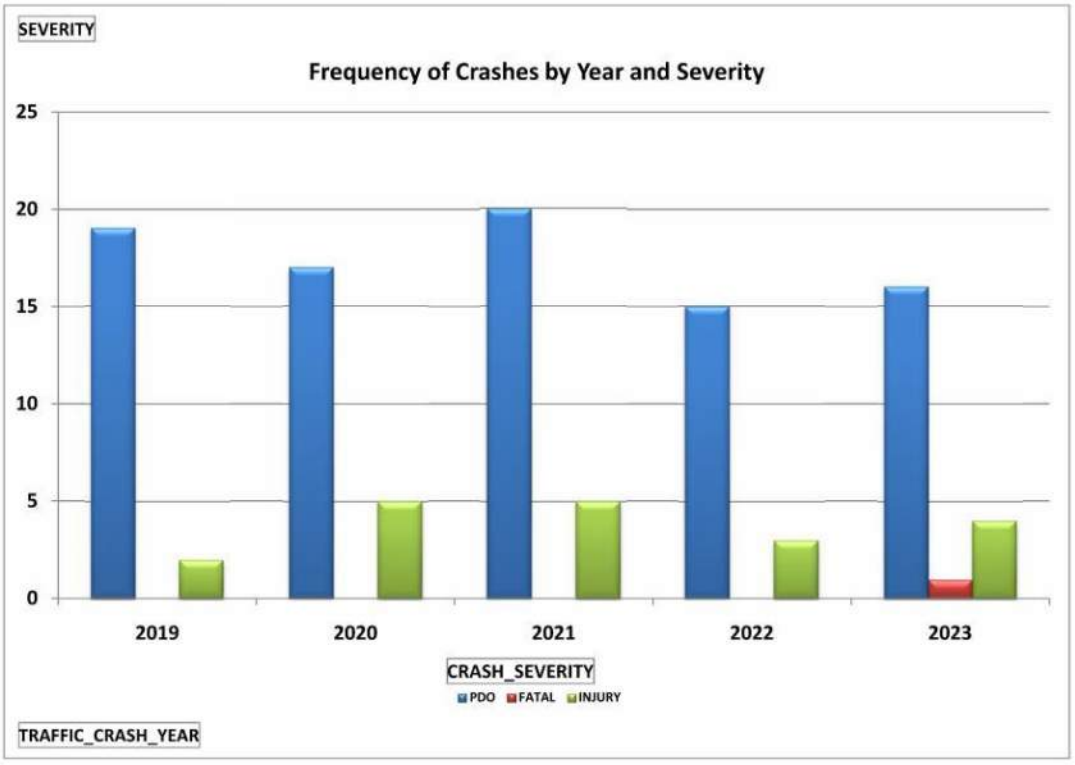
Longitudinal rumble strips on the edge line are proposed having 10 ft gaps. Bicycle traffic, if present, is expected to the travel lane as done for the existing condition. 5th Street Road is a not a designated bicycle route. No bicycle crashes were documented as part of the crash analysis.

The cost and environmental impact of widening the roadway cross-section to meet an FHWA best practice of a 4 ft paved shoulder (plus minimum travel lane width of 22 feet) is prohibitive. FHWA directs agencies not limit themselves to use longitudinal rumble stripes on roadways where these standard applications provide sufficient space, as flexibility from a standard rumble strip design may provide the opportunity to improve overall safety on a wider variety of roads such as Dix Irvington Road.

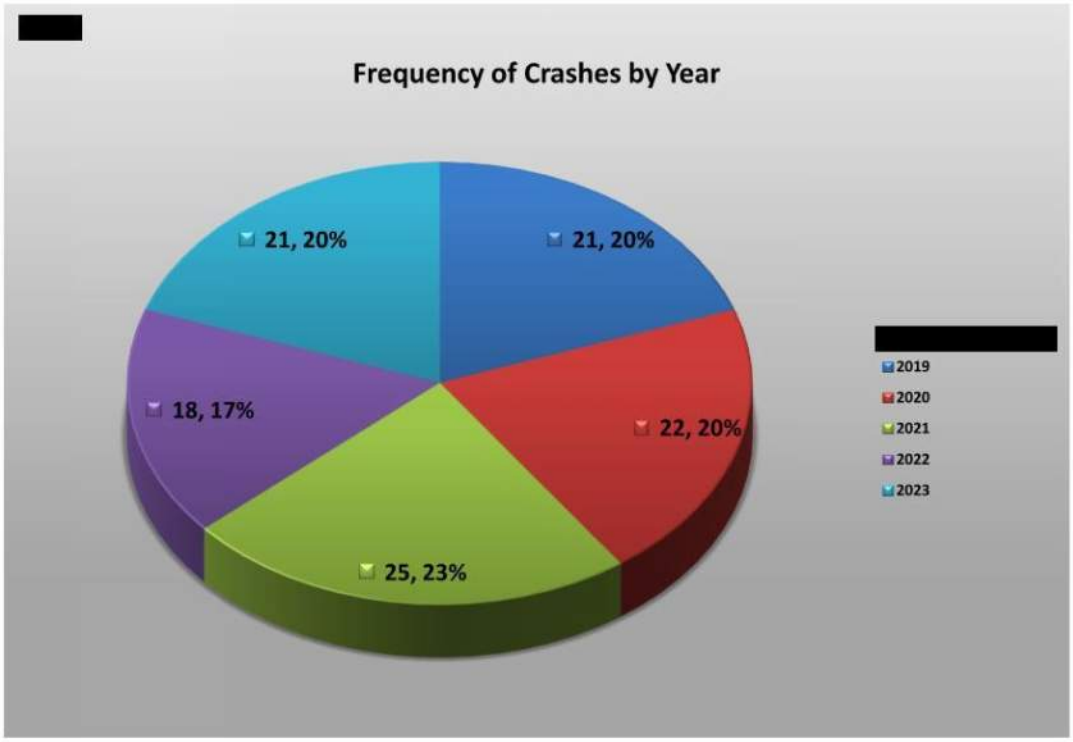
Non-performing this design element would adversely impact the benefit cost analysis calculations supporting the value of this low cost countermeasure. Refinements to the proposed design can occur if the project receives safety funding.

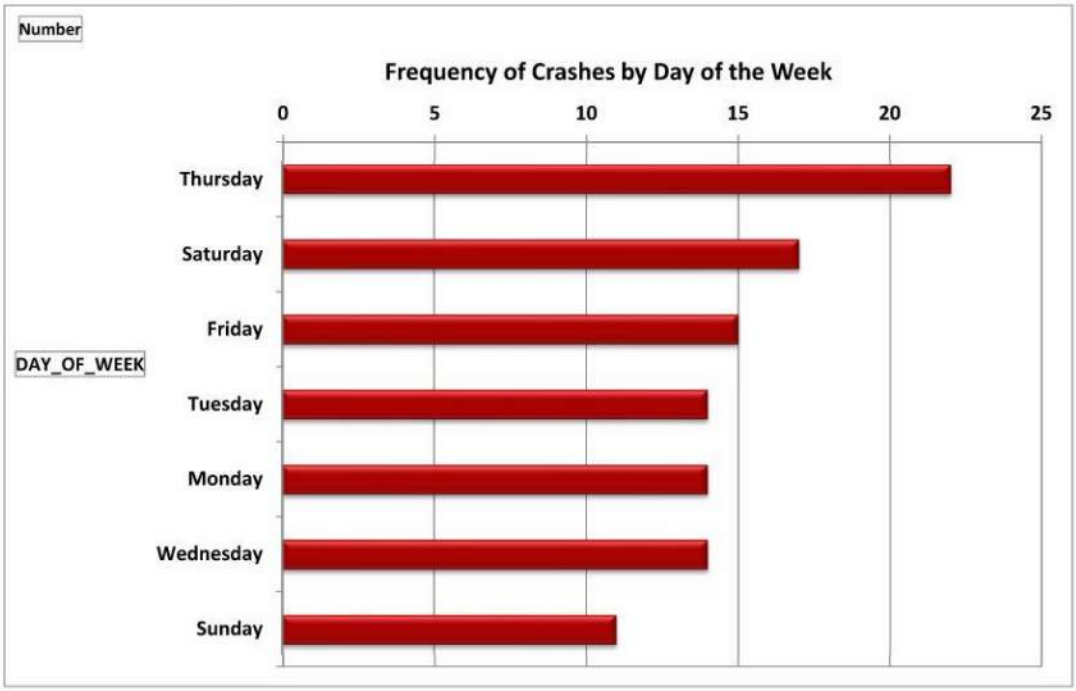
5th Street Road (US 25W to 250 ft east of Sanderlin Dr)





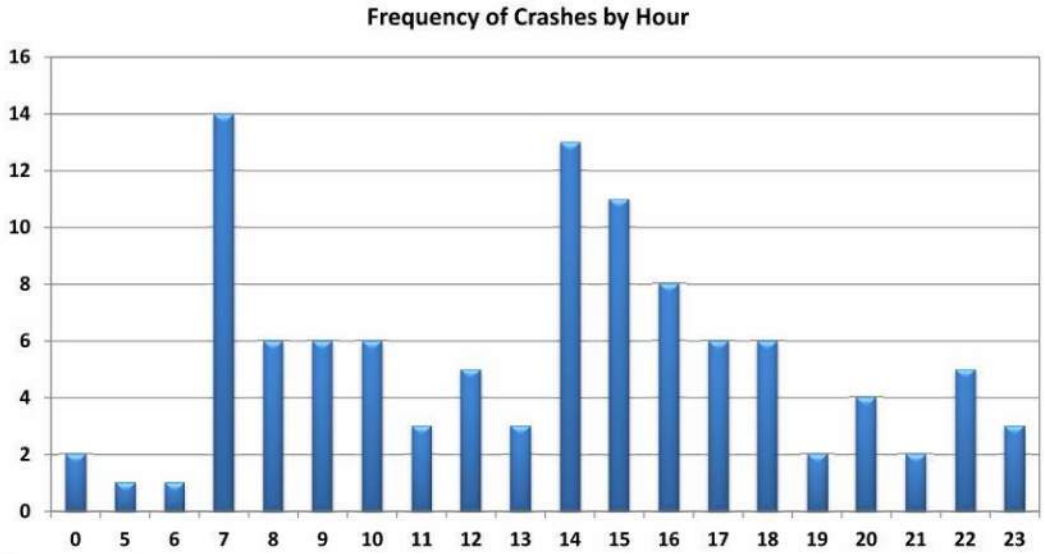
5th Street Road (US 25W to 250 ft east of Sanderlin Dr)



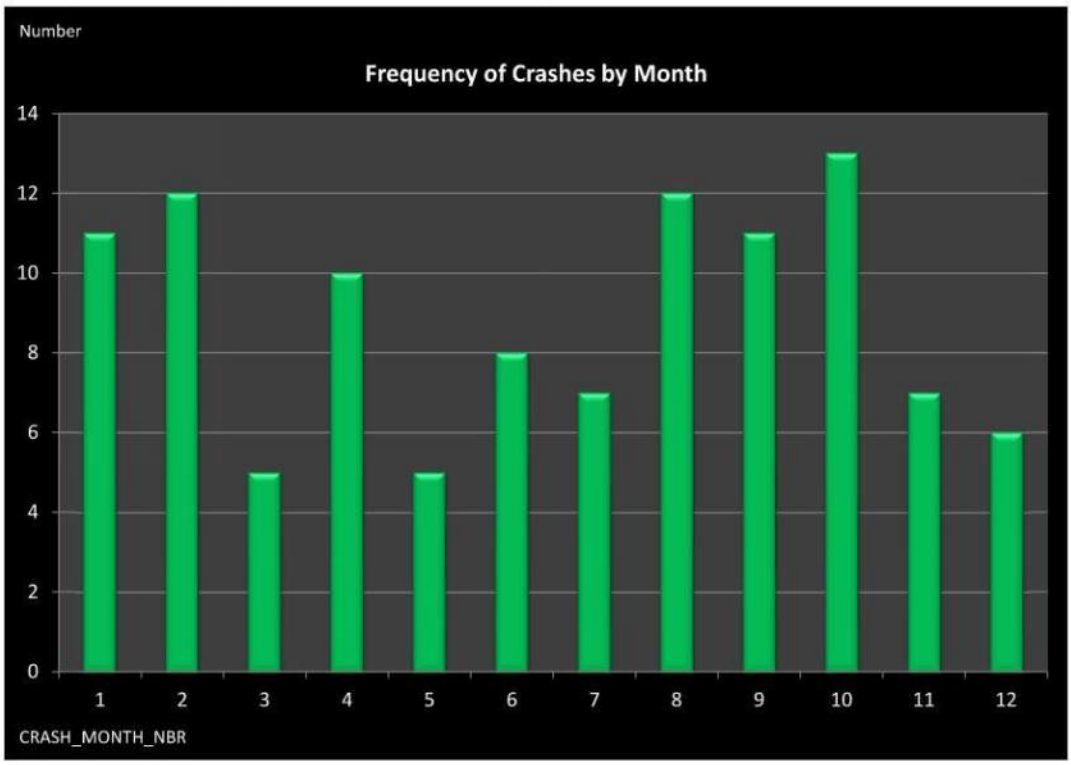


5th Street Road (US 25W to 250 ft east of Sanderlin Dr)

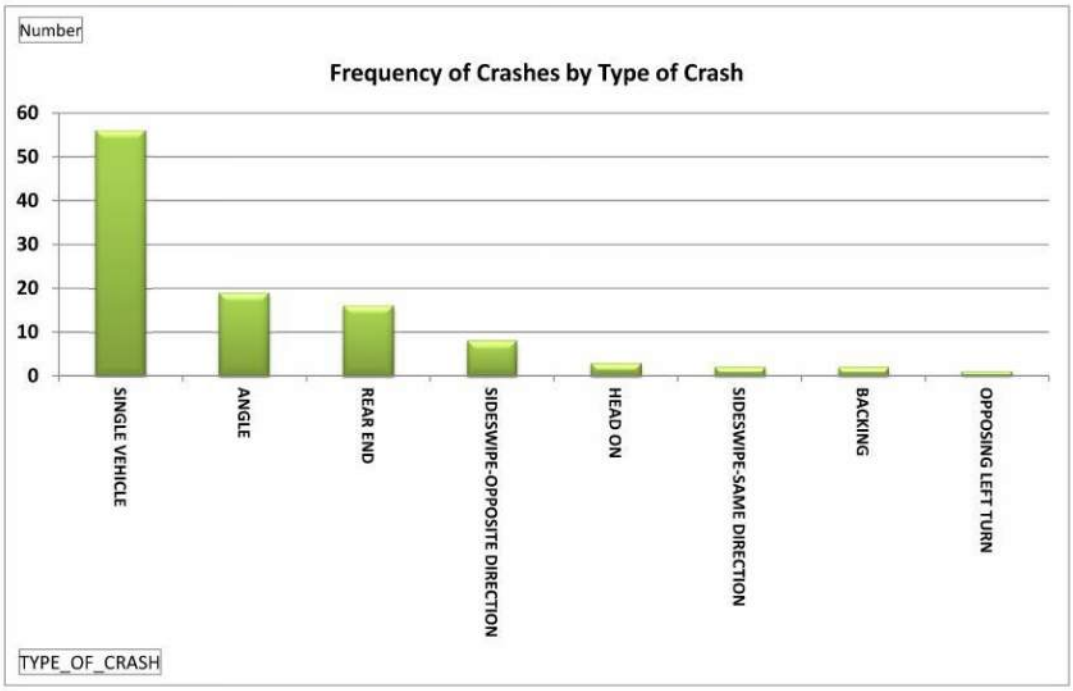
[redacted]

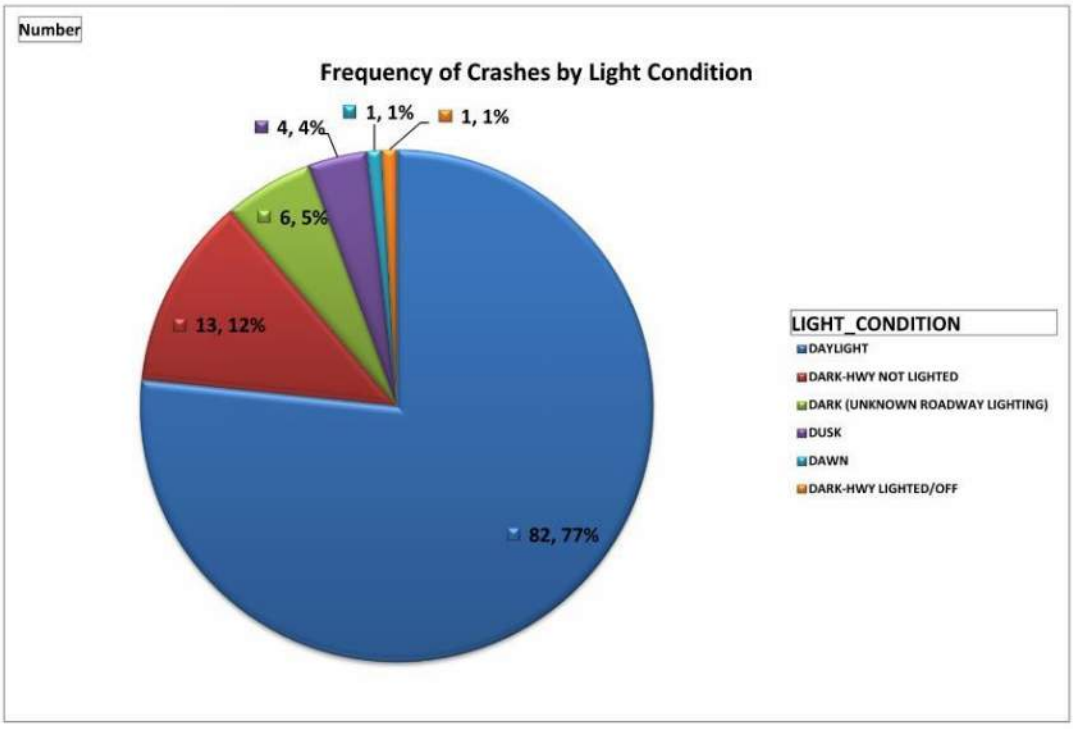


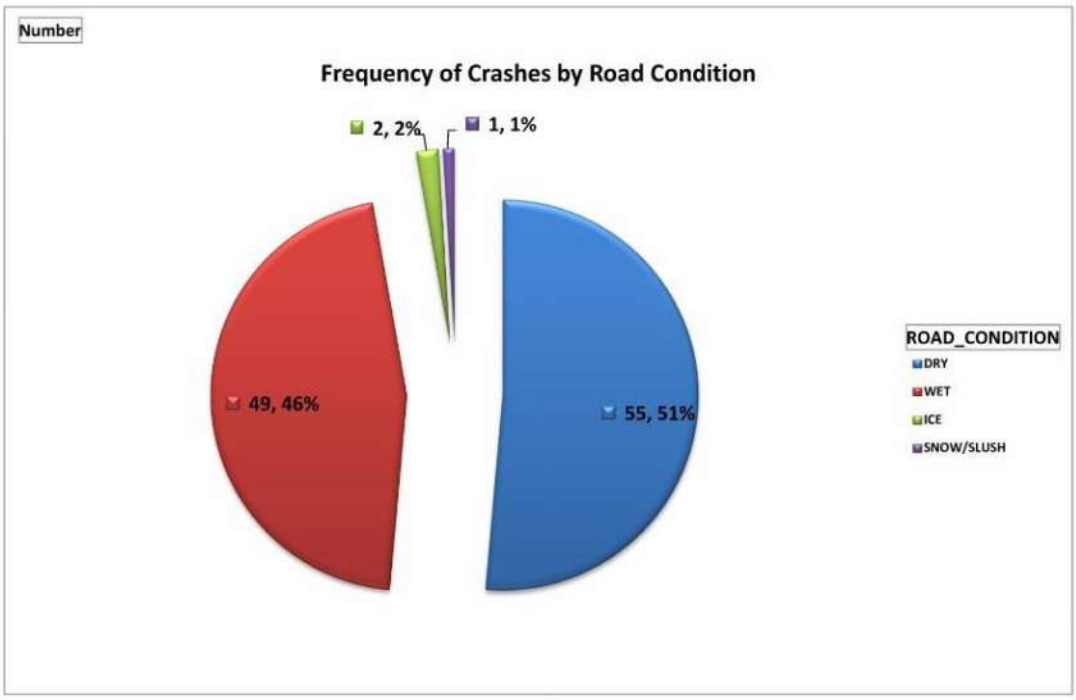
[redacted]

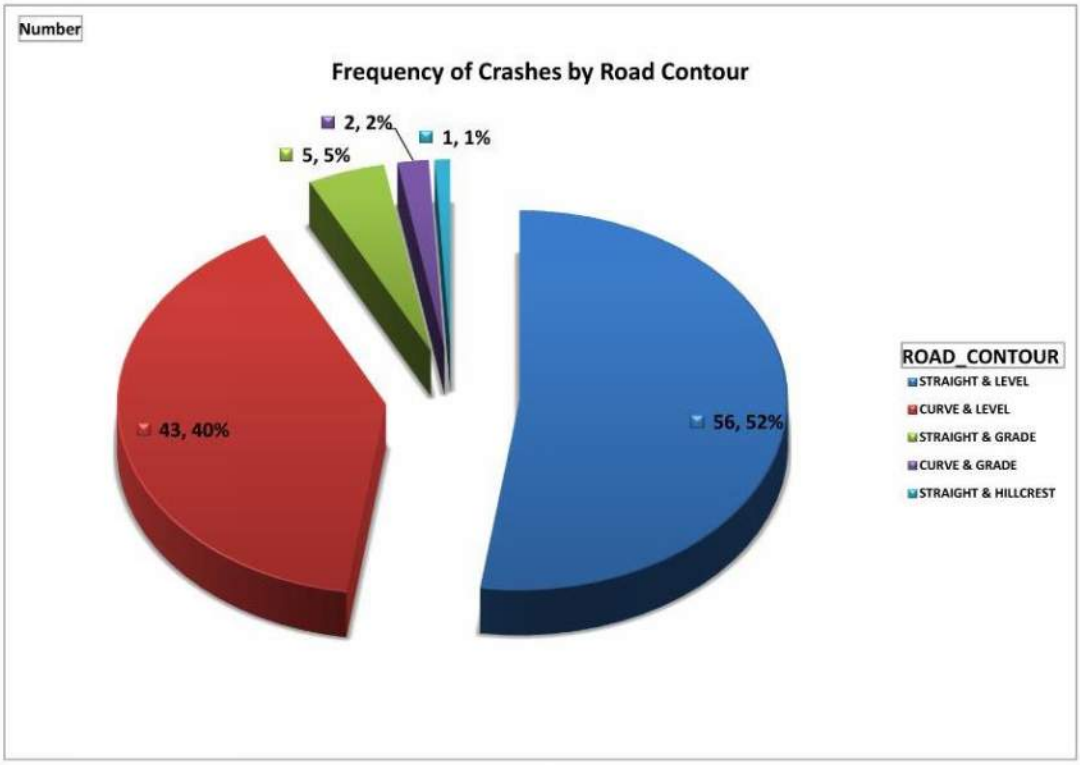


5th Street Road (US 25W to 250 ft east of Sanderlin Dr)






Number
Frequency of Crashes by Road Condition
2, 2%
1, 1%
49, 46%
55, 51%
ROAD_CONDITION
DRY
WET
ICE
SNOW/SLUSH


Number
Frequency of Crashes by Road Contour
2, 2%
1, 1%
5, 5%
43, 40%
56, 52%
ROAD_CONTOUR
STRAIGHT & LEVEL
CURVE & LEVEL
STRAIGHT & GRADE
CURVE & GRADE
STRAIGHT & HILLCREST

5th Street Road (US 25W to 250 ft east of Sanderlin Dr)

	Number
Total	107

CRASH_SEVERITY	Number	%
FATAL	1	0.9%
INJURY	19	17.8%
PDO	87	81.3%
Grand Total	107	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2019	21	19.6%
2020	22	20.6%
2021	25	23.4%
2022	18	16.8%
2023	21	19.6%
Grand Total	107	100.0%

DAY_OF_WEEK	Number	%
Thursday	22	20.6%
Saturday	17	15.9%
Friday	15	14.0%
Tuesday	14	13.1%
Monday	14	13.1%
Wednesday	14	13.1%
Sunday	11	10.3%
Grand Total	107	100.0%

HOUR_OF_DAY	Number	%
0	2	1.9%
5	1	0.9%
6	1	0.9%
7	14	13.1%
8	6	5.6%
9	6	5.6%
10	6	5.6%
11	3	2.8%
12	5	4.7%
13	3	2.8%
14	13	12.1%
15	11	10.3%
16	8	7.5%
17	6	5.6%
18	6	5.6%
19	2	1.9%
20	4	3.7%
21	2	1.9%
22	5	4.7%
23	3	2.8%
Grand Total	107	100.0%

TYPE_OF_CRASH	Number	%
SINGLE VEHICLE	56	52.3%
ANGLE	19	17.8%
REAR END	16	15.0%
SIDESWIPE-OPPOSITE DIRECT	8	7.5%
HEAD ON	3	2.8%
SIDESWIPE-SAME DIRECTION	2	1.9%
BACKING	2	1.9%
OPPOSING LEFT TURN	1	0.9%
Grand Total	107	100.0%

5th Street Road (US 25W to 250 ft east of Sanderlin Dr)

WEATHER_CONDITION	Number	%
CLEAR	54	50.5%
CLOUDY	27	25.2%
RAINING	25	23.4%
FOG	1	0.9%
Grand Total	107	100.0%

ROAD_CONDITION	Number	%
DRY	55	51.4%
WET	49	45.8%
ICE	2	1.9%
SNOW/SLUSH	1	0.9%
Grand Total	107	100.0%

LIGHT_CONDITION	Number	%
DAYLIGHT	82	76.6%
DARK-HWY NOT LIGHTE	13	12.1%
DARK (UNKNOWN ROAD	6	5.6%
DUSK	4	3.7%
DAWN	1	0.9%
DARK-HWY LIGHTED/OF	1	0.9%
Grand Total	107	100.0%

NUMBER_OF_VEHICLES	Number	%
1	56	52.3%
2	51	47.7%
Grand Total	107	100.0%

LOCATION	Number	%
0	107	100.0%
Grand Total	107	100.0%

CRASH_MONTH_NBR	Number	%
1	11	10.3%
2	12	11.2%
3	5	4.7%
4	10	9.3%
5	5	4.7%
6	8	7.5%
7	7	6.5%
8	12	11.2%
9	11	10.3%
10	13	12.1%
11	7	6.5%
12	6	5.6%
Grand Total	107	100.0%

ROAD_CONTOUR	Number	%
STRAIGHT & LEVEL	56	52.3%
CURVE & LEVEL	43	40.2%
STRAIGHT & GRADE	5	4.7%
CURVE & GRADE	2	1.9%
STRAIGHT & HILLCREST	1	0.9%
Grand Total	107	100.0%

SPECIAL_AREA	Number	%
(blank)	107	100.0%
Grand Total	107	100.0%

ANIMAL_TYPE	Number	%
(blank)	107	100.0%
Grand Total	107	100.0%

CORBIN SAFETY ACTION PLAN

APPENDIX B3: 18TH STREET/ US25W (SR09)

CMT

18th Street (US 25W)

State Ranking #9

December 2024

OVERVIEW

A screening methodology was applied to all crashes within the City of Corbin to identify the #9 ranked segment on 18th Street. The study limits extend from 200 feet east of Snyder Road (High School access) to 500 feet west of Maple Lane. Higher ranked segments that have safety countermeasures proposed as part of the SS4A Action Plan include the following locations:

2. Kentucky Avenue (US 25W) ranked #2 is a one-way (southbound), 2-lane roadway between the Main Street intersections on both ends of downtown Corbin. The segment has signalized intersections at Gordon Street, 4th Street, 5th Street, and 7th Street. Parallel parking is permitted on both sides of the roadway between Gordon Street and 7th Street.
3. Main Street (US 25W) ranked #3 is a one-way (northbound), 2-lane roadway between 5th Street and an endpoint on 18th Street/US 25W/Cumberland Falls Hwy (500 feet west of Main St.)
4. Main St (US 25W) ranked #4 is a segment of US 25 that has a variable width from 5th Street to the Lynn Camp Creek/Whitley County Line including the Main St./Master St. intersection.
7. 5th Street Road ranked #7 is a segment that is a two-lane segment from US 25W (Cumberland Falls Highway) to 250 feet east of Sanderlin Drive. Total length is 3.05 miles.

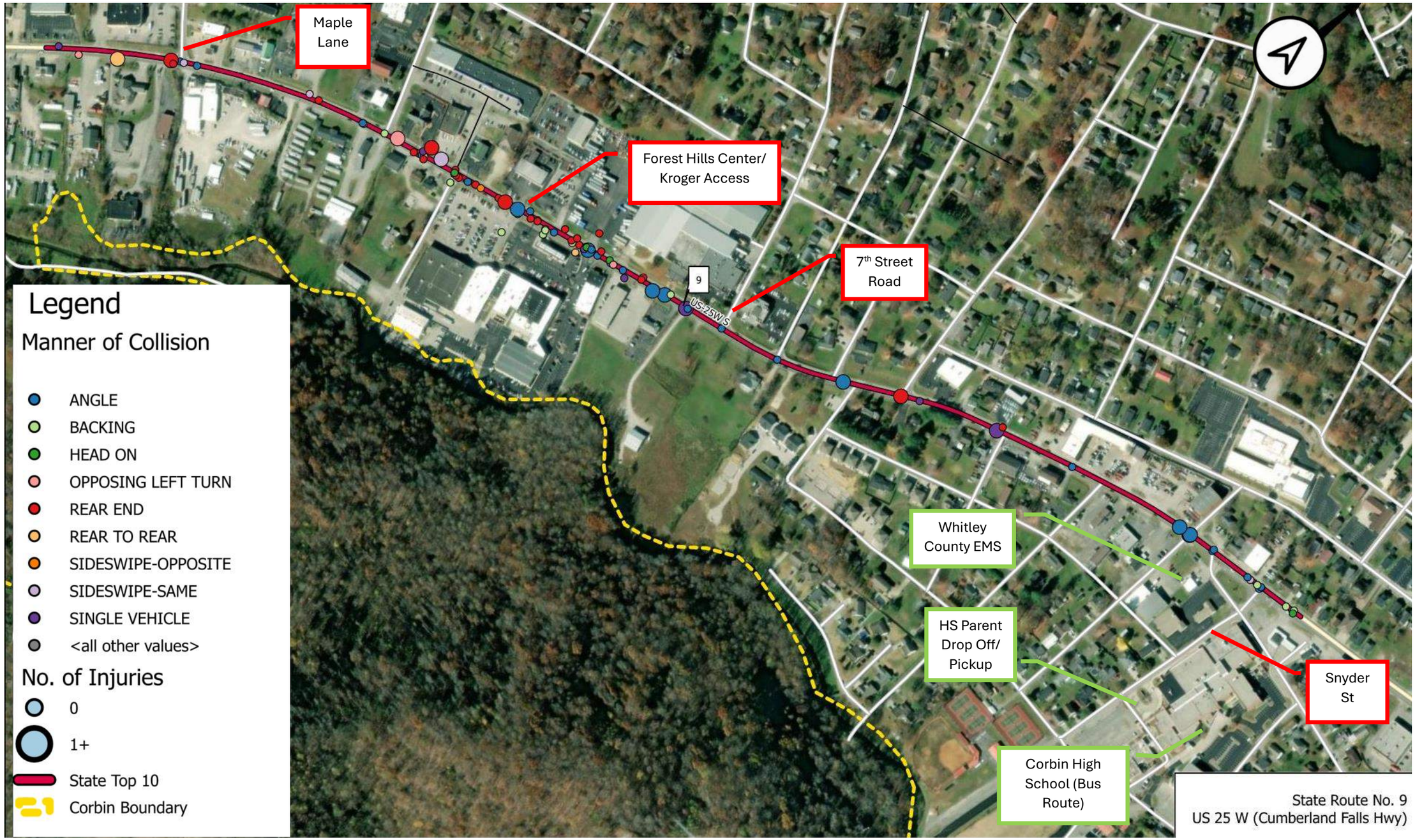
A total of 96 crashes occurred over a 5-year period (2019-2023) within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 219. A total of 18 injury crashes were documented resulting in an injury rate of 18.8%. Note the injury rate is higher than 18.8% for the most recent 3-year period. **Figure 1** shows the location of crashes by type and severity whereas **Figures 2-4** analyze the safety performance of the study subarea.

A detailed access management plan is recommended to reduce the number of access points from greater than 60 to 20. A reduction of the number of access points per mile to less than 20 would reduce the crash frequency by 60 percent. Examples of how access management principles could be applied to the 18th Street corridor are shown in **Figures 5A** through **5D**.

An intersection improvement is also proposed at the Snyder Street intersection to reduce congestion and to improve safety performance. Eight crashes occurred over the 5-year period within the functional area of the unsignalized intersection. Countermeasures are proposed to reduce congestion and improve pedestrian safety at the intersection: construct a green tee (or roundabout), install an RRFB for the school crossing on the east leg of the intersection, and remove/restrict access to the root beer stand on the SE quadrant of the intersection. See **Figure 6** for a conceptual plan of the green tee alternative.

Other improvements include an upgrade of the traffic signal at the Forest Hill Center. Revised stop line locations and access management on-site would reduce delays and improve the safety performance at the existing intersection.

FIGURE 1A: 18TH STREET



EXISTING CONDITIONS

The typical section of 18th Street (US 25W) is a 3-lane roadway a curb/gutter. Other specific features exist within the project limts:

- Sidewalk (5 ft width) exists on the north side of the roadway at back of curb.
- An auxiliary decel/accel lane exists for EB US 25W at the Snyder Road intersection.
- A school crosswalk with ground mounted signs exist at the Snyder Road intersection.
- The center lane is a two-way left turn lane (TWLTL) with the exception of dedicated turn lanes at the Kroger access. The use of a TWLTL meets KYTC median treatment guidance for roadways having an ADT less than 17,000 vehicles and an access density between 10 and 85 access points per mile (actual 79 access points).

The posted speed limit is 35 MPH. The 2023 average daily traffic (ADT) volumes within the study limits include the following locations:

- 11,608 vehicles 700 feet west of Snyder Road
- 12,482 vehicles 150 feet east of Kroger access
- 13,407 vehicles 150 feet west of Maple Lane

Land use consists primarily of institutional, commercial and industrial parcels.

A factor that contributes to the **frequency of crashes** on 18th Street (US 25W) is the frequency of access points. **Table 1** from the Handbook of Highway Engineering (2006) shows the relative crash rates of a corridor such as 18th Street where the number of access points per mile is greater than 60. A reduction of the number of access points per mile to less than 20 would reduce the crash frequency by 60 percent.

TABLE 1: CRASH RATES FOR DIFFERENT MEDIAN TYPES

Representative Accident Rates (Crashes per Million VMT) by Type of Median Urban and Suburban Areas

Total Access Points Per Mile[a]	Median Type		
	Undivided	Two-Way Left-Turn Lane	Non-Traversable Median
<20	3.8	3.4	2.9
20.01–40	7.3	5.9	5.1
40.01–60	9.4	7.9	6.8
>60	10.6	9.2	8.2
Average rate	9.0	6.9	5.6

Source: Gluck et al., 1998.

[a] Includes both signalized and unsignalized access points.

The width of driveways also contributes to the safety performance of the roadway. Driveway widths greater than 50 feet represent 25% (or 26 total) of all driveways with the study limits. **Photos 1-4** show various locations referenced above.

PHOTO 1: WB APPROACH AT SNYDER ROAD

PHOTO 2: WIDE DRIVEWAY(S) WEST OF GOODWIN (LOOKING WEST)

PHOTO 3: CLOSELY SPACED DRIVEWAYS (170 FT WEST OF 7TH STREET RD

Photo 4 shows the existing signalized intersection at the Forest Hills Center/ Kroger access. Stop lines on the minor driveway approaches are 5-7 feet from the existing curb. Permissive/ protected left turn phases exist on the US 25W approaches.

PHOTO 4: FOREST HILLS CENTER/ KROGER SIGNAL

SAFETY ANALYSIS

A total of 96 crashes occurred over a 5-year period within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 219. Note the EPDO score for the #7 ranked corridor (5th Street Road) was equal to 214. The frequency of crashes by year for the 18th Street (US 25W) corridor is shown in **Figure 2.** The injury/ fatality rate is equal to 18.8%. Note the injury rate is higher than 18.8% for the most recent 3-year period.

Crash severity may be less than 30% due to the congestion created by the number of access points on the corridor. KTC published a study titled Quantification of the Benefits of Access Management for Kentucky (2006) that documented that the operating speed can be expected to be reduced by 10 MPH on corridors where the number of access points exceed 40 per mile (See **Table 2**).

FIGURE 2: CRASH SEVERITY BY YEAR

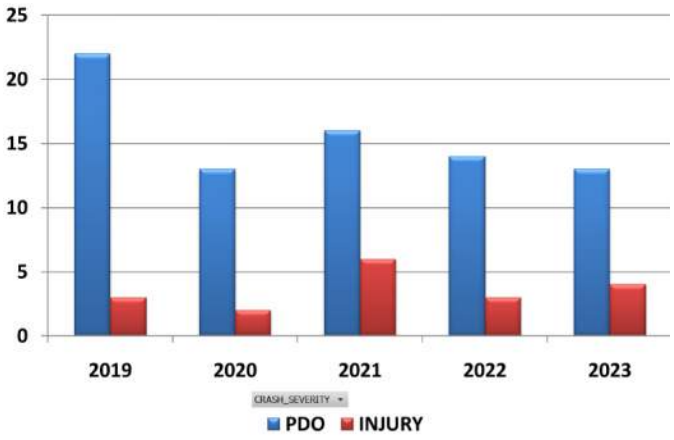
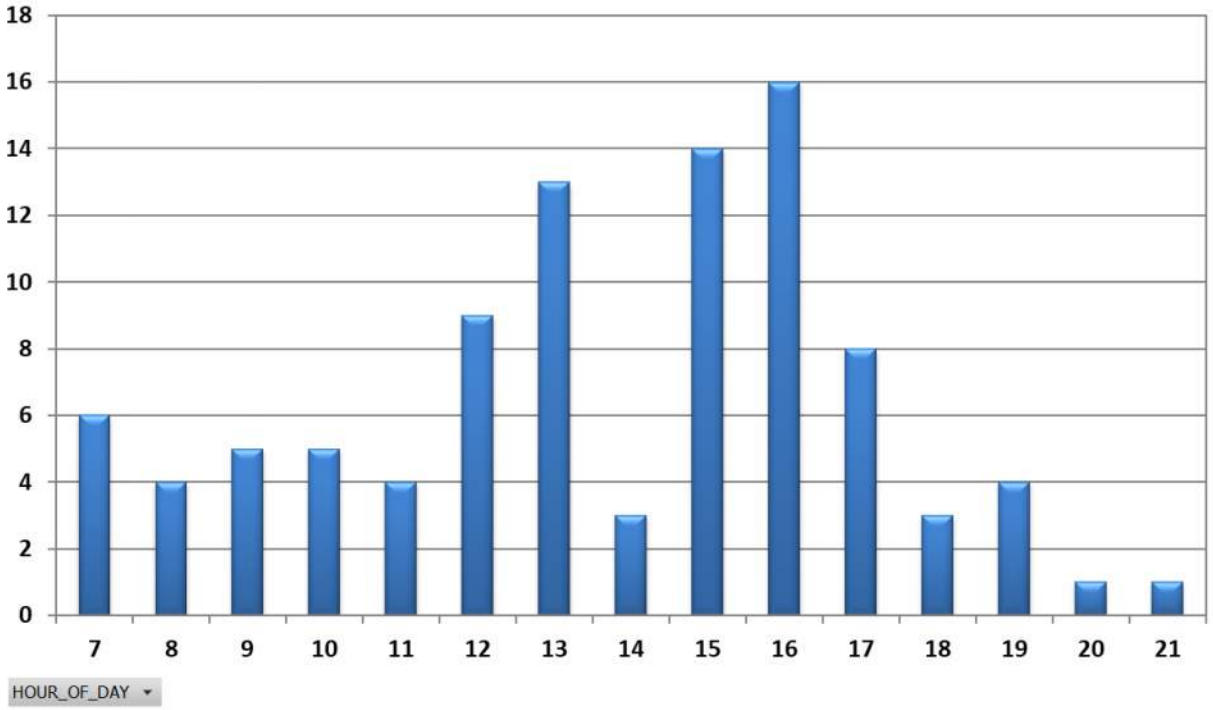


TABLE 2: ACCESS DENSITY/ TRAVEL SPEED

Access Points per Mile	Reduction in Free-Flow Speed (mph)
0	0.0
10	2.5
20	5.0
30	7.5
40+	10.0

Figure 3 shows the majority of crashes (54%) occurred between the hours of 12-2PM and 3-5 PM. The commercial land uses contribute to the crash frequency by time of day (noon, PM versus AM peak) when traffic volumes are higher, and congestion occurs.

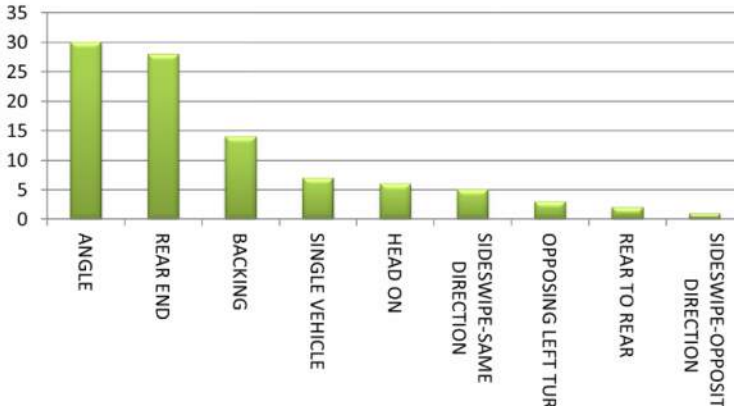
FIGURE 3: FREQUENCY OF CRASHES BY TIME OF DAY



The primary crash patterns in order of frequency is angle (30 crashes), rear-end (28 crashes), and backing (14 crashes).

The most common crash type was **angle crashes** (30 crashes or 31.3%) as shown in **Figure 4**. The number of angle crashes are consistent for a corridor although an angle crash did occur at the signalized Kroger intersection. Angle crashes typically occur at the unsignalized intersections or driveways within the study area. **Rear end crashes** rank second by crash type within the study area (28 crashes or 29.2%).

FIGURE 4: CRASH FREQUENCY BY TYPE



Backing crashes are attributed to parcels where access is unrestricted and backing maneuvers may occur to avoid blocking of access when queues form on US25W. Better defined access points would result in a lower frequency of queues blocking private driveways.

The number of documented crashes is consistent by year with the number of annual crashes on 18th Street (US 25W) which ranges between 15 crashes (2020) and 25 crashes (2019). The frequency and severity of crashes are expected to remain consistent in the future due to the historical trends by year unless countermeasures are implemented.

COUNTERMEASURES

Countermeasures are identified that improve safety performance by focusing on the crash types having the greatest potential for mitigation. The proposed countermeasures are directly linked to historical crash patterns. While the low and moderate cost countermeasures are systemic in nature, the countermeasures are targeted to segments having a higher frequency of crashes (i.e., Master/Main Street and Main/Cumberland Falls Highway). Three alternatives are proposed as summarized below. Further analysis may be required to arrive at a recommended alternative.

Figure 5A

ACCESS MANAGEMENT IMPROVEMENTS

An access management study and implementation plan should be performed to accomplish the following types of improvements:

1. Reduce the width of intersections where lanes widths do not exceed 12 feet. **Figure 5A** shows a parcel located at 716 18th Street that has secondary access to 17th Street thus can reduce the throat width without affecting site circulation.
2. Relocate driveways to minor side streets if the parcel has access to both US 25W and to a local street. **Figure 5B** shows a parcel located at 601 18th Street where adequate frontage exists on Goodwin Street.
3. Remove parking perpendicular to US 25W which requires backing into travel lanes as shown in **Figure 5C**. Additional parking on a site located at 704 18th Street can be provided along the west side of the site to meet site parking needs.
4. Consolidate access points and align with intersections and driveways on the opposite side of the street. Figure 5D shows a parcel located at 602 18th Street where consolidation of access points can increase on-site parking. Access to service bays is provided from a drive aisle having a width of 30 feet.

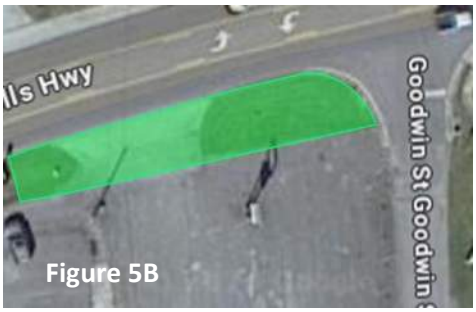


Figure 5B

Figure 5C

Figure 5D

Access management improvements can improve safety performance, reduce travel times, and improve parking circulation for most locations.

SNYDER STREET IMPROVEMENTS

Snyder Road provides access to the Corbin High School. Parent drop and pickup occurs curb side along 19th Street and at a circle on Snyder Street. Congestion is common due to the short peak period of typical school related traffic – peak periods are less than 30 minutes prior to school start and dismissal. Approximate school census number out of 800 students: 300 ride the bus, 300 drive, and the remaining 200 are dropped off and picked up by parents. Eight crashes occurred over the 5-year period within the functional area of the unsignalized intersection. Countermeasures are proposed to reduce congestion and improve pedestrian safety at the intersection:

1. Convert the tee intersection having side street stop control to a Green Tee. The Green Tee configuration allows for a two-stage left turn of traffic turning from Snyder Street to westbound 18th Street thus reducing congestion/ delays from the Snyder Street approach.

   The crash modification clearinghouse (https://cmfclearinghouse.fhwa.dot.gov/) shows a CMFs ranging from 0.846 to 0.958 for a green tee conversion at a tee intersection. A CMF of 0.846 suggests that crashes can be expected to be reduced by 15%.

   Figure 6 shows the configuration of a Green Tee at the Snyder Street intersection. The proposed improvements would be within the existing pavement.

2. Install a rectangular rapid flashing beacon (RRFB) at the existing crosswalk on the east leg of the intersection. FHWA has documented safety motorist yielding rates up to 98%. The raised median serves two purposes:
   - Install an RRFB on a pedestal to increase visibility on both approaches
   - Provides a refuge area for a 2-stage crossing of 18th Street.
3. Close the root beer stand access that is located 100 feet east of the Synder Street/18th Street intersection. An alternate treatment is to prohibit northbound left turns from the site to westbound 18th Street. Alternate access exists to the site to both 18th Street and 19th Street.

An alternate intersection treatment to improve the safety performance of the intersection is to construct a roundabout that incorporates the 19th Street intersection. Right of way acquisition would be required to implement a roundabout alternative. The preferred alternative can be selected as part of a separate preliminary engineering study.

SIGNAL UPGRADES AT KROGER ACCESS

Upgrades to the traffic signal are proposed to reduce delays and improve safety performance. Countermeasures include the following:

- Revise stop line locations on all approaches to reduce clearance interval lengths and reduce angle crashes (see **Figure 7**).
- Add raised island to prohibit traffic on the internal access roadway from conflicting with traffic on the NB approach of the traffic signal. Vehicle conflicts on-site reduce the efficiency of the split allocated to the side street approaches.
- Determine need of the protected/ permissive left turn phases especially the EB left turn movement.

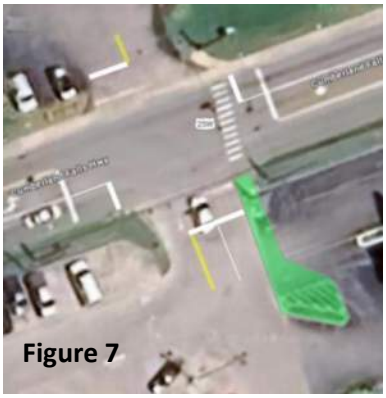
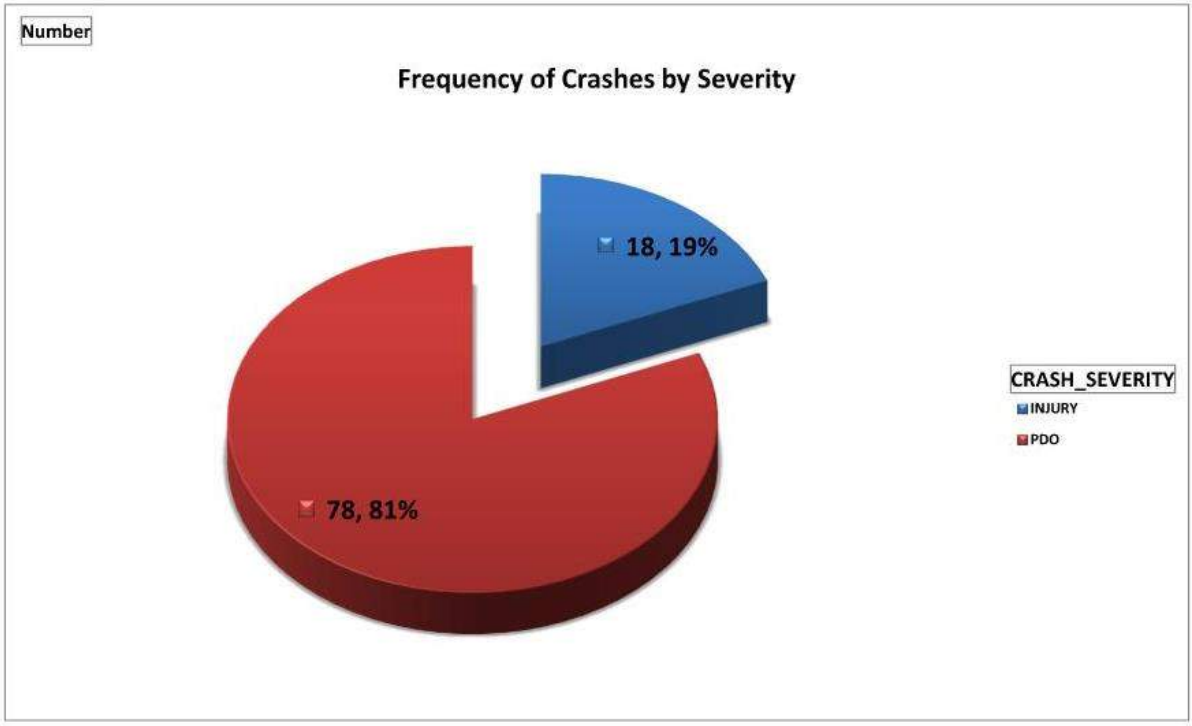
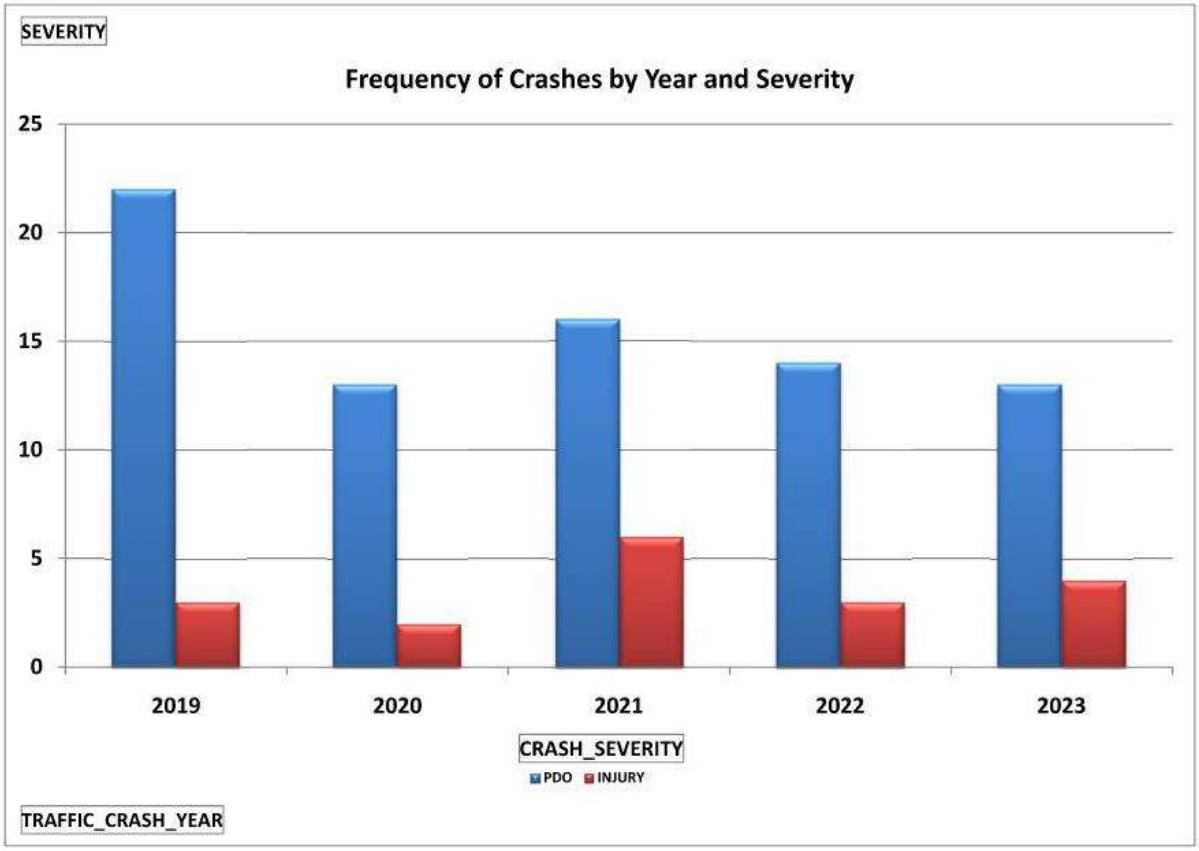


Figure 7

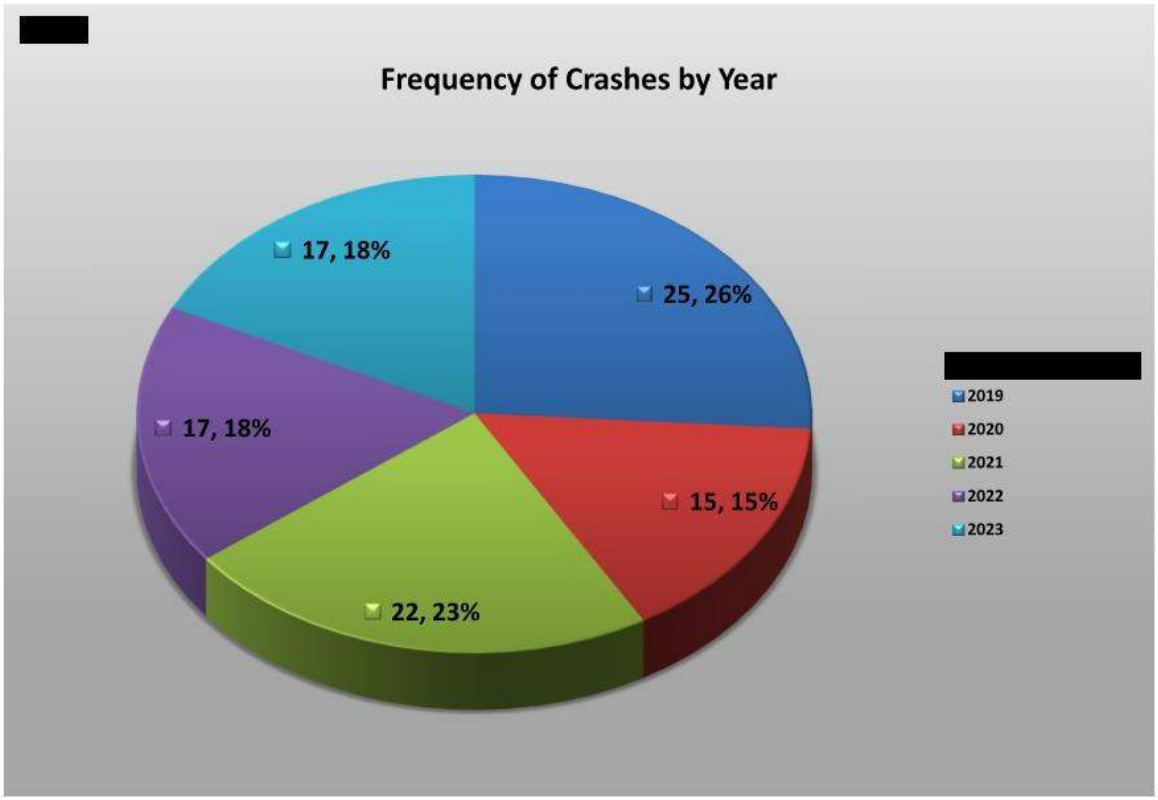
FIGURE 6: GREEN TEE CONCEPT PLAN

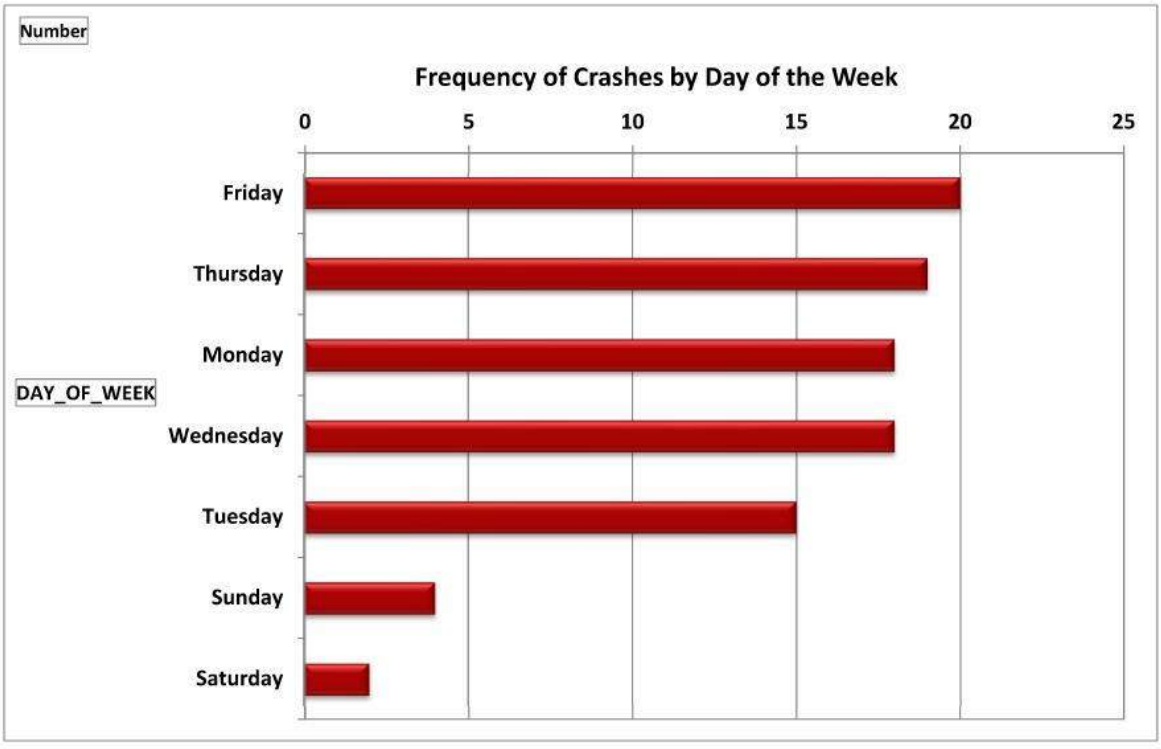
US 25W / 18th Street from 200' east of Snyder to 500' west of Maple Ln (SR09)



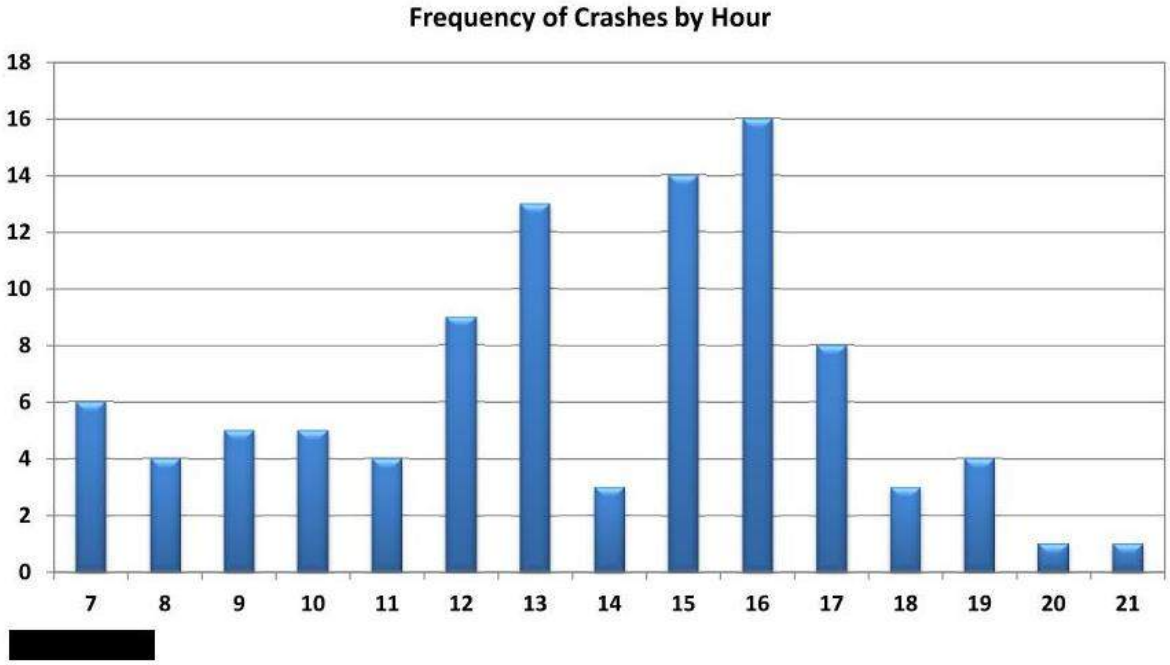


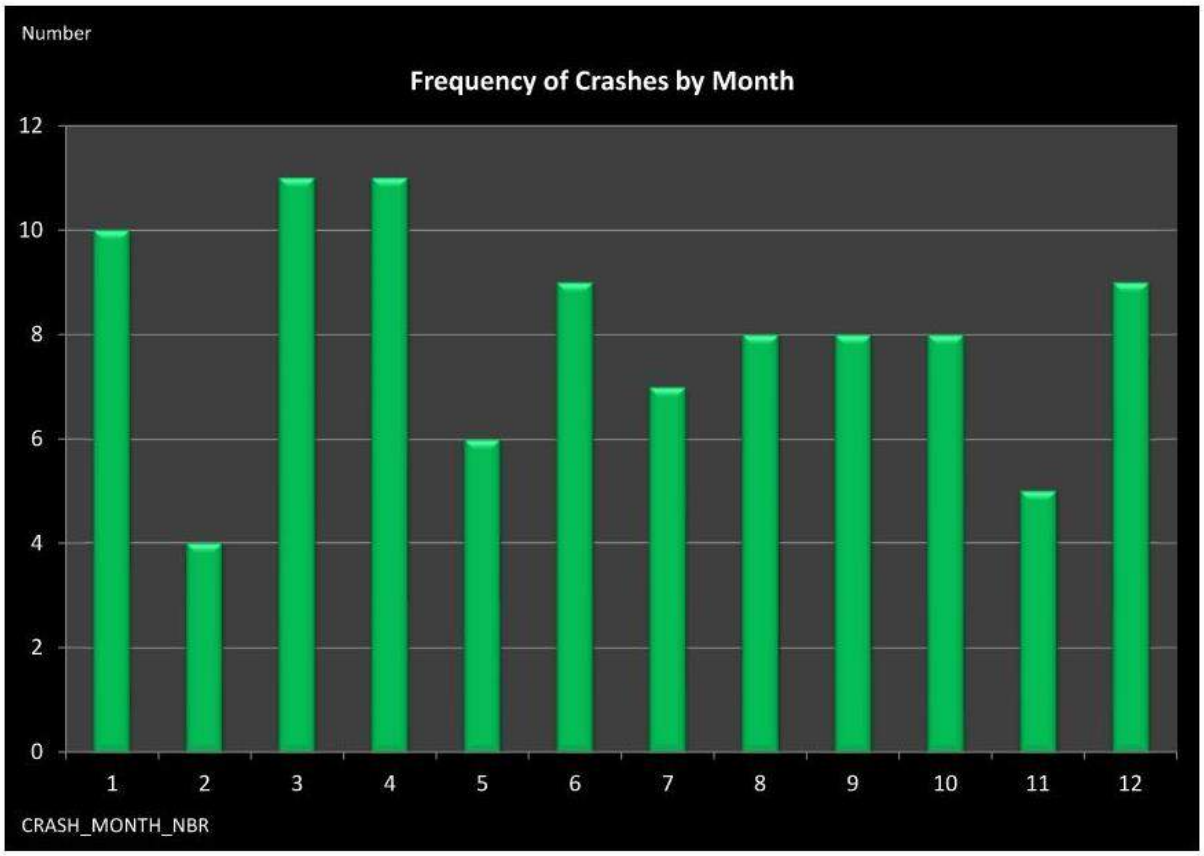
US 25W / 18th Street from 200' east of Snyder to 500' west of Maple Ln (SR09)

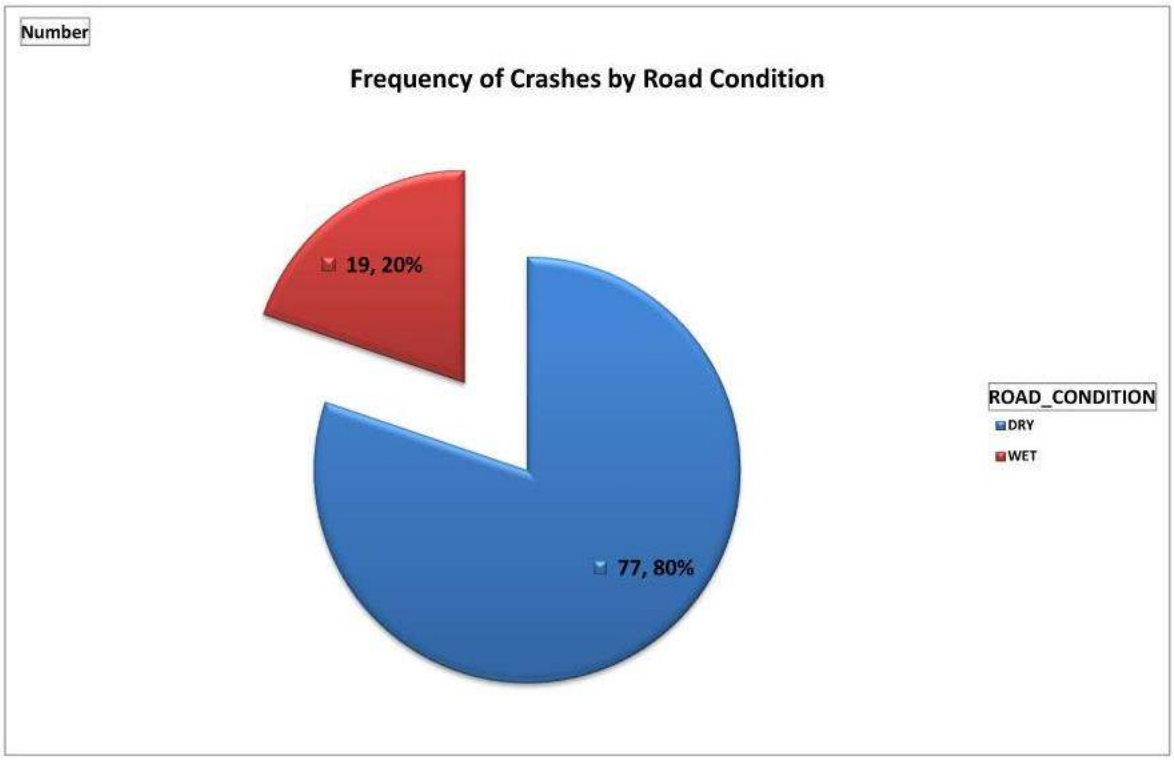


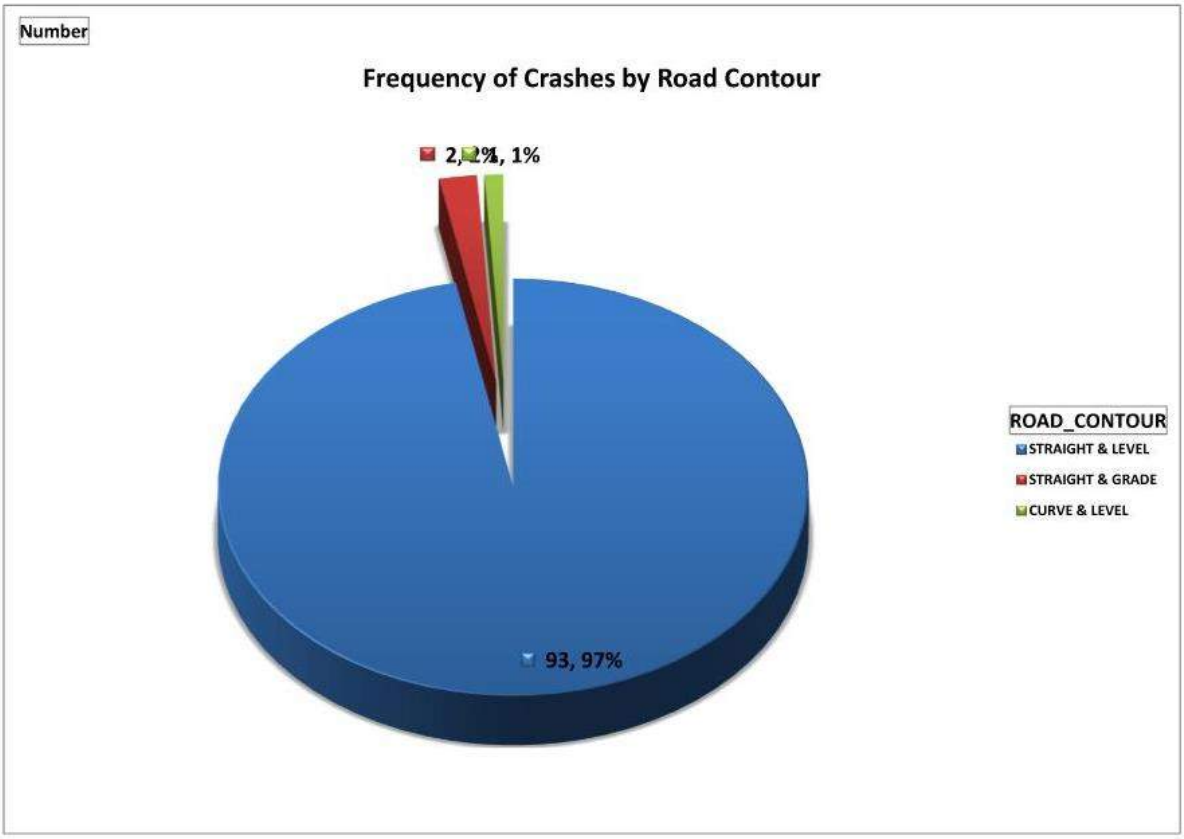


US 25W / 18th Street from 200' east of Snyder to 500' west of Maple Ln (SR09)






Number
Frequency of Crashes by Road Condition
19, 20%
77, 80%
ROAD_CONDITION
DRY
WET


Number
Frequency of Crashes by Road Contour
2, 2%
1, 1%
93, 97%
ROAD_CONTOUR
STRAIGHT & LEVEL
STRAIGHT & GRADE
CURVE & LEVEL

US 25W / 18th Street from 200' east of Snyder to 500' west of Maple Ln (SR

	Number
Total	96

CRASH_SEVERITY	Number	%
INJURY	18	18.8%
PDO	78	81.3%
Grand Total	96	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2019	25	26.0%
2020	15	15.6%
2021	22	22.9%
2022	17	17.7%
2023	17	17.7%
Grand Total	96	100.0%

DAY_OF_WEEK	Number	%
Friday	20	20.8%
Thursday	19	19.8%
Monday	18	18.8%
Wednesday	18	18.8%
Tuesday	15	15.6%
Sunday	4	4.2%
Saturday	2	2.1%
Grand Total	96	100.0%

HOUR_OF_DAY	Number	%
7	6	6.3%
8	4	4.2%
9	5	5.2%
10	5	5.2%
11	4	4.2%
12	9	9.4%
13	13	13.5%
14	3	3.1%
15	14	14.6%
16	16	16.7%
17	8	8.3%
18	3	3.1%
19	4	4.2%
20	1	1.0%
21	1	1.0%
Grand Total	96	100.0%

TYPE_OF_CRASH	Number	%
ANGLE	30	31.3%
REAR END	28	29.2%
BACKING	14	14.6%
SINGLE VEHICLE	7	7.3%
HEAD ON	6	6.3%
SIDESWIPE-SAME DIRECTION	5	5.2%
OPPOSING LEFT TURN	3	3.1%
REAR TO REAR	2	2.1%
SIDESWIPE-OPPOSITE DIRECT	1	1.0%
Grand Total	96	100.0%

US 25W / 18th Street from 200' east of Snyder to 500' west of Maple Ln (SR

WEATHER_CONDITION	Number	%
CLEAR	64	66.7%
CLOUDY	18	18.8%
RAINING	14	14.6%
Grand Total	96	100.0%

ROAD_CONDITION	Number	%
DRY	77	80.2%
WET	19	19.8%
Grand Total	96	100.0%

LIGHT_CONDITION	Number	%
DAYLIGHT	87	90.6%
DARK-HWY LIGHTED/ON	5	5.2%
DARK-HWY LIGHTED/OF	1	1.0%
DARK-HWY NOT LIGHTE	1	1.0%
DAWN	1	1.0%
DUSK	1	1.0%
Grand Total	96	100.0%

NUMBER_OF_VEHICLES	Number	%
1	6	6.3%
2	89	92.7%
3	1	1.0%
Grand Total	96	100.0%

LOCATION	Number	%
0	96	100.0%
Grand Total	96	100.0%

CRASH_MONTH_NBR	Number	%
1	10	10.4%
2	4	4.2%
3	11	11.5%
4	11	11.5%
5	6	6.3%
6	9	9.4%
7	7	7.3%
8	8	8.3%
9	8	8.3%
10	8	8.3%
11	5	5.2%
12	9	9.4%
Grand Total	96	100.0%

ROAD_CONTOUR	Number	%
STRAIGHT & LEVEL	93	96.9%
STRAIGHT & GRADE	2	2.1%
CURVE & LEVEL	1	1.0%
Grand Total	96	100.0%

SPECIAL_AREA	Number	%
(blank)	96	100.0%
Grand Total	96	100.0%

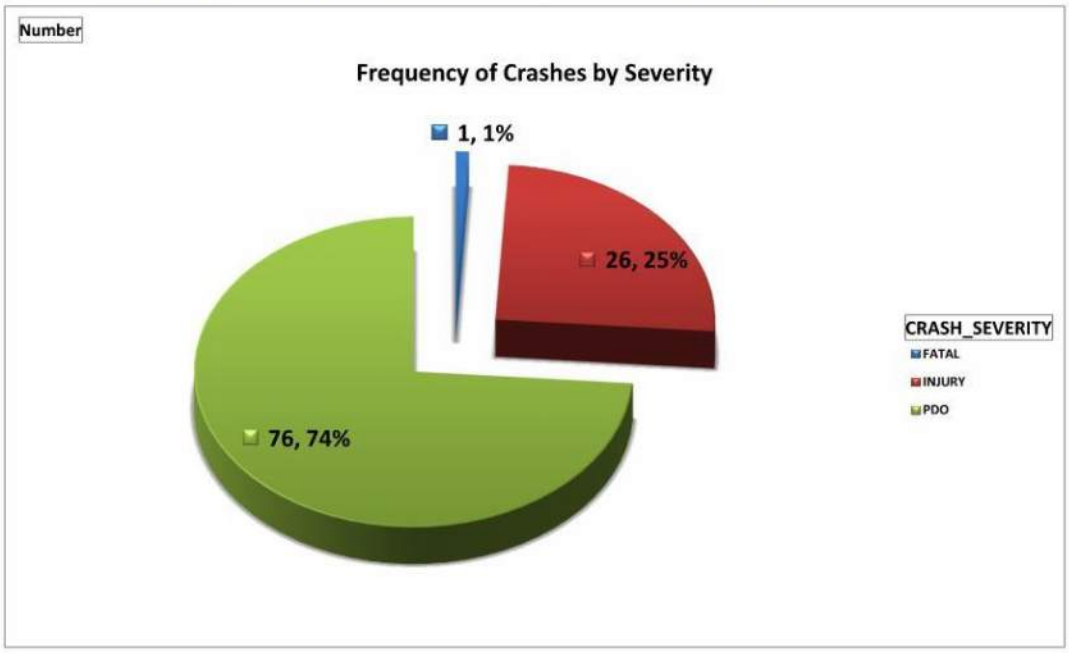
ANIMAL_TYPE	Number	%
(blank)	96	100.0%
Grand Total	96	100.0%

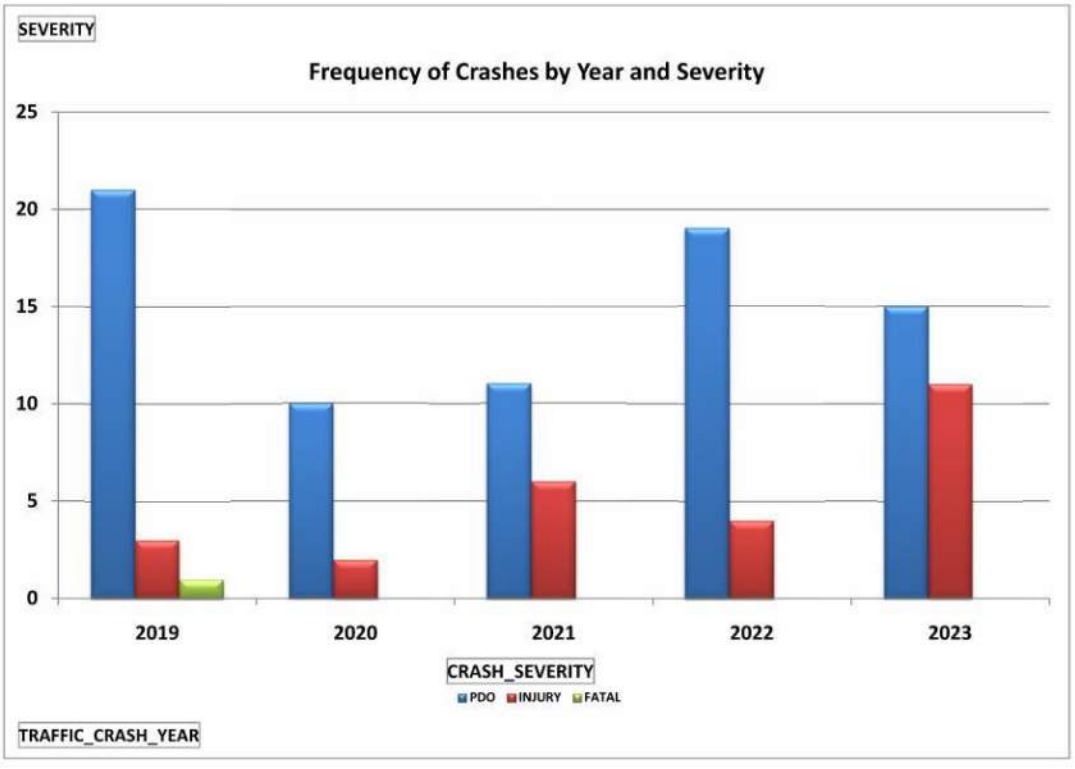
CORBIN SAFETY ACTION PLAN

APPENDIX B4: SR SAFETY DATA (OTHER)

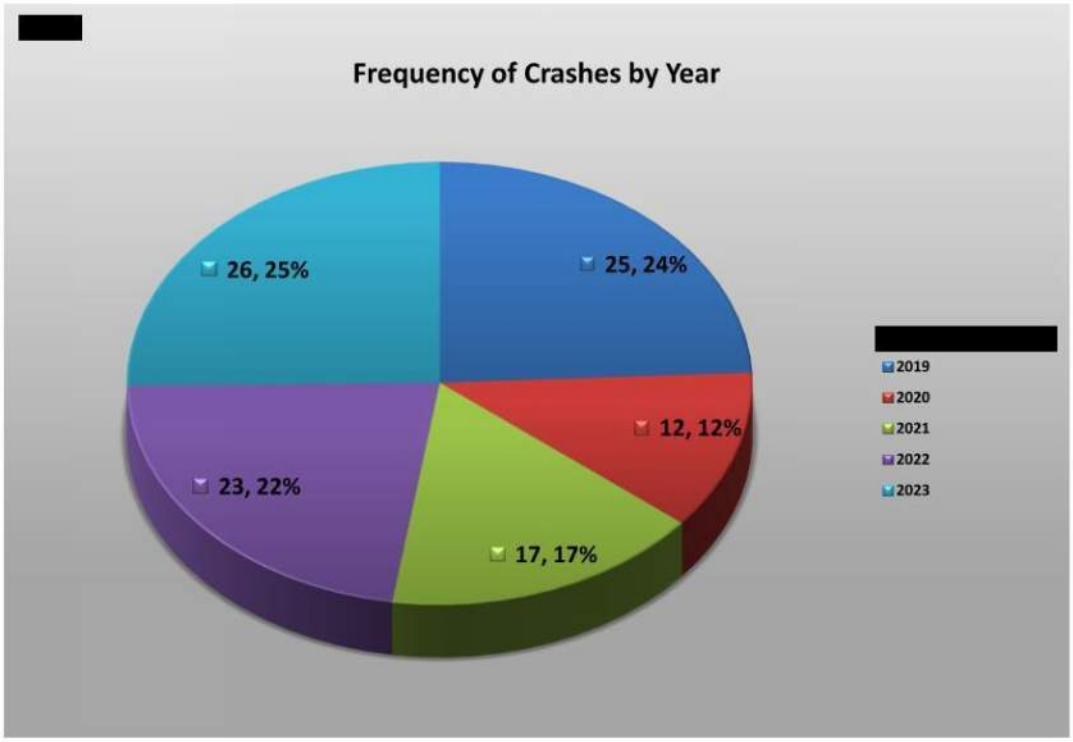
CMT

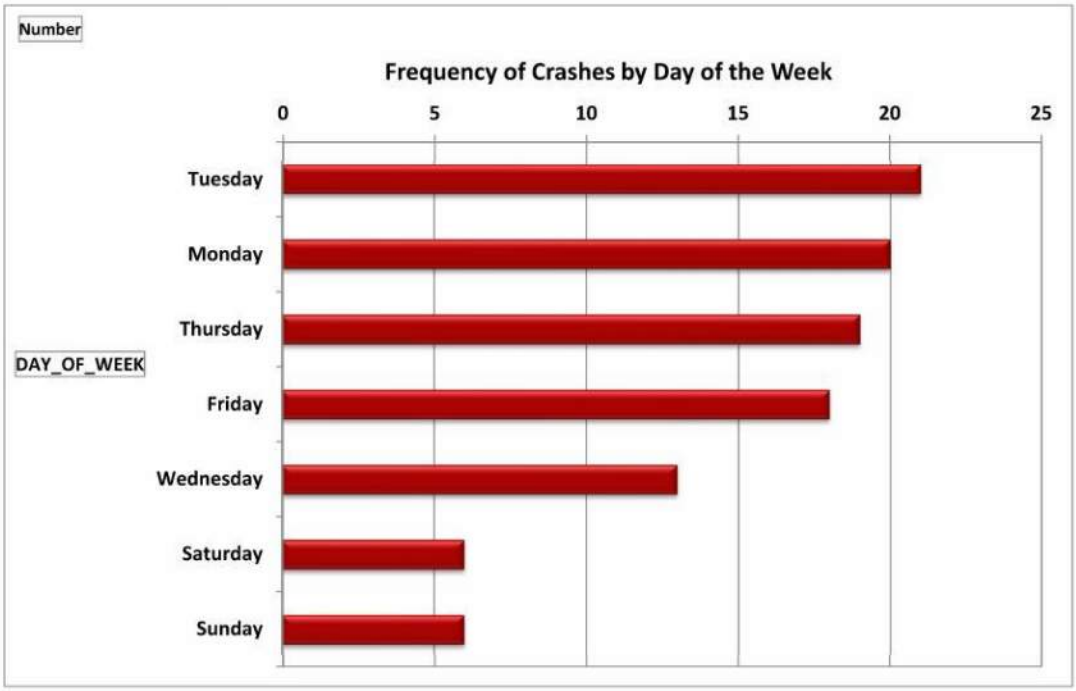
Master Street (KY 312) from Lynn Camp Creek to Trademart Center (SR12)



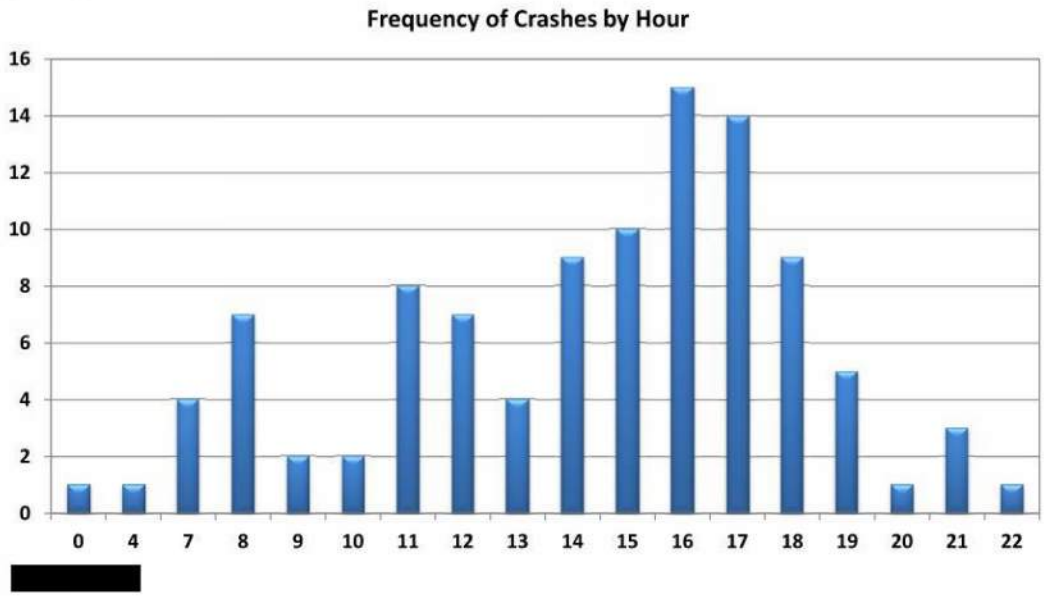


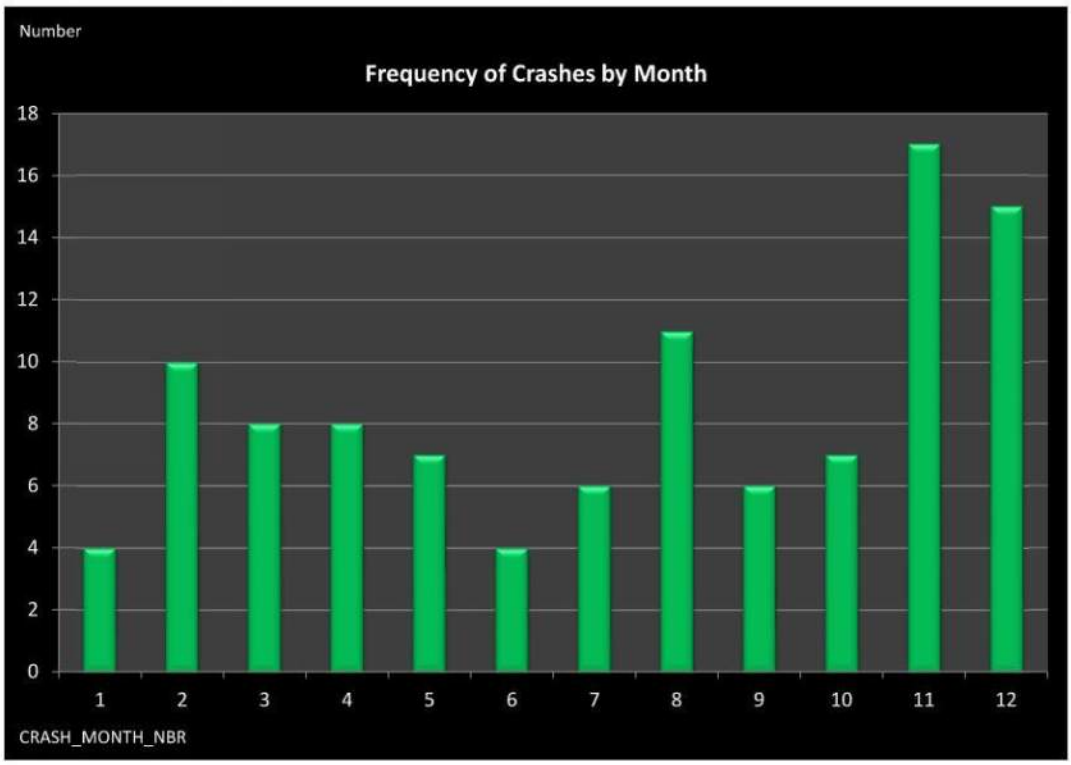
Master Street (KY 312) from Lynn Camp Creek to Trademart Center (SR12)



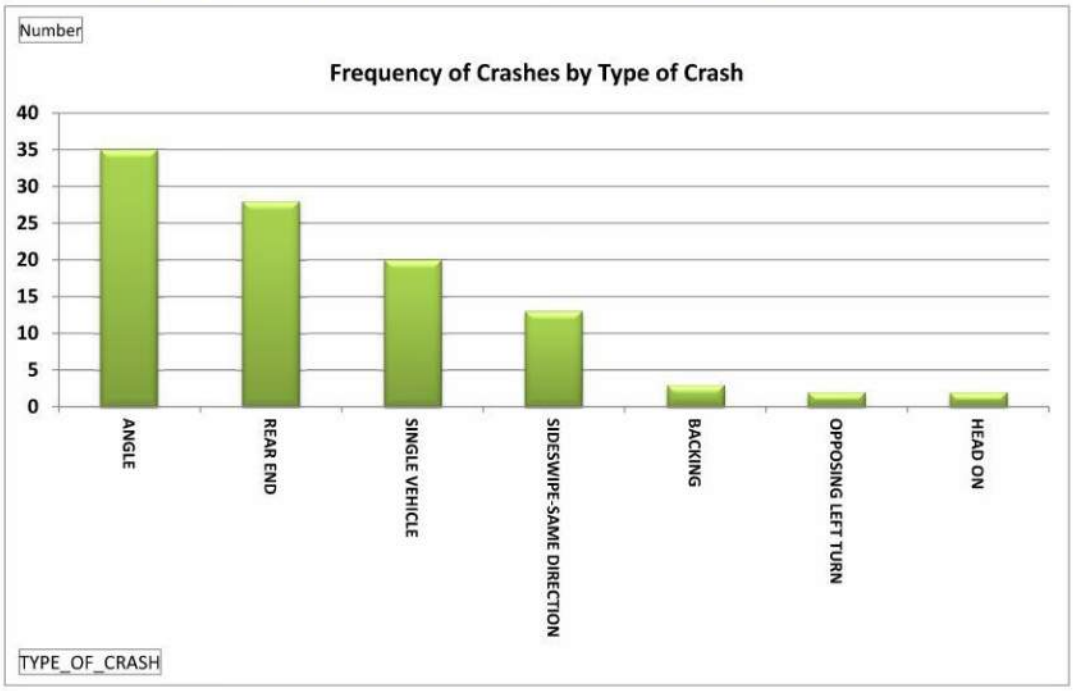


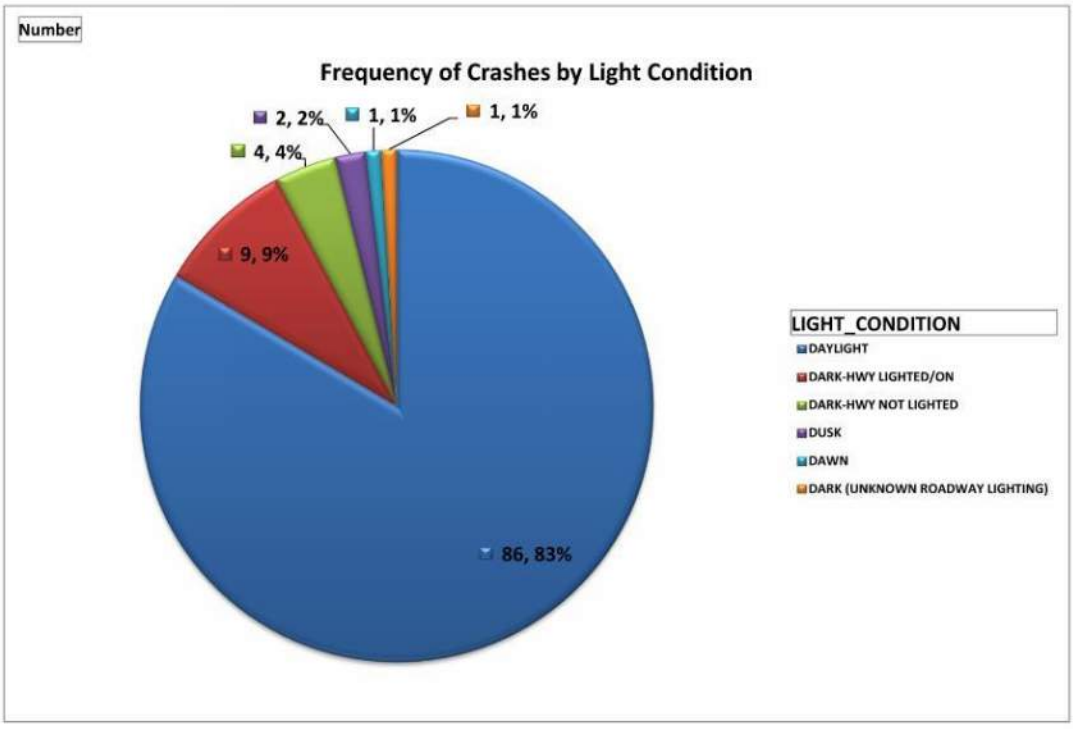
Master Street (KY 312) from Lynn Camp Creek to Trademart Center (SR12)

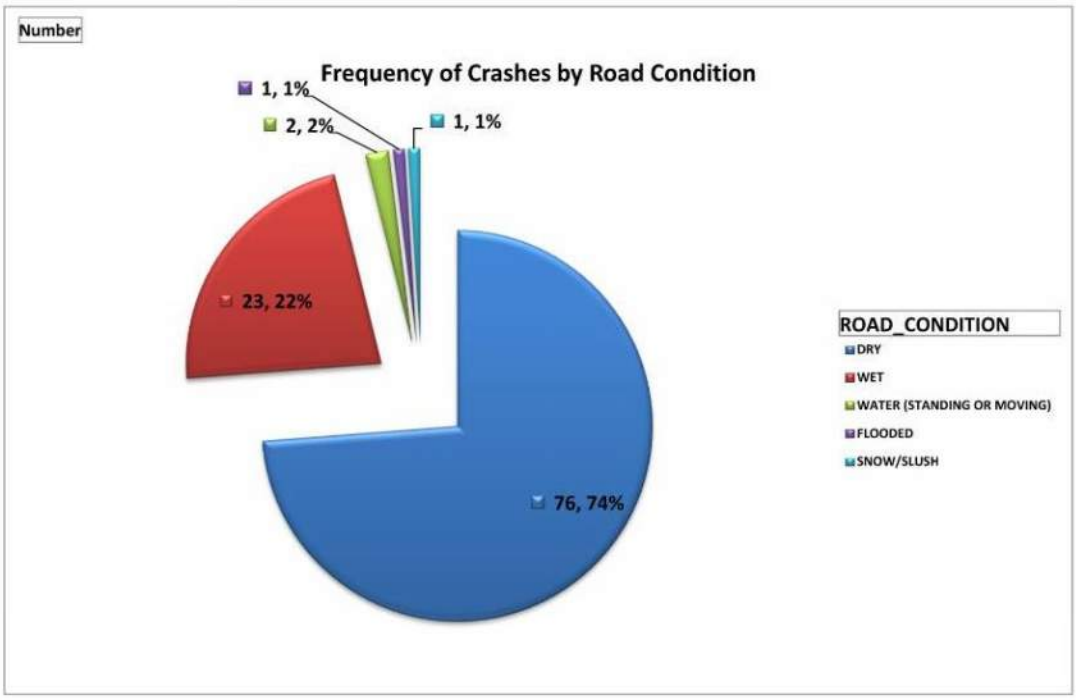


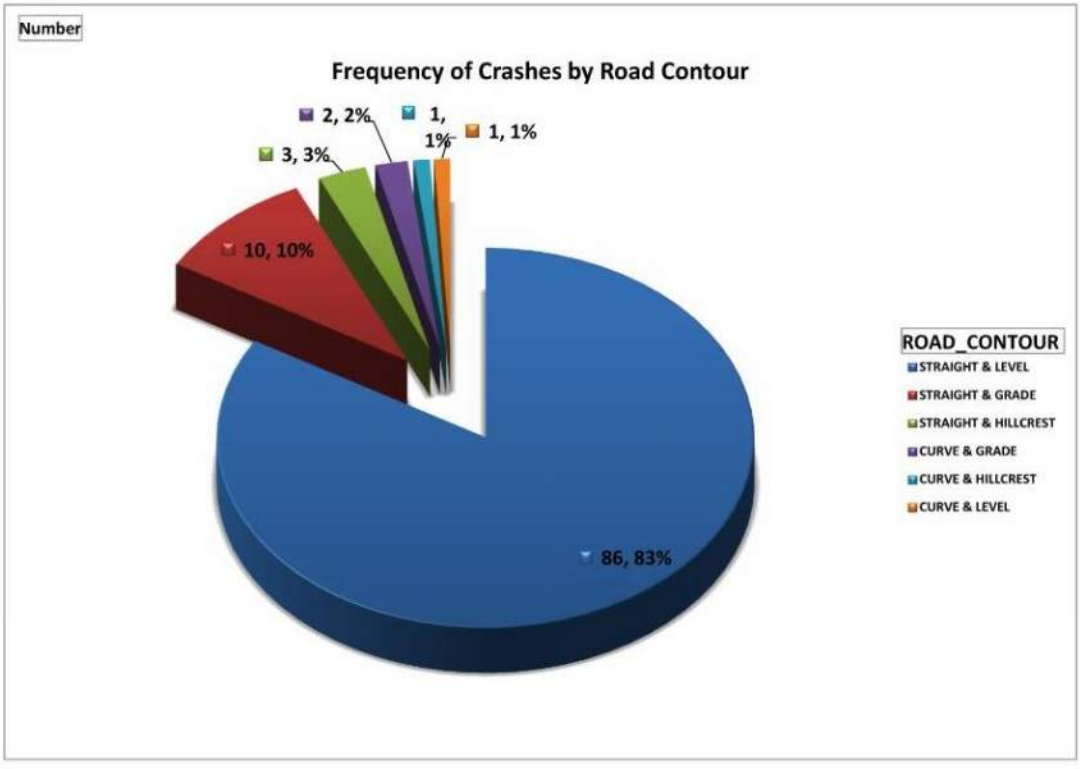


Master Street (KY 312) from Lynn Camp Creek to Trademart Center (SR12)






Number
Frequency of Crashes by Road Condition
1, 1%
2, 2%
1, 1%
23, 22%
76, 74%
ROAD_CONDITION
DRY
WET
WATER (STANDING OR MOVING)
FLOODED
SNOW/SLUSH


Number
Frequency of Crashes by Road Contour
2, 2%
1, 1%
1, 1%
3, 3%
10, 10%
86, 83%
ROAD_CONTOUR
STRAIGHT & LEVEL
STRAIGHT & GRADE
STRAIGHT & HILLCREST
CURVE & GRADE
CURVE & HILLCREST
CURVE & LEVEL

Master Street (KY 312) from Lynn Camp Creek to Trademart Cer

	Number
Total	103

CRASH_SEVI	Number	%
FATAL	1	1.0%
INJURY	26	25.2%
PDO	76	73.8%
Grand Total	103	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2019	25	24.3%
2020	12	11.7%
2021	17	16.5%
2022	23	22.3%
2023	26	25.2%
Grand Total	103	100.0%

DAY_OF_WE	Number	%
Tuesday	21	20.4%
Monday	20	19.4%
Thursday	19	18.4%
Friday	18	17.5%
Wednesday	13	12.6%
Saturday	6	5.8%
Sunday	6	5.8%
Grand Total	103	100.0%

HOUR_OF_D	Number	%
0	1	1.0%
4	1	1.0%
7	4	3.9%
8	7	6.8%
9	2	1.9%
10	2	1.9%
11	8	7.8%
12	7	6.8%
13	4	3.9%
14	9	8.7%
15	10	9.7%
16	15	14.6%
17	14	13.6%
18	9	8.7%
19	5	4.9%
20	1	1.0%
21	3	2.9%
22	1	1.0%
Grand Total	103	100.0%

TYPE_OF_CRASH	Number	%
ANGLE	35	34.0%
REAR END	28	27.2%
SINGLE VEHICLE	20	19.4%
SIDESWIPE-SAME DIRECTIO	13	12.6%
BACKING	3	2.9%
OPPOSING LEFT TURN	2	1.9%
HEAD ON	2	1.9%
Grand Total	103	100.0%

Master Street (KY 312) from Lynn Camp Creek to Trademart Cer

WEATHER_C	Number	%
CLEAR	71	68.9%
CLOUDY	17	16.5%
RAINING	14	13.6%
SNOWING	1	1.0%
Grand Total	103	100.0%

ROAD_CONDITION	Number	%
DRY	76	73.8%
WET	23	22.3%
WATER (STANDING OR MOV	2	1.9%
FLOODED	1	1.0%
SNOW/SLUSH	1	1.0%
Grand Total	103	100.0%

LIGHT_COND	Number	%
DAYLIGHT	86	83.5%
DARK-HWY L	9	8.7%
DARK-HWY N	4	3.9%
DUSK	2	1.9%
DAWN	1	1.0%
DARK (UNKN	1	1.0%
Grand Total	103	100.0%

NUMBER_OF_VEHICLES	Number	%
1	18	17.5%
2	76	73.8%
3	8	7.8%
4	1	1.0%
Grand Total	103	100.0%

LOCATION	Number	%
0	103	100.0%
Grand Total	103	100.0%

CRASH_MONTH_NBR	Number	%
1	4	3.9%
2	10	9.7%
3	8	7.8%
4	8	7.8%
5	7	6.8%
6	4	3.9%
7	6	5.8%
8	11	10.7%
9	6	5.8%
10	7	6.8%
11	17	16.5%
12	15	14.6%
Grand Total	103	100.0%

ROAD_CONT	Number	%
STRAIGHT &	86	83.5%
STRAIGHT &	10	9.7%
STRAIGHT &	3	2.9%
CURVE & GR	2	1.9%
CURVE & HIL	1	1.0%
CURVE & LE	1	1.0%
Grand Total	103	100.0%

SPECIAL_AR	Number	%
(blank)	103	100.0%
Grand Total	103	100.0%

ANIMAL_TYPE	Number	%
(blank)	103	100.0%
Grand Total	103	100.0%

CORBIN SAFETY ACTION PLAN

APPENDIX C1: ROY KIDD AVENUE (CS 01)

Roy Kidd Avenue

City Ranking #1

November 2024

OVERVIEW

A screening methodology was applied to all crashes within the City of Corbin to identify a city street segment on Roy Kidd Avenue from Main Street to Hamlin Street (KY 830). A total of 28 crashes occurred over a 5-year period (2019-2023) within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 42. An injury rate of 18% occurred within the study area with angle crashes and single vehicle crashes being the primary crash type. **Figure 1** shows the location of crashes by type and severity whereas **Figures 3-5** analyze the safety performance of the study subarea.

Recommend the removal of unwarranted traffic signals and installing 2-way stop control at Laurel Avenue and 4-way stop control at Depot Street. CPD or school resource officers (SROs) to assist during special events (football games – 8 events per year).

Install raised crosswalks at two (2) locations to manage operating speeds and to facilitate pedestrian/bike traffic:

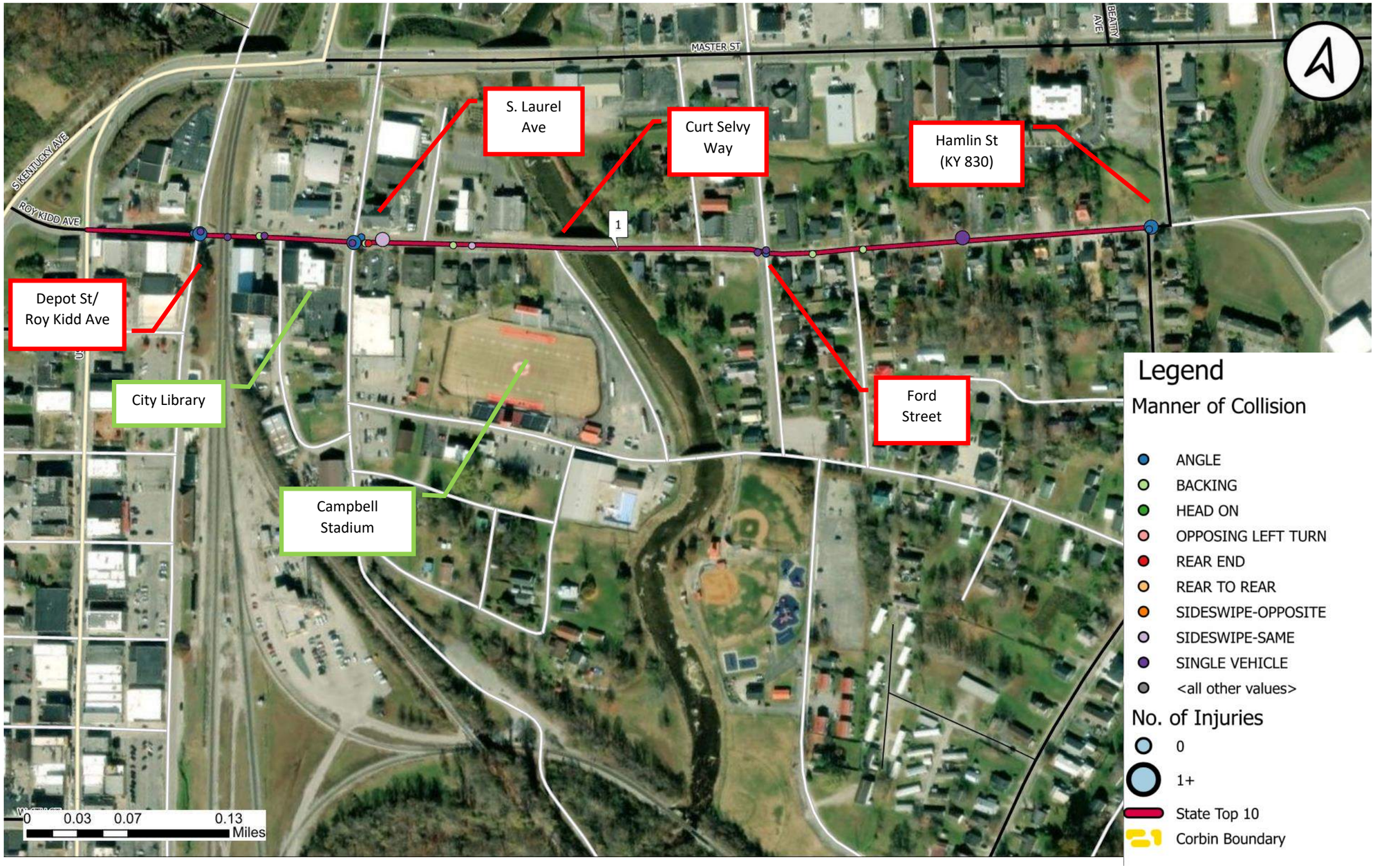
1. Shared use path crossing of Roy Kidd at Frank Selvy Way. The bridge parapet obstructs sight distance of pedestrians/bicycles/vehicles of NB traffic on Frank Selvy Way. Enhancements to increase visibility and/or reduce speeds is recommended.
2. East leg of Ball Avenue. Two backing crashes occurred east of Ford Street. Speed reduction to assist residents when backing from driveways.

A short-term countermeasure to mitigate two angle crashes is modify the traffic control at the Hamlin Street (KY 830) intersection. Two short-term options include the following:

- Add a stop sign for EB Roy Kidd Avenue at the south leg of Hamlin Street. This traffic control configuration would treat both legs of Hamlin Avenue as a single intersection.
- Remove the stop sign on the middle school approach to treat the east-west approaches as a through street. Hamlin Street would remain stop controlled.

A more effective, long-term solution is to realign the north leg of Hamlin Avenue (KY 830) to eliminate the offset intersection (**Figure 6**). The proposed condition results in an offset intersection, however the opposing left turn movements on Hamlin Street do not overlap thus improving safety performance. Horizontal curves to not exceed a design speed of 25 MPH.

FIGURE 1: BARBOURVILLE STREET



EXISTING CONDITIONS

Roy Kidd Street (KY 2377) is a city street oriented in the east-west direction and is parallel to Master Street (KY 312) to the north and Barbourville Street to the south. The existing roadway has the following characteristics:

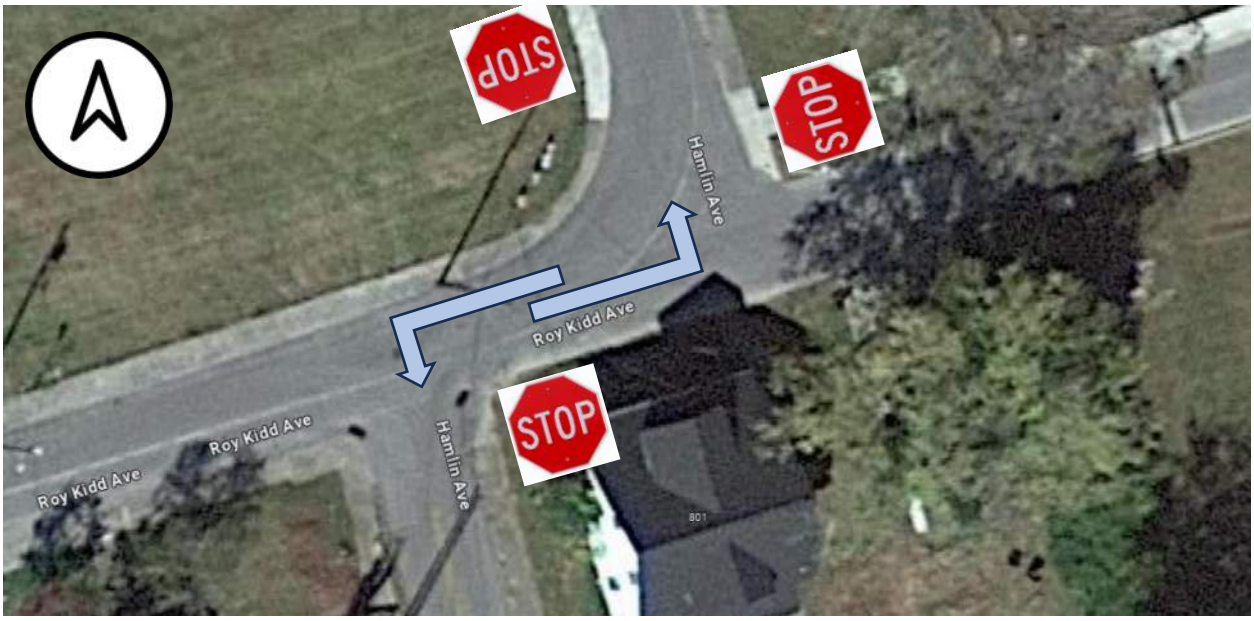
1. The vehicular and pedestrian traffic to the library, Campbell Field/ Denes Stadium (practice in addition to events), US post office, and school offices.
2. A railroad underpass exists east of the Depot St intersection limiting sight distance of the traffic signal. A height restriction of 12'-1" also exists at the bridge structure (**Photo 1**).
3. The segment of Roy Kidd Avenue between Main St and Depot St was converted to one-way (EB) operation with angled parking in 2023 to mitigate angle crashes at Roy Kidd/Main St. However, the EB approach at Depot St is offset more than 12 feet at the existing traffic signal as shown in **Photo 2**.
4. The lane configuration on Roy Kidd Ave is variable: single EB lane starting at Main; 3-lane section at Laurel Ave (library); two lane section the remainder of the street.
5. Public right-of-way exists along Lynn Camp Creek and is named Frank Selvy Way. Frank Selvy Way intersects Roy Kidd Ave at the west end of the bridge over Lynn Camp Creek. The existing right of way is used for a shared use path along vehicles have been observed to use the pavement as a travel lane (**Photo 3**).
6. The Hamlin St (KY 830) and Roy Kidd intersection is offset 50 feet. An access to the Corbin Middle School is located at the end of Roy Kidd Ave. The middle school and the Hamlin St approaches are stop controlled resulting in an unconventional traffic control configuration (**Figure 2**). The offset intersection results in opposing left turn movements overlapping causing vehicle conflicts and contributing to safety performance issues.

PHOTO 1: WB ROY KIDD AVE APPROACHING DEPOT ST

PHOTO 2: EB ROY KIDD AVE APPROACHING DEPOT ST

PHOTO 3: ROY KIDD AT FRANK SELVY WAY

FIGURE 2: HAMLIN STREET (KY 830) AND ROY KIDD AVE CONFIGURATION

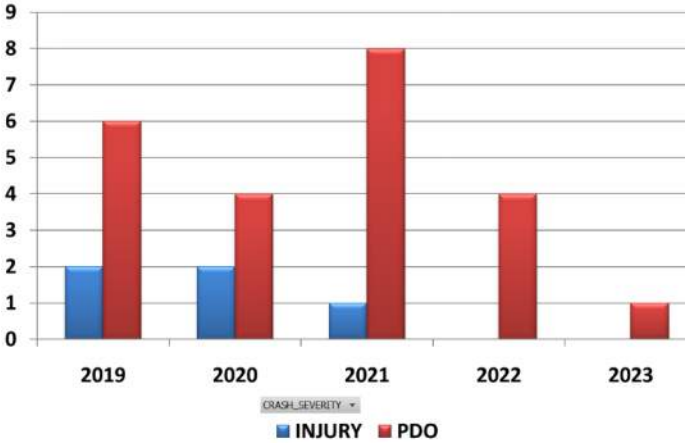


The Average Daily traffic volumes on Hamlin Street (KY 830) south of Roy Kidd Avenue is 1,790 vehicles per day (2021) – KYTC route reference 061-KY-0830--000. Traffic data is not available on Roy Kidd Avenue.

SAFETY ANALYSIS

A total of 28 crashes occurred over a 5-year period within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 42. The frequency of crashes by year is summarized for the 3,000 ft (0.56 mile) segment of Roy Kidd Avenue in **Figure 3**. The crash analysis is summarized by roadway to better identify contributing factors which will in turn inform the safety countermeasures.

FIGURE 3: CRASH SEVERITY BY YEAR

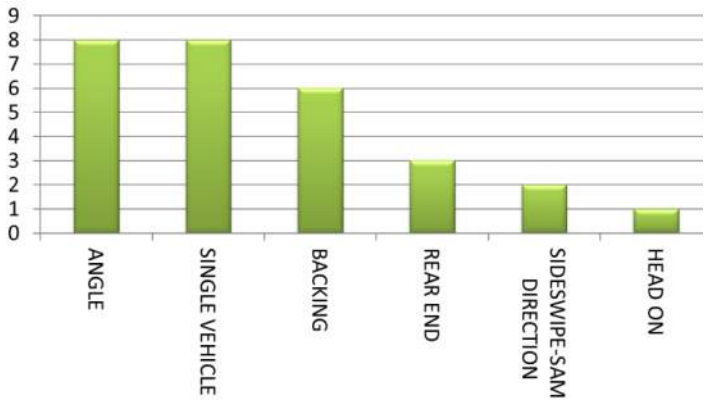


No fatal crashes occurred over the 5-year period.

The number of documented crashes is consistent by year with the number of annual crashes on Roy Kidd Avenue between 6 to 7 crashes with 2023 the exception (1). The frequency and severity of crashes are expected to remain consistent in the future due to the historical trends by year unless countermeasures are implemented.

The most common crash type was angle and single vehicle crashes (8 or 28.6%, each) crashes followed closely by backing crashes (6 or21.4%) – see **Figure 4.** The majority of angle crashes occur at the signalized intersections (i.e., at Laurel Ave and at Depot St). Traffic signals are intended to assign right of way therefore the frequency of angle crashes is considered above average. Contributing factors to angle crashes at the signalized intersections include the following:

FIGURE4: CRASH FREQUENCY BY TYPE



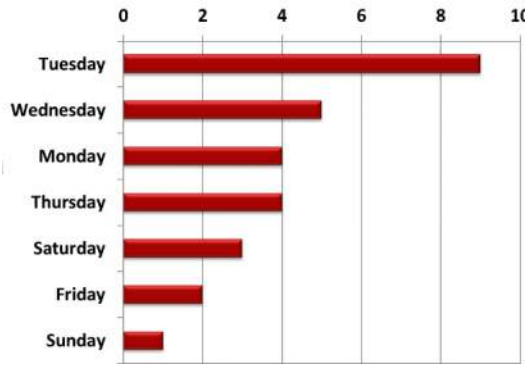
1. Limited visibility of signal heads in advance of the intersection (WB at Depot)
2. Limited sight distance of opposing traffic – building on SE quadrant obstructs sight distance.
3. Offset lanes on Roy Kidd approaches at Depot Street increases driver workload thus reduces attention when signal cycles
4. The 3-phase signal results in higher vehicle delays during off-peak periods. The protected only EB left requires Laurel to be serviced to avoid a WB left turn trap. Motorists may be inclined to enter the intersection at the end of the yellow change interval to avoid waiting for the signal to cycle.

The remaining angle crashes (2) occur at the south leg of Hamlin Street (KY 830). The configuration of stop control of the offset intersection is unconventional considering that EB Roy Kidd Avenue has right-of-way through both legs of Hamlin Avenue whereas the westbound direction (private driveway) does not have right-of-way.

Backing crashes rank third by crash type within the study area. The majority of backing crashes occur within the residential area – vehicles backing from driveways into the street.

The majority of crashes (9) occur on a Tuesday followed by Wednesday (5), and Tuesday/Thursday (4 each). Safety issues were limited during weekend periods (**Figure 5**). No crash pattern was documented either by time of day or by month.

FIGURE 5: CRASH FREQUENCY BY DAY OF WEEK



COUNTERMEASURES

Countermeasures are identified that improve safety performance by focusing on the crash types having the greatest potential for mitigation. The proposed countermeasure directly linked to historical crash pattern and crash risk is the angle crashes at Laurel Avenue and Depot Street signalized intersections. Traffic data should be collected, and signal warrants performed to confirm if signalization is desirable at both locations.

Recommend removal of unwarranted traffic signals and installing 2-way stop control at Laurel Avenue and 4-way stop control at Depot Street. CPD or school resource officers (SROs) to assist during special events (football games – 8 events per year).

Install raised crosswalks at two (2) locations to manage operating speeds and to facilitate pedestrian/bike traffic:

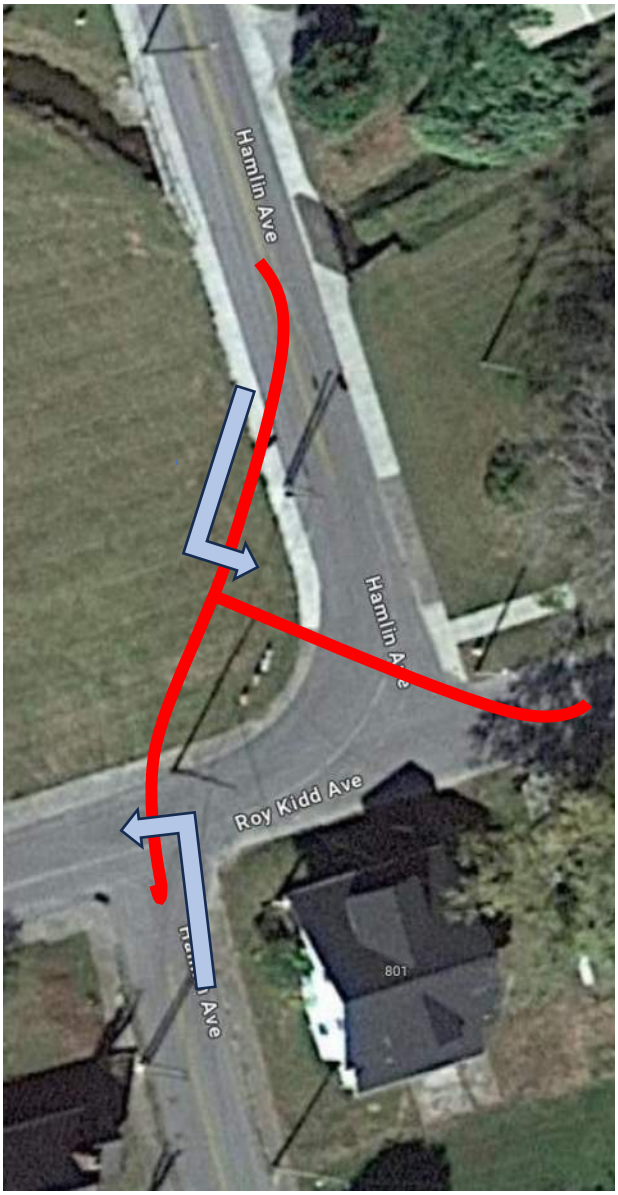
3. Shared use path crossing of Roy Kidd at Frank Selvy Way. The bridge parapet obstructs sight distance of pedestrians/bicycles/vehicles of NB traffic on Frank Selvy Way. Enhancements to increase visibility and/or reduce speeds are recommended.
4. East leg of Ball Avenue. Two backing crashes occurred east of Ford Street.

A short-term countermeasure to mitigate two angle crashes is modify the traffic control at the Hamlin Street (KY 830) intersection. Two short-term options include the following:

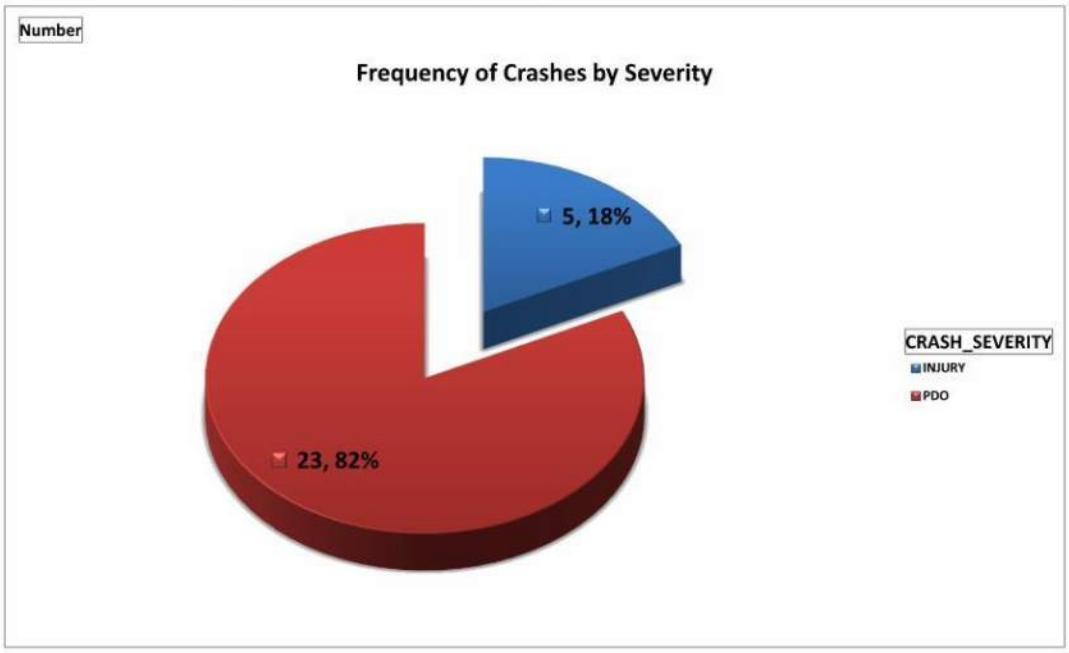
- Add a stop sign for EB Roy Kidd Avenue at the south leg of Hamlin Street. This traffic control configuration would treat both legs of Hamlin Avenue as a single intersection.
- Remove the stop sign on the middle school approach to treat the east-west approaches as a through street. Hamlin Street would remain stop controlled.

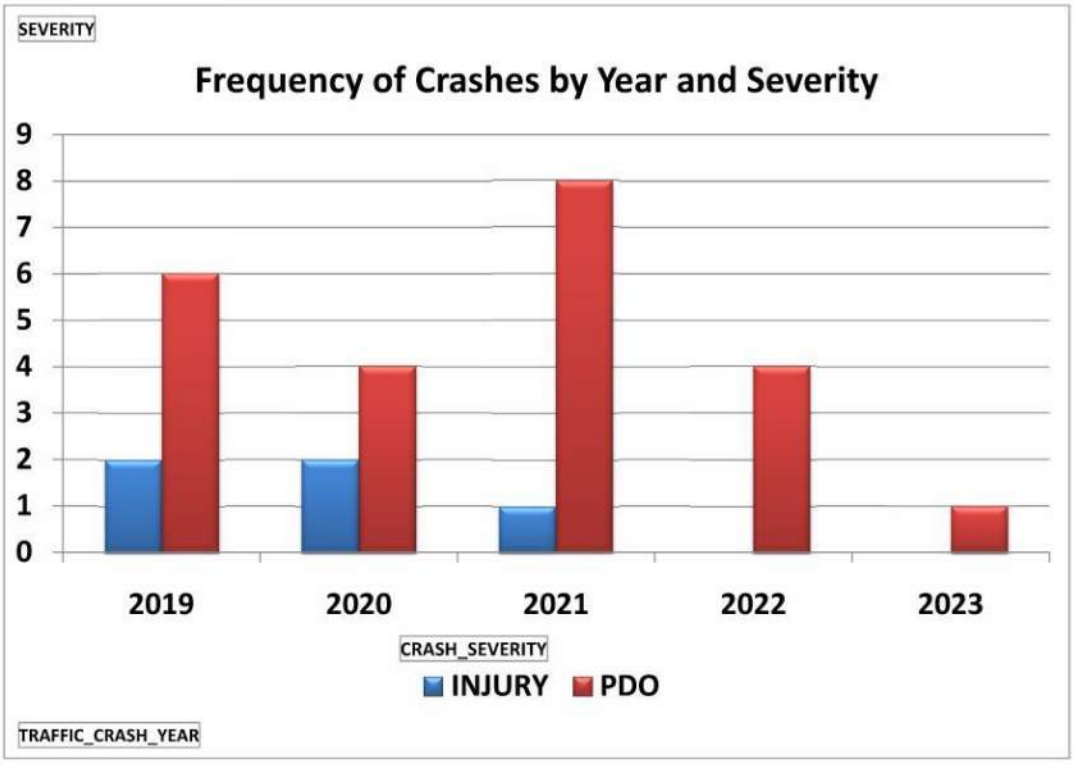
A more effective, long-term solution is to realign the north leg of Hamlin Avenue (KY 830) to eliminate the offset intersection (**Figure 6**). The proposed condition results in an offset intersection however the opposing left turn movements on Hamlin Street do not overlap thus improving safety performance. Horizontal curves to not exceed a design speed of 25 MPH

FIGURE 6: REALIGN HAMLIN ST (KY 830)

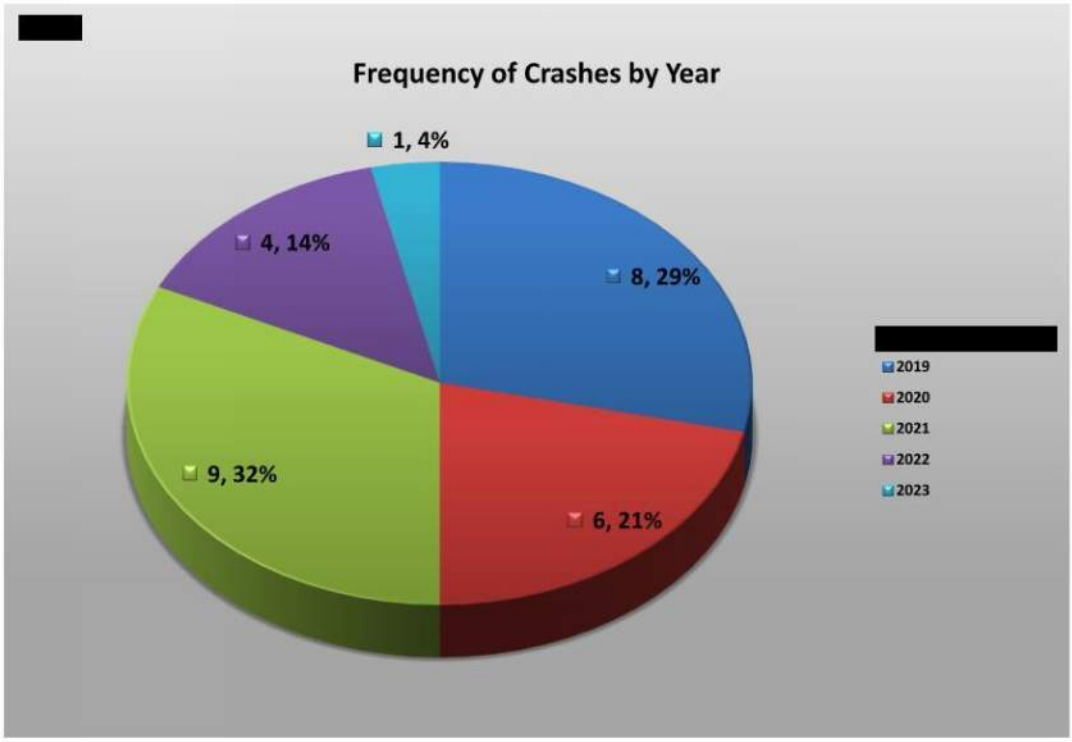


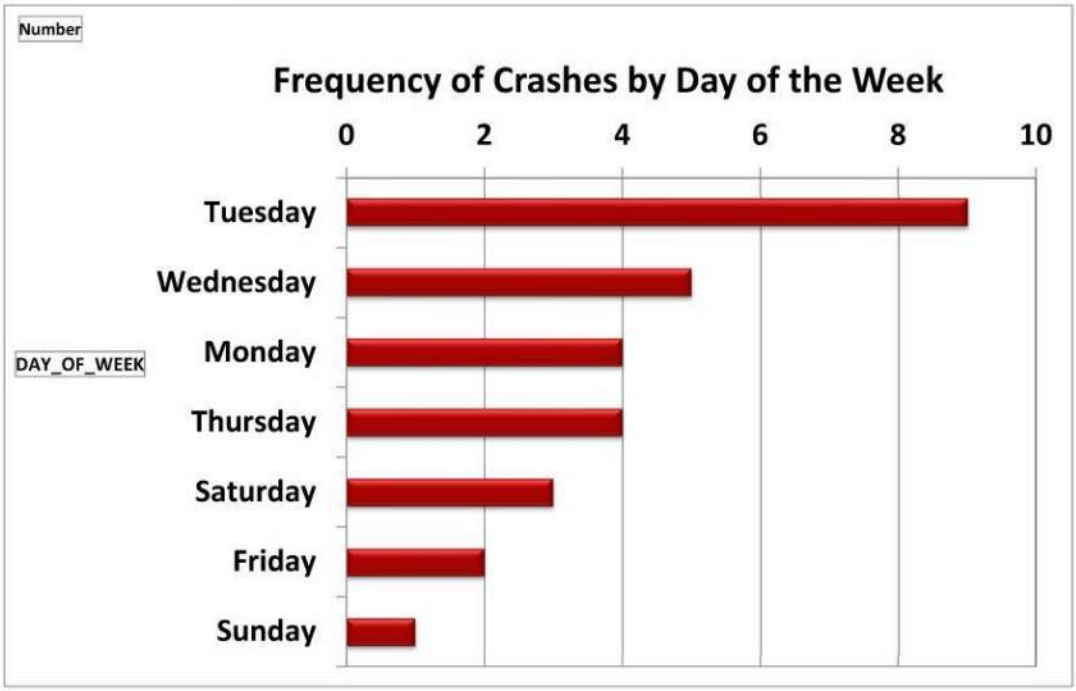
Roy Kidd Avenue (Main St to Hamlin St (KY 830)





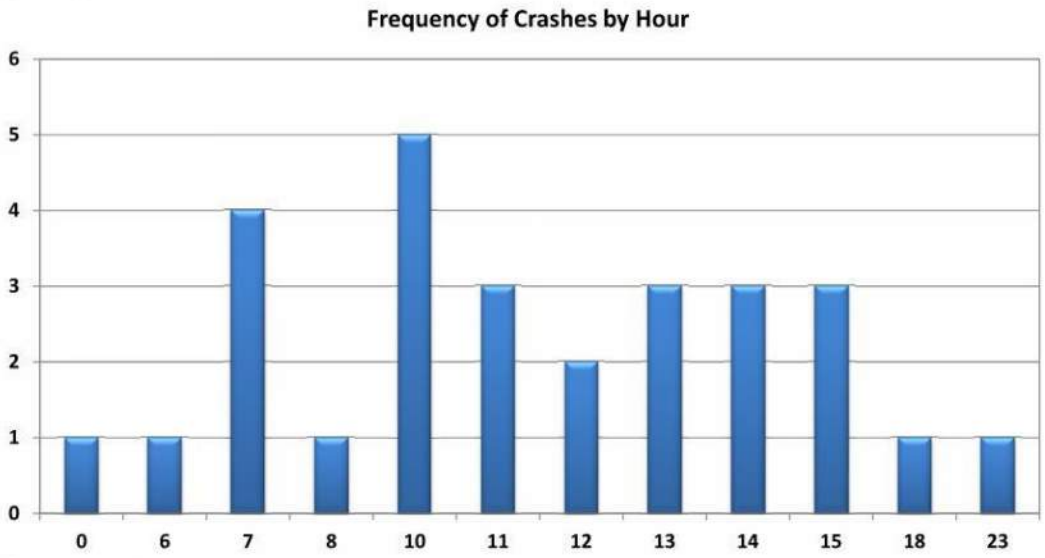
Roy Kidd Avenue (Main St to Hamlin St (KY 830)



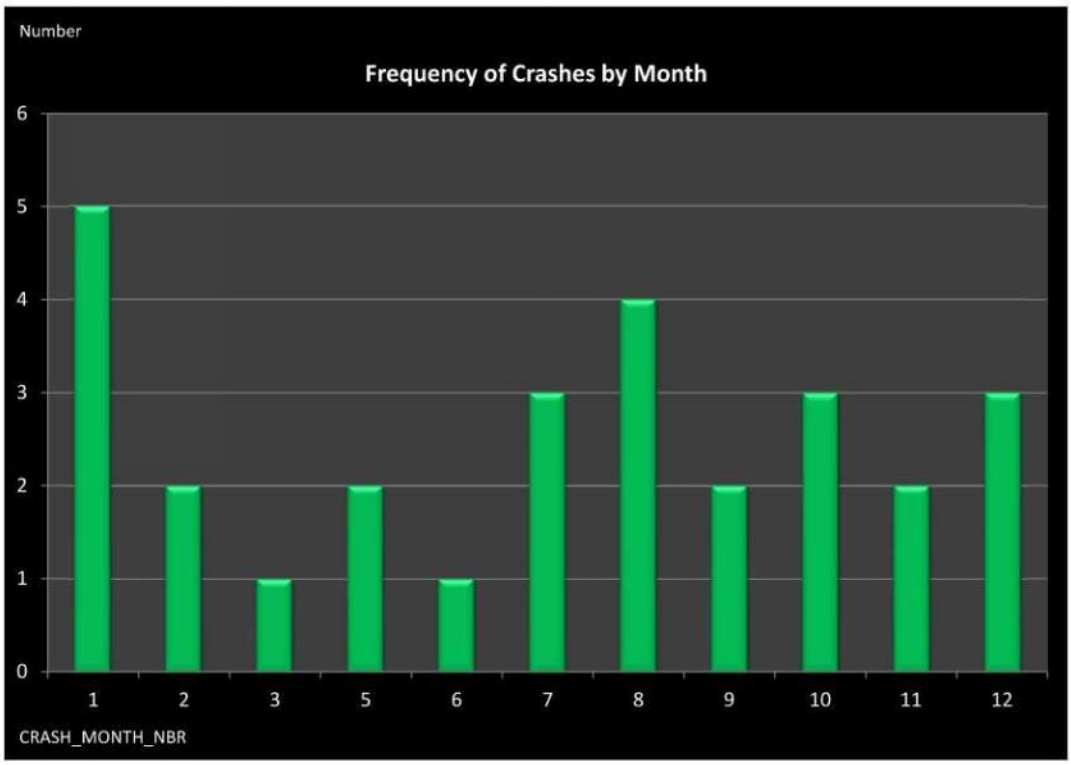


Roy Kidd Avenue (Main St to Hamlin St (KY 830)

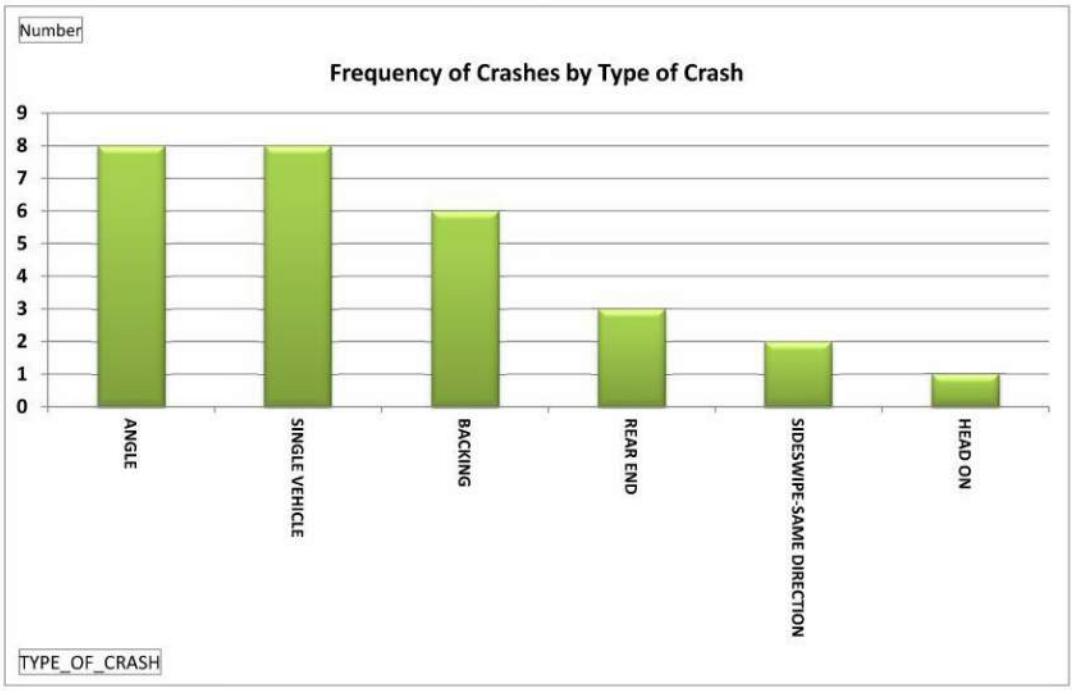
[redacted]

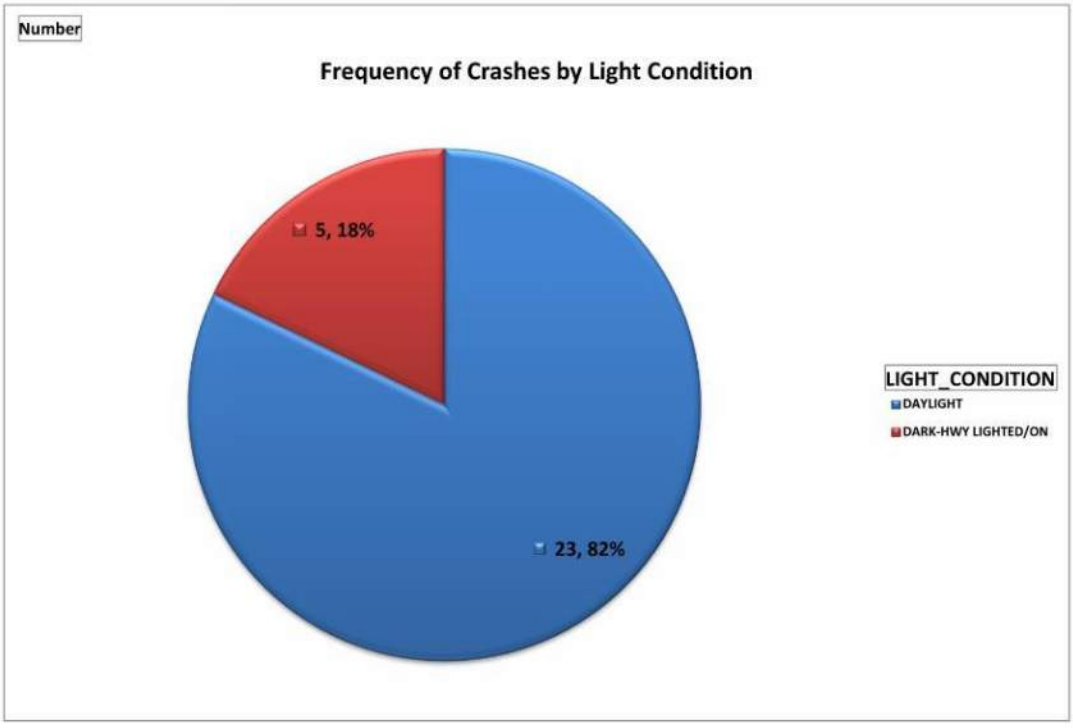


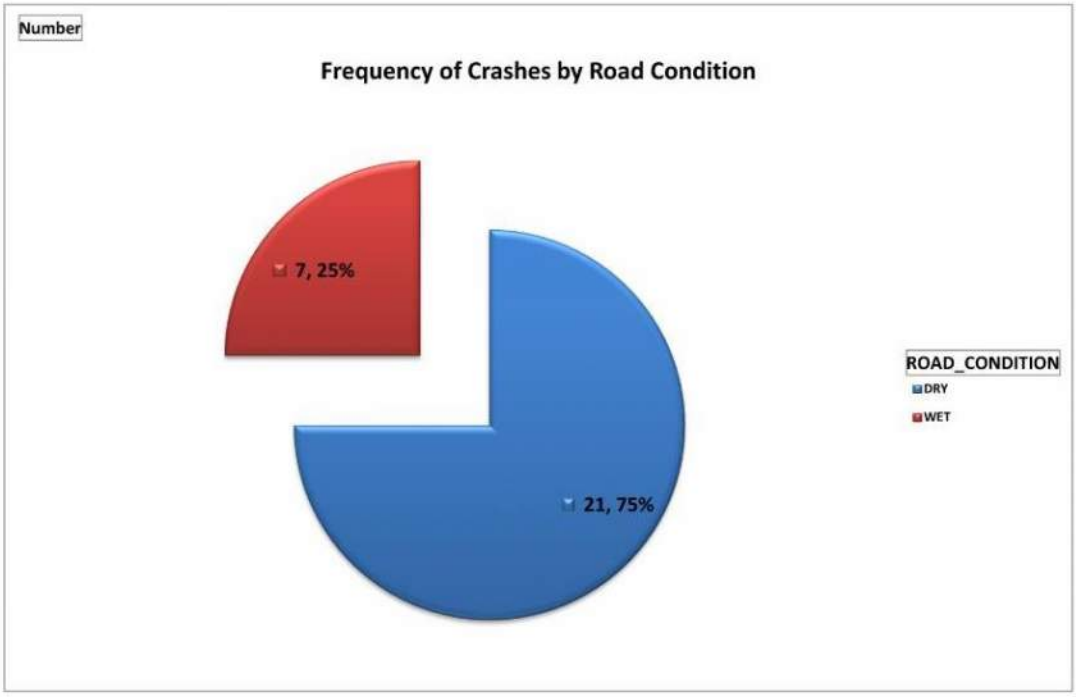
[redacted]

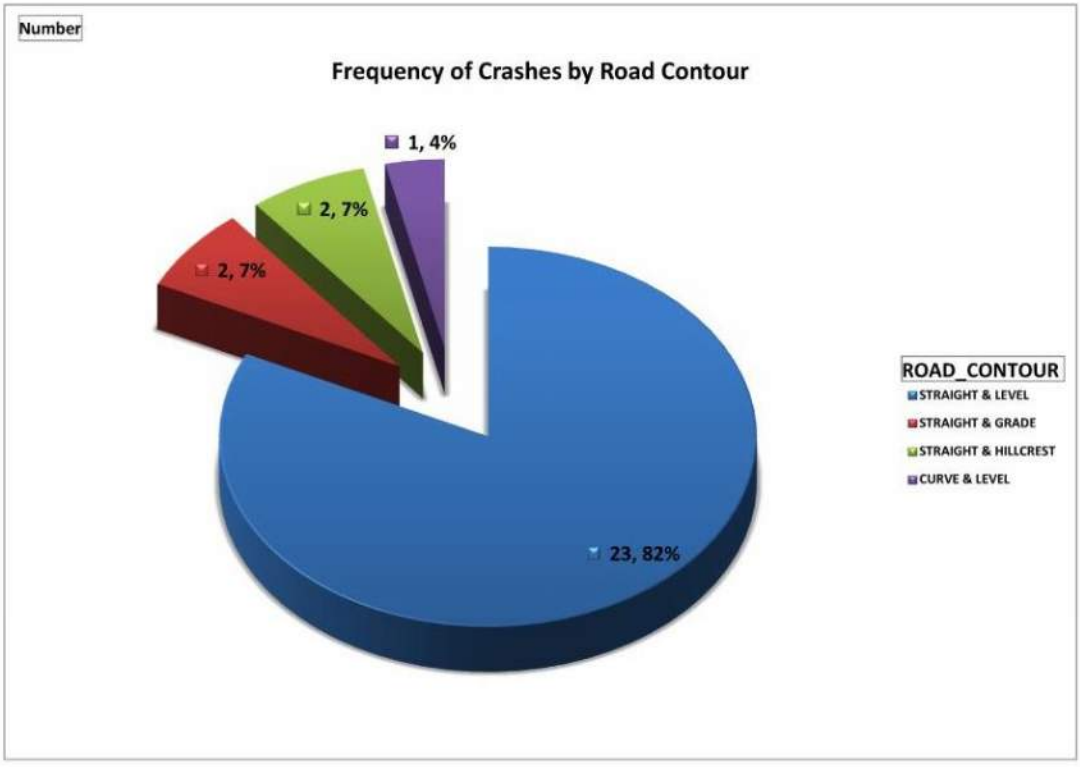


Roy Kidd Avenue (Main St to Hamlin St (KY 830)






Number
Frequency of Crashes by Road Condition
7, 25%
21, 75%
ROAD_CONDITION
DRY
WET


Number
Frequency of Crashes by Road Contour
1, 4%
2, 7%
2, 7%
23, 82%
ROAD_CONTOUR
STRAIGHT & LEVEL
STRAIGHT & GRADE
STRAIGHT & HILLCREST
CURVE & LEVEL

Roy Kidd Avenue (Main St to Hamlin St (KY 830)

	Number
Total	28

CRASH_SEVEF	Number	%
INJURY	5	17.9%
PDO	23	82.1%
Grand Total	28	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2019	8	28.6%
2020	6	21.4%
2021	9	32.1%
2022	4	14.3%
2023	1	3.6%
Grand Total	28	100.0%

DAY_OF_WEEI	Number	%
Tuesday	9	32.1%
Wednesday	5	17.9%
Monday	4	14.3%
Thursday	4	14.3%
Saturday	3	10.7%
Friday	2	7.1%
Sunday	1	3.6%
Grand Total	28	100.0%

HOUR_OF_DA'	Number	%
0	1	3.6%
6	1	3.6%
7	4	14.3%
8	1	3.6%
10	5	17.9%
11	3	10.7%
12	2	7.1%
13	3	10.7%
14	3	10.7%
15	3	10.7%
18	1	3.6%
23	1	3.6%
Grand Total	28	100.0%

TYPE_OF_CRASH	Number	%
ANGLE	8	28.6%
SINGLE VEHICLE	8	28.6%
BACKING	6	21.4%
REAR END	3	10.7%
SIDESWIPE-SAME DIREC	2	7.1%
HEAD ON	1	3.6%
Grand Total	28	100.0%

Roy Kidd Avenue (Main St to Hamlin St (KY 830)

WEATHER_CO	Number	%
CLEAR	17	60.7%
CLOUDY	9	32.1%
RAINING	2	7.1%
Grand Total	28	100.0%

ROAD_CONDITION	Number	%
DRY	21	75.0%
WET	7	25.0%
Grand Total	28	100.0%

LIGHT_CONDIT	Number	%
DAYLIGHT	23	82.1%
DARK-HWY LIG	5	17.9%
Grand Total	28	100.0%

NUMBER_OF_VEHICLES	Number	%
1	7	25.0%
2	20	71.4%
3	1	3.6%
Grand Total	28	100.0%

LOCATION	Number	%
0	28	100.0%
Grand Total	28	100.0%

CRASH_MONTH_NBR	Number	%
1	5	17.9%
2	2	7.1%
3	1	3.6%
5	2	7.1%
6	1	3.6%
7	3	10.7%
8	4	14.3%
9	2	7.1%
10	3	10.7%
11	2	7.1%
12	3	10.7%
Grand Total	28	100.0%

ROAD_CONTO	Number	%
STRAIGHT & LE	23	82.1%
STRAIGHT & G	2	7.1%
STRAIGHT & H	2	7.1%
CURVE & LEVE	1	3.6%
Grand Total	28	100.0%

SPECIAL_ARE	Number	%
(blank)	28	100.0%
Grand Total	28	100.0%

ANIMAL_TYPE	Number	%
(blank)	28	100.0%
Grand Total	28	100.0%

CORBIN SAFETY ACTION PLAN

APPENDIX C2: DEPOT STREET (CS 02)

CMT

Depot Street

City Ranking #2

September 2024

OVERVIEW

A screening methodology was applied to all crashes within the City of Corbin to identify a city street segment on Depot Street from 7th Avenue to Ellison Street. A total of 13 crashes occurred over a 5-year period (2019-2023) within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 33. An injury rate of 31% occurred within the study area with angle crashes (6 or 46%) and single vehicle (6 or 46%) crashes being the primary crash types. **Figure 1** shows the location of crashes by type and severity whereas **Figures 2 and 3** analyze the safety performance of the study subarea.

Recommend removal of the unwarranted traffic signal and install a 4-way stop control at Roy Kidd Avenue. CPD or school resource officers (SROs) to assist during special events (football games – 8 events per year). This recommendation is also listed for the Roy Kidd Avenue corridor (CS01).

Install raised crosswalks at two (2) locations to manage operating speeds and to facilitate pedestrian/bike traffic: 1) north leg of 3rd Street intersection, and 2) north leg of Monroe Avenue intersection to provide a pedestrian path between the public parking lot (west side) and the Corbin Welcome Center (east side).

Add sidewalk on the two segments missing sidewalk along Depot Street:

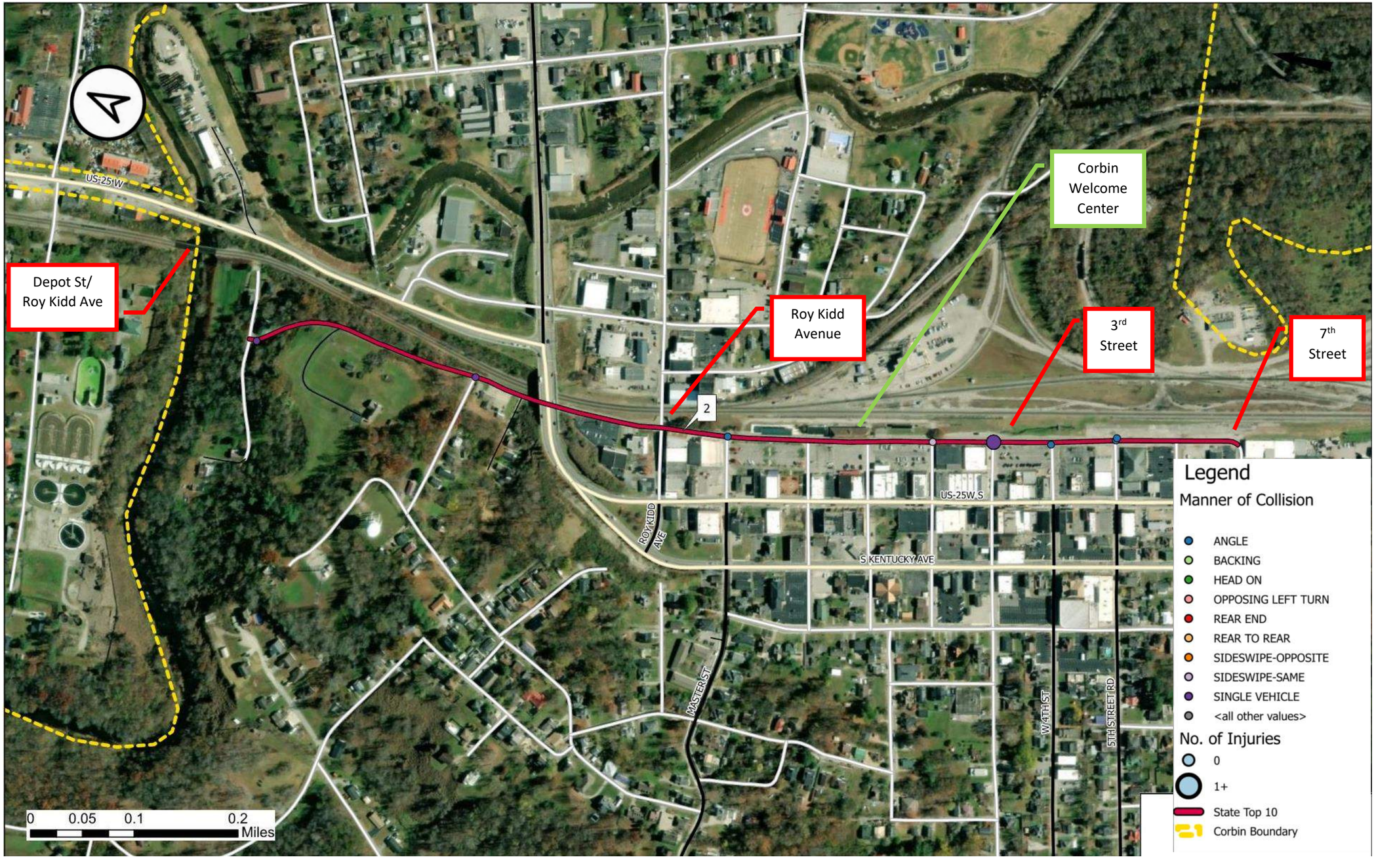
- East side of Depot Street from 4th Street to 7th Street
- West side of Depot Street between 6th Street and 7th Street

The east curb line of Depot Street widens to provide additional pavement near the 3rd Street intersection which has intersection sight distance constraints (see **Photo 1**). The west curb line can be extended without the need for pavement widening to improve sight distance of EB vehicles looking north (**Figure 4**).

FIGURE 4: DEPOT STREET AT 3RD STREET IMPROVEMENT

Depot Street can also serve as an alternate route to traffic on Main Street with the use of wayfinding signs. The alternate route via Depot Street can be implemented in conjunction with other improvements considered on the Main Street corridor, in particular, a road diet that reduces vehicle speeds thus reducing crash severity. The countermeasure identified for the Depot Street corridor could be included with a Main Street (SR02) road diet conversion project

FIGURE 1: DEPOT STREET



EXISTING CONDITIONS

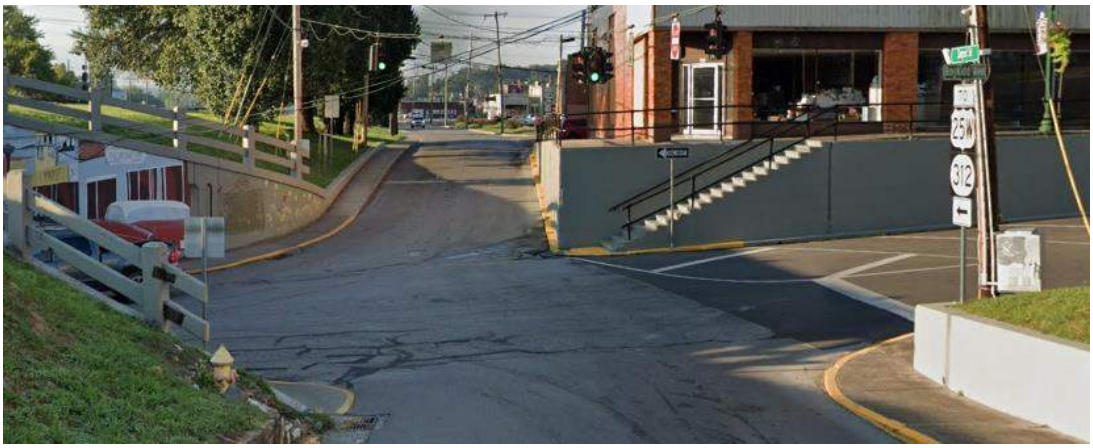
Depot Street is a city street oriented in the north-south direction and is parallel to Main Street US 25W). The pavement width varies between 24 feet and 39 feet (between 2nd and 3rd Streets) and has a posted speed limit of 25 MPH. The existing roadway has the following characteristics:

1. Depot Street provides access to parking for businesses fronting Main Street. Wayfinding for both public parking lots and restricted parking (private business) is limited and may contribute to the lack of higher parking rates instead of using parallel parking on Main Street.
2. Intersection sight distance is restricted at the 3rd Street intersection (one-way EB) due to an existing building. A convex mirror (red circle) is installed on a wood pole to assist drivers turning from 3rd Street to Depot Street (**Photo 1**).

PHOTO 1: NB DEPOT AT 3RD STREET

3. Sidewalk is missing on the east side of Depot Street from 4th Street to 7th Street. Sidewalk is also missing on the west side of Depot Street between 6th Street and 7th Street.
4. Sight distance is restricted at the Depot/ Roy Kidd intersection due to an existing building on the SW quadrant (**Photo 2**). The NB left turning restriction is due to the 2023 conversion of Roy Kidd to one-way operation between Main and Depot Street to mitigate angle crashes at Roy Kidd/Main St. The NB stop line is set back 55 feet from Roy Kidd Avenue to accommodate turning vehicles.

PHOTO 2: DEPOT STREET (SB) AT ROY KIDD AVENUE



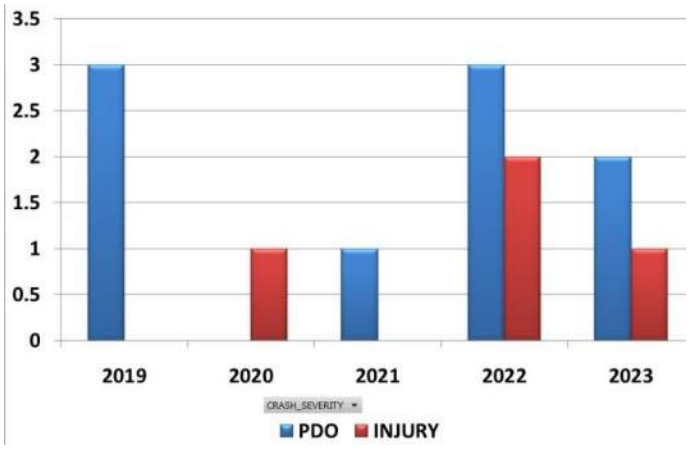
5. WB traffic on Roy Kidd Avenue destined to US 25W and KY312 (Master Street) are routed onto SB Depot Street due to the one-way operation on Roy Kidd Avenue between Main St and Depot Street.
6. Depot Street becomes a dead-end street north of Union Street. The street width narrows to less than 24 feet.

SAFETY ANALYSIS

A total of 13 crashes occurred over a 5-year period within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 33. The injury rate is equal to 31% (4 of 13 crashes) which is considered to be elevated especially for a street having a posted speed of 25 MPH.

The frequency of crashes by year is summarized for the 4,100 ft (0.78 mile) segment of Depot Street in **Figure 2**. The crash analysis is summarized by roadway to better identify contributing factors which will in turn inform the safety countermeasures.

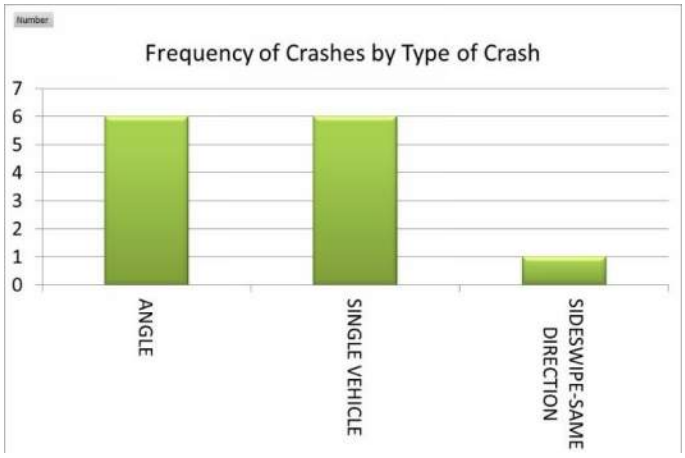
FIGURE 2: CRASH SEVERITY BY YEAR



No fatal crashes occurred over the 5-year period.

The number of documented crashes varies by year with the number of annual crashes on Depot Street between 3-4 crashes with 2020 and 2021 being the exceptions (1). The frequency and severity of crashes are expected to remain consistent in the future due to the historical trends by year unless countermeasures are implemented.

FIGURE3: CRASH FREQUENCY BY TYPE



The most common crash type was angle crashes and single vehicle crashes (6 or 46%, each) -- see **Figure 3.** The majority of angle crashes occur at the unsignalized intersections (i.e., Gordon, 3rd, and 5th Streets). Contributing factors to angle crashes at the unsignalized intersections include the following:

1. Limited sight distance of crossing traffic on Depot Street
2. Higher operating speeds on Depot as evidenced by the elevated injury rate (> 30%)
3. Lack of features to create friction such as on-street parking.

The highest frequency of crashes (4) occurs in the 1PM hour. No other time period experienced more than one crash in a given hour.

No crash pattern was documented by month, road contour, or weather.

COUNTERMEASURES

Countermeasures are identified that improve safety performance by focusing on the crash types having the greatest potential for mitigation. The proposed countermeasure directly linked to historical crash patterns and crash risk is at unsignalized intersections. Traffic data should be collected, and signal warrants performed to confirm if signalization is desirable at both locations.

Recommend removal of the unwarranted traffic signal and install a 4-way stop control at Roy Kidd Avenue. CPD or school resource officers (SROs) to assist during special events (football games – 8 events per year). This recommendation is also listed for the Roy Kidd Avenue corridor (CS01).

Install raised crosswalks at two (2) locations to manage operating speeds to be closer to the posted speed of 25 MPH and to facilitate pedestrian/bike traffic:

1. North leg of 3rd Street intersection to provide a pedestrian path adjacent to a parking lot on the SE quadrant of the intersection and to provide speed management countermeasure at this location.
2. North leg of Monroe Avenue intersection to provide a pedestrian path between the public parking lot (west side) and the Corbin Welcome Center (east side).

Add sidewalk on the two segments missing sidewalk along Depot Street:

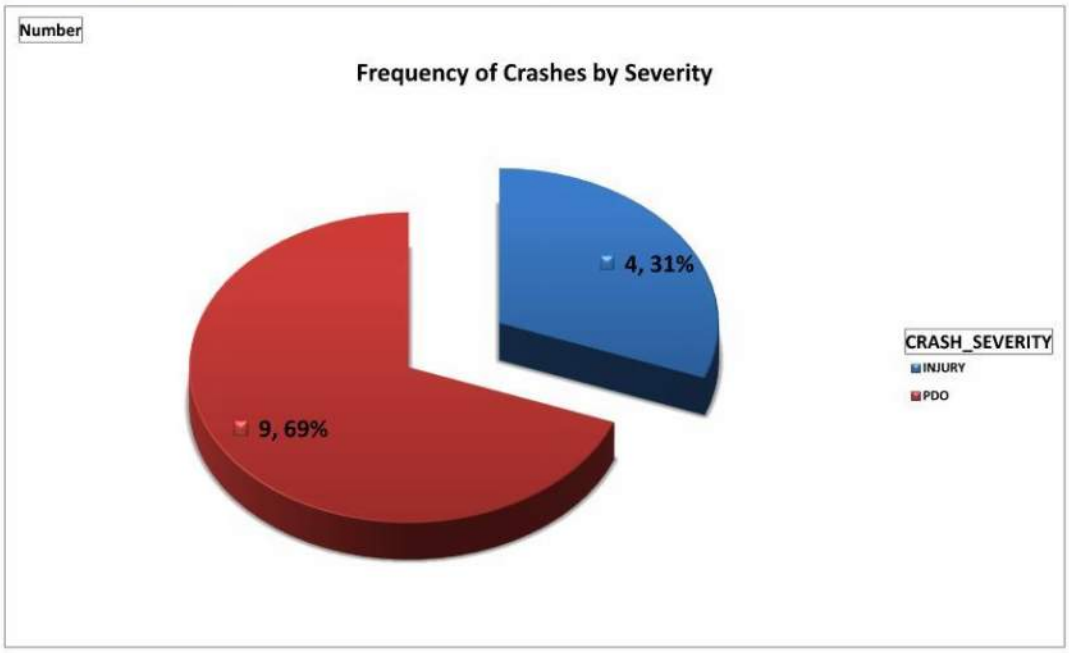
- East side of Depot Street from 4th Street to 7th Street
- West side of Depot Street between 6th Street and 7th Street

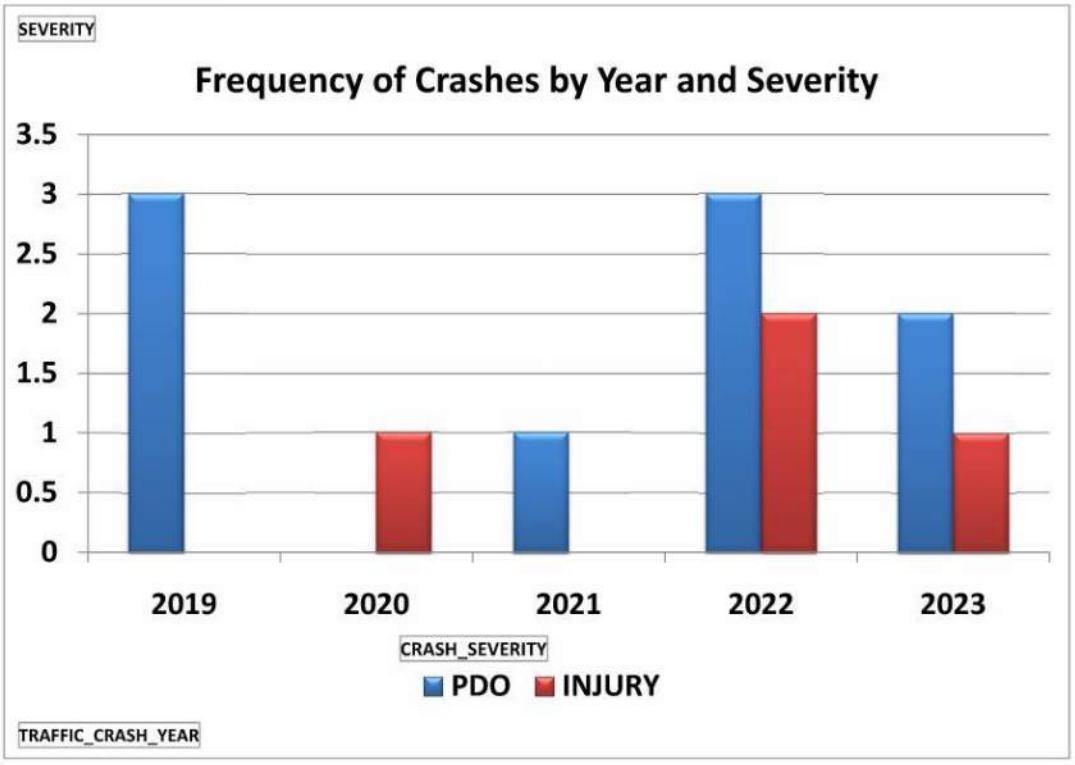
The east curb line of Depot Street widens to provide additional pavement near the 3rd Street intersection which has intersection sight distance constraints (see **Photo 1**). The west curb line can be extended without the need for pavement widening to improve sight distance of EB vehicles looking north (**Figure 4**).

FIGURE 4: DEPOT STREET AT 3RD STREET IMPROVEMENT

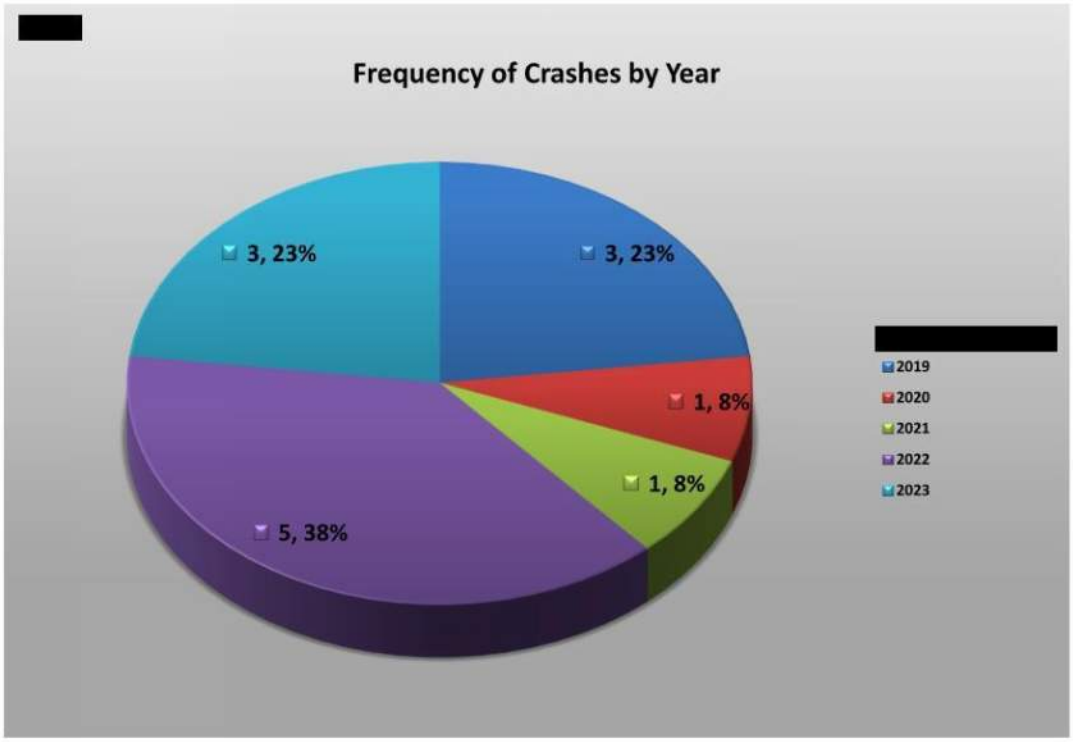
Depot Street can also serve as an alternate route to traffic on Main Street with the use of wayfinding signs. The alternate route via Depot Street can be implemented in conjunction with other improvements considered on the Main Street corridor, in particular, a road diet that reduces vehicle speeds thus reducing crash severity. The countermeasure identified for the Depot Street corridor could be included with a Main Street (SR02) road diet conversion project.

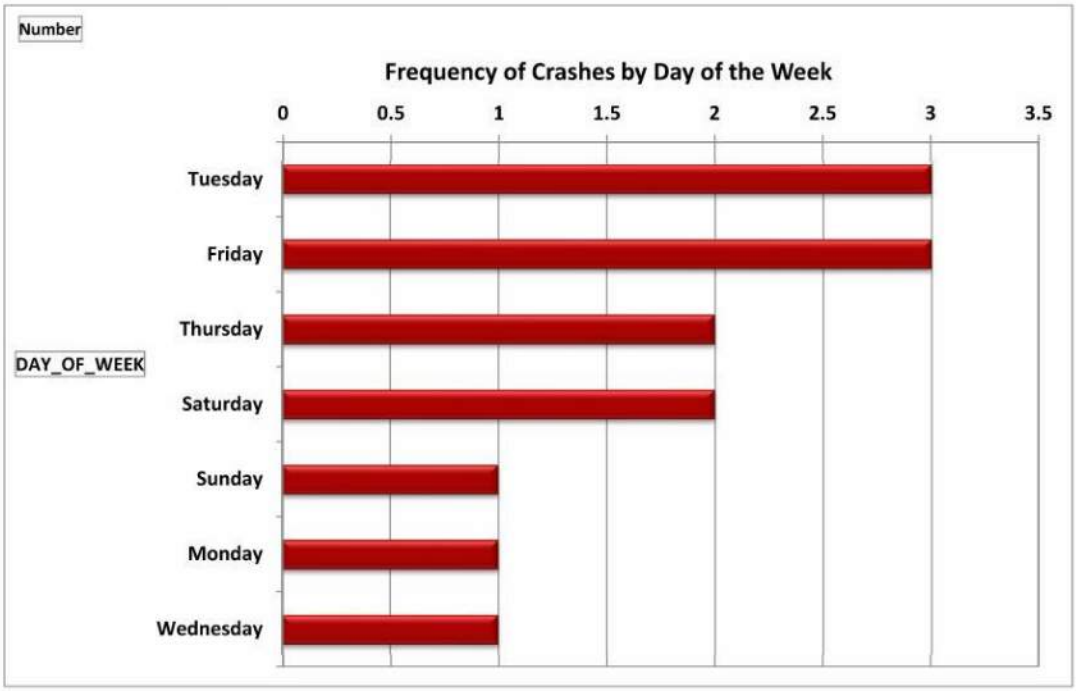
Depot Street (7th Street to Ellison Ave) CS02



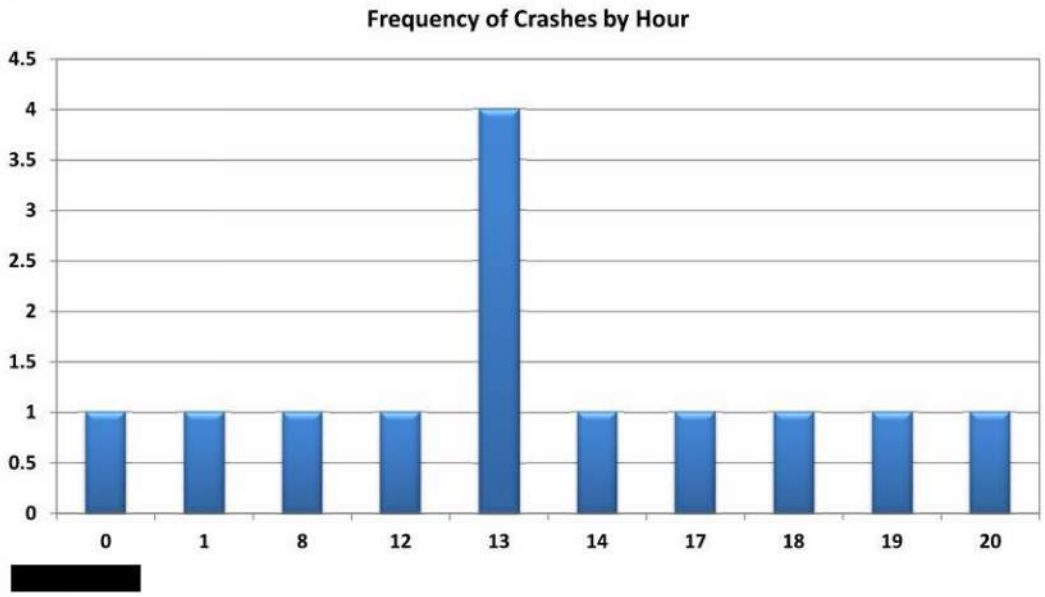


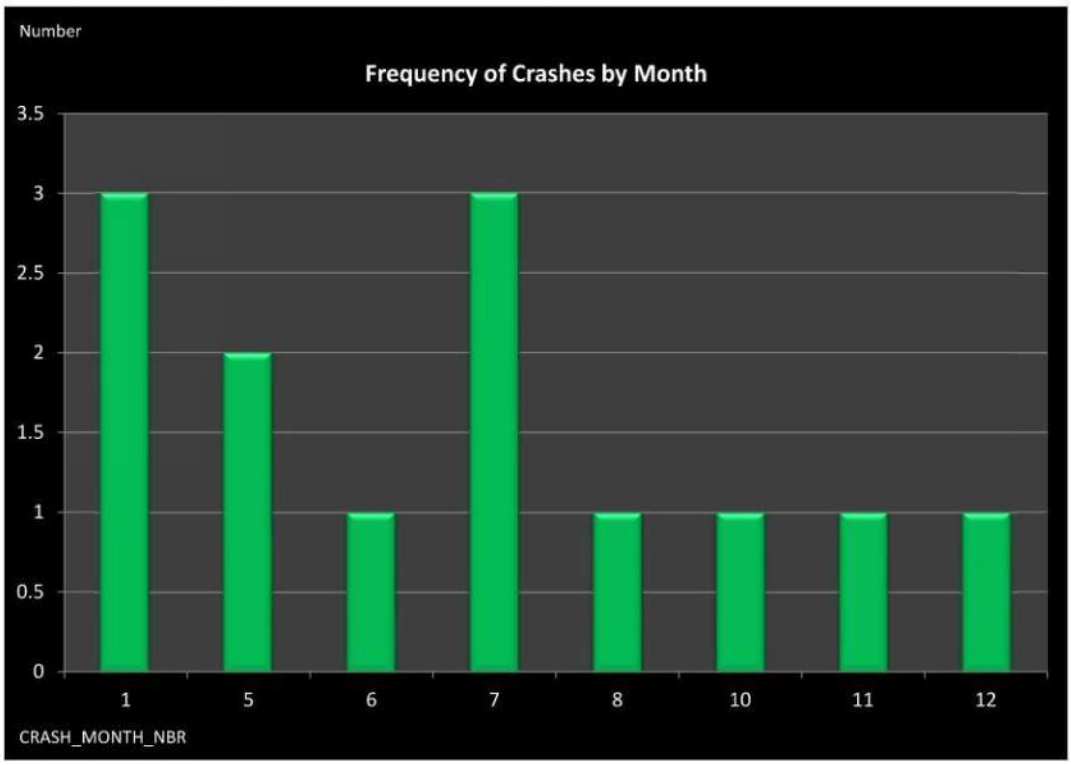
Depot Street (7th Street to Ellison Ave) CS02



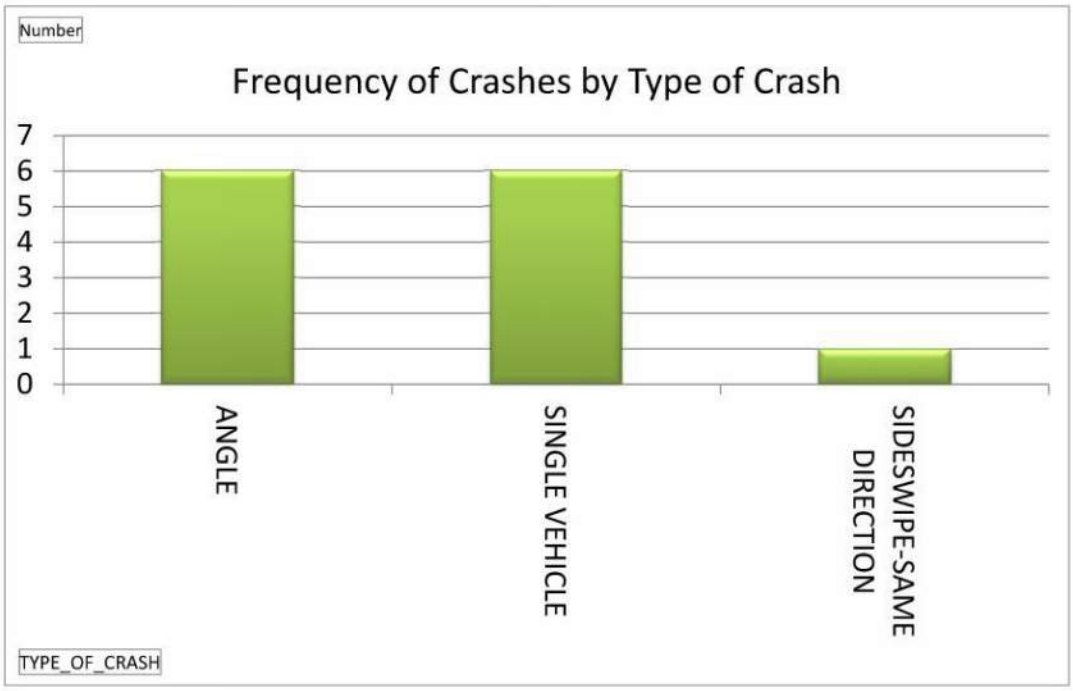


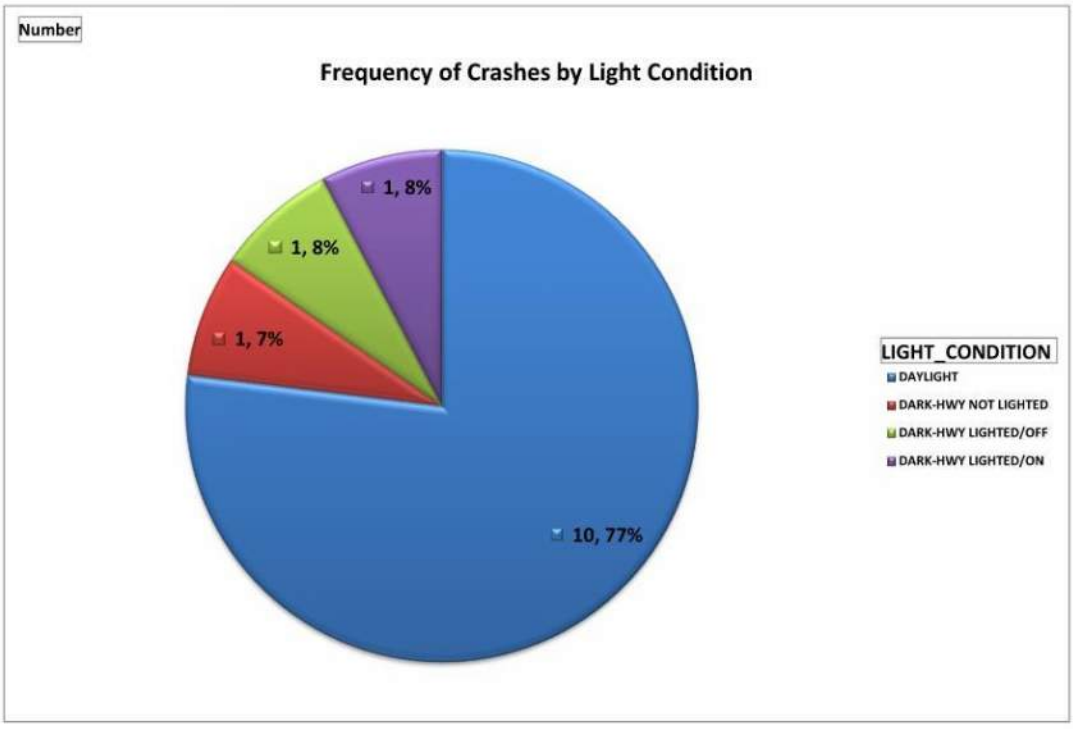
Depot Street (7th Street to Ellison Ave) CS02

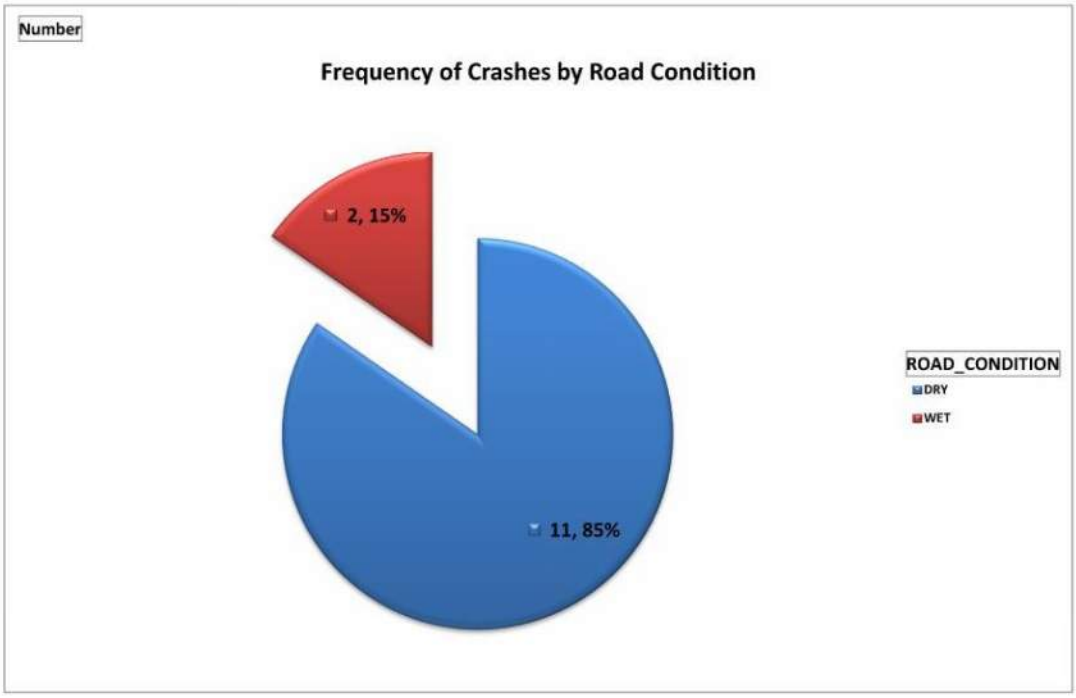


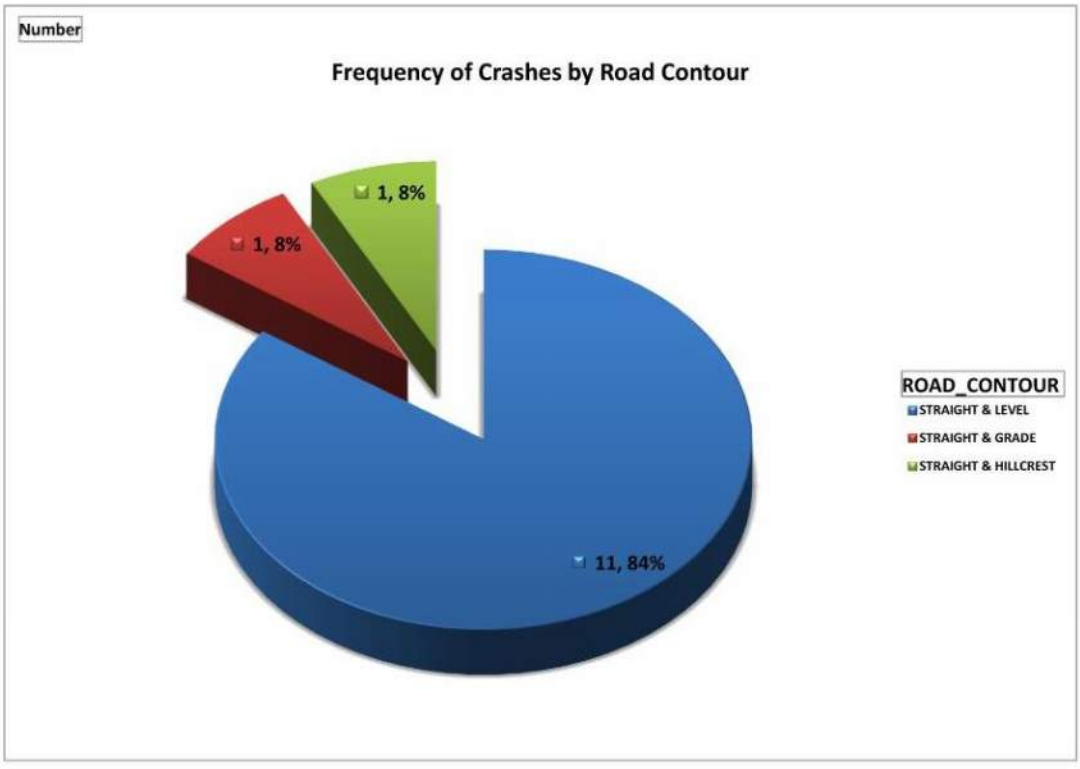


Depot Street (7th Street to Ellison Ave) CS02






Number
Frequency of Crashes by Road Condition
2, 15%
11, 85%
ROAD_CONDITION
DRY
WET


Number
Frequency of Crashes by Road Contour
1, 8%
1, 8%
11, 84%
ROAD_CONTOUR
STRAIGHT & LEVEL
STRAIGHT & GRADE
STRAIGHT & HILLCREST

Barboursville Street (Laurel Ave to Wilder Dr) CS03

	Number
Total	9

CRASH_SEVERITY	Number	%
INJURY	2	22.2%
PDO	7	77.8%
Grand Total	9	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2019	3	33.3%
2020	2	22.2%
2021	1	11.1%
2022	2	22.2%
2023	1	11.1%
Grand Total	9	100.0%

DAY_OF_WEEK	Number	%
Sunday	2	22.2%
Friday	2	22.2%
Monday	2	22.2%
Wednesday	2	22.2%
Tuesday	1	11.1%
Grand Total	9	100.0%

HOUR_OF_DAY	Number	%
0	1	11.1%
6	1	11.1%
7	1	11.1%
10	1	11.1%
13	1	11.1%
14	1	11.1%
15	2	22.2%
19	1	11.1%
Grand Total	9	100.0%

TYPE_OF_CRASH	Number	%
ANGLE	4	44.4%
SINGLE VEHICLE	3	33.3%
BACKING	2	22.2%
Grand Total	9	100.0%

Barboursville Street (Laurel Ave to Wilder Dr) CS03

WEATHER_CONDITION	Number	%
CLEAR	7	77.8%
CLOUDY	2	22.2%
Grand Total	9	100.0%

ROAD_CONDITION	Number	%
DRY	8	88.9%
WET	1	11.1%
Grand Total	9	100.0%

LIGHT_CONDITION	Number	%
DAYLIGHT	7	77.8%
DARK (UNKNOWN ROAD	1	11.1%
DARK-HWY NOT LIGHTE	1	11.1%
Grand Total	9	100.0%

NUMBER_OF_VEHICLES	Number	%
1	3	33.3%
2	6	66.7%
Grand Total	9	100.0%

LOCATION	Number	%
0	9	100.0%
Grand Total	9	100.0%

CRASH_MONTH_NBR	Number	%
1	1	11.1%
2	2	22.2%
3	1	11.1%
4	2	22.2%
8	1	11.1%
10	1	11.1%
11	1	11.1%
Grand Total	9	100.0%

ROAD_CONTOUR	Number	%
STRAIGHT & LEVEL	9	100.0%
Grand Total	9	100.0%

SPECIAL_AREA	Number	%
(blank)	9	100.0%
Grand Total	9	100.0%

ANIMAL_TYPE	Number	%
(blank)	9	100.0%
Grand Total	9	100.0%

CORBIN SAFETY ACTION PLAN

APPENDIX C3: BARBOURVILLE STREET (CS 03)

CMT

Barbourville Street

City Ranking #3

November 2024

OVERVIEW

A screening methodology was applied to all crashes within the City of Corbin to identify a city street segment on Barbourville Street from S. Laurel Avenue to Wilder Drive. Higher ranked segments include the following locations: 1) Roy Kidd Avenue (Rank #1), and 2) Depot Street (Rank #2).

A total of 9 crashes occurred over a 5-year period (2019-2023) within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 13. An injury rate of 22% occurred within the study area with angle crashes being the primary crash type. **Figure 1** shows the location of crashes by type and severity whereas **Figures 2 and 3** analyze the safety performance of the study subarea.

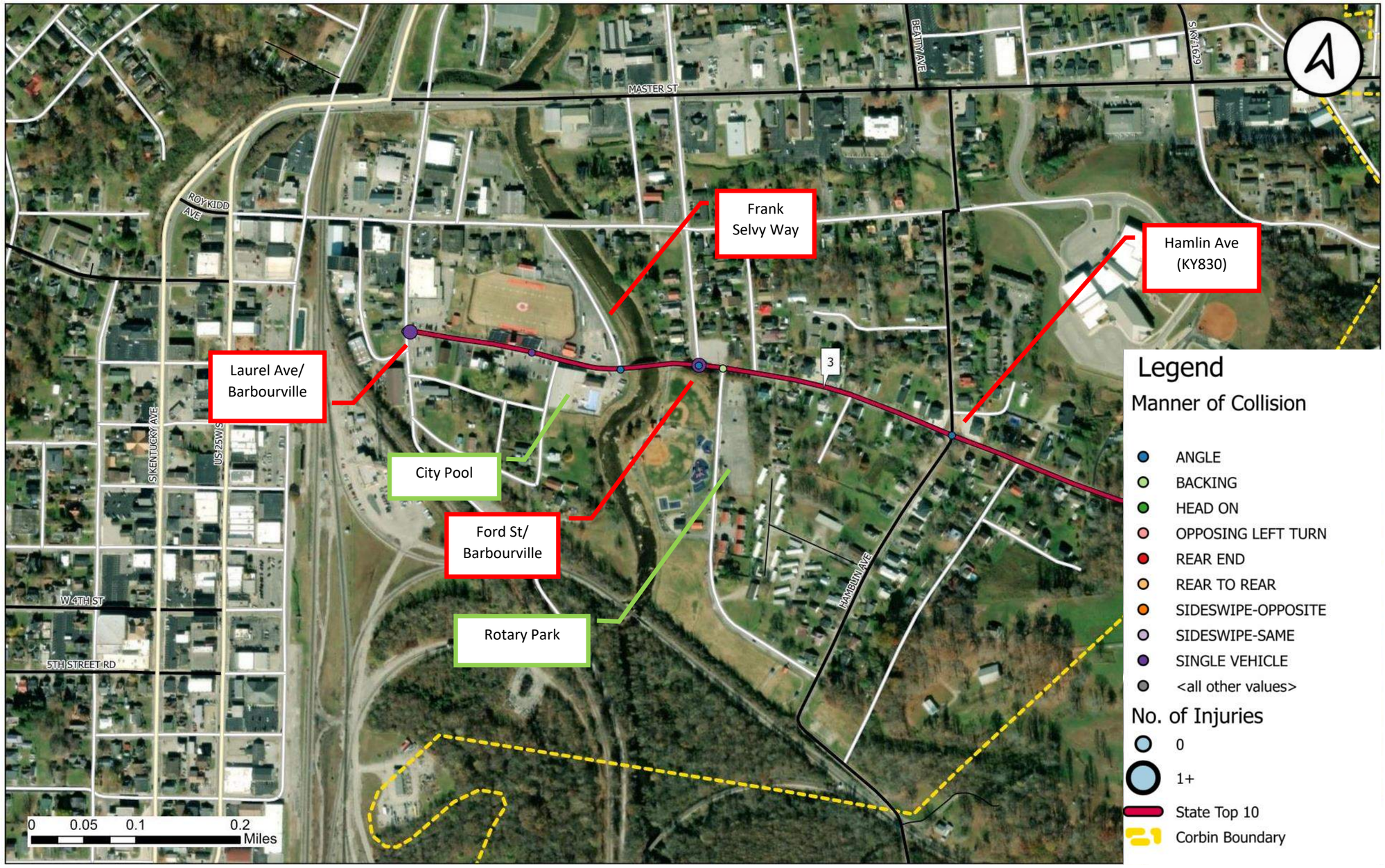
The proposed countermeasure directly linked to safety performance is the Barbourville Street and S. Laurel Avenue intersection. Acquire property from the USPS at the NE quadrant to increase the turning radius (35 ft min) and relocate the fence to improve intersection sight distance. This countermeasure may be avoided if Alternate 1b is selected (see below).

Four alternatives are summarized below related to the bridge over Lynn Camp Creek. **Figure 1** shows the residential and recreational land uses (i.e., Rotary Park) on the east side of Lynn Camp Creek and the various community land uses on the west side of Lynn Camp Creek (i.e., Senior Citizen Center, Campbell Field/ Denes Stadium, Corbin Recreation Dept, City pool, and school offices).

- **Alternate 1a**. Close the existing bridge to motor vehicles and provide a turnaround for buses. Bridge conditions will determine the adequacy as a bike-ped only structure. This option may be an interim condition until funding is secured for a new structure -- if the preferred alternative.
- **Alternate 1b**. Close the existing bridge to motor vehicles and re-open Frank Selvy Way to motor vehicles for a connection to Roy Kidd Avenue. Designate Frank Selvy Way as a one-way route from Barbourville Street (counterclockwise) to Roy Kidd Avenue since the existing width restricts operations to be one-way operation. Improvements to Frank Selvy Way are desirable to maintain a separate pedestrian path, relocate the wood pole at the south end of Frank Selvy Way and to improve sight distance at the Roy Kidd Avenue intersection.
- **Alternate 2**. Reconstruct the bridge as a bike-ped only structure. Pre-fabricated bridge structures may be considered to reduce the cost of bridge replacement. Alternate configurations (**Figure 4**) may be considered depending upon the preferred use.
- **Alternate 3**. Construct new bridge over Lynn Camp Creek; either to replace or supplement the existing bridge.

The most feasible near-term option is to close the existing bridge over Lynn Camp Creek to vehicular traffic and determine adequacy as a bike-ped only structure. Barbourville Street can be converted to a one-way, eastbound operation from South Laurel Avenue as described in **Alternate 1b**. If the conversion of Frank Selvy Way is not financially feasible due to pedestrian facility upgrades and sight distance constraints at Roy Kidd Avenue, **Alternate 1a** as a two-way street also could be feasible due to the low volume – an ADT of 444 vehicles in 2022. Future volumes are expected to decrease if through traffic is removed from the street.

FIGURE 1: BARBOURVILLE STREET



EXISTING CONDITIONS

Barbourville Street is a city street oriented in the east-west direction and is parallel to Roy Kidd Avenue. The existing roadway has the following characteristics:

1. The vehicle and pedestrian traffic to the Senior Citizen Center, Campbell Field/ Denes Stadium (practice in addition to events), Rotary skate park, Corbin Recreation Department, City pool, and school offices.
2. The roadway has a variable width ranging from 17 feet to 20 feet. Barbourville Street effectively functions as a one-way street west due to the narrow pavement widths.
3. Barbourville Street crosses Lynn Camp Creek. The single lane bridge (see **Photo 1**) has a weight restriction of 8 tons. The bridge crossing includes a pedestrian path separated by a curb. The bridge condition is being monitored and the need for replacement is anticipated in the near future.
4. Public right-of-way exists along Lynn Camp Creek and is named Frank Selvy Way. The existing right of way is used for a shared use path along vehicles that have been observed to use the pavement as a travel lane despite the recent installation of a wood pole (see **Photo 2**).
5. The S. Laurel Avenue and Barbourville Street intersection is a two-way stop with stop control on the Barbourville approach. Intersection sight distance is restricted by an existing chain link fence on the post office property (NE and SE quadrants). The intersection radius on the NE quadrant requires school buses to turn left of the center line on Laurel Avenue to complete a WB right turn. See **Photo 3**.

The Aveage Daily traffic volumes on Barbourville Street at Cury Selvy Way is 444 vehicles per day (2022) – KYTC route reference 118-CS_2028-000.

PHOTO 1: BARBOURVILLE OVER LYNN CAMP CREEK (EB)

PHOTO 2: FRANK SELVY WAY AT BARBOURVILLE (NB)

PHOTO 3: BARBOURVILLE AT LAUREL AVE (WB)

SAFETY ANALYSIS

A total of 9 crashes occurred over a 5-year period within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 13. The frequency of crashes per year is summarized for the 3,400 ft (0.65 mile) segment of Barbourville Street in **Figure 2**. The crash analysis is summarized by roadway to better identify contributing factors which will in turn inform the safety countermeasures.

No fatal crashes occurred over the 5-year period.

The number of documented crashes is consistent by year with the number of annual crashes on Barbourville Street between 1 to 2 crashes with 2019 the exception (3). The frequency and severity of crashes are expected to remain consistent in the future due to the historical trends by year.

The most common crash type was angle (4 or 44%) crashes followed closely by angle crashes (3 or 33%) – see **Figure 3.** Backing crashes rank third by crash type within the study area (2 crashes or 24.4%).

FIGURE 2: CRASH SEVERITY BY YEAR

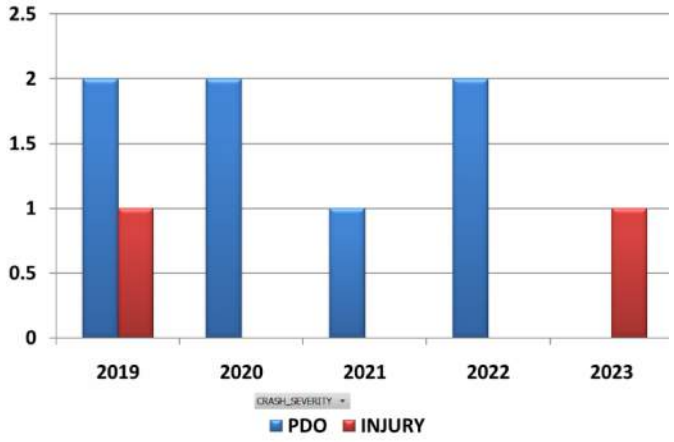
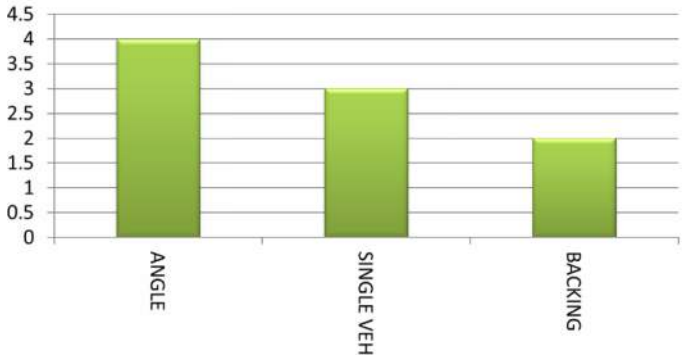


FIGURE 3: CRASH FREQUENCY BY TYPE



No crash patterns were documented either by time of day or by month.

COUNTERMEASURES

Countermeasures are identified that improve safety performance by focusing on the crash types having the greatest potential for mitigation. The proposed countermeasure directly linked to historical crash pattern and crash risk is the angle crash at the Barbourville Street and S. Laurel Avenue intersection. Acquire property from the US Postal Service (or property owner) at the NE quadrant to increase the turning radius (35 ft minimum) and to relocate the fence to improve intersection sight distance. This countermeasure may not be required depending upon the option selected for the bridge crossing of Lynn Camp Creek.

Other countermeasures mitigate crashes near either end of the existing bridge over Lynn Camp Creek and address maintenance needs of the existing bridge. Four alternatives are summarized below depending upon the priority placed on retaining the circulation of the existing network. **Figure 1** shows the residential and recreational land uses (i.e., Rotary Park) on the east side of Lynn Camp Creek and the

various community land uses on the west side of Lynn Camp Creek (i.e., Senior Citizen Center, Campbell Field/ Denes Stadium, Corbin Recreation Department, City pool, and school offices).

- **Alternate 1a**. Close the existing bridge to motor vehicles and provide turnaround space for buses. Bridge condition will determine the adequacy as a bike-ped only structure. This option may be an interim condition unless funding is secured for a new structure (see **Alternate 2 or 3**).
- **Alternate 1b**. Close the existing bridge to motor vehicles and re-open Frank Selvy Way to motor vehicles for a connection to Roy Kidd Avenue. Designate Frank Selvy Way as a one-way route from Barbourville St (counterclockwise) to Roy Kidd Avenue since the existing width restricts operations to be one-way operation. Improvements to Frank Selvy Way are desirable to maintain a separate pedestrian path: 1) relocate the wood pole at the south end of Frank Selvy Way (**Photo 2**), and 2) improve sight distance at the Frank Selvy Way/ Roy Kidd Avenue intersection as one-way (NB) street (**Photo 4**).

PHOTO 4: ROY KIDD AVE AT FRANK SELVY WAY (SIGHT DISTANCE)

This alternate would enable Barbourville Street to be converted to one-way operation (EB) which would mitigate several of the crashes west of Lynn Camp Creek. Ruby Street and the roadway network south of Barbourville Street could be used by the residential parcel at 315 Barbourville Road to reduce the travel path if accessing the south end of Corbin (and avoid circulating around the school property via Frank Selvy Way).

- **Alternate 2**. Reconstruct the bridge as a bike-ped only structure. Pre-fabricated bridge structures may be considered to reduce the cost of bridge replacement. Alternate configurations (**Figure 4**) may be considered depending upon the preferred use.

FIGURE 4: ALTERNATE PED BRIDGE CONFIGURATIONS

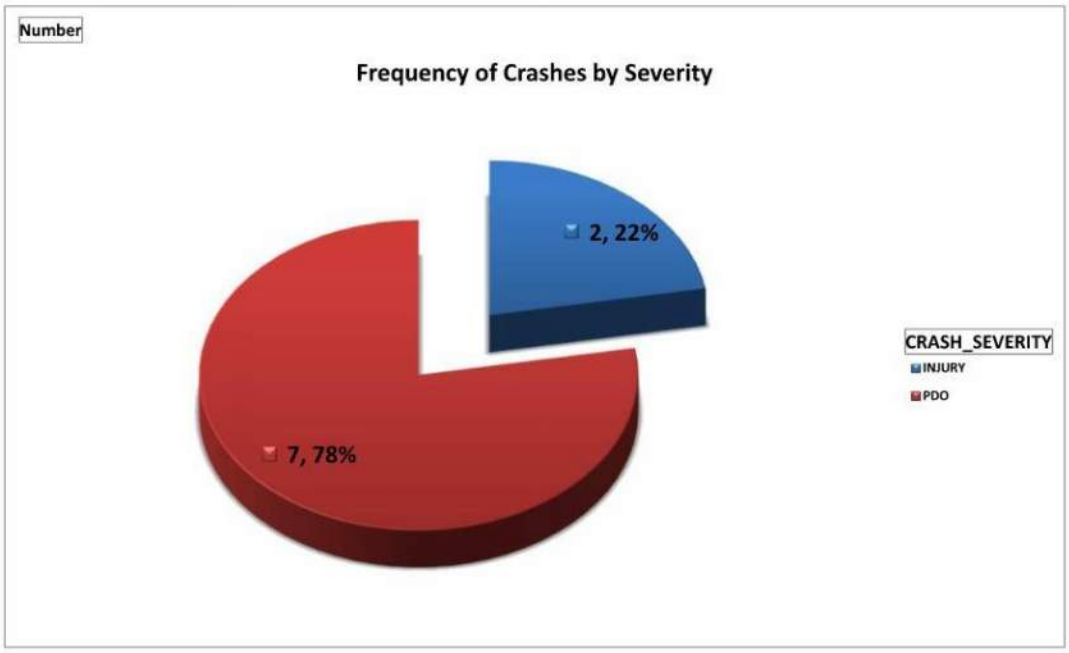
- **Alternate 3**. Construct new bridge over Lynn Camp Creek; either to replace or supplement the existing bridge. Note that a one-lane bridge as configured in the existing condition may be

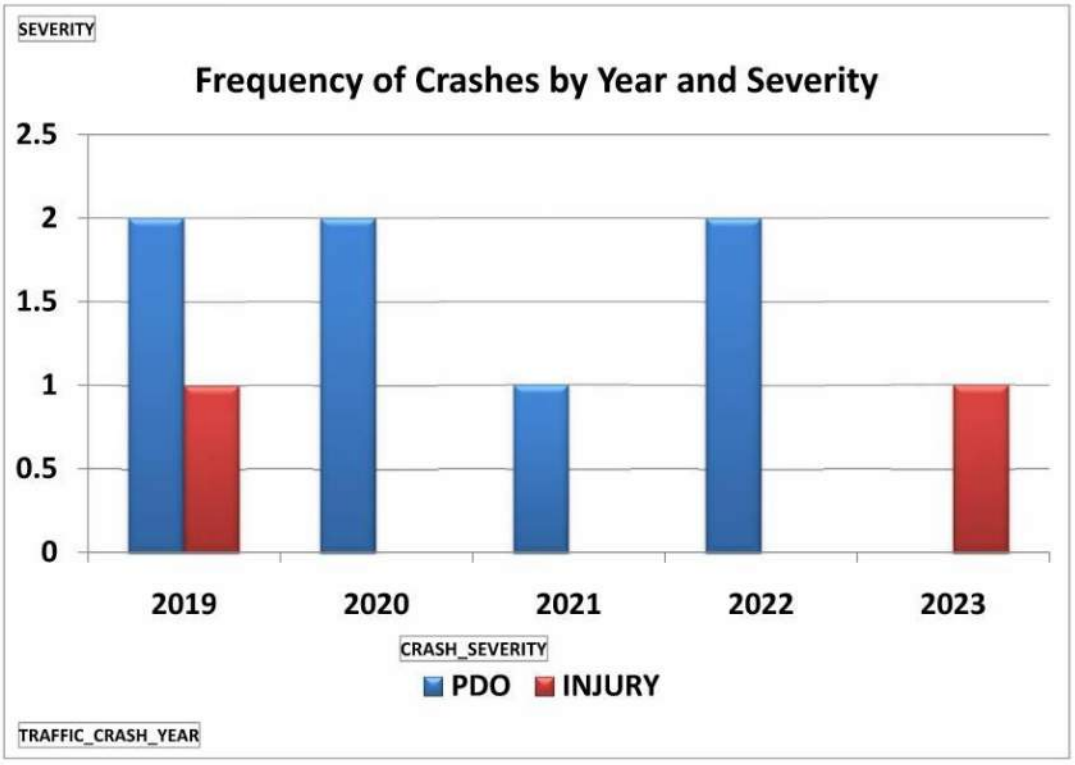
sufficient due to low traffic volumes. Signalization may be considered to assign right-of-way and to accommodate event traffic conditions that have highly directional volumes.

The most feasible near-term option is to close the existing bridge over Lynn Camp Creek to vehicular traffic and determine adequacy as a bike-ped only structure. Barbourville Street can be converted to one-way, eastbound operation from South Laurel Avenue as described in **Alternate 1b**. If the conversion of Frank Selvy Way is not financially feasible due to pedestrian facility upgrades and sight distance constraints at Roy Kidd Avenue, **Alternate 1a** also could be feasible due to the low volume – an ADT of 444 vehicles in 2022. Future volumes are expected to decrease if through traffic is removed from the street.

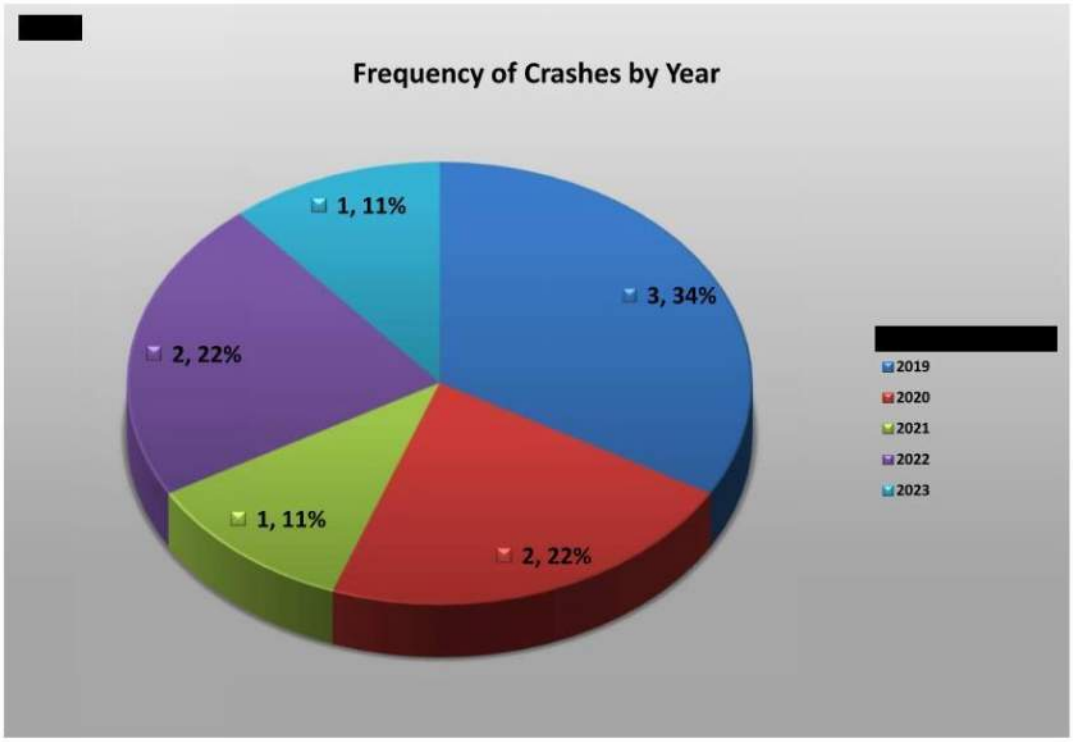
Further analysis including a study of structure type should be performed as part of a long-term evaluation depending on available funding. Emergency response times and the ability to maintain the Roy Kidd Avenue crossing of Lynn Camp Creek should be evaluated when analyzing alternatives.

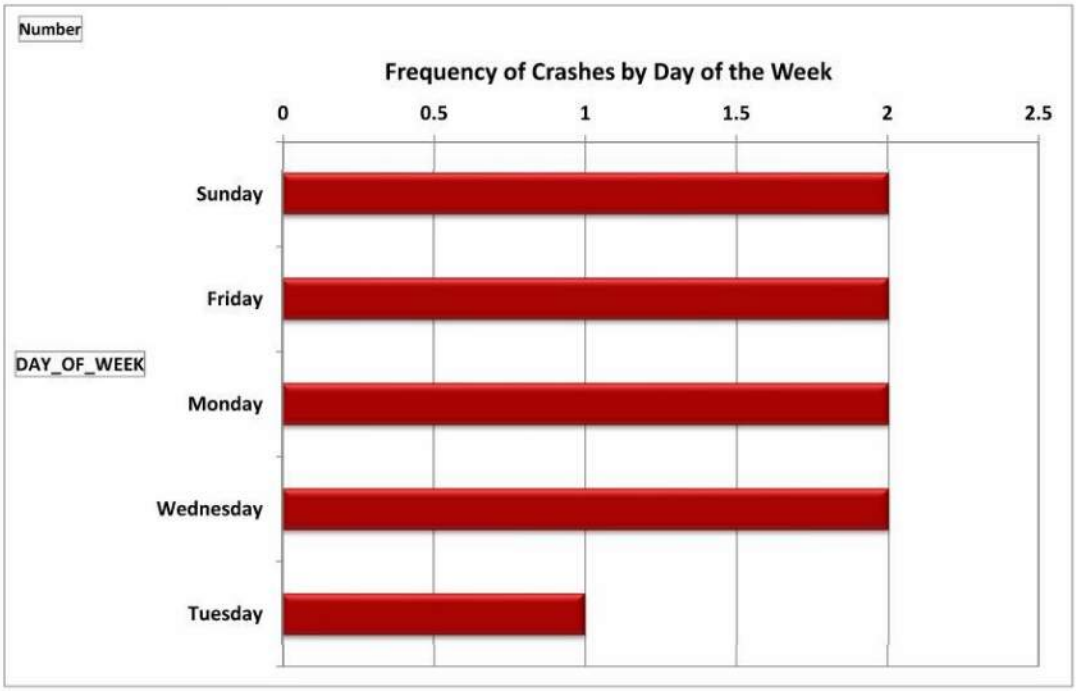
Barboursville Street (Laurel Ave to Wilder Dr) CS03





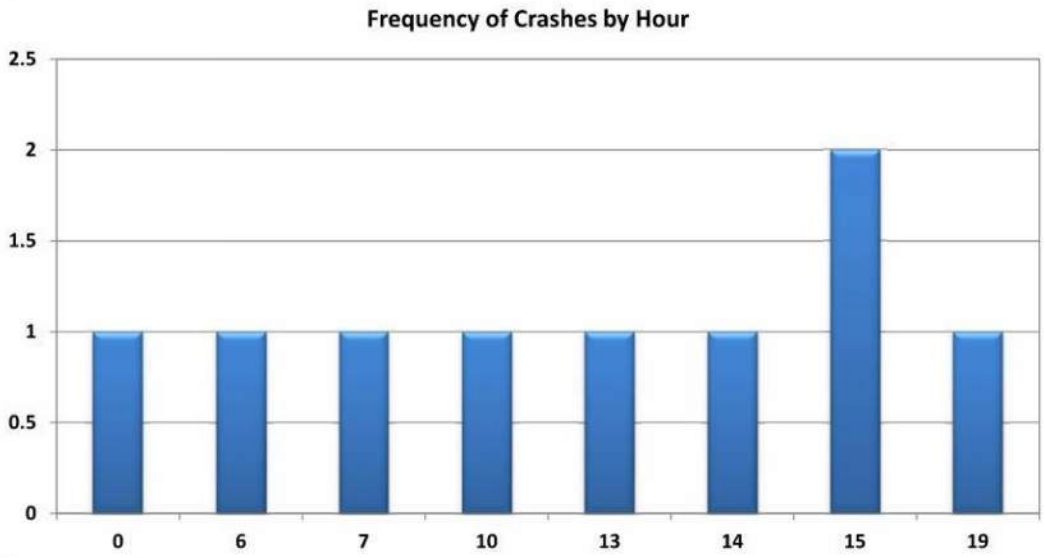
Barboursville Street (Laurel Ave to Wilder Dr) CS03



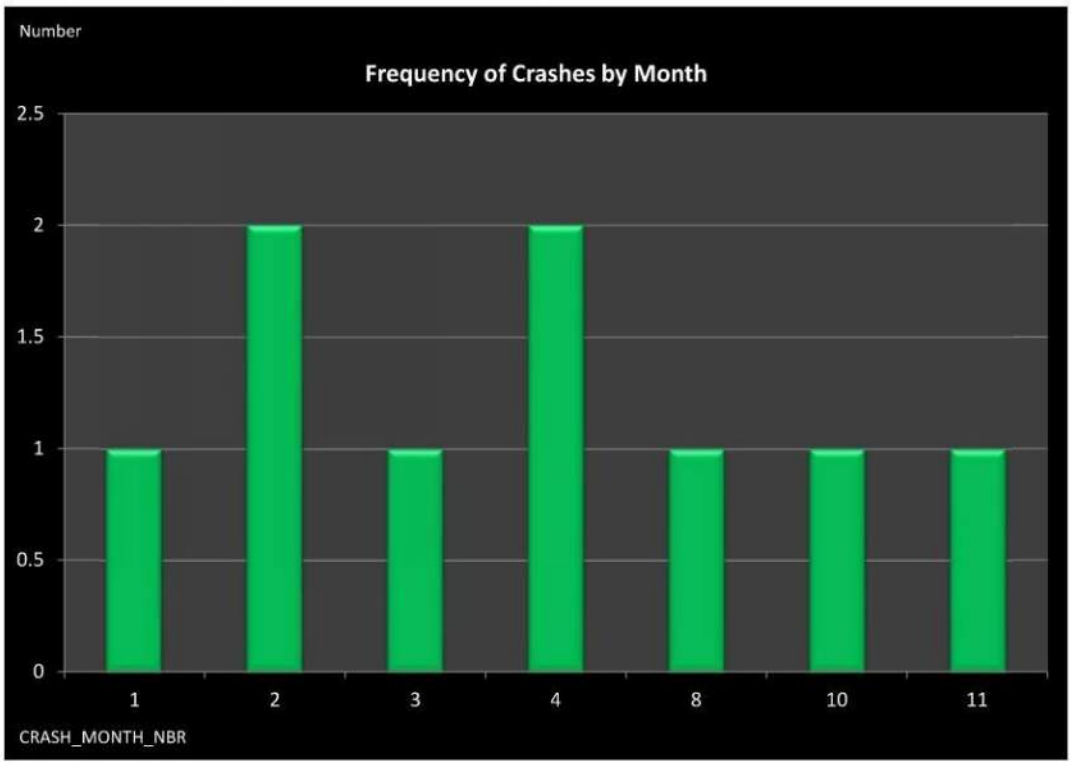


Barboursville Street (Laurel Ave to Wilder Dr) CS03

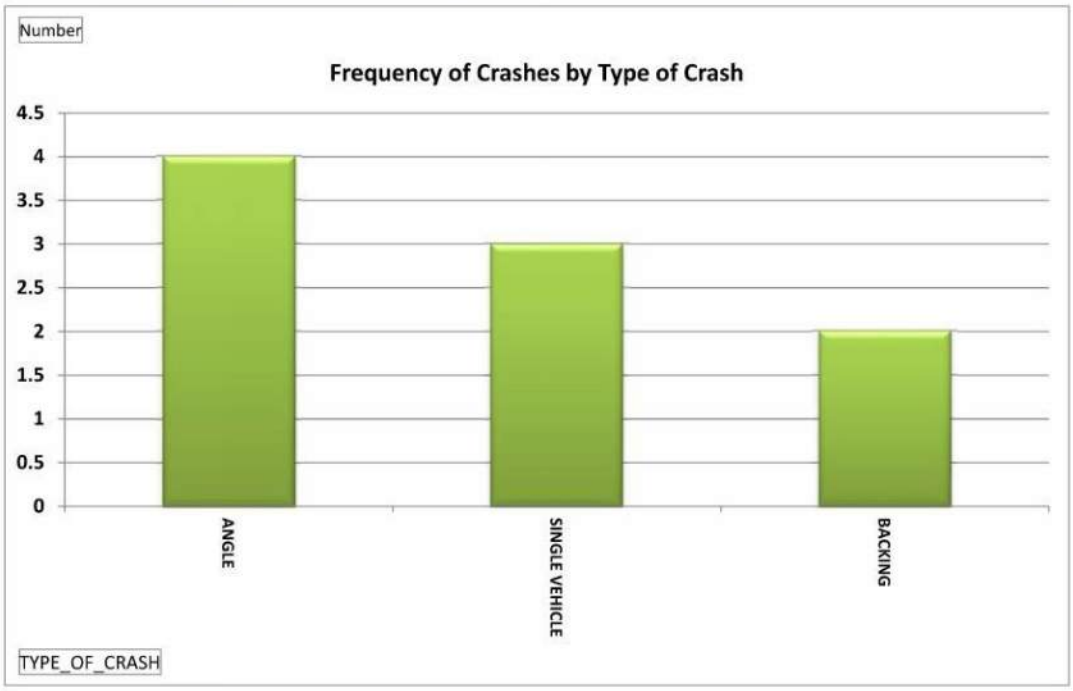
[redacted]

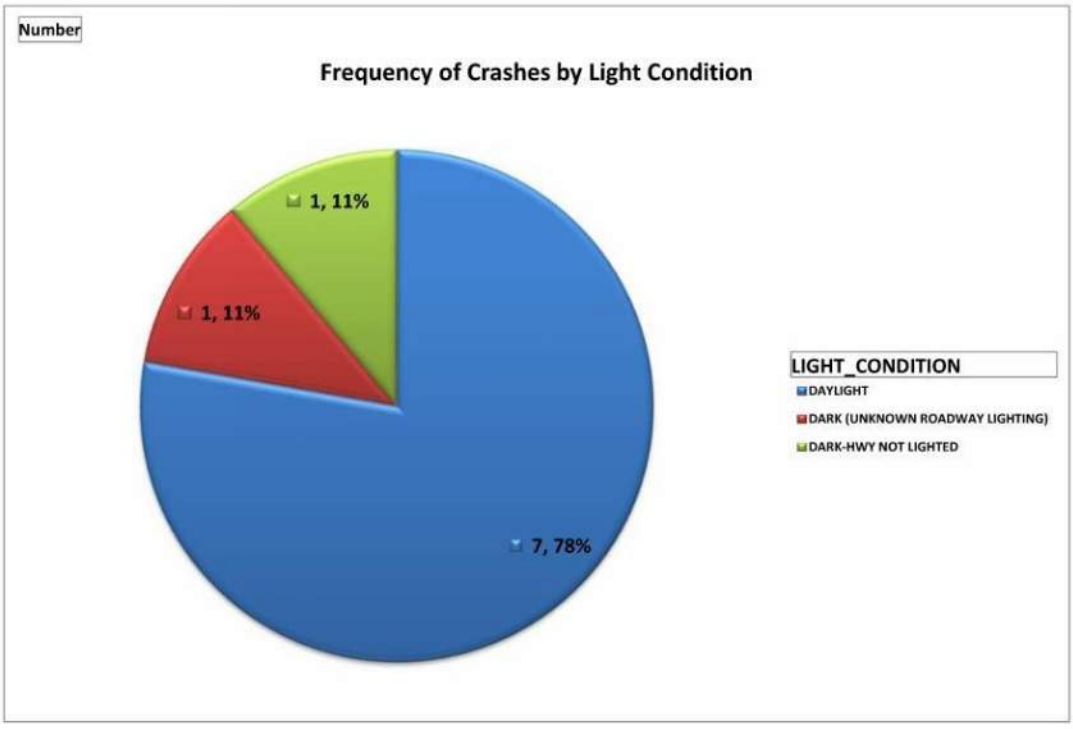


[redacted]



Barboursville Street (Laurel Ave to Wilder Dr) CS03





Barboursville Street (Laurel Ave to Wilder Dr) CS03

	Number
Total	9

CRASH_SEVERITY	Number	%
INJURY	2	22.2%
PDO	7	77.8%
Grand Total	9	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2019	3	33.3%
2020	2	22.2%
2021	1	11.1%
2022	2	22.2%
2023	1	11.1%
Grand Total	9	100.0%

DAY_OF_WEEK	Number	%
Sunday	2	22.2%
Friday	2	22.2%
Monday	2	22.2%
Wednesday	2	22.2%
Tuesday	1	11.1%
Grand Total	9	100.0%

HOUR_OF_DAY	Number	%
0	1	11.1%
6	1	11.1%
7	1	11.1%
10	1	11.1%
13	1	11.1%
14	1	11.1%
15	2	22.2%
19	1	11.1%
Grand Total	9	100.0%

TYPE_OF_CRASH	Number	%
ANGLE	4	44.4%
SINGLE VEHICLE	3	33.3%
BACKING	2	22.2%
Grand Total	9	100.0%

Barboursville Street (Laurel Ave to Wilder Dr) CS03

WEATHER_CONDITION	Number	%
CLEAR	7	77.8%
CLOUDY	2	22.2%
Grand Total	9	100.0%

ROAD_CONDITION	Number	%
DRY	8	88.9%
WET	1	11.1%
Grand Total	9	100.0%

LIGHT_CONDITION	Number	%
DAYLIGHT	7	77.8%
DARK (UNKNOWN ROAD	1	11.1%
DARK-HWY NOT LIGHTE	1	11.1%
Grand Total	9	100.0%

NUMBER_OF_VEHICLES	Number	%
1	3	33.3%
2	6	66.7%
Grand Total	9	100.0%

LOCATION	Number	%
0	9	100.0%
Grand Total	9	100.0%

CRASH_MONTH_NBR	Number	%
1	1	11.1%
2	2	22.2%
3	1	11.1%
4	2	22.2%
8	1	11.1%
10	1	11.1%
11	1	11.1%
Grand Total	9	100.0%

ROAD_CONTOUR	Number	%
STRAIGHT & LEVEL	9	100.0%
Grand Total	9	100.0%

SPECIAL_AREA	Number	%
(blank)	9	100.0%
Grand Total	9	100.0%

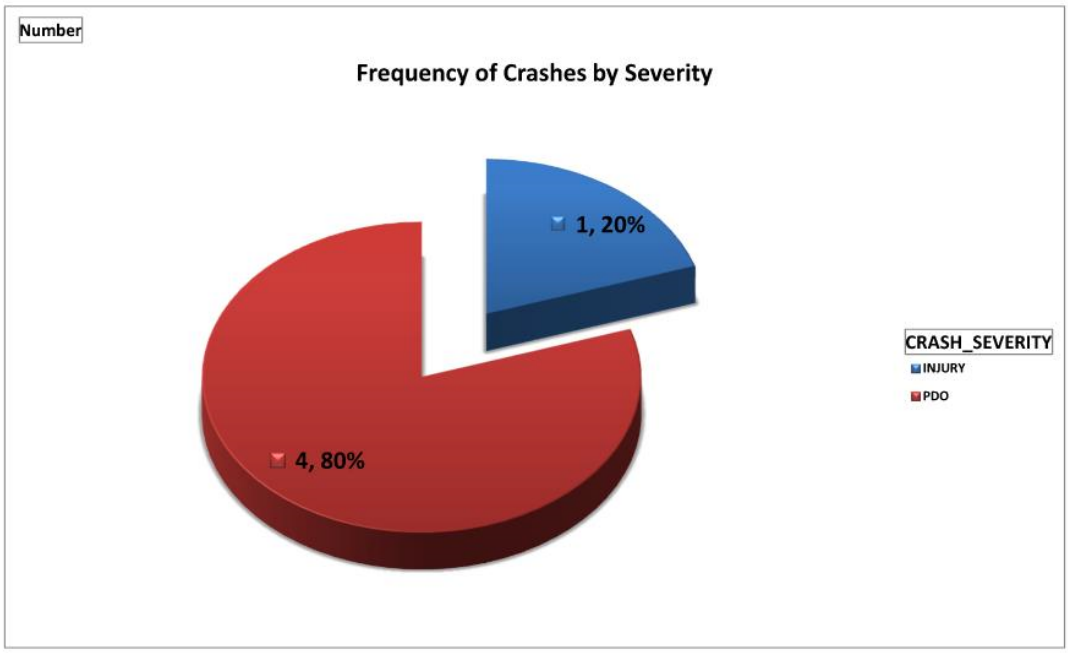
ANIMAL_TYPE	Number	%
(blank)	9	100.0%
Grand Total	9	100.0%

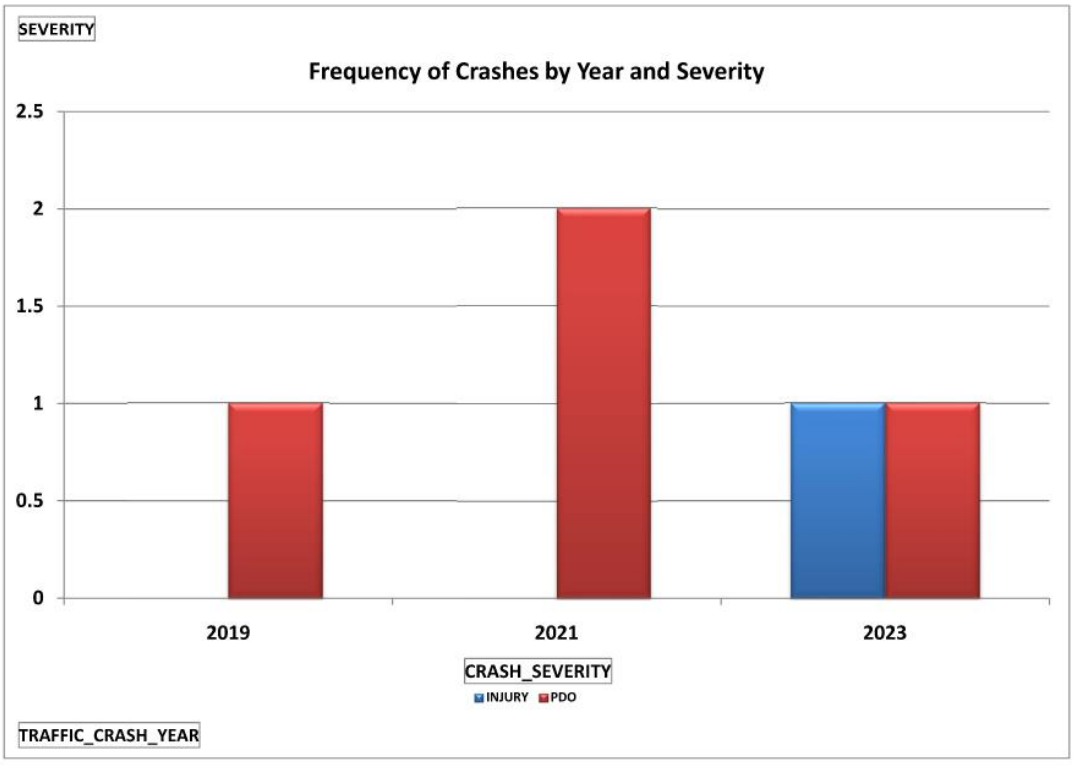
CORBIN SAFETY ACTION PLAN

APPENDIX C4: CS SAFETY DATA (OTHER)

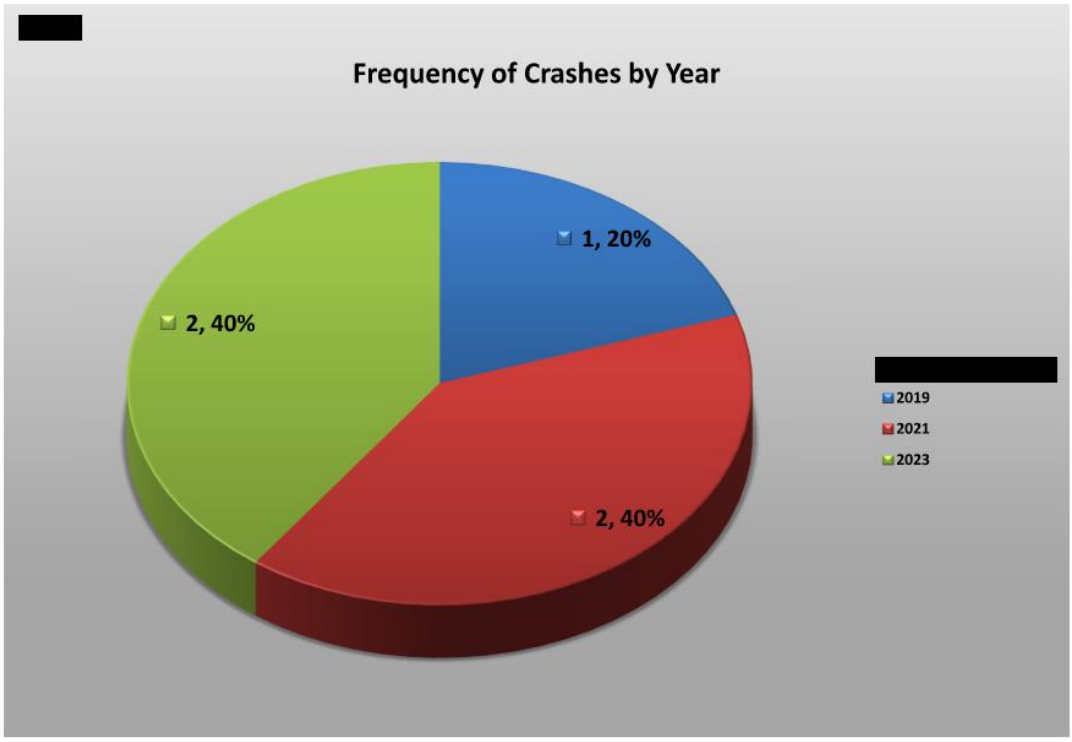
CMT

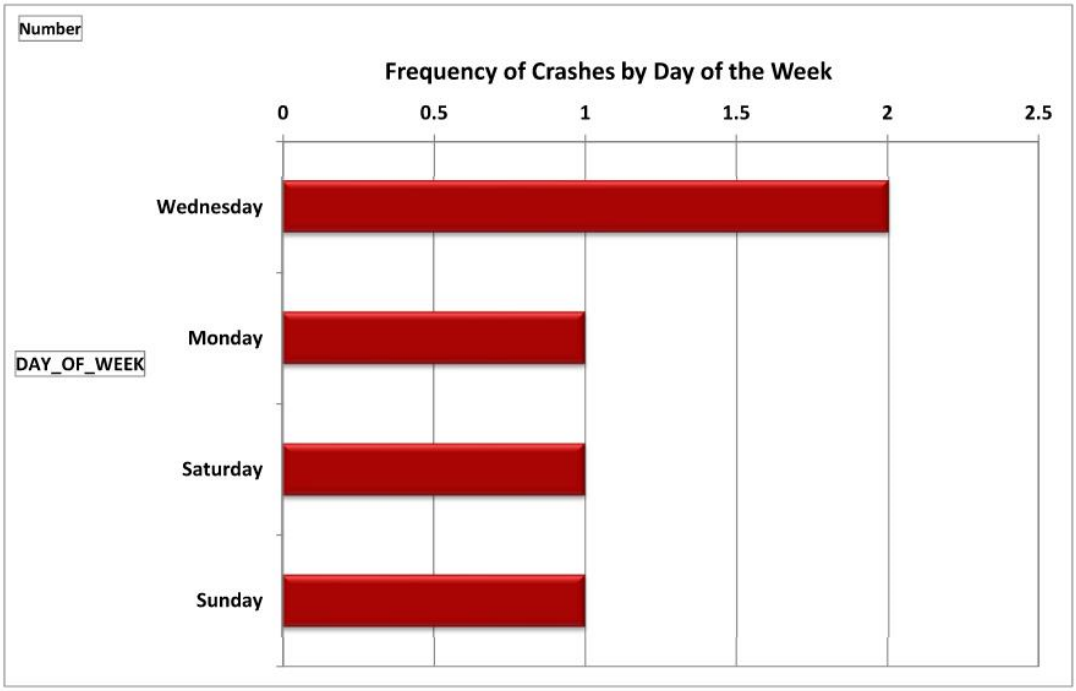
Oaklawn Drive (CS04)





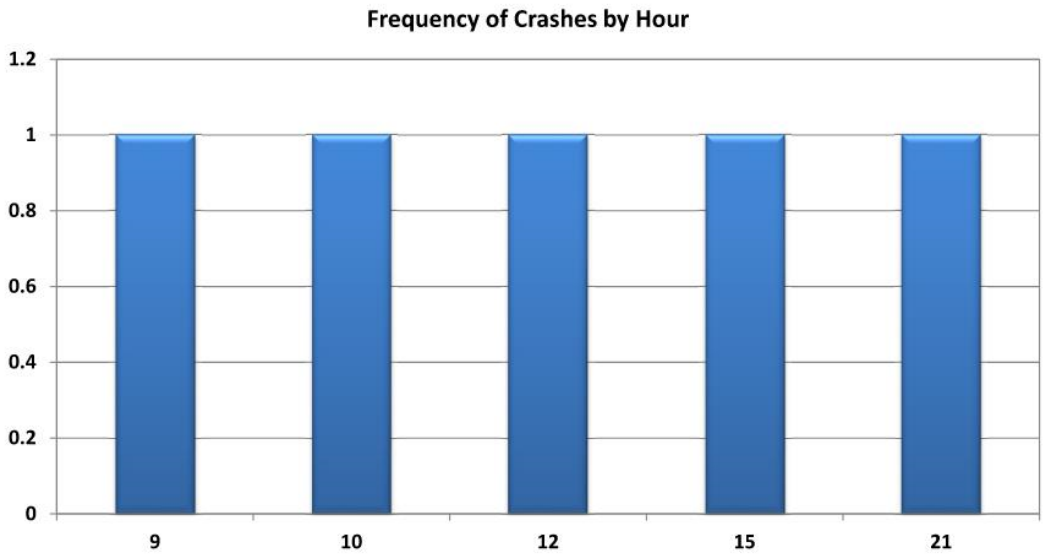
Oaklawn Drive (CS04)



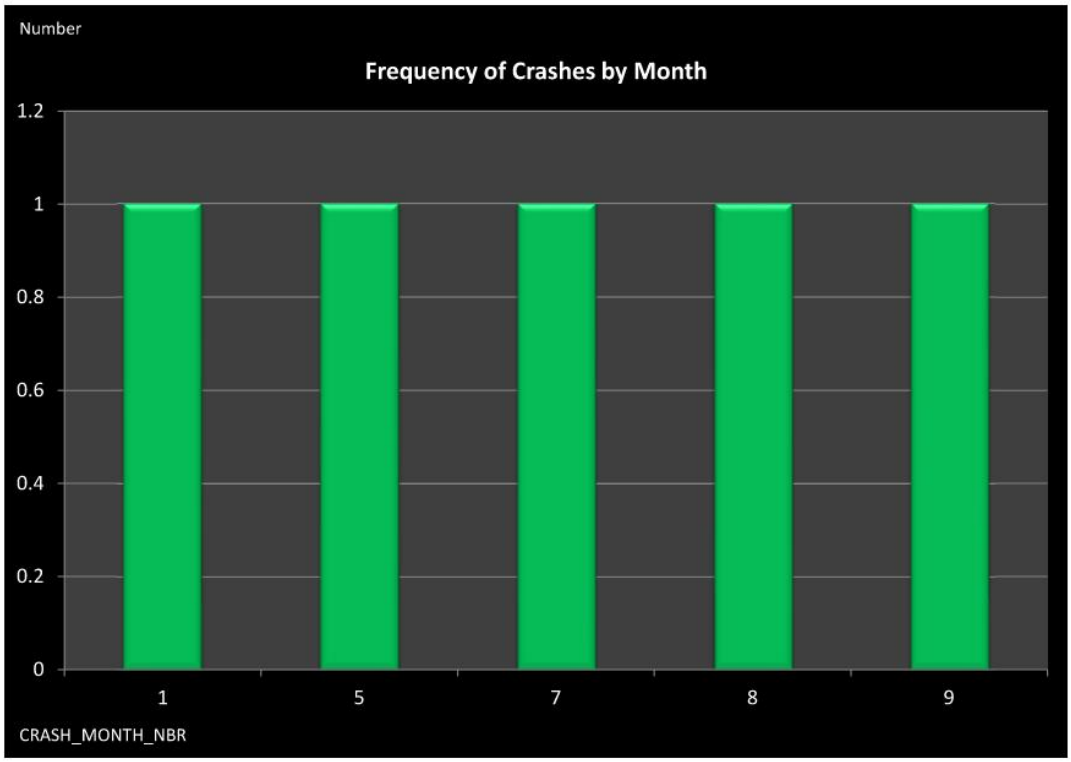


Oaklawn Drive (CS04)

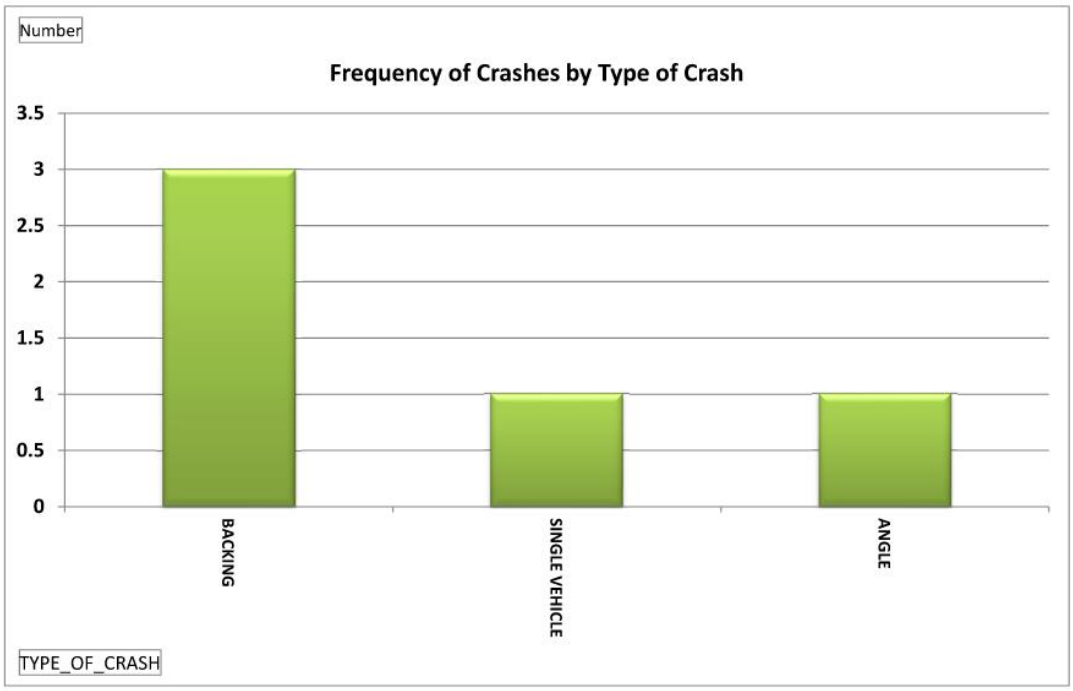
[redacted]

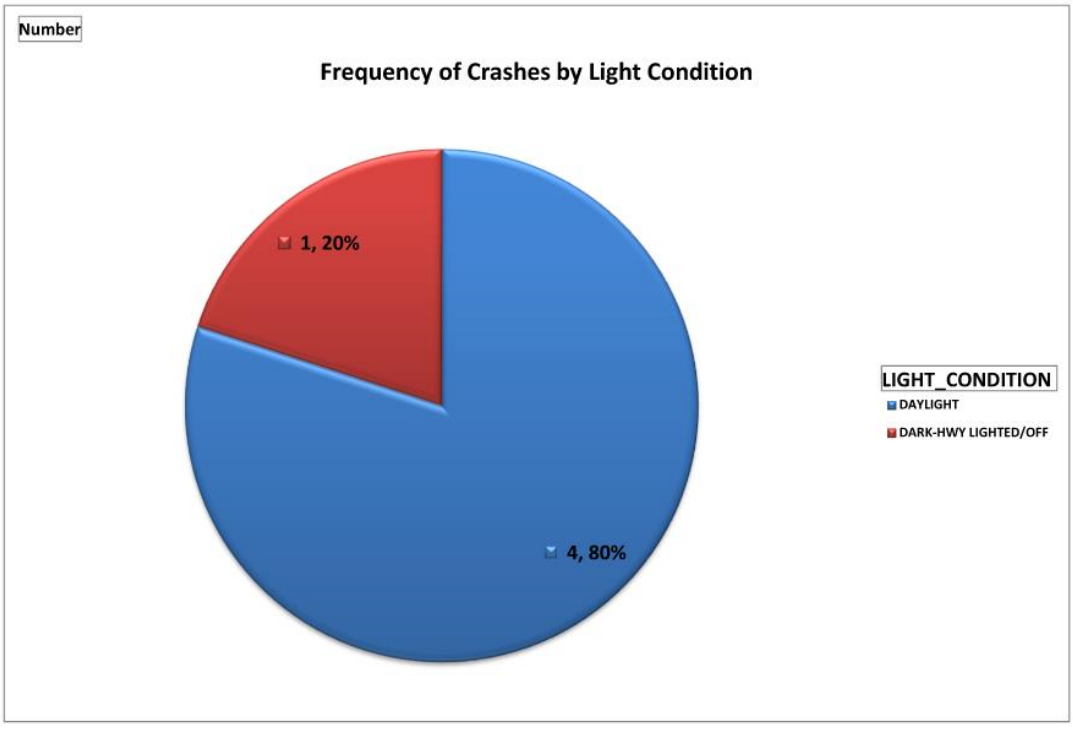


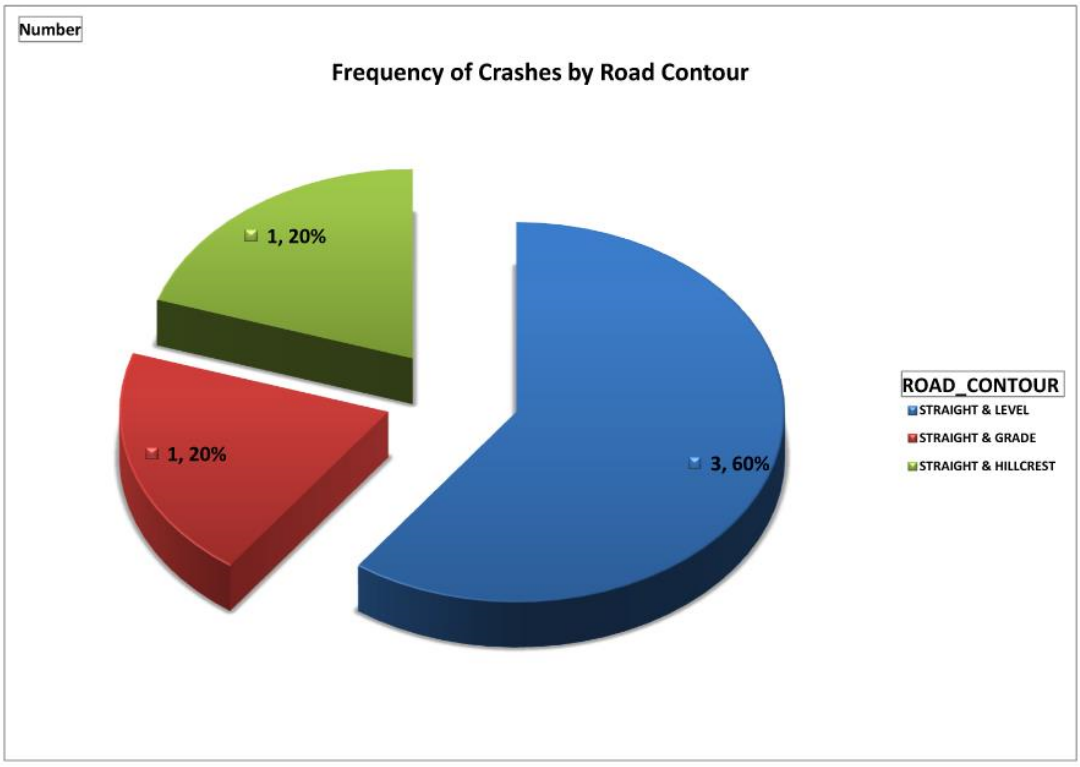
[redacted]



Oaklawn Drive (CS04)






Number
Frequency of Crashes by Road Contour
1, 20%
1, 20%
3, 60%
ROAD_CONTOUR
STRAIGHT & LEVEL
STRAIGHT & GRADE
STRAIGHT & HILLCREST

Oaklawn Drive (CS04)

	Number
Total	5

CRASH_SEVERITY	Number	%
INJURY	1	20.0%
PDO	4	80.0%
Grand Total	5	100.0%

TRAFFIC_CRASH_YE	Number	%
2019	1	20.0%
2021	2	40.0%
2023	2	40.0%
Grand Total	5	100.0%

DAY_OF_WEEK	Number	%
Wednesday	2	40.0%
Monday	1	20.0%
Saturday	1	20.0%
Sunday	1	20.0%
Grand Total	5	100.0%

HOUR_OF_DAY	Number	%
9	1	20.0%
10	1	20.0%
12	1	20.0%
15	1	20.0%
21	1	20.0%
Grand Total	5	100.0%

TYPE_OF_CRASH	Number	%
BACKING	3	60.0%
SINGLE VEHICLE	1	20.0%
ANGLE	1	20.0%
Grand Total	5	100.0%

Oaklawn Drive (CS04)

WEATHER_CONDITION	Number	%
CLEAR	5	100.0%
Grand Total	5	100.0%

ROAD_CONDITION	Number	%
DRY	5	100.0%
Grand Total	5	100.0%

LIGHT_CONDITION	Number	%
DAYLIGHT	4	80.0%
DARK-HWY LIGHTED/OF	1	20.0%
Grand Total	5	100.0%

NUMBER_OF_VEHICL	Number	%
1	1	20.0%
2	3	60.0%
3	1	20.0%
Grand Total	5	100.0%

LOCATION	Number	%
0	5	100.0%
Grand Total	5	100.0%

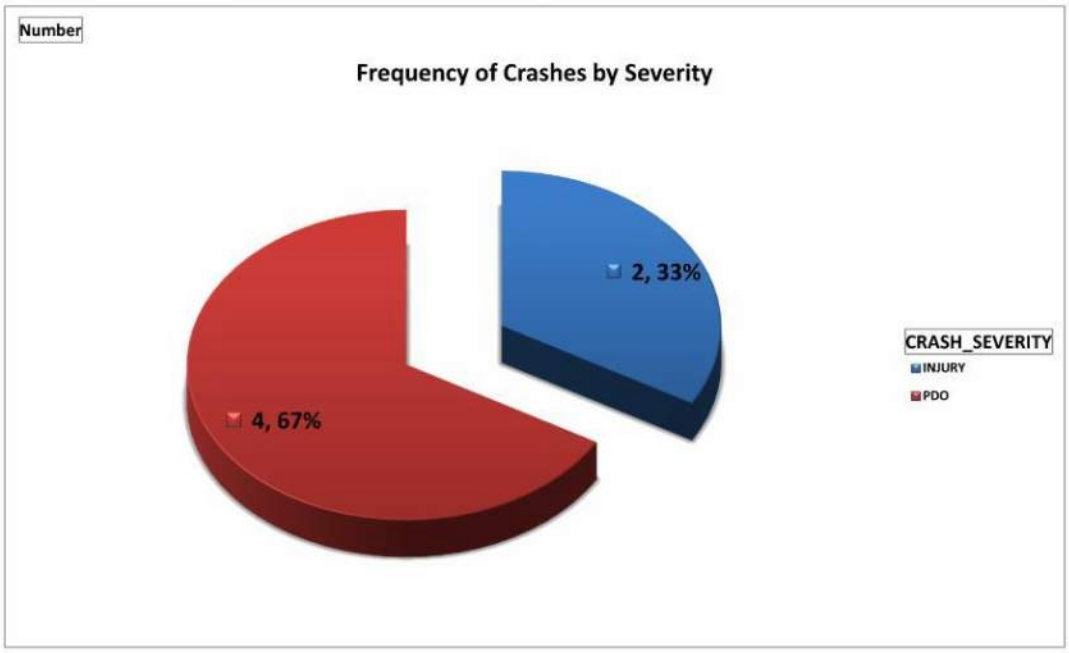
CRASH_MONTH_NBR	Number	%
1	1	20.0%
5	1	20.0%
7	1	20.0%
8	1	20.0%
9	1	20.0%
Grand Total	5	100.0%

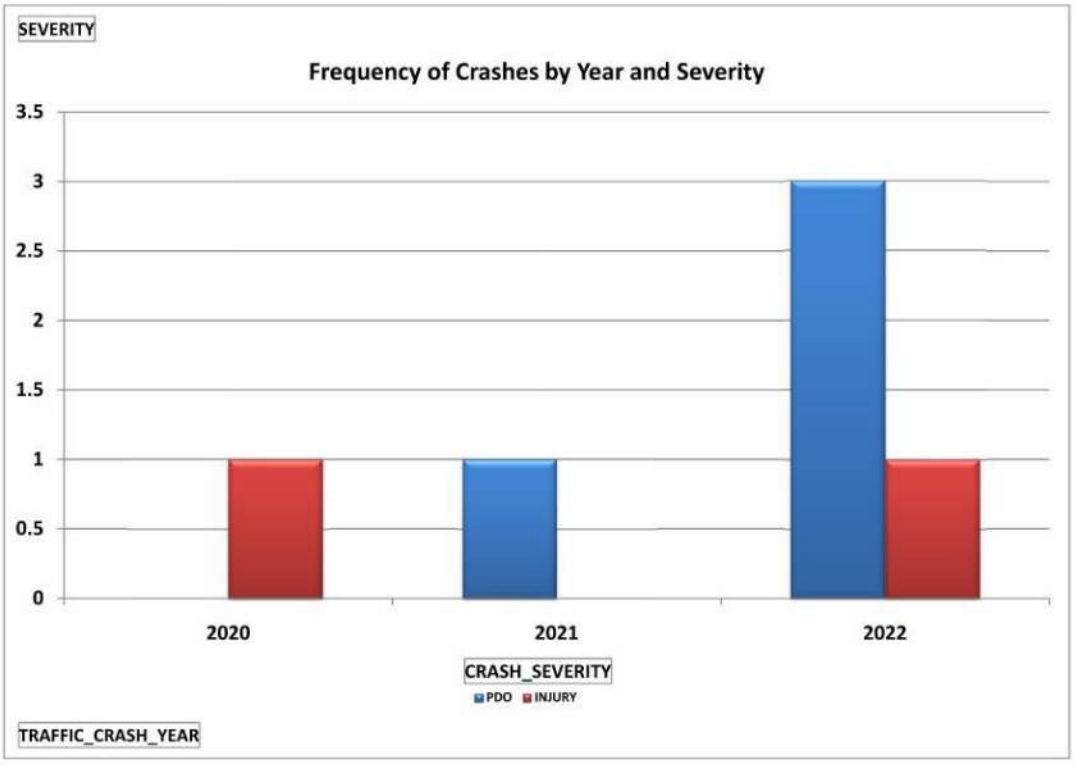
ROAD_CONTOUR	Number	%
STRAIGHT & LEVEL	3	60.0%
STRAIGHT & GRADE	1	20.0%
STRAIGHT & HILLCREST	1	20.0%
Grand Total	5	100.0%

SPECIAL_AREA	Number	%
(blank)	5	100.0%
Grand Total	5	100.0%

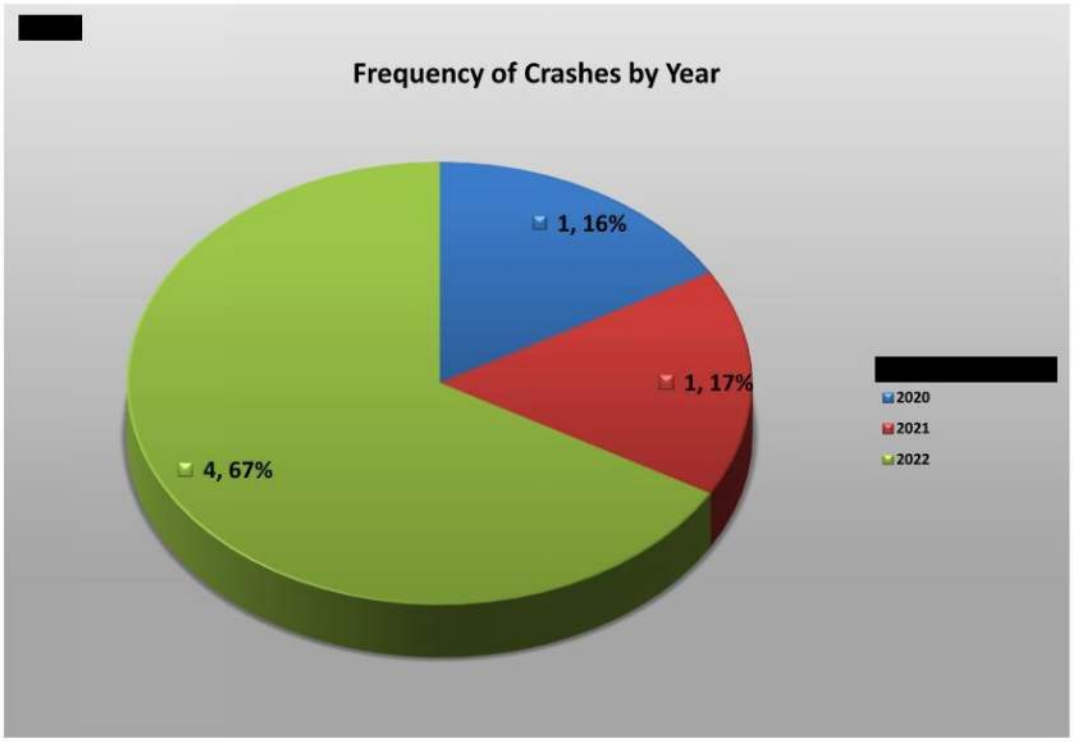
ANIMAL_TYPE	Number	%
(blank)	5	100.0%
Grand Total	5	100.0%

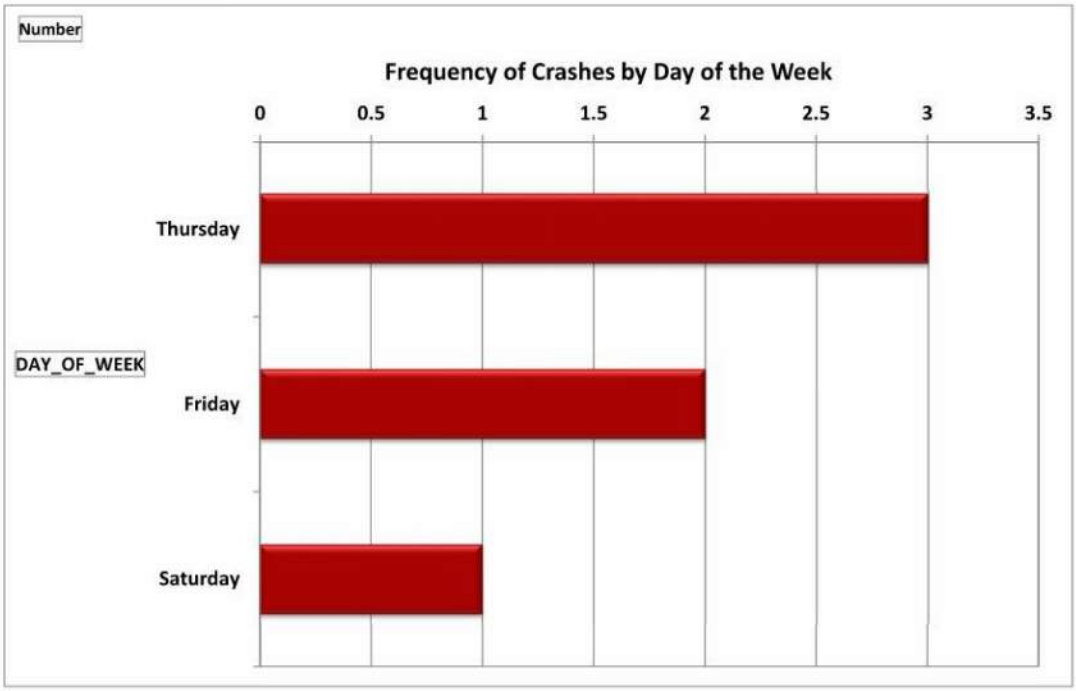
7th Street Road





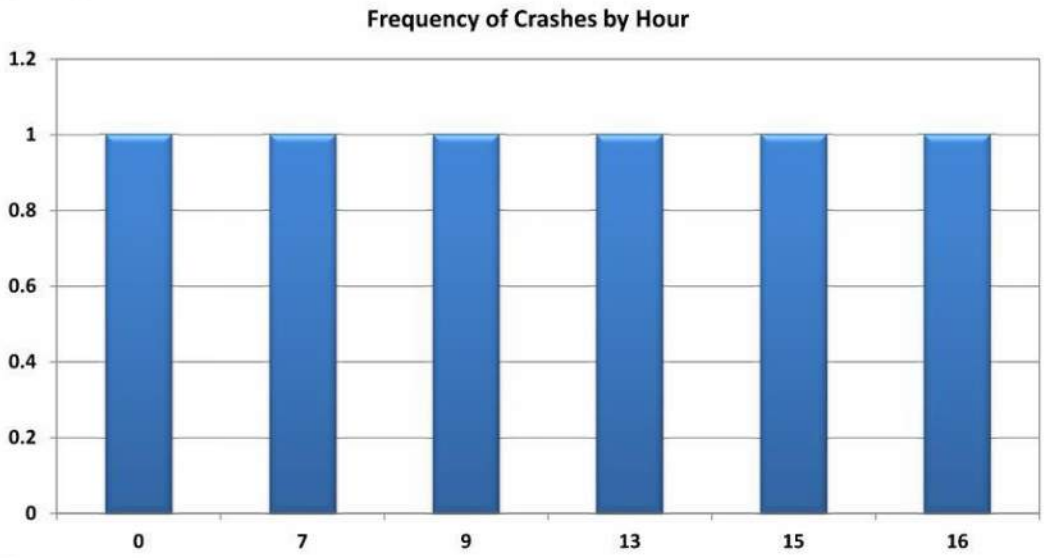
7th Street Road



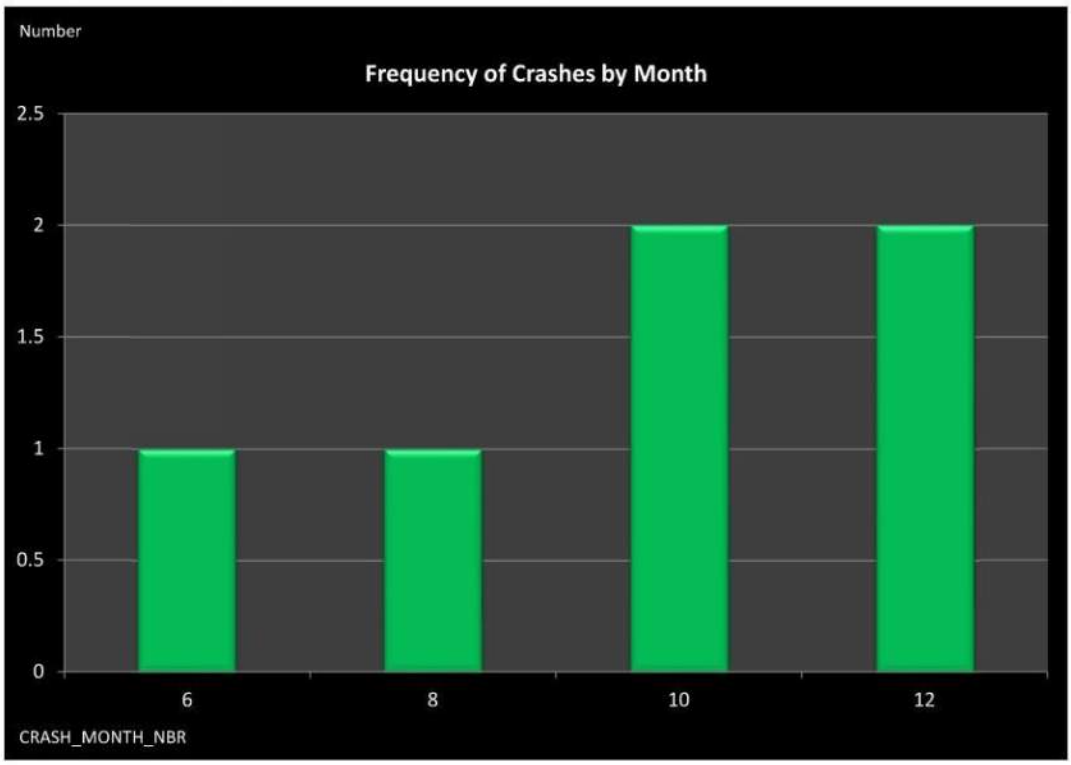


7th Street Road

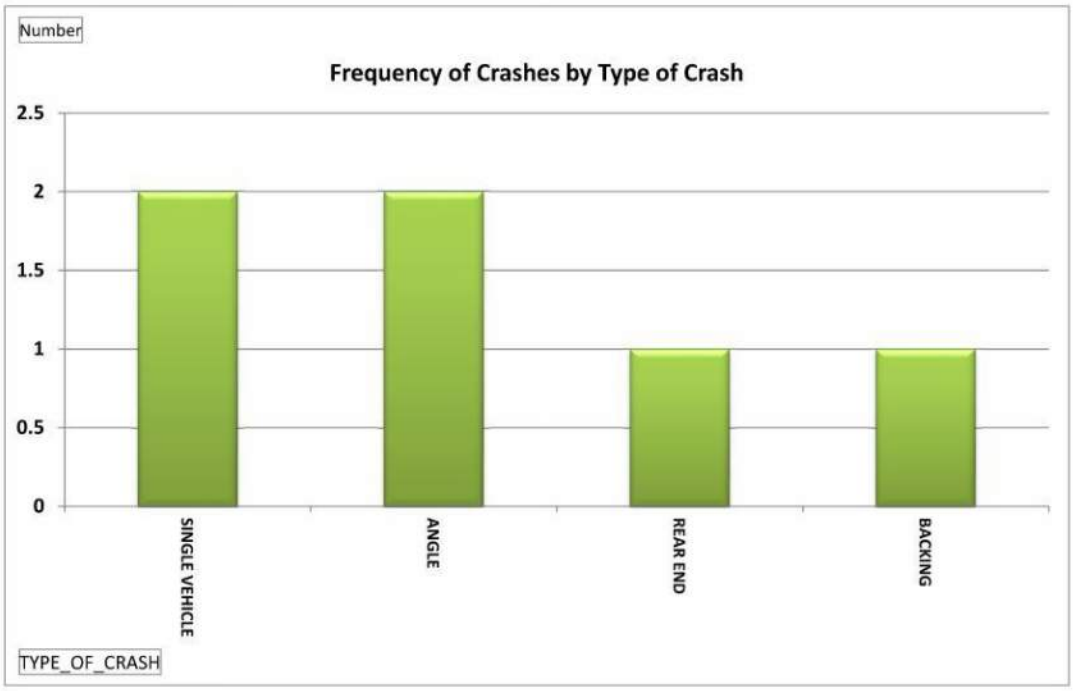
[redacted]

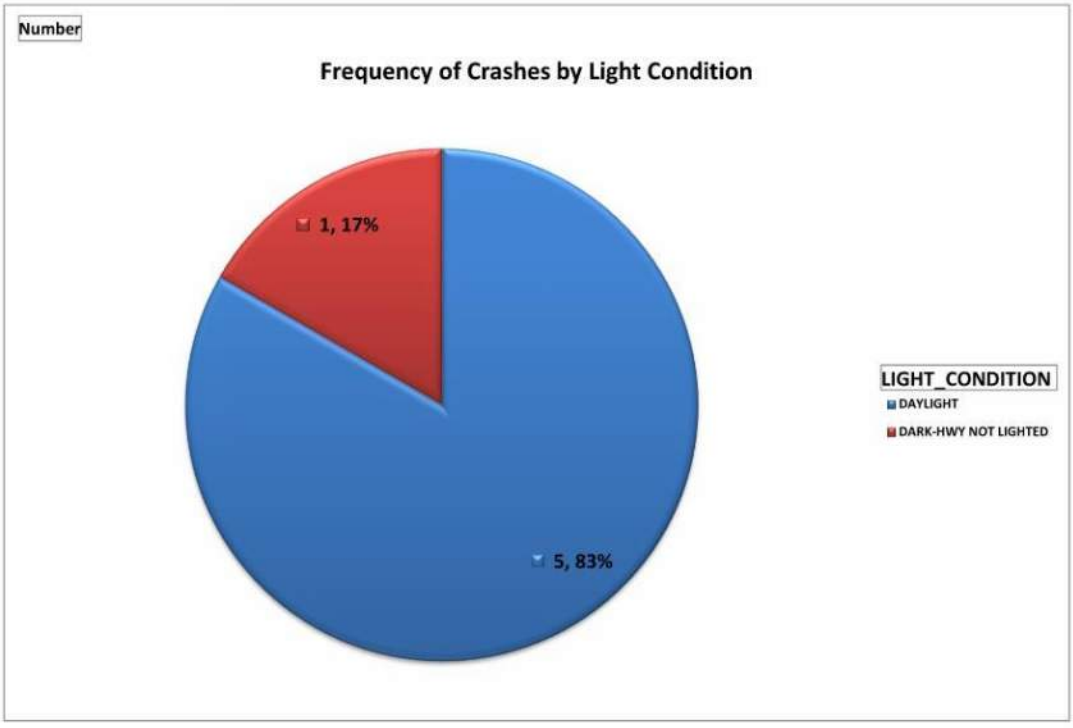


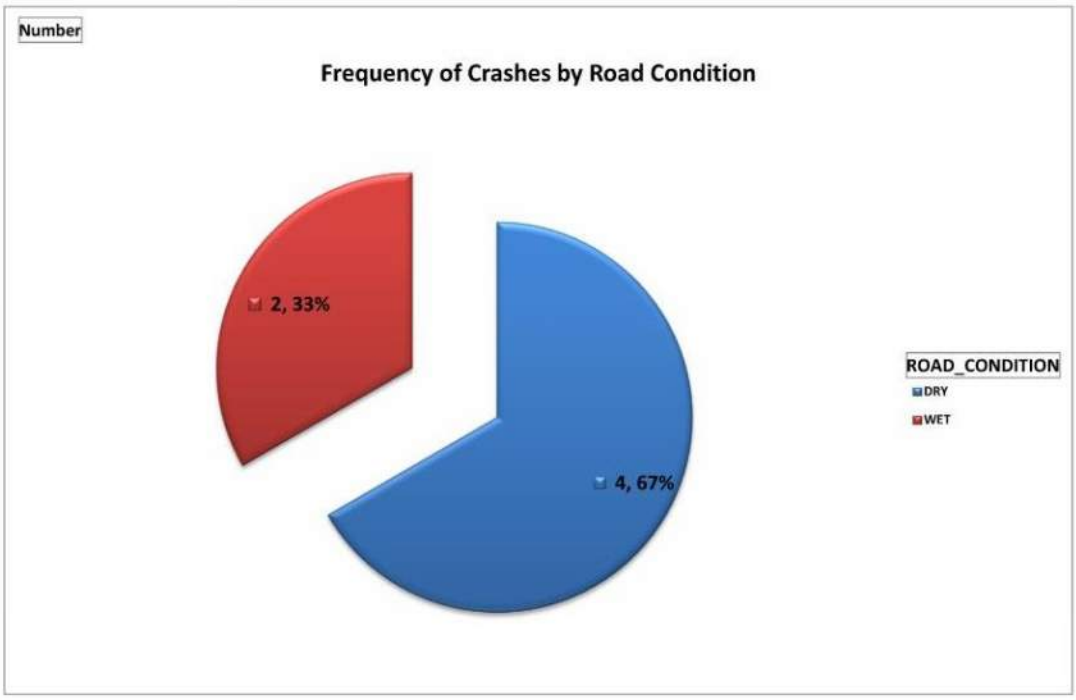
[redacted]

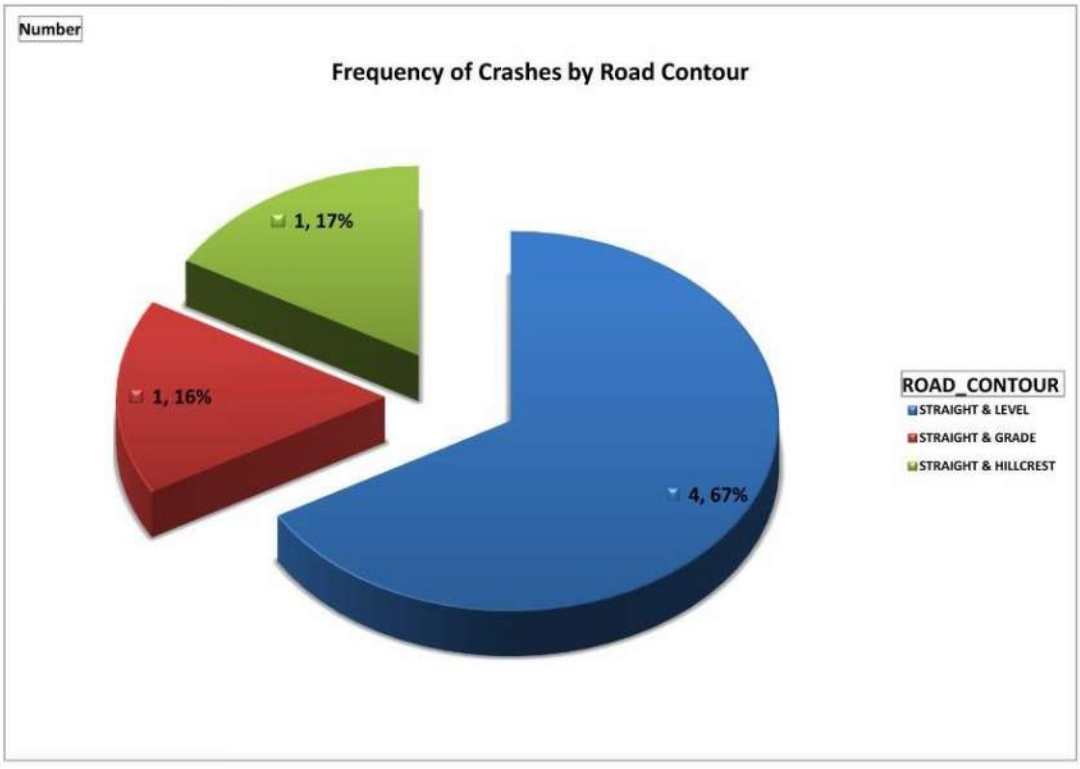


7th Street Road






Number
Frequency of Crashes by Road Condition
2, 33%
4, 67%
ROAD_CONDITION
DRY
WET


Number
Frequency of Crashes by Road Contour
1, 17%
1, 16%
4, 67%
ROAD_CONTOUR
STRAIGHT & LEVEL
STRAIGHT & GRADE
STRAIGHT & HILLCREST

7th Street Road

	Number
Total	6

CRASH_SEVE	Number	%
INJURY	2	33.3%
PDO	4	66.7%
Grand Total	6	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2020	1	16.7%
2021	1	16.7%
2022	4	66.7%
Grand Total	6	100.0%

DAY_OF_WEE	Number	%
Thursday	3	50.0%
Friday	2	33.3%
Saturday	1	16.7%
Grand Total	6	100.0%

HOUR_OF_DA	Number	%
0	1	16.7%
7	1	16.7%
9	1	16.7%
13	1	16.7%
15	1	16.7%
16	1	16.7%
Grand Total	6	100.0%

TYPE_OF_CRASH	Number	%
SINGLE VEHICLE	2	33.3%
ANGLE	2	33.3%
REAR END	1	16.7%
BACKING	1	16.7%
Grand Total	6	100.0%

7th Street Road

WEATHER_CC	Number	%
CLEAR	4	66.7%
CLOUDY	2	33.3%
Grand Total	6	100.0%

ROAD_CONDITION	Number	%
DRY	4	66.7%
WET	2	33.3%
Grand Total	6	100.0%

LIGHT_CONDI	Number	%
DAYLIGHT	5	83.3%
DARK-HWY NO	1	16.7%
Grand Total	6	100.0%

NUMBER_OF_VEHICLES	Number	%
1	2	33.3%
2	4	66.7%
Grand Total	6	100.0%

LOCATION	Number	%
0	6	100.0%
Grand Total	6	100.0%

CRASH_MONTH_NBR	Number	%
6	1	16.7%
8	1	16.7%
10	2	33.3%
12	2	33.3%
Grand Total	6	100.0%

ROAD_CONTC	Number	%
STRAIGHT & L	4	66.7%
STRAIGHT & G	1	16.7%
STRAIGHT & H	1	16.7%
Grand Total	6	100.0%

SPECIAL_ARE	Number	%
(blank)	6	100.0%
Grand Total	6	100.0%

ANIMAL_TYPE	Number	%
(blank)	6	100.0%
Grand Total	6	100.0%

CORBIN SAFETY ACTION PLAN

APPENDIX D: COST ESTIMATES

CMT

Project CS01

Roy Kidd Avenue Improvements

Traffic Control and Intersection Improvements

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$60,000	$60,000
2	Signal removal and sign installation	1	LS	$40,000	$40,000
3	Raised intersection crosswalks (2 intersections)	80	SY	$200	$16,000
4	Realign Hamlin Street intersection	700	SY	$150	$105,000
5	Signage, pavement markings	1	LS	$20,000	$20,000
6	Crosswalk signal and lighting (at Selvy)	1	LS	$26,000	$26,000
7	Erosion control	1	LS	$5,000	$5,000
8	Landscaping	1	LS	$1,000	$1,000
9	Seed and protect	1,000	SY	$2.00	$2,000
10	Mobilization & demobilization	1	LS	5%	$13,750
				Subtotal	$288,750
				30% Miscellaneous	$86,625
				Total Construction	**$375,375**
				Traffic Study and Engineering	$80,000
				Right-of-Way	$10,000
				Utilities	$3,000
				Construction Engineering	$20,000
				Contingencies (10%)	$48,838
				Total Cost	**$537,213**

Notes: Hamlin intersection realignment to include approximately 200 LF of new roadway with curb, gutter, and sidewalks on each side.

Project CS02

Depot Street Improvements

Traffic Control and Intersection Improvements

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$75,000	$75,000
2	Widen and replace sidewalk at 3rd St.	350	SY	$150	$52,500
3	Relocate curb & gutter at 3rd St.	300	LF	$60	$18,000
4	Raised intersection crosswalks (3rd & Monroe)	90	SY	$200	$18,000
5	Extend sidewalks (2 locations)	700	SY	$150	$105,000
6	Signage, pavement markings	1	LS	$20,000	$20,000
7	Erosion control	1	LS	$3,000	$3,000
8	Landscaping	1	LS	$0	$0
9	Seed and protect	1,000	SY	$2.00	$2,000
10	Mobilization & demobilization	1	LS	5%	$14,675
Notes: Depot Street and Roy Kidd Blvd signal warrant and intersection improvements are included in the Roy Kidd estimate.				Subtotal	$308,175
				30% Miscellaneous	$92,453
				Total Construction	**$400,628**
				Engineering	$50,000
				Right-of-Way	$0
				Utilities	$3,000
				Construction Engineering	$20,000
				Contingencies (10%)	$47,363
				Total Cost	**$520,990**

Project CS03

Barbourville Street - Alternate 1B

Frank Selvy Way and South Laurel Intersection Improvements

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$30,000	$30,000
2	Milling and texturing - Frank Selvy Way	125	TN	$75	$9,375
3	Asphalt surface (2")	125	TN	$150	$18,750
4	New fence for sidewalk separation	650	LF	$20	$13,000
5	Relocate existing fence	120	LF	$30	$3,600
6	Relocate pole and UG electric service	1	LS	$30,000	$30,000
7	Intersection improvements at Roy Kidd	1	LS	$50,000	$50,000
8	Intersection improvements - S. Laurel	1	LS	$20,000	$20,000
9	Bollards for bridge closure	2	EA	$1,000	$2,000
10	Sidewalk ramps	6	EA	$2,000	$12,000
11	Signage, pavement markings	1	LS	$15,000	$15,000
12	Erosion control	1	LS	$3,000	$3,000
13	Landscaping	1	LS	$4,000	$4,000
14	Seed and protect	1,000	SY	$2.00	$2,000
15	Mobilization & demobilization	1	LS	5%	$10,636

Notes: Frank Selvy Way to be re-established as a 14'-wide single vehicular lane, with striping on both sides and a fence separating the new lane from the existing sidewalk.

Subtotal	$223,361
30% Miscellaneous	$67,008
Total Construction	**$290,370**
Engineering	$50,000
Right-of-Way	$10,000
Utilities	$3,000
Construction Engineering	$20,000
Contingencies (10%)	$37,337
Total Cost	**$410,707**

Project CS04

Oaklawn Neighborhood Improvements

Traffic calming elements

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$50,000	$50,000
2	Oaklawn intersection realignment	300	SY	$160	$48,000
3	Striping to narrow lane widths	1	LS	$10,000	$10,000
4	Signage	1	LS	$3,000	$3,000
5	Erosion control	1	LS	$3,000	$3,000
6	Seed and protect	500	SY	$3.00	$1,500
7	Mobilization & demobilization	1	LS	5%	$5,775

Realign the Oaklawn intersection split and install lane striping for more narrow travel lanes. Restrict parking at the crest of the hill due to sight distance issues.

Subtotal	$121,275
30% Miscellaneous	$36,383
Total Construction	**$157,658**
Engineering	$40,000
Right-of-Way	$20,000
Utilities	$0
Construction Engineering	$15,000
Contingencies (10%)	$23,266
Total Cost	**$255,923**

Project CS05

7th Street Safety Improvements

Roadside safety improvements and sidewalk extension from Steele Street to east of Sycamore Avenue

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$50,000	$50,000
2	Concrete sidewalk	125	SY	$100	$12,500
3	Curb and gutter	220	LF	$35	$7,700
4	Curb ramps	2	EA	$2,000	$4,000
5	Extend existing culvert	10	LF	$1,000	$10,000
6	Culvert headwall	1	EA	$6,000	$6,000
7	Guardrail anchored to retaining wall	240	LF	$75	$18,000
8	Erosion control	1	LS	$10,000	$10,000
9	Seed and protect	250	SY	$3.00	$750
10	Mobilization & demobilization	1	LS	5%	$5,948

Extend existing culvert and install sidewalk, curb, and gutter from Steele Street to Sycamore Avenue. Evaluate structural integrity of existing wall between the drainage channel and 7th Street, and install approximately 240 LF of guardrail to address steep dropoff and roadside safety issues.

Subtotal	$124,898
30% Miscellaneous	$37,469
Total Construction	**$162,367**
Engineering	$75,000
Right-of-Way	$0
Utilities	$0
Construction Engineering	$20,000
Contingencies (10%)	$25,737
Total Cost	**$283,103**

Project CS19

20th & Main Street Curb Extensions

Install bump-outs and restrict parking to improve sight distance

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$20,000	$20,000
2	Curb and gutter for bump-outs	160	LF	$40	$6,400
3	Curb ramps	2	EA	$2,000	$4,000
4	Concrete sidewalk	50	SY	$100	$5,000
5	Pavement removal	90	SY	$30	$2,700
6	Pavement markings and signage	1	LS	$5,000	$5,000
7	Erosion control	1	LS	$500	$500
8	Landscaping	1	LS	$500	$500
9	Seed and protect	100	SY	$4.00	$400
10	Mobilization & demobilization	1	LS	5%	$2,225

Remove portions of existing intersection curb and pavement. Install new curb and gutter as bump-outs and shift stop bar and crosswalk into Main Street parking lane. Connect sidewalks and install curb ramps.

Subtotal	$46,725
30% Miscellaneous	$14,018
Total Construction	**$60,743**
Engineering	$30,000
Right-of-Way	$0
Utilities	$0
Construction Engineering	$15,000
Contingencies (10%)	$10,574
Total Cost	**$116,317**

Project SR02

Main Street and Kentucky Avenue Improvements

Alternate 1 Phase 1 - Road Diet, Traffic Control, and Intersection Improvements

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$30,000	$30,000
2	Bump-outs at non-signalized intersections (8)	224	SY	$225	$50,400
3	Curb ramps	32	EA	$2,000	$64,000
4	Traffic signal modifications	1	LS	$40,000	$40,000
5	Eradication of existing pavement markings	1	LS	$40,000	$40,000
6	New pavement markings (40,000 LF +/-)	1	LS	$60,000	$60,000
7	Channelizing island at Roy Kidd Blvd	45	SY	$175	$7,875
8	Signage including wayfinding	1	LS	$20,000	$20,000
9	Erosion control	1	LS	$2,000	$2,000
10	Landscaping	1	LS	$0	$0
11	Seed and protect	500	SY	$2.00	$1,000
12	Mobilization & demobilization	1	LS	5%	$15,764

Notes: Bump-outs proposed on non-signalized Main Street intersections. Each to include 7 SY of pavement removal and 7 SY of new sidewalk, on each intersection leg.

Subtotal	$331,039
30% Miscellaneous	$99,312
Total Construction	**$430,350**
Traffic Study and Engineering	$100,000
Right-of-Way	$0
Utilities	$25,000
Construction Engineering	$20,000
Contingencies (10%)	$57,535
Total Cost	**$632,885**

Project SR02

Main Street and Kentucky Avenue Improvements

Alternate 1 Phase 2 - Roundabouts at Each End of the Main - Kentucky Couplet

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$200,000	$200,000
2	Earthwork	4,500	CY	$30	$135,000
3	New asphalt paving	4,000	SY	$150	$600,000
4	New 6' sidewalks with monolithic curb & gutter	1,200	SY	$160	$192,000
5	Curb & gutter on splitter and center island	2,140	LF	$30	$64,200
6	Channelizing islands	180	SY	$150	$27,000
7	Signage and striping	1	LS	$25,000	$25,000
8	Drainage structures	8	EA	$3,000	$24,000
9	Storm sewer pipe	400	LF	$150	$60,000
10	Erosion control	1	LS	$40,000	$40,000
11	Landscaping & gateway signage	1	LS	$40,000	$40,000
12	Seed and protect	4,000	SY	$2.00	$8,000
13	Mobilization & demobilization	1	LS	5%	$70,760

Notes: Assumed roundabout diameter = 150' each, with landscaped medians and gateway signage. R/W acquisition anticipated at the southern roundabout.

Subtotal	$1,485,960
30% Miscellaneous	$445,788
Total Construction	**$1,931,748**
Engineering	$100,000
Right-of-Way	$50,000
Utilities	$25,000
Construction Engineering	$30,000
Contingencies (10%)	$213,675
Total Cost	**$2,350,423**

Project SR07

5th Street Road Safety Improvements

Roadside safety, shoulder, and signage improvements

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$30,000	$30,000
2	Earthwork - regrade shoulders and ditches	40,000	LF	$10	$400,000
3	New asphalt paving - 2' shoulders, 3.8 miles	9,000	SY	$125	$1,125,000
4	Rumble strips	40,000	LF	$0.50	$20,000
5	Signage and markings	1	LS	$20,000	$20,000
6	Erosion control	1	LS	$40,000	$40,000
7	Landscaping	0	LS	$0	$0
8	Seed and protect	45,000	SY	$2.00	$90,000
9	Mobilization & demobilization	1	LS	5%	$86,250

Notes: Shoulder / roadside improvements proposed for 3.8 miles. Advanced warning measures at one intersection, and curve warning measures at 2 locations.

Subtotal	$1,811,250
30% Miscellaneous	$543,375
Total Construction	**$2,354,625**
Engineering	$80,000
Right-of-Way	$0
Utilities	$0
Construction Engineering	$20,000
Contingencies (10%)	$245,463
Total Cost	**$2,700,088**

Project SR09

18th Street and Snyder Street Improvements

Access Management, Signal, and Green Tee Improvements

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$40,000	$40,000
2	Pavement removal for access management	1,025	SY	$20	$20,500
3	Curb and gutter	880	LF	$30	$26,400
4	New pavement markings	1	LS	$25,000	$25,000
5	Parking lot at 704 18th Street	300	SY	$150	$45,000
	Raised median at green tee	75	SY	$120	$9,000
6	Rectangular rapid flashing beacon	1	EA	$25,000	$25,000
7	Erosion control	1	LS	$4,000	$4,000
8	Landscaping	1	LS	$2,000	$2,000
9	Seed and protect	1,500	SY	$2.00	$3,000
10	Mobilization & demobilization	1	LS	5%	$9,995
				Subtotal	$209,895
				30% Miscellaneous	$62,969
				Total Construction	**$272,864**
				Traffic Study and Engineering	$80,000
				Right-of-Way	$0
				Utilities	$0
				Construction Engineering	$20,000
				Contingencies (10%)	$37,286
				Total Cost	**$410,150**

Project SR12

Master Street Improvements

New sidewalks from Standard Ave. to Trademart Center

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$80,000	$80,000
2	Concrete sidewalk	2,700	SY	$80	$216,000
3	Curb and gutter	4,850	LF	$30	$145,500
4	Curb ramps	15	EA	$2,000	$30,000
5	Concrete entrances	320	SY	$125	$40,000
6	Drainage structures	17	EA	$3,000	$51,000
7	Storm sewer pipe	1,800	LF	$150	$270,000
8	Retaining walls	2,400	SF	$80	$192,000
9	Street lights and conduit	6	EA	$6,000	$36,000
10	Erosion control	1	LS	$50,000	$50,000
11	Seed and protect	5,000	SY	$2.00	$10,000
12	Mobilization & demobilization	1	LS	5%	$56,025

Convert from rural to urban section with curb, gutter, sidewalks, and storm sewers. Retaining walls at guardrail locations. Additional street lighting at intersections. Re-striping Master Street for more narrow lanes included in the miscellaneous cost item.

Subtotal	$1,176,525
30% Miscellaneous	$352,958
Total Construction	**$1,529,483**
Engineering	$100,000
Right-of-Way	$0
Utilities	$30,000
Construction Engineering	$30,000
Contingencies (10%)	$168,948
Total Cost	**$1,858,431**

Project SR 25 & 28

Gordon Street Sidewalk Extension - Phase 1

New sidewalk from Blair Park to Circle K (Brown Street) - 2,450 LF

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$80,000	$80,000
2	Concrete sidewalk	1,160	SY	$80	$92,800
3	Curb and gutter	2,100	LF	$30	$63,000
4	Curb ramps	3	EA	$2,000	$6,000
5	Concrete entrances	250	SY	$125	$31,250
6	Drainage structures	8	EA	$3,000	$24,000
7	Storm sewer pipe	1,000	LF	$150	$150,000
8	Advance curve warning signs	1	LS	$15,000	$15,000
9	Rectangular rapid flashing beacon	3	EA	$25,000	$75,000
10	Erosion control	1	LS	$4,000	$4,000
11	Seed and protect	2,000	SY	$2.00	$4,000
12	Mobilization & demobilization	1	LS	5%	$27,253

Construct half urban section with with curb, gutter, sidewalk, and storm sewers on north side of Gordon Street. Phase 2 will extend approximately 4,600 LF from the Circle K to the Civic Center Sports Complex west of I-75.

Subtotal	$572,303
30% Miscellaneous	$171,691
Total Construction	**$743,993**
Engineering	$100,000
Right-of-Way	$0
Utilities	$0
Construction Engineering	$20,000
Contingencies (10%)	$86,399
Total Cost	**$950,393**

Project SR42

Barton Mill Improvements

New sidewalk from Miller Park to Stamper Street - 2,250 LF

Item No.	Item	Qty	Unit	Unit Cost	Total
1	General Conditions	1	LS	$80,000	$80,000
2	Concrete sidewalk	1,200	SY	$80	$96,000
3	Curb and gutter	2,200	LF	$30	$66,000
4	Curb ramps	8	EA	$2,000	$16,000
5	Concrete entrances	100	SY	$125	$12,500
6	Drainage structures	12	EA	$3,000	$36,000
7	Storm sewer pipe	1,200	LF	$150	$180,000
8	Retaining walls	3,000	SF	$80	$240,000
9	Remove guardrail	850	LF	$4	$3,400
10	Advance curve warning signs	1	LS	$15,000	$15,000
11	Pavement Removal at Gordon Hill int.	70	SY	$25	$1,750
12	Erosion control	1	LS	$6,000	$6,000
13	Seed and protect	2,500	SY	$2.00	$5,000
14	Mobilization & demobilization	1	LS	5%	$37,883

Construct half urban section with with curb, gutter, sidewalk, and storm sewers on south side of Barton Mill Road. Retaining walls at guardrail locations.

Subtotal	$795,533
30% Miscellaneous	$238,660
Total Construction	**$1,034,192**
Engineering	$100,000
Right-of-Way	$0
Utilities	$20,000
Construction Engineering	$30,000
Contingencies (10%)	$118,419
Total Cost	**$1,302,611**

CORBIN SAFETY ACTION PLAN

APPENDIX E: MEETING MINUTES

CMT

Safe Streets for All (SS4A) Action Plan
City of Corbin
Kickoff Meeting Minutes – January 18, 2024

Attendance: Mayor Suzie Razmus
Commissioner John Baker
City Manager Marlon Sams
City Clerk Tori Brock
John Steinmetz – Banks Engineering
Jason Hawkins – CVADD
Scott Knebel – CMT
Roger Mulvaney – CMT

Discussion Items

1. Introductions

2. SS4A Overview – 8 scope elements defined in the SS4A Notice of Funding Opportunity (NOFO) were discussed in depth.

   a. Leadership Commitment – action by City Commission is required to commit to a goal and timeline for reducing or eliminating roadway fatalities and serious injuries.

   b. Planning Structure – the City must assemble a committee or task force to oversee the Action Plan development; regular meetings should be held.

   c. Safety Analysis – the consultant team will perform a safety analysis based on existing conditions, crash data, injury data, and historical trends to determine the causes and contributing factors to crashes and injuries. Input from City staff will be important in this phase.

   d. Public Engagement – community representation and information sharing with the private sector, community groups, stakeholders, etc.

   e. Equity Considerations – impacts to underserved populations should be identified for existing safety concerns as well as proposed projects and safety strategies.

   f. Policy and Process Changes – assessment of existing revise policies, standards, etc. and proposed revisions to improve safety.

   g. Strategy and Project Selections – development of a prioritized list of projects and strategies to address safety issues, sorted by timeframe (short-term, mid-term, long-

term). Considerations should include infrastructure, behavioral, and operational safety issues.

h. Progress and Transparency – progress reporting and an online presence including annual reports to the public and public posting of the Action Plan.

3. Schedule – the Grant Agreement was effective 9/22/23; the draft Action Plan milestone date is 1/1/25.

4. Task Force Membership and Meetings – monthly meetings will be held starting on the second Wednesday of each month at 10:00 am at the library. John will send calendar invitations to the group. The Task Force membership will include all attendees of this meeting along with most of the City staff listed on page 5 of the Grant Agreement (note that Jacob Roan is the new Recreation Director). The City may appoint a school board and senior citizens representative to the committee. Not all members will need to attend all meetings.

5. Extent of City Involvement – City staff will work with the consultant team in varying degrees for each Action Plan element.

6. Next Steps

   a. Data Acquisition including policies and procedures – the City will forward pertinent data and documents to the consultant team, including citizens' complaints, documented high-risk locations, and 3-year accident records.

   b. Initial Task Force Meeting; Date/Time: 2/14/24 at 10:00 am.

   c. Initial Reporting to FHWA is due 1/19/24. John and Tori will prepare the progress and financial reports for the Mayor's signature.

Safe Streets for All (SS4A) Action Plan
City of Corbin
Steering Committee Meeting Minutes – May 8, 2024

Attendance: See Sign-in Sheet

Discussion Items

1. Action Items from last meeting:

   a. Public involvement plan: The Mayor sent letters to several community groups soliciting input on Cobin safety issues. John Steinmetz will present the project to the Rotary Club on May 23, and coordinate with Josh Hunt to set up a solicitation of information on the City's website and Facebook pages.

      There will be two public meetings. The first will be on June 3 or June 10 at a City Commission meeting, to distribute initial crash analysis findings and solicit input regarding high-risk roadways/intersections. The second will be this fall to present the Action Plan findings and recommendations to the public.

   b. Jason provided an updated shapefile showing limits of de-annexation (i.e., Laurel County line to Malfunction Junction) and transfer between London and Corbin. The Secretary of State office is reviewing the change. CMT will update the priority ranking based on expanded city limits, assuming the annexation is completed prior to the completion of the SS4A study.

   c. Sherri Chappell of District 11 provided KMZ files and DES forms of programmed KYTC projects. The Action Plan will acknowledge the proposed state projects for the KYTC-maintained network.

   d. Banks/CMT will provide Josh Hunt, the police department, and the fire department access to the on-line Action Plan tool.

   e. CMT completed and distributed a second iteration of the safety priority ranking for both City and State streets (see attachments). Another iteration will be completed in advance of the first public meeting based upon input from the Steering Committee.

   f. Roy Kidd Avenue at Depot Street – It is too soon to understand the safety impacts on the 2023 restriping and one-way conversion in that block, as the safety data is from 2019-2023. Anecdotally there was significant driver confusion and no crashes to date. The team will monitor the situation as the Action Plan is being completed. Roy Kidd may be ranked lower due to higher ranked locations within the study area.

   g. Barbourville Street should be included in the high-risk network due to various facilities that generate pedestrian traffic, including pool (all season w/limited parking on-site),

bridge, Campbell Field/Denes Stadium (practice in addition to events), Rotary skate park, and Corbin Recreation Department.

h. Traffic and safety issues near the Corbin Arena and the Corbin Center were reviewed, along with the proposed access to the future hotel adjacent to the Center. The current KYTC construction on US 25W will include significant changes to the access and frontage roads in this area.

i. Tori sent John the Development Ordinance. John to continue reviewing existing policies and procedures.

j. Jason identified the underserved portions of the community. Knox and Whitley counties are persistent poverty counties. See attachments.

2. The Safety Analysis was summarized by CMT, with separate maps for City and State roads and prioritized list of streets and intersections (see attachments). The methodology of the priority listing was described, and suggestions made to add a factor related to local priorities and needs. Confirm Trademark Circle is a private street (Jason).

3. SS4A Action Plan Task Status and Schedule (included as a tool for project tracking).

   a. Leadership Commitment – resolution to be drafted. *(Summer-fall 2024)*

   b. Planning Structure – Steering Committee *(ongoing)*

   c. Safety Analysis – see #2 above. *(Spring-summer 2024)*

   d. Public Engagement – Commission meetings, stakeholder meetings with the private sector and community groups. *Information solicitation spring-summer; AP presentations summer-fall)*

   e. Equity Considerations – impacts to underserved populations of existing safety issues and proposed improvements. *(Summer-fall)*

   f. Policy and Process Changes – revise policies, standards, etc. to improve safety. *(Spring-summer)*

   g. Strategy and Project Selections – prioritized list of projects and strategies to address safety issues. *(Summer-fall)*

   h. Progress and Transparency – progress reporting with online presence. *(Reporting is ongoing, website development spring 2024)*

4. Other Discussion Items: the Steering Committee reviewed the presented information and requested that consideration in the Action Plan include the following.

   a. Address safety issues in several distinct city areas – the downtown district, Barbourville Street, Master Street. The City is evaluating the condition of the one-lane bridge on Barbourville Street. Options include closing the bridge to vehicular traffic or replacing it with a 2-lane structure. Consider evaluating Main/Kentucky as a couplet when ranking high priority locations.

b. A potential roundabout or other intersection modifications near KFC at US 25W, Beatty Avenue (KY 830) and Wilcox Road (KY 1223).

5. The City received $6.5 million in funding for stormwater improvements on Master Street. Scott Williamson will get details on the proposed scope.

6. Action Items / Next Steps

   a. John and staff to continue with public involvement. John to prepare narrative for website information solicitations, and a comment sheet to be distributed at the public meeting. John and CMT to prepare graphics and handouts for the public meeting.

   b. John to complete review of existing policies and procedures.

   c. Update and complete the Safety Analysis per the above comments in advance of the public meeting. Add local street names to tabular list of initial ranked locations.

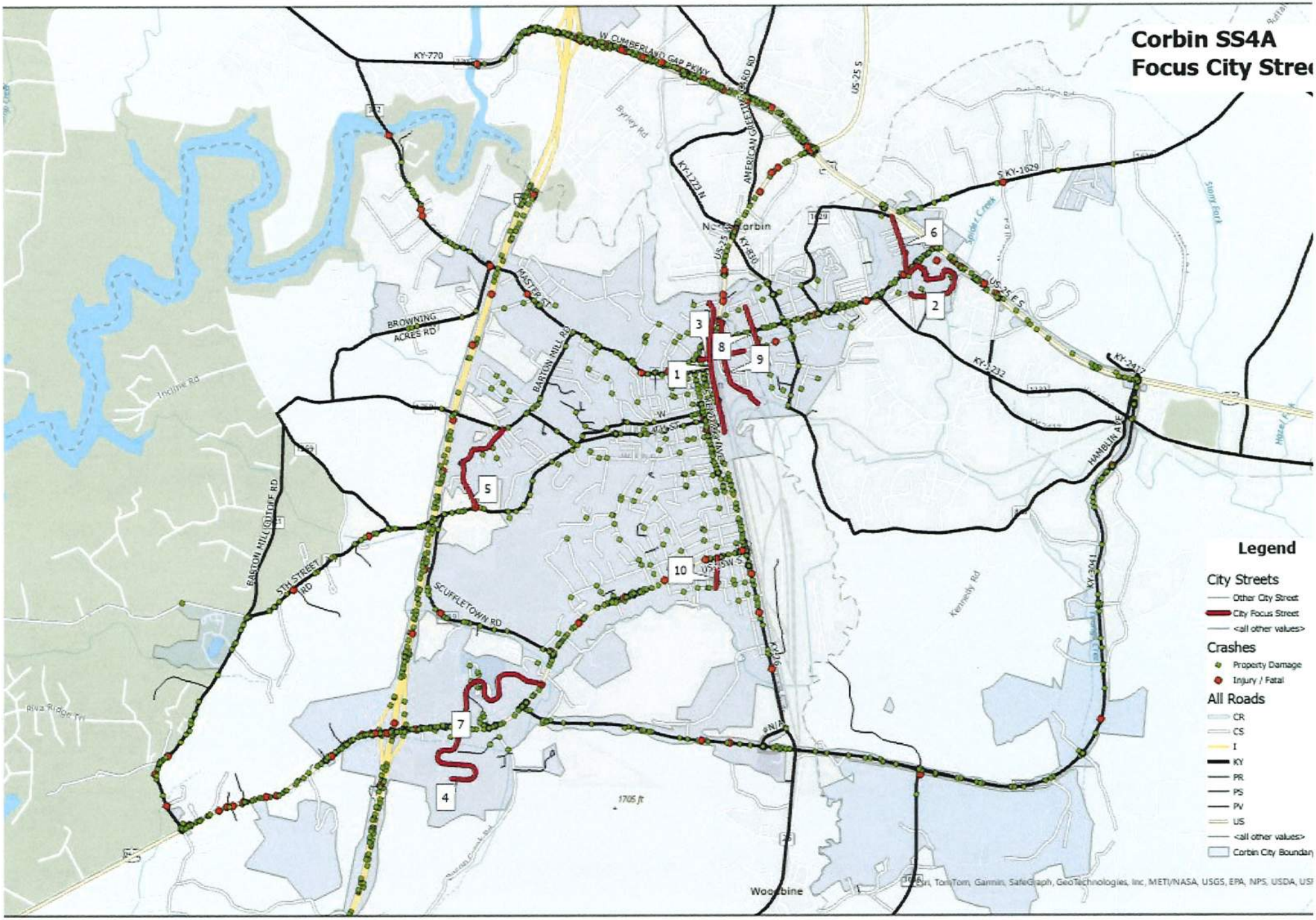
   d. Next Steering Committee Meeting: June 12, 2024 at 10:00 am.

Attachments:

1. Meeting attendance sheet
2. Maps and spreadsheet of priority areas
3. Map of city limit boundary change
4. Maps of underserved areas

Steering Committee Meeting - May 8, 2024
SIGN IN SHEET

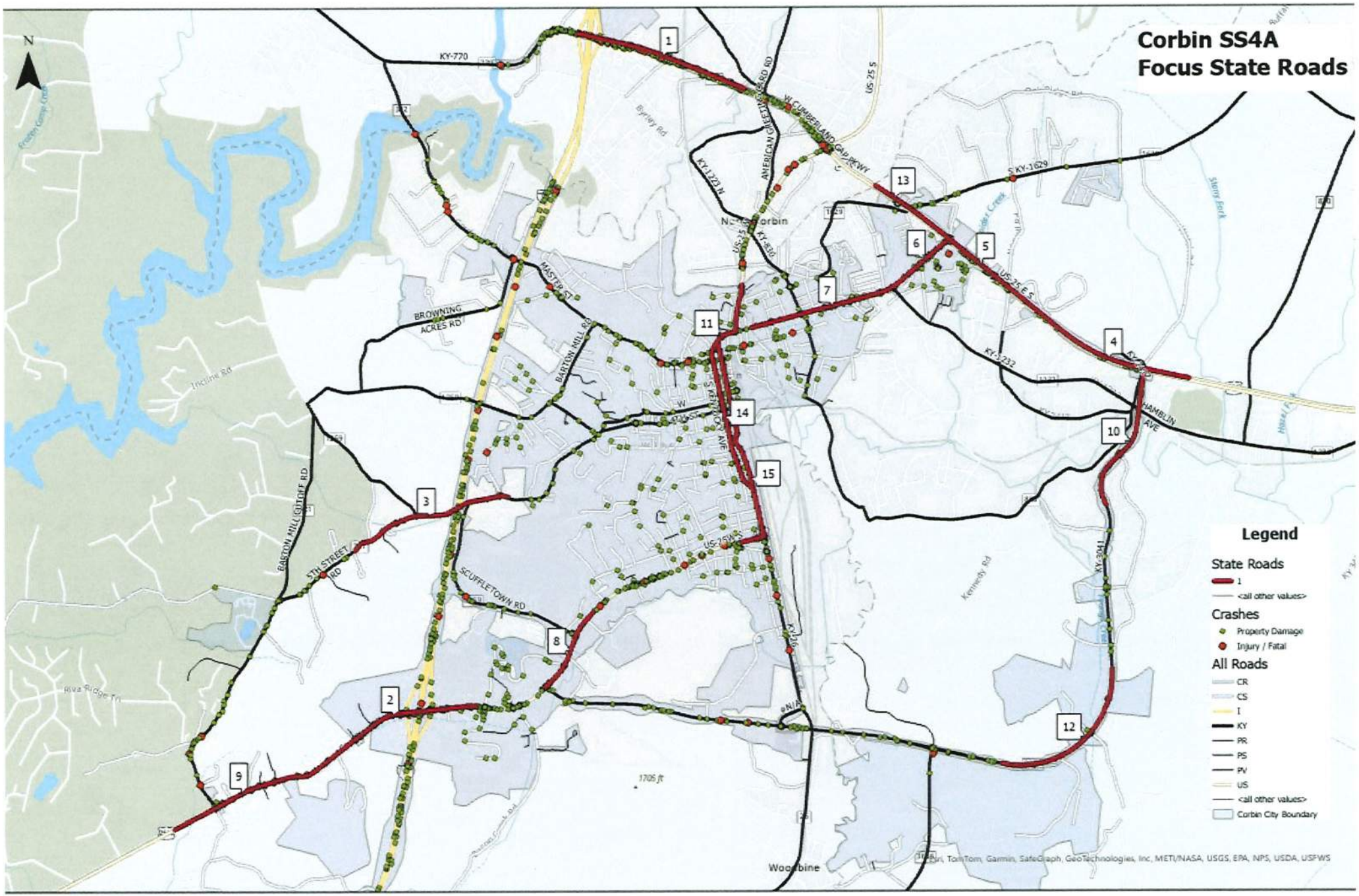
	NAME	ORGANIZATION	EMAIL and/or PHONE
1	John Steinmetz	Banks Engineering / PM	jsteinmetz@banksengineering.net; (859) 421-9695
2	Scott Knebel	Crawford, Murphy & Tilly (CMT)	sknebel@cmtengr.com; (937) 776-1040
3	Casey Kaucher	Crawford, Murphy & Tilly (CMT)	ckaucher@cmtengr.com; (859) 361-5596
4	~~Adam Kirk~~	~~CMT / KY Transportation Center~~	~~adam@adamkirkpe.com~~
5	Jason Hawkins	CVADD	jhawkins@cvadd.org; (606) 401-8873
6	Mayor Suzie Rasmus	City of Corbin	suzie.rasmus@corbin-ky.gov
7	~~Commissioner John Baker~~	~~City of Corbin~~	~~john.baker@corbin-ky.gov~~
8	~~City Manager Scott Williamson~~	~~City of Corbin~~	~~scott.williamson@corbin-ky.gov~~
9	~~City Clerk Tori Brock~~	~~City of Corbin~~	~~tori.brock@corbin-ky.gov~~
10	Police Chief Rusty Hedrick	City of Corbin	rusty.hedrick@corbin-ky.gov
11	Fire Chief Barry McDonald	City of Corbin	barry.mcdonald@corbin-ky.gov
12	PW Director Jeff Nantz	City of Corbin	jeff.nantz@corbin-ky.gov
13	P&R Director Jacob Roan	City of Corbin	jacob.roan@corbin-ky.gov
14	~~Aquatics Facility Patricia Smith~~	~~City of Corbin~~	~~puttcitypool@corbin-ky.gov~~
15	~~Kathleen Croley~~	~~Whitley Co. Health Dept.~~	~~kathleen.croley@whitleyhealth.org~~
16	~~Sherri Chappell~~	~~KYTC District 11~~	~~sherri.chappell@ky.gov~~
17			
18			


Corbin SS4A
Focus City Stree
KY-770
W CUMBERLAND GAP PKWY
AMERICAN GREETINGS RD
US-25 S
KY-1223 N
S KY-1629
Byrley Rd
Spider Creek
Stony Fork
N Corbin
US-25
KY-830
6
2
US-25 F S
KY-2417
KY-1232
3
8
9
1
BROWNING ACRES RD
MASTER ST
BARTON MILL RD
Trickline Rd
W
HAMBLIN AVE
Hazel Fk
5
RARTON MILL (DIDDIE RD
5TH STREET RD
SCUFFLETOWN RD
10
SW 5
KY-3041
Kennedy Rd
KY-216
Rivia Ridge Trl
7
4
1705 ft
Woodbine
Legend
City Streets
Other City Street
City Focus Street
<all other values>
Crashes
Property Damage
Injury / Fatal
All Roads
CR
CS
I
KY
PR
PS
PV
US
<all other values>
Corbin City Boundary
Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USI

CITY STREETS	Length	Max of Records	Crashes	Injured	Killed	InjK	EPDO	VRU	InjKScore	EPDOScore	VRUScore	HereScore	nBCScore	CrashScore	UseScore	FinalScore	%InjuryF	CumInjF	Rank	Comment
DEPOT ST	4102	42705	13	5	0	5	33	1	0.83	0.83	0.72	0.04	0.02	3.98	0.15	4.13	13%	13%	1	
TRADEMART CIR	3822	462223	18	4	0	4	34	0	0.67	0.67	1.00	0.46	0.10	3.89	1.40	5.29	10%	23%	2	
ROY KIDD AVE	1372	97767	17	6	0	6	41	1	1.00	1.00	0.94	0.10	0.03	4.91	0.31	5.22	15%	38%	3	
ARENA DR	3601	1006721	12	2	0	2	20	0	0.33	0.33	0.67	1.00	1.00	2.22	5.00	7.22	5%	43%	4	
SANDERLIN DR	3272	36083	5	2	0	2	13	0	0.33	0.33	0.28	0.04	0.03	1.57	0.16	1.73	5%	48%	5	
N COMMONWEALTH AVE	1740	105831	2	2	0	2	10	0	0.33	0.33	0.11	0.11	0.00	1.30	0.27	1.57	5%	53%	6	
TRILLIUM WAY	4748	139188	9	1	0	1	13	0	0.17	0.17	0.50	0.14	0.01	1.39	0.38	1.77	3%	55%	7	
FORD AVE	1877	63008	8	1	0	1	12	0	0.17	0.17	0.44	0.06	0.01	1.30	0.19	1.49	3%	58%	8	
LAUREL AVE	3116	97767	8	1	0	1	12	0	0.17	0.17	0.44	0.10	0.03	1.30	0.32	1.62	3%	60%	9	
SNYDER ST	954	66814	6	1	0	1	10	0	0.17	0.17	0.33	0.07	0.00	1.11	0.17	1.28	3%	63%	10	
7TH ST	3904	66647	15	1	0	1	19	0	0.17	0.17	0.83	0.07	0.05	1.94	0.29	2.24	3%	65%	11	
OAKLAWN DR	4156	14387	5	1	0	1	9	0	0.17	0.17	0.28	0.01	0.00	1.02	0.04	1.06	3%	68%	12	
PADGETT ST	831	3914	5	1	0	1	9	0	0.17	0.17	0.28	0.00	0.00	1.02	0.02	1.04	3%	70%	13	
S COMMONWEALTH AVE	1803	22098	3	1	0	1	7	0	0.17	0.17	0.17	0.02	0.00	0.83	0.07	0.90	3%	73%	14	
VANDORN ST	1433	7598	3	1	0	1	7	1	0.17	0.17	0.17	0.01	0.02	0.83	0.06	0.89	3%	75%	15	
BARBOURVILLE ST	2477	30448	5	2	0	2	13	0	0.33	0.33	0.28	0.03	0.01	1.57	0.11	1.68	5%	80%	16	
17TH ST	2470	13350	2	1	0	1	6	0	0.17	0.17	0.11	0.01	0.00	0.74	0.04	0.78	3%	83%	17	
POPLAR ST	1595	42243	2	1	0	1	6	0	0.17	0.17	0.11	0.04	0.00	0.74	0.12	0.86	3%	85%	18	
E GORDON ST	260	25354	2	1	0	1	6	1	0.17	0.17	0.11	0.03	0.00	0.74	0.06	0.80	3%	88%	19	
#N/A	336	899162	1	1	0	1	5	0	0.17	0.17	0.06	0.89	0.01	0.65	2.25	2.90	3%	90%	20	
BROOKSIDE LN	140	476	1	1	0	1	5	0	0.17	0.17	0.06	0.00	0.00	0.65	0.01	0.65	3%	93%	21	
PHILLIPS LN	765	17337	1	1	0	1	5	0	0.17	0.17	0.06	0.02	0.01	0.65	0.08	0.72	3%	95%	22	
SCOTCH LN	240	569	1	1	0	1	5	0	0.17	0.17	0.06	0.00	0.00	0.65	0.01	0.65	3%	98%	23	
VALLEY VIEW DR	1718	21582	1	1	0	1	5	0	0.17	0.17	0.06	0.02	0.00	0.65	0.06	0.71	3%	100%	24	
ENGINEER ST	2576	16336	4	0	0	0	4	0	0.00	0.00	0.22	0.02	0.00	0.37	0.05	0.42	0%	100%	25	
WILSON ST	1462	23944	4	0	0	0	4	0	0.00	0.00	0.22	0.02	0.01	0.37	0.08	0.45	0%	100%	26	
20TH ST	2658	31756	4	0	0	0	4	0	0.00	0.00	0.22	0.03	0.01	0.37	0.11	0.48	0%	100%	27	
HILLSIDE ST	1110	3810	4	0	0	0	4	0	0.00	0.00	0.22	0.00	0.01	0.37	0.03	0.40	0%	100%	28	
19TH ST	1242	37712	4	0	0	0	4	0	0.00	0.00	0.22	0.04	0.01	0.37	0.11	0.48	0%	100%	29	
CENTER ST	530	3156	3	0	0	0	3	0	0.00	0.00	0.17	0.00	0.00	0.28	0.01	0.29	0%	100%	30	
N EARLS AVE	2678	9633	3	0	0	0	3	0	0.00	0.00	0.17	0.01	0.01	0.28	0.04	0.32	0%	100%	31	
POPLAR AVE	1675	7494	3	0	0	0	3	0	0.00	0.00	0.17	0.01	0.00	0.28	0.03	0.30	0%	100%	32	
HIGGINS ST	809	18091	3	0	0	0	3	0	0.00	0.00	0.17	0.02	0.02	0.28	0.08	0.36	0%	100%	33	
PINE HILL CEMETERY RD A	2694	376556	2	0	0	0	2	0	0.00	0.00	0.11	0.37	0.23	0.19	1.51	1.69	0%	100%	34	
E CARTER ST	1396	4188	2	0	0	0	2	0	0.00	0.00	0.11	0.00	0.01	0.19	0.03	0.21	0%	100%	35	
VAN BEBER CT	1345	7032	2	0	0	0	2	0	0.00	0.00	0.11	0.01	0.00	0.19	0.02	0.20	0%	100%	36	
11TH ST	1362	333313	2	0	0	0	2	0	0.00	0.00	0.11	0.33	0.14	0.19	1.17	1.35	0%	100%	37	
16TH ST	2479	8751	2	0	0	0	2	0	0.00	0.00	0.11	0.01	0.01	0.19	0.04	0.22	0%	100%	38	
W 1ST ST	778	9651	2	0	0	0	2	0	0.00	0.00	0.11	0.01	0.02	0.19	0.06	0.25	0%	100%	39	
3RD ST	2189	13790	2	0	0	0	2	0	0.00	0.00	0.11	0.01	0.00	0.19	0.03	0.22	0%	100%	40	
BACON CREEK RD	992	36509	2	0	0	0	2	0	0.00	0.00	0.11	0.04	0.01	0.19	0.11	0.29	0%	100%	41	
#N/A	698	58758	2	0	0	0	2	0	0.00	0.00	0.11	0.06	0.00	0.19	0.16	0.34	0%	100%	42	

CHESTNUT AVE	1812	4025	2	0	0	0	2	0	0.00	0.00	0.11	0.00	0.01	0.19	0.02	0.21	0%	100%	43
#N/A	721	53483	2	0	0	0	2	0	0.00	0.00	0.11	0.05	0.00	0.19	0.13	0.32	0%	100%	44
#N/A	745	53483	2	0	0	0	2	0	0.00	0.00	0.11	0.05	0.00	0.19	0.13	0.32	0%	100%	45
VERMILLION DR	949	3347	2	0	0	0	2	0	0.00	0.00	0.11	0.00	0.00	0.19	0.01	0.19	0%	100%	46
FOREST DR	636	13845	2	0	0	0	2	1	0.00	0.00	0.11	0.01	0.01	0.19	0.06	0.24	0%	100%	47
MADISON ST	1548	4186	2	0	0	0	2	0	0.00	0.00	0.11	0.00	0.00	0.19	0.02	0.21	0%	100%	48
PALMER ST	1438	8612	2	0	0	0	2	0	0.00	0.00	0.11	0.01	0.00	0.19	0.03	0.22	0%	100%	49
ROOSEVELT ST	1715	17095	2	0	0	0	2	0	0.00	0.00	0.11	0.02	0.02	0.19	0.10	0.28	0%	100%	50
#N/A	2577	29835	2	0	0	0	2	0	0.00	0.00	0.11	0.03	0.01	0.19	0.11	0.29	0%	100%	51
TENNESSEE AVE	1703	2488	2	0	0	0	2	1	0.00	0.00	0.11	0.00	0.00	0.19	0.02	0.20	0%	100%	52
TWINBROOK LN	735	8145	2	0	0	0	2	0	0.00	0.00	0.11	0.01	0.00	0.19	0.03	0.21	0%	100%	53
#N/A	1641	4169	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.02	0.11	0%	100%	54
HIGH ST	450	301	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.01	0.10	0%	100%	55
HATFIELD AVE	1415	7779	1	0	0	0	1	0	0.00	0.00	0.06	0.01	0.00	0.09	0.02	0.11	0%	100%	56
ROY KIDD AVE	555	582189	1	0	0	0	1	0	0.00	0.00	0.06	0.58	0.22	0.09	2.00	2.09	0%	100%	57
#N/A	64	509394	1	0	0	0	1	0	0.00	0.00	0.06	0.51	0.00	0.09	1.27	1.36	0%	100%	58
FRIENDSHIP DR	1390	21871	1	0	0	0	1	0	0.00	0.00	0.06	0.02	0.00	0.09	0.05	0.15	0%	100%	59
N STEWART RD	1721	0	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.00	0.09	0%	100%	60
BLACK DIAMOND RD	5280	52650	1	0	0	0	1	0	0.00	0.00	0.06	0.05	0.03	0.09	0.19	0.29	0%	100%	61
CORINTH CEMETERY RD	5280	241790	1	0	0	0	1	0	0.00	0.00	0.06	0.24	0.19	0.09	1.09	1.18	0%	100%	62
10TH ST	530	1326	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.01	0.09	0.02	0.12	0%	100%	63
15TH ST	809	8062	1	0	0	0	1	0	0.00	0.00	0.06	0.01	0.00	0.09	0.02	0.11	0%	100%	64
21ST ST	566	3400	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.02	0.11	0%	100%	65
2ND ST	761	9392	1	0	0	0	1	0	0.00	0.00	0.06	0.01	0.00	0.09	0.03	0.12	0%	100%	66
6TH ST	769	26690	2	0	0	0	2	0	0.00	0.00	0.11	0.03	0.02	0.19	0.12	0.30	0%	100%	67
8TH ST	1856	8794	2	0	0	0	2	0	0.00	0.00	0.11	0.01	0.01	0.19	0.04	0.23	0%	100%	68
ALTA RD	848	4202	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.01	0.10	0%	100%	69
ASHLEY AVE	429	3842	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.01	0.11	0%	100%	70
ELLIOTT LN	468	123987	1	0	0	0	1	0	0.00	0.00	0.06	0.12	0.15	0.09	0.70	0.79	0%	100%	71
BELL AVE	417	3949	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.01	0.11	0%	100%	72
BISHOP ST	2069	20440	1	0	0	0	1	0	0.00	0.00	0.06	0.02	0.01	0.09	0.08	0.18	0%	100%	73
E WOODLAND ACRES	311	463	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.01	0.10	0%	100%	74
SCENIC VIEW DR SPUR	549	4864	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.01	0.09	0.03	0.12	0%	100%	75
ELLISON ST	773	53	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.01	0.10	0%	100%	76
#N/A	1468	758230	1	0	0	0	1	0	0.00	0.00	0.06	0.75	0.00	0.09	1.89	1.98	0%	100%	77
FOREST CIRCLE DR	4239	17265	1	0	0	0	1	0	0.00	0.00	0.06	0.02	0.00	0.09	0.04	0.14	0%	100%	78
HIGHLAND AVE	1081	13341	1	0	0	0	1	0	0.00	0.00	0.06	0.01	0.02	0.09	0.09	0.18	0%	100%	79
4TH ST	244	35793	1	0	0	0	1	0	0.00	0.00	0.06	0.04	0.00	0.09	0.09	0.19	0%	100%	80
IDAHO ST	1802	3654	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.01	0.09	0.02	0.11	0%	100%	81
N KENTUCKY AVE	215	1899	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.01	0.10	0%	100%	82
S LAKE AVE	1368	4188	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.02	0.09	0.05	0.14	0%	100%	83
#N/A	331	107223	1	0	0	0	1	0	0.00	0.00	0.06	0.11	0.08	0.09	0.48	0.57	0%	100%	84
MAPLE LN	3216	11512	1	0	0	0	1	0	0.00	0.00	0.06	0.01	0.00	0.09	0.04	0.13	0%	100%	85
MAYNOR ST	1420	2809	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.01	0.10	0%	100%	86

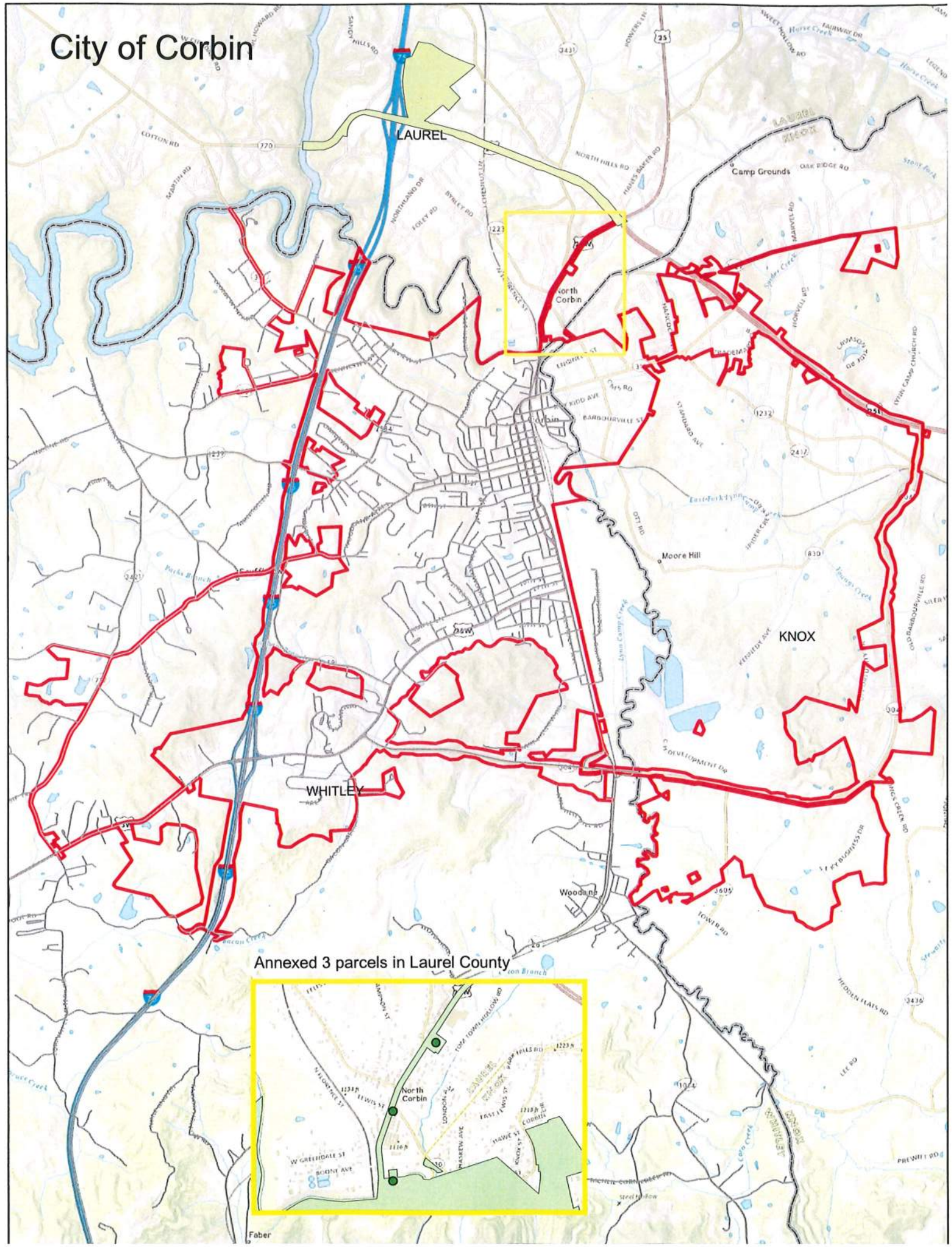
MCKINLEY AVE	2177	15791	1	0	0	0	1	0	0.00	0.00	0.06	0.02	0.00	0.09	0.05	0.14	0%	100%	87
#N/A	395	60140	1	0	0	0	1	0	0.00	0.00	0.06	0.06	0.02	0.09	0.19	0.29	0%	100%	88
PIPER DR	241	13341	1	0	0	0	1	0	0.00	0.00	0.06	0.01	0.02	0.09	0.09	0.18	0%	100%	89
RABRAN LN	908	3134	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.00	0.09	0.01	0.10	0%	100%	90
#N/A	666	25165	1	0	0	0	1	0	0.00	0.00	0.06	0.02	0.00	0.09	0.06	0.16	0%	100%	91
TANGLEWOOD DR	2551	4666	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.02	0.09	0.05	0.15	0%	100%	92
UNION ST	624	4491	1	0	0	0	1	0	0.00	0.00	0.06	0.00	0.01	0.09	0.03	0.12	0%	100%	93
WALDEN AVE	787	19506	1	0	0	0	1	0	0.00	0.00	0.06	0.02	0.02	0.09	0.09	0.18	0%	100%	94

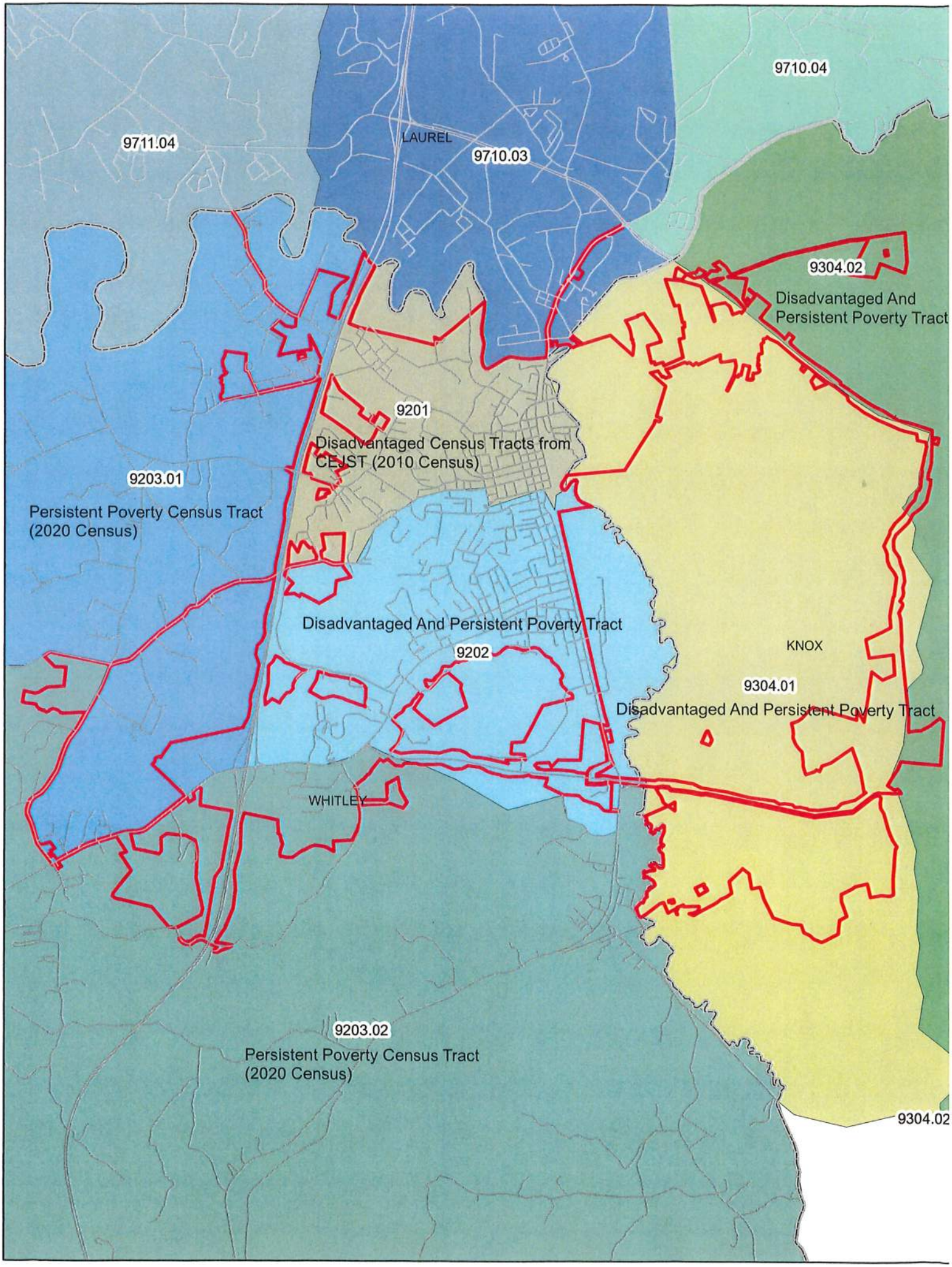

Corbin SS4A
Focus State Roads
N
KY-770
US-25 S
W CUMBERLAND GAP PKWY
AMERICAN GREETINGS RD
KY-1223 N
KY-830
S KY-1629
US-25 E S
KY-3732
HAMBLIN AVE
MASTER ST
BROWNING ACRES RD
BARTON HILL RD
S KENTUCKY AVE
W 4TH ST
EASTON HILL TOP RD
5TH STREET RD
SCUFFLETOWN RD
US-25W S
KY-3041
Kennedy Rd
Byrley Rd
Incline Rd
Riva Ridge Trl
Woodbine
1705 ft
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
Legend
State Roads
1
<all other values>
Crashes
Property Damage
Injury / Fatal
All Roads
CR
CS
I
KY
PR
PS
PV
US
<all other values>
Corbin City Boundary
Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

State Roads	Length	Max of Records	Crashes	Injured	Killed	InjK	EPDO	VRU	InjKScore	EPDOScore	VRUScore	HereScore	nBCScore	CrashScore	UseScore	FinalScore	%Injury F	CumInj F	rank	Focus Road	Comment
W CUMBERLAND GAP PKWY	5544	676702	362	124	0	124	858	5	1.00	1.00	1.00	0.19	0.00	5.00	0.48	5.48	14%	14%	1	1	Future Project
US-25W S	5280	2074471	199	80	0	80	519	0	0.65	0.60	0.00	0.59	0.65	2.08	3.12	5.20	9%	22%	2	1	Future Project
5TH STREET RD	5280	3489308	35	10	0	10	75	0	0.08	0.09	0.00	1.00	0.82	0.28	4.55	4.83	1%	24%	3	1	
US-25 E S	5280	689332	39	22	0	22	127	0	0.18	0.15	0.00	0.20	1.00	0.54	2.99	3.54	2%	26%	4	1	
US-25 E S	5280	582131	72	40	0	40	232	0	0.32	0.27	0.00	0.17	0.66	0.99	2.07	3.06	4%	30%	5	1	
MASTER ST	2004	505741	99	32	0	32	227	1	0.26	0.26	0.20	0.14	0.56	1.20	1.77	2.97	4%	34%	6	1	
MASTER ST	5280	582189	92	38	1	39	253	3	0.31	0.29	0.60	0.17	0.15	2.02	0.78	2.80	4%	38%	7	1	
US-25W S	5280	1052867	55	24	0	24	151	0	0.19	0.18	0.00	0.30	0.53	0.62	2.08	2.70	3%	41%	8	1	
US-25W S	5280	578466	80	47	1	48	277	0	0.39	0.32	0.00	0.17	0.40	1.18	1.41	2.59	5%	46%	9	1	Future Project
KY-3041	4706	572053	61	34	1	35	206	0	0.28	0.24	0.00	0.16	0.43	0.87	1.48	2.35	4%	50%	10	1	
US-25W S	3992	765990	130	30	0	30	250	1	0.24	0.29	0.20	0.22	0.20	1.22	1.06	2.28	3%	53%	11	1	
KY-3041	5280	535909	14	8	0	8	46	1	0.06	0.05	0.20	0.15	0.45	0.53	1.50	2.03	1%	54%	12	1	
US-25 E S	1306	561824	5	2	0	2	13	0	0.02	0.02	0.00	0.16	0.61	0.05	1.94	1.99	0%	54%	13	1	
S KENTUCKY AVE	5110	473081	142	40	0	40	302	0	0.32	0.35	0.00	0.14	0.20	1.12	0.85	1.97	4%	58%	14	1	
US-25W S	5280	608221	123	24	0	24	219	1	0.19	0.26	0.20	0.17	0.13	1.08	0.77	1.85	3%	61%	15	1	
US-25W S	5280	581779	95	31	0	31	219	1	0.25	0.26	0.20	0.17	0.09	1.18	0.64	1.82	3%	65%	16	1	
KY-3041	4252	511425	19	11	0	11	63	0	0.09	0.07	0.00	0.15	0.47	0.27	1.53	1.80	1%	66%	17	1	
KY-3041	5280	356553	35	9	0	9	71	0	0.07	0.08	0.00	0.10	0.46	0.26	1.40	1.65	1%	67%	18	1	
KY-3041	5280	588504	20	3	0	3	32	0	0.02	0.04	0.00	0.17	0.45	0.10	1.54	1.64	0%	67%	19	1	
KY-3041 NC	5280	542581	20	4	0	4	36	0	0.03	0.04	0.00	0.16	0.44	0.12	1.48	1.61	0%	68%	20	1	
W CUMBERLAND GAP PKWY	5280	0	141	41	2	43	323	1	0.35	0.38	0.20	0.00	0.00	1.54	0.00	1.54	5%	72%	21	1	
US-25 W	5503	0	75	48	0	48	267	1	0.39	0.31	0.20	0.00	0.00	1.50	0.00	1.50	5%	77%	22	1	
MASTER ST	516	745347	24	10	0	10	64	0	0.08	0.07	0.00	0.21	0.20	0.26	1.03	1.29	1%	78%	23	1	
KY-26	1587	608221	36	10	0	10	76	1	0.08	0.09	0.20	0.17	0.07	0.62	0.60	1.21	1%	80%	24	1	
WOODBINE CONN	1488	65949	6	3	0	3	18	0	0.02	0.02	0.00	0.02	0.40	0.08	1.06	1.13	0%	80%	25	1	
W 4TH ST	4370	348975	19	5	0	5	39	1	0.04	0.05	0.20	0.10	0.13	0.48	0.58	1.06	1%	80%	26	1	
MASTER ST	5280	205998	29	24	0	24	125	0	0.19	0.15	0.00	0.06	0.10	0.57	0.41	0.98	3%	83%	27	1	
MASTER ST	3317	473081	52	16	0	16	116	0	0.13	0.14	0.00	0.14	0.07	0.44	0.52	0.96	2%	85%	28	1	
KY-26	5280	219633	16	4	0	4	32	0	0.03	0.04	0.00	0.06	0.18	0.12	0.61	0.73	0%	85%	29	1	
5TH STREET RD	5280	241790	35	10	0	10	75	0	0.08	0.09	0.00	0.07	0.10	0.28	0.43	0.71	1%	86%	30	1	
S KY-1629	5280	526217	18	6	0	6	42	0	0.05	0.05	0.00	0.15	0.06	0.16	0.51	0.68	1%	87%	31	1	
HAMBLIN AVE	3250	377298	15	2	0	2	23	0	0.02	0.03	0.00	0.11	0.13	0.07	0.59	0.66	0%	87%	32	1	
5TH STREET RD	3044	336309	31	9	0	9	67	0	0.07	0.08	0.00	0.10	0.06	0.25	0.38	0.63	1%	88%	33	1	
#N/A	979	199937	3	0	0	0	3	0	0.00	0.00	0.00	0.06	0.18	0.01	0.59	0.60	0%	88%	34	1	
MASTER ST	4764	159775	19	8	0	8	51	0	0.06	0.06	0.00	0.05	0.11	0.21	0.39	0.59	1%	89%	35	1	
KY-770	1313	0	60	21	0	21	144	0	0.17	0.17	0.00	0.00	0.00	0.56	0.00	0.56	2%	91%	36	1	
KY-1232	5488	317176	5	0	0	0	5	0	0.00	0.01	0.00	0.09	0.13	0.01	0.54	0.55	0%	91%	37	1	
5TH STREET RD	5280	129294	33	8	1	9	74	0	0.07	0.09	0.00	0.04	0.07	0.26	0.26	0.52	1%	92%	38	1	
AMERICAN GREETING CARD RD	5280	0	31	21	0	21	115	0	0.17	0.13	0.00	0.00	0.00	0.51	0.00	0.51	2%	95%	39	1	
HAMBLIN AVE	2030	55916	16	12	0	12	64	0	0.10	0.07	0.00	0.02	0.03	0.29	0.10	0.39	1%	96%	40	0	
SCUFFLETOWN RD	5280	126727	22	7	1	8	59	0	0.06	0.07	0.00	0.04	0.03	0.22	0.17	0.39	1%	97%	41	0	

5TH STREET RD	5280	163183	15	6	0	6	39	0	0.05	0.05	0.00	0.05	0.05	0.16	0.23	0.39	1%	97%	42	0
BARTON MILL RD	2895	140382	8	3	0	3	20	0	0.02	0.02	0.00	0.04	0.05	0.08	0.23	0.31	0%	98%	43	0
ROY KIDD AVE	226	303862	3	1	0	1	7	0	0.01	0.01	0.00	0.09	0.01	0.03	0.23	0.26	0%	98%	44	0
SCUFFLETOWN RD	1697	109451	4	1	0	1	8	0	0.01	0.01	0.00	0.03	0.05	0.03	0.20	0.23	0%	98%	45	0
S KY-1629	5280	110195	2	1	0	1	6	0	0.01	0.01	0.00	0.03	0.04	0.03	0.19	0.21	0%	98%	46	0
BROWNING ACRES RD	5280	71667	3	2	1	3	20	0	0.02	0.02	0.00	0.02	0.03	0.08	0.13	0.21	0%	98%	47	0
SCUFFLETOWN RD	5280	80530	7	1	0	1	11	0	0.01	0.01	0.00	0.02	0.03	0.03	0.14	0.17	0%	98%	48	0
BARTON MILL CUTOFF RD	5280	75286	5	0	0	0	5	0	0.00	0.01	0.00	0.02	0.04	0.01	0.14	0.15	0%	98%	49	0
BROWNING ACRES RD	2204	77135	3	0	0	0	3	0	0.00	0.00	0.00	0.02	0.03	0.01	0.14	0.15	0%	98%	50	0
KY-770	5280	0	8	6	0	6	32	0	0.05	0.04	0.00	0.00	0.00	0.14	0.00	0.14	1%	99%	51	0
KY-830	1168	0	4	5	0	5	24	0	0.04	0.03	0.00	0.00	0.00	0.11	0.00	0.11	1%	100%	52	0
KY-2417	583	20753	2	1	0	1	6	0	0.01	0.01	0.00	0.01	0.02	0.03	0.07	0.10	0%	100%	53	0
US-25 S	5280	0	10	3	0	3	22	0	0.02	0.03	0.00	0.00	0.00	0.08	0.00	0.08	0%	100%	54	0
SCUFFLETOWN RD	1075	49230	3	0	0	0	3	0	0.00	0.00	0.00	0.01	0.01	0.01	0.07	0.08	0%	100%	55	0
KY-2417	1330	10437	1	0	0	0	1	0	0.00	0.00	0.00	0.00	0.02	0.00	0.05	0.05	0%	100%	56	0
SCUFFLETOWN RD	3583	30744	1	0	0	0	1	0	0.00	0.00	0.00	0.01	0.01	0.00	0.04	0.04	0%	100%	57	0
HAMBLIN AVE	5280	7078	1	0	0	0	1	0	0.00	0.00	0.00	0.00	0.01	0.00	0.03	0.03	0%	100%	58	0
S KY-1629	5280	17722	1	0	0	0	1	0	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.03	0%	100%	59	0
KY-1223 N	5280	0	1	0	0	0	1	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0%	100%	60	0

City of Corbin




9710.04
9711.04
LAUREL
9710.03
9304.02
Disadvantaged And
Persistent Poverty Tract
9201
Disadvantaged Census Tracts from
CEJST (2010 Census)
9203.01
Persistent Poverty Census Tract
(2020 Census)
Disadvantaged And Persistent Poverty Tract
9202
KNOX
9304.01
Disadvantaged And Persistent Poverty Tract
WHITLEY
9203.02
Persistent Poverty Census Tract
(2020 Census)
9304.02

Safe Streets for All (SS4A) Action Plan
City of Corbin
Steering Committee Meeting Minutes – July 10, 2024

Attendance: See Sign-in Sheet

Discussion Items

1. Action Items from last meeting:
   a. John, Scott Knebel, and Jeff Nantz to perform field reconnaissance on 6/28/24. *Done.*
   b. Sherri to provide Master Street drainage study and previous study of alternate route of 5th Street Road to US 25W. *Done.*
   c. Finalize draft priority list to focus countermeasure development on top location(s) to enable cost estimates to be prepared for future funding application(s). Systemic countermeasures to be identified that may be applicable to locations not on the priority rank list. *Done – see attached minutes.*
   d. Evaluate and integrate (where appropriate) public input into the safety analyses. *Done.*
   e. John to complete review of existing policies and procedures. *In progress.*
2. Focus Road Prioritization / Proposed Action Plan Initiatives. Based on previous safety analyses and prioritization efforts, and the 6/28/24 site reconnaissance, the following are the current proposed safety initiatives. Steering Committee to confirm whether additional sites / corridors should be added.

   Priority City Streets

   a. Barbourville Street alternatives:
      i. Construct new bike-ped bridge over Lynn Camp Creek.
      ii. Reconstruct the bridge as a bike-ped structure.
      iii. Close the existing bridge to motor vehicles (need to provide turnaround space for buses).
      iv. Close the existing bridge to motor vehicles, relocate a utility pole and re-open Curt Selvy Way to motor vehicles for a connection to Roy Kidd Avenue, while still accommodating pedestrians. Designate the new West Barbourville Street and Curt Selvy Way as a one-way route (counterclockwise) to Roy Kidd.
      v. At the west end, purchase a small amount of land at the northeast corner from the USPS to relocate the fence to improve sight distance and turning movements at the Laurel Avenue intersection.
   b. Roy Kidd Avenue – perform traffic signal warrant analyses for the Depot Street and Laurel Avenue intersections; consider removing the signals and installing 2-way or 4-

way stop control at Laurel Avenue and 4-way stops at Depot Street. CPD or school resource officers (SROs) to assist during special events (football games).

Consider realigning intersection with Hamlin Avenue (KY 830) at east end to eliminate offset intersection.

c. Depot Street – Add on-street parking and wayfinding signage on Main and Depot directing drivers to the public parking lots. At the Third Street intersection add curb bump outs to move the stop bar further into Depot, to address the sight distance issue. Add traffic calming to Depot Street and extend the sidewalk from 6th to 7th streets.

d. Oaklawn Subdivision – Implement traffic calming elements such as speed tables and lane striping. Consider realigning the loop intersection as a tee instead of a merge, for speed control. Consider striping options and a raised median at the subdivision entrance to restrict lane widths (Jeff noted that the streets would be resurfaced soon). Consider making the streets one lane, one way with on-street parking and/or a bike lane to reduce travel lane width; retain Oaklawn Court as a two-way street.

e. 7th Street – Address roadside safety issues (i.e. the dropoff to the creek) and a gap in the sidewalk near the creek.

f. Arena Drive – Reassess after KYTC projects are complete.

g. Vandorn Street – Roadside safety issues; steep slope is hazardous in winter, especially the risk of sliding into parked cars. Speeding is not considered an issue. Consider removing from the priority list.

h. East Gordon Street – Its place on the priority list is only due to its very short length. Remove from list.

i. Trillium Way – Reassess after completion of the US25W construction project. Not considered an unsafe road other than possibly at the two Falls Road intersections.

j. North Commonwealth Avenue – Need to assess safety issues.

<u>Priority State Roads</u>

a. Main Street (US 25) – Conduct traffic study to assess impacts of 2 alternatives: eliminating one travel lane and eliminating parking on east side. Study AM and PM peak hourly volumes at the intersections of 5th with Main and Kentucky, and Gordon at Main and Kentucky. Confirm whether KYTC has turning movement count data.

b. Kentucky Avenue – Include in Main Street traffic study. <u>There have been 5 accidents in the past month at the intersection of 5th and Kentucky</u>.

c. Master Street (KY 312) – Extend proposed sidewalk east of Commonwealth, at least to the McDonald's / Trademore signal. Consider realignment of Hancock Avenue to connect at KY 1232 (Old US 25). Consider re-striping to add bike lanes. The recent fatality at Master & Hancock is considered to be due to poor lighting and a pedestrian walking in the roadway.

d. US 25W / Falls Road –

   i. 18th & Snyder (CHS entrance) – Perform traffic signal warrant analysis and access management study to improve pedestrian safety. Review options to reduce or eliminate Falls Road congestion during school dropoff and pickup times.

      Consider Green T intersection design (see attached info sheet).

   ii. Conduct access management study for the remainder of the Falls Road commercial corridor. Young (student) drivers contribute to the risk factors. Control left turn movements into the Doller Tree site (originally installed for a previous Walgreen's drive-thru).

e. 5th Street Road (KY 727) – Address sight distance issue at Stamper Street. Determine right-of-way line and either remove excess pavement within the R/W or install bollards to prevent parked vehicles from blocking the line of sight.

   Assess roadside safety and accident causes in the remainder of the corridor.

f. Gordon Hill (KY 312) – Extend the sidewalk and assess street lighting. Sewer upgrades are planned and may present an opportunity for sidewalk easements along the roadway.

g. Barton Mill Road (KY 2384) – Address speeding issues, including at Oaklawn. Need a sidewalk from Stamper to the new Miller Park. Assess intersections at Gordon (restrict parking at southeast corner) and Stamper.

h. Corbin Bypass – The new Green T intersection at US25E was constructed to mitigate crashes and appears to have addressed accident causes in the northern portion.

<u>Other Initiatives from Public Input</u>

a. 20th Street at Main Street – install curb bump outs to advance the stop bar further into Main Street, to eliminate on-street parking and address sight distance issues.

b. High Street – issues with narrow street; street alignment encroaching on private property (confirm), and need for turnaround at the end. Review plats and deeds and evaluate options for improvements. Consider using an existing alley to avoid the need for a turnaround.

c. Review ADA wheelchair access especially on Main Street. City to review in the field.

d. Others?

3. SS4A Action Plan Task Status and Schedule *(agenda placeholder)*

   a. Leadership Commitment *(summer-fall 2024)*

   b. Planning Structure *(ongoing)*

   c. Safety Analysis *(spring-summer 2024)*

   d. Public Engagement – (*AP presentations summer-fall)*

   e. Equity Considerations – *(summer-fall)*

f. Policy and Process Changes *(spring-summer)*

g. Strategy and Project Selections *(summer-fall)*

h. Progress and Transparency *(ongoing, website development summer-fall)*

4. Next Steps

   a. Prepare draft Action Plan report template.

   b. Finalize safety analysis using the Crash Analysis Module (CAM) to confirm contributing factors.

   c. Prepare project overview sheets for each priority list item. These will enable cost estimates to be prepared for the Action Plan and future funding application(s).

   d. John to complete review of existing policies and procedures.

   e. City to evaluate their funding capacity for future project matches.

   f. Next Steering Committee Meeting: August 14, 2024 at 10:00 am.

5. Other Discussion Items?

<u>Attachments:</u>

1. Sign-in Sheet
2. Green T information sheet
3. Public comments spreadsheets
4. Updated local and state priority project lists
5. Sample abbreviated study location
6. Barbourville Street Crash Map

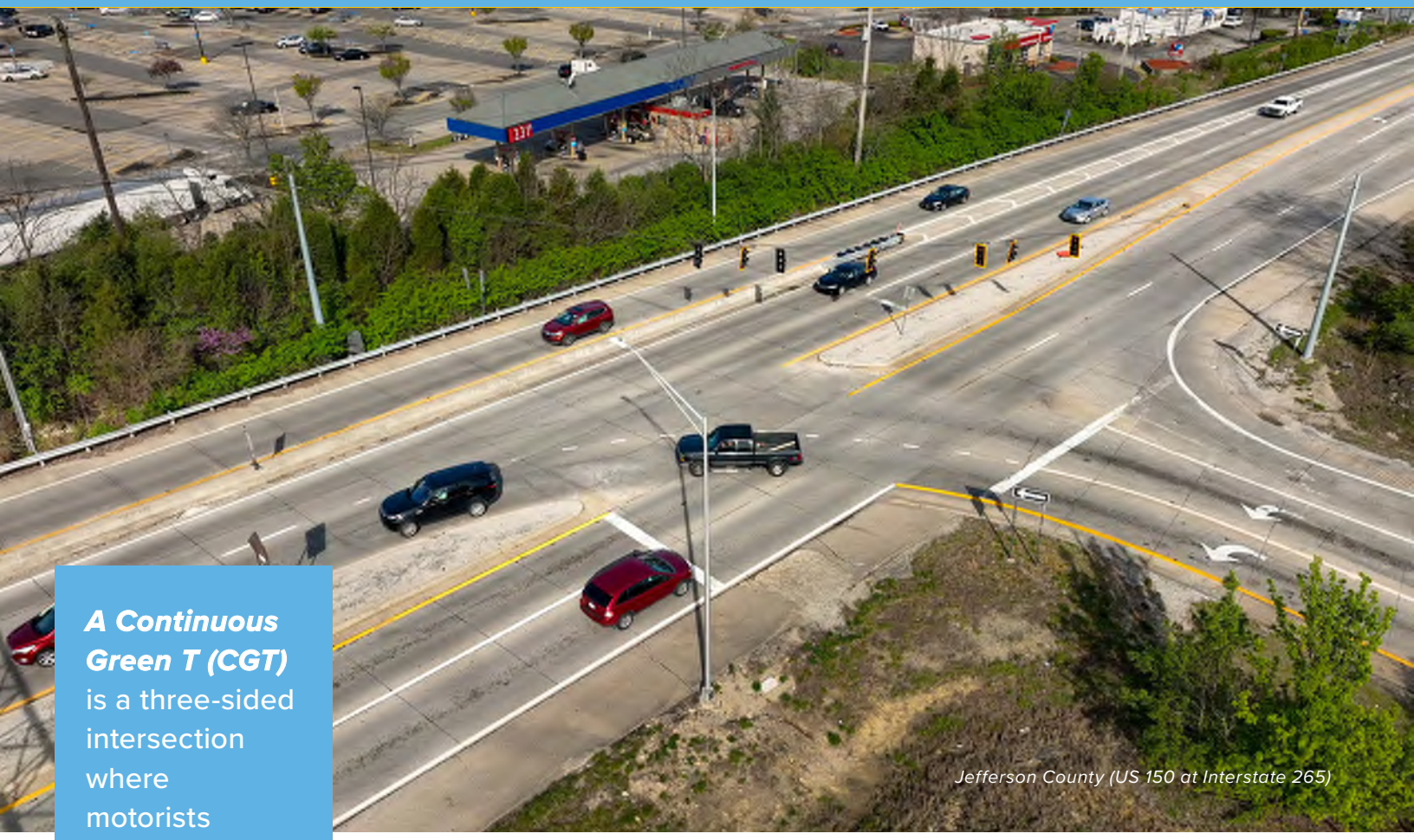
Corbin SS4A Action Plan
Steering Committee Meeting - July 10, 2024
SIGN IN SHEET

	NAME	ORGANIZATION	EMAIL and/or PHONE
1	John Steinmetz	Banks Engineering / PM	jsteinmetz@banksengineering.net; (859) 421-9695
2	Scott Knebel	Crawford, Murphy & Tilly (CMT)	sknebel@cmtengr.com; (937) 776-1040
3	~~Adam Kirk~~	~~CMT / KY Transportation Center~~	~~adam@adamkirkpe.com~~
4	~~Jason Hawkins~~	~~CVADD~~	~~jhawkins@cvadd.org; (606) 401-8873~~
5	Mayor Suzie Rasmus	City of Corbin	suzie.rasmus@corbin-ky.gov
6	~~Commissioner John Baker~~	~~City of Corbin~~	~~john.baker@corbin-ky.gov~~
7	City Manager Scott Williamson	City of Corbin	scott.williamson@corbin-ky.gov
8	City Clerk Tori Brock	City of Corbin	tori.brock@corbin-ky.gov
9	Police Chief Rusty Hedrick	City of Corbin	rusty.hedrick@corbin-ky.gov
10	Fire Chief Barry McDonald	City of Corbin	barry.mcdonald@corbin-ky.gov
11	~~PW Director Jeff Nantz~~	~~City of Corbin~~	~~jeff.nantz@corbin-ky.gov~~
12	~~P&R Director Jacob Roan~~	~~City of Corbin~~	~~jacob.roan@corbin-ky.gov~~
13	~~Aquatics Facility Patricia Smith~~	~~City of Corbin~~	~~puttcitypool@corbin-ky.gov~~
14	~~Kathleen Croley~~	~~Whitley Co. Health Dept.~~	~~kathleen.croley@whitleyhealth.org~~
15	~~Sherri Chappell~~	~~KYTC District 11~~	~~sherri.chappell@ky.gov~~
16	Keenan Jones	KYTC District 11	keenan.jones@ky.gov
17	~~David Cox~~	~~Corbin Independent Schools~~	~~david.cox@corbin.kyschools.us~~
18	~~David Jackson~~	~~Hacker Bros. Construction~~	~~djackson@hackerbrothers.com~~

SAFERoad SOLUTIONS

EFFECTIVE ROAD DESIGNS EXPLAINED

Continuous Green T (CGT)



Jefferson County (US 150 at Interstate 265)

A Continuous Green T (CGT) is a three-sided intersection where motorists traveling in one direction on the top of the "T" (the main road) can travel straight through the crossing without stopping.

BENEFITS

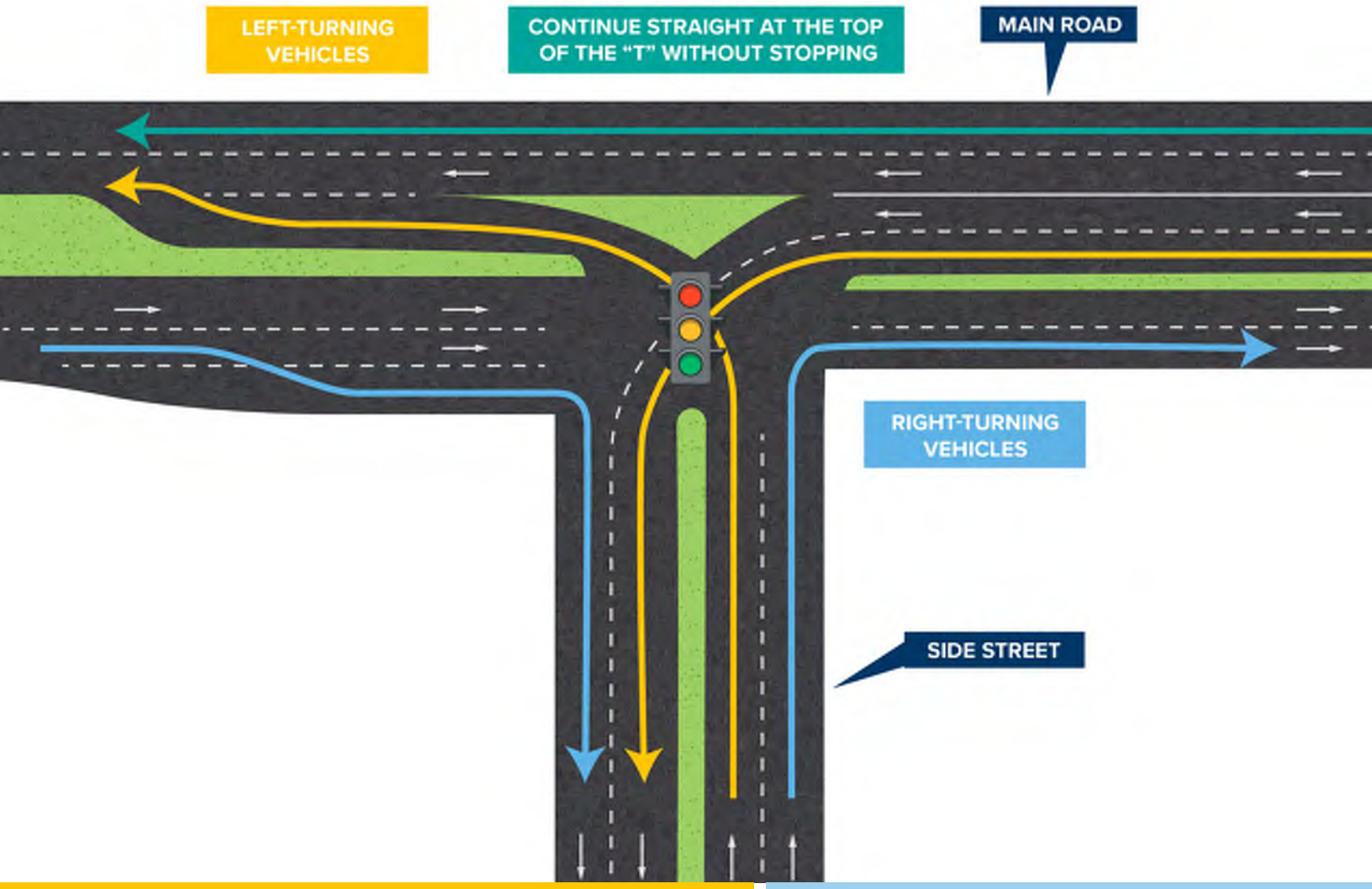
- ***Enhanced Safety*** — CGTs channel left-turning traffic on the side street, which reduces the potential for angled crashes.
- ***Increased Efficiency*** — because one direction of travel on the major road is free-flow, more "green light" time can be provided to the other movements, reducing overall delays at the intersection.

TEAM KENTUCKY
TRANSPORTATION CABINET

SAFERoad SOLUTIONS

EFFECTIVE ROAD DESIGNS EXPLAINED

Continuous Green T (CGT)



WHAT TO KNOW ABOUT CGTs

- This design prioritizes the highest need for traffic flow and direction, usually the direction with the highest number of vehicles.
- Channelized left-turn and right-turn lanes on all segments reduce congestion and wait times.
- Motorists traveling from the side street ease on to the main road whether turning left or right.

WHEN TO USE A CGT

A CGT design is effective for intersections with:

- High traffic volumes on the main road.
- Moderate-to-low traffic volumes on the connecting side street.

TEAM KENTUCKY
TRANSPORTATION CABINET

	COMMENTS DURING PUBLIC HEARING 06/03/2024			
NO.	NAME	COMMENT	LOCATION	PRIORITY?
1		RUN/WALK DOWNTOWN AROUND POST OFFICE AND FIRST BAPTIST CHURCH; NEEDS CROSSWALKS; SIDE ROADS ON MAIN THAT ARE ONE WAY AND DRIVERS ONLY LOOK AT THE DIRECTION OF TRAFFIC;	D/T ped issues	
2	JEFF NANTZ	PARKING ON DEPOT POSSIBILITY AFTER SEEING SO MANY ISSUES WITH PARKING ON MAIN STREET	Depot	
3	ALLISON MOORE	POSSIBILITY OF MINI PARKING STRUCTURE ON DEPOT	Depot	
4	CHAD FRAZIER BARTON MILL	LIVES OFF BARTON MILL (2 HOUSES FROM OAKLAWN) PD CAN PARK IN HIS DRIVEWAY FOR RADAR; BOTTOM OF STAMPER NEEDS REFELCTIVE MIRROR; APARTMENTS ON GORDON HILL/ BARTON MILL HARD TO SEE AROUND PARKED CARS	Each end of Stamper at 5th & Barton Mill	
5	LINDSEY FRAZIER; MASTER STREET	NOVEMBER 2019 DAUGHTERS INVOVLED IN FATAL ACCIDENT IN FRONT OF SHERWIN WILLIAMS; MASTER STREET LIGHTING IS NEEDED; VERY DARK AND CANNOT SEE; AMOUNT OF PEOPLE WALKING IN DARK CLOTHES AT NIGHT; SAFE LIGHTING AND SAFE PLACES TO WALK	East Master St. at Hancock	
6	JENNIFER SKIDMORE	HER DAUGHTERS ATTEND GAIL FREDERICK AND WHEN HER MOTHER WAS PICKING THEM UP SHE HAD AN ACCIDENT AT SAME LOCATION (SHERWIN WILLIAMS); SUBSTAINTIAL TRAFFIC WITH YOUNG CHILDREN IN TOW IN THE AREA	East Master St. at Hancock	
7	KELLENE TURNER; 3RD STREET/KENTUCKY	INTERSECTION OF 3RD AND KENTUCKY SPEEDING; FLASHING LIGHT POSSIBILITY; SPEED ON KENTUCKY; CROSSWALK LIGHTS DESPERATELY IN NEED OF REPAIR ON KENTUCKY	Kentucky Ave	
8	Kellene Turner comment sheet	3rd at Kentucky is dangerous (flashing light?)	Kentucky Ave.	
9	MARK WHITE	LIGHTING AND SIDEWALK ALL THE WAY UP GORDON HILL	KY 312 in NW part of town	
10	JAMES GAMBREL	POSSIBILITY OF CONVERTING MAIN STREET TO ONE LANE; IS IT POSSIBLE?	Main	
11	BRANDON	ANGLED PARKING VS. PARALLEL PARKING; JOHN-ANGLED BACK IN PARKING IS SAFER, POSSIBILITY OF PARKING STUDY; ROAD NEXT TO CITY HALL	Main	
12	RUSTY HEDRICK	SPEEDING ISSUES ON MAIN STREET AROUND SPLASH PAD AND POTENTIAL FOR COLLISIONS IN THE AREA	Main	
13	6/12/24 Steering Committee	Unsafe sight distance at 20th and Main due to on-street parking	Main St. at 20th	

	COMMENTS DURING PUBLIC HEARING 06/03/2024			
NO.	NAME	COMMENT	LOCATION	PRIORITY?
14	Kellene Turner comment sheet	Raise traffic light boxes downtown so pedestrians don't have to walk into street to avoid them	Main Street	
15	DANIEL WALLEN; MAIN STREET	MASTER STREET NEEDS LIGHTING AND SIDEWALKS; MAIN STREET NEEDS ONE LANE DOWN THE MIDDLE DUE TO PARKING ON BOTH LANES; ALSO SPEED ISSUES ON MAIN	Master and Main streets	
16	Kellene Turner comment sheet	Master Street needs sidewalks and crosswalks	Master Street	
17	FORD EVERETS; HIGH STREET	STREET IS VERY NARROW; HAS CAUSED PERSONAL AND PUBLIC DAMAGE; CITY OWNS ALLEY WAY BEHIND HIS PROPERTY; COULD DO ROUNDABOUT; CANNOT ACCESS FIRE HYDRANT DUE TO NEIGHBOR PARKING IN STREET; STREET NOT ROUTED APPROPRIATELY BASED ON DEED	Off Hatfield and B'ville St.	
18	ALLISON MOORE	NEED ATTENTION TO INTERSECTIONS OF 4TH AND POPLAR AND 5TH AND POPLAR; BUSHES ON 5TH/KENTUCKY/ BEATTY THAT LIMIT VISIBILITY	Poplar at 4th & 5th (sight distance)	
19		CROSSWALK BY LIBRARY/1ST BAPTIST AND ON 7TH STREET BY NFC(?)	Roy Kidd, 7th St	
20	JOHN ELLIOTTE, MICHAEL TYE; OAKLAWN	SPEEDING ISSUES AND STOP SIGN NOT BEING USED. SPEED LIMIT IS 15 AND PEOPLE ARE GOING OVER 45 MPH; SPEED BUMP OR RUMBLE STRIP MAY HELP; YIELD SIGNS ON STAMPER NOT SEEN; TANGLEWOOD DR WHEN IT WAS PAVED DRIVEWAY WAS NOT SLOPED		
21	JACOB ROAN	INCREASED PEDESTRIAN SAFETY POSSIBILTIES ON FACEBOOK (CITY AND PARKS AND REC)		
22	Kellene Turner comment sheet	Provide safety training for kids (walking, biking, signaling, etc.)		

No.	ROAD	NAME	JUNE 2024 FACEBOOK COMMENTS	LOCATION	PRIORITY?
1	25W-KFC	NICOLE TOMLINSON	The road by KFC has had COUNTLESS accidents bc of how unsafe it is where they don't have a stop light 🤦 and they should put another one by the road that's across the street from it bc it's a three way road that unfortunately has to rely solely on every driver instead of signs and that don't work out too well with half the people here	25W at Beatty	KYTC Study
2	25W-KFC	DENISE AND EDDY RODRIGUEZ	We also, need a red light, at the end, next to KFC. NOT A FLASHING ONE!!!!! We have to wait forever to pull out onto 25 because of all the cars turning to GO TO WALMART!!!!! SOMETHING HAS LONG PAST NEEDED TO BE DONE!!!!!	25W at Beatty	KYTC Study
3	4TH/5TH ST	WALT PENNINGTON	4th and 5th streets are choppy now and Barton Mill. Another issue is intersection of Stamper and 4th/5th streets. Traffic coming off 4th is no longer paying attention to the yield sign there and are making pulling out of Stamper a little risky	5th and 4th at Stamper	
4	SCUFFLETOWN	JEFF BALL	Stop people coming off scuffletown onto 5th. From being completely out of their lane. There is a neat white line that tells you where to be.	5th at Scuffletown	
5	STAMPER	JEFF BALL	Add a mirror on bottom of stamper so you can see past the cars parked to know if anything is coming down 5th.	5th at Stamper	
6	5TH ST	SHELLIE MCFARLAND	the poplar and 5th St intersection has a hedge in the way so u can't see if something is coming.	5th St. at Poplar sight distance	
7	5TH STREET	JOEY ABNER	5th street between stamper and Kentucky is terrible, everyone swerves to dodge potholes	5th St. potholes	
8	7TH STREET	DANNY BURNS	Need a yellow stripe painted down center of 7th street. Most people treat it like a one way street. Many many harrowing experiences there, particularly with school busses !	7th St. striping	
9	8TH ST	SHELLIE MCFARLAND	The 8th St rd going up the hill to Vermillion village has a speed limit of 15 and literally everyone does at least 45 and several including some cops do like 55 or so up the hill. Used to be a school zone but it isn't now that the school moved but that didn't stop them from speeding. I spoke to the city and asked about speed bumps and they said it might damage their road equipment whatever that means.	8th Street speeding	
10	MISC	SHEILA SMITH	Better accessibility for wheelchairs on the sidewalks.	ADA sidewalks	
11	GORDON HILL	RHONDA MOORE	SIDEWALK FROM BARTON MILL TO WHERE IT ENDS ON GORDON HILL	Barton Mill sidewalks	
12	BARTON MILL	LINDSEY MARIE FRAZIER	Barton Mill is terrible for the speeding! They're welcome to sit in my side driveway!!	Barton Mill speeding	
13	OAKLAWN CIR/BARTON MILL	JOEL PAYTON	You are putting your life in danger when (exiting) Oaklawn on to speeding Barton Mill!	Barton Mill speeding	
14	CHS	ANN HAIL	We need a light or roundabout at the high school & a cross walk bridge	CHS intersection	
15	CHS (GOODWIN ST)	CARISSA CONLIN	Goodwin street especially when school is in session they fly down it. Speed bumps or something	CHS speeding on Goodwin	
16	SNYDER	KAREN HART BROWN	We need more street lights in our neighborhoods. Most especially in the ones around the high school. Many community members walk in our neighborhoods and utilize the school track. The few lights we do have are very dim.	CHS Streetlights	
17	KENTUCKY AVE	DOUG GREGORY	Safety as in people's driving aggressively on Kentucky street. Police need to watch speeders and aggressive driving here.	Kentucky Ave. speeding	
18	CUMBERLAND FALLS HWY	JEFF BALL	Teach people that the turning lane on falls rd coming onto main is not a merging lane.	Main at Cumb. Falls Rd.	
19	MAIN ST	TAMARA BURKE	My issue is make sure all the partiers going to Austin City park INSIDE the lines, and not out in the street. I've never seen any of them with a parking citation, so we have to just drive around and hope for the best	Main St. parking	
20	MAIN ST	JEANNE MARTIN	Sometimes even have to swerve to avoid hitting someone. Maybe we need parking only on one side and then widen the lanes!?	Main St. parking	

No.	ROAD	NAME	JUNE 2024 FACEBOOK COMMENTS	LOCATION	PRIORITY?
21	MAIN ST	JESSICA N. REYNOLDS	It's not just the Austin city folks it's everybody that parks on the side thru town, It's ridiculous. If you can't park your vehicles straight and in the actual spot then go park in the parking lot behind the building. No reason to pull your front end in and leave the rear end in the road so people can't get by. Yes okay it's nothing like hitting/dodging a pot hole every few feet but it's still a real issue.	Main St. parking	
22	MAIN ST/DEPOT	BILLY WIDNER	Create or expand parking on Depot street and only allow parking on the right side of main add crosswalks	Main St. parking	
23	MAIN ST	DANNY BURNS	Agree with all comments about erratic parking on Main Street . Need to ticket those who can't parallel park; leaving part of their vehicle in the road!	Main St. parking	
24	MAIN ST	ED GARR	Any improvement that could help make our downtown district more pedestrian friendly would be appreciated. I'm sure everyone has their opinion on what that means, but currently it can be risky to park, cross the road and even something that should be stress free....getting out of your vehicle. Thanks for listening and considering people's concerns.	Main St. parking	
25	MAIN ST	TRUDY BLANKENSHIP	Make parking on Main St for just one side!! Can't drive down Main without staggering with the cars beside you! REAL HAZARD	Main St. parking	
26	MAIN ST	DENNIS FIELDS	How about a wider Main Street or ticketing the people that don't know how to park like an adult	Main St. parking	
27	MAIN ST	SHANNA STORM	Williamsburg took their Main Street to one lane traffic to allow parking on both sides of the street comfortably. Can Corbin not do something similar? This would cut down on speeding as well. Currently parking on both sides with two lanes of traffic is way too much for such a narrow roadway. Also make the existing parking spots on Main a little larger. So many people nowadays drive trucks and SUVs. Those oversized vehicles do not fit in the current spots.	Main St. parking	
28	MAIN ST	JEFF ROWLAND	I live downtown and yeah people don't know how to park. I had my front bumper ruined because someone "pulled in" to a spot inside of backing in to parallel park. That's one issue, the other is speeding through Main Street and driving the wrong way down one way streets.	Main St. parking	
29	MAIN ST	ANASTAISA MARIE	Wider lanes down Main Street.. shouldn't be the drivers fault if they side swipe a vehicle that's sticking 5 inches out of the parking spot 🤷 Let's not forget about them Yee Yee boys and their tow mirrors.. I ain't above knocking one off on my way down the street, tired of dodging parked cars	Main St. parking	
30	MAIN ST	TAMMIE HELTON GREER	How about "NO PARKING" on Main Street and new paving on Kentucky!! These two streets are a nightmare!	Main St. parking	
31	MAIN ST/KENTUCKY	TONY HENSLEY	Better start with the ones that think main st and Ky Ave is a drag way!! Yeap even a few police cars don't obey the posted speed!	Main St. speeding	
32	MAIN ST	DIANA INMAN	We need rumble strips or speed bumps on mainstreet the vehicles go way to fast if u sit a few minutes you would see what I'm talking about .Even big trucks plow down it you should see people trying to exit their vehicles most get out the side of the ca to the sidewalk because it's so dangerous. Maybe even make it just one lane for traffic an leave parking where it is would help soo much.	Main St. speeding	
33	MASTER ST	SARAH ALSIP	Fix it the drains on master street so when it rains the road doesn't flood	Marter St. drainage	
34	MASTER ST	CHRISTOPHER DINKINS	Sidewalk on the hill by master street for walkers	Master St. Sidewalks	
35	OAKLAWN CIR	LES DIXON	Ill be out of town unfortunately during the meeting but Oaklawn, if at all possible, needs paved and also, the speed limit their needs to be enforced. Not only just cars but the school buses which I have complained before and it's taken care of but then a month or two later they're speeding again. They come off the enterance and down the hill speeding.	Oaklawn	
36	OAKLAWN CIR	DON SEARS	Oaklawn Subdivision has been told on list to be paved for over 7 years. Also we have many walkers & young children. Slow Down. Thanks.	Oaklawn	

No.	ROAD	NAME	JUNE 2024 FACEBOOK COMMENTS	LOCATION	PRIORITY?
37	OAKLAWN CIR	MICHAEL TYE	Speeding in Oaklawn Circle NEEDS Addressed! CPD has been patrolling a lot, which we are very grateful for. I believe it would be a great idea for them to park somewhere in the subdivision. Some folks need to be made an example of.	Oaklawn	
38	TRADEMART CIR	GRACE LIGHT	Right in front of Maurice's, World Finance in the shopping center. Nobody stops at that stop sign and have seen so many people almost get hit trying to walk across the road because they fly through there and run the stop sign	Trademark SC	Private road
39	TRADEMART CIR	CHANDLOR WERNICKE	I ride an electric scooter to Dollar tree for work and I can also confirm this, almsot been hit three times and blare honks at me because people don't wanna stop	Trademark SC	Private road
40	ALL	MICHAEL SLIGER	There are no bicycle lanes anywhere.		
41	MISC	JEFF BALL	Ticket people for mowing into the street.		
42	ALL	JEFF BALL	Fix the obvious bad roads.		
43	ALL	LAURA JANE WILSON	Need sidewalks everywhere		
44	MISC	JOEL PAYTON	See people running red lights daily!		
45	MASTER ST	JEFF THOMAS	I think the street coming into town from the overhead bridge needs to be repaved. I Was driving on it the other day just before the old Corbin school and if you aren't careful while trying to dodge all the very bad potholes, you will end up on the sidewalk or side swipe a parked car.That street is dangerous as well as hard on your vehicle.		
46	ALL	ASHLEY STEELE	They need to fix the roads. You will get lost in the pot holes.		
47	KENTUCKY AVE	LEEANN ALLEN	The road in front of Corbin elementary school has been bad for years now		
48	ALL	RANEE ANDERSON	More bicycle lanes, pot hols in road and wherever there's roads there should be sidewalks if possible inase people break down or for people who just like walking.		
49	ALL	CHANDLOR WERNICKE	Yeah how about you actually fix the roads and put some bike lanes or more sidewalks in so us bikers or e riders who don't ride a car can get around town		
50	KENTUCKY AVE	DAVE N SHONDA OSBORNE	I know several people have mentioned it but #1 for me is Kentucky Ave. I feel like I'm dodging land mines. It is a heavily traveled road.		
51	CUMBERLAND FALLS HWY	DAVE N SHONDA OSBORNE	The construction on Falls Road and on 25E is awful too but had to be done for future investment for the City.		
52	KENTUCKY AVE	CAMIE BREWER MCKIDDY	Ky ave downtown needs repaved		
53	7TH STREET	CHARLOTTE BALLOU	NARROW ROAD AND SIDE OF ROAD IN DISREPAIR (CRUMBLES)		
54	KENTUCKY AVE	RUTH ROSE	Kentucky Ave needs blacktopped., it's a very rough street to drive on		
55	7TH STREET	CRYSTAL ALSIP NEUMAN	As soon as they pave a road, the city comes up with a reason to cut it up. Look at 7th st. It was paved & so nice, it's been cut up about 3 times. I've seen them do this so many times.		
56	MISC	JUDITH RAE TRUDELLE	Half done road work all over putting big metal plates over big holes don't help all over the city there is construction going on how about keeping a crew at one location and getting it done not have a couple of guys scattered everywhere trying to do the job of 10 men I seen it so many times men standing and talking and not working only a couple of guys doing a job there is so many ppl getting paid by the hour not by the job so they are slow walking a job to get more money I hope all these construction areas will finally get done sooner than later I cant afford the tires I am going through over all the road work		
57	MISC	JEFF ROWLAND	One ways need marked better and police need to patrol speeding downtown more. its only a matter of time before a child or someone gets hit.		

CITY STREETS 7/10/24

TOP 10

Rank	RT Unique	Road Name	Length	Total Crashes	Inj.	K	InjK	EPDO	VRU	EPDOScore	VRUScore	Comm Score	FinalScore	%InjuryF	CumInjF	CrashRank	FinalRank	Comments
1	061-CS-2029 -000-2	ROY KIDD AVE	1927	18	6	0	6	42	1	1.00	1.00	0.00	3.27	18%	18%	1	1	
2	118-CS-2212 -000-1	DEPOT ST	4102	13	5	0	5	33	1	0.79	1.00	0.00	2.67	15%	32%	2	2	PROPOSE to limit field reviews to Top 4 locations on City list
3	061-CS-2003 -000-1	BARBOURVILLE ST	2477	5	2	0	2	13	0	0.31	0.00	5.00	2.00	6%	38%	8	3	
4	118-CS-2146 -000-1	OAKLAWN DR	4156	5	1	0	1	9	0	0.21	0.00	5.00	1.76	3%	41%	17	4	
5	118-CS-2017 -000-1	7TH ST	3904	15	1	0	1	19	0	0.45	0.00	0.00	1.44	3%	44%	10	5	
6	118-CS-2000 -000-1	ARENA DR	3601	12	2	0	2	20	0	0.48	0.00	0.00	1.36	6%	50%	7	6	CONFIRM KY 11-8351 study; also mitigated with KYTC Project 11-186
7	118-CS-2196 -000-1	VANDORN ST	1433	3	1	0	1	7	1	0.17	1.00	0.00	1.33	3%	53%	3	7	
8	118-CS-2213 -000-1	E GORDON ST	260	2	1	0	1	6	1	0.14	1.00	0.00	1.21	3%	56%	4	8	
9	118-CS-2189 -000-1	TRILLIUM WAY	4748	9	1	0	1	13	0	0.31	0.00	0.00	1.20	3%	59%	12	9	
10	061-CS-2026 -000-1	N COMMONWEALTH AVE	1740	2	2	0	2	10	0	0.24	0.00	0.00	1.13	6%	65%	11	10	
11	118-CS-2085 -000-1	FOREST DR	636	2	0	0	0	2	1	0.05	1.00	0.00	1.10	0%	65%	5	11	
12	118-CS-2169 -000-1	SANDERLIN DR	3272	5	2	0	2	13	0	0.31	0.00	0.00	1.09	6%	71%	8	12	
13	118-CS-2126 -000-1	LAUREL AVE	3116	8	1	0	1	12	0	0.29	0.00	0.00	1.04	3%	74%	13	13	
14	118-CS-2186 -000-1	TENNESSEE AVE	1703	2	0	0	0	2	1	0.05	1.00	0.00	0.93	0%	74%	5	14	
15	061-CS-2017 -000-1	FORD AVE	1877	8	1	0	1	12	0	0.29	0.00	0.00	0.83	3%	76%	13	15	
16	118-CS-2159 -000-1	POPLAR ST	3270	5	1	0	1	9	0	0.21	0.00	0.00	0.79	3%	79%	17	16	
17	118-CS-2155 -000-1	PHILLIPS LN, JOHN ST, HILLSIDE ST	2270	6	1	0	1	10	0	0.24	0.00	0.00	0.78	3%	82%	15	17	
18	118-CS-2176 -000-1	SNYDER ST	954	6	1	0	1	10	0	0.24	0.00	0.00	0.76	3%	85%	15	18	
19	118-CS-2010 -000-1	20TH ST	2658	4	0	0	0	4	0	0.10	0.00	0.00	0.44	0%	85%	24	19	
20	061-CR-1355 -000-1	S COMMONWEALTH AVE	1803	3	1	0	1	7	0	0.17	0.00	0.00	0.44	3%	88%	20	20	
21	118-CS-2016 -000-2	6TH ST	769	2	0	0	0	2	0	0.05	0.00	0.00	0.42	0%	88%	30	21	
22	063-CR-1215A7-000-1	N STEWART RD	1721	1	0	0	0	1	0	0.02	0.00	0.00	0.40	0%	88%	40	22	
23	118-CS-2165 -000-1	ROOSEVELT ST	1715	2	0	0	0	2	0	0.05	0.00	0.00	0.39	0%	88%	30	23	
24	118-CS-2200 -000-1	19TH ST	1242	4	0	0	0	4	0	0.10	0.00	0.00	0.39	0%	88%	24	24	
25	118-CS-2009 -000-1	W 1ST ST	778	2	0	0	0	2	0	0.05	0.00	0.00	0.36	0%	88%	30	25	
26	118-CS-2008 -000-1	17TH ST	2470	2	1	0	1	6	0	0.14	0.00	0.00	0.36	3%	91%	21	26	
27	118-CS-2194 -000-1	VALLEY VIEW DR	1718	1	1	0	1	5	0	0.12	0.00	0.00	0.36	3%	94%	22	27	
28	118-CS-2098 -000-1	HIGHLAND AVE	1081	1	0	0	0	1	0	0.02	0.00	0.00	0.36	0%	94%	40	28	
29	118-CS-2037 -000-1	BISHOP ST	2069	1	0	0	0	1	0	0.02	0.00	0.00	0.34	0%	94%	40	29	
30	118-CS-2018 -000-2	8TH ST	1856	2	0	0	0	2	0	0.05	0.00	0.00	0.34	0%	94%	30	30	
31	118-CS-2185 -000-1	TANGLEWOOD DR	2551	1	0	0	0	1	0	0.02	0.00	0.00	0.34	0%	94%	40	31	
32	118-CS-2015 -000-1	3RD ST	2189	2	0	0	0	2	0	0.05	0.00	0.00	0.33	0%	94%	30	32	
33	118-CS-2203 -000-1	HIGGINS ST	809	3	0	0	0	3	0	0.07	0.00	0.00	0.33	0%	94%	28	33	
34	118-CS-2198 -000-1	WALDEN AVE	787	1	0	0	0	1	0	0.02	0.00	0.00	0.32	0%	94%	40	34	
35	118-CS-2150 -000-1	PADGETT ST	831	5	1	0	1	9	0	0.21	0.00	0.00	0.32	3%	97%	17	35	
36	118-CS-2030 -000-1	BACON CREEK RD	992	2	0	0	0	2	0	0.05	0.00	0.00	0.31	0%	97%	30	36	
37	118-CS-2125 -000-1	S LAKE AVE	1368	1	0	0	0	1	0	0.02	0.00	0.00	0.28	0%	97%	40	37	
38	118-CS-2043 -000-1	BROOKSIDE LN	140	1	1	0	1	5	0	0.12	0.00	0.00	0.27	3%	100%	22	38	
39	118-CS-2029 -000-1	ELLIOTT LN	468	1	0	0	0	1	0	0.02	0.00	0.00	0.26	0%	100%	40	39	
40	061-CS-2013 -000-1	E CARTER ST	1396	2	0	0	0	2	0	0.05	0.00	0.00	0.24	0%	100%	30	40	
41	061-CS-2016 -000-1	ENGINEER ST	2576	4	0	0	0	4	0	0.10	0.00	0.00	0.22	0%	100%	24	41	
42	118-CS-2003 -000-1	11TH ST	1362	2	0	0	0	2	0	0.05	0.00	0.00	0.21	0%	100%	30	42	
43	118-CS-2131 -000-1	MAPLE LN	3216	1	0	0	0	1	0	0.02	0.00	0.00	0.21	0%	100%	40	43	
44	118-CS-2048 -000-1	CHESTNUT AVE	1812	2	0	0	0	2	0	0.05	0.00	0.00	0.20	0%	100%	30	44	
45	118-CS-2075 -000-1	N EARLS AVE	2678	3	0	0	0	3	0	0.07	0.00	0.00	0.20	0%	100%	28	45	
46	118-CS-2102 -000-1	4TH ST	244	1	0	0	0	1	0	0.02	0.00	0.00	0.20	0%	100%	40	46	
47	061-CS-2041 -000-1	WILSON ST	1462	4	0	0	0	4	0	0.10	0.00	0.00	0.19	0%	100%	24	47	

STATE ROUTES 7/10/24

Rank	RT Unique	Road Name	Length	Total Crashes	Inj.	K	InjK	EPDO	VRU	Comm Score	FinalScore	%InjuryF	CumInjF	CrashRank	UseRank	FinalRank	Comments
1	063-US-0025E -000-2	CUMBERLAND GAP PKWY	5544	362	124	0	124	858	5	0.00	3.75	14%	14%	1	1	1	Major Widening US 25E; KYTC Project 11-185; I-75/Adams Rd to 350' east of Chestnut Lane; Laurel County
2	118-US-0025W -001-1	KENTUCKY AVE	5110	142	40	0	40	302	0	5.00	2.77	4%	18%	9	6	2	Combine into a single study area that extends from US25W/LynnCamp Creek/Whitley Co Line to Main St/ Cumberland Falls Hwy
3	118-US-0025W -000-33	MAIN ST	5280	123	24	0	24	219	1	5.00	2.75	3%	21%	10	6	3	
4	118-US-0025W -000-34	MAIN ST	5280	130	30	0	30	250	0	5.00	2.65	3%	24%	12	6	4	
5	063-US-0025E -000-1	CUMBERLAND GAP PKWY	5280	141	41	2	43	323	1	0.00	2.02	5%	29%	4	1	5	Major Widening US 25E; KYTC Project 11-185; 350' east of Chestnet Lane to 775' east of US25E/US25W; Laurel Co
6	118-US-0025W -000-30	CUMBERLAND FALLS HWY	5280	199	80	0	80	519	0	0.00	2.00	9%	37%	2	6	6	Improve Mobility and Reduce Congestion; KYTC Project 11-186; KY 727 to Corbin ByPass; Whitley Co
7	118-KY-0727 -000	5TH STREET RD	15840	97	27	1	27	214	0	0.00	1.66	3%	90%	14	59	7	Combined Sections 1, 2, and 3 (US 25W to 250ft east of Sanderlin Drive)
8	118-US-0025W -000-29	CUMBERLAND FALLS HWY	5280	80	47	1	48	277	0	0.00	1.55	5%	46%	7	6	8	Improve Mobility and Reduce Congestion; KYTC Project 11-186; KY 727 to Corbin ByPass; Whitley Co
9	118-US-0025W -000-32	CUMBERLAND FALLS HWY	5280	95	31	0	31	219	1	0.00	1.55	3%	49%	8	6	9	Main Street to 750" north of Scuffletown Road
10	061-US-0025E -000-26	CUMBERLAND GAP PKWY	5280	72	40	0	40	232	0	0.00	1.49	4%	53%	11	3	10	Major Widening US 25E; KYTC Project 11-188; Knox County
11	061-KY-3041 -000-4	CORBIN BYPASS	4706	61	34	1	35	206	0	0.00	1.30	4%	57%	13	13	11	US25E to 800' north of Old Barbourville Road W
12	061-KY-0312 -000-1	MASTER ST	5280	92	38	1	39	253	3	0.00	1.28	4%	61%	3	25	12	CONFIRM Improve Drainage; KYTC Project 11-182; Knox County
13	061-US-0025E -000-25	CUMBERLAND GAP PKWY	5280	39	22	0	22	127	0	0.00	1.27	2%	64%	19	3	13	
14	118-US-0025W -000-99	CUMBERLAND FALLS HWY	5280	55	24	0	24	151	0	0.00	1.27	3%	66%	15	6	14	
15	061-KY-3041 -000-2	CORBIN BYPASS	5280	14	8	0	8	46	1	0.00	1.13	1%	67%	20	13	15	
16	063-US-0025W -000-1	CUMBERLAND GAP PKWY	5503	75	48	0	48	267	1	0.00	1.06	5%	73%	5	24	16	Includes intersection of US 25W and KY1223 and KY830; KYTC HSIP Project 11-9013
17	118-KY-3041 -000-1	CORBIN BYPASS	5280	55	13	0	13	107	0	0.00	1.03	1%	74%	24	16	17	
18	061-US-0025E -000-27	W CUMBERLAND GAP PKWY	1306	5	2	0	2	13	0	0.00	1.02	0%	74%	42	3	18	
19	118-KY-3041 -000-2	CORBIN BYPASS	4252	19	11	0	11	63	0	0.00	0.98	1%	75%	26	16	19	
20	061-KY-3041 -000-3	CORBIN BYPASS	5280	20	3	0	3	32	0	0.00	0.92	0%	76%	36	13	20	
21	061-KY-0312 -000-2	MASTER ST	2004	99	32	0	32	227	1	0.00	0.87	4%	79%	6	25	21	
22	063-KY-0770 -000-2	E CUMBERLAND GAP PKWY	1313	60	21	0	21	144	0	0.00	0.78	2%	82%	18	18	22	
23	118-KY-0026 -000-15	S MAIN ST	1587	36	10	0	10	76	1	0.00	0.64	1%	83%	16	21	23	
24	063-KY-0770 -000-1	E CUMBERLAND GAP PKWY	5280	8	6	0	6	32	0	0.00	0.57	1%	83%	33	18	24	
25	063-US-0025 -000-1	E CUMBERLAND GAP PKWY	5280	10	3	0	3	22	0	0.00	0.52	0%	84%	37	20	25	
26	118-KY-0312 -000-3	MASTER ST	5280	29	24	0	24	125	0	0.00	0.48	3%	86%	17	28	26	
27	063-KY-3431 -000-1	AMERICAN GREETING CARD RD	5280	31	21	0	21	115	0	0.00	0.47	2%	89%	21	27	27	
28	118-KY-0727 -001-1	W 4TH ST	4370	19	5	0	5	39	1	0.00	0.42	1%	89%	22	32	28	
29	118-KY-0312 -000-4	MASTER ST	3317	52	16	0	16	116	0	0.00	0.42	2%	91%	23	28	29	
30	118-KY-0026 -000-14	S MAIN ST	5280	16	4	0	4	32	0	0.00	0.39	0%	91%	34	21	30	
31	118-KY-0026 -131-1	S MAIN ST	979	3	0	0	0	3	0	0.00	0.33	0%	91%	50	21	31	
32	118-KY-0312 -000-1	MASTER ST	516	24	10	0	10	64	0	0.00	0.33	1%	93%	27	28	32	
33	118-KY-0727 -000-5	5TH STREET RD	3044	31	9	0	9	67	0	0.00	0.31	1%	94%	28	32	33	

SAMPLE / DRAFT
PROJECT SUMMARY
7/10/24

Main Street/Kentucky Avenue (US Route 25W)

State Ranking #2, 3 and 4

July 2024

OVERVIEW

A screening methodology was applied to all crashes within the City of Corbin to identify the following ranked segments:

- Kentucky Avenue (US Route 25W) ranked #2 is a one-way (southbound), 2-lane roadway between the Main Street intersections on both ends of downtown Corbin. The segment has signalized intersections at Gordon Street, 4th Street, 5th Street, and 7th Street. Parallel parking is permitted on both sides of the roadway between Gordon Street and 7th Street.
- Main Street (US Route 25W) ranked #3 is a one-way (northbound), 2-lane roadway between the Kentucky Avenue intersections on both ends of downtown Corbin.
- Main Street (US Route 25W) ranked #4 is a segment of US Route 25 that is a 2-lane roadway from the Lynn Camp Creek/ Whitley County Line to the Main Street/ Master Street intersection.

A higher ranked segment on US Route 25E is being improved as part of KYTC Project 11-185: Cumberland Gap Parkway from I-75 interchange to 350 ft of Chestnut Lane in Laurel County.

A total number of 395 crashes occurred over a 5-year period within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 771. A total of 94 injury crashes were documented over the same time period resulting in an injury rate of 23.8%. **Figures 1A and 1B** show the crashes plotted on the corridor by type and severity.

MORE

FIGURE 1A: NORTH SEGMENT OF MAIN/ KENTUCKY

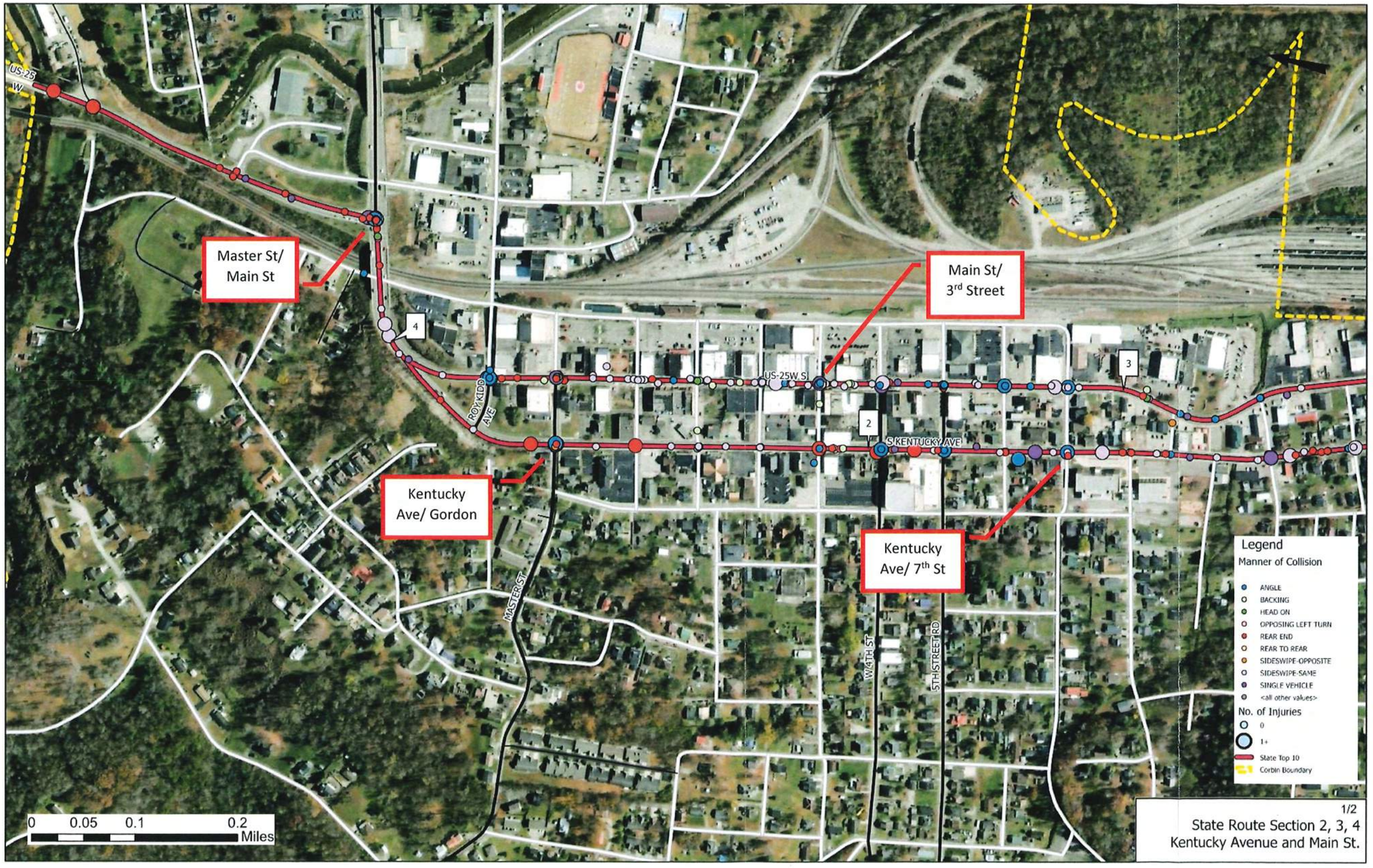


FIGURE 1B: SOUTH SEGMENT OF MAIN/KENTUCKY

EXISTING CONDITIONS

The typical section of Main Street is 35 feet back to back of curb resulting in lane widths adjacent to parking of 10 feet.

A factor that contributes to the safety performance of the corridor is lane lanes adjacent to parked vehicles. The 2022 ADT is xxxx vehicles. Land use is a mix of commercial and industrial parcels. Location of photos and other items of interest are shown on **Figure 2.**

PHOTO 1: NB APPROACH OF MAIN ST AT 3RD STREET

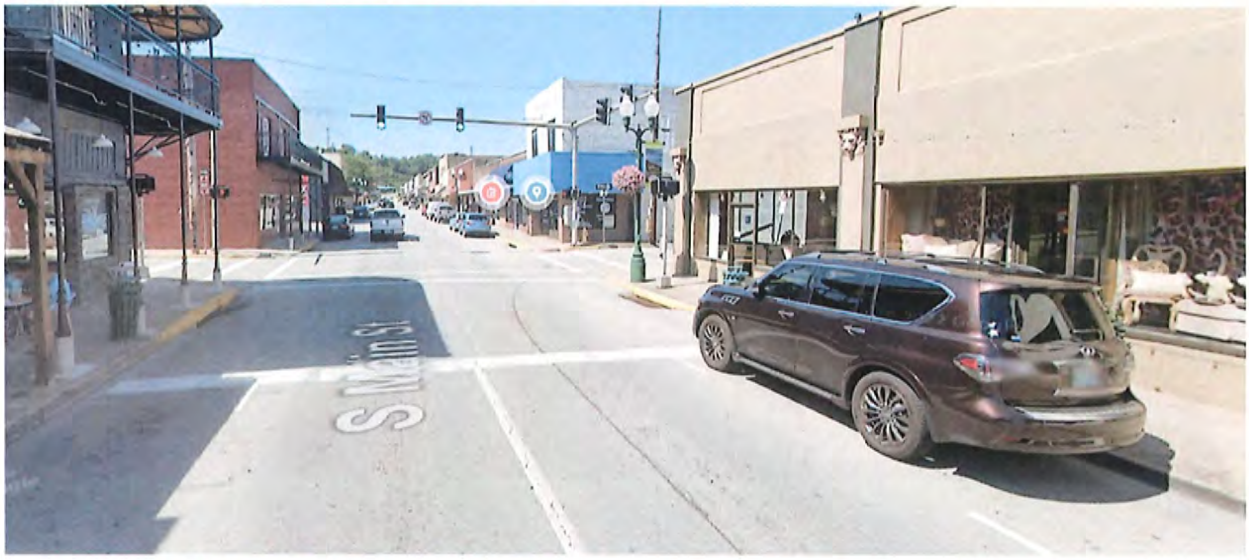
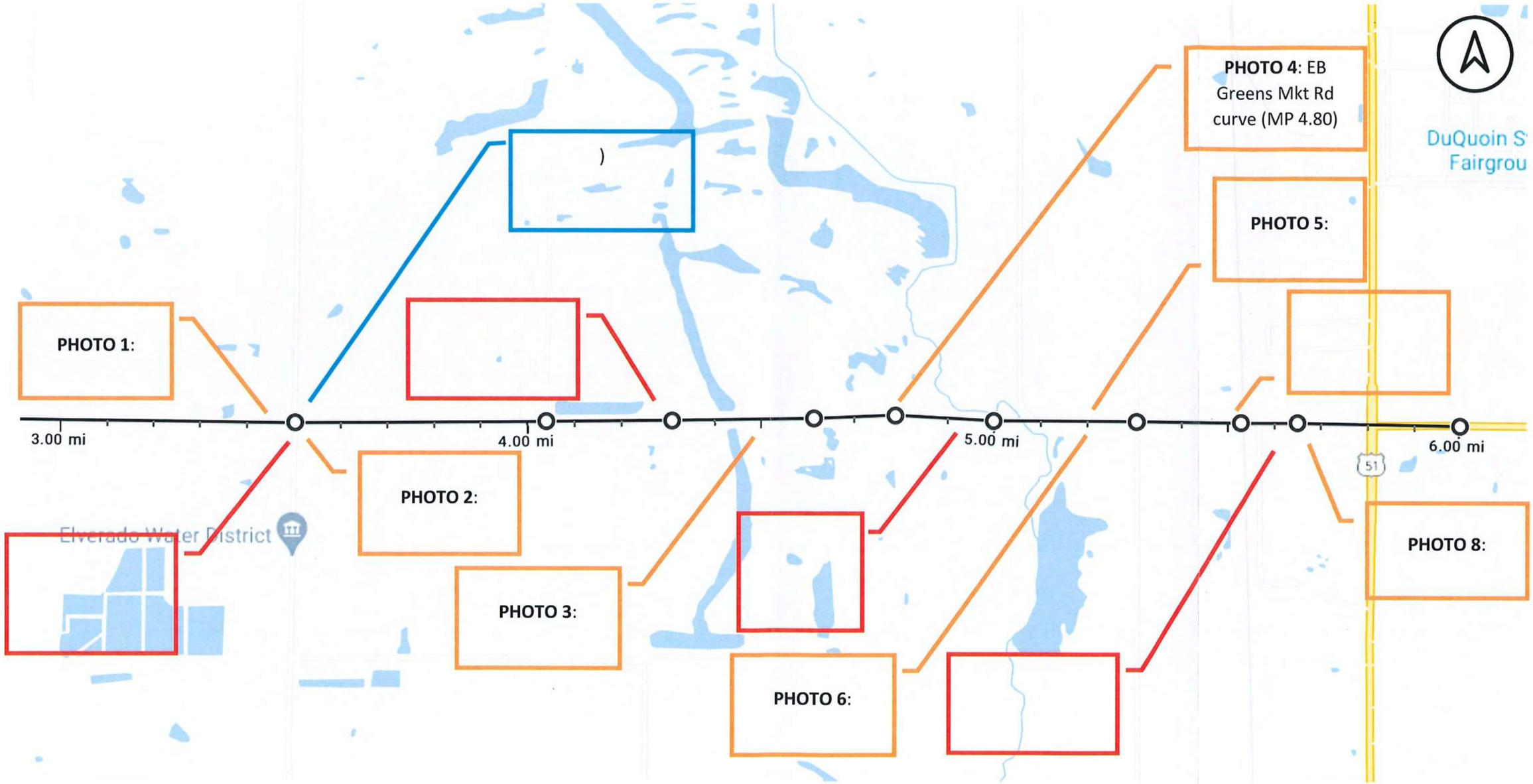


PHOTO 2: SB APPROACH OF KENTUCKY AVE AT 4TH STREET

FIGURE 2: STUDY AREA



SAFETY ANALYSIS

A total number of 395 crashes occurred over a 5-year period within the study area resulting in a combined equivalent Property Damage Only (EPDO) score of 771. The frequency of crashes by year is summarized on **Figure 3**.

No fatal crashes occurred over the 5-year period.

A total of 94 injury crashes were documented over the same time period resulting in an injury rate of 23.8%.

Crashes involving parked vehicles comprise 69% of all crashes within the study area as shown in **Figure 4**.

Low-cost countermeasures can be implemented to address other crash types such as angle crashes. Therefore, the angle crashes associated with the Kathleen Road intersection remained within the dataset. Low-cost countermeasure may consist of improved sign visibility and changes to traffic control at the intersection.

FIGURE 3: CRASH SEVERITY BY YEAR

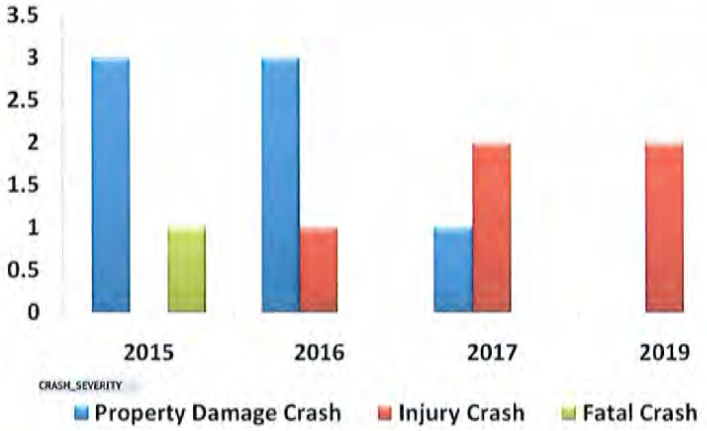


FIGURE 4: CRASH FREQUENCY BY TYPE

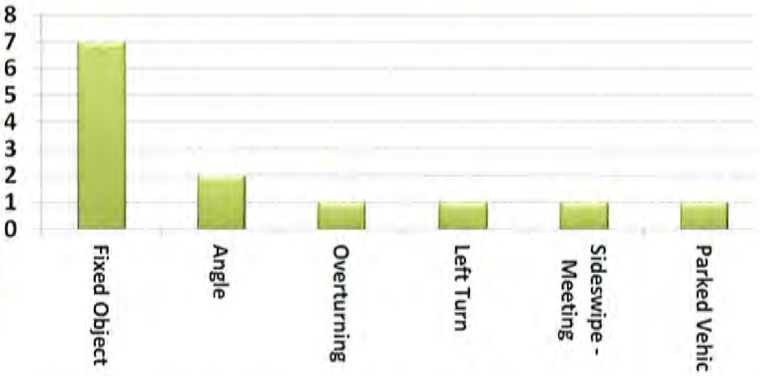
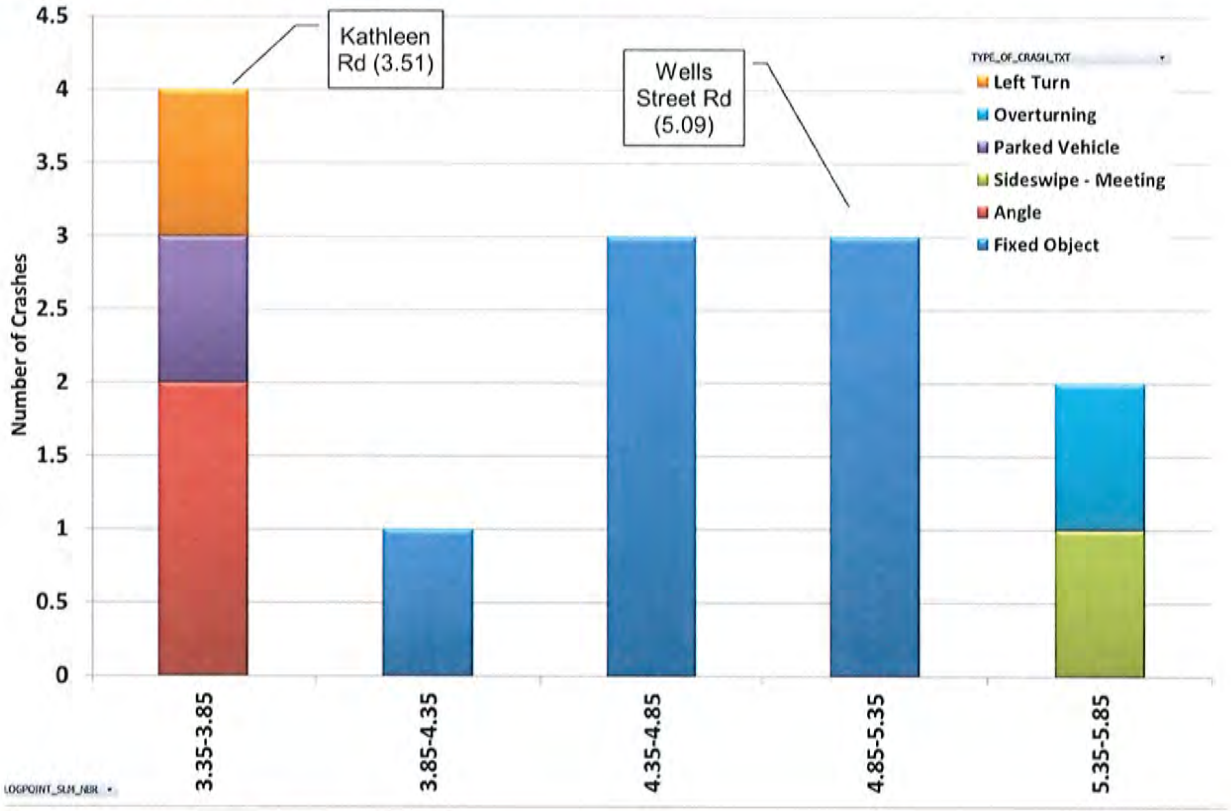


Figure 5 shows the location of crashes at 0.5-mile intervals by crash type. The fixed object/ overturning crashes were higher on segments having horizontal curves but occur along the length of the study area. This information may help determine where more targeted countermeasures can be implemented even if the countermeasures are systemic by design.

FIGURE 5: LOCATION FREQUENCY BY CRASH TYPE



COUNTERMEASURES

Countermeasures are identified that improve safety performance by focusing on the crash types having the greatest potential for mitigation. The proposed countermeasures are directly linked to historical crash patterns. While the low and moderate cost countermeasure are systemic in nature, the countermeasures are targeted to segments having a higher frequency of crashes (i.e., Master/ Main Street and Main/Cumberland Falls Highway). Three alternatives are proposed as summarized below. Further analysis is required to arrive at a recommended alternative.

ONE-LANE, ONE-WAY W/AUXILIARY LANES

TWO-LANE, ONE-WAY W/PARKING ONE SIDE

DUAL STOP SIGN COUNTERMEASURE (SUPPLEMENTAL)

Safe Streets for All (SS4A) Action Plan
City of Corbin
Steering Committee Meeting Minutes – August 14, 2024

Attendance: See Sign-in Sheet

Discussion Items

1. Action Items from last meeting:
   a. Prepare draft Action Plan report template. *Done*
   b. Finalize safety analysis using the Crash Analysis Module (CAM) to confirm contributing factors. *In progress*
   c. Prepare project overview sheets for each priority list item. These will enable cost estimates to be prepared for the Action Plan and future funding application(s). *In progress*
   d. John to complete review of existing policies and procedures. *Done*
   e. City to evaluate their funding capacity for future project matches. *In progress*
   f. Review ADA wheelchair access especially on Main Street. City to review in the field. *Done; no issues observed*
   g. John and Scott Knebel to meet with David Cox and David Jackson to get their input prior to next meeting, as they can't attend. *Done 8/2/24*

2. In a Teams call on 8/2/24 John and Scott talked with David Cox and David Jackson about the proposed Action Plan initiatives. They were not able to attend the July meeting and will not be able to attend the August meeting. The primary topics were the initiatives that affect the school district, and the following was noted:
   - Barbourville Street functions as a one-way street. The vehicular and pedestrian traffic to the Senior Citizen Center, school offices, adjacent neighborhoods, pool, and park support not closing the existing bridge. A new bridge may be favored over closing the existing bridge to vehicular traffic due to access on neighborhood east of Lynn Camp Creek and the narrow width of Curt Selvy Way as an alternate route
   - The school is supportive of countermeasures to improve safety. The school board would make final decision regarding input regarding the preferred alternative(s).
   - At the high school entrance on 18th Street/Snyder St, pedestrian crossing improvements are desirable. Parent driver queues on 18th Street occur twice per day for a limited time, and the afternoon queue is worse than the morning's. Parents generally enter campus at one location and leave in another. Approximate school census numbers: out of 800 students, 300 ride the bus, 300 drive, and the remaining 200 are dropped off and picked up by parents.

- The proposed curb bump-outs at 20th Street and South Main would improve intersection sight distance.

3. Sample Sub-location Studies were reviewed with the group (3 city, 3 state).

4. Focus Road Prioritization / Proposed Action Plan Initiatives. The following are the current proposed safety initiatives. Steering Committee to confirm whether additional sites / corridors should be added.

Priority City Streets

a. Barbourville Street:

   i. Construct new bridge over Lynn Camp Creek; either to replace or supplement the existing bridge. A one-lane bridge may be sufficient due to demand volumes being low.

   ii. Relocate a utility pole and re-open Frank Selvy Way to motor vehicles for a connection to Roy Kidd Avenue, while still accommodating pedestrians. Designate Frank Selvy Way as a one-way route from Barbourville Street (counterclockwise) to Roy Kidd – the width limits the Frank Selvy Way to one-way operation.

   iii. At the west end, purchase a small amount of land at the northeast corner from the USPS to relocate the fence to improve intersection sight distance and turning movements at the Laurel Avenue intersection.

   The consensus of the Steering Committee is to make Barbourville Street one way, eastbound from South Laurel Avenue to Ford Street, and to construct a new bridge (either a new bridge for bicyclists and pedestrians while maintaining the existing bridge, or a replacement bridge for all roadway users). The bridge decision will be based on a condition analysis of the existing bridge.

b. Roy Kidd Avenue – perform traffic signal warrant analyses for the Depot Street and Laurel Avenue intersections; consider removing the signals and installing 2-way or 4-way stop control at Laurel Avenue and 4-way stops at Depot Street. CPD or school resource officers (SROs) to assist during special events (football games – 8 events per year).

   Consider realigning intersection with Hamlin Avenue (KY 830) at east end to eliminate offset intersection.

c. Depot Street – Add on-street parking and wayfinding signage on Main and Depot directing drivers to the public parking lots. At the Third Street intersection add curb bump outs to move the stop bar further into Depot, to address the sight distance issue. Add traffic calming to Depot Street and extend the sidewalk from 6th to 7th streets.

d. Oaklawn Subdivision – Implement traffic calming elements such as speed tables and lane striping. Consider realigning the loop intersection as a tee instead of a merge, for speed control. Consider striping options and a raised median at the subdivision entrance to restrict lane widths (Jeff noted that the streets would be resurfaced in

2025). Consider making the streets one lane, one way with on-street parking and/or a bike lane to reduce travel lane width; retain Oaklawn Court as a two-way street.

The consensus of the Steering Committee is to implement the work described above with the exception of making Oaklawn a one-way street. In addition, the SC recommends prohibiting on-street parking at the crest of the hill due to sight distance issues.

e. 7th Street – Address roadside safety issues (i.e. the dropoff to the creek) and a gap in the sidewalk near the creek.

f. North Commonwealth Avenue – Assess safety issues (2 injury crashes in 2022 and 2023) that occurred after street improvements were completed in 2021. Consider raised islands (3-4 locations) without restricting access to existing driveways. Consider consolidating driveways that are less than 100 ft apart (i.e. the Kroger's and McDonald's entrances where at least one of the crashes occurred).

Priority State Roads

a. Main Street (US 25) – Conduct traffic study to assess impacts of 3 alternatives: eliminating one travel lane with turn lanes at critical intersections, eliminating parking on east side; add bypass route for NB Main Street via Depot Street and SB Kentucky Avenue via Poplar Avenue. Study AM and PM peak hourly volumes at the intersections of 5th with Main and Kentucky, and Gordon at Main and Kentucky. KYTC provided turning movement count data to the team.

b. Kentucky Avenue – Include in Main Street traffic study.

c. Master Street (KY 312) – Extend proposed sidewalk east of Commonwealth, at least to the McDonald's / Trademore signal. Consider lighting improvements and re-striping to add bike lanes. There have been 103 crashes along Master Street in the past 5 years; consider traffic calming and middle turn lane safety issues.

d. US 25W / Falls Road –

   i. 18th & Snyder (CHS entrance) – Perform traffic signal warrant analysis and access management study to improve pedestrian safety. Review options to reduce or eliminate Falls Road congestion during school dropoff and pickup times.

      Consider Green T intersection design (see attached info sheet).

   ii. Conduct access management study for the remainder of the Falls Road commercial corridor. Young (student) drivers contribute to the risk factors. Control left turn movements into the Dollar Tree site (originally installed for a previous Walgreen's drive-thru).

e. 5th Street Road (KY 727) – Address sight distance issue at Stamper Street. Determine right-of-way line and either remove excess pavement within the R/W or install bollards to prevent parked vehicles from blocking the line of sight.

   Assess roadside safety and accident causes in the remainder of the corridor, primarily due to sharp curves, pavement drop-offs, and guardrail locations.

f. Gordon Hill (KY 312) – Extend the sidewalk and assess street lighting. Sewer upgrades are planned and may present an opportunity for sidewalk easements along the roadway. ***(In subsequent discussion with Corbin Utilities, the sewer project will be at and west of I-75, not in the portion of the corridor where sidewalks are proposed.)***

g. Barton Mill Road (KY 2384) – Address speeding issues, including at Oaklawn. Need a sidewalk from Stamper to the new Miller Park. Assess intersections at Gordon (restrict parking at southeast corner) and Stamper.

Other Initiatives from Public Input

a. 20th Street at Main Street – install curb bump outs to advance the stop bar further into Main Street, to eliminate on-street parking and address sight distance issues.

b. High Street – issues with narrow street; street alignment is encroaching on private property (confirm), and need for turnaround at the end. Review plats and deeds and evaluate options for improvements. Consider using an existing alley to avoid the need for a turnaround.

c. Review ADA wheelchair access especially on Main Street. *(Delete – see 1(f) above).*

5. Draft Action Plan outline

6. SS4A Action Plan Task Status and Schedule *(agenda placeholder)*

a. Leadership Commitment *(summer-fall 2024)*

b. Planning Structure *(ongoing)*

c. Safety Analysis *(spring-summer 2024)*

d. Public Engagement – (*AP presentations summer-fall)*

e. Equity Considerations – *(summer-fall)*

f. Policy and Process Changes *(spring-summer)*

g. Strategy and Project Selections *(summer-fall)*

h. Progress and Transparency *(ongoing, website development summer-fall)*

7. Next Steps

a. Prepare draft Action Plan – target date 9/27/24.

b. Complete project overview sheets for each priority list item.

c. Prepare Vision Zero Statement for Commission adoption.

d. Jason to assist the City with adoption of Title VI Program Plan (related to civil rights).

e. Next Steering Committee Meeting: September 11, 2024 at 10:00 am. (May consider cancelling).

Attachments:

1. Sign-in sheet
2. Draft Action Plan outline
3. Sample sub-location studies
4. Updated prioritization spreadsheets

Corbin SS4A Action Plan
Steering Committee Meeting - August 14, 2024
SIGN IN SHEET

	NAME	ORGANIZATION	EMAIL and/or PHONE
1	John Steinmetz	Banks Engineering / PM	jsteinmetz@banksengineering.net; (859) 421-9695
2	Scott Knebel	Crawford, Murphy & Tilly (CMT)	sknebel@cmtengr.com; (937) 776-1040
3	~~Adam Kirk~~	~~CMT / KY Transportation Center~~	~~adam@adamkirkpe.com~~
4	Jason Hawkins	CVADD	jhawkins@cvadd.org; (606) 401-8873
5	Mayor Suzie Rasmus	City of Corbin	suzie.rasmus@corbin-ky.gov
6	~~Commissioner John Baker~~	~~City of Corbin~~	~~john.baker@corbin-ky.gov~~
7	~~City Manager Scott Williamson~~	~~City of Corbin~~	~~scott.williamson@corbin-ky.gov~~
8	City Clerk Tori Brock	City of Corbin	tori.brock@corbin-ky.gov
9	~~Police Chief Rusty Hedrick~~	~~City of Corbin~~	~~rusty.hedrick@corbin-ky.gov~~
10	Fire Chief Barry McDonald	City of Corbin	barry.mcdonald@corbin-ky.gov
11	PW Director Jeff Nantz	City of Corbin	jeff.nantz@corbin-ky.gov
12	P&R Director Jacob Roan	City of Corbin	jacob.roan@corbin-ky.gov
13	~~Aquatics Facility Patricia Smith~~	~~City of Corbin~~	~~puttcitypool@corbin-ky.gov~~
14	Kathleen Croley	Whitley Co. Health Dept.	kathleen.croley@whitleyhealth.org
15	~~Sherri Chappell~~	~~KYTC District 11~~	~~sherri.chappell@ky.gov~~
16	~~Keenan Jones~~	~~KYTC District 11~~	~~keenan.jones@ky.gov~~
17	~~David Cox~~	~~Corbin Independent Schools~~	~~david.cox@corbin.kyschools.us~~
18	~~David Jackson~~	~~Hacker Bros. Construction~~	~~djackson@hackerbrothers.com~~

1. INTRODUCTION

SAP Requirements	
Required	Crash Analysis
	Strategic Safety Projects
	Plan <5yrs Old (2017-2022)
Must Contain 4 of 6	Vision Zero
	Task Force Driven
	Engage Public
	Considers Equity
	Assessment of Policies
	Performance Measures

Project Overview

Figure: Study Area

SS4A Requirements

Grant Task Force

Vision Zero Statement Adoption

Project Goals

2. CITY-WIDE ANALYSIS

Crash Analysis

Table: Summary of Crashes

Figure: Crash Tree Diagram

Focus Roadways

Crash Analysis (High Injury Network, EPDO)

Roadway Use Analysis

Equity Analysis

3. COUNTERMEASURES

Common Countermeasures - This section discusses general recommendations that are frequently applicable to multiple roadways in the area, such as access management, improved striping, signal timing etc.

Countermeasure Discussion #1

Countermeasure Discussion #2

Countermeasure Discussion #3

Recommended Policy Changes

4. PERFORMANCE MEASURES

5. CONCLUSIONS & RECOMMENDATIONS

APPENDIX A - CITY STREET RECOMMENDATIONS

Appendix A1: Roy Kidd Ave

Existing Conditions (Location Map, ADT, general characteristics)

Crash Overview (CamTool Analysis and Crash Mapping)

Contributing Factors (Discussion of potential issues/hazards with Pictures)

Recommended Improvements

APPENDIX B - STATE STREET RECOMMENDATIONS

Appendix B1: Main Street

Existing Conditions (Location Map, ADT, general characteristics)

Crash Overview (CamTool Analysis and Crash Mapping)

Contributing Factors (Discussion of potential issues/hazards with Pictures)

Recommended Improvements

CORBIN SAFETY ACTION PLAN

APPENDIX F: PUBLIC INVOLVEMENT

CMT

	COMMENTS DURING PUBLIC HEARING 06/03/2024			
NO.	NAME	COMMENT	LOCATION	PRIORITY?
1		RUN/WALK DOWNTOWN AROUND POST OFFICE AND FIRST BAPTIST CHURCH; NEEDS CROSSWALKS; SIDE ROADS ON MAIN THAT ARE ONE WAY AND DRIVERS ONLY LOOK AT THE DIRECTION OF TRAFFIC;	D/T ped issues	
2	JEFF NANTZ	PARKING ON DEPOT POSSIBILITY AFTER SEEING SO MANY ISSUES WITH PARKING ON MAIN STREET	Depot	
3	ALLISON MOORE	POSSIBILITY OF MINI PARKING STRUCTURE ON DEPOT	Depot	
4	CHAD FRAZIER BARTON MILL	LIVES OFF BARTON MILL (2 HOUSES FROM OAKLAWN) PD CAN PARK IN HIS DRIVEWAY FOR RADAR; BOTTOM OF STAMPER NEEDS REFELCTIVE MIRROR; APARTMENTS ON GORDON HILL/ BARTON MILL HARD TO SEE AROUND PARKED CARS	Each end of Stamper at 5th & Barton Mill	
5	LINDSEY FRAZIER; MASTER STREET	NOVEMBER 2019 DAUGHTERS INVOVLED IN FATAL ACCIDENT IN FRONT OF SHERWIN WILLIAMS; MASTER STREET LIGHTING IS NEEDED; VERY DARK AND CANNOT SEE; AMOUNT OF PEOPLE WALKING IN DARK CLOTHES AT NIGHT; SAFE LIGHTING AND SAFE PLACES TO WALK	East Master St. at Hancock	
6	JENNIFER SKIDMORE	HER DAUGHTERS ATTEND GAIL FREDERICK AND WHEN HER MOTHER WAS PICKING THEM UP SHE HAD AN ACCIDENT AT SAME LOCATION (SHERWIN WILLIAMS); SUBSTAINTIAL TRAFFIC WITH YOUNG CHILDREN IN TOW IN THE AREA	East Master St. at Hancock	
7	KELLENE TURNER; 3RD STREET/KENTUCKY	INTERSECTION OF 3RD AND KENTUCKY SPEEDING; FLASHING LIGHT POSSIBILITY; SPEED ON KENTUCKY; CROSSWALK LIGHTS DESPERATELY IN NEED OF REPAIR ON KENTUCKY	Kentucky Ave	
8	Kellene Turner comment sheet	3rd at Kentucky is dangerous (flashing light?)	Kentucky Ave.	
9	MARK WHITE	LIGHTING AND SIDEWALK ALL THE WAY UP GORDON HILL	KY 312 in NW part of town	
10	JAMES GAMBREL	POSSIBILITY OF CONVERTING MAIN STREET TO ONE LANE; IS IT POSSIBLE?	Main	
11	BRANDON	ANGLED PARKING VS. PARALLEL PARKING; JOHN-ANGLED BACK IN PARKING IS SAFER, POSSIBILITY OF PARKING STUDY; ROAD NEXT TO CITY HALL	Main	
12	RUSTY HEDRICK	SPEEDING ISSUES ON MAIN STREET AROUND SPLASH PAD AND POTENTIAL FOR COLLISIONS IN THE AREA	Main	
13	6/12/24 Steering Committee	Unsafe sight distance at 20th and Main due to on-street parking	Main St. at 20th	

	COMMENTS DURING PUBLIC HEARING 06/03/2024			
NO.	NAME	COMMENT	LOCATION	PRIORITY?
14	Kellene Turner comment sheet	Raise traffic light boxes downtown so pedestrians don't have to walk into street to avoid them	Main Street	
15	DANIEL WALLEN; MAIN STREET	MASTER STREET NEEDS LIGHTING AND SIDEWALKS; MAIN STREET NEEDS ONE LANE DOWN THE MIDDLE DUE TO PARKING ON BOTH LANES; ALSO SPEED ISSUES ON MAIN	Master and Main streets	
16	Kellene Turner comment sheet	Master Street needs sidewalks and crosswalks	Master Street	
17	FORD EVERETS; HIGH STREET	STREET IS VERY NARROW; HAS CAUSED PERSONAL AND PUBLIC DAMAGE; CITY OWNS ALLEY WAY BEHIND HIS PROPERTY; COULD DO ROUNDABOUT; CANNOT ACCESS FIRE HYDRANT DUE TO NEIGHBOR PARKING IN STREET; STREET NOT ROUTED APPROPRIATELY BASED ON DEED	Off Hatfield and B'ville St.	
18	ALLISON MOORE	NEED ATTENTION TO INTERSECTIONS OF 4TH AND POPLAR AND 5TH AND POPLAR; BUSHES ON 5TH/KENTUCKY/ BEATTY THAT LIMIT VISIBILITY	Poplar at 4th & 5th (sight distance)	
19		CROSSWALK BY LIBRARY/1ST BAPTIST AND ON 7TH STREET BY NFC(?)	Roy Kidd, 7th St	
20	JOHN ELLIOTTE, MICHAEL TYE; OAKLAWN	SPEEDING ISSUES AND STOP SIGN NOT BEING USED. SPEED LIMIT IS 15 AND PEOPLE ARE GOING OVER 45 MPH; SPEED BUMP OR RUMBLE STRIP MAY HELP; YIELD SIGNS ON STAMPER NOT SEEN; TANGLEWOOD DR WHEN IT WAS PAVED DRIVEWAY WAS NOT SLOPED		
21	JACOB ROAN	INCREASED PEDESTRIAN SAFETY POSSIBILTIES ON FACEBOOK (CITY AND PARKS AND REC)		
22	Kellene Turner comment sheet	Provide safety training for kids (walking, biking, signaling, etc.)		

No.	ROAD	NAME	JUNE 2024 FACEBOOK COMMENTS	LOCATION	PRIORITY?
1	25W-KFC	NICOLE TOMLINSON	The road by KFC has had COUNTLESS accidents bc of how unsafe it is where they don't have a stop light 🤦 and they should put another one by the road that's across the street from it bc it's a three way road that unfortunately has to rely solely on every driver instead of signs and that don't work out too well with half the people here	25W at Beatty	KYTC Study
2	25W-KFC	DENISE AND EDDY RODRIGUEZ	We also, need a red light, at the end, next to KFC. NOT A FLASHING ONE!!!!! We have to wait forever to pull out onto 25 because of all the cars turning to GO TO WALMART!!!!! SOMETHING HAS LONG PAST NEEDED TO BE DONE!!!!!	25W at Beatty	KYTC Study
3	4TH/5TH ST	WALT PENNINGTON	4th and 5th streets are choppy now and Barton Mill. Another issue is intersection of Stamper and 4th/5th streets. Traffic coming off 4th is no longer paying attention to the yield sign there and are making pulling out of Stamper a little risky	5th and 4th at Stamper	
4	SCUFFLETOWN	JEFF BALL	Stop people coming off scuffletown onto 5th. From being completely out of their lane. There is a neat white line that tells you where to be.	5th at Scuffletown	
5	STAMPER	JEFF BALL	Add a mirror on bottom of stamper so you can see past the cars parked to know if anything is coming down 5th.	5th at Stamper	
6	5TH ST	SHELLIE MCFARLAND	the poplar and 5th St intersection has a hedge in the way so u can't see if something is coming.	5th St. at Poplar sight distance	
7	5TH STREET	JOEY ABNER	5th street between stamper and Kentucky is terrible, everyone swerves to dodge potholes	5th St. potholes	
8	7TH STREET	DANNY BURNS	Need a yellow stripe painted down center of 7th street. Most people treat it like a one way street. Many many harrowing experiences there, particularly with school busses !	7th St. striping	
9	8TH ST	SHELLIE MCFARLAND	The 8th St rd going up the hill to Vermillion village has a speed limit of 15 and literally everyone does at least 45 and several including some cops do like 55 or so up the hill. Used to be a school zone but it isn't now that the school moved but that didn't stop them from speeding. I spoke to the city and asked about speed bumps and they said it might damage their road equipment whatever that means.	8th Street speeding	
10	MISC	SHEILA SMITH	Better accessibility for wheelchairs on the sidewalks.	ADA sidewalks	
11	GORDON HILL	RHONDA MOORE	SIDEWALK FROM BARTON MILL TO WHERE IT ENDS ON GORDON HILL	Barton Mill sidewalks	
12	BARTON MILL	LINDSEY MARIE FRAZIER	Barton Mill is terrible for the speeding! They're welcome to sit in my side driveway!!	Barton Mill speeding	
13	OAKLAWN CIR/BARTON MILL	JOEL PAYTON	You are putting your life in danger when (exiting) Oaklawn on to speeding Barton Mill!	Barton Mill speeding	
14	CHS	ANN HAIL	We need a light or roundabout at the high school & a cross walk bridge	CHS intersection	
15	CHS (GOODWIN ST)	CARISSA CONLIN	Goodwin street especially when school is in session they fly down it. Speed bumps or something	CHS speeding on Goodwin	
16	SNYDER	KAREN HART BROWN	We need more street lights in our neighborhoods. Most especially in the ones around the high school. Many community members walk in our neighborhoods and utilize the school track. The few lights we do have are very dim.	CHS Streetlights	
17	KENTUCKY AVE	DOUG GREGORY	Safety as in people's driving aggressively on Kentucky street. Police need to watch speeders and aggressive driving here.	Kentucky Ave. speeding	
18	CUMBERLAND FALLS HWY	JEFF BALL	Teach people that the turning lane on falls rd coming onto main is not a merging lane.	Main at Cumb. Falls Rd.	
19	MAIN ST	TAMARA BURKE	My issue is make sure all the partiers going to Austin City park INSIDE the lines, and not out in the street. I've never seen any of them with a parking citation, so we have to just drive around and hope for the best	Main St. parking	
20	MAIN ST	JEANNE MARTIN	Sometimes even have to swerve to avoid hitting someone. Maybe we need parking only on one side and then widen the lanes!?	Main St. parking	

No.	ROAD	NAME	JUNE 2024 FACEBOOK COMMENTS	LOCATION	PRIORITY?
21	MAIN ST	JESSICA N. REYNOLDS	It's not just the Austin city folks it's everybody that parks on the side thru town, It's ridiculous. If you can't park your vehicles straight and in the actual spot then go park in the parking lot behind the building. No reason to pull your front end in and leave the rear end in the road so people can't get by. Yes okay it's nothing like hitting/dodging a pot hole every few feet but it's still a real issue.	Main St. parking	
22	MAIN ST/DEPOT	BILLY WIDNER	Create or expand parking on Depot street and only allow parking on the right side of main add crosswalks	Main St. parking	
23	MAIN ST	DANNY BURNS	Agree with all comments about erratic parking on Main Street . Need to ticket those who can't parallel park; leaving part of their vehicle in the road!	Main St. parking	
24	MAIN ST	ED GARR	Any improvement that could help make our downtown district more pedestrian friendly would be appreciated. I'm sure everyone has their opinion on what that means, but currently it can be risky to park, cross the road and even something that should be stress free....getting out of your vehicle. Thanks for listening and considering people's concerns.	Main St. parking	
25	MAIN ST	TRUDY BLANKENSHIP	Make parking on Main St for just one side!! Can't drive down Main without staggering with the cars beside you! REAL HAZARD	Main St. parking	
26	MAIN ST	DENNIS FIELDS	How about a wider Main Street or ticketing the people that don't know how to park like an adult	Main St. parking	
27	MAIN ST	SHANNA STORM	Williamsburg took their Main Street to one lane traffic to allow parking on both sides of the street comfortably. Can Corbin not do something similar? This would cut down on speeding as well. Currently parking on both sides with two lanes of traffic is way too much for such a narrow roadway. Also make the existing parking spots on Main a little larger. So many people nowadays drive trucks and SUVs. Those oversized vehicles do not fit in the current spots.	Main St. parking	
28	MAIN ST	JEFF ROWLAND	I live downtown and yeah people don't know how to park. I had my front bumper ruined because someone "pulled in" to a spot inside of backing in to parallel park. That's one issue, the other is speeding through Main Street and driving the wrong way down one way streets.	Main St. parking	
29	MAIN ST	ANASTAISA MARIE	Wider lanes down Main Street.. shouldn't be the drivers fault if they side swipe a vehicle that's sticking 5 inches out of the parking spot 🤷 Let's not forget about them Yee Yee boys and their tow mirrors.. I ain't above knocking one off on my way down the street, tired of dodging parked cars	Main St. parking	
30	MAIN ST	TAMMIE HELTON GREER	How about "NO PARKING" on Main Street and new paving on Kentucky!! These two streets are a nightmare!	Main St. parking	
31	MAIN ST/KENTUCKY	TONY HENSLEY	Better start with the ones that think main st and Ky Ave is a drag way!! Yeap even a few police cars don't obey the posted speed!	Main St. speeding	
32	MAIN ST	DIANA INMAN	We need rumble strips or speed bumps on mainstreet the vehicles go way to fast if u sit a few minutes you would see what I'm talking about .Even big trucks plow down it you should see people trying to exit their vehicles most get out the side of the ca to the sidewalk because it's so dangerous. Maybe even make it just one lane for traffic an leave parking where it is would help soo much.	Main St. speeding	
33	MASTER ST	SARAH ALSIP	Fix it the drains on master street so when it rains the road doesn't flood	Marter St. drainage	
34	MASTER ST	CHRISTOPHER DINKINS	Sidewalk on the hill by master street for walkers	Master St. Sidewalks	
35	OAKLAWN CIR	LES DIXON	Ill be out of town unfortunately during the meeting but Oaklawn, if at all possible, needs paved and also, the speed limit their needs to be enforced. Not only just cars but the school buses which I have complained before and it's taken care of but then a month or two later they're speeding again. They come off the enterance and down the hill speeding.	Oaklawn	
36	OAKLAWN CIR	DON SEARS	Oaklawn Subdivision has been told on list to be paved for over 7 years. Also we have many walkers & young children. Slow Down. Thanks.	Oaklawn	

No.	ROAD	NAME	JUNE 2024 FACEBOOK COMMENTS	LOCATION	PRIORITY?
37	OAKLAWN CIR	MICHAEL TYE	Speeding in Oaklawn Circle NEEDS Addressed! CPD has been patrolling a lot, which we are very grateful for. I believe it would be a great idea for them to park somewhere in the subdivision. Some folks need to be made an example of.	Oaklawn	
38	TRADEMART CIR	GRACE LIGHT	Right in front of Maurice's, World Finance in the shopping center. Nobody stops at that stop sign and have seen so many people almost get hit trying to walk across the road because they fly through there and run the stop sign	Trademark SC	Private road
39	TRADEMART CIR	CHANDLOR WERNICKE	I ride an electric scooter to Dollar tree for work and I can also confirm this, almsot been hit three times and blare honks at me because people don't wanna stop	Trademark SC	Private road
40	ALL	MICHAEL SLIGER	There are no bicycle lanes anywhere.		
41	MISC	JEFF BALL	Ticket people for mowing into the street.		
42	ALL	JEFF BALL	Fix the obvious bad roads.		
43	ALL	LAURA JANE WILSON	Need sidewalks everywhere		
44	MISC	JOEL PAYTON	See people running red lights daily!		
45	MASTER ST	JEFF THOMAS	I think the street coming into town from the overhead bridge needs to be repaved. I Was driving on it the other day just before the old Corbin school and if you aren't careful while trying to dodge all the very bad potholes, you will end up on the sidewalk or side swipe a parked car.That street is dangerous as well as hard on your vehicle.		
46	ALL	ASHLEY STEELE	They need to fix the roads. You will get lost in the pot holes.		
47	KENTUCKY AVE	LEEANN ALLEN	The road in front of Corbin elementary school has been bad for years now		
48	ALL	RANEE ANDERSON	More bicycle lanes, pot hols in road and wherever there's roads there should be sidewalks if possible inase people break down or for people who just like walking.		
49	ALL	CHANDLOR WERNICKE	Yeah how about you actually fix the roads and put some bike lanes or more sidewalks in so us bikers or e riders who don't ride a car can get around town		
50	KENTUCKY AVE	DAVE N SHONDA OSBORNE	I know several people have mentioned it but #1 for me is Kentucky Ave. I feel like I'm dodging land mines. It is a heavily traveled road.		
51	CUMBERLAND FALLS HWY	DAVE N SHONDA OSBORNE	The construction on Falls Road and on 25E is awful too but had to be done for future investment for the City.		
52	KENTUCKY AVE	CAMIE BREWER MCKIDDY	Ky ave downtown needs repaved		
53	7TH STREET	CHARLOTTE BALLOU	NARROW ROAD AND SIDE OF ROAD IN DISREPAIR (CRUMBLES)		
54	KENTUCKY AVE	RUTH ROSE	Kentucky Ave needs blacktopped.. it's a very rough street to drive on		
55	7TH STREET	CRYSTAL ALSIP NEUMAN	As soon as they pave a road, the city comes up with a reason to cut it up. Look at 7th st. It was paved & so nice. It's been cut up about 3 times. I've seen them do this so many times.		
56	MISC	JUDITH RAE TRUDELLE	Half done road work all over putting big metal plates over big holes don't help all over the city there is construction going on how about keeping a crew at one location and getting it done not have a couple of guys scattered everywhere trying to do the job of 10 men I seen it so many times men standing and talking and not working only a couple of guys doing a job there is so many ppl getting paid by the hour not by the job so they are slow walking a job to get more money I hope all these construction areas will finally get done sooner than later I cant afford the tires i am going through over all the road work		
57	MISC	JEFF ROWLAND	One ways need marked better and police need to patrol speeding downtown more. its only a matter of time before a child or someone gets hit.		