Appendix F

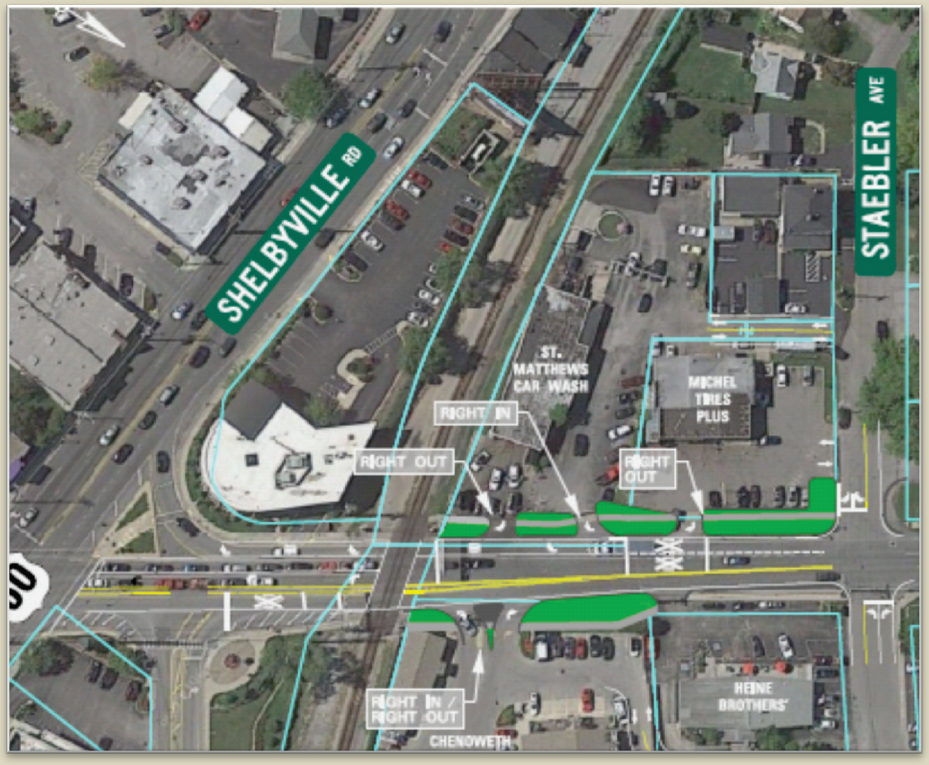
Corridor Access Management Review

KY 1932 (Chenoweth Lane) Corridor Study
Item Number 5-531.00
US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
Jefferson County

Access Management

The original scope of work for Qk4 was to include access management considerations. The following options were presented:

- **<u>Railroad tracks north to Kennison Avenue</u>**:
    1. Right in/right out at current entrances to Chenoweth Square, Michel Tires Plus, and St. Matthews Car Wash, and providing some green space.
    2. Left turns accommodated for St. Matthews Car Wash from Staebler Avenue (where patrons currently enter the car wash), thus providing for two-way movement.
    3. Chenoweth Square left-turn access provided from Staebler Avenue via a two-way access road from Staebler Avenue adjacent to Heine Brothers.

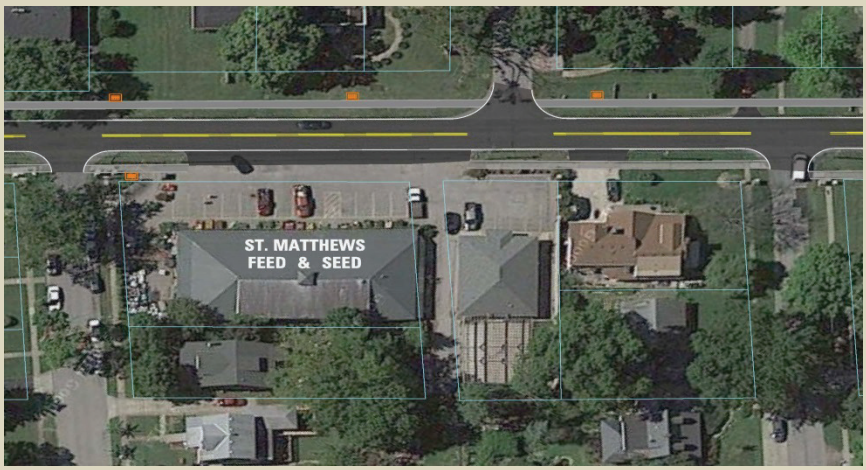


- **St Matthews Feed & Seed** currently has an open access for at least 160 feet. Options that are included on exhibits but differ from the City of St. Matthews' plan are as follows:

    1. In the access management exhibit, channelize the 160-foot-wide entrance and exit directly to or from Chenoweth Lane, and provide a sidewalk between the two access points. This provides shared access with the adjacent business.

    2. With the urban curb and gutter alternative, channelize the 160 feet, move southernmost access from Chenoweth Lane to Gilman Avenue, and provide a sidewalk behind a verge. This would provide a loading zone and most likely would not require angle parking; however, it may require utilities relocation. This provides shared access with the adjacent business.

    3. With the rural alternative, access can be maintained as is. A minimal improvement would be to provide a defined sidewalk across the 160-foot-wide entrance, and a raised lip curb to increase awareness of pedestrians.



Access management variations can be studied at this location to meet the purpose of the project, including aligning the northernmost access point directly across from Elmwood Avenue. Multiple utilities at the corner of Gilman Avenue and Chenoweth Lane must be considered. Also, a public meeting attendee stated the height of the "pillars" at the Chenoweth Lane/Gilman Avenue intersection could block a motorist's view of pedestrians. Consideration should be given to lowering those pillars.

- **<u>Additional Considerations</u>**

The following additional access management considerations were not illustrated on the exhibits:

- Sam Meyers Dry Cleaners and Laundry on the corner of Staebler Avenue (west) and Chenoweth Lane has two access points onto Chenoweth Lane. The northern access point could be closed and existing access on Staebler Avenue could be used.
- Staebler Avenue to Kennison Avenue (east side):
    1. Could close access points off of Chenoweth Lane and provide access from Staebler and Kennison avenues with a backage road. This may result in some loss or reconfiguration of parking spaces.
- Staebler Avenue to Massie Avenue (west side):
    1. Could close access points from Chenoweth Lane and provide access from Staebler and Kennison avenues with a backage road north to at least the business Sassy Fox prior to Massie Avenue.
    2. At a minimum, the third and fourth businesses on the west side of Chenoweth Lane, beginning at Staebler Avenue (currently Blades Salon and Spa and Merkley Kendrick), could share an access point.
- Kennison Avenue to Massie Avenue (east side):
    1. Could close Chenoweth Lane access points and provide two-way access from Massie Avenue with a backage road where an alleyway presently exists. Also, the first three businesses would be provided access to Chenoweth Lane via a backage road from Kennison Avenue.

2. Close access points to Chenoweth Lane for the first three businesses just north of Kennison Avenue and provide reasonable access from Kennison Avenue through a backage road.

- Southwest corner of Leland Road and Chenoweth Lane (currently Washington Square) has three access points (two on Leland Road and one on Chenoweth Lane). The Chenoweth Lane access could be closed.
- Napanee Road is currently offset on both sides of Chenoweth Lane. Aligning the two would improve access management.
- US 42/Chenoweth Lane Intersection—The Downstream Functional area for the US 42 signal is 245 feet for 35 miles per hour (mph), 185 feet for 30 mph and 115 feet for 20 mph. It is currently 110 feet to the first driveway on Chenoweth Lane and the driveway in the southeast corner on US 42 is even closer. If the appropriate functional area is of concern, either the driveways could be moved or the properties purchased.