

Appendix K

Project Team Meeting Minutes

Project Team Meeting 1

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

**PROJECT TEAM MEETING 1
Item No. 5-531.00
October 15, 2015 1:00 PM EDT**

Project: KY 1932 (Chenoweth Lane) Corridor Study
US 60 (Shelbyville Road) to US 42 (Brownsboro Road)

Purpose: Project Team Meeting #1 (1:00 PM EDT)

Place: District 5 Conference Room - Louisville

Meeting Date: October 15, 2015

Prepared By: Tom Springer

Attendees:

Matt Bullock	KYTC D5 CDE	(502) 210-5400	matt.bullock@ky.gov
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Mark Butler	Stantec	(502) 422-1855	mark.butler@stantec.com
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Steve Arnold	Qk4	(502) 585-2222	sarnold@qk4.com
Annette Coffey	Qk4	(502) 352-2197	acoffey@qk4.com
Rolf Eisenger	Louisville Metro	(502) 574-6473	JohnRolf.Eisenger@louisvilleky.gov

The objective of this meeting was to present an existing conditions overview and discuss the preparation for the stakeholders and public meeting.

Introduction

Introductions were made and handouts distributed. Following introductions, Annette provided an overview of the materials and project corridor, including historic aerial maps of the corridor. Some of the initial issues for mobility include:

- Traffic in and out of the St. Matthews Car Wash
- Trains blocking traffic
- Access management, especially in the southern end of the corridor
- Limited pedestrian and bicycle facilities
- Narrow/incomplete sidewalks
- School traffic
- Drainage issues

While there are no KYTC Six-Year Highway Plan projects in the area, there are several projects in the Louisville MPO TIP. The KIPDA Metro Transportation Plan, Horizons 2013, identifies this project as a three-lane facility, with sidewalks and bike lanes with funding for Design, Right of Way and Utility phases. The TIP, however, only goes out to Year 2018; therefore it does not identify funds for the Construction phase. The total in the TIP is \$65,016,400. According to KYTC's Project Information Form (PIF), the total cost is estimated to be \$26,250,000.

Chenoweth Lane is an Urban Minor Arterial, with a posted speed limit of 35 MPH, has two 11-foot lanes, and a 2012 ADT of 10,600. There are 59 access points along the corridor and the right of way is approximately 60 feet.

Geometric Review:

There were no existing plans available for most of Chenoweth Lane. Therefore, a visual review of the roadway was performed. For this review, a profile was developed using the existing roadway typical section. Using this profile and a field review, the headlight sight distance at US 42 is substandard, but the intersection is lighted. The shoulder width (0-3 feet) is less than the KYTC standards, which is 10 feet. With a desirable clear zone of 14 feet, there are several utility poles, one tree, a signature entrance, and headwalls of entrance culverts that protrude above the ground line that appear to violate that clear zone. In addition, the northbound radii from Chenoweth Lane to Massie Avenue appear substandard, and could be improved. Also, Kennison Avenue and Druid Hills approaches appear narrow.

Drainage:

Most of the side road cross drains are undersized, some of the ditches are undersized, and there are power poles and guy wires in the drainage ditches. Judi noted that several of the storm grates and the other features appear damaged. Annette noted that any roadway improvements would need improvements to the drainage features.

St. Matthews Concept:

The City Concept plan mostly focused on sidewalks, several of which have been implemented, including a curb and gutter area at Heine Brothers Coffee. Another plan is to put a sidewalk at the St. Matthews Feed & Seed, which is the only place where there is no sidewalk on the East side of the road.

Bicycle Facilities:

A review of the existing conditions shows that Chenoweth Lane does not have bicycle facilities except for a mapped area in the north that is a shared roadway between vehicles and bicyclists between Massie Avenue and US 42. Following the meeting, Louisville Metro provided a Cornerstone 2020 plan Graphic 13, that validated that Chenoweth Lane from Massie Avenue north to US 42 was considered a bikeway.

Other recent bicycle planning efforts by Louisville Metro have not identified a need for them. Also, neither of the intersecting roads, nor the two termini (Shelbyville Road and Brownsboro Road) has designed bicycle facilities, nor has been signed as bike routes. Furthermore, the Louisville Metro Latent Demand model in development used for planning future bicycle facilities does not identify the study area as needing bicycle facilities. The August 19, 2015 Bike/Ped Consideration Report prepared by KYTC for this Corridor Study identified a need for sidewalks and pedestrians elements, but not bicycle facilities. And, using the Bicycle Comfort Index, it rated Chenoweth Lane as “D”, on a grading scale from A – F. The closest designated bicycle lanes to the Chenoweth Lane are to the east on Westport Road and to the west on Grinstead Drive, each of which are approximately 1 mile away.

Bicycle connectivity to the Chenoweth Lane Corridor currently exists only through bicyclists negotiating with vehicle traffic on the existing roads.

Utilities:

There are numerous facilities above and below ground on both sides of the road. Those have been mapped; however, caution should be used when using this information for specific locations of utilities. Many of the utilities were provided in pdf format with no legend, and very general locations for the facilities. LOJIC data was utilized for some of the utilities. There are overhead electric, phone, gas, fiber, and in ground gas, fiber, water and sewer facilities.

Geotechnical Overview

There are mostly clay soils in the area that will likely require soil stabilization. In addition, the study area has karst potential. There is one depression showing on old topographic mapping that does not show in the field, however, will need to be considered as the project moves forward.

Crash Analysis:

Crash analysis was performed from January 1, 2012 to December 31, 2014. The following represents a summary of the analysis:

- Annette explained crash data at the meeting:
 - There have been 76 crashes over the last three years, most of which have occurred in the southern portion of the corridor.
 - 2 high crash locations (39 crashes) where the CCRF exceeded 1.0 were identified at the southern end of the project. 27 of those crashes were either rear end or angle crashes.
 - Over 75% of the crashes were from distracted or aggressive drivers.

- None of the crashes appear to be associated with the geometrics of the roadway.

Mikael requested we present the data as it is to the public. The title block will also be corrected to state the correct crash date time span.

Environmental Overview:

A summary of the Environmental overview is as follows:

- The Historic Chenoweth House is listed in the National Register of Historic Places (NRHP), and the historian who prepared the overview recommends the boundary would qualify for inclusion in the listing, although it is currently not included.
- Archaeology is not expected to be a concern. Based on the data set provided by Office of State Archaeology (OSA), it can be assumed that any previously existing sites within the 300-foot corridor are no longer intact. An archaeological survey of this NRHP property, within a proposed alignment, should occur to determine impacts to the property.
- There are numerous potential historic sites (6) and potential historic districts, along the corridor. Should this project move forward, one of the first tasks that should be developed is a Cultural Historic baseline study with coordination with the State Historic Preservation Officer.
- There are 10 potential hazmat sites, several of which are suspected to have underground storage tanks.
- There are no known jurisdictional waters of the U.S., streams or wetlands.
- The Threatened and Endangered species potentially occurring in the area are the northern long-eared bat, the Indiana bat, and the running buffalo clover within the corridor.
- Socioeconomic data did not identify any Environmental Justice or other concerns. The primary socioeconomic issue was related to the mix of land uses, with some apartments in the middle of the corridor and commercial land uses in the south.
- KIDPA provided information regarding the normal areas that are investigated for the socioeconomic review and the one area that stood out was the potential for Persons over the age of 65 in the Block Group in the middle of the corridor.
- Noise and air quality are not expected to be an issue.
- School traffic also presents concerns in the corridor. While there are no schools directly on the corridor there are four within a 1 mile radius. There are also two bus stops (Elmwood and Massie Avenues) on Chenoweth Lane for Chenoweth Elementary School.
- There is one transit stop at the corner of US 60 and Chenoweth Lane.

Traffic Analysis

Mark Butler from Stantec described the development of the traffic simulation model and associated analysis of existing conditions. The model was developed using six turning movement counts and two 24 directional counts along the corridor, collected in May of this year. A 2011 turn movement count at Westport Road was used as a supplemental count. Recorded vehicle speed data and observations of traffic queues were also collected to aid in calibration. The train crossing at Westport Road was also recorded for approximately 55 hours to determine the average length of train disruptions. The model included both AM and PM peak hour periods and included signalized intersections at US 42 and US 60, although the latter intersection was not analyzed beyond basic calibration of the traffic volumes on the Chenoweth Lane approach.

Given the lack of alternative paths, the calibrated model demonstrates good conformance to count data in terms of both the ratio of total assigned volume to observed counts and the percent root mean square error which indicates how closely the model reflects the actual observed counts of all sizes. In terms of existing

conditions, travel speeds are reasonable, with expected decreases in speeds as traffic approaches the two signalized intersection at either end of the corridor. An HCS level of service (LOS) analysis of the intersection with US 42 indicates that the northbound approach at Chenoweth has a LOS of D for both the AM and PM peak hours, with occasional backup queues extending beyond the two lane section at the intersection. In extreme, but rare cases, queues could require more than a single signal cycle to clear. At the southern end of the corridor, the combination of the intersection with US 60, the railroad crossing, and concentrated commercial activity resulted in slow speeds and moderate queues. However, the occurrence of a three-minute train disruption could result in a southbound queue past Massie Avenue, or 0.25 miles, which could take two to three cycles to clear. In the middle of the corridor, the link level LOS was rated as “A” despite occasional stoppages created by left turning traffic. The model records an average of less than two stops per vehicle along the corridor in either peak hour.

Stantec will provide videos of existing and future traffic conditions for the public meeting, although given the built-out condition of the surrounding area; growth in traffic would be minimal.

Purpose and Need

Following a review of the regional goals for the project identified in the PIF, and TIP:

- Improve traffic flow during peak hours
- Improve air quality
- Improve safety
- Improve mode choice and access for non-motorists

The following are considerations for a modified purpose and need.

- Add a statement other considerations to include lack of dedicated bicycle facilities, lack of transit options and limited pedestrian access to ensure other modes and users are addressed.

Next Steps:

The next steps for this project are as follows:

- The public meeting is scheduled for November 16, 2015 at the Broadway Baptist Fellowship Hall (on US 42) along Brownsboro Road. District-5 staff will run the required advertisements and announcements.
- KYTC will send out invitations to local officials only.
- Qk4 will develop materials for the meeting, and present them to KYTC for consideration.
- KYTC needs information for the Courier Journal advertisement by October 31, 2015.

Alternatives Review Meeting



KY 1932 (Chenoweth Lane) Corridor Study US 60 (Shelbyville Road) to US 42 (Brownsboro Road) Jefferson County

MEETING MINUTES

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

Purpose: Alternatives Discussion Meeting

Place: District 5 - Louisville - 9:00 AM

Meeting Date: January 13, 2016

Prepared By: Annette Coffey

Handouts: See Attached

Attendees:

Matt Bullock	KYTC D5 CDE	(502) 210-5400	matt.bullock@ky.gov
Tom Hall	KYTC D5 Planning	(502) 210-5479	tom.hall@ky.gov
Travis Thompson	KYTC D5 Project Development	(502) 210-5400	travis.thompson@ky.gov
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Amanda Desmond	KYTC D5 Design	(502) 210-5461	amanda.desmond@ky.gov
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Albert Zimmerman	Qk4	(502) 585-2222	azimmerman@qk4.com
Andy Gilley	Qk4	(502) 585-2222	agilley@qk4.com
Annette Coffey	Qk4	(502) 352-2197	acoffey@qk4.com

Judi Hickerson opened with introductions and explained this was an interim meeting before the scheduled project team meeting on February 9, 2016 to discuss how to best move forward with this study as a result of the tremendous community input. Judi stated the goals of the meeting were to 1) discuss the future of the 3-lane widening option, and 2) discuss what alternatives should move forward from this point. The following bullets summarize decisions made at this meeting.

- The decision was made to remove 3-lane widening of Chenoweth Lane from consideration for this project for the following reasons:
 - Capacity analysis does not warrant
 - Future growth does not warrant
 - Public opposition
 - Benefits will not be realized by the cost of a three lane widening project

KYTC will notify KIPDA to modify the project description to improvements to Chenoweth Lane or something similar.

- Revise the chart in Question #8 of the Public Survey Summary to a traditional bar chart by flipping the horizontal and vertical axes and show 4 bars for each Outcome/Project Consideration.
- The typical section displays used at the first public meeting will not be used for the second public meeting. Attendees wanted the ability to see how a suggested improvement could affect their property.
- Shared use path and bike lanes will not be considered along Chenoweth Lane for the following reasons:
 - A path would not connect to like facilities on either US 42 or US 60
 - Most cyclists utilize other routes
 - Requires widening Chenoweth Lane or a larger footprint which is not desired.
 - Other north/south routes are available.
 - The KYTC Bicycle/Pedestrian Review prepared by KYTC did not recommend a shared use path.
 - Cyclists currently take St Matthews Avenue to Napanee then north on Chenoweth Lane to US 42.
- Alternatives to move forward and be presented to the public are as follows:
 - Curb and Gutter from US 60 to Massie Avenue/Rural from Massie Avenue to US 42. The following are improvement options that will be a part of this alternative:
 - Improvements to and continuous sidewalks on both sides of Chenoweth Lane
 - Southbound short left turn lane (practical solution) at Massie Avenue.
 - Signage (not sharrows) indicating a bike route from Massie to US 42
 - Curb and Gutter from US 60 to US 42 to address drainage and deep ditches along the corridor. The following are improvement options that will be a part of this alternative:
 - Improvements to and continuous sidewalks on both sides of Chenoweth Lane
 - Southbound short left turn lane (practical solution) at Massie Avenue.
 - Signage (not sharrows) indicating a bike route from Massie to US 42
- It was noted that additional curb and gutter will help drainage issues.
- No trees, landscaping plans or any beautification ideas will be a part of the alternatives or shown to the public. The City of St. Matthews has developed and even implemented some concept plans for beautification for Chenoweth Lane within the city limits; therefore, there is no need to duplicate their efforts. However, these improvement types can be a part of final design.
- The display boards will be enlarged to allow for visibility of additional detail. The need for only 2 stations of display boards was discussed; however, the decision was made to have three sets of display boards.
- These alternatives will be presented to the public on February 29, 2016, and again their input will be sought. The survey will prompt their likes/dislikes of components in the alternatives, perhaps

their preference on which or where the improvements should be implemented first by ranking indicating the order of implementation.

- A presentation for the local officials meeting should not be longer than 20 slides -- essentially saying this is the feedback we received. Based on that, here are some concepts/alternatives for consideration.
- The need for a video loop will be discussed at the next project team meeting (February 9, 2016). Matt Bullock stated he may be willing to repeat a 5-minute introduction several times as an option to replace the video.
- Construction estimates only will be developed for the improvement alternatives. However, these cost estimates will not be put on the displays at the public meeting.

The meeting adjourned at approximately 11:45 AM.

Project Team Meeting 2

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

**PROJECT TEAM MEETING 2
Item No. 5-531.00**

Project: KY 1932 (Chenoweth Lane) Corridor Study
US 60 (Shelbyville Road) to US 42 (Brownsboro Road)

Purpose: Project Team Meeting #2

Place: District 5 Conference Room - Louisville

Meeting Date: February 9, 2016 (9:00 AM)

Prepared By: Annette Coffey

Attendees:

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Judi Hickerson	KYTC D5 Planning	(502) 210-5429	judi.hickerson@ky.gov
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Andrea Clifford	KYTC D5 PIO	(502) 210-5403	andrea.clifford@ky.gov
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Susan Oatman	KYTC D5 Environmental	(502) 210-5448	susan.oatman@ky.gov
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The goals of this meeting were to review alternatives and discuss the preparation for meetings with the local officials and the public.

Introduction

Introductions were made and handouts distributed. Following introductions, Annette provided a presentation including a summary of resource agency responses and excerpts of survey responses from the first meetings

with local officials and the public, a review of an alternatives discussion meeting held in January, draft survey questions for the upcoming meeting, and a revised project purpose. That presentation is attached.

Outcomes of Alternatives Discussion Meeting (January 13, 2016)

The alternatives discussion meeting resulted in the following decisions as they relate to improvement alternatives:

- Remove 3-lane widening of Chenoweth Lane from consideration for the following reasons:
 - Capacity analysis does not warrant.
 - Future growth projection does not warrant.
 - Public opposition.
 - Benefits will not be realized by the cost of a 3-lane widening project.
- Shared-use path and bike lanes will not be considered for the following reasons:
 - A path would not connect to like facilities on either US 42 or US 60.
 - Most cyclists utilize other routes.
 - Requires widening Chenoweth Lane or a larger footprint, neither of which is desired.
 - Other north/south routes are available.
 - The KYTC Bicycle/Pedestrian Review prepared by KYTC did not recommend a shared use path.
 - Cyclists currently ride St. Matthews Avenue to Napanee Road then north on Chenoweth Lane to US 42.
- Alternatives to move forward and be presented to the public are as follows:
 - Curb and Gutter (Urban) from US 60 to Massie Avenue/Rural from Massie Avenue to US 42.
The following are improvement options with this alternative:
 - Improvements to and continuous sidewalks on both sides of Chenoweth Lane.
 - Southbound short left-turn lane (practical solution) at Massie Avenue.
 - Signage (not sharrows) indicating a bike route from Massie Avenue to US 42.
 - Curb and Gutter from US 60 to US 42 to address drainage and deep ditches along the corridor.
The following are improvement options with this alternative:
 - Improvements to and continuous sidewalks on both sides of Chenoweth Lane.
 - Southbound short left-turn lane (practical solution) at Massie Avenue.

Presentation of Alternatives

Andy Gilley provided an overview of proposed improvement alternatives. They are as follows:

- **Curb and Gutter north of the railroad to Massie Avenue/Rural from Massie Avenue to US 42**

This alternative provides an urban curb and gutter typical section from the railroad crossing to Massie Avenue and a rural typical section with shoulders from Massie Avenue to US 42. The following components were presented on the exhibits:

- Provides 10.5-foot-wide lanes with curb and gutter at the edge of the travel lane from the railroad crossing north to Massie Avenue.

- Provides small bulb-outs at Staebler Avenue to reduce pedestrian crossing distance and better define left- and right-turn lane opportunities from Staebler Avenue to Chenoweth Lane. Also, reduces some other cross street radius returns.
- Eliminates approximately 250 feet in length of wide, paved shoulder on the west side from the end of the right-turn lane taper to Staebler Avenue north.
- Reconstructs, straightens where possible, and widens where needed (toward the road) the existing Chenoweth Lane west side sidewalk to 5 feet.
- Reconstructs and widens (toward the road) the existing Chenoweth Lane east sidewalk to 5 feet. This includes reconstruction of Kennison Avenue steps.
- Provides for a new west side 5-foot-wide sidewalk from Massie Avenue north to US 42. The sidewalk provides an average 8-foot-wide verge behind the edge of road except in a few areas where it was maneuvered to potentially avoid impacts; e.g., between Washington Square and Leland Road to preserve a row of trees, at Leland Road to avoid stone entrances, between Leland Road and Ormond Road to avoid headwalls, and as the sidewalk approaches US 42.
- Provides a southbound short, 11-foot-wide left-turn lane at Massie Avenue. The turn lane has 75 feet of storage, a 50-foot-long bay taper and a 100-foot-long approach taper.
- Provides crosswalks at Massie Avenue and Leland Road, and corresponding school crossing signs.
- Improves drainage between Massie Avenue and Druid Hills Road.
- Proposes bike route signs from Massie Avenue to US 42 in both directions.

- **Curb and Gutter from US 60 to US 42**

This alternative provides for an urban curb and gutter typical section from the railroad crossing north to US 42. The following components were presented on the exhibits:

- Provides 10.5-foot-wide lanes with curb and gutter at the edge of the travel lane.
- Eliminates deep ditches, allows for new storm pipes and yard drains connected to the existing system, and provides for additional green space.
- Reconstructs, straightens where possible, and widens (toward the road) the existing Chenoweth Lane west side sidewalk to 5 feet.
- Reconstructs and widens (toward the road) the existing east side sidewalk to 5 feet.
- Provides for a new 5-foot-wide sidewalk from Massie Avenue north to US 42. The sidewalk averages 3.5 feet wide behind the curb.
- Provides a southbound short, 11-foot-wide left-turn lane at Massie Avenue. The turn lane has 75 feet of storage, a 50-foot-long bay taper and a 100-foot approach taper.
- Proposes bike route signs from Massie Avenue to US 42 in both directions.
- Provides crosswalks at Massie Avenue and Leland Road, and corresponding school crossing signs.
- Provides additional drainage improvements between Washington Square and Druid Hills Road.

- Provides small bulb-outs at Staebler Avenue to reduce pedestrian crossing distance and better define left- and right-turn lane opportunities from Staebler Avenue to Chenoweth Lane. Also, reduces some other cross street radius returns.
- Trees in the clear zone (before and after Druid Hills Road, and possibly at US 42) may need removal.

- **Access Management**

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

- **Railroad tracks north to Kennison Avenue:**

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.

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.

Comments Regarding Alternatives

- To improve sight distance, provide a northbound opposing short left-turn lane at Massie Avenue rather than the aforementioned practical solution. Also, extend the 50-foot-long bay taper to provide a larger opening.
- Use pedestrian crossing yellow signs at three locations (north of the railroad, mid-block and 500 feet from US 42), remove proposed crosswalks, and do not show the pavement marking “only” in the left-turn lane at the Chenoweth Lane/US 42 intersection.
- Show verge area in green.
- Provide a minimal median concept at the railroad tracks to replace existing flexible delineator posts.
- The results of this project process will not result in the normal prioritization of improvements.

Purpose and Need

Qk4 provided a revised Project Purpose and goals (see presentation). After discussion, the following Project Purpose and goals were agreed upon and the need will be addressed in the final report:

Revised Project Purpose

The purpose of the KY 1932 (Chenoweth Lane) project—from the CSX railroad crossing (just north of US 60) to US 42 (Brownsboro Road)—is to (1) improve sight distance and safety for all users; (2) improve drainage along the corridor; and, (3) improve pedestrian safety and mobility.

Goals of the project are (1) to confine improvements within existing KYTC-owned right-of-way, (2) to minimize impacts on established mature trees, and (3) to maintain a roadway character that reflects the existing traditional and historic neighborhood setting.

Local Officials Meeting/Public Meeting

The following decisions were made regarding the public meeting:

- Matt Bullock will provide introductory comments for both meetings that include:
 - Widening Chenoweth Lane to three lanes has been removed as an alternative.
 - A reminder that this study is in the very early phases of planning.

- It appears improvement options shown will require only temporary construction easements, drainage and/or utility easements.
- A statement that new or reconstructed sidewalks will be maintained by KYTC.
- KYTC would prefer to keep the meeting with local officials to one hour, from 3:00 to 4:00 p.m.
- Stantec, Inc. (Stantec) will provide a simulation of the left-turn lanes at Massive Avenue.
- Three display sets, each set showing (1) US 60 to St. Matthews Feed & Seed, and (2) St. Matthews Feed & Seed to US 42. The applicable typical section from the first public meeting will be displayed on these exhibits.
- Access Management concepts will be deferred to Phase I Design and will not be shown at the public meeting.
- A slide presentation for the local officials meeting will be no more than 20 slides and 15 minutes.

Next Steps

- The local officials/public meetings are scheduled for February 29, 2016, at the Broadway Baptist Fellowship Hall (on US 42). District 5 staff will develop required advertisements and announcements for the meeting.
- KYTC will mail invitations to local officials, those individuals completing a survey from the first public meeting, and those on the original list of invitees for the first public meeting (culled for returned mail).
- Qk4 and Stantec will develop and present meeting materials to KYTC for consideration, and provide them for review and comment the week of February 15, 2016. A quick review is requested.

Project Team Meeting 3

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

**PROJECT TEAM MEETING 3
Item No. 5-531.00**

Project: Chenoweth Lane (Chenoweth Lane) Corridor Study
US 60 (Shelbyville Road) to US 42 (Brownsboro Road)

Purpose: Project Team Meeting #3

Place: District 5 Conference Room - Louisville

Meeting Date: April 27, 2016 (9:00 AM)

Prepared By: Annette Coffey

Attendees:

Matt Bullock	KYTC D5 CDE	(502) 210-5400	matt.bullock@ky.gov
Judi Hickerson	KYTC D5 Planning	(502) 210-5429	judi.hickerson@ky.gov
Travis Thompson	KYTC D5 TEBM for Proj. Dev.	(502) 210-5400	travis.thompson@ky.gov
Amanda Desmond	KYTC D5 Design	(502) 210-5461	amanda.desmond@ky.gov
Andrea Clifford	KYTC D5 PIO	(502) 210-5403	andrea.clifford@ky.gov
Adriane Hoffman	KYTC D5 ROW	(502) 210-5419	adriane.hoffman@ky.gov
Tom Wright	KYTC D5 PD& PI	(502) 210-5490	tom.wright@ky.gov
Susan Oatman	KYTC D5 Environmental	(502) 210-5448	susan.oatman@ky.gov
Beth Jones	KYTC CO Planning/MPO	(502) 564-7183	beth.jones@ky.gov
Mikael Pelfrey	KYTC CO Planning	(502) 782-5073	mikael.pelfrey@ky.gov
Mark Butler	Stantec	(502) 422-1855	mark.butler@stantec.com
Albert Zimmerman	Qk4	(502) 585-2222	azimmerman@qk4.com
Andy Gilley	Qk4	(502) 585-2222	agilley@qk4.com
Annette Coffey	Qk4	(502) 352-2197	acoffey@qk4.com
Tom Springer	Qk4	(502) 585-2222	tspringer@qk4.com

Introduction

Following introductions Annette provided an overview of the purpose of the meeting, which was to review alternatives presented, and public responses from the February 29, 2016 local officials' and public meetings; and to develop recommendations for the project.

Public Meeting Feedback

Mikael noted public input is important in the overall decision making process, however, is not the only element. Engineering data, policy, and analysis will also be taken into account, and the "No Build" alternative should always be carried forward to the next phase.

KYTC requested the report:

- State that, although there was negative feedback to build alternatives, KYTC is advancing recommendations with applicable reasons.
- Discuss the general public input, with trends.
- Convert graphs for Questions 7, 8, 9, 10 to pie charts with percentages instead of values; and display only one question per page. Also, add a statement below each pie chart clarifying the Project Team's interpretation of the data.*
- Condense Slide 14 with "other comments" in the report and summarize, excluding those with just 1 comment.

*This change will also affect the public meeting notebooks.

Cost Estimates

The meeting presentation included updated cost estimates to include right-of-way and utilities for the three alternatives: No Build, Urban, and Urban-to-Rural. KYTC requested cost estimates include the following contingencies:

- 20% of land value for temporary easements
- Right-of-Way (50%)
- Utilities (40%)
- Construction (30%)

A brief summary of the cost estimates for right of way and utilities development was provided by Albert, and is attached to these minutes.

Recommendations

Qk4 provided a list of recommendations (see attached presentation) and a discussion ensued. The following resulted from the discussion.

KYTC recommended stating the following features will **not** be recommended to move forward to the next phase:

- 3-lane widening of Chenoweth Lane from the railroad north to US 42 option for the horizon year 2035. The traffic analysis and forecast did not warrant a 3-lane facility, and the public did not support the concept. It was noted the Mayor of St. Matthews completed a survey stating Chenoweth Lane should be 3 lanes from the railroad crossing to Gilman Avenue (essentially to St. Matthews Feed & Seed).
- Left-turn lanes at any intersection. The public stated there is more of an issue turning left onto Chenoweth Lane than turning left from Chenoweth Lane to Massie Avenue. The turn lane also did not improve the traffic operation of Chenoweth Lane.
- Curb and gutter from Massie Avenue to US 42. The Purpose and Need reflects the neighborhood and the public comments support a rural drainage section to the north.

The project team recommended Alternative 3, excluding the left-turn lanes at Massie Avenue, be carried forward to the next project development phase in addition to Alternative 1 (“No Build”). This will maintain a rural section north of Massie Avenue. The work south of Massie Avenue may mirror the streetscape concepts St. Matthews has proposed. The work north of Massie Avenue would include sidewalks on both sides and drainage improvements. The list of access management issues should be located in the report appendix.

Comparison Table

A comparison table was provided for discussion. Comments regarding the table were:

- Carry forward drainage issues because water on the road is a safety issue.
- Add “Utility Impacts” under CONS for Alternative 2.
- “Least Expensive” under the CONS column should be a PRO.

Next Steps

Public meeting notebooks will be revised and submitted. A draft report is scheduled for June 30, 2016, and a final August 31, 2016.