

City of Louisville

**Seventh Street Road and Manslick Road
Redevelopment Land Use Study**

October 4, 2001

Prepared By:

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D. Transportation:

Several transportation elements were reviewed in this section. The majority of this corridor has existing sidewalks or hard surfaces that can be utilized by pedestrians. The **sidewalk system** along Seventh Street Road was constructed as part of the recent road improvements and appears to be accessible for people in wheelchairs. Manslick Road, an older section of roadway, has a few locations where gaps exist between walks. There are several bus shelters and bus stops along the corridor.

The study area has another unique feature. A large portion of the study has direct railway access to an active **rail system**.

The **existing road system** appears to be adequate to serve the current as well as expected future vehicular needs for this area except for that there is currently no direct access to the Watterson Expressway from Manslick Road. A traffic study to determine level of service has not been performed as a part of this study. The roads are of sufficient width to accommodate large truck traffic. All existing major intersections are signalized.

The nearest opportunities for access are at Dixie Highway or at Taylor Boulevard. Physically, an interchange could be constructed at the intersection of the Watterson Expressway with Manslick Road. However, several **issues** would need to be addressed.

- Due to the proximity of existing ramps and/or acceleration or deceleration lanes the Federal Highway Administration may not approve the construction of a new interchange.
- The Watterson Lake Park would have to be entirely or at a minimum partially removed or relocated. This would be a potential 4F issue.
- Public and private properties would have to be purchased for use as right-of-way.
- Impact to neighboring uses such as noise or air quality would have to be evaluated.
- Both of the existing cemetery(s) would have to be relocated.
- At least one additional traffic signal would have to be installed, and a second modified.
- The animal shelter would have to be relocated.

Benefits of the ramp construction are:

- Increased access to this area for general vehicular traffic, but also **emergency medical vehicles**. A ramp would provide an almost direct route to a local hospital and a public school bus compound. It would also serve to promote the development of the under-utilized properties in the area.
- The Northbound exit ramp at Dixie Highway does not comply with current design standards resulting in safety problems and **frequent accidents**. The installation of this proposed ramp would remove a substantial portion of traffic from the Dixie Highway ramp.

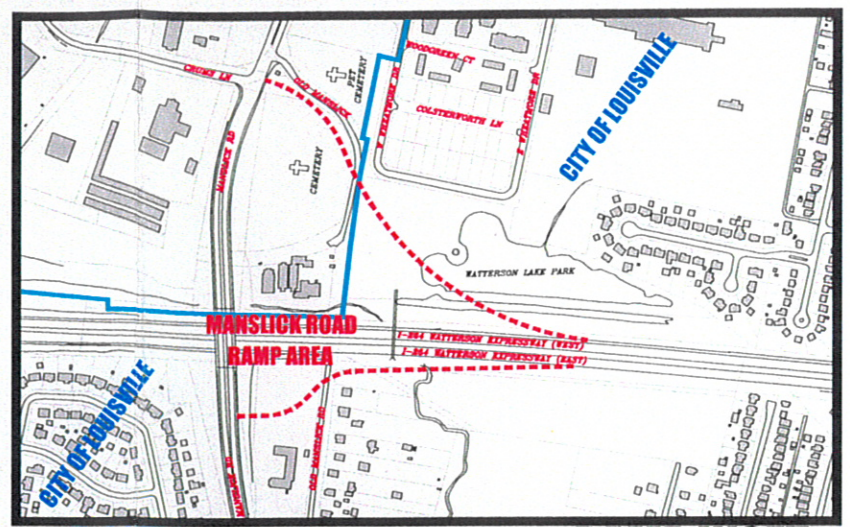
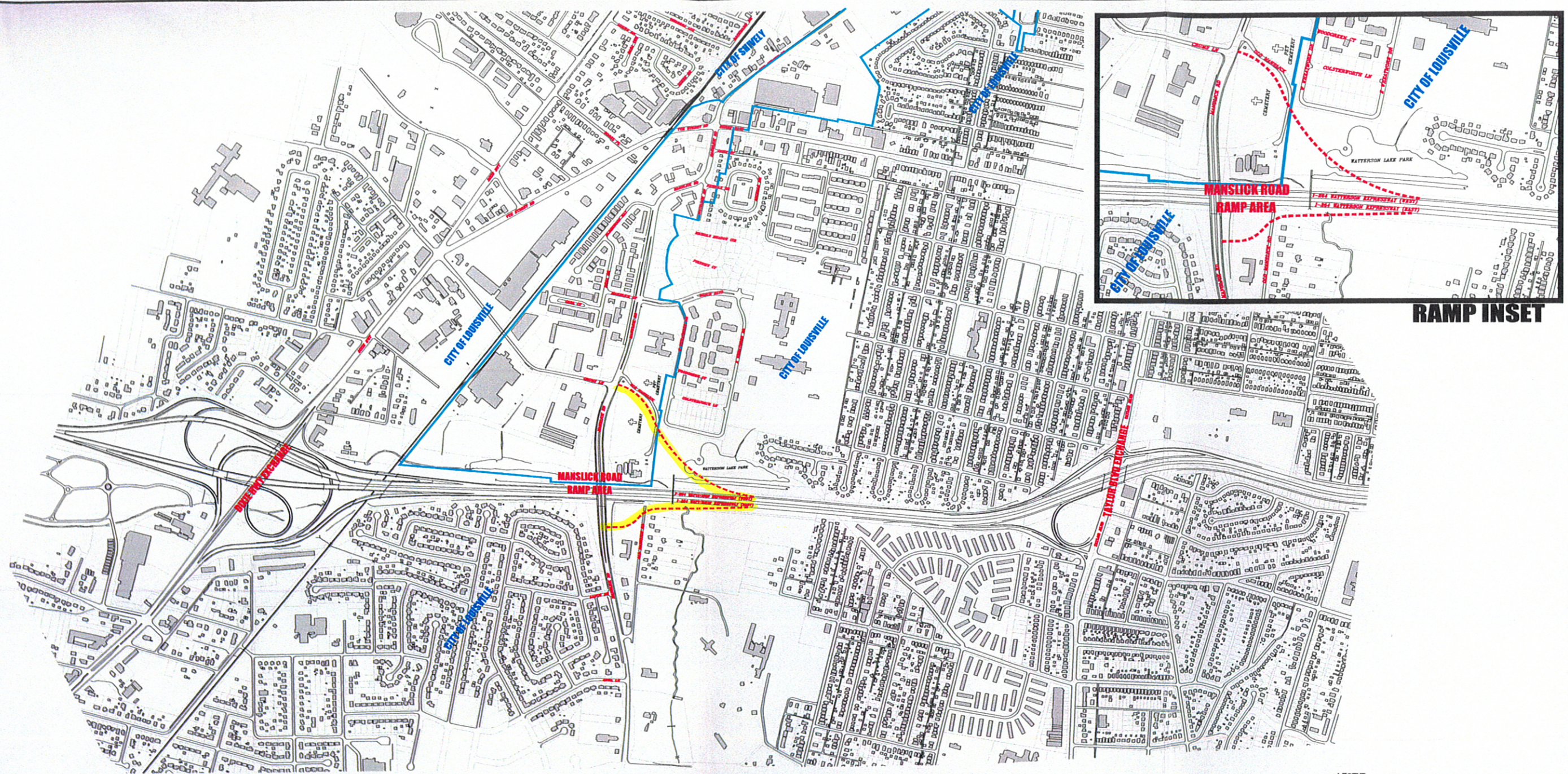
Refer to the Proposed Interchange Map for interchange Schematic.

E. Recommendations:

The following recommendations are based upon direct observation, public records, public input, discussion with the committee and public agencies.

- **Interchange:** The newly reconstructed Seventh Street Road and the amount of under utilized property (approximately 75 acres) in the study area accompanied with recent development providing or requiring airport service make the Seventh Street Road and Manslick Road Corridor attractive for development. Unfortunately, a large portion of the most probable

development market requires easy access to the interstate system or the airport. We recommend that the City consider limited access to the Watterson Expressway (I-264) at Manslick Road. Refer to the Transportation Section of this report for detailed discussion regarding the ramp appropriateness as well as the Proposed Interchange Map.



RAMP INSET

LEGEND
 CITY OF LOUISVILLE STUDY AREA
 PRELIMINARY RAMP PATH

CITY OF LOUISVILLE, KENTUCKY
7th STREET / MANSLICK ROAD CORRIDOR STUDY
TRANSPORTATION / RAMP MAP

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