

KY 1932 (CHENOWETH LANE)
CORRIDOR STUDY
JEFFERSON COUNTY
ITEM NO. 5-531.00
NOVEMBER 16, 2015



Stantec



Brockington

CULTURAL RESOURCES CONSULTING

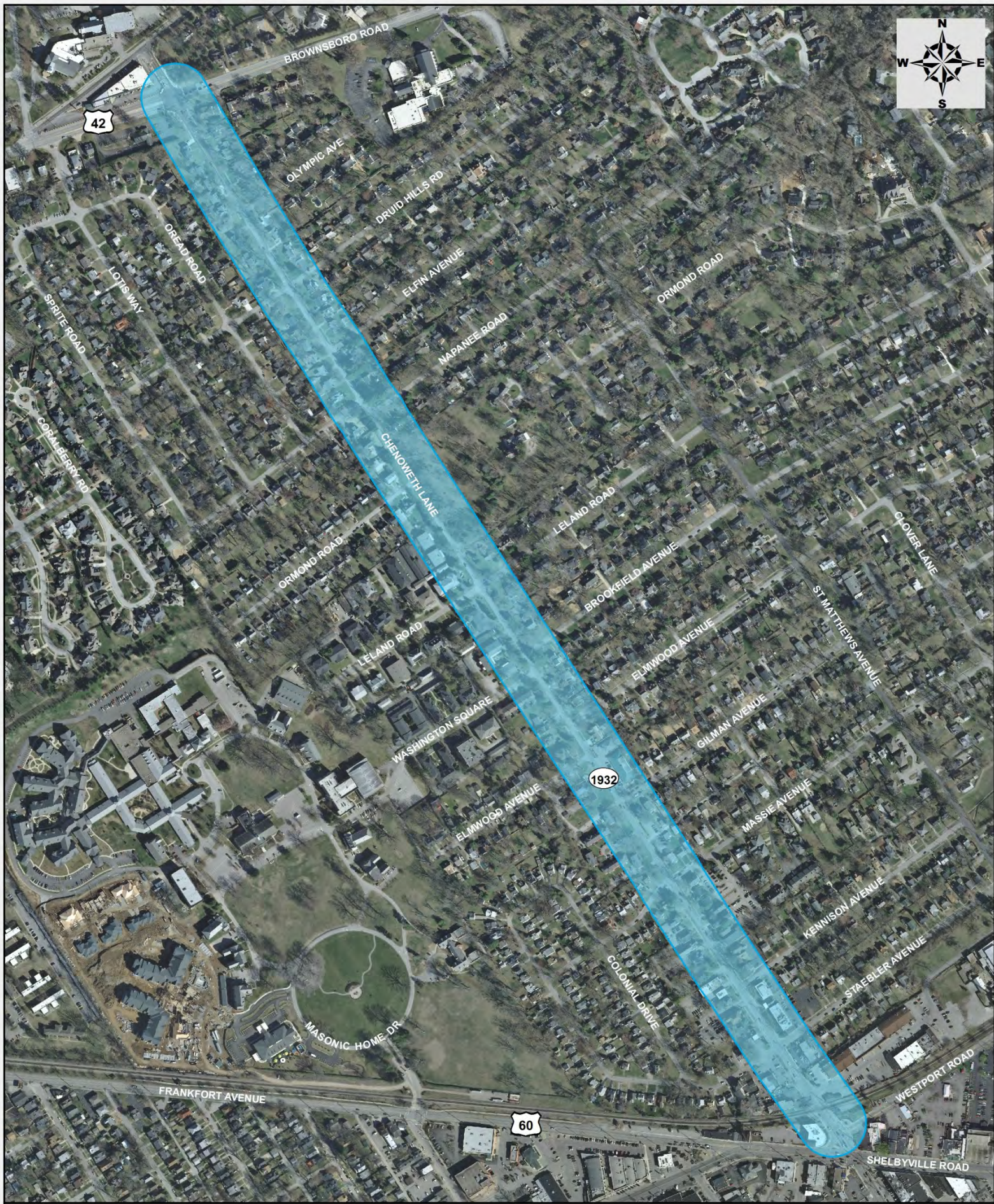


Engineering Planning

Groundbreaking by Design.



KENTUCKY
TRANSPORTATION
CABINET

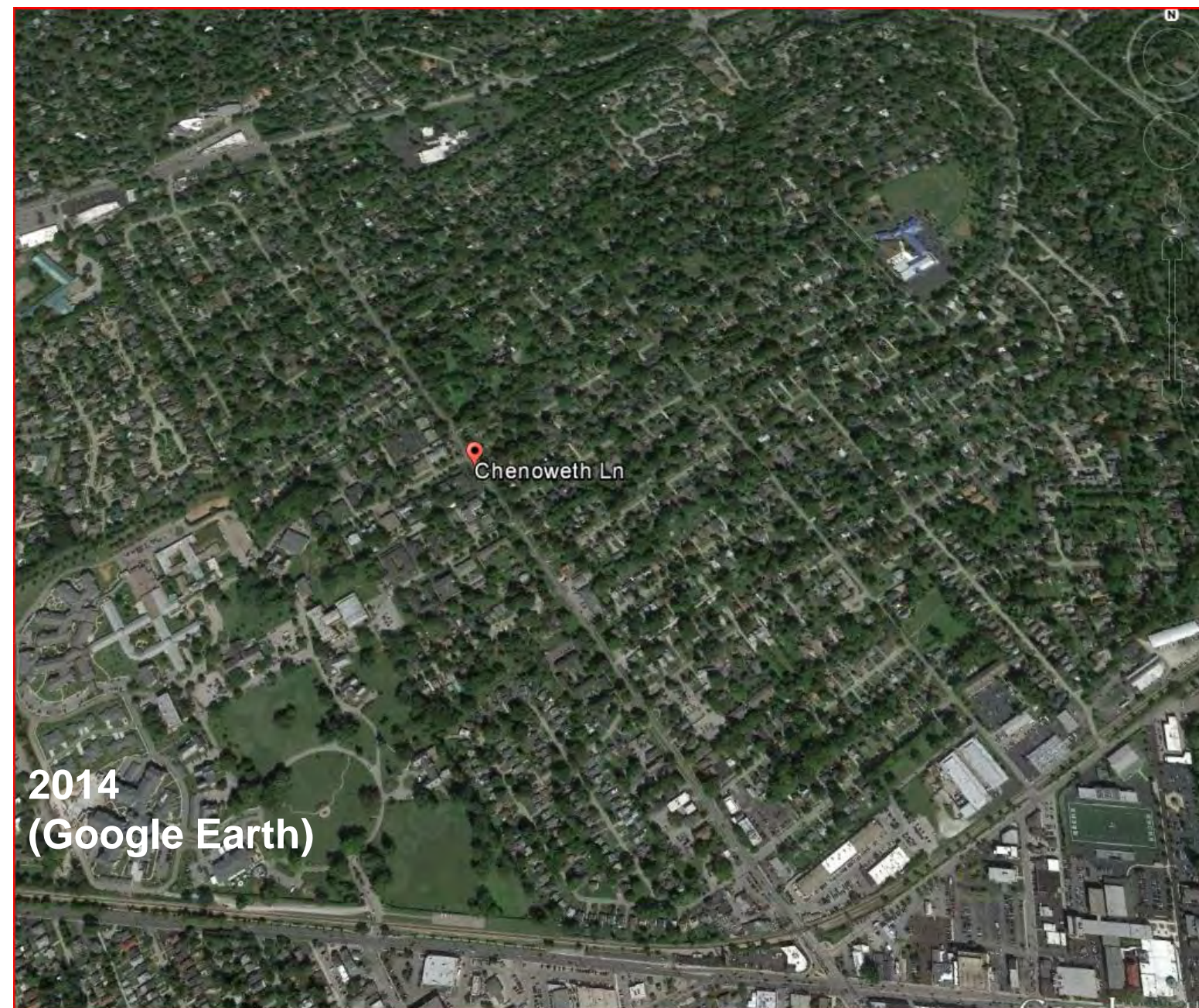


STUDY AREA
KY 1932 (CHENOWETH LANE)
US 60 (SHELBYVILLE ROAD) TO
US 42 (BROWNSBORO ROAD) –
300 FEET WIDE





1946 Aerial Photograph
Showing St. Matthews &
Chenoweth Lane
(Louisville City Library)



2014
(Google Earth)



1959 Aerial
Photograph Showing
St. Matthews and
Chenoweth Lane
(Earth Explorer)

HISTORIC PHOTOS OF THE CORRIDOR

OLD STAEBLER AVENUE AT CHENOWETH LANE FACING WEST, SHOWING COLONIAL VILLAGE



(St. Matthews Historical Society Collection)

PURPOSE OF THE PROJECT

PROJECT PURPOSE AND GOALS

The purpose of this project is to improve safety, reduce congestion and improve mode choice for non-motorists on KY 1932 (Chenoweth Lane) in Jefferson County from US 60 (Shelbyville Road) to US 42 (Brownsboro Road).

Regional Goals from Horizon 2035 MTP

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

THE NEED FOR THE PROJECT STEMS FROM....

Safety

- 76 crashes - 39 between US 60 (Shelbyville Road) and Kennison Avenue 2012 - 2014;
- Left and right turns inhibit traffic flow during peak hours both on Chenoweth Lane and cross streets;
- 59 driveways between US 60 (Shelbyville Road) and US 42 (Brownsboro Road);
- Sidewalks are not continuous along both sides of the roadway;
- One mid-block pedestrian crossing and it is not ADA compliant;
- Obstructions within clear zone - too close to the roadway; and
- Deep ditches.

THE NEED FOR THE PROJECT ALSO STEMS FROM....

Congestion

- Left and right turns inhibit traffic flow during peak hours;
- Trains last 2 – 3.5 minutes causing traffic to backup for nearly half the length of the corridor;
- During peak hours, the left turn lane from Chenoweth Lane to US 42 (Brownsboro Road) may take two traffic signal cycles to clear traffic; and
- During peak hours the US 60 (Shelbyville Road)/Chenoweth Lane intersection is congested.

Other Considerations

- Lack of bicycle facilities and connectivity to bicycle facilities
- No transit options along route
- Narrow, incomplete sidewalk network and one pedestrian crosswalk. This crosswalk is not in compliance with ADA requirements.

SHORT PHOTO TOUR

SOUTHERN TERMINUS AT US 60 (SHELBYVILLE ROAD)



COMMERCIAL/MULTIFAMILY MIXED USES



RESIDENTIAL/COMMERCIAL MIXED USES



CROSS STREETS - 17



ELMWOOD AVENUE



WASHINGTON SQUARE



MASSIE AVENUE





LOOKING NORTH
APPROACHING
CHENOWETH LANE /
US 42 (BROWNSBORO
ROAD) INTERSECTION


NORTHERN TERMINUS AT US 42 (BROWNSBORO ROAD) LOOKING SOUTH TOWARD CHENOWETH LANE



INITIAL ISSUES/CONSIDERATIONS

- Car wash located near the US 60 (Shelbyville Road) terminus (patron traffic backs up onto Chenoweth)
- Existing trains block traffic on the southern end of Chenoweth Lane
- Access management/Numerous driveway openings
- Limited pedestrian/bicycle facilities
- Narrow/incomplete sidewalks
- Holy Trinity Parish School traffic (Leland Road)
- Corridor character/potential historic features
- Drainage concerns along the corridor

EXISTING CONDITIONS



PROJECTS NEAR KY 1932 (CHENOWETH LANE) CORRIDOR

KYTC PROJECT INFORMATION FORM (PIF)

05 056 D1932 60.0

Widen KY 1932 (Chenoweth Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road to include bicycle and pedestrian facilities (10-3-2008).

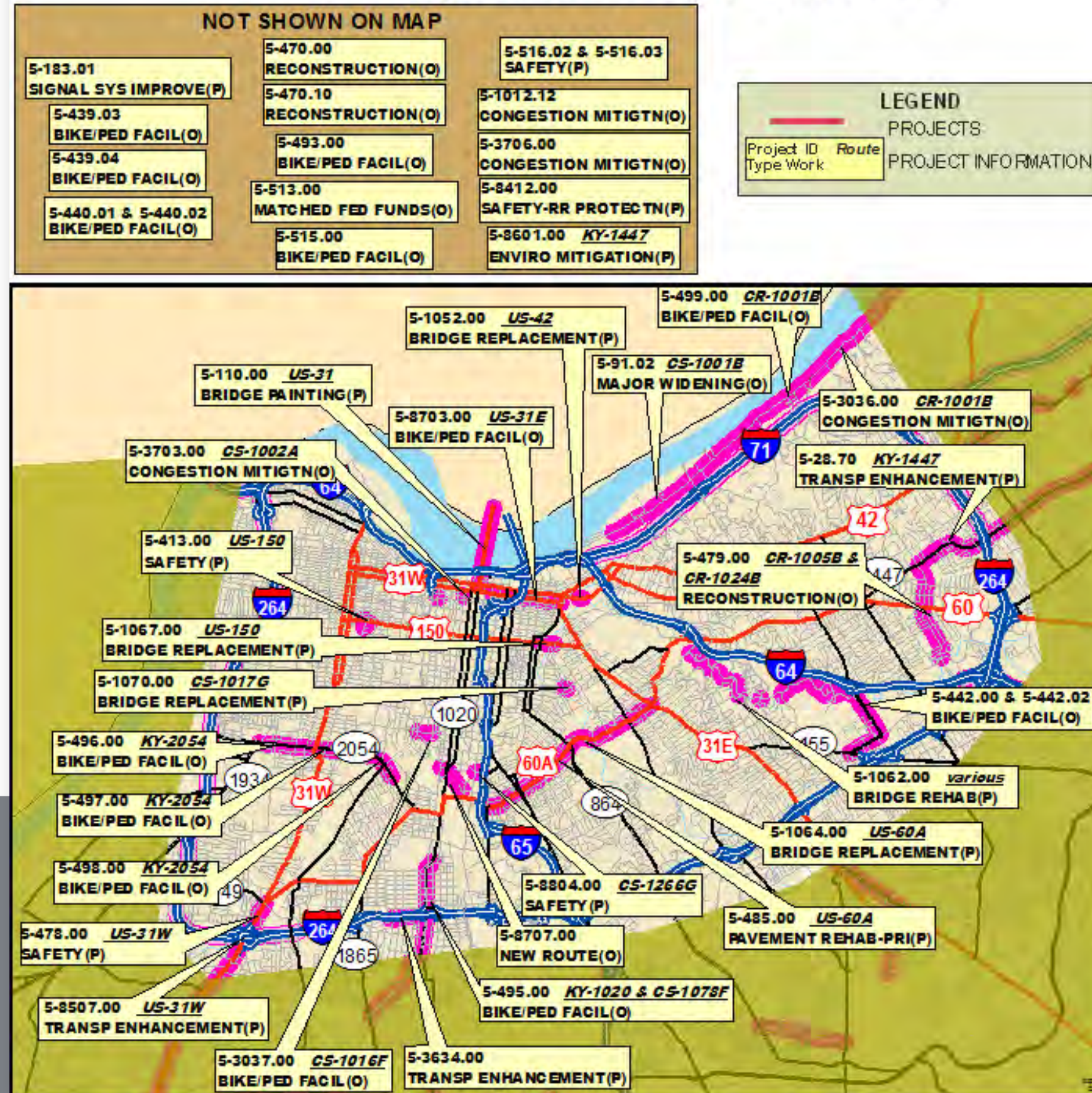
KIPDA Regional Goals

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

Phase	Phase Estimate
MP 5.593 to MP 6.590	
Planning	\$250,000
Design	\$2,000,000
Right of Way	\$1,000,000
Utilities	\$1,000,000
Construction	\$22,000,000
Total	\$26,250,000

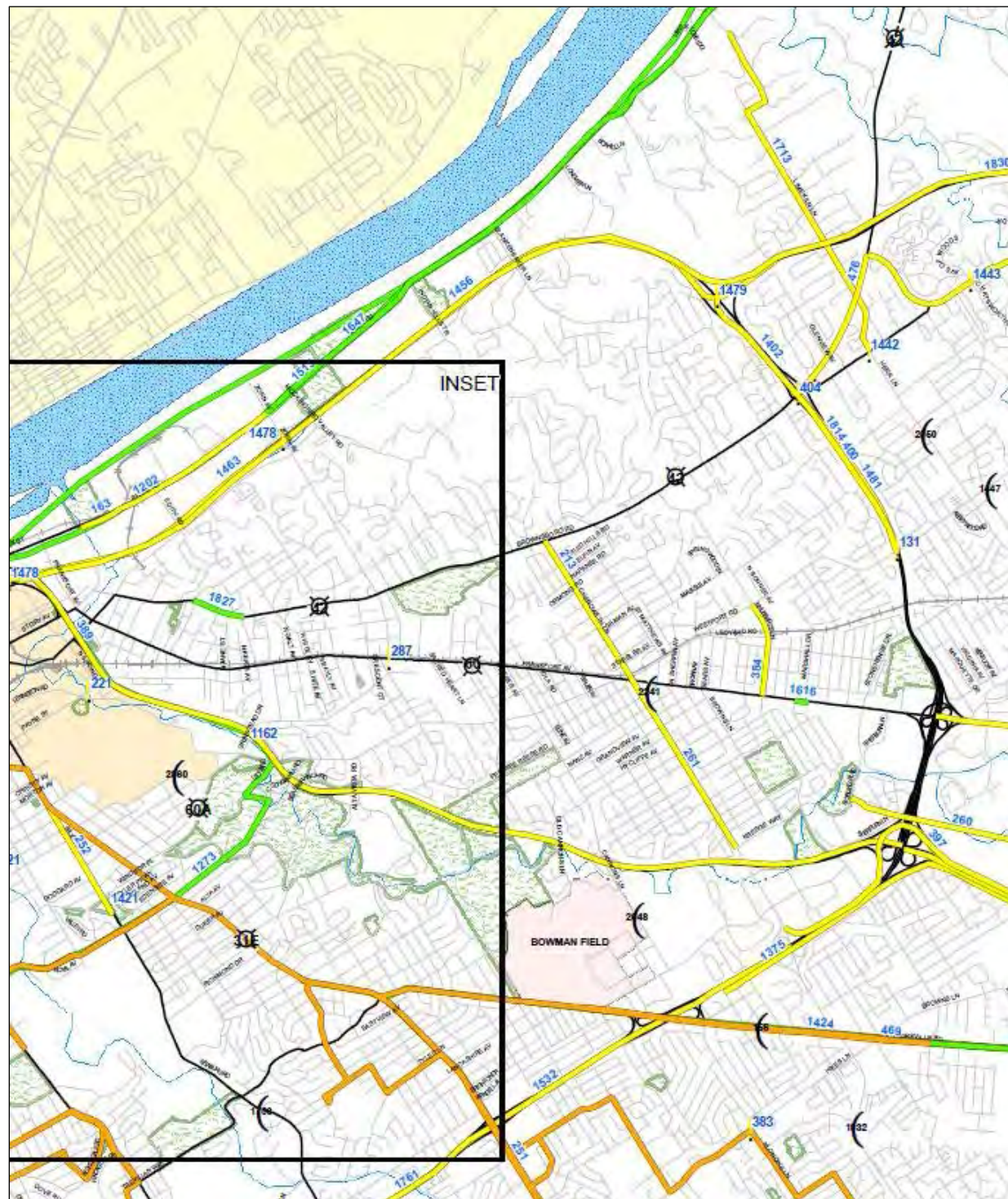
PROJECTS IN KYTC HIGHWAY PLAN

Jefferson County/Louisville 2014 Highway Plan Projects Inside I-264



KIPDA - MTP

MAP OF PROJECTS



LIST OF PROJECTS

ID# 213 - Chenoweth Lane Corridor Study

ID# 261 - “TSM improvements on KY 1932 (Breckenridge Lane) from KY 1447 (Westport Road) to Kresge Way.”

ID# 287 - Align US 60 (Frankfort Avenue) intersections of Stilz Avenue and Hillcrest Avenue.

ID# 384 - “Widen Hubbards Lane from 2 to 3 lanes (center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road) and add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 1.4 miles.”

ID# 1616 - Construction of sidewalk improvements along the north and south sides of US 60 (Shelbyville Road), connecting to existing sidewalks from Ten Pin Lane to Hubbards Lane.

METRO TRANSPORTATION PLAN

HORIZON 2035

- **KIPDA adopted its most recent Metropolitan Transportation Plan (Horizon 2035) in 2014.**
- **The Plan recommended specific improvements to Chenoweth Lane (KY 1932) from Shelbyville Road (US 60) to Brownsboro Road (US 42), including:**
 - widening to three lanes,
 - inclusion of a shared use bicycle path, and
 - improved sidewalks
- **STP-U Funding for all phases of this project except construction was included in KIPDA's FY 2015-2018 TIP, also adopted in 2014.**

CHENOWETH LANE KIPDA STP-U FUNDED TIP

2015 Planning	\$ 200,000
2016 Preliminary Engineering	\$ 400,000
2017 Final Design	\$ 650,000
2018 Right of Way	\$1,766,400
Future Utilities	\$2,000,000
<u>Future Construction</u>	<u>\$2,100,000</u>
Total	\$7,116,400

Funding included in KIPDA's FY 2015-2018 TIP, adopted in 2014.

GENERAL INFORMATION

GENERAL INFORMATION

- Urban Minor Arterial
- Posted 35 MPH
- Two 11-foot lanes
- 2012 ADT – 10,600
- 2015 ADT – 11,900
- Access by Permit
- Shoulder width 0-3 feet (10 feet is desirable)
- Approximate Right of Way – 60 feet
- 3 Locations with Turn Lanes
 - Southbound right turn lane to Staebler Avenue, and US 60 (Shelbyville Road) north of RR tracks at Southern Terminus
 - Southbound Left Turn lane for US 60 (Shelbyville Road) begins just south of RR tracks
 - Northbound Left Turn lane for US 42 (Brownsboro Road) at Northern Terminus

GENERAL INFORMATION FIELD REVIEW & AERIAL PHOTOGRAPHY

- North of Railroad – Curb exists up to Staebler Avenue
- Rural Typical Section from Staebler Avenue North
- 59 Access Points between US 60 (Shelbyville Road) and US 42 (Brownsboro Road)
- No street lighting exists between Druids Hills Road and Leland Road
- Clear zone width is violated in many locations
- Pedestrian crossing at Druid Hills is not compliant with ADA requirements

GEOMETRIC REVIEW



- Shoulder width is less than desirable (10')
- Existing sight distance on Chenoweth Lane approaching US 42 (Brownsboro Road) intersection is deficient
- Obstructions (sign, headwalls, trees, etc.) within clear zone
- Utility poles in clear zone and in ditches
- Grades may be flat (< desirable 0.5%) if curb is used
- Deep ditches inhibit right turns
- Northbound radius to Massie Avenue could be improved
- Two narrow crossroad entrances at:
 - Kennison Avenue
 - Druid Hills (east side)
- Crosswalk at Druid Hills is not ADA compliant

DRAINAGE

DRAINAGE SUMMARY

- A majority of the entrance and roadway pipes are silted.
- Numerous power poles and guy wires are located in the center of the ditch line on the east side of Chenoweth Lane.
- The size and depth of the ditches along the east side of Chenoweth Lane are restricted by the proximity of the existing sidewalk.
- Steep ditch slopes exist near Massie Avenue.
- The existing storm sewer trunk line on the west side (from Washington Square to Staebler Avenue) provides a potential outfall if the roadway were to be widened.
- In addition, a curb and gutter section has the potential to eliminate the existing swales and insure the proper pipe size for conveyance of runoff within the corridor.

CURRENT DRAINAGE ISSUES

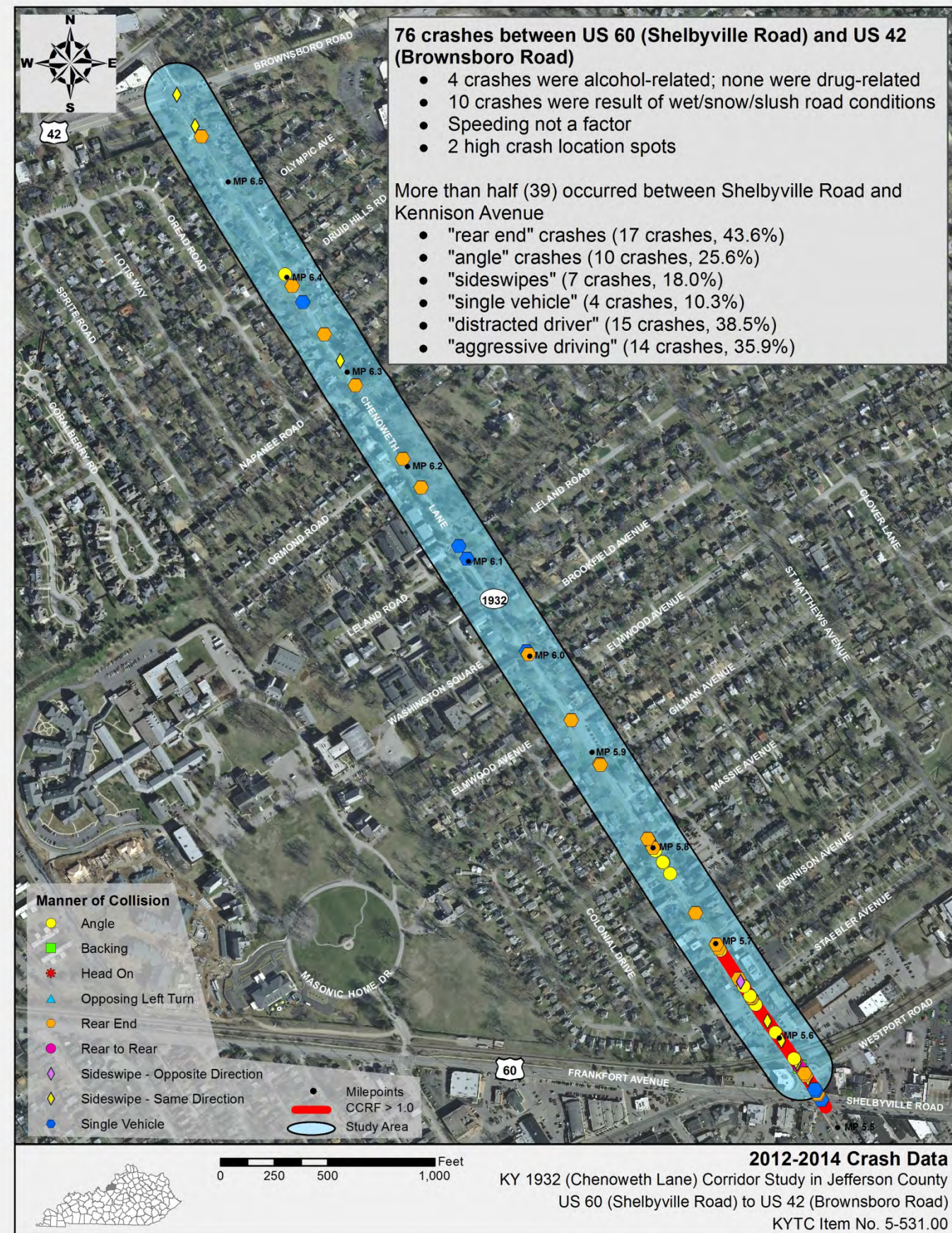


REVIEW OF ST. MATTHEWS BUSINESS STREETSCAPE PLAN 2005

- Shows east side sidewalk replacement from Staebler Avenue to Gilman Avenue
- Improvements proposed in front of St. Matthews Feed and Seed show a sidewalk and buffer island to this area of frontage
- West side improvements North and South of Staebler Avenue include:
 - the introduction of two curbed landscape expansion areas and
 - reduction of the apron widths for the two existing entrances along the Michel Tires Plus frontage
- North & South of Kennison Avenue show verge areas of landscaping

CRASH ANALYSIS

CRASHES



- 3 years Crash Data (2012-2014)
 - 76 crashes between US 60 (Shelbyville Road) and US 42 (Brownsboro Road)
 - 4 crashes were alcohol-related; none were drug-related
 - 10 crashes were result of wet/snow/slush road conditions
 - Speeding not a factor
 - 2 high crash location spots
 - More than half (39) occurred between the Shelbyville Road and Kennison Avenue
 - "rear-end" crashes (17 crashes, 43.6%)
 - "angle" crashes (10 crashes, 25.6%)
 - "sideswipes" (7 crashes, 18.0%)
 - "single vehicle" (4 crashes, 10.3%)
 - distracted" driver (15 crashes, 38.5%)
 - "aggressive driving" (14 crashes, 35.9%)

CRASH TYPE

90% of crashes in the corridor were Property Damage Only crashes



PEDESTRIAN AND BICYCLE CONSIDERATIONS

SIDEWALKS

- Widths varies from 4-6 feet; 5 feet is desirable
- Sidewalks are not continuous along both sides of the corridor
- Broken sidewalk between Massie and Kennison Avenues on west side
- East sidewalk is offset adjacent to Chenoweth Lane north of railroad to Staebler Avenue
- Obstructions exist along sidewalk (see right)
- No sidewalk across St Matthews Feed and Seed Store
- Kennison Avenue east side 2 steps to sidewalk
- No sidewalks on many cross streets
- No sidewalks on US 42 (Brownsboro Road) from Chenoweth Lane to Chenoweth Elementary
- Sidewalk on north side of US 42 / Chenoweth Lane intersection leads nowhere



Steps to Kennison Avenue

Between Massie and Kennison Avenues West side

BICYCLE CONSIDERATIONS AND CONNECTIVITY

- **Plans**
 - **Cornerstone 2020 Core Graphic 13 (adopted June 20, 2013)** – shows Chenoweth Lane from Massie Avenue north to US 42 (Brownsboro Road) as a bike lane.
- **Intersecting roads, US 60 (Shelbyville Road) and US 42 (Brownsboro Road) are not designated bicycle facilities, nor signed as bike routes.**
- **The August 19, 2015 Bike/Ped Consideration Report prepared by KYTC for this Corridor Study identified:**
 - A need for sidewalks and pedestrian elements.
 - Chenoweth Lane is rated as “D”, on a grading scale from A – F using the Bicycle Comfort Index.
- **The closest designated bicycle lanes to Chenoweth Lane are to the east on Westport Road and to the west on Grinstead Drive, both approximately 1 mile away.**



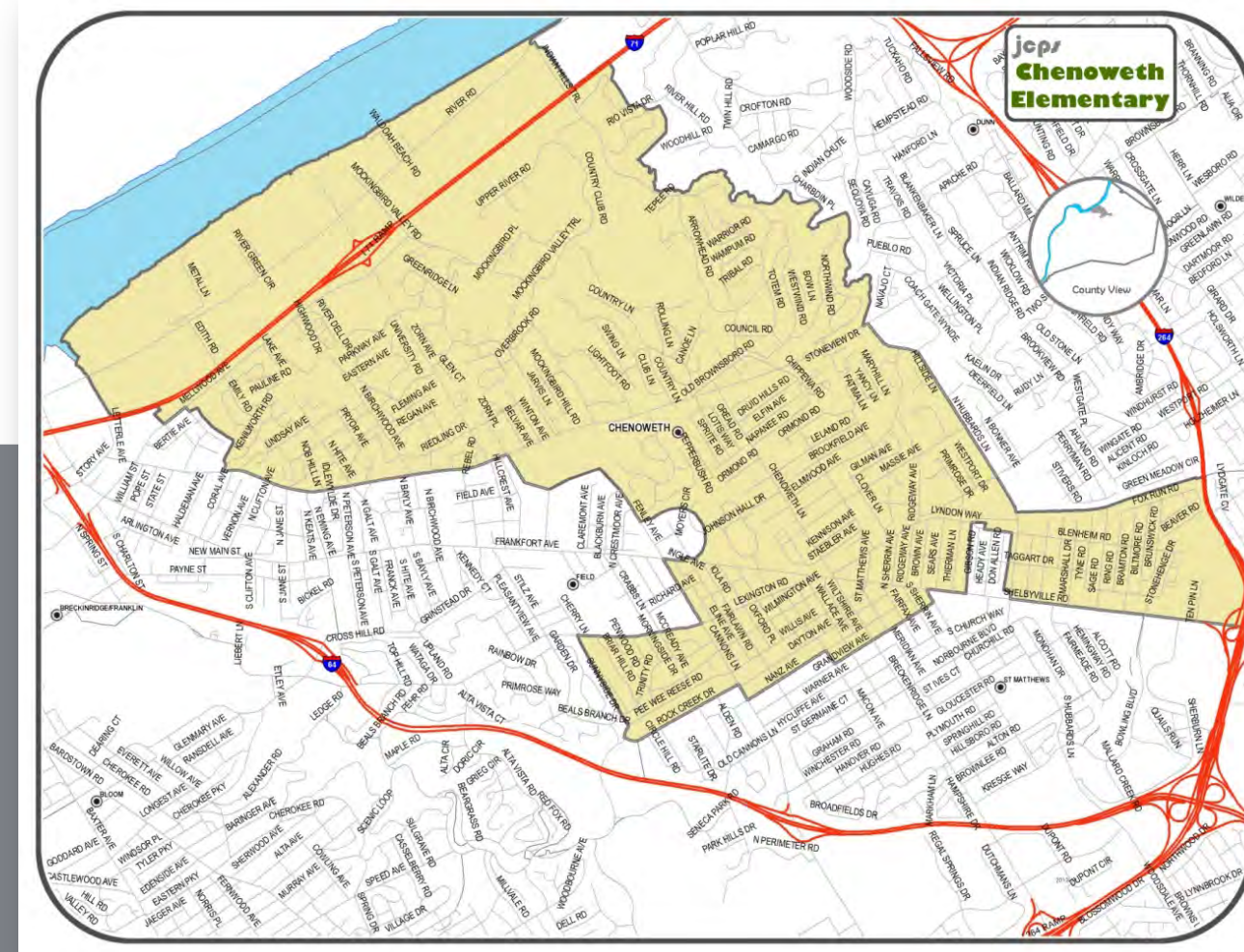
TRANSIT AND SCHOOL BUSES

One Bus Stop

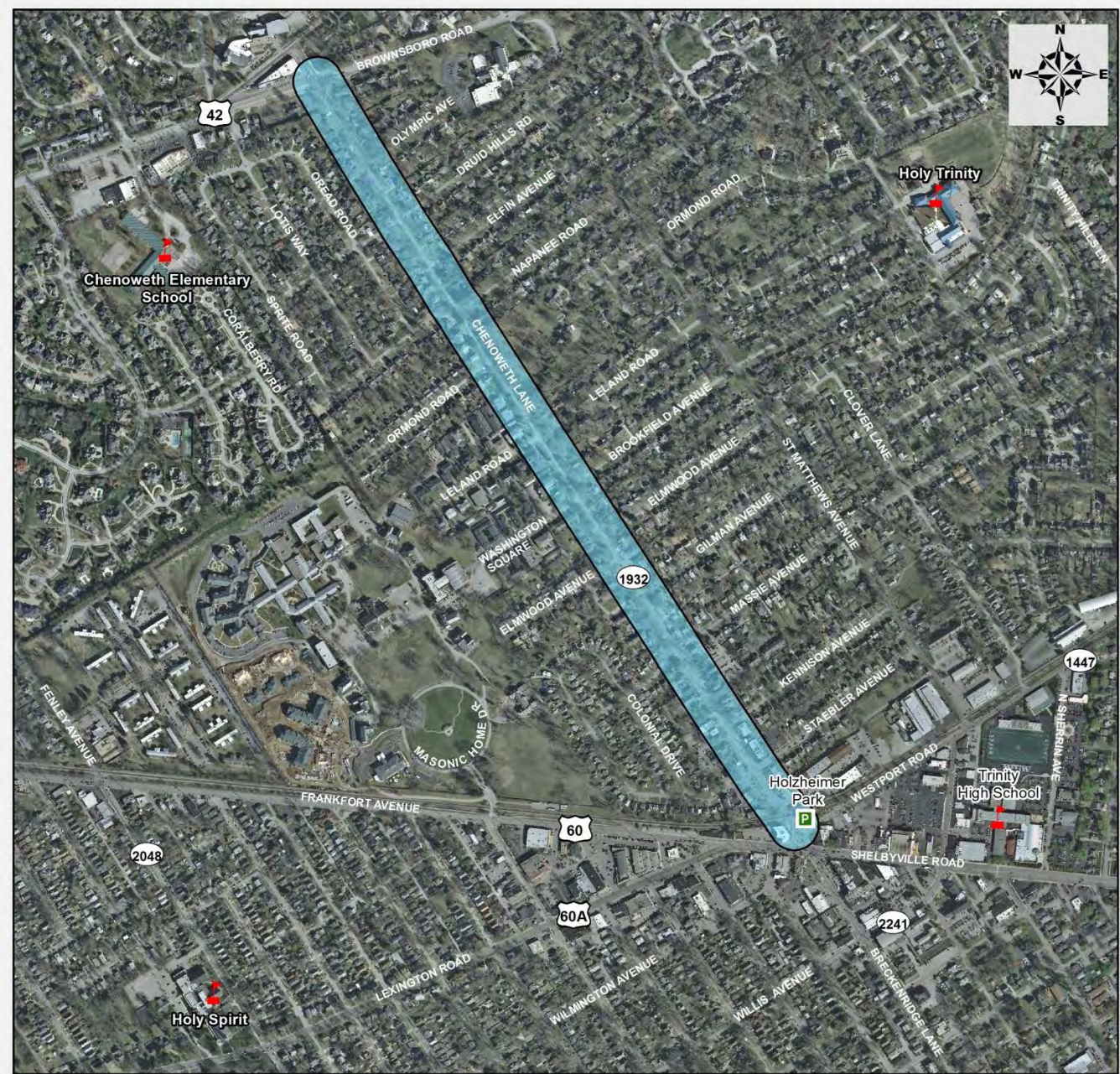
- Corner of Chenoweth Lane / US 60 (Shelbyville Road)
- No TARC routes currently use Chenoweth Lane. Route 15 serves US 42 (Brownsboro Road) at Chenoweth Lane, and routes 19, 21, and 29 serve US 60 (Shelbyville Road) at Chenoweth Lane.

School Bus Stops

- Corner of Chenoweth Lane / Massie Avenue
- Corner of Chenoweth Lane / Elfin Avenue
- Corner of Chenoweth Lane / US 42 (Brownsboro Road)



SCHOOLS



Three (3) Schools are located in the immediate vicinity of the Project Corridor:

- **Trinity High School** – Catholic, private school – approximately 1,300 students
- **Holy Trinity Parish School** – Catholic school for children in grades pre K to 8th grade. Current enrollment is estimated at 721 students.
 - Direct access by Leland Road and Brookfield Avenue.
 - Neither street currently has sidewalks
- **Chenoweth Elementary School** – Public elementary school – approximately 515 students
 - Bus stops for southern section of Chenoweth Lane are located at Elmwood Avenue and Massie Avenue.
 - Bus stop for northern section of Chenoweth is located on the north side of Brownsboro Road at Chenoweth Lane.
 - Pedestrian access to the school from the Chenoweth Lane study area is provided by a short-cut sidewalk located on Sprite Road, which connects to Druid Hills Road.
- **Holy Spirit School** - private school (K-8th grade) located approximately 1-mile west with a student population of approximately 435 students

ENVIRONMENTAL OVERVIEW

NATIONAL REGISTER OF HISTORIC PLACES (NRHP) - 1



Facing south at the west boundary of 255 Chenoweth Lane. Fence is recommended as revised property boundary for the NRHP Listed Chenoweth House.

EXAMPLES OF POTENTIALLY ELIGIBLE FOR NRHP INDIVIDUALLY- 6



3 Fall within Potential
Historic Districts

POTENTIALLY ELIGIBLE DISTRICTS – 11

81 PROPERTIES

- Bellewood
- Brownsboro Village Section 1
- Brownsboro Village Sections 2 & 3
- Chenoweth Place
- Chenoweth Village
- Colonial Village
- Druid Hills Section 1 & 2
- Elmwood Section 2
- Ormond Manor
- Richwood Corner Sections 1 & 2
- St. Matthews

ARCHAEOLOGY

- Corridor has been impacted by roadway and utilities.
- Probability for intact archaeology resources to exist within the corridor is low.
- It can be assumed that any previously existing sites within the corridor are no longer intact.
- An archaeological survey of the NRHP property, within a proposed alignment, should occur to determine impacts to the property.

POTENTIAL HAZMAT/UST SITES – 10



AQUATIC / TERRESTRIAL

No Jurisdictional Waters/Wetlands

Karst Potential - High, but no sinkholes (beyond the one depression from old topography), caves, rock shelters

THREATENED AND ENDANGERED SPECIES

Group	Common Name	Federal Status	Resource Agency
Mammals	northern long-eared bat	Threatened	USFWS, KDFWR, KSNPC
	gray bat	Endangered	USFWS, KDFWR, KSNPC
	Indiana bat	Endangered	USFWS, KDFWR, KSNPC
Mussels	spectaclecase	Endangered	USFWS, KDFWR, KSNPC
	fanshell	Endangered	USFWS, KDFWR, KSNPC
	snuffbox	Endangered	KDFWR, KSNPC
	cracking pearlymussel	Endangered	KSNPC
	pink mucket	Endangered	USFWS, KDFWR, KSNPC
	ring pink	Endangered	USFWS, KDFWR, KSNPC
	orangefoot pimpleback	Endangered	USFWS, KDFWR, KSNPC
	sheepnose	Endangered	USFWS, KDFWR, KSNPC
	clubshell	Endangered	USFWS, KDFWR, KSNPC
	rough pigtoe	Endangered	USFWS
	fat pocketbook	Endangered	USFWS, KDFWR, KSNPC
	rabbitsfoot	Threatened	USFWS, KDFWR, KSNPC
Birds	red knot	Threatened	KDFWR
	pipin plover	Threatened	KDFWR
	bald eagle	Delisted	USFWS, KSNPC
	wood stork	Threatened	KDFWR
	interior least tern	Endangered	USFWS, KDFWR, KSNPC
Plants	running buffalo clover	Endangered	USFWS, KSNPC
	Kentucky glade cress	Threatened	USFWS, KSNPC
	Short's goldenrod	Endangered	KSNPC
Insects	American burying beetle	Endangered	USFWS, KSNPC
	Louisville cave beetle	Candidate	USFWS, KDFWR, KSNPC

- Known Summer 1 habitat for Indiana bat and Northern Long Eared Bat

NOISE AND AIR QUALITY

Low potential for increased noise levels

- Traffic volumes are not expected to substantially increase over existing volumes
- Major widening is not proposed
- Limited opportunities for noise mitigation measures

Moderate potential for improved air quality

- Reduce congestion and delay; will help reduce CO/O₃ emissions
- Improve traffic flow = lower pollutant emissions

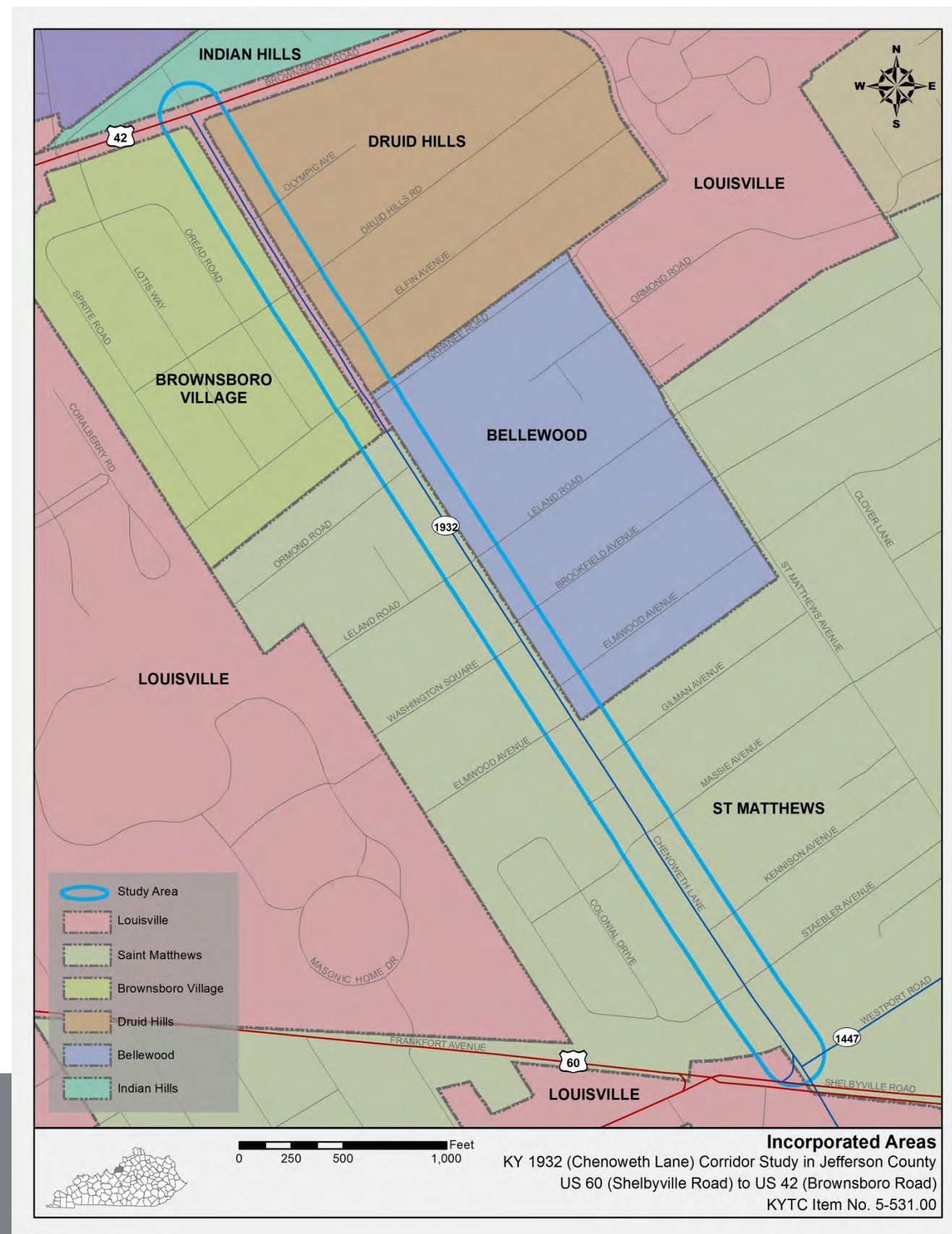
Project corridor is in attainment for all mobile source pollutants and is considered to be “Exempt or No Potential for Meaningful MSAT Effects”

SOCIOECONOMIC

INCORPORATED CITIES

Four Incorporated, Contiguous Cities:

- Brownsboro Village
- Druid Hills
- Bellewood
- St. Matthews



SOCIOECONOMIC REVIEW

Land Use - dominated by traditional neighborhood land uses.

- CBD of St. Matthews is located at the southern end of the corridor, and commercial land uses have sprawled out from it along Chenoweth Lane.
- Most of the corridor remains residential.
- The land use is commercial at the two ends of the corridor with residential in between.
- Some single-family homes have been replaced with multifamily condominiums and apartments.

No Schools, churches, institutional or other land uses directly adjacent to the corridor. Just outside corridor there are:

- Holy Trinity Parish School
- Chenoweth Elementary - off of US 42 (Brownsboro Road)
- Trinity High School - off of US 60 (Shelbyville Road)
- Holy Spirit School – off of Cannons Lane
- Sacred Heart Academy - off of US 60 (Shelbyville Road)
- Broadway Baptist Church - off of US 42 (Brownsboro Road)

SOCIOECONOMIC REVIEW (CONTINUED)

- Socioeconomic Review by KIPDA – Persons over 65 may need to be a focus area.
- Zoning – There is a mixture of Commercial; Office; and High, Medium, and Low Density Residential.
- Public Park Facilities – The only park in the area is Holzheimer Park, which is located south of RR tracks, outside of the project corridor.
- Fire Protection – St. Matthews Suburban FD serves the entire area. No fire stations are located along Chenoweth Lane. However several fireplugs are along the corridor
- Police Service – Louisville Metro Police District 5 serves the cities of Bellewood, Brownsboro Village and Druid Hills; and St. Matthews Police serves within the city limits.

KNOWN UTILITIES

KNOWN UTILITIES IN THE CORRIDOR



- Overhead electric, phone, Windstream east side
- Gas
- Water
- Sewer
- Fiber Optic
- Underground AT&T



GEOTECHNICAL CONSIDERATIONS

- Subgrade stabilization will likely be required.
- High plasticity clays may be encountered. High plasticity clays tend to shrink and swell with corresponding changes in moisture content.
- Adequate drainage will be of primary concern in order to minimize environmental impacts caused by surface runoff into the underlying karst network.
- No oil or gas wells were identified through online mapping or a field review.
- No water wells or springs were identified through online mapping; however a few were noted near adjoining roadways.



TRAFFIC

NEXT STEPS

POSSIBLE OUTCOMES OF THIS STUDY

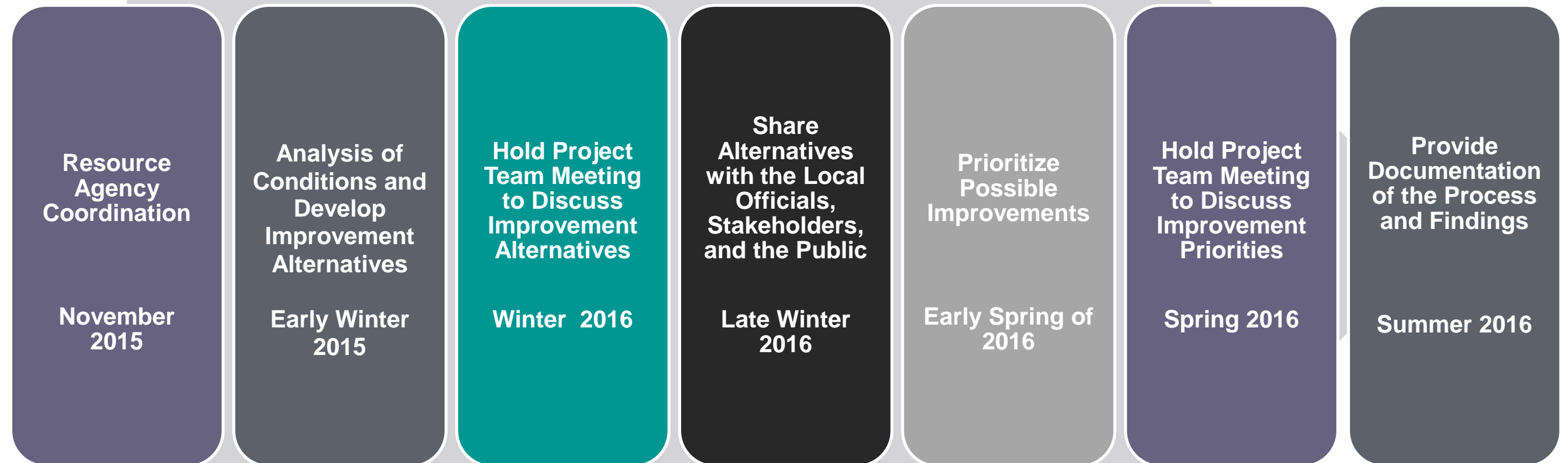
- No Build / Do Nothing
- Intersection Improvements Including Turn Lanes
- Widen to 3 Lanes with a Middle Turn Lane
- Sidewalk Improvements / Additional Sidewalks
- Bicycle Facilities
- Elimination of Roadside Hazards

WHAT DO WE NEED YOU TO DO?

- Help develop a “vision” for the corridor.
- View exhibits and watch the traffic simulation.
- Let us know if you agree or disagree with the data?
- Let us know what we are missing.
- Talk to the Project Team about your issues, concerns, and ideas.
- Fill out our survey either at the meeting or online.
- Leave surveys at the sign in desk or send to us by mail.
- Make comments directly on the exhibits.

- Conduct Resource Agency Coordination;
- Summarize for the Project Team Input from this Meeting;
- Propose and Analyze both Short- and Long-term Options/Improvements;
- Identify Potential Impacts;
- Share Findings with the Project Team

SCHEDULE



MAILING LIST

Please Join Our Mailing List by
Completing a Survey today or online and include your
name and address.

Web Address:

<https://www.surveymonkey.com/r/KY1932>

Comments will be accepted until December 1, 2015



Stantec



Brockington
CULTURAL RESOURCES CONSULTING



Groundbreaking by Design.



KENTUCKY
TRANSPORTATION
CABINET

CONTACT FOR INFORMATION?

Judi Hickerson or Tom Hall
KYTC District 5
8310 Westport Road
Louisville, KY 40242
(502) 210-5400



Judi.Hickerson@ky.gov
Tom.Hall@ky.gov



Stantec



Brockington

CULTURAL RESOURCES CONSULTING



Engineering Planning

Groundbreaking by Design.



THANK YOU FOR YOUR PARTICIPATION!

This concludes the presentation. Please fill out the survey before you leave or fill it out online at:

<https://www.surveymonkey.com/r/KY1932>

Also, please take the time to walk around the room, view exhibits and talk to members of the Project Team!



Stantec



Brockington

CULTURAL RESOURCES CONSULTING



Engineering Planning

Groundbreaking by Design.



KENTUCKY
TRANSPORTATION
CABINET