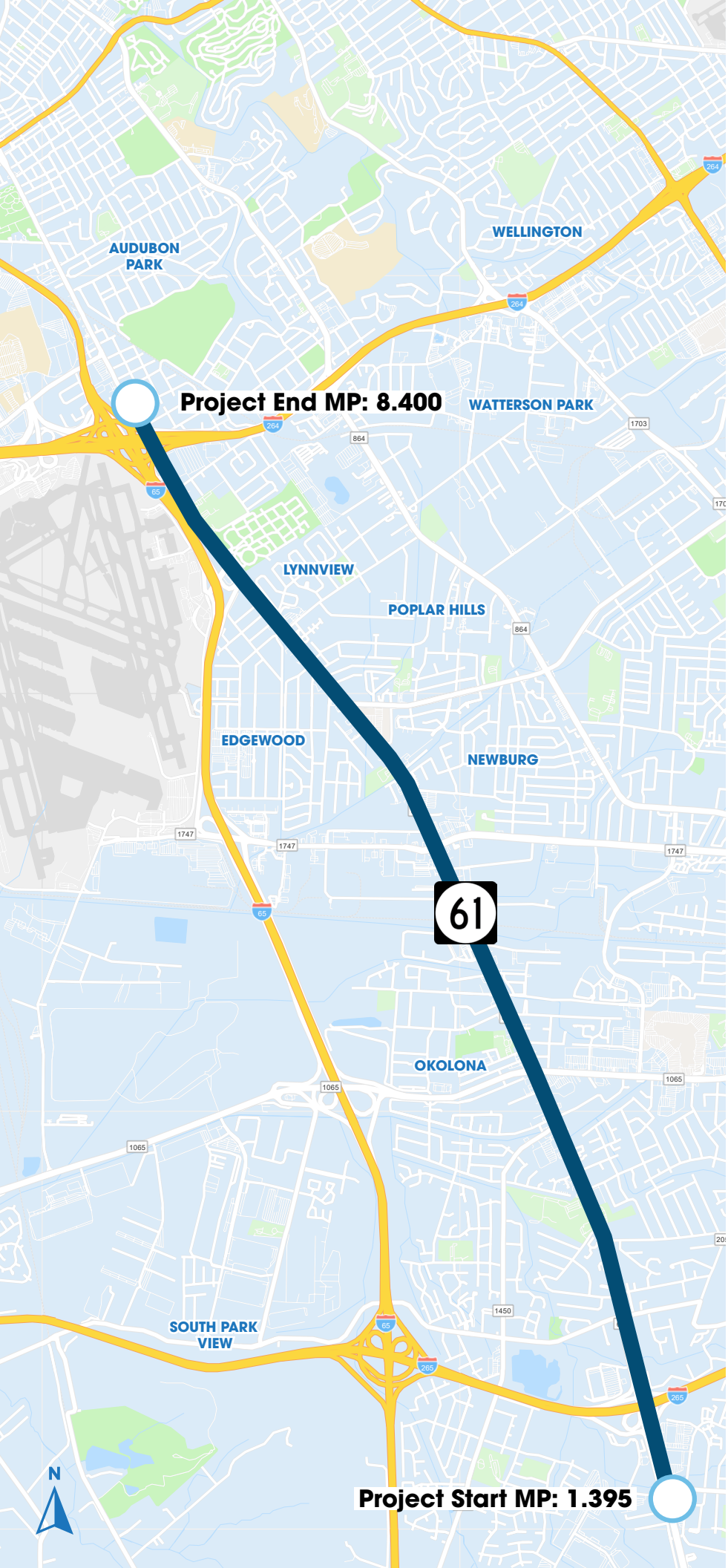

PRESTON TRANSPORTATION PLAN

KY 61 from I-264 to I-265

APRIL 2025

KY 61 | Preston Transportation Plan

—

Jefferson County Item No. 5-80205
Kentucky Transportation Cabinet

TEAM KENTUCKY®
TRANSPORTATION CABINET

AECOM

EXECUTIVE SUMMARY

The Kentucky Transportation Cabinet (KYTC), in partnership with the Kentuckiana Regional Planning & Development Agency (KIPDA) conducted the **Preston Transportation Plan** to develop a comprehensive, data-driven approach for addressing critical transportation challenges along KY 61 (Preston Highway) in Louisville. This 7.005-mile corridor, extending from Commerce Crossings Drive (MP 1.395) to Briden Avenue (MP 8.400) in Jefferson County, serves as a critical connector between residential, commercial, and industrial areas in the region. The study aligns KYTC's strategic goals of improving safety, reducing congestion, and enhancing multi-modal accessibility while supporting sustainable community growth.

Figure ES- 1: Project Area

Study Goals and Objectives

The Preston Transportation Plan is a forward-looking initiative designed to:

- Improve **safety** for all users, including pedestrians, bicyclists, and motorists.
- Address **traffic congestion** at key intersections and along the corridor.
- Enhance **multi-modal transportation options**, including premium transit, sidewalks, and bicycle paths.
- Incorporate **Complete Streets Guidance** to ensure equity and accessibility.
- Identify short- and long-term improvements that align with local and regional transportation plans, including Louisville Metro's Preston Corridor Plan.

Key Findings

Existing Conditions

The study assessed existing conditions to identify key challenges impacting the corridor. Key findings include:

- **Traffic and Safety**: The corridor experiences significant congestion, with average daily traffic volumes ranging from 20,500 to 41,000 vehicles. High-crash intersections, including Outer Loop, Fern Valley Road, and Commerce Crossings Drive, contribute to recurring delays and unsafe conditions. Between 2019 and 2023, 2,298 crashes were reported, including 22 fatal incidents. Rear-end and angle collisions were the most prevalent crash types.
- **Infrastructure Deficiencies**: The corridor lacks consistent pedestrian and bicycle infrastructure, with significant sidewalk gaps and limited crosswalks. Many intersections have outdated designs that fail to accommodate current traffic volumes or multi-modal users. Bridges along the corridor also require improvements to support future enhancements such as shared-use paths and Bus Rapid Transit (BRT).
- **Environmental Constraints**: Floodplains, underground storage tanks, and historic resources were identified as key environmental considerations, although they pose minimal barriers to recommended improvements.

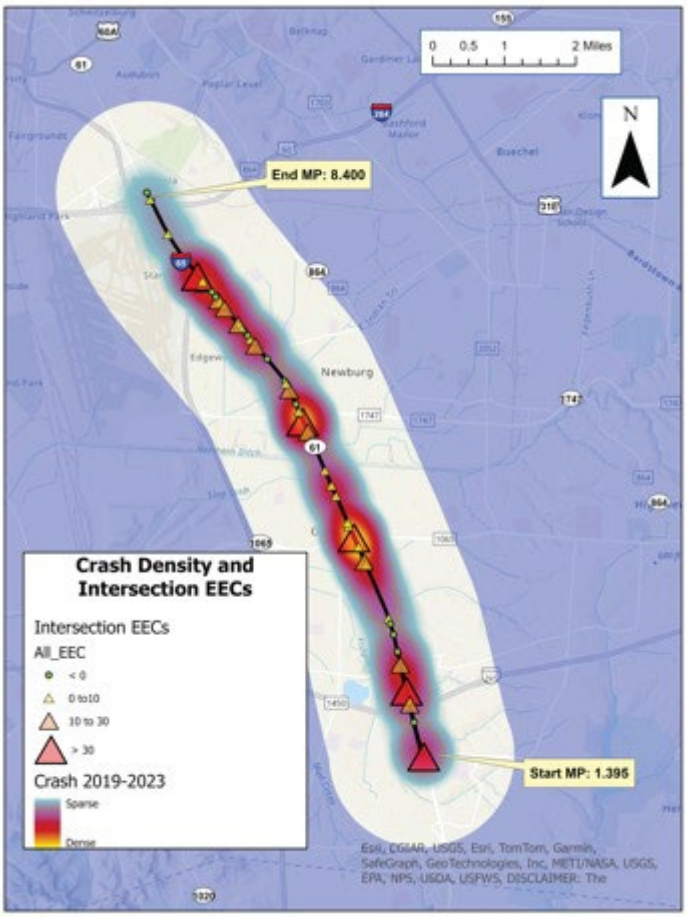

Figure ES- 2: Crash Density and EECs

Public Engagement and Community Input

Public engagement was central to the study's approach, ensuring that recommendations reflect the needs and priorities of the community. Engagement efforts included public meetings, targeted outreach, and online surveys. Key insights gathered include:

- **Community Concerns**: Traffic congestion (37%), safety (37%), poor road conditions (22%) and lack of bike and/or pedestrian infrastructure (4%) emerged as top concerns from survey respondents.
- **Support for Improvements**: Participants strongly supported enhancements such as upgraded street lighting, extended sidewalks, and improved transit options. Among Spanish-speaking respondents, 52% emphasized the need for safer pedestrian and bicycle infrastructure.

- **Priorities for Investment**: Key intersections for improvement, as identified by the public, include Outer Loop, Fern Valley Road, and Commerce Crossings Drive.

These insights informed the prioritization of improvement concepts and reinforced the need for equitable engagement strategies, particularly for underserved communities.

Proposed Improvements and Recommendations

The study developed a phased plan of corridor-wide and location-specific improvements to address identified challenges. Recommendations include:

Corridor-Wide Recommendations:

- **Multi-Modal Enhancements**: Prioritize pedestrian and bicycle infrastructure, including the construction of a shared-use path from Commerce Crossings Drive to Southern High School and sidewalk connectivity along the entire corridor.
- **Transit Improvements**: Integrate infrastructure to support BRT, including enhanced bus stops, signal prioritization, and space for dedicated lanes where feasible.
- **Intersection Upgrades**: Introduce advanced traffic control systems, including improved signal backplates, timing optimization, and lighting upgrades at key intersections.
- **Access Management**: Consider implementation of raised medians, restricted left turns, and improved signal timing to reduce crashes and improve traffic flow while balancing accessibility.

Priority Intersection Improvements:

The following intersections were identified as priorities based on traffic modeling, crash analysis, and public feedback. To address safety concerns, accommodate projected growth and improve traffic flow, both conventional (i.e., lane extensions, additional turn lanes, improving sidewalks, and traffic signals) and innovative concepts were considered:

1. **Commerce Crossings Drive/Cooper Chapel Road**: Conventional improvements and a Partial Displaced Left Turn Intersection evaluated during design.
2. **Outer Loop (KY 1065)**: Conventional improvements and a Partial Displaced Left Turn Intersection evaluated during design.
3. **Fern Valley Road (KY 1747)**: Conventional improvements and a Partial Displaced Left Turn Intersection evaluated during design.
4. **Indian Trail, Gilmore Lane, and South Park/E. Manslick Road**: Conventional intersection-specific enhancements to address localized safety and operational issues.

These recommendations balance short-term feasibility with long-term sustainability, aligning with regional growth forecasts and KYTC's policy framework. Table 1 provides a detailed cost breakdown for the improvements at each section along the corridor, highlighting both short-term and long-term enhancements.

Table ES-1: Improvement Phase Costs

Description	Design	ROW	Utilities	Construction	Total
Commerce Crossings - Conventional Improvements	$ 500,000	$ 130,000	$ 50,000	$ 2,400,000	$ 3,080,000
Commerce Crossings - Partial Displaced Left	$ 600,000	$ 130,000	$ 125,000	$ 5,500,000	$ 6,355,000
Boerste and Glen Rose - Positive Offset Left Turn and Signal Upgrades	$ 250,000	$ 145,000	$ 50,000	$ 950,000	$ 1,395,000
South Park - Conventional Improvements	$ 250,000	$ 195,000	$ 25,000	$ 1,000,000	$ 1,470,000
Outer Loop - Conventional	$ 450,000	$ 390,000	$ 75,000	$ 2,900,000	$ 3,815,000
Outer Loop - Partial Displaced Left -Turn NS	$ 600,000	$ 860,000	$ 225,000	$ 4,750,000	$ 6,435,000
Fern Valley - Conventional Improvements	$ 450,000	$ 600,000	$ 50,000	$ 2,100,000	$ 3,200,000
Fern Valley - Partial Displaced Left Turn - EW	$ 600,000	$ 600,000	$ 200,000	$ 4,450,000	$ 5,850,000
East Indian Trail - Conventional	$ 250,000	$ 445,000	$ 25,000	$ 1,000,000	$ 1,720,000
Gilmore Lane - Conventional Improvements	$ 250,000	$ 600,000	$ 50,000	$ 1,100,000	$ 2,000,000
I-65 Ramps - Conventional Improvements	$ 200,000	$ 110,000	$ 50,000	$ 900,000	$ 1,260,000
Grade Lane/I-65 Ramps - Peanut	$ 450,000	$ 560,000	$ 225,000	$ 2,100,000	$ 3,335,000
Shared Use Path - Commerce Crossings to Southern High School	$ 750,000	$ -	$ -	$ 5,000,000	$ 5,750,000
Sidewalk Connectivity Project	$ 2,325,000	$ -	$ -	$ 15,500,000	$ 17,825,000
Access Management Project	$ 1,200,000	$ 600,000	$ 600,000	$ 15,500,000	$ 17,900,000
Singal System and Lighting Upgrades	$ 400,000	$ -	$ -	$ 1,680,000	$ 2,080,000
Complete Street Rebuild with BRT	$ 7,000,000	$ 5,000,000	$ 2,000,000	$ 156,000,000	$ 170,000,000

Environmental and Social Considerations

The Preston Transportation Plan places significant emphasis on addressing environmental challenges and ensuring equitable improvements for all corridor users. Floodplain concerns are a key focus, with planned drainage enhancements aimed at mitigating flooding and improving stormwater management. Streetscaping initiatives, including expanded tree canopies and native plantings, are designed to enhance aesthetics, reduce urban heat, and promote environmental sustainability.

Social considerations are equally vital, with targeted efforts to address gaps in pedestrian and bicycle infrastructure. The corridor's safety enhancements, such as enhanced crosswalks, intersection streetlighting, and pedestrian refuges, aim to reduce crash risks, particularly in areas near schools and high-crash intersections. Proposed improvements also align with social equity goals, emphasizing better connectivity for underserved communities. Feedback from Spanish-speaking populations and other underrepresented groups has shaped priorities for safer, more accessible multimodal options, including sidewalks, shared-use paths, and Bus Rapid Transit (BRT) features.

Next Steps

The 2024-2030 Enacted Highway Plan has $1,500,000 in Design funds programmed in 2026. An additional $5,000,000 in Design funds are programmed in 2027, with funding for Right of Way and Utilities in 2028 and Construction funds programmed for 2030. The funds shown are "NH", which are National Highway Performance Program funds. As KY 61 is not included on the National Highway System (NHS), it is not eligible for these funds. KYTC Program Management would need to work with FHWA to determine if other federal funds could be swapped in.

Details are listed in the excerpt below:

Jefferson **KY-61** From MP 1.395 To 8.400

On NHS NO

Description: IMPROVE SAFETY, REDUCE CONGESTION, AND IMPROVE MULTI-MODAL TRANSPORTATION OPTIONS ALONG KY 61 FROM COMMERCE CROSSINGS DR (BMP 1.395) TO BRIDEN AVENUE (EMP 8.400) INCLUDING THE I-264 (WATTERSON EXPRESSWAY) AND I-265 (GENE SNYDER FREEWAY) INTERCHANGES. (2022CCN) (2024CCR)

Type of Work: RECONSTRUCTION(O)

Item#: 5-80205.00 **Parent#:** 5-80205.00 **Length**

Bridge ID:

Plan Year: 2022 **Parent Year:** 2022 7.01

FUND	PH	2024	2025	2026	2027	2028	2029	2030	Phase Total
NH	D	$0	$0	$1,500,000	$5,000,000	$0	$0	$0	**$6,500,000**
NH	R	$0	$0	$0	$0	$6,310,000	$0	$0	**$6,310,000**
NH	U	$0	$0	$0	$0	$10,570,000	$0	$0	**$10,570,000**
NH	C	$0	$0	$0	$0	$0	$0	$58,850,000	**$58,850,000**
FY TOTAL:		**$0**	**$0**	**$1,500,000**	**$5,000,000**	**$16,880,000**	**$0**	**$58,850,000**	**$82,230,000**

The next step is for KYTC leadership to determine if they would like to advance any of the improvement concepts recommended in this study. With a total of $6,500,000 programmed for design in 2026 and 2027, the three priority intersections could be designed as a package:

1. Commerce Crossings/Cooper Chapel
2. Outer Loop
3. Fern Valley

The estimated design cost for these three intersections would be $1,800,000 with a total cost for these three intersections ranging from $10,000,000 for conventional treatments, to $20,000,000 for partial displaced left-turn intersections.

KYTC could also consider partnering with Louisville Metro to address gaps in the sidewalk system. Metro's Department of Public Works routinely executes sidewalk projects at a relatively low cost expeditiously.

KYTC could have further discussions with Louisville Metro concerning the implementation of the Conceptual Access Management Policy and Plan.

KYTC could continue to coordinate with Louisville Metro Government and TARC regarding the Complete Street Rebuild and accommodation and implementation of BRT and provide support should those agencies seek FTA CIG funding for the Preston Corridor. The Shared-Use Path from Commerce Crossings Drive/Cooper Chapel Road to Southern High School could also be considered. This project would provide a significant connection across I-265, connecting communities with the future path of the Louisville Loop. This shared-use path is a large investment due to costs to reconfigure the KY 61 bridge over I-265 for the path. $750,000 in Design funds backed with $5,000,000 for construction would provide the best bicycle/pedestrian crossing for the Gene Snyder (I-265).

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