

Appendix E: Public and Stakeholder Meetings

Contents:

February 5, 2013 Stakeholders/Local Officials Meeting Summary

February 5, 2013 Public Meeting Overview & Survey Summary, Public Meeting Handout, and Survey

July 23, 2013 Stakeholders/Local Officials Meeting Summary

July 23, 2013 Public Meeting Summary, Survey Summary, Handout, and Survey

MINUTES
Stakeholders & Local Officials Meeting
KY 1931 – Jefferson County – Item 5-480.00
Parkwood Baptist Church
Louisville, Kentucky
February 5, 2013
4:00 PM

A brief meeting with stakeholders and local officials was held for the KY 1931 Planning Study at 4:00 p.m. EST on Tuesday, February 5, in Louisville, Kentucky. The meeting was held in advance of the first public meeting for the project. The purpose of the local officials meeting was to discuss the project history, purpose and schedule and share data collected to date. The following KY 1931 project team members were in attendance:

Keith Downs	KYTC D5 Design
Tala Quinio	KYTC D5 Design
Tom Hale	KYTC D5 Planning
Dane Blackburn	KYTC D5 Planning
Judi Hickerson	KYTC D5 Planning
Carl Jenkins	KYTC D5 Utilities
Andrea Clifford	KYTC D5 Public Relations
Matt Bullock	KYTC D5 Chief District Engineer
Angela Auter	KYTC D5
Jeff Schaefer	KYTC D5 Environmental
Shelly Morrison	KYTC D5 Right-of-Way
Tamera Jones-Graham	KYTC D5
Ron Matar	KYTC Central Office
Charles T. Allen	KYTC Central Office Design
Steve Ross	KYTC Central Office Planning
Tonya Higdon	KYTC Central Office Planning
Lori Kelsey	KIPDA
Larry Chaney	KIPDA
Andy Rush	KIPDA
Brad Johnson	CDM Smith
Samantha Wright	CDM Smith
Amanda Spencer	CDM Smith
Len Harper	CDM Smith

The following local officials were in attendance:

Gregory S. Cambron	Shively Fire Department
Jim Frederick	Louisville Fire Department
Charles Hawkins	Louisville Fire Department
Kelly Lee	Louisville Metro Police Department
Rich Blackwell	Louisville Metro Council – District 12
Vince Jarboe	President of Southwest Dream Team
Darlene Hayden	Iroquois heights Subdivision Board of Directors
Lisa Hite	Louisville Metro Parks

A summary of the key discussion items follows.

Keith Downs, KYTC Project Manager, began the meeting, welcoming attendees and asking for formal introductions from all.

Brad Johnson, CDM Smith Project Manager, summarized the work of two related previous studies, the I-264/Manslick Road Interchange Feasibility Study (December 2007) and the 3rd Street Road/St. Andrews Church Road Area Transportation Study (September 2008). And, he shared the purpose of this project: to analyze possible improvements along KY 1931 from Dixie Highway to I-264 with and without an interchange. Keith Downs added that it is important to understand what an interchange at I-264 might mean for KY 1931.

Brad summarized the planning work conducted to date and explained that presentation boards were set up in the room for local officials and stakeholders to explore and for the public to view at a 5:00 pm open house meeting following the local officials meeting. Copies of the presentation boards that were on display are attached to these meeting minutes. Brad stressed the importance of input from the local officials, stakeholders, and public. He asked attendees to fill out the survey to let the project team know if they are on the right track, what alternatives they would like to see, whether or not bicycle and pedestrian accommodations are important, etc.

Then, Brad summarized the many issues along the corridor such as limited right of way and congestion and he spoke to the need to and challenge of balancing many elements.

Brad also explained that this is a planning project and that this was only the first step in the process. Similar projects take at least 8 years to reach the construction phase. But, Brad shared that short-term improvements could result from the study. KYTC's Tom Hall echoed this and explained that often these types of improvements are programmed as a result of planning studies, such as this one.

Next, Brad gave an overview of the project schedule and explained that a second public meeting would be held in May 2013 to provide more details on potential improvement options.

A number of attendees asked questions. The following summarizes questions asked by attendees and summarizes the response provided by KYTC or CDM Smith. This list is only a summary and is meant to generally represent the intent of the question and response.

Question: Are we hitting restart? How is this study different than the previous studies? This may cause public concern.

Answer: This study takes the broader network into consideration. We will look at the feasibility, cost, and the impacts of improvement alternatives along the entire KY 1931 corridor, which was not done in the previous studies. Previous studies only included portions of KY 1931 as part of a broader study. KYTC must have a defined project with a defined benefit and cost before the next phase can be funded. This study will give KYTC that information.

Question: Greenwood Road is in the design phase. If Greenwood has bike lanes, will this route?

Answer: The project team is reviewing the latest state of the practice information regarding bicycle and pedestrian accommodations. A Louisville Metro bicycle-pedestrian professional is participating on the project team. These accommodations will be considered as part of this study.

Question: Why would options without an interchange be examined?

Answer: It is a matter of construction phasing. KY 1931 improvements may need to be in place before any interchange. It is important to understand all possibilities because although the project will be planned together it will likely be constructed in pieces.

Comment: Please consider improving the curve between Parkwood Baptist Church and Melody Lane by the Fire Station and Iroquois Heights subdivision.

Comment: Striped turn arrows at Pennacook Drive and St. Andrews Church are too close for cars to sit side by side. Need wider turn lanes.

Comment: Please consider bus pull offs, as they are numerous along the route and they back up traffic.

Comment: The left turn lane added at St. Anthony Church Road was a big payoff.

Comment: An interchange with I-264 is very important to the hospital. It houses the second busiest emergency room in Louisville. Ken Johnson, COO is the appropriate contact for further discussions related to their needs and concerns.

Comment: Please be aware of and consider the Southeast Christian Church project. Southeast purchased 10 acres from Christian Academy, which are adjacent to the Southwest Campus. Southeast will construct a 54,000-square-foot building on this site that will house a 1,200-seat sanctuary, classrooms, a café, offices, and a nursery. Construction is slated to begin in early 2013 and should be completed in time for a Spring 2014 opening date.

<http://www.southeastchristian.org/Default.aspx?page=4907>

With no further questions, local officials began exploring the presentation boards along with citizens that were arriving for the 5:00 pm open house public meeting. The attendees were reminded to fill out their surveys. 4 surveys were returned.

KY 1931 Planning Study, Jefferson County, Item 5-480.00

Public Meeting Overview and Survey Summary: February 5, 2013

Meeting Overview

A public involvement open house meeting was held on Tuesday, February 5, 2013, from 5:00 p.m. to 7:00 p.m. at Parkwood Baptist Church in Louisville, Kentucky. A total of 97 persons signed an attendance sheet at the two-hour public session. Twenty-one (21) Kentucky Transportation Cabinet (KYTC), Kentucky Regional Planning & Development Agency (KIPDA), and consultant staff were also in attendance.

The purpose of the meeting was to provide preliminary information to the public on the proposed project and to get public input on possible issues, impacts, and alternates.

The public involvement meeting was arranged with the following informational display boards along the walls for the public to view and ask questions about:

- KY 1931 Study Overview/“How We Build Roads”
- Key Roadway Characteristics
- Existing Traffic Conditions
- Four Year Crash History
- Environmental Features
- Project Considerations and Issues (Photos)

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC, KIPDA, and consultant staff. Some attendees used markers and post-it notes to identify potential areas of impact, existing problem locations along the existing route, improvement options, and general comments on the Exhibit Boards and Comment Boards.

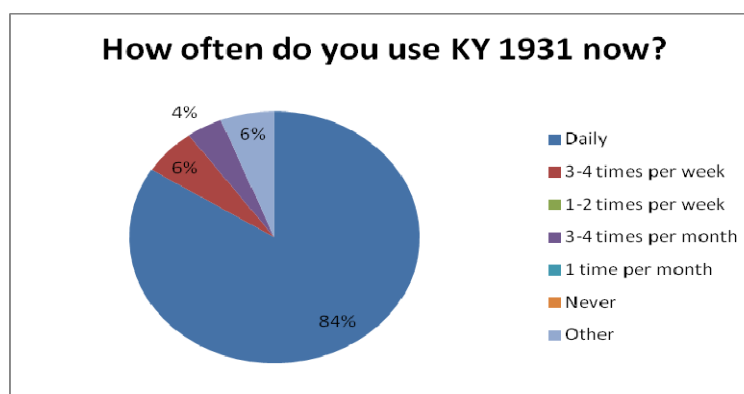
KIPDA staff members also brought maps displaying socioeconomic information for the study area, which is a key component of the environmental justice work their agency is completing for the KY 1931 study. KIPDA staff members were on hand to answer questions about these materials.

Twenty-four (24) survey forms were returned at the meeting. The deadline for surveys submitted by mail was February 19, 2013. As of March 25th, twenty-six (26) additional surveys were received by mail for a total of 50. The following summarizes the input received by way of the survey forms.

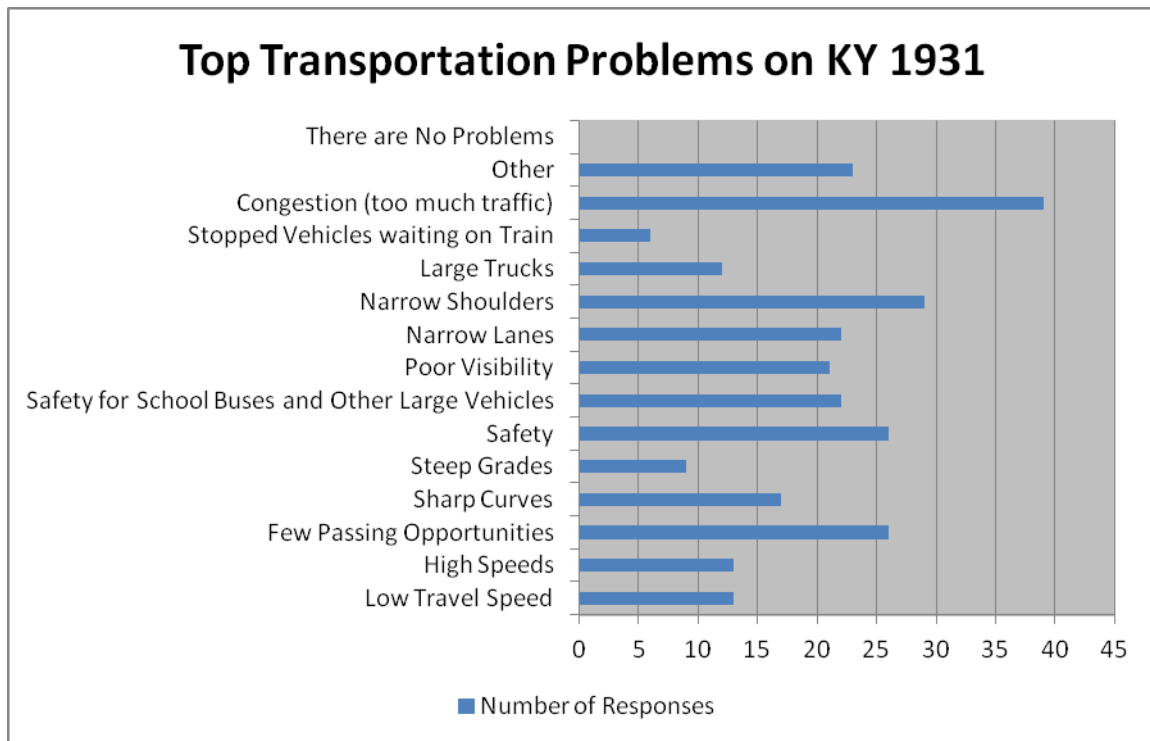
Survey Summary

100% of survey respondents indicated that KY 1931 needs to be improved. The most frequent type of improvements listed were additional lanes, turn lanes, and bicycle and pedestrian facilities.

84% of the survey respondents drive the study portion of KY 1931 daily, as shown in the following chart. Most people’s primary purpose for using the road is to conduct personal business and to go to their place of work.



The top five transportation problems along KY 1931 were identified as congestion, narrow shoulders, safety, few passing opportunities, and other (no bicycle or pedestrian facilities, need center turn lane, need right turn lanes, need additional stop lights, hard to pull out of subdivisions during rush hour, etc.), as shown in the following chart:



KY 1931 improvements proposed most often were (1) add additional lanes, (2) add bicycle and pedestrian accommodations, and (3) add turn lanes.

As shown below, the most sensitive resources (i.e., to be considered or avoided if KY 1931 is improved) were identified as (1) homes/personal properties and (2) churches and/or schools. Also mentioned were (3) other (Hillcrest Cemetery), (4) historic or archaeological sites, (5) business/commercial property, (6) recreational areas or parks, (7) natural areas or wildlife habitats, and (8) hazardous waste sites.

Sensitive Areas	Responses	
	Number	%
Homes or personal properties	22	23%
Churches and/or Schools	22	23%
Business/Commercial Property	10	11%
Natural areas or wildlife habitats	8	8%
Recreational areas or parks	8	8%
Historic or archaeological sites	10	11%
Hazardous waste sites	4	4%
Other	11	12%

Additional comments received from the surveys include:

- Do not include I-264 interchange. Widen Gagel & Hazlewood Avenues to improve access to I-264.
- Need ramps at I-264 going east & getting off I-264 going west.
- Need a better entrance at the cemetery.
- Need a new retaining wall at the cemetery.
- I'm worried about movement of graves and the current retaining wall and steps leading up to the cemetery.
- Consider synchronizing traffic lights.
- Cardinal Market turning arrows are too close.
- If improvements are made, make sure drainage is addressed. My subdivision (Iroquois Estates) has drainage problems. Don't divert any runoff in our area.
- Please consider calling Metro Park for any additional information or ideas related to parks, trails, shared paths, pedestrian facilities, Louisville Loop, or Southwest Greenways.
- Concerned about additional traffic signals.
- Manslick needs sidewalks badly.
- 4 lane highway or more.
- Improve lighting.
- Iroquois pizza can at times create bad traffic problems when customers coming into parking lot turn off Manslick and immediately stop when the parking lot is full, which is most every Thursday to Sunday evenings.
- Build it now.
- This project should be started and finished as soon as possible.
- If widened to 4 lanes, several stop lights would be needed to allow traffic from side streets to get onto KY 1931. Do not put lights too close to each other so they cause traffic problems.
- No bike lanes. No sidewalks.
- This road is heavily used by emergency vehicles and there is no space to get out of their way.
- If construction takes place on KY 1931 it must include access to and from the Watterson Expressway. Access would relieve traffic congestion on Taylor Blvd and Dixie Hwy among other locations and areas.
- Heavy traffic on St. Andrews Church Road and Blanton Lane. Heavy traffic is terrible.
- Lack of turn lane into Renaissance across from Doss High School.
- Don't move sewers.
- Something needs to be done to cut down all this traffic. I suggest cutting drive through access to help route traffic back to Dixie where it belongs.
- Make project as timely as possible.
- One of the major congestion areas from Palatka Road to Arnoldtown Road backs-up badly afternoon rush hours which cause dangerous conditions.
- If 1931 is improved, how long will it be before the improvements are made?
- I have seen St. Andrews go from a quite country road to a raceway.
- We do not need another Dixie Hwy.
- No new driving lanes should be built along this route. This would only promote more traffic through the residential and park like communities lowering property values. Instead turning lanes, bicycle and walk paths, lighting, and beautification should be installed.
- Add right hand turning lane on Arnoldtown Rd to St. Andrews Church Rd.
- Need a sign on Blanton Ln saying "Right Lane Must Turn Right". People are not seeing the arrows painted on the street.
- The church at 6710 Manslick Rd has limited parking now and would be hurt if any of the front was taken. The fire hydrant was just moved from my front yard (6522 Manslick Rd) to across the street. A few weeks ago when the roads were wet and slick someone almost hit it.

- Need to work on drainage between Pikes Peak and Alice Kay. Water flows from eastside just north of Pikes Peak and causes wet or slick roads when cold.
- Southwest Industrial Buildup has increased traffic double in 1 yr.
- Traffic moves very fast over the hill at Pikes Peak. We need a traffic light to slow traffic to allow us to get out of the driveway as well as from Alice Kay Dr, Tunisian Way, Stephan Ln.
- Spare cemeteries. In 1938 St. Andrews had 7 one-lane bridges from Palatka to Dixie.

KY 1931 PLANNING STUDY

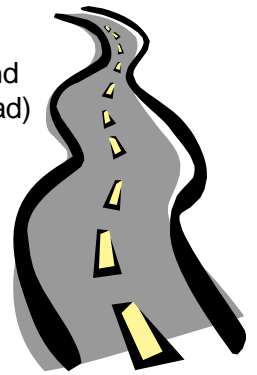
From Dixie Hwy to I-264

(KYTC Item No. 5-480)

The Kentucky Transportation Cabinet (KYTC) is undertaking a planning study to develop and evaluate alternatives for the improvement of KY 1931 (Manslick Road/St. Andrews Church Road) between Dixie Highway and I-264 (Watterson Expressway) in Southern Jefferson County.

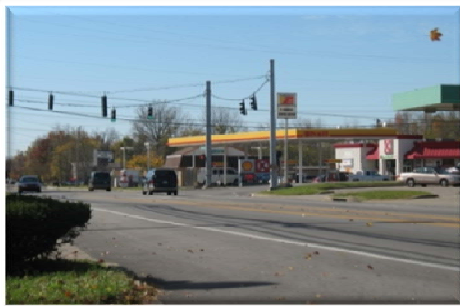
The study will (1) analyze existing conditions (including transportation, environmental, and socioeconomic issues); (2) estimate future travel conditions; and (3) identify and evaluate alternatives for the proposed project.

Throughout the planning process, comments, concerns, suggestions, and insight from the public and local officials will be considered and documented.



PROJECT CONSIDERATIONS

Typical Section (including signalized Intersections) + Multimodal Connectivity + Schools + Churches + Environmental Features + Environmental Justice + Transit Service + Sightlines + Stopping Distances + Driveway Access + Utility and Drainage Relocations + Access Control



Two public meetings will be held during the course of this study to provide information and gain input on the proposed project regarding major issues, potential impacts, and possible alternates. Efforts are also included to coordinate with and get input from local officials, public agency representatives, and others with special interest in the project.

Using the input from all sources, a series of KY 1931 alternatives will be identified and evaluated based on: traffic impacts, environmental issues, public and agency input, cost, constructability, and/or others. The no-build option will receive equal consideration. The planning process will result in recommendations for KY 1931.

Your Input Is Important!

Address comments to: **Keith Downs**, Project Manager at KYTC District Five,
8310 Westport Road, Louisville, KY 40242 or (502) 210-5446 or keith.downs@ky.gov

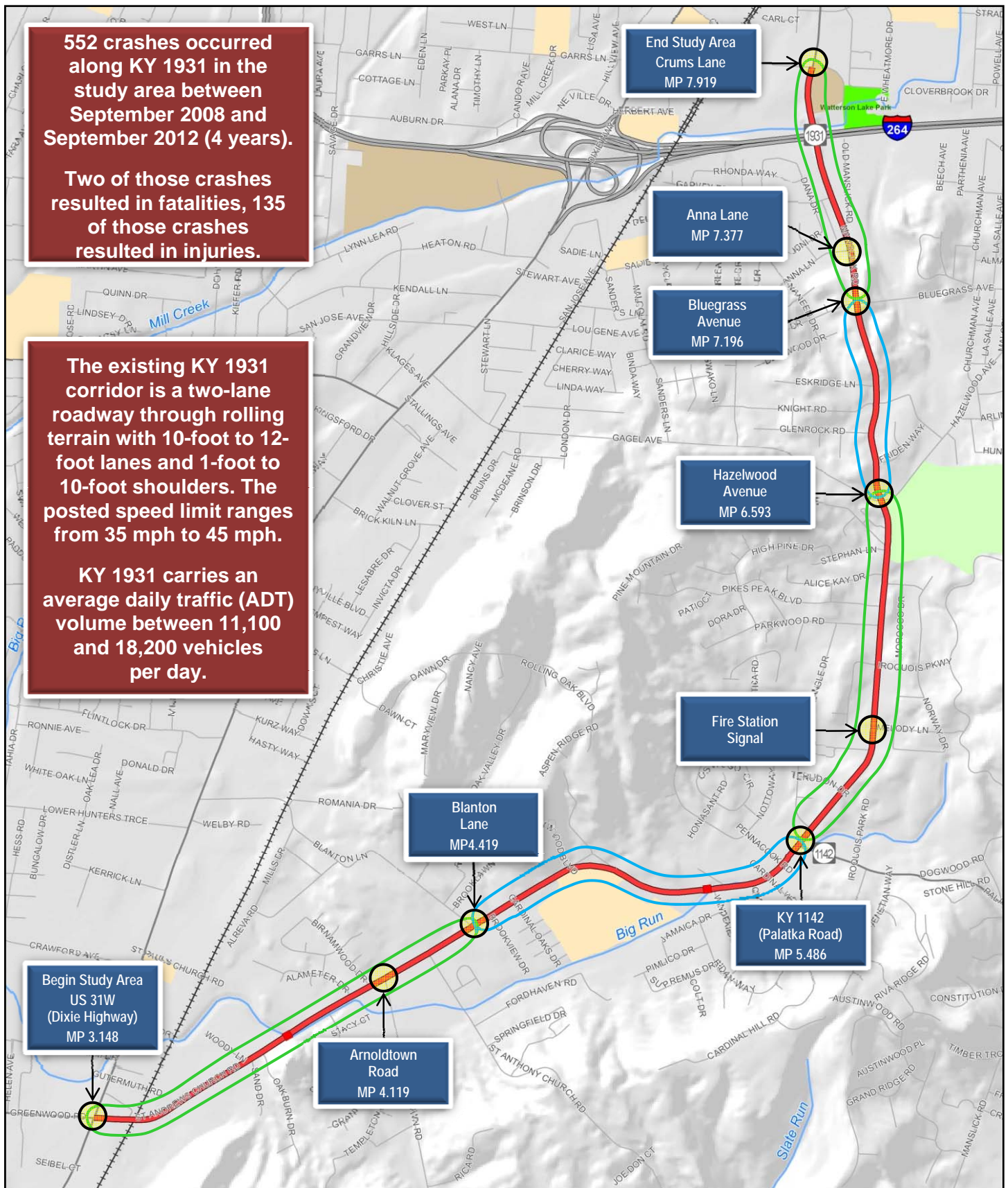


552 crashes occurred along KY 1931 in the study area between September 2008 and September 2012 (4 years).

Two of those crashes resulted in fatalities, 135 of those crashes resulted in injuries.

The existing KY 1931 corridor is a two-lane roadway through rolling terrain with 10-foot to 12-foot lanes and 1-foot to 10-foot shoulders. The posted speed limit ranges from 35 mph to 45 mph.

KY 1931 carries an average daily traffic (ADT) volume between 11,100 and 18,200 vehicles per day.



Signalized
Intersections



Study Area

KY 1931 Planning Study
Jefferson County, KY
(KYTC Item No. 5-480)



SURVEY QUESTIONNAIRE
**What is your opinion about improvements to
KY 1931 between Dixie Highway and I-264?**
(KYTC Item No. 5-480)



PUBLIC MEETING
Parkwood Baptist Church, Louisville, Kentucky
February 5, 2013, 5 to 7 p.m.



You can help us better understand transportation issues and potential impacts for proposed improvements to KY 1931 between Dixie Highway and I-264 in Louisville. The Kentucky Transportation Cabinet will use your input to develop and evaluate improvement alternatives for KY 1931.

Please return this form before leaving the meeting or request a postage paid envelope and return the questionnaire by mail on or before February 19, 2013.

Your Name:

Date:

Representing what organization (if any):

Full Address:

Email: (optional)

Phone: (optional)

**1) What transportation problems exist now on KY 1931 that the proposed project could address?
(Check all that apply)**

- | | | |
|--|---|--|
| <input type="checkbox"/> Low Travel Speed | <input type="checkbox"/> Safety for School Buses and Other Large Vehicles | <input type="checkbox"/> Stopped Vehicles waiting on Train |
| <input type="checkbox"/> High Speeds | <input type="checkbox"/> Poor Visibility | <input type="checkbox"/> Congestion (Too Much Traffic) |
| <input type="checkbox"/> Few Passing Opportunities | <input type="checkbox"/> Narrow Lanes | <input type="checkbox"/> Other (Please Explain Below) |
| <input type="checkbox"/> Sharp Curves | <input type="checkbox"/> Narrow Shoulders | <input type="checkbox"/> There are No Problems |
| <input type="checkbox"/> Steep Grades | <input type="checkbox"/> Large Trucks | |
| <input type="checkbox"/> Safety | | |

Please explain:

2) How often do you use KY 1931 now? (Check one)

- | | |
|--|---|
| <input type="checkbox"/> Daily | <input type="checkbox"/> 1 time per month |
| <input type="checkbox"/> 3-4 times per week | <input type="checkbox"/> Never |
| <input type="checkbox"/> 1-2 times per week | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> 3-4 times per month | |

3) Do you:

- ☐ Ride TARC in this area? Please explain: _____
- ☐ Ride a bicycle in this area? Please explain: _____

SEE OTHER SIDE FOR MORE QUESTIONS

- 4) If you use this route now, what is the primary purpose of your trips? (Check one)
- | | |
|---|---|
| <input type="checkbox"/> To go to place of work | <input type="checkbox"/> To go shopping |
| <input type="checkbox"/> To conduct work-related business | <input type="checkbox"/> To go to the doctor |
| <input type="checkbox"/> To conduct personal business | <input type="checkbox"/> To take trips or vacations |
| <input type="checkbox"/> To go to or take kids to school | <input type="checkbox"/> To visit friends or family |
| <input type="checkbox"/> Other (please explain): | <input type="checkbox"/> To access area parks |

- 5) Do you believe KY 1931 needs improvement?

☐ Yes ☐ No

If yes, what would you ultimately like to see for this route? Please explain. Examples include: additional lanes, bike accommodations, transit accommodations, beautification, access management, etc.

- 6) Are there sensitive areas that should be considered if improvements are made to KY 1931? (Please check sensitive areas and identify specific locations, if known.)

- | | |
|---|-------|
| <input type="checkbox"/> Homes or personal properties | <hr/> |
| <input type="checkbox"/> Churches and/or Schools | <hr/> |
| <input type="checkbox"/> Businesses/commercial property | <hr/> |
| <input type="checkbox"/> Natural areas or wildlife habitats | <hr/> |
| <input type="checkbox"/> Recreational areas or parks | <hr/> |
| <input type="checkbox"/> Historic or archaeological sites | <hr/> |
| <input type="checkbox"/> Hazardous waste sites | <hr/> |
| <input type="checkbox"/> Other (please explain) | <hr/> |

- 7) Do you have any additional comments, concerns, or suggestions?

If you did not receive a postage paid envelope, please send your survey or any written comments on or before February 19, 2013 to:

Keith Downs, Project Manager at KYTC District Five,
8310 Westport Road, Louisville, KY 40242 or (502) 210-5446 or keith.downs@ky.gov

You may also look for project information on the Kentucky Transportation Cabinet's Division of Planning web site at <http://www.planning.kytc.ky.gov>

Survey Number:

SEE OTHER SIDE FOR MORE QUESTIONS

MINUTES
Stakeholders & Local Officials Meeting #2
KY 1931 – Jefferson County – Item 5-480.00
Mosaic United Methodist Church
Louisville, Kentucky
July 23, 2013
4:00 PM

A second meeting with stakeholders and local officials was held for the KY 1931 Planning Study at 4:00 p.m. EST on Tuesday, July 23 at the Mosaic United Methodist Church in Louisville, Kentucky. The meeting was held in advance of the second public meeting for the project. The purpose of the local officials meeting was to present improvement options, solicit input, and give them an opportunity to ask questions of the project team. The following KY 1931 project team members were in attendance:

Matt Bullock	KYTC District 5 CDE
Keith Downs	KYTC District 5 Design
Travis Thompson	KYTC District 5 Design
Tim Shown	KYTC District 5 Design
Dave Blackburn	KYTC District 5 Planning
Tom Hall	KYTC District 5 Planning
Judy Hickerson	KYTC District 5 Planning
Jeff Schaefer	KYTC District 5 Environmental Coordinator
Andrea Clifford	KYTC District 5 Public Involvement
Ron Geveden	KYTC District 5 Right-of-Way
Angela Auter	KYTC District 5 Right-of-Way
Shelley Morrison	KYTC District 5 Right-of-way
Cindy Evensen	KYTC District 5 Utilities
Caroline Justice	KYTC District 5 Utilities
Jonathan West	KYTC District 5 Project Development
Adriane Hoffman	KYTC District 5 Admin
Shane McKenzie	KYTC Central Office Planning
Mikael Pelfrey	KYTC Central Office Planning
Chuck Allen	KYTC Central Office Design
Andy Rush	KIPDA
Brad Johnson	CDM Smith
Len Harper	CDM Smith
Ashley Sells	CDM Smith
Amanda Spencer	CDM Smith

The following local officials were in attendance:

Denny Butler	Kentucky State Representative, District 38
Charlie Miller	Kentucky State Representative, District 28

Dennis Horlander	Kentucky State Representative, District 40
Dave Yates	Louisville City Council, District 25
Vince Jarboe	SW Dream Team
Kelly Jones	Louisville Metro Police Department
Major Jimmy Harper	Louisville Metro Police Department
Joel Morrill	The Corradino Group
Al Andrews	Louisville Metro Public Works
Aida Copic	TARC
Scott Hawkins	Louisville Fire Department
Jim Frederick	Louisville Fire Department

A summary of key discussion items follows.

Keith Downs, KYTC Project Manager, began the meeting, welcoming attendees and asking for formal introductions from all.

Brad Johnson, CDM Smith Project Manager, summarized the planning work conducted to date and explained that presentation boards were set up in the room for local officials and stakeholders to explore and for the public to view at a 6:00 pm open house meeting following the local officials meeting. Copies of the presentation boards and survey were provided to the stakeholders. Brad stressed the importance of input from the local officials, stakeholders, and public. He asked attendees to fill out the survey to let the project team know if they are on the right track, what alternatives they like, what their priorities are, etc.

Brad noted that the Purpose & Need statement was updated to focus on local traffic operations. The traffic analysis showed a 5 lane typical section would pull a lot of regional traffic from Taylorsville Road and Dixie Hwy. This would put the 5 lane widening alternate at or above capacity. The project team determined that this study should focus on improving local traffic operations and let Dixie Hwy and Taylor Boulevard handle the regional traffic.

Brad gave an overview of the survey results from the first public meeting. One hundred percent of respondents think KY 1931 needs improvement. Additional lanes, adding turn lanes and adding bicycle and pedestrian facilities were the top three improvements listed. Although the public would like to see improvements to KY 1931, they also want to minimize any impacts to homes and businesses.

Brad gave an overview of the existing conditions, traffic analysis, roadway geometry and crash analysis. Brad explained how all of this, as well as input from the first stakeholder meeting and first public meeting were used to develop the alternatives that are being presented today. The project team removed the 4-lane and 5-lane widening options from consideration because of the traffic analysis, the large amount of impacts to homes and businesses and feedback from the stakeholders and public. The spot improvements, improved 2-lane, and 3-lane widening options have been developed in further detail and are being presented today. The survey provided today will ask participants which alternative(s) they like best as well as rank spot improvements and priority construction sections.

A number of attendees provided comments and asked questions. The following summarizes questions asked by attendees and summarizes the response provided by KYTC or CDM Smith. This list is only a summary and is meant to generally represent the intent of the question and response.

Comment: I would like the 3-lane widening alternate as the long-term solution. Short-term improvements like the recent turn lane at St. Anthony's Church Road have helped. Also consider adding a signal at St. Anthony's Church Road and a center turn lane at Doss High School.

Question: If the interchange is not built, does that negate the need for this project?

Answer: A traffic analysis was completed with and without the proposed interchange. The project is justified with or without the interchange. That allows this project to move forward independent of the interchange project.

Comment: The interchange should be less of an afterthought of this project.

Answer: Priority segments can be constructed with the interchange in-mind. This project did look at both traffic scenarios; alternates with and without the interchange.

Question: Is the 3-lane widening option big enough to handle the interchange?

Answer: The traffic analysis shows the proposed interchange does not add a significant amount of traffic. What drives up traffic projections are the number of lanes added. Both the 3-lane and 5-lane widening option would be at or above capacity. So building the interchange alone does not have a large affect on traffic operations. Even though the 3-lane widening option would be at capacity, it can support a new interchange.

Comment: This seems like a lot of trouble for three-lanes. The 3-lane widening option does not feel good enough.

Answer: The character of the area does not compliment a 5-lane section. Based on comments we received from the public, they do not want KY 1931 to turn into another Dixie Highway.

Comment: Thank you for coming into the community and having these meetings. This seems very productive. I don't believe there is any way you can put a 5-lane section through here. There are too many homes, churches and cemeteries. Plus, a 5-lane section would be too expensive. Maybe add an extra lane on top of the 3 lane widening where room permits. We need to take what we can get. I also agree that building the interchange is important.

Question: Do all the alternatives include bicycle and pedestrian facilities?

Answer: Yes, but the final decision about the location and type of facilities has not been made.

Question: Has the public been asked what type of bike facilities they want.

Answer: That question is included in today's survey.

Comment: Multi-Use Path is the way to go. Match what is being constructed on the Greenwood Project.

Answer: The Greenwood typical is what we are showing on the long-term alternates.

Comment: Does this project look at ways to improve transit usage. There is interest in increasing bus routes in the area.

Answer: Adding bicycle and pedestrian facilities will help user get to the bus stops. Long-term solutions could also look at enhancements like bus turnouts and bus shelters.

The meeting adjourned shortly after 5:30 p.m.

MINUTES
Public Meeting #2
KY 1931 – Jefferson County – Item 5-480.00
Mosaic United Methodist Church in Louisville, Kentucky
July 23, 2013
5:00 PM

A second open house public meeting was held for the KY 1931 Planning Study from 6:00 p.m. to 8:00 p.m. EST on Tuesday, July 23 at the Mosaic United Methodist Church in Louisville, Kentucky. The purpose of the meeting was to present improvement options, solicit public input, and give the public an opportunity to ask questions of the project team. The following KY 1931 project team members were in attendance to engage the public and ask questions:

Keith Downs	KYTC District 5 Design
Matt Bullock	KYTC District 5 Chief District Engineer
Andrea Clifford	KYTC District 5 Public Involvement
Jonathan West	KYTC District 5 Project Development
Jeff Schaefer	KYTC District 5 Environmental Coordinator
Dave Blackburn	KYTC District 5 Planning
Judy Hickerson	KYTC District 5 Planning
Tom Hall	KYTC District 5 Planning
Travis Thompson	KYTC District 5 Design
Tim Shown	KYTC District 5 Design
Angela Auter	KYTC District 5 Right-of-Way
Ron Geveden	KYTC District 5 Right-of-Way
Shelley Morrison	KYTC District 5 Right-of-way
Cindy Evensen	KYTC District 5 Utilities
Caroline Justice	KYTC District 5 Utilities
Adriane Hoffman	KYTC District 5 Admin
Shane McKenzie	KYTC Central Office Planning
Mikael Pelfrey	KYTC Central Office Planning
Chuck Allen	KYTC Central Office Design
Brad Johnson	CDM Smith
Len Harper	CDM Smith
Ashley Sells	CDM Smith
Amanda Spencer	CDM Smith

Welcome

Attendees were greeted by KYTC and consultant team staff and were provided a project information sheet and project survey (attached). Each attendee was also offered a postage paid envelope to return their project survey at a later time if they chose not to complete it during the meetings.

Narrated Presentation and Display Boards

There was no formal presentation made by the project team in this open house style meeting. A ten-minute narrated presentation giving an overview of existing conditions, purpose of the project, alternatives considered, and public outreach efforts was played in a continuous loop for the attendees to view before moving onto the exhibit boards. The following information was plotted on large exhibit boards for members of the public to view and ask questions about:

- | | |
|--|--|
| 1. KY 1931 Study Process/Schedule with
"How We Build Roads (We are here)" | 6. Roadway Geometrics |
| 2. Purpose & Need and Project Goals | 7. Spot Improvements |
| 3. Environmental Footprint | 8. Improved Two-Lane Map |
| 4. Existing & Future Traffic Analysis | 9. Three-Lane Widening Map |
| 5. Crash History | 10. Summary Table of Long-Term
Improvements |

Comment Boards

The following comments were taken down on large white boards or by project staff during the meeting:

- Reduce Speed Limit.
- Spot E: Align Windmere Drive w/ Grace Tabernacle entrance (currently they are offset) & provide SIGNAL. There is room to move their entrance south.
- No spot improvement at/for new Southeast Christian Church? Allow new church access from Dixie Hwy. (permit previously denied)
- Add turn lane on St. Anthony for southbound St. Andrews traffic. YMCA t-ball games, for example, back up St. Anthony.
- Improve sight distance for driveways between Pikes Peak Blvd and Stephan Lane. Consider adding flashing lights.
- If you remove the Quillman Hill Rd connection to KY 1931, fire trucks will not be able make the turn at Renwood Blvd to access distressed homes.
- Straighten the curve on KY 1931 near Quillman Drive.
- Look at a new alignment for De Mel Drive at Spot Improvement I. Traffic will back up on Del Mel Drive the way it is shown. Consider realigning Del Mel Drive through Rosewood Way or too Gagel Avenue.
- Align Arnoldtown and Birnamwood Drive intersection, by moving Arnoldtown south.

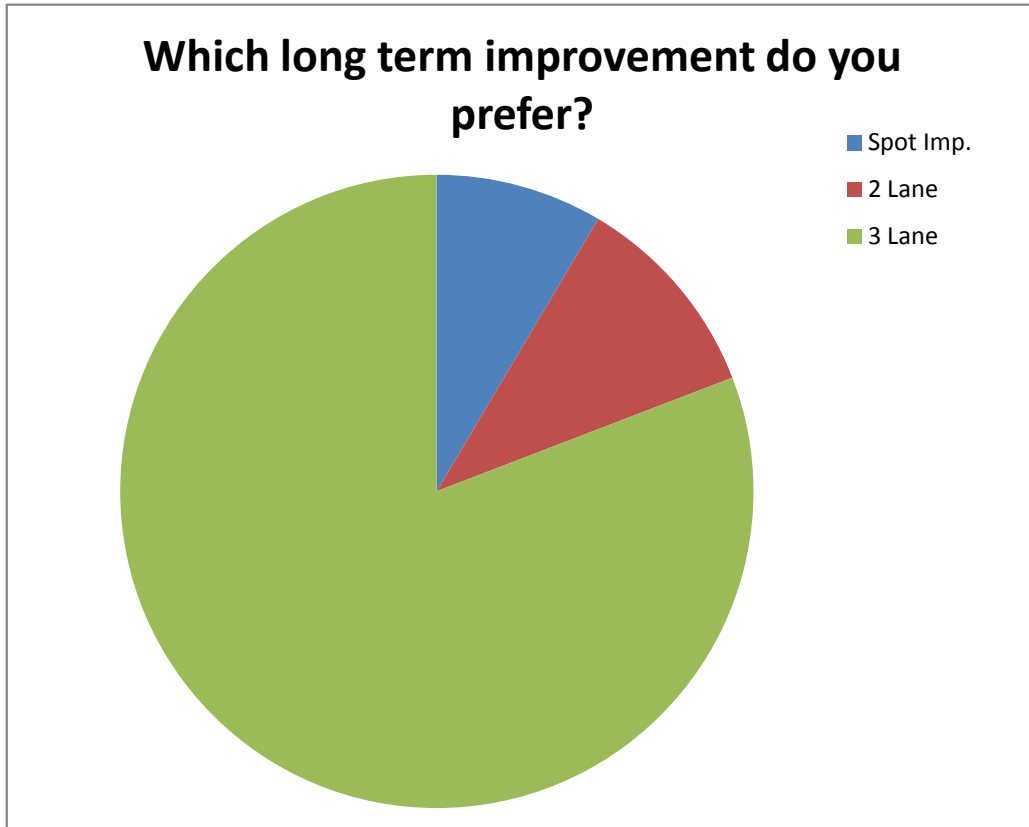
Meeting Results

150 people attended the meeting. 41 survey forms were returned at the meeting. The deadline for surveys submitted by mail was August 6, 2013. As of August 14th, 14 additional surveys were returned by mail for a total of 55. The survey results can be found in the Public Meeting Survey Summary.

The meeting adjourned shortly after 8:00 p.m.

SURVEY SUMMARY

96% of 55 respondents indicated KY 1931 should be improved.



Majority of respondents prefer the Widen to 3 Lanes Alternative

69% prefer this alternative

56% prefer this alternative if I-264 interchange is constructed

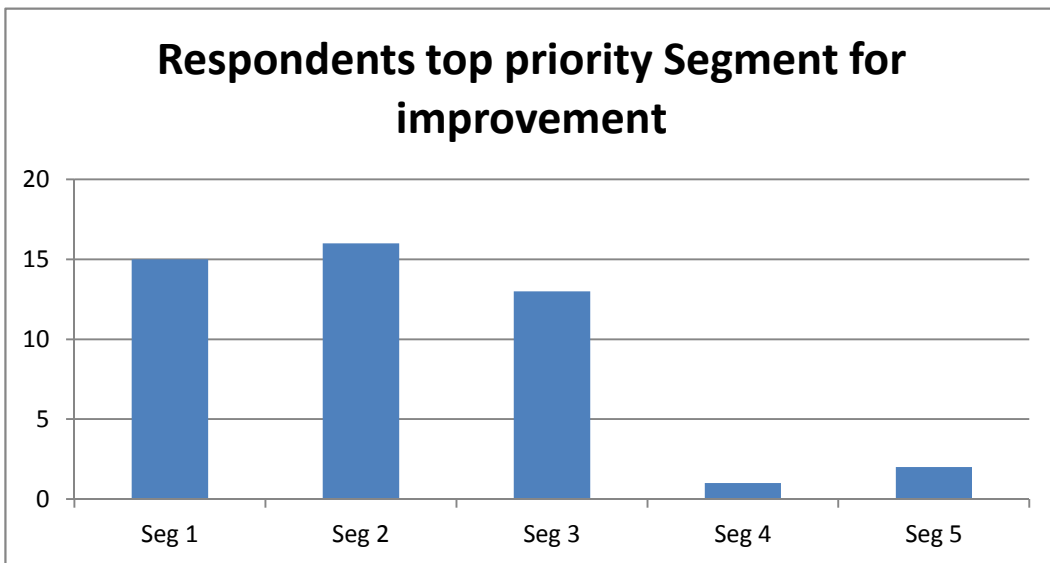
Should the route be improved? Why or why not?

Topical summary of written in responses:

- Improved traffic flow
- Improved safety
- Add sidewalks and/or bike trails
- Improve drainage
- Improve hospital access
- Address narrow lanes
- Address curves and blind spots
- Opportunity to beautify area

SURVEY SUMMARY

In general, Segments 1-3 were identified as higher priorities than Segments 4-5.



Average rankings (1 = highest priority):

2.6 Segment 1

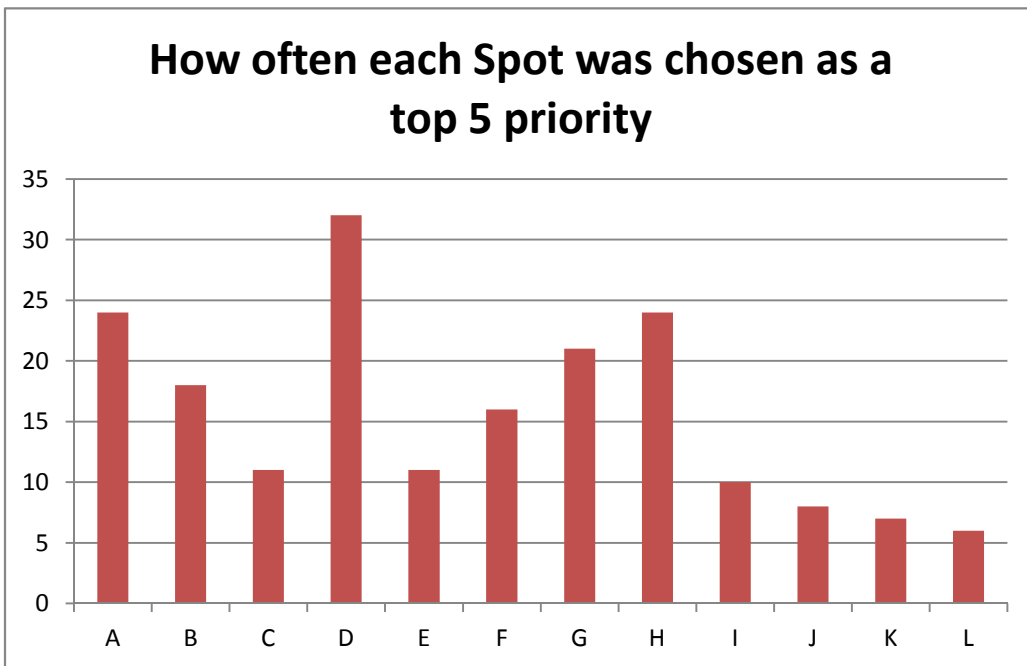
1.9 Segment 2

2.3 Segment 3

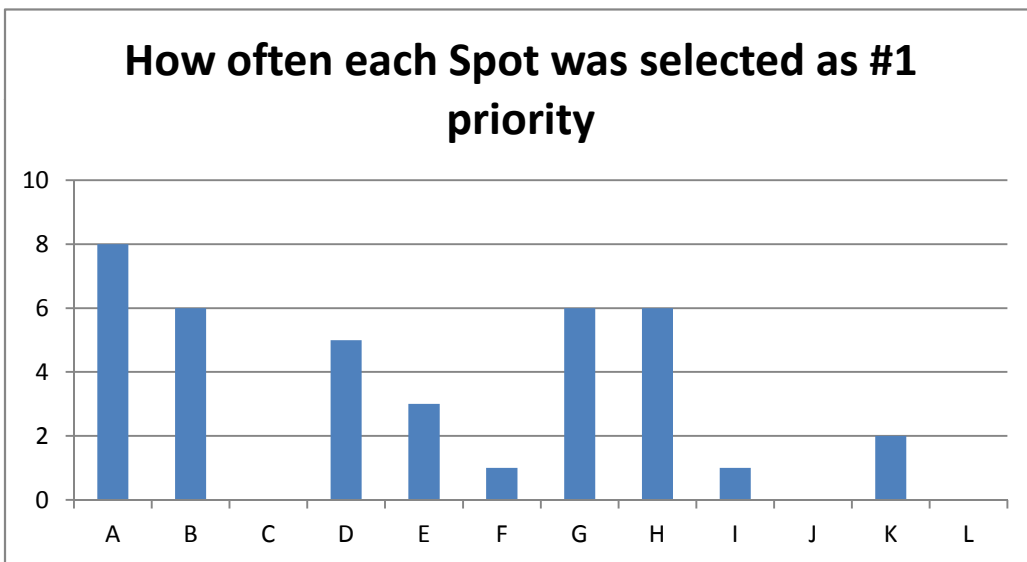
3.4 Segment 4

4.5 Segment 5

SURVEY SUMMARY



When asked to rank their top 5 short term improvements, Spots A, B, D, G, and H were the most commonly selected



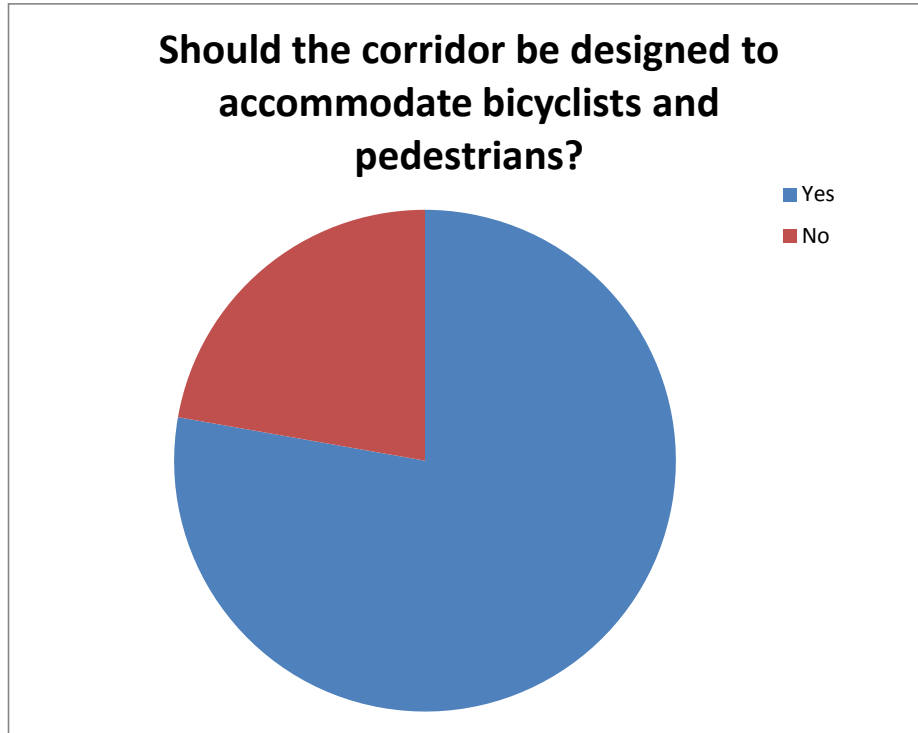
Comparing only #1 priority selections, the same trend appears. Spots A, B, D, G, and H were most commonly selected as #1 priority.

SURVEY SUMMARY

Other Spot Improvements suggested:

- Add sidewalks
- Add turn lanes
- Realign Arnoldtown Road to line up with Birnamwood Drive and add turn lanes
- Signalize Pikes Peak/Manslick intersection
- Signalize De Mel/Stephan/Manslick intersection
- Signalize Parkwood Road intersection
- Don't add any new traffic signals
- Modify Spot I to exclude realignment of De Mel
- Drainage improvements by Doss High School/Trunnell Elementary School
- Lower the speed limit to 25-35 mph
- Straighten segment 2 to follow MSD storm drain easement
- Add retaining wall in front of cemetery
- Employ Complete Street Design concepts
- Incorporate landscaping
- In Segment 1, purchase a strip of land for bike & pedestrian path to connect to St Andrews Church Rd (just south of Mosaic Church) to the end of St Paul Church Rd. Most people who walk or bike on Segment 1 are just trying to get to Dixie Hwy, which already has sidewalks.
- Consider installing electronic photographic ticketing to catch speeders & tailgaters.

SURVEY SUMMARY



The majority of respondents would like to see bike/ped improvements.

76% of respondents would like to see bike/ped facilities

22% of respondents would not like to see bike/ped facilities

Note that not all surveys provided a response

Of respondents who prefer incorporating bike/ped facilities,

43% prefer sidewalks with on-street bike lanes

57% prefer a shared use path

Note that not all surveys provided a response

Of respondents who prefer incorporating bike/ped facilities,

Segments 1-2 were identified as the most important segments to include bike/ped

90% of respondents prefer including bike and/or ped facilities in Segment 1

95% of respondents prefer including bike and/or ped facilities in Segment 2

81% of respondents prefer including bike and/or ped facilities in Segment 3

67% of respondents prefer including bike and/or ped facilities in Segment 4

60% of respondents prefer including bike and/or ped facilities in Segment 5

Note that not all surveys provided a response and respondents could choose multiple segments

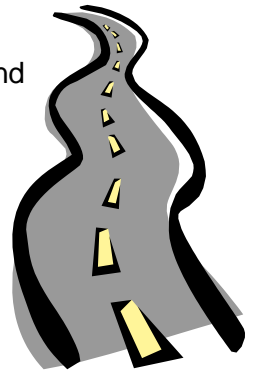
KY 1931 PLANNING STUDY

From Dixie Hwy to I-264

(KYTC Item No. 5-480)

The **Kentucky Transportation Cabinet (KYTC)** is undertaking a planning study to develop and evaluate alternatives for the improvement of KY 1931 (Manslick Road/St. Andrews Church Road) between Dixie Highway and I-264 (Watterson Expressway) in Southern Jefferson County.

The study has (1) analyzed existing conditions (including transportation, environmental, and socioeconomic issues); (2) estimated future travel conditions; (3) defined the purpose and need for the project; and (4) identified and evaluated alternatives for the proposed project.



PROJECT CONSIDERATIONS

Typical Section (including signalized Intersections) + Multimodal Connectivity + Schools + Churches + Environmental Features + Environmental Justice + Transit Service + Sightlines + Stopping Distances + Driveway Access + Utility and Drainage Relocations + Access Control



Throughout the planning process, comments, concerns, suggestions, and insight from the public and local officials have been and will continue to be considered and documented.

Stakeholder and public meetings were held in February 2013 to provide information and gain input on the proposed project regarding major issues, potential impacts, and possible alternates. A second round of public involvement is being held to solicit further input on the alternatives, including short term spot improvements and the no-build option.

Using the input from all sources, the planning process will result in recommendations for KY 1931.

Your Input Is Important!

Address comments to: **Keith Downs**, Project Manager at KYTC District Five,
8310 Westport Road, Louisville, KY 40242 or (502) 210-5446 or keith.downs@ky.gov

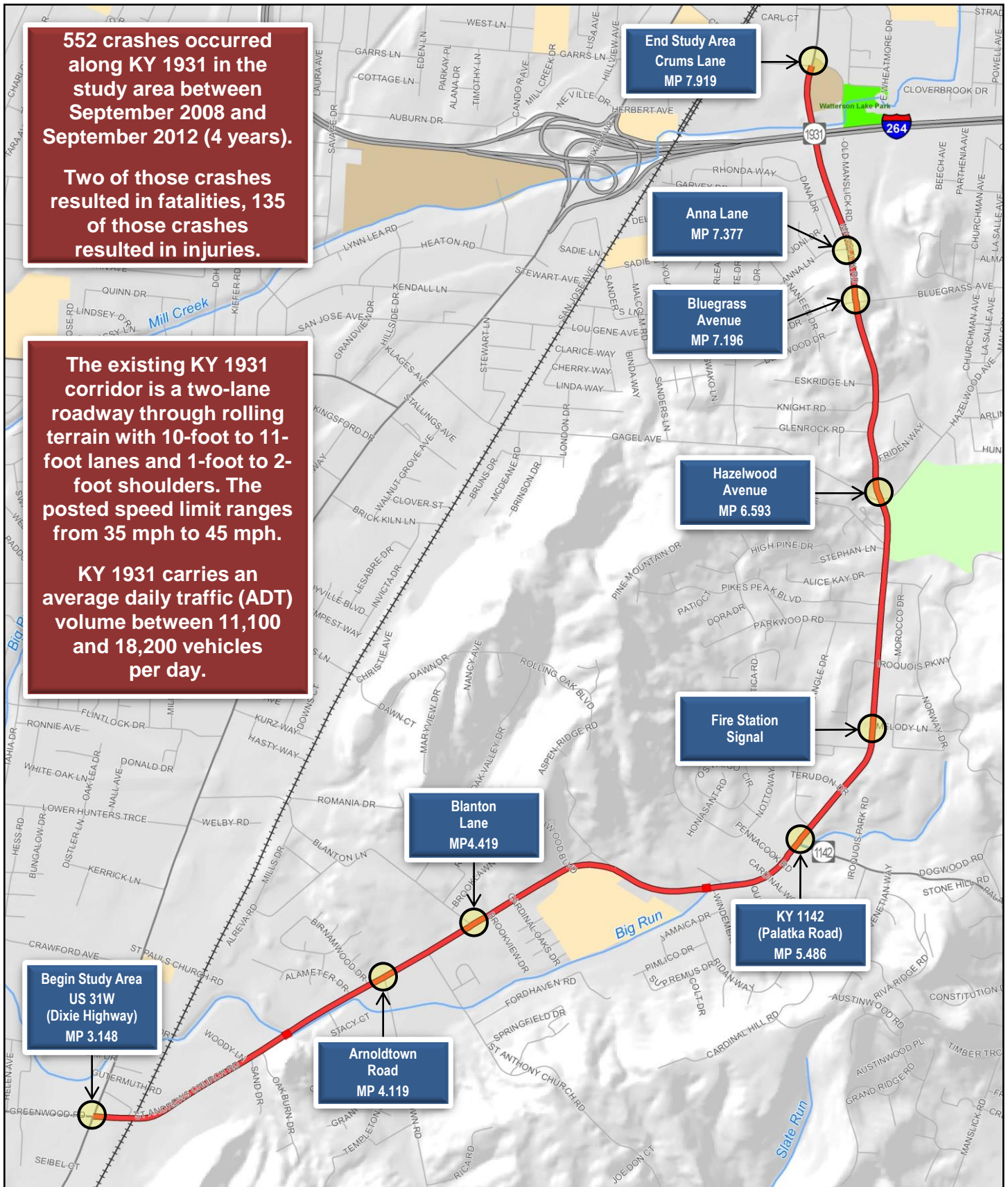


552 crashes occurred along KY 1931 in the study area between September 2008 and September 2012 (4 years).

Two of those crashes resulted in fatalities, 135 of those crashes resulted in injuries.

The existing KY 1931 corridor is a two-lane roadway through rolling terrain with 10-foot to 11-foot lanes and 1-foot to 2-foot shoulders. The posted speed limit ranges from 35 mph to 45 mph.

KY 1931 carries an average daily traffic (ADT) volume between 11,100 and 18,200 vehicles per day.



Study Area

KY 1931 Planning Study
Jefferson County, KY
(KYTC Item No. 5-480)

Base Map: November 9, 2012

6. Should the corridor be designed to accommodate bicyclists and pedestrians?
[] Yes [] No

If you marked “yes” above, what type of facility would work best?

- [] Sidewalks for pedestrians with bike lanes on the shoulders for cyclists
- [] Shared use path for cyclists and pedestrians
- [] Other:_____

Which segments should include bicycle and pedestrian facilities?

Bike	Pedestrians	
[]	[]	Segment 1: Dixie Highway to Blanton Lane
[]	[]	Segment 2: Blanton Lane to KY 1142 (Palatka Road)
[]	[]	Segment 3: KY 1142 (Palatka Road) to Hazelwood Avenue
[]	[]	Segment 4: Hazelwood Avenue to Bluegrass Avenue
[]	[]	Segment 5: North of Bluegrass Avenue

7. Do you have any other concerns or comments about this study?



KY 1931 Manslick Road Planning Study
Item # 5-480.00
- Public Survey -

What is your opinion about improving KY 1931 (Manslick Road) in Jefferson County? You can help us better understand the transportation problems, issues, and potential impacts of proposed improvements to the KY 1931 corridor between US 31W (Dixie Highway) and I-264. The Kentucky Transportation Cabinet will use your input to help evaluate alternatives. Please return this form during the meeting or return it by mail by August 6, 2013. Completed surveys should be sent to Keith Downs at KYTC District 5, 8310 Westport Road, Louisville, KY 40242 or via email to Keith.Downs@ky.gov.

Your name: _____

Your organization (if any): _____

Address: _____

Email (optional): _____

1. Should KY 1931 be improved between Dixie Highway and I-264?
[] Yes [] No

Why or why not? _____

2. Which long term improvement option do you prefer? Check one.

- [] No improvements
- [] Short term spot improvements (see question 5) but no long term improvements
- [] Widen lanes and shoulders, but keep corridor at 2 lanes (includes spot improvements)
- [] Widen the corridor to 3 lanes (includes center turn lane)
- [] Other: _____

3. If a new interchange is constructed at I-264/Manslick Road, does this change which long term improvement option you prefer?

- [] No improvements
- [] Short term spot improvements (see question 5) but no long term improvements
- [] Widen lanes and shoulders, but keep corridor at 2 lanes (includes spot improvements)
- [] Widen the corridor to 3 lanes (includes center turn lane)
- [] Other: _____

4. Which Segments most need improvement? Rank the options below 1 through 5 where 1 is the top priority need. The map to the right shows the different segments discussed below. If you do not think a segment needs to be improved, leave it blank.

- _____ Segment 1: Dixie Highway to Blanton Lane
- _____ Segment 2: Blanton Lane to KY 1142 (Palatka Road)
- _____ Segment 3: KY 1142 (Palatka Road) to Hazelwood Avenue
- _____ Segment 4: Hazelwood Avenue to Bluegrass Avenue
- _____ Segment 5: North of Bluegrass Avenue

5. If the overall corridor is not improved, it may be possible to still fix some of the existing problem spots. The map to the right shows potential spot improvements that have been suggested. Of the spot improvements shown, please rank the top 5 locations you believe are the highest priority where 1 is the top priority need. If you do not think any of these improvements are needed, leave this question blank.

- _____ Spot A: Add northbound right turn lane on KY 1931 and left turn lane on Arnoldtown Rd
- _____ Spot B: Add dual left turn lanes on Blanton Ln and dual receiving lanes on KY 1931
- _____ Spot C: Add southbound left turn lane on KY 1931 at Cardinal Oaks Dr
- _____ Spot D: Add southbound left turn lane on KY 1931 at Doss High School
- _____ Spot E: Add southbound left turn lane on KY 1931 at Windemere Dr and left turn lane on Windemere Dr
- _____ Spot F: Add dual left turn lanes on Palatka Rd and dual receiving lanes on KY 1931
- _____ Spot G: Vertical Curve Realignment to Improve Stopping Sight Distance near Hillcrest Cemetery. Improve entrance to Hillcrest Cemetery.
- _____ Spot H: Add center turn lane on KY 1931 between Iroquois Pkwy and Alice Kay Dr
- _____ Spot I: Realign De Mel Ave to connect with Stephan Ln and add northbound left turn lane on KY 1931 at Stephan Ln
- _____ Spot J: Add dual left turn lanes on Hazelwood Ave and dual receiving lanes on KY 1931. Extend northbound left turn lane on KY 1931.
- _____ Spot K: Vertical Curve Realignment near Friden Way to Improve Stopping Sight Distance
- _____ Spot L: Vertical Curve Realignment near Eskridge Ln to Improve Stopping Sight Distance

If there are other spot improvements that should be considered, please mark them on the map and describe them below.

