

# APPENDIX A

## Project Identification Forms (PIF) and Previous Studies

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# Project Identification Forms (PIF)

**PIF - Control Number: 05 056 D1065 49.00**

**General Info**

Requestor Name:

Status: Active

Requestor Title:

Mode: Transportation Studies

Requested By Date: 9/30/2008 12:00:00 AM

Type: Minor widening

Form Completed By: Stacey Burton

ADD: KIPDA

Title / Organization: Transportation Planner/KIPDA

MPO: Louisville

Form Completed Date: 1/6/2011 12:00:00 AM

Urban Area:

District: 5

Parent Control No: 05 056 D1065 49.00

County: Jefferson

RSE Unique No: 056-KY-1065 -000

Prefix: KY

State System:

Route No: 1065

BMP

EMP

SPRS

Route Type: D

0

2.5140

State Secondary

Suffix:

Functional System:

BMP: 0.000

BMP

EMP

FC

EMP: 2.514

0

2.5140

Minor Arterial

Length: 2.514

Existing Studies: MPO MTP (10/02, 12/05, 10/10)

Purpose Statement: Improve safety, access, and mobility for all modes along KY 1065 (Outer Loop) from KY 907 (3rd Street Road) to KY 1020 (National Turnpike).

Regional Goal: 1. Improve traffic flow on roadways during peak travel hours.  
2. Improve air quality.  
3. Improve safety on roadways.  
4. Improve mode choice and access for non-motorist modes.

Last Updated By: chris.allen

Last Updated Date: 3/15/2017 10:28:41 AM

Highway Network:

Non NHS:	True	NHS:	False	NN:	False	Scenic Way:	False
Coal Haul:	False	Bike:	False	Forest:	False	Strahnet:	False
Ext Weight:	False	ADHS:	False				

**ROW**

Average Width:

Source:

HIS:	False	Plans:	False	Microfilm:	False
Other:	False				

Current Primary Use:

Industrial:	False	Commercial:	True	Residential:	True	Farmland:	False
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Other: False

Project may require additional R/W: True

Possible Number of Relocations:

Homes:

Businesses:

Comments:

### Utilities

Existing Utilities:

Electrical: False

Gas: False

Telephone: False

Cable: False

Sewer: False

Water: False

ITS: False

None: False

Other: False

Project may require Utility Relocations: True

Comments:

### Economic Impact

Planning / Zoning Reg exist in Community: True

Project may affect established Business, Commercial, or Industrial districts: True

Economic impacts on regional / local economy: True

Development: False

Tax Revenues: True

Emp Opportunity: True

Retail Sales: True

Other: False

Comments:

Direct access to major points of interest: False

Nat'l / St Parks: False

Monuments: False

Amusement Parks: False

Historic Sites: False

US Public Land: False

Other: False

Comments:

Direct access to major traffic generators: True

Shopping Centers: True

Schools: False

Industries: False

Military Installations: False

Other: False

Comments:

## Multimodal

This Project is a Candidate for:

Bicycle Paths: True

Sidewalks: True

Shared-Use Paths: True

Park / Ride Lots: False

N/A False

Project Improves Direct Access to:

Airports: False

Railways: False

Riverports: False

Trucking Routes: True

N/A False

Type of Public Transportation Available:

Fixed Routes:    True                      Demand Response:    True

Comments:

### **Social Impact**

This Project May affect:

Neighborhood / Community Cohesion:    True

Travel Patterns (vehicular, commuter, bicycle, pedestrian):    True

Household relocations:    True

Elderly, disabled, nondrivers, minorities, low-income persons:    True

No adverse effects to neighborhoods apparent:    False

Comments:

### **Environmental Impact**

Environmental Impact:

Blue Line Streams:    True

Wetlands:    True

Floodplain:    True

Wildlife Managed Areas:    False

Historic Properties:    False

Cemeteries:    False

Schools:    False

Churches:    False

Endangered Species:    False

Public Land / Park:    False

Noise Impact:    False

Arch. Sites:    False

NR Properties: False      Potential NR Properties: False

Other:

Potential Contaminated  
Sites:

Gas Stations: True

Landfills: False

Auto Repair: False

Junkyards: False

Other:

Comments:

### **Air Quality**

Maintenance or Nonattainment Area: True

Ozone: True

PM: True

Adds through Lane Capacity: True

Congestion Management Plan: True

Project is included in TIP/STIP: False

Comments:

### **Cost Estimate**

PIF #: 05 056 D1065 49.00

Revision #: 5

BMP: 0.000

EMP: 2.514

Last Updated By: chris.allen

Last Updated Date: 3/15/2017 10:28:53 AM

Estimate Class: Requires Further Study

Per Mile: False

Terrain:	BMP	EMP	Terrain
	0	2.5140	Flat
Detailed Estimate with Calculations Attached: False			

Estimate Assumptions:

**Planning:**

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
2018			

**Design:**

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
2019			

**Right of Way:**

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
2021			

**Utilities:**

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
2021			

**Construction:**

SCH YEAR	SCH FUND	PLAN YEAR	ITEMNO
2021			

**Original Estimate:**

Planning:	\$250,000.00
Design:	\$2,300,000.00
Right of Way:	\$400,000.00
Utilities:	\$4,900,000.00
Construction:	\$18,620,000.00
Total Cost:	\$26,470,000.00

Estimate Procedure Used:

Attachments:

Location Map:	False	Photograph(s):	False	Others: Sheet showing Cost Estimate:	False
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Comments:

**Highway ATT**

PIF #: 05 056 D1065 49.00

BMP: 0.000

EMP: 2.514

Last Updated By: stacey.burton

Last Updated Date: 1/6/2011 11:53:35 AM

Needs Statement: KY 1065 from MP 4.930 to MP 7.655 (from I-65 to KY 2052) is located in southcentral Jefferson County. Surrounding land use is primarily medium density commercial with some residential. These adequacy rating data suggest crash issues, and rough pavement condition. Congestion may become an issue should the area to the south continue to develop at the current rate it is now. Additional commercial development is planned along this corridor.

### Adequacy Rating Range

	From:	To:
Adequacy Rating:	66	66
CRF:	1.6820	1.6820
IRI:	80	367
V/SF:	0.53	0.53
ADT:	( YR - 2014 ) - 11935	( YR - 2015 ) - 12629
% Trucks (Single):	4.8360	4.8360
% Trucks (Combination):	1.28	1.28
Speed Limit:	45	45
ProjectedADT (HDO)/Year:	Coming Soon	% Growth: Coming Soon      ProjectedADT: Coming Soon

### Miscellaneous Roadway Conditions

Access Control:	BMP	EMP	Type
	0	5.47	By Permit

Proposed Access Control: None

Lane Width:	BMP	EMP	WIDTH	LANES
	1.0290	2.45	11	2
	0.4810	1.0290	12	2
	0	0.4810	11	2
	2.45	2.5140	11	3

Proposed Lane Width: 11

Proposed Lanes: 4

MedianType:	BMP	EMP	WIDTH	TYPE
	0	0.50	0	None
	0.50	0.7030	12	Flush
	0.7030	2.3520	0	None
	2.3520	2.5140	20	Flush

Proposed Median Type: None

Proposed Median Width: 14

Shoulders:



BMP	EMP	WIDTH	TYPE	X SECT
0	0.3760	10	Asphalt Combination	CR
0	0.4810	10	Asphalt Combination	NR
0.3760	1.1210	10	Asphalt Combination	CR
0.4810	1.1210	2	Curbed	NR
0.50	0.7030	0	No Shoulders or Curbs Exist	CL
0.50	0.7030	0	No Shoulders or Curbs Exist	NL
2.25	2.5140	11	Asphalt	CR
2.25	2.5140	11	Asphalt	NR
2.3520	2.5140	0	No Shoulders or Curbs Exist	CL
2.3520	2.5140	0	No Shoulders or Curbs Exist	NL

Proposed Shoulder Type: Curbed

Proposed Shoulder Width: 2

No. of Bridges:

Traffic Loop: Coming Soon

**Other Improvement Projects in Area:**

None: False

SYP: False

Resurface: False

Others: False

Comments:

**PIF Status**

Status History:

Status Type	Status Updated Date	Status Updated By
Active	2/22/2010 10:48:34 AM	sowjanya.buruugpalli
Active	1/6/2011 10:58:16 AM	stacey.burton
Active	1/6/2011 10:59:54 AM	stacey.burton
Active	2/17/2015 3:07:26 PM	chris.allen
Active	9/26/2016 2:43:28 PM	chris.allen
Active	10/28/2016 8:26:24 AM	chris.allen
Active	10/28/2016 2:25:21 PM	chris.allen
Active	3/15/2017 10:28:41 AM	chris.allen

**Ranking**

Rank Type	Year	Priority	Rank	Tier Rank	Overall	Updated By	Updated Date
LOCAL	2001	MEDIUM	0			sowjanya.burug upalli	3/10/2010 12:53:50 PM
REGIONAL	2001	MEDIUM	0			sowjanya.burug upalli	3/10/2010 12:54:17 PM
DISTRICT	2001	MEDIUM	0			sowjanya.burug upalli	3/10/2010 12:55:15 PM
LOCAL	2003	NONE	0	3		sowjanya.burug upalli	3/10/2010 2:10:17 PM
REGIONAL	2003	MEDIUM	0	3		sowjanya.burug upalli	3/10/2010 2:26:12 PM
DISTRICT	2003	MEDIUM	0	3		sowjanya.burug upalli	3/10/2010 2:29:01 PM
LOCAL	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 11:21:25 AM
REGIONAL	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 11:27:35 AM

DISTRICT	2005	MEDIUM	0			sowjanya.burug upalli	4/5/2010 12:37:55 PM
LOCAL	2007	NONE	0			sowjanya.burug upalli	4/5/2010 1:15:00 PM
REGIONAL	2007	LOW	0			sowjanya.burug upalli	4/5/2010 1:29:02 PM
DISTRICT	2007	HIGH	0			sowjanya.burug upalli	4/5/2010 1:37:38 PM
LOCAL	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:29:45 PM
REGIONAL	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:30:32 PM
DISTRICT	2009	NONE	0			sowjanya.burug upalli	4/5/2010 4:31:01 PM
REGIONAL	2011	NONE	0	3		stacey.burton	1/6/2011 11:53:56 AM
DISTRICT	2013	HIGH	14	3	29	Tom.Hall	2/13/2015 9:25:10 AM
REGIONAL	2015	NONE			50	randall.embry	6/2/2015 2:26:21 PM
DISTRICT	2015	NONE			46	judi.hickerson	6/25/2015 10:19:29 AM
DISTRICT	2017	NONE				chris.allen	3/13/2017 9:53:14 AM

# **UNSCHEDULED PROJECTS**



NEW PIF<>SEARCH<>STATUS<>ADMIN<>HELP

**DIVISION OF PLANNING**

Welcome chris.allen ! Log Out

[GENERAL INFO](#)
[ROW/UTIL](#)
[ECO/SOCIAL](#)
[ENV/AIRQTY](#)
[COST EST](#)
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[PIF STATUS](#)
[RANKING](#)

[SECONDARY ROUTE](#)
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## GENERAL INFORMATION

The PIF has an attachment. Click this Image for PDF:



**Control No:** 05 056 D0907 46.00  
**Requestor Name:**   
**Requestor Title:**   
**Requested By Date:** 09/25/2008  
**Form Completed By:** Stacey Burton  
**Title/Organization:** Transportation Planner/KIPDA  
**Form Completed Date:** 1/5/2011 12:00:00 AM  
**District:** 5  
**County:** Jefferson  
**Prefix:** KY  
**Route No:** 907  
**Route Type:** D  
**Suffix:**   
**BMP :** 0.000  
**Length:** 6.310

**Status:** Active

**Mode:** Modernize Roadway ▾

**Type:** Major widening ▾

**ADD:** KIPDA

**MPO:** Louisville ▾

**Urban Area:** n/a

**Parent Control No:** 05 056 D0907 46.00

**RSE Unique No:** 056-KY-0907 -000

**State System:**

BMP	EMP	SPRS
0	7.0360	State Secondary

**Functional System:**

BMP	EMP	FC
0	7.0360	Minor Arterial

**EMP:** 6.310

**Existing Studies (Year):** MPO MTP (10/02, 12/05, 10/10)

**Purpose Statement:**

Improve safety and reduce congestion along KY 907 (Valley Station Road/3rd Street Road) from US 31W (Dixie Highway) to KY 1865 (New Cut Road) including bicycle and pedestrian modes.

**Regional Goal:**

1. Improve traffic flow on roadways during peak travel hours.
2. Improve air quality.
3. Improve mobility within designated freight corridors.
4. Improve safety on roadways.
5. Improve mode choice and access for non-motorist modes.

**Last Updated By:** chris.allen

**Last Updated Date:** 10/28/2016 8:15:04 AM

**Highway Network:**
☒ Non NHS
 ☐ NHS
 ☐ NN
 ☐ Scenic Way
 ☐ Coal Haul
 ☐ Bike
 ☐ Forest
 ☐ Strahnet
 ☐ Ext Weight
 ☐ ADHS

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## COST ESTIMATE

**PIF #:** 05 056 D0907 46.00

**Revision #:** 4

**BMP:** 0.000

**EMP:** 6.310

**Last Updated By:** chris.allen

**Last Updated Date:** 5/4/2017 4:17:29 PM

**Estimate Class:** Requires Further Study

☐ Per Mile

**Terrain:**

BMP	EMP	TERRAIN
0	3.9940	Flat
3.9940	4.66	Rolling
4.66	6.31	Flat

☐ Detailed Estimate with Calculations Attached

**EstimateAssumptions:**

**Planning:** No Records

**Design:**

SCHYEAR	SCHFUND	PLANYEAR	ITEMNO
2018			

**Right of Way:**

SCHYEAR	SCHFUND	PLANYEAR	ITEMNO
2021			

**Utilities:**

SCHYEAR	SCHFUND	PLANYEAR	ITEMNO
2021			

**Construction:**

SCHYEAR	SCHFUND	PLANYEAR	ITEMNO
2026			

**Planning:** 00.00

**Design:** 3,800,000.00

**Right of Way:** 31,550,000.00

**Utilities:** 31,550,000.00

**Construction:** 37,860,000.00

**Total Cost:** 104,760,000.00

**Original Estimate:**

**Estimate Procedure Used:**

**Attachment PDF on General Information Page:** ☐ Location Map ☐ Photograph(s) ☐ Others: Sheet showing Cost Estimate

**Comments:**

**KYTC Project Identification Form**

Cycle Year:       
 Priority: L:      R:      D:       
 Tier:       
 Tier Rank: R:      D:       
 Overall Top Ten: R:      D:     

**Section I – General Information**

<b>Requested by:</b> Title/Organization: <b>KYTC D-5</b> Date:
<b>Form Completed by:</b> <b>Stacey Burton</b> Title/Organization: <b>KIPDA</b> Date: <b>09/25/2008</b>
<b>Revision 1 by:</b> Title/Organization: Date:
<b>Revision 2 by:</b> Title/Organization: Date:

<b>UPL Control #:</b> <b>05 056 D0907 46.00</b> Co. #: <b>056</b>		
Parent Control #: <b>05 056 D0907 46.00</b>		
RSE Unique Number: <b>056 KY-907</b>		
District: <u>5</u>	County: <b>Jefferson</b>	Route: <b>KY 907</b>
ADD: <b>KIPDA</b>	MPO: <b>KIPDA-MPO</b>	SUA: <u>    </u>
Mode: <b>Highway</b>	State System: <b>State Secondary</b>	
Type: <b>Major Widening</b>	Func't'l Class: <b>Urban Mn Art</b>	
<b>Project Length: 6.310</b>		<b>Total Cost Estimate: \$ 40400</b>
(P:200 D:3000 R:1600 U:600 C:35000)		
Possible Funding Sources (Check all that apply):		
<input type="checkbox"/> IM <input type="checkbox"/> NH <input type="checkbox"/> HES <input type="checkbox"/> BR <input checked="" type="checkbox"/> STP <input checked="" type="checkbox"/> SP <input type="checkbox"/> TE <input type="checkbox"/> CMAQ <input type="checkbox"/> PLH <input type="checkbox"/> Other: <u>    </u>		
Highway Networks (Check all that apply):		
<input type="checkbox"/> NN <input type="checkbox"/> Scenic Byway <input type="checkbox"/> Coal Haul <input checked="" type="checkbox"/> Non NHS <input type="checkbox"/> NHS <input type="checkbox"/> Defense <input type="checkbox"/> Strahnet <input type="checkbox"/> Ext. Wt. <input checked="" type="checkbox"/> ADHS ( ) <input type="checkbox"/> Bike <input type="checkbox"/> Forest		
Existing Project Studies (Year):		

**Section II – Problem Statement**

Route Number: <b>KY 907</b>	(Use Report Year)	Original	Rev. 1	Rev. 2
Beginning MP: <b>0.000</b>	AdequacyRating:		: ( )	: ( )
Ending MP: <b>6.310</b>		<b>75.22: (07)</b>		
Total Length: <b>6.310</b>				
Primary Purpose: <b>Upgrade Existing System(Major)</b>	• CRF: (Year)		: ( )	: ( )
		<b>0.25: (07)</b>		
	• IRI: (Year)		: ( )	: ( )
		<b>126: (07)</b>		
	• V/SF: (Year)		: ( )	: ( )
		<b>0.66: (07)</b>		
	Current ADT: (Year):	<b>18600: (06)</b>	: ( )	: ( )
	Percent Trucks: (Year):	: ( )	: ( )	: ( )
	Projected ADT (HDO): Year:	%Growth:	ADT:	

Please provide a clear problem statement for this project:

**KY 907 from MP 0.000 to MP 6.310 is located in southwestern Jefferson County. This area is undergoing development currently, both residential and commercial, with additional development planned. This segment has a composite adequacy rating of 75.00; a CRF of 0.25; and IRI of 126; and, a V/SF of 0.66. These data suggest rough pavement condition.**

**Section III – Project Description**

Project Description Narrative:

**Widen KY 907 (Valley Station Road/3rd Street Road) from 2 to 5 lanes (5th lane will be a center turn lane) from US 31W (Dixie Highway) to KY 1865 (New Cut Road). To include accommodations for bicycle and pedestrian modes.**

Regional Goals/Objectives Addressed: **1. Improve traffic flow on roadways during peak travel hours. 2. Improve air quality. 3. Improve mobility within designated freight corridors. 4. Improve safety on roadways.**

**Section IV – Project Area Information:**

<b>1. Miscellaneous Roadway Conditions</b>	Access Control:	Existing: <u>Permit</u> Proposed: <u>Permit</u>	Median Type:	Existing: <u>N/A</u> Proposed: <u>N/A</u>	Width: _____ Width: _____
	Lane No./Width:	Existing: <u>2/11</u> Proposed: <u>5/</u> _____	Shoulders:	Existing: <u>Asphalt</u> Proposed: _____	Width: <u>2</u> Width: _____
	No. of Bridges:	Existing: _____ Proposed: _____	Other Improvement Projects in Area:	<input type="checkbox"/> None <input type="checkbox"/> SYP <input type="checkbox"/> Resurface <input checked="" type="checkbox"/> Other <b>KIPDA ID#481</b>	
	Comments: <b>Project has been identified in the current long-range transportation plan: ID# 481.</b>				
<b>2. Right of Way</b>	Avg. Width:	Existing: _____	Source: <input type="checkbox"/> HIS <input type="checkbox"/> Plans <input type="checkbox"/> Microfilm <input type="checkbox"/> Other _____		
	Current Primary Use: <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Farmland <input type="checkbox"/> Other: _____				
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project may require additional R/W.		Possible Relocations : Homes: _____ Businesses: _____		
	Comments:				
<b>3. Utilities</b>	Existing Utilities:	<input type="checkbox"/> Power <input type="checkbox"/> Gas <input type="checkbox"/> Telephone <input type="checkbox"/> Cable <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> ITS <input type="checkbox"/> None <input type="checkbox"/> Other: _____			
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project may require Utility Relocations.		Comments:		
<b>4. Environmental Impacts</b>	(Check all that apply):				
	<input checked="" type="checkbox"/> Blueline Streams <input checked="" type="checkbox"/> Wetlands <input type="checkbox"/> Floodplain <input type="checkbox"/> Wildlife Managed Areas <input checked="" type="checkbox"/> Historic Properties <input checked="" type="checkbox"/> Cemeteries <input checked="" type="checkbox"/> Schools <input checked="" type="checkbox"/> Churches <input type="checkbox"/> Endangered Species <input type="checkbox"/> Public Land/Park <input type="checkbox"/> Noise Impact <input type="checkbox"/> Arch. Sites <input type="checkbox"/> NR Properties <input type="checkbox"/> Potential NR Properties <input type="checkbox"/> Other:				
	<input type="checkbox"/> Potential Contaminated sites:		<input checked="" type="checkbox"/> Gas Stations <input type="checkbox"/> Landfills <input type="checkbox"/> Auto Repair <input type="checkbox"/> Junkyards <input type="checkbox"/> Other		
Comments:					
<b>5. Air Quality</b>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project is located in a Maintenance or Nonattainment Area <input checked="" type="checkbox"/> Ozone <input checked="" type="checkbox"/> PM 2.5				
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project adds through lane capacity				
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project results from a Congestion Management Plan				
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project is included in TIP/STIP <span style="float: right;">TIP Page #      STIP Page #</span>				
	Comments:				
<b>6. Economic Impacts</b>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Planning/Zoning Regulations exist in Community		<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project may affect established Business, Commercial or Industrial Districts.		
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes This project has economic impacts on regional/local economy: <input type="checkbox"/> Development <input type="checkbox"/> Tax Revenues <input type="checkbox"/> Employment Opportunity <input type="checkbox"/> Retail Sales <input type="checkbox"/> Other		Please Describe:		
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes This project provides direct access to major points of interest: <input type="checkbox"/> Nat'l/State Parks <input type="checkbox"/> Monuments <input type="checkbox"/> Historic Sites <input type="checkbox"/> Amusement Parks <input type="checkbox"/> US Public Land <input type="checkbox"/> Other		Please Describe:		



UPL #: **05 056 D0907 46.00**

County: Jefferson Co. #: 056 Route: KY 907

	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes This project provides direct access to major traffic generators: <input checked="" type="checkbox"/> Shopping Centers <input checked="" type="checkbox"/> Schools <input type="checkbox"/> Industries <input type="checkbox"/> Military Installations <input type="checkbox"/> Other Please Describe:		
<b>7. Multimodal Opportunities</b>	This project is a candidate for: (check all that apply)		<input checked="" type="checkbox"/> Bicycle Paths <input checked="" type="checkbox"/> Sidewalks <input checked="" type="checkbox"/> Shared-Use Paths <input type="checkbox"/> Park/Ride Lots <input type="checkbox"/> N/A
	This project improves direct access to: (check all that apply)		<input type="checkbox"/> Airports <input type="checkbox"/> Railways <input type="checkbox"/> Riverports <input checked="" type="checkbox"/> Trucking Routes <input type="checkbox"/> N/A
	Type of Public Transportation available:		<input checked="" type="checkbox"/> Fixed Route <input checked="" type="checkbox"/> Demand Response
	Comments: <b>TARC provides service in this area.</b>		
<b>8. Social Impacts</b>	This project may affect: (Check all that apply) <input checked="" type="checkbox"/> Neighborhood or Community Cohesion <input checked="" type="checkbox"/> Travel Patterns (Vehicular, commuter, bicycle, pedestrian) <input checked="" type="checkbox"/> Household Relocations <input checked="" type="checkbox"/> Elderly, disabled, nondrivers, minorities, low-income persons <input type="checkbox"/> No adverse effects to neighborhoods apparent.		
	Comments/Impact Descriptions:		

**Section V – Cost Estimate Information** (to be completed by Hwy District Office):**Cost Estimate by Phase:**

Phase	Original Estimate	By:	Revision 1	Date	By:	Revision 2	Date	By:
Planning			\$200,000	11/25/08	th			
Design			\$3,000,000	11/25/08	th			
ROW			\$1,600,000	11/25/08	th			
Utilities			\$600,000	11/25/08	th			
Construction			\$35,000,000	11/25/08	th			
<b>Total Cost</b>	<b>\$35,000,000</b>	<b>kytc</b>	<b>\$40,400,000</b>					

**Estimate Procedure Used:**

Original Estimate:	Revision 1:	Revision 2:
<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____
<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached
<u>Estimate Assumptions:</u> <b>orig est from kipda lrp proj 481</b>	<u>Estimate Assumptions:</u> <b>breakout phases and update to 2008 dollars</b>	<u>Estimate Assumptions:</u>
Estimate Class: _____	Estimate Class: _____	Estimate Class: _____

**Section VI – Attachments:**

The following items are attached to this document: <input checked="" type="checkbox"/> Location Map <input checked="" type="checkbox"/> Photograph(s) <input type="checkbox"/> Other:
Comments:

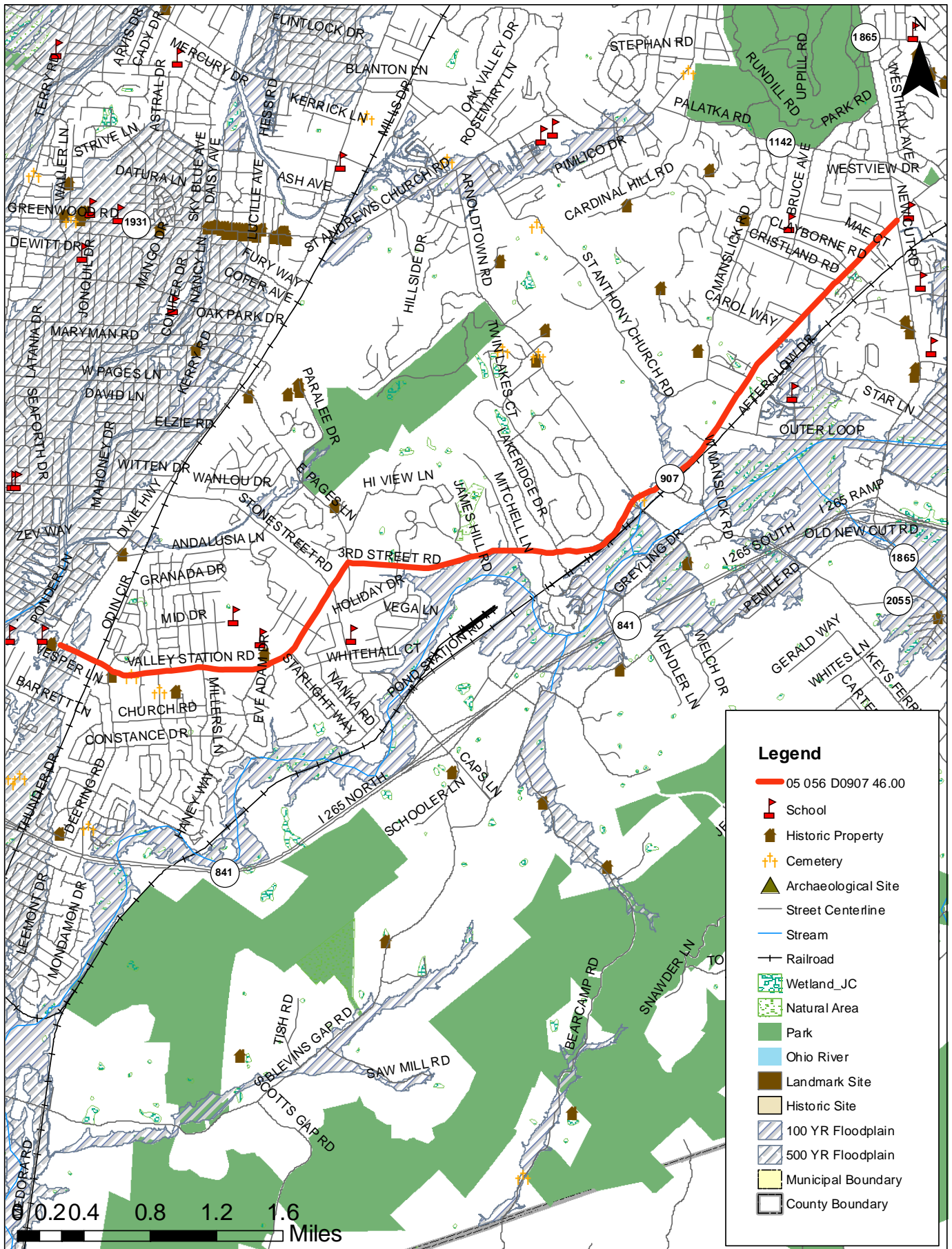






Figure 1: KY 907 at US 31W



Figure 2: East on KY 907 along the project corridor; note rail crossing





**Figure 3: East on KY 907 in the project corridor**



**Figure 4: East on KY 907 in the project corridor**





**Figure 5: New development on the north side of the KY 907 corridor**



**Figure 6: Residential uses abutting the project corridor**





**Figure 7: East on KY 907 in the project corridor**



**Figure 8: East on KY 907 in the project corridor, note lack of shoulders and sidewalks**





Figure 9: School crossing signage on the project corridor



Figure 10: A node of commercial development on the project corridor





Figure 11: Traffic signal on the project corridor



Figure 12: Traffic signage along the project corridor





**Figure 13: Another commercial node along the project corridor**



**Figure 14: Single family homes along the KY 907 project corridor**





**Figure 15: East on KY 907 in the project corridor**



**Figure 16: East on KY 907 in the project corridor**





**Figure 17: East on KY 907 in the project corridor**



**Figure 18: East on KY 907 in the project corridor**





**Figure 19: East on KY 907 in the project corridor**



**Figure 20: Note lack of sidewalks, bike facilities, and shoulders**





**Figure 21: Commercial development along the corridor**



**Figure 22: East on KY 907 in the project corridor**





**Figure 23: East on KY 907 in the project corridor**



**Figure 24: East on KY 907 in the project corridor**





Figure 25: KY 907 at Arnoldtown Road



Figure 26: Land for sale along the project corridor





**Figure 27: Approaching more commercial development on the project KY 907 corridor**



**Figure 28: East on KY 907 in the project corridor**





**Figure 29: KY 907 at KY 1065**



**Figure 30: Intersection of KY 907 at KY 1065**





**Figure 31: Commercial uses along the project corridor**



**Figure 32: Followed by residential uses along the project corridor**





**Figure 33: On the right, there is a new development of patio homes along the KY 907 corridor**



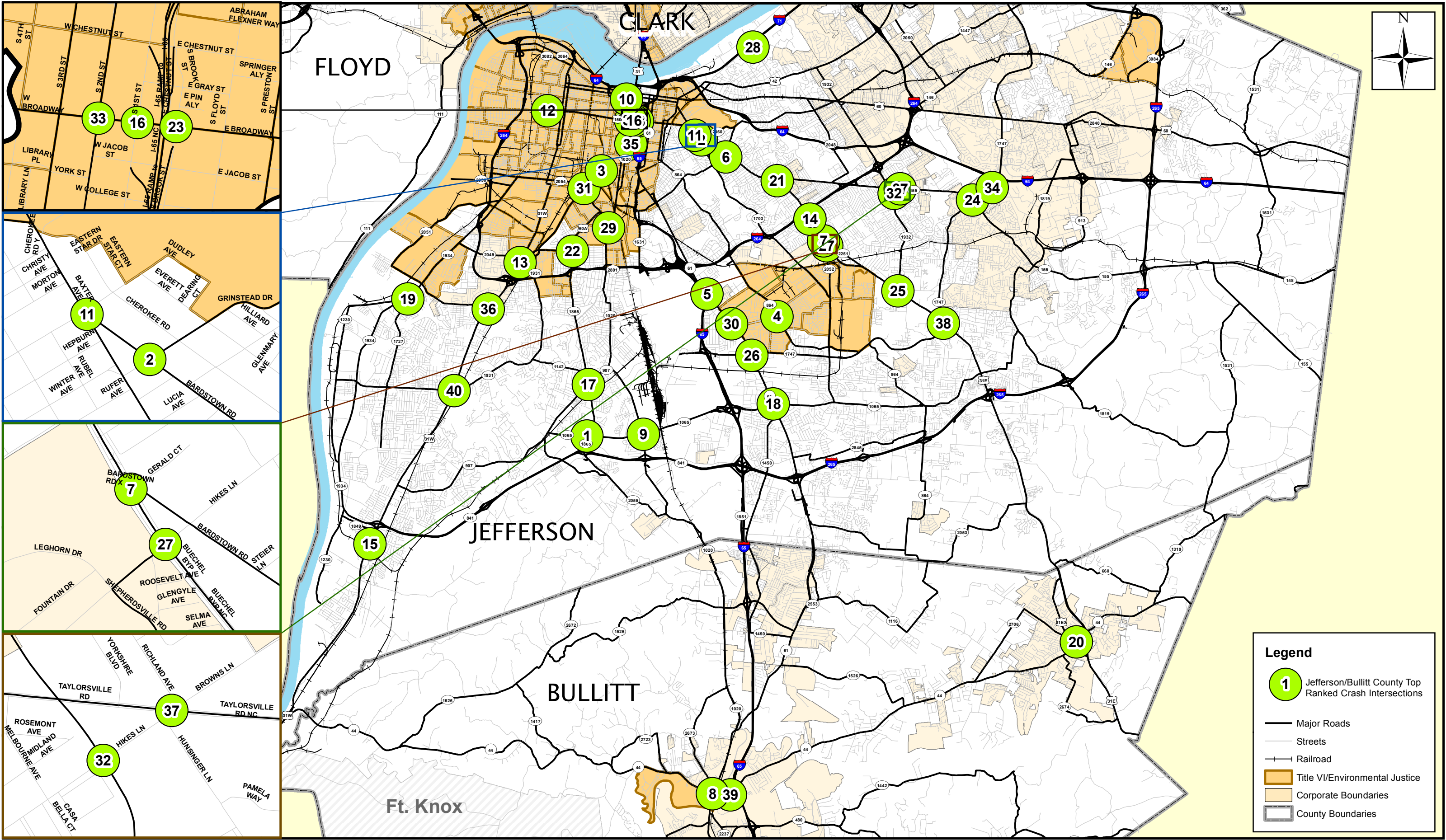
**Figure 34: East on KY 907 in the project corridor**



Figure 35: KY 907 at KY 1865 (New Cut Road)

# KIPDA KY Top 40 High Crash Intersections (2009-2011)





Created by KIPDA staff on June 25, 2015.

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# TOP RANKED CRASH INTERSECTIONS-KENTUCKY CONNECTING KENTUCKIANA

# KIPDA REGION'S TOP 40 KENTUCKY (Bullitt Co., Jefferson Co., Oldham Co.) HIGH CRASH INTERSECTIONS (2009-2011)

Rank	Intersection	County	2009-2011 Total Crashes within 250' of Intersection	Crash Severity			Severity Index	Crash Rate	ADT Entering Intersection	Criteria Rankings			Total Criteria Score
				With Fatality(ies)	With Reported Injury(ies)	With No Reported Injuries or Fatalities				Frequency	Severity	Rate	
1	KY 1065 (Outer Loop) @ KY 1865 (New Cut Road)	Jefferson	169	0	5	164	1.059	4.772	32,345	3	30	5	38
2	US 31E (Bardstown Road) @ Grinstead Drive	Jefferson	134	0	4	130	1.060	4.934	24,800	11	29	3	43
3	South 7th Street @ West Hill Street	Jefferson	107	0	5	102	1.093	3.847	25,400	24	15	11	50
4	KY 864 (Poplar Level Road) @ East Indian Trail	Jefferson	136	0	3	133	1.044	3.787	32,795	10	38	12	60
5	KY 61 (Preston Highway) @ Grade Lane	Jefferson	132	0	3	129	1.045	3.779	31,900	12	37	13	62
6	US 31E (Bardstown Road) @ US 60A (Eastern Parkway)	Jefferson	167	0	2	165	1.024	5.109	29,850	4	60	2	66
7	US 31E (Beuchel Bypass) @ Bardstown Road (northern intersection)	Jefferson	137	0	3	134	1.044	3.280	38,150	9	40	17	66
8	KY 61 (Buckman Street) @ KY 44 (4th Street)	Bullitt	145	0	0	145	1.000	5.244	25,250	8	72	1	81
9	KY 1065 (Outer Loop) @ KY 1020 (National Turnpike)	Jefferson	101	1	0	100	1.109	2.320	39,750	30	12	39	81
10	US 60 (West Jefferson Street) @ South 4th Street	Jefferson	91	0	2	89	1.044	4.889	17,000	40	39	4	83
11	US 31E (Bardstown Road) @ KY 1703 (Baxter Avenue)	Jefferson	98	0	2	96	1.041	4.345	20,600	35	41	8	84
12	West Broadway @ South 26th Street	Jefferson	87	0	2	85	1.046	4.054	19,600	45	36	10	91
13	US 31W (Dixie Highway) @ US 60A (7th Street Road)/Crums Lane	Jefferson	157	0	1	156	1.013	3.545	40,450	5	71	15	91
14	US 31E (Bardstown Road) @ Goldsmith Lane	Jefferson	122	0	5	117	1.082	2.057	54,165	19	19	54	92
15	US 31W (Dixie Highway) @ Moorman Road/Flowervale Lane	Jefferson	92	1	3	88	1.185	2.108	39,850	39	4	50	93
16	US 150 (East Broadway) @ South 1st Street	Jefferson	150	0	1	149	1.013	3.017	45,400	6	70	20	96
17	KY 907 (3rd Street Road/Southside Drive) @ KY 1865 (New Cut Road)	Jefferson	126	0	1	125	1.016	3.493	32,945	16	67	16	99
18	KY 61 (Preston Highway) @ KY 1065 (Outer Loop)	Jefferson	171	0	0	171	1.000	2.721	57,400	2	72	25	99
19	KY 1934 (Greenbelt Highway/Cane Run Road) @ Terry Road/Kaufman Lane	Jefferson	88	0	3	85	1.068	2.458	32,700	42	22	35	99
20	US 31EX (North Bardstown Road) @ KY 44 (Old Mill Road)	Bullitt	73	0	5	68	1.137	2.635	25,300	62	9	30	101



# KIPDA REGION'S TOP 40 KENTUCKY (Bullitt Co., Jefferson Co., Oldham Co.) HIGH CRASH INTERSECTIONS (2009-2011)

Rank	Intersection	County	2009-2011 Total Crashes within 250' of Intersection	Crash Severity			Severity Index	Crash Rate	ADT Entering Intersection	Criteria Rankings			Total Criteria Score
				With Fatality(ies)	With Reported Injury(ies)	With No Reported Injuries or Fatalities				Frequency	Severity	Rate	
21	US 31E/US150 (Bardstown Road) @ KY 155 (Taylorsville Road)/Trevilian Way	Jefferson	100	0	2	98	1.040	2.651	34,450	33	42	29	104
22	US 60A/KY 1865 (Taylor Boulevard) @ US 60A (Berry Boulevard)	Jefferson	69	1	2	66	1.217	2.410	26,150	69	2	36	107
23	US 150 (East Broadway) @ South Brook Street	Jefferson	107	0	2	105	1.037	2.316	42,200	24	44	40	108
24	KY 155 (Taylorsville Road) @ KY 1747 (South Hurstbourne Parkway)	Jefferson	185	0	2	183	1.022	2.172	77,800	1	63	44	108
25	US 31E/US 150 (Bardstown Road) @ KY 1932 (Breckenridge Lane)	Jefferson	80	0	5	75	1.125	2.146	34,050	53	10	47	110
26	KY 61 (Preston Highway) @ KY 1747 (Fern Valley Road)	Jefferson	113	1	0	112	1.097	1.763	58,550	23	14	73	110
27	US 31E/US 150 (Buechel Bypass) @ Hikes Lane	Jefferson	95	0	4	91	1.084	1.926	45,050	37	18	61	116
28	Zorn Avenue @ Mellwood Avenue	Jefferson	97	0	0	97	1.000	4.092	21,650	36	72	9	117
29	South 4th Street @ Central Avenue	Jefferson	73	0	2	71	1.055	2.778	24,000	62	32	23	117
30	KY 61 (Preston Highway) @ East Indian Trail	Jefferson	72	1	1	70	1.181	2.112	31,135	64	5	49	118
31	KY 1931 (South 7th Street) @ KY 2054 (Algonquin Parkway)	Jefferson	75	1	2	72	1.200	1.974	34,700	58	3	57	118
32	KY 1932 (Breckenridge Lane) @ Hikes Lane	Jefferson	89	1	1	87	1.146	1.824	44,550	41	8	70	119
33	US 150 (West Broadway) @ KY 1020 (South 2nd Street)	Jefferson	127	0	0	127	1.000	2.470	46,950	14	72	34	120
34	KY 1747 (South Hurstbourne Parkway) @ Bluegrass Parkway/I-64 EB Off-Ramp	Jefferson	125	0	4	121	1.064	1.667	68,500	17	25	78	120
35	East St. Catherine Street @ South 1st Street	Jefferson	77	0	1	76	1.026	4.409	15,950	56	58	7	121
36	US 31W/US 60 (Dixie Highway) @ Rockford Lane	Jefferson	148	0	1	147	1.014	2.171	62,250	7	69	45	121
37	KY 155 (Taylorsville Road) @ Hikes Lane/Browns Lane	Jefferson	86	0	3	83	1.070	2.067	38,000	47	21	53	121
38	US 31E/US 150 (Bardstown Road) @ KY 1747 (South Hurstbourne Parkway)	Jefferson	119	0	3	116	1.050	1.869	58,150	20	33	68	121
39	KY 44 (East 4th Street) @ Adam Shepherd Parkway/Joe B. Hall Avenue	Bullitt	103	0	0	103	1.000	2.967	31,700	29	72	21	122
40	US 31W/US 60 (Dixie Highway) @ KY 1931 (Greenwood Road/St. Andrews Church Road)	Jefferson	127	0	1	126	1.016	2.292	50,600	14	68	41	123

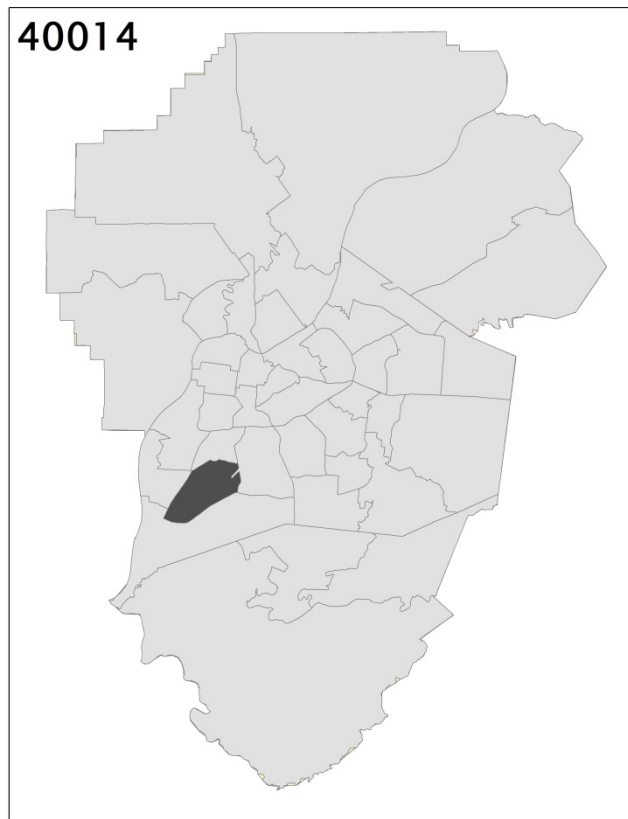
# Transportation Analysis District 40014 Report



RETHINKING TRANSPORTATION

## Metropolitan Transportation Plan Major Update

### Transportation Analysis District 40014 Report





## Location & General Characteristics

Transportation Analysis District (TAD) 40014 is located south of KY 1931 (Saint Andrews Road) and KY 1142 (Palatka Road), north of KY 841 (Gene Snyder Freeway), generally west of KY 1865 (New Cut Road), and generally east of US 31W (Dixie Highway) – from KY 841 to Stonestreet Road – and the Paducah and Louisville railroad – from Stonestreet Road to Saint Andrews Road. It contains a portion of Louisville Metro that was suburban and rural Jefferson County until its merger with the City of Louisville. TAD 40014 is not relatively well established in terms of development patterns. The southwest and most of the northern and northeast portions of this TAD generally exhibit the characteristics of typical suburban residential development. In addition, the TAD also includes the southwest campus of the Jefferson Community and Technical College, a number of schools, Waverly Hills Sanitarium, Waverly Park, Bobby Nichols Golf Course, and several historic structures. However, there are still significant portions of the TAD which have not been developed.

## Area and Socioeconomic Information

**Area:** Approximately 9,146 acres

**Non-Group Quarters Population (2010):** 28,229

**Number of Households (2010):** 11,191

**Number of Jobs (2000):** 4,870

## Title VI/Environmental Justice

*The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern (July, 2006)* does not identify any Title VI/Environmental Justice areas in TAD 40014.

*The Community Assessment & Outreach Program* outlines various measures to be undertaken when considering the issues and potential solutions for Title VI/Environmental Justice areas. While Title VI/Environmental Justice is best addressed at the project level, considerations appropriate for the metropolitan transportation plan level include:

- Mitigating disproportionate burdens placed upon Title VI/Environmental Justice areas that may result from transportation projects and programs.
- Reducing barriers to non-automotive forms of transportation

## Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Principal Arterial – Freeway/Expressway</b>	<ul style="list-style-type: none"> <li>• KY 841* from the Dixie Highway interchange to the New Cut Road interchange</li> </ul>
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• Dixie Highway* from KY 841 to Stonestreet Road</li> <li>• New Cut Road* from KY 841 to Palatka Road</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• KY 907 (Valley Station Road) from Dixie Highway to Third Street Road</li> <li>• Third Street Road from Valley Station Road to New Cut Road</li> <li>• KY 1065 (Outer Loop) from Third Street Road to New Cut Road</li> <li>• Arnoldtown Road from Third Street Road to Saint Andrews Church Road</li> <li>• Palatka Road from Saint Andrews Church Road to New Cut Road</li> <li>• Saint Andrews Church Road from Dixie Highway to Palatka Road</li> <li>• Stonestreet Road from Dixie Highway to KY 841</li> </ul>
<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>• East Pages Lane from the Paducah and Louisville railroad to Third Street Road</li> <li>• Manslick Road from Wisertown Road to Palatka Road</li> <li>• McNair Road from Third Street Road to Manslick Road</li> <li>• Saint Anthony Church Road from Wisertown Road to Saint Andrews Church Road</li> <li>• Valley Station Road from Third Street Road to Stonestreet Road</li> <li>• West Manslick Road from Third Street Road to KY 841</li> </ul>
<b>Rural Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Major Collector</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Minor Collector</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

\*Denotes part of the National Highway System (NHS)

## Schools

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Christian Academy Southwest</li> <li>• Doss Magnet Career Academy</li> <li>• Kenwood Elementary School</li> <li>• Lassiter Middle School</li> </ul> | <ul style="list-style-type: none"> <li>• Layne Elementary School</li> <li>• Stuart Middle School</li> <li>• Stonestreet Elementary School</li> <li>• Trunnell Elementary School</li> </ul> |
|--|--|



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## Colleges & Universities

- Jefferson Community and Technical College – Southwest Campus

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## Parks

- Bobby Nichols Golf Course
- Waverly Park

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## Other Area of Interest/Significance

- Cardinal Hill Reservoir
- Jones House
- Southwest Public Library
- Waverly Hills Sanitarium
- YMCA of Greater Louisville – Southwest

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## Historic

- Cardinal Hill Reservoir
- Jones House

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## Transit

TAD 40014 is currently served by TARC. The following routes pass through and have stops within the TAD, providing connections within and beyond the TAD:

- Route #6 – Sixth Street
- Route #18 – Preston/18th Street
- Route #54 – Manslick Road Express

### ***Park and Ride***

There are no official Park and Ride lots identified in TAD 40014.

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## Public Comments

### ***Alanadale Drive at Dixie Highway***

- Needs a Traffic light

### ***Dixie Highway***

- More crosswalks, safer crosswalk, bike lanes.
- Dixie Highway by Valley Traditional is very bumpy.

### ***Grafton Hall Road***

- Add sidewalks on portion of Grafton Hall Road from Church Road to Valley Station Road.

### ***Haney Way***

- Extend sidewalk from where it ends near Dorton Drive, out to Grafton Hall Road.

### ***I-265 at Dixie Highway***

- Numerous accidents at this location.

### ***Valley Station Road***

- Add sidewalks on the north side of Valley Station Road close to Stuart Middle School and Layne Elementary School. Students need better access so they don't have to cross the street to walk on a sidewalk.
- Must walk from Stuart Middle School to Dixie Highway or Stone Street to get to TARC stop with no sidewalks.
- No sidewalks for students at Stuart Middle School. Not safe to walk on the trail behind the school. No TARC service there.

## Safety

1,903 crashes were reported in TAD 40014 in the three-year period from 2009 through 2011. There were 10 fatalities reported as a result of 10 crashes from 2009-2011 (one in 2009; five in 2010; and, four in 2011). In the same time period, there were a total of 62 crashes resulting in injury in this TAD (20 in 2009; 16 in 2010; and, 26 in 2011). Not surprisingly, a large number of the crashes occurred on functionally classified streets, which are some of the more heavily traveled streets in TAD 40014. Approximately 72% of the crashes occurred on Third Street Road/Valley Station Road, Dixie Highway, KY 841, New Cut Road, and Outer Loop. Collectively, 1,372 of the crashes in TAD 40014 occurred on one of these five roadways, and each of these five roadways had in excess of 100 crashes. Third Street Road/Valley Station Road had, by far, the most crashes with 685—almost half of the total for the five roadways.

Saint Andrews Church Road, Stonestreet Road, Arnoldtown Road, Palatka Road, and Saint Anthony Church Road accounted for another 382 crashes with each roadway having between 50 and 100 crashes. Unlike the roadways in other TADs with a high number of crashes, most of the streets in TAD 40014 with a high number of crashes do not have more than one lane available for traffic traveling in the peak period direction. Of course, few of the streets in TAD 40014 have more than one lane available for traffic traveling in the peak period direction anyway.

## Fatalities

There were 10 fatalities reported as a result of 10 crashes from 2009-2011 (one in 2009; five in 2010; and, four in 2011).

## High Crash Locations

There is one higher density location within this TAD where the number of crashes within 0.10 mile over the three-year (2009-2011) period has been between 200 and 299, and three other high density areas where the number of crashes with 0.10 mile has been between 100 to 199. Since all of these areas are located at the boundary of the TAD, it should be noted that it is unlikely that all of the crashes occurred within TAD 40014. However, for this analysis, the high crash locations with at least some occurrences of 100+ crashes within 0.10 mile in TAD 40014 will be included below.

The location with 200 to 299 crashes within 0.10 mile is the intersection of Outer Loop with New Cut Road (see Figure 40014-A). This intersection had a higher density (200-299 crashes within 0.10 mile) region surrounded by a high density (100-199 crashes within 0.10 mile) region. However, the number of crashes was not distributed equally in all directions. Approximately 45% of the crashes occurred along the north leg of the intersection; approximately 25%, 20%, and 10% of crashes occurred along the east, west, and south legs, respectively. This distribution may correspond to the land uses along the various legs of the intersection. The northeast and northwest corners of the intersection have commercial developments while the southeastern and southwestern corners are not developed. The commercial developments are attracting traffic from the roadways and generating traffic going to the roadways. As a consequence, the turning movements into and out of these developments provide situations where crashes likely are occurring. Further evidence of this behavior comes from a review of the more serious crashes. There were six injury crashes in this area. Five of the six occurred on the north leg of the intersection, and four of the six involved one of the vehicles turning left. Another factor which may be affecting the distribution of crashes the closeness of curb cuts/driveways to the intersection. For example, the closest curb cut/driveway on the east leg is only about 200 feet from the intersection

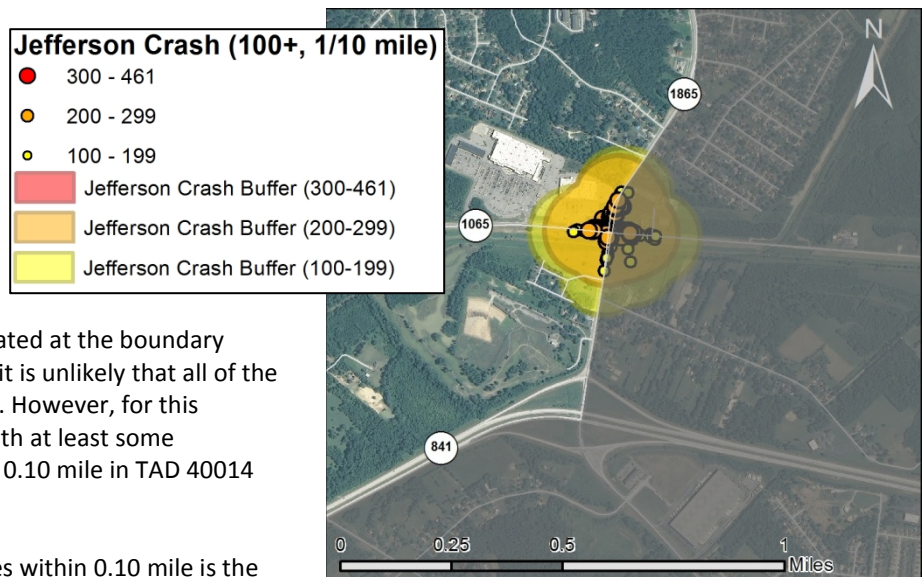


Figure 40014-A: High crash location at the intersection of Outer Loop and New Cut Road.

while the closest curb cut/driveway on the west leg is about twice that far from the intersection. This may provide some explanation of the difference in the number of crashes occurring on those two legs of the intersection.

The areas with 100 to 199 crashes within 0.10 mile are:

- The intersection of Outer Loop with New Cut Road where the number of crashes was in the range of 200 to 299 crashes within 0.10 mile (see above),
- The intersection of Third Street Road/Southside Drive with New Cut Road,
- The intersection of Dixie Highway with Stonestreet Road/Johnsontown Road, and
- The intersection of Dixie Highway with East Pages Lane.

The crashes at and/or near the intersection of Third Street Road/Southside Drive and New Cut Road were most dense along the southwestern leg of the intersection and least dense along the northeastern leg with the northern and southern legs having intermediate crash densities. An unusual feature of the crashes at this intersection was the relatively high number of crashes involving pedestrians. There were six crashes involving pedestrians at this intersection; there was no more than one crash involving a pedestrian at any of the other high crash locations in this TAD. The distribution of crashes involving pedestrians was somewhat similar to that of crashes in general. Two of the crashes resulted in a fatality. Concerning the distribution of the crashes, this may be related to the adjacent land use and the closeness of curb cuts/driveways to the intersection. The properties along all four legs of the intersection are developed. In addition, the curb cuts/driveways which appear to have been actively used are further from the intersection for the east leg. As for the effect of curb cuts/driveways, they are also further from the intersection for the properties on the east side of the north and south legs of New Cut Road than they are for the west leg (Third Street Road). This may help to explain the distribution of the crashes at this intersection.

The crashes at and/or near the intersection of Dixie Highway and Stonestreet Road/Johnsontown Road were most dense along the Dixie Highway (northeastern and southwestern) legs of the intersection. The length of these dense regions was not the same. The dense region on the northeastern leg, which is located in TAD 40013, was more than a block in length while the length of the southwestern leg, which is a portion of the border between TAD 40013 and TAD 40014, was slightly longer than half of a block. Therefore, more of the crashes occurred north of the intersection rather than south of it. There was also a noticeable number of crashes along the Johnsontown Road (western) leg of the intersection, which is in TAD 40013. Only ten crashes occurred on the Stonestreet Road (eastern) leg of the intersection. Three injury crashes occurred in this area—two at the intersection and one on Dixie Highway near the intersection. All of the crashes were rear-end crashes. The land uses of the parcels at this intersection are commercial or an open lot (on the northeastern corner), which was formerly a gas station. The Paducah and Louisville Railroad is located behind the two properties on the eastern side of Dixie Highway. Therefore, there are no active curb cuts/driveways along Stonestreet Road for some distance from the intersection, which may explain the lack of crashes. As for the other legs of the intersection, the commercial properties along Johnsontown Road are only the ones at the intersection in contrast with Dixie Highway where there are almost exclusively commercial properties in the vicinity of the intersection. The properties along Dixie Highway probably generate and attract more traffic than those on Johnsontown Road, which may explain the difference in crashes along those two streets.

The intersection of Dixie Highway and East Pages Lane/West Pages Lane is not in TAD 40014; it is in TAD 40013. However, the boundary between the two TADs is the Paducah and Louisville Railroad, which is approximately 100 feet east of the intersection along East Pages Lane. The crashes at and/or near this intersection were most dense along the Dixie Highway (northeastern and southwestern) legs of the intersection. The length of these dense regions was not the same. The dense region on the northeastern leg, which is located in TAD 40013, was longer than the length of the southwestern leg, which is likewise in TAD 40013. Therefore, more of the crashes occurred north of the intersection rather than south of it. There were seven crashes along the West Pages Lane Road (western) leg of the intersection, which is also in TAD 40013. The number of crashes that occurred on the East Pages Lane (eastern) leg of the intersection was twenty. The major concern about the crashes on East Pages Lane is that two of them resulted in fatalities and one resulted in an injury. In both of the fatality crashes, the crash did not occur at the intersection; rather the vehicles struck a culvert located east of Standing Oak Drive. In one case, the driver was riding a motor scooter or motor bicycle. In the other case, the car overturned. Alcohol use was listed as a factor in one of the crashes. The injury



crash was a rear end crash. Unlike the previous high crash locations in this TAD, the distribution of crashes is probably not related to land use or the location of curb cuts/driveways.

When implementing projects within this TAD, efforts need be made to improve safety in areas where a high number of crashes are occurring. Also, efforts need to be made to identify roadway and roadside hazards and remove them, if possible. Finally, efforts to provide education about the possible negative impacts of alcohol use combined with the operation of motor vehicles need to be continued and strengthened.

## ***Bicycle and Pedestrian Crashes***

During the three-year period, eight of the reported crashes involved bicyclists and twenty involved pedestrians. One of the crashes—on KY 907—involving pedestrians resulted in a fatality, but none of the crashes involving bicyclists resulted in a fatality. Four of the crashes involving pedestrians resulted in an injured individual, but none of the crashes involving bicyclists involved an injury. Of the crashes involving bicyclists and pedestrians, six crashes occurred along Dixie Highway, and four occurred along Third Street Road/Valley Station Road.

## **Congestion**

### ***Current Level of Service (LOS)***

Currently the only roadways on the Congestion Management Process (CMP) network with a LOS below C are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• Saint Andrews Church Road from Arnoldtown Road to Palatka Road</li> <li>• Stonestreet Road Dixie Highway to Third Street Road</li> </ul>
<b>LOS E:</b>	<ul style="list-style-type: none"> <li>• Saint Andrews Church Road from the Paducah and Louisville railroad to Arnoldtown Road</li> <li>• Third Street Road from Arnoldtown Road to Outer Loop</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• Dixie Highway from Valley Station Road to Stonestreet Road</li> </ul>

### ***Projected 2030 Level of Service (LOS)***

Based on a travel demand model scenario for the Year 2030 that includes only those projects included in the 2011-2014 KIPDA Transportation Improvement Program (TIP), the corridors on the CMP network with a LOS forecasted to be worse than C in the Year 2030 are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• KY 841 from Stonestreet Road to New Cut Road</li> <li>• Saint Andrews Church Road from the Paducah and Louisville railroad to Arnoldtown Road</li> <li>• Saint Andrews Church Road from Blanton Lane to Palatka Road</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• Dixie Highway from Valley Station Road to Stonestreet Road</li> <li>• New Cut Road from Third Street Road to Palatka Road</li> <li>• Saint Andrews Church Road from Arnoldtown Road to Blanton Lane</li> <li>• Third Street Road from Arnoldtown Road to Outer Loop</li> </ul>

In summary, by 2030, a number of the sections of major roadways in this TAD are projected to be congested at LOS F while several other sections are projected to be operating at LOS D. This congestion will likely have an adverse impact on the general traffic flow in the area as well as access to many of the points of interest in the community.

## **Access to Community Amenities**

Approximately 60% of the area of TAD 40014 is typical suburban development in varying densities. The residential development located in the southwest and northeast corners of the TAD and along Saint Andrews Church Road in the northwestern to northern portion – consisting of about 40% of the area – has a higher density than the remainder of the residential development in the TAD. The most significant concentration of the lower density residential is located in the vicinity of Arnoldtown Road. The remainder of the land use in this TAD is predominantly non-residential with a significant portion being open space, a park, and a golf course. There are a number of community amenities in this TAD, including shopping, historic sites, a community center (Southwest YMCA), a senior center (Southwest YMCA Adult Day Care), a museum (Waverly Hills Sanitarium), schools, a park (Waverly Park), and a library. The shopping is concentrated

along Dixie Highway in the southwestern portion of the TAD. There are also commercial establishments along New Cut Road in the northeastern portion of the TAD, although most of the shopping locations are in TAD 40012 rather than TAD 40014. The other amenities are scattered across the TAD.

There is one area where the community amenities are concentrated in a cluster. That cluster is in the southwestern portion of the TAD, is centered along Dixie Highway, and extends from about four blocks south of Ashby Lane to about four blocks north of Valley Station Road.

There is some access to the community amenities—mainly the residences and shopping—by transit. The sites within easy access of transit routes are mainly shopping locations. As mentioned previously, the shopping is concentrated along Dixie Highway and, to a lesser degree, along New Cut Road. Route #6 and Route #18 provide day-long service to the New Cut Road and Dixie Highway areas, respectively. The residences located within a reasonable walking distance—usually considered to be approximately a quarter-mile—of those areas also have access by transit. In addition, the residences located within a reasonable walking distance of Saint Andrews Church Road in the northern portion of the TAD also have some access by transit. However, their access involves the use of Route #54, which only provides service during the morning and afternoon peak periods. Neither of the historic sites is within easy access of transit routes. The site closest to a bus route, Cardinal Hill Reservoir, is approximately 0.70 miles from the route. Further, there are no sidewalks between the bus route and Cardinal Hill Reservoir. Jones House, the other historic site, is located across from a frontage road, but the frontage road does not extend to the nearest transit route. The community center is located in the northern portion of the TAD almost 0.8 mile from the nearest bus route, and that bus only operates during morning and evening peak periods. Further, there are no sidewalks between the bus route and the community center. The museum is located near the center of the TAD at a distance of more than a mile from the nearest transit route, and there are no sidewalks between the bus route and the site. In summary, only the shopping areas and some of the residences have relatively good access by transit.

Access to the community amenities by walking and biking is limited. The sidewalks in this TAD appear to be located mostly along the major streets, and even then, their presence is sporadic. There are some sidewalks in the shopping areas of the TAD. Many of the residences along the major streets have access to sidewalks. However, the Cardinal Hill Reservoir (one of the historic sites), the community center (Southwest YMCA), and the museum (Waverly Hills Sanitarium) generally do not have pedestrian access. In many cases, there are no sidewalks between the site of the amenity and the nearest significant roadway. The exception to this is the Jones House historic site. There is a frontage road across the street which connects with some sidewalks, but even these sidewalks have a limited connectivity. Nevertheless, the major impediment to pedestrian access for many of the amenities is distance. Most of the amenities are located more than 0.25 miles from the nearest major roadway, and it must be remembered that the non-amenity end of the trip is often well beyond the point where the major roadway is reached. Basically, the distances between the trip origins and destinations for these trips are sufficiently large so as to discourage the access of many amenities by walking.

There are a limited number of bikeways in this TAD. They provide access to some of the residences in the TAD. For many other residences, the use of a bikeway has to be augmented by the use of some other facility. Further, to access the shopping areas in the southwestern portion of the TAD, the historic sites, the community center, and the museum, it is necessary for the bicyclist to ride on streets not designated as bikeways; the bikeways themselves provide little benefit. The situation for shopping is similar; the area in the southwestern portion of the TAD with greatest concentration of shopping is more than a mile from the nearest bikeway. The nearest bikeway is 0.70 miles from Cardinal Hill Reservoir, the historic site nearest to a bikeway, and 0.80 miles from the community center. Likewise, the museum is more than a mile from the nearest bikeway. The major exception to this situation is the shopping area in the northeastern portion of the TAD. It does have good access by bicycle via bikeways along Third Street Road and New Cut Road. Nevertheless, the major concern involving access by bicycle in this TAD is that almost all of the bikeways are located on functionally classified streets—some of which have significant traffic volumes. It is likely that less-experienced bicycle riders would find using these bikeways challenging.

The primary means of access for community amenities in TAD 40014 is by vehicle. The areas in the northeastern and southwestern portions of the TAD with the highest concentrations of shopping have good access by vehicle. There are

a number of functionally classified streets in the TAD, and the residences along or near them generally have good access by vehicle. There are other residential locations further removed from the major streets also have access by vehicle. Likewise, the historic sites, the community center, and the museum have some access by vehicle although locating some of these sites may be challenging. The road system in this TAD seems to be a combination of streets which were formerly country roads and subdivision streets. Hence, there is not a rectangular grid system. Rather, the road system apparently reflects the development of this area. So drivers generally need to have a good idea where to go to be able to locate some facilities. However, the Jones House, one of the historic sites, is located along Valley Station Road, a major roadway. Therefore, access by vehicle for the Jones House, the shopping areas, and a significant portion of the residential areas should not be difficult except for situations of congestion. In that regard, the congestion along Dixie Highway from Valley Station Road to Saint Andrews Church Road, Saint Andrews Church Road from the Paducah and Louisville Railroad to Palatka Road, and Stonestreet Road from Dixie Highway to the KY 841 interchange may affect access to the shopping areas along Dixie Highway, the community center on Fordhaven Road, as well as access to the residential areas along and near these roadways. Further, it should be noted that these roadways are expected to remain congested in the future.

As mentioned above in the congestion section, a number of the sections of major roadways in this TAD are projected to be congested at LOS F by 2030, while several other sections are projected to be operating at LOS D. There is access by alternate modes for some of the community amenities but not for others. This congestion will likely have an adverse impact on the general traffic flow in the area as well as access to many of the community amenities in this TAD.

## **Access to Workplace**

Access to workplace was examined on different levels: major employers (300+ employees), high density employment (1000+ employees within 0.25 miles of each other), high density retail (50 to 99 and 100+ retail facilities within 0.25 miles of each other), and commerce parks.

### **Major Employers**

- Meijer
- Southwest YMCA
- Walmart

There are three major employers in this TAD. Two of these, Meijer and Walmart, are located on a functionally classified street, Dixie Highway. The third, Southwest YMCA, is located on Fordhaven Road, approximately 0.80 miles from a functionally classified street, Saint Andrews Church Road. Meijer and Walmart are located in a high density employment area, where there are 1,000 or more employees within 0.25 miles. Given the employment patterns, each of the high employment areas is a series of overlapping quarter-mile circles. The high density employment area for TAD 40014 is located near the southwestern corner along Dixie Highway. It stretches from north of Bethany Lane to north of Citation Road.

The high density employment area for TAD 40014 has relatively good access by transit. Route #18 operates on Dixie Highway along the edge of the TAD—from KY 841 to Stonestreet Road—where the high density employment area is. Therefore, though the availability of sidewalks for transit access in this area is sporadic, it does have relatively good access by transit.

The access to the high density employment area by walking and bicycling is mixed. There are sidewalks in some portions of the high density employment area, but as stated above, their presence is sporadic. In addition, there may be areas where there is a sidewalk on one side of Dixie Highway but not on the other. Given the width of the roadway, crossing it can be a challenge. Nevertheless, the access to this area by walking is at least passable for the most part. Conversely, the high density employment area does not have good access by bicycle. The greatest concentration of employment is approximately a mile or more from the nearest bikeway. Further, as mentioned previously, the major concern involving access by bicycle in this TAD is that almost all of the bikeways are located on functionally classified streets, some of which have significant traffic volumes. Some of the less experienced bicycle riders might find using these bikeways challenging, as well as riding more than a mile along Dixie Highway.

The primary means of access for workplaces in TAD 40014 is probably by vehicle. The road system in this TAD seems to be a combination of streets which were formerly country roads and subdivision streets. Hence, there is not a rectangular grid system. Rather, the road system apparently reflects the development of this area. However, for access to workplaces, their location of the high density employment area is along a major roadway. Therefore, access by vehicle should not be difficult except for situations of congestion. In that regard, the congestion along Dixie Highway from Valley Station Road to Saint Andrews Church Road and Saint Andrews Church Road from the Paducah and Louisville Railroad to Palatka Road may affect access to the workplaces along Dixie Highway and on Fordhaven Road. Further, it should be noted that these roadways are expected to remain congested in the future.

As mentioned above in the congestion section, a number of the sections of major roadways in this TAD are projected to be congested at LOS F by 2030, while several other sections are projected to be operating at LOS D. There is access by alternate modes for some workplaces but not for others. This congestion will likely have an adverse impact on the general traffic flow in the area as well as access to many of the workplaces in this TAD.

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### Access for Persons with Disabilities and/or Older Adults

The only facility specifically for persons with disabilities and/or older adults in this TAD is the senior center at the Southwest YMCA located at 2800 Fordhaven Road.

The senior center is located almost 0.80 miles from the nearest bus route, and that bus only operates during morning and evening peak periods. Further, there are no sidewalks between the bus route and these sites. Therefore, access to the senior center by transit is not a good option.

Access to the senior center by walking and bicycling are not good options. The senior center is located almost 0.50 miles from the nearest functionally classified roadway, Saint Anthony Church Road, and there are no sidewalks along Fordhaven Road to Saint Anthony Church Road. Further, there are no sidewalks along Saint Anthony Church Road from Fordhaven Road to Saint Andrews Church Road, a distance of approximately 0.25 miles. Finally, the nearest sidewalks along Saint Andrews Church Road are more than 0.10 mile away from Saint Anthony Church Road. In summary, a person attempting to access the senior center by walking would have to walk more than 0.85 miles without sidewalks to do so. Obviously, walking is not a good option for accessing the senior center. The senior center is located almost 0.80 miles from the nearest bikeway. However, the major concern involving access by bicycle in this TAD is not the distance from a bikeway. Rather, the major concern is that almost all of the bikeways are located on functionally classified streets, some of which have significant traffic volumes. Some of the less experienced bicycle riders might find using these bikeways challenging.

The primary means of access to the senior center for persons with disabilities and/or older adults will, by default, be by vehicle. The senior center is less than 0.50 miles from Saint Anthony Church Road and approximately 0.80 mile from Saint Andrews Church Road, which are functionally classified streets. Therefore, access by vehicle should not be difficult except for situations of congestion. In that regard, the congestion along Saint Andrews Church Road from the Paducah and Louisville Railroad to Palatka Road may affect access to the community center on Fordhaven Road, as well as the residential areas along and near Saint Andrews Church Road. Further, it should be noted that these roadways are expected to remain congested in the future.

As mentioned above in the congestion section, a number of the sections of major roadways in this TAD are projected to be congested at LOS F by 2030, while several other sections are projected to be operating at LOS D. There is not good access by alternate modes for the senior center. This congestion will likely have an adverse impact on the general traffic flow in the area as well as access to the senior center in this TAD.

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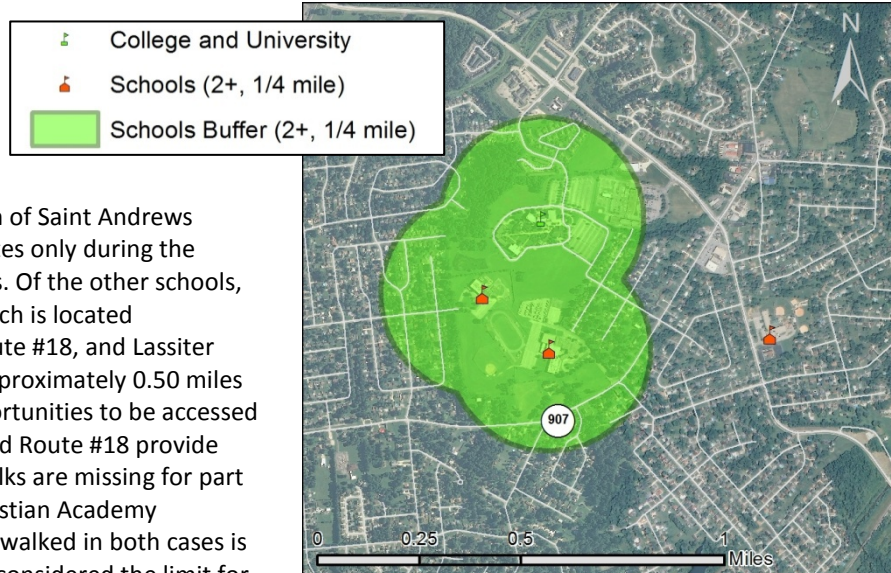
### Access to Education

The Jefferson Community and Technical College (JCTC) is located in the southwestern portion of this TAD. In addition, there are five elementary schools, two middle schools, and a high school. Two of these schools, Stuart Middle School and Layne Elementary School, are both located within 0.25 miles of each other near Valley Station Road in the

southwestern portion of the TAD, and they are also near JCTC (see Figure 40014-B). Another pair of these schools, Doss Magnet Career Academy and Trunnell Elementary School, are both located within 0.25 miles of each other along Saint Andrews Church Road in the northern portion of the TAD. The other middle school and the other three elementary schools are dispersed across the TAD with Christian Academy Southwest being in the northwestern portion, Kenwood Elementary School being in the northeastern portion, Lassiter Middle School being in the southeastern portion, and Stonestreet Elementary School being in the southern portion of the TAD.

The access to the educational facilities by public transit varies by facility. Doss High School and Trunnell Elementary School are located adjacent to each other along Saint Andrews Church Road.

Route #54 operates on this portion of Saint Andrews Church Road, but this route operates only during the morning and afternoon peak hours. Of the other schools, Christian Academy Southwest, which is located approximately 0.40 miles from Route #18, and Lassiter Middle School, which is located approximately 0.50 miles from Route #6, have the best opportunities to be accessed by public transit. Both Route #6 and Route #18 provide day-long service. However, sidewalks are missing for part of the path from Route #18 to Christian Academy Southwest, and the distance to be walked in both cases is in excess of the 0.25 miles usually considered the limit for bus patrons. So it is unlikely that these schools would be accessed by public transit. JCTC and the other elementary and middle schools are definitely too far from bus routes to be accessed by public transit. In summary, most of the schools except JCTC probably can be accessed by riding a school bus. For those who cannot and choose to not ride a school bus, Doss High School and Trunnell Elementary School could probably be accessed by public transit if the time constraint of using a bus route that operates only during the morning and afternoon peak periods does not create an insurmountable problem. It is unlikely that JCTC and the other schools would be accessed by public transit.



**Figure 40014-B: Access to education cluster in TAD 40014 (Layne Elementary School, Stuart Middle School and Jefferson Community and Technical College - Southwest Campus).**

Access to the educational facilities by walking and by bicycle is mixed. There are sidewalks around the campus of JCTC and along Valley College Drive, the road that connects the JCTC campus and Stonestreet Road. However, the campus is approximately 0.50 miles from Stonestreet Road, and most trips would probably originate/terminate at some location well beyond the Stonestreet Road/Valley College Drive intersection. Therefore, it is unlikely that many trips to/from JCTC would be made by walking. The elementary, middle, and high schools have sidewalks in the immediate vicinity of the schools. However, the range of the sidewalks varies depending on the size of the neighborhood around or near the school. For example, Kenwood Elementary School is located along Justan Avenue in a fairly well-developed neighborhood. Sidewalks are available along most, if not all, of the streets, and the limitations of walking are more likely a matter of distance rather than the presence/absence of sidewalks. On the other hand, Christian Academy Southwest and Doss High School and Trunnell Elementary School have sidewalks in their immediate vicinity. However, those sidewalks only exist for a limited distance, and there is little, if any, neighborhood infrastructure to provide pedestrian access. In summary, accessing JCTC by walking is unlikely. Accessing the schools by walking can happen in some cases but not to a significant degree in other cases. In contrast, the access to the educational facilities by bicycle is generally good with respect to proximity. Neither JCTC nor any of the schools is more than one mile from a bikeway. Rather, the major concern is that almost all of the bikeways are located on major streets, some of which have significant traffic volumes. Some of these streets have frontage roads adjacent to them, but their presence is sporadic. Therefore, some of the trips to/from school would probably have to use one or more of the major streets. Under these conditions, some of the less experienced bicycle riders might find using these bikeways challenging. Since many of the



schools are elementary or middle schools, their students may not be sufficiently experienced to safely use the bikeway along major roads.

The primary means of access to JCTC and many of the elementary, middle, and high schools will probably be by vehicle. For the younger students, that vehicle may be a school bus or a vehicle driven by an adult. The street system in this TAD is not a rectangular grid. However, most of the schools are along major streets, or there are multiple streets that can be used to access the school. Further, it appears that the schools located along major streets have sufficient space between the school and the street that students can be dropped off and picked up safely. Therefore, access by vehicle should not be difficult except for situations of congestion. At present, the main congestion near a school is along Saint Andrews Church Road near Christian Academy Southwest. However, the section of Saint Andrews Church Road near Doss High School and Trunnell Elementary School is also projected to be congested in the future, as is the section of Saint Andrews Church Road between those two schools and Christian Academy Southwest. Also at present, Stonestreet Road in the vicinity of Stonestreet Elementary School is congested. Fortunately, this congestion is projected to be mitigated in the future. Finally, a section of Third Street Road about 0.75 miles from Lassiter Middle School and a section of New Cut Road about 0.80 miles from Kenwood Elementary School are projected to be congested in the future.

As mentioned above in the congestion section, a number of the sections of major roadways in this TAD are projected to be congested at LOS F by 2030, while several other sections are projected to be operating at LOS D. There is some access by alternate modes for some of the educational facilities but not for others. Access by alternate modes for the educational facilities, although possible in some cases, will still be challenging, at best. This congestion will likely have an adverse impact on the general traffic flow in the area and could affect access to some of the educational facilities in this TAD.

## **Access to Government Services**

The two government service locations in TAD 40014 are the Pleasure Ridge Park Fire District Station 2 located at 5417 Valley Station Road and the Fairdale Fire Department Station 2 located at 7940 Third Street Road. As a point of information, there is another ambulance/fire station located in the TAD to the north which may respond to calls in the northwestern portion of TAD 40014. It should be noted that access to fire and ambulance service usually consists of the first responders coming to the houses of individuals, businesses, and public facilities rather than individuals coming to the ambulance/fire station. Given the nature of access to fire and ambulance service, the previous discussion should suffice for the ambulance/fire stations in TAD 40014.

As mentioned above in the congestion section, a number of the sections of major roadways in this TAD are projected to be congested at LOS F by 2030, while several other sections are projected to be operating at LOS D. There is access by transit for one of the government service locations but not for the others. Access by walking or bicycling is not good for any of the government services locations. The congestion mentioned previously will likely have an adverse impact on the general traffic flow in the area. Luckily, the government service location most likely to be affected by the congestion is the one with the best possibility of being accessed using an alternate mode. Unfortunately, the alternate mode most readily available in the area of congestion is transit, which of course will itself be affected by the congestion.

## **Access to Medical Facilities**

There are no hospitals in TAD 40014. The hospital located nearest to TAD 40014 is Saints Mary and Elizabeth Hospital located along Bluegrass Avenue in TAD 40011. However, the Jewish Hospital Medical Center Southwest and the Park Terrace Health Campus are located along Stonestreet Road near its intersection with Third Street Road.

There are a number of surface streets which lead to Saints Mary and Elizabeth Hospital, and these streets are likely the primary means of access, so access by vehicle should not be difficult except for situations of congestion. Unfortunately, congestion exists on several streets in and around TAD 40014, which may be used to access the hospital in TAD 40011. Presently, Manslick Road/Saint Andrews Church Road from the Paducah and Louisville Railroad to Gagel Avenue



(located in TAD 40011) and Dixie Highway from Valley Station Road to Saint Andrews Church Road, just outside of TAD 40014, are experiencing congestion. In the future, these roadways are projected to remain congested or, for the most part, to get worse. In summary, although there are roadways available to provide good access to the hospital in TAD 40011 from TAD 40014, the present and projected congestion can/could make this access difficult at times.

As for the Jewish Hospital Medical Center Southwest and the Park Terrace Health Campus, they are located in the south central portion of the TAD, and there is a sufficient number of streets in the area that access by vehicle should not be a problem except for congestion. Stonestreet Road is presently operating at LOS D. Therefore, it appears that access to the Jewish Hospital Medical Center Southwest and the Park Terrace Health Campus by vehicle from the western edge of the TAD may be a problem, and access by vehicle from eastern portion of the TAD may encounter some problems also but to a lesser degree.

The hospital in the TAD 40011 is located along a transit route. That route is Route #6, and it provides good access to the hospital for those traveling from the area around New Cut Road at the eastern edge of TAD 40014. Unfortunately, there are no transit routes to provide good access to the hospital from the other parts of TAD 40014. In summary, those in TAD 40014 not located along the eastern edge of the TAD do not have good access to the hospital in TAD 40011 by transit. Concerning medical facilities in TAD 40014, the Jewish Hospital Medical Center Southwest and the Park Terrace Health Campus are not located sufficiently close to a transit route such that access by bus is an option.

The distance to the hospital in TAD 40011 is probably sufficient that it is less likely that walking or biking would be used as a means of travel. Nevertheless, since the shortest distance to be walked from TAD 40014 to the hospital is on the order of two miles, it is highly unlikely that walking would be used to access the hospital from TAD 40014. On the other hand, there is a bikeway along Saint Andrews Church Road that could provide access to a point near the hospital along Bluegrass Avenue. Even so, the major portion of such a trip would require riding along roads such as Saint Andrews Church Road/Manslick Road, which are functionally classified and have a significant amount of traffic. Therefore, it is likely that less experienced bicycle riders may find using this bikeway challenging.

Concerning the Jewish Hospital Medical Center Southwest and the Park Terrace Health Campus, there is a sidewalk to the west of their driveway, but it only extends to Marselle Drive, the next side street. In general, the presence of sidewalks in this portion of the TAD is too sporadic to provide for much access by walking. There are also some side streets that may provide some access to the southern portion of the TAD.

As mentioned above in the congestion section, a number of the sections of major roadways in this TAD are projected to be congested at LOS F by 2030, while several other sections are projected to be operating at LOS D. There is access to the hospital in TAD 40011 by transit from the eastern edge of TAD 40014 but not from other portions of the TAD. There is access by bicycle from the northwestern edge of TAD 40014 for those willing to ride in the roadway with vehicular traffic; there is not access by bicycle for the other portions of the TAD. For the Jewish Hospital Medical Center Southwest and the Park Terrace Health Campus, access by transit and access by walking are not effective options. Access by vehicle is generally good at present except for those who have to use Dixie Highway. In the future, those using Third Street Road may encounter additional problems. Access by bicycle is possible through the use of a number of bikeways. However, these bikeways require riders to ride with vehicular traffic, a practice which may be uncomfortable for the less-experienced riders.

## Freight Access

There are no freight distributors in TAD 40014. Further, there are no clusters (five or more users) of major freight users in TAD 40014. However, the Miller Transportation Company is located along Third Street Road. Miller provides tour services using various types of buses. KY 841 and Dixie Highway in this TAD are part of the KIPDA Freight Network. These roads/streets provide connections directly or indirectly to the interstate system.

The major issue facing freight in this TAD is the projected levels of service. As mentioned above in the congestion section, a number of the sections of major roadways in this TAD are projected to be congested at LOS F by 2030, while several other sections are projected to be operating at LOS D. Access by alternate modes is not really an option for

freight except for employees accessing their workplaces. Discussion of those issues is provided above in the section concerning Access to Workplaces. The congestion occurring along Dixie Highway at present and the congestion projected for KY 841 and Dixie Highway in the future, as well as congestion on other streets in the area, will likely have an adverse impact on the general traffic flow and on freight movement in this TAD.

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## Future Socioeconomic Conditions

Most of TAD 40014 is not anticipated to see significant changes by the year 2030 in the number of jobs, households, or non-group quarters population. The three socioeconomic indicators are forecasted to see low to moderate growth:

- Households: Low to moderate growth in the northwest corner and eastern edge of the TAD
- Employment: Low to moderate growth along the eastern edge of the TAD
- Population: Low to moderate growth in the northwest and eastern edges of the TAD

This scenario is not unexpected given the current density patterns in TAD 40014. All three indicators are anticipated to see growth around the Third Street Road/Arnoldtown Road/Outer Loop area. While growth in these areas is generally seen as a positive impact for the TAD, it is possible that the high frequency of crashes on Outer Loop, and the forecast degradation of LOS to F on Third Street Road could worsen and be counterproductive to the forecast growth in jobs, housing, and population if efforts are not made to mitigate the congestion and safety issues.

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## Issues and Opportunities

- One of the issues involving TAD 40014 is the present and forecast congestion of certain streets. Significant sections of Dixie Highway and smaller sections of Third Street Road and Saint Andrews Church Road experience and/or are forecasted to experience congestion at LOS E or F. In addition, Stonestreet Road experiences congestion at LOS D. These and other roads are projected to have as much or more congestion in the future. Projects to be implemented in this area will need to address this congestion or access to many opportunities in this TAD will be adversely affected.
- Another of the issues involving TAD 40014 is the lack of pedestrian facilities. Many of the streets which connect across the TAD are functionally classified and have significant traffic volumes. Some of these streets have frontage roads for some sections of the road, but many do not. Projects to be implemented in this area will need to consider the inclusion of pedestrian facilities as part of the project.
- Another of the issues involving TAD 40014 is the type of facilities which serve as bikeways. Most of the bikeways in this TAD are along functionally classified streets, which have significant volumes of traffic and/or narrow roadways. Projects to be implemented in this area should consider improvement of the bikeways to provide safer and more friendly facilities for bicycle use.
- Another of the issues involving TAD 40014 is the lack of transit facilities serving the heart of the TAD. Jefferson Community and Technical College, Waverly Park, and the Bobby Nichols Golf Course are all without transit service within a walkable distance. Consideration should be given to studying if transit service could be expanded in this area.

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## Related Plans and Studies

- Cornerstone 2020 Comprehensive Plan (2013)
- Dixie Highway Corridor Master Plan (2013)
- New Cut Road/Taylor Boulevard Corridor Study (2013)
- Southside Drive Feasibility Report (2005)
- Third Street Road/Saint Andrews Church Road Area Transportation Study (2008)

# Transportation Analysis District 40012 Report

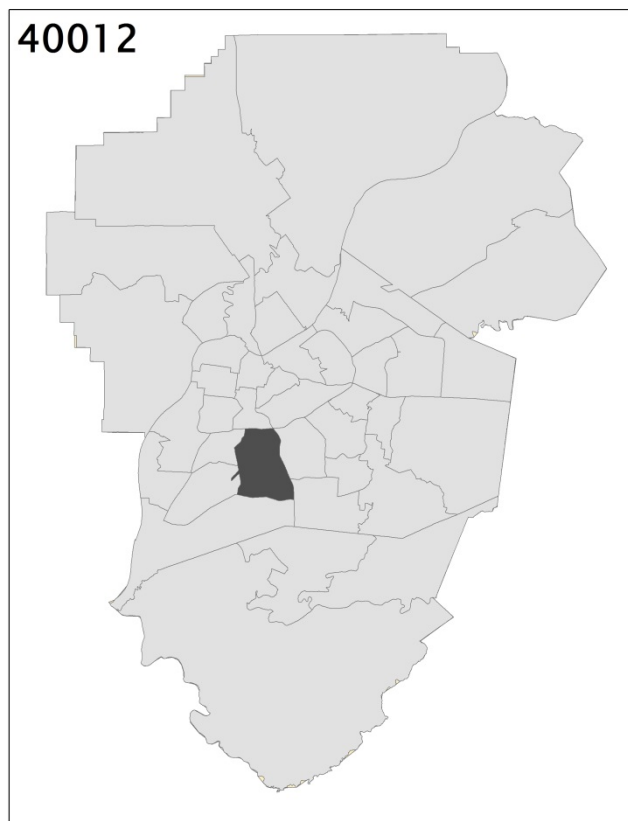




RETHINKING TRANSPORTATION

## Metropolitan Transportation Plan Major Update

### Transportation Analysis District 40012 Report





## Location & General Characteristics

Transportation Analysis District (TAD) 40012 is located in south central Jefferson County and is within Louisville Metro and contains the City of Beechmont. The TAD is bordered to the east by I-65, west by KY 1865 (New Cut Road), north by I-264 (Watterson Expressway) and south by KY 841 (Gene Snyder Freeway). The land use in TAD 40012 is mostly industrial with some residential along its western border. A majority of the land in this TAD is consumed by the Louisville International Airport, UPS World Port, Ford Motor Company Assembly Plant, as well as the CSX Intermodal facility. TAD 40012 is anticipated to see moderate growth in jobs.

## Area and Socioeconomic Information

**Area:** Approximately 14,129 acres

**Non-Group Quarters Population (2010):** 27,334

**Number of Households (2010):** 10,662

**Number of Jobs (2000):** 38,357

## Title VI/Environmental Justice

*The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern (July, 2006) does not identify any Title VI/Environmental Justice areas in TAD 40012.*

The Community Assessment & Outreach Program outlines various measures to be undertaken when considering the issues and potential solutions for Title VI/Environmental Justice areas. While Title VI/Environmental Justice is best addressed at the project level, considerations appropriate for the metropolitan transportation plan level include:

- Mitigating disproportionate burdens placed upon Title VI/Environmental Justice areas that may result from transportation projects and programs.
- Reducing barriers to non-automotive forms of transportation

## Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-65* from I-264 (Watterson Expressway) to KY 841 (Gene Snyder Freeway)</li> <li>• I-264*~ from KY 1020 (Southern Parkway) to I-65</li> </ul>
<b>Urban Principal Arterial – Freeway/Expressway</b>	<ul style="list-style-type: none"> <li>• KY 841* (Gene Snyder Freeway) from KY 1865 (New Cut Road) to I-65</li> </ul>
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• KY 1865 (New Cut Road) from Southern Parkway to KY 841 (Gene Snyder Freeway)</li> <li>• KY 1020 (National Turnpike) from KY 1020 (Southside Drive) to KY 841 (Gene Snyder Freeway)</li> <li>• KY 1065 (Outer Loop) from KY 1020 (National Turnpike) to I-65</li> <li>• KY 1747 (Fern Valley Road) from I-65 to Grade Lane</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• Grade Lane from I-65 to KY 1065 (Outer Loop)</li> <li>• KY 1065 from KY 1865 (New Cut Road) to KY 1020 (National Turnpike)</li> <li>• KY 907 (Southside Drive) from KY 1020 (New Cut Road) to KY 1020 (National Turnpike)</li> <li>• KY 1020 (Southside Drive) from KY 1020 (National Turnpike) to West Tenny Avenue</li> <li>• Southern Parkway from KY 1865 (New Cut Road) to I-264 (Watterson Expressway)</li> <li>• KY 1020 (South Third Street) from West Tenny Avenue to I-264 (Watterson Expressway)</li> <li>• West Kenwood Way from KY 1020 (South Third Street) to Southern Parkway</li> <li>• West Woodlawn Avenue from Southern Parkway to South Third Street</li> <li>• East Woodlawn Avenue from South Third Street to Nevada Avenue</li> <li>• Nevada Avenue from East Woodlawn Avenue to Crittenden Drive</li> </ul>
<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>• South Park Road from KY 1020 (National Turnpike) (in TAD 40015) to KY 1450 (Blue Lick Road) (in TAD 40017)</li> <li>• Minor Lane from South Park Road to I-65</li> <li>• Strawberry Lane from KY 1020 (Southside Drive) to E Woodlawn Avenue</li> <li>• East Kenwood Drive from South Third Street to KY 1020 (Southside Drive)</li> <li>• Seneca Trail from South Third Street to KY 1020 Southside Drive</li> <li>• West Kenwood Drive from KY 1865 (New Cut Road) to South Third Street</li> <li>• South Third Street from West Kenwood Drive to West Tenny Avenue</li> <li>• Blue Grass Avenue from KY 1865 (New Cut Road) to Peachtree Avenue</li> <li>• Peach Tree Avenue from Blue Grass Avenue to South Rutland Avenue</li> <li>• Blue Grass Avenue from Peach Tree Avenue to South Sixth Street</li> <li>• South Sixth Street from Blue Grass Avenue to West Woodlawn Avenue</li> <li>• West Woodlawn Avenue from South Sixth Street to Southern Parkway</li> </ul>
<b>Rural Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Major Collector</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Minor Collector</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

\*Denotes part of the National Highway System (NHS)

~Denotes part of the Coal Haul System

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## Schools

- Auburndale Elementary School
- DeSales High School
- Minors Lane Elementary School
- Rutherford Elementary School
- Saint Nicholas Academy

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## Colleges & Universities

- N/A

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## Parks

- Auburndale Park
- Beechmont Center
- Louis Ben Israel Park

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## Other Area of Interest/Significance

- CSX Intermodal Facility
- Ford Motor Company Assembly Plant
- Louisville International Airport
- UPS World Port

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## Historic

- Cornelia Bush House
- Cornelia Gordon House
- First Street District
- James Russell Lowell Elementary School
- Little Loom House
- S.S. Bush House

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## Transit

TAD 40012 is currently served by TARC. The following routes pass through and have stops within the TAD, providing connections within and beyond the TAD:

- Route #2 – Second Street
- Route #4 – Fourth Street
- Route #66 – Sixth Street/Taylor Boulevard
- Route #93 – UPS/UofL/Downtown Shuttle
- Route #99 – UPS (Downtown West Louisville)

### ***Park and Ride***

There are no identified Park and Ride lots in TAD 40012.

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## Public Comments

### ***Southern Parkway***

- Can't get to Iroquois Park on the frontage roads because they aren't complete, or sends on sidewalk, or just doesn't exist in places. Clean it up, pave it, mark it to keep slower bikes off Southern Parkway. Popular route for all ages.
- Concerned about changes to Southern Parkway from New Cut Road to Third Street. Specifically concerned about the reduction in lanes (Road Diet Project as described as part of Olmstead Parkways project).

### ***Southside Drive at Americana Community Center***

- There needs to be stoplight in front of the Americana Community Center

### ***National Turnpike***

- Need sidewalks and speed bumps. Drivers speed through the neighborhood.

### ***Minor Lane***

- Lack of sidewalks



## ***South Second Street/Southern Heights Avenue***

- Cut across for bike/ped access

## ***Allmond Avenue***

- Cut across expressway for bike/ped access

## **Safety**

3,956 crashes were reported in TAD 40012 from 2009 through 2011. There were 14 fatal crashes from 2009-2011. During this three year period, 40 crashes involved a pedestrian and 18, a bicyclist.

## ***Fatalities***

There were 14 fatal crashes in TAD 40012 from 2009 through 2011. Half of the crashes that resulted in a fatality occurred at various locations within the TAD. The other half, or seven, of the crashes that resulted in a fatality occurred on the Southside Drive/National Turnpike corridor with a northern termini at West Woodlawn Avenue and the southern termini at Outer Loop. It is worth noting that only one of the seven fatal crashes in this corridor occurred at a high crash location (addressed in the next section: *High Crash Locations*). This corridor, approximately 4.0 miles in length, runs between a dense residential area and the industrial area found in this TAD. The Southside Drive segment of this corridor, from East Kenwood Drive north to West Woodlawn Avenue currently operates at LOS D. From East Kenwood Drive south to National Turnpike, Southside Drive is currently operating at LOS F. There were no crashes that resulted in a fatality in the section operating at LOS F. National Turnpike is currently operating above LOS D.

According to available police reports, none of the 14 crashes that resulted in a fatality appear to have resulted from issues related to the roadway. Several of the crashes involved a single vehicle hitting a wall or utility pole, a motorcycle, or involved cars making left turns.

## ***High Crash Locations***

Utilizing GIS analysis, there are five areas identified as high crash locations during the 2009-2011 time frame in TAD 40012 (see Figure 40012-A). Three of the five locations are shared with neighboring TADs (40005, 40011, and 40014). A high crash location is identified by the number of crashes that occurred within 0.10 mile of each other over the three year period.

### **Jefferson Crash (100+, 1/10 mile)**

● 300 - 461

● 200 - 299

● 100 - 199

1 - 99

Jefferson Crash Buffer (300-461)

Jefferson Crash Buffer (200-299)

Jefferson Crash Buffer (100-199)

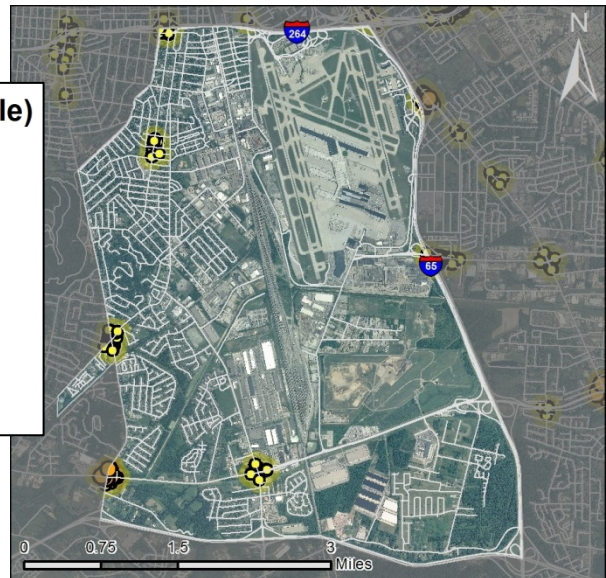


Figure 40012-A: High crash locations in TAD 40012.

## ***I-264/South Third Street Area***

This high crash location is shared with TAD 40005. There appears to be one primary location in this high crash location with 100-199 crashes occurring within 0.10 mile of each other from 2009 through 2011. A majority of the crashes in this area occur at the westbound exit/eastbound entry ramps on South Third Street. Most of the crashes at this location were rear end crashes, left turn conflict crashes, or angle crashes. This area is surrounded by dense residential. The eastbound access point to the entry ramp is shared with West Southern Heights Avenue, which provides access to a residential area. While the LOS is below D, the slope from north to south may impede visual distance for some drivers thereby contributing to the frequency of crashes in this area.

## South Third Street/West Kingston Avenue Area

The crashes in this high crash location (100-199 crashes within .010 mile of each other from 2009 through 2011) are located completely within TAD 40012. A majority of the crashes occurred at the intersections of South Third Street Road and West Amherst Avenue, West Kingston Avenue, and West Southland Boulevard. According to police reports, the manner of collisions in this straight, grid pattern roadway section are attributed to rear end crashes, left turn conflicts, angle crashes, etc. This section of South Third Street is currently operating above LOS D, and is projected to degrade to LOS F by 2030. The increased congestion may increase the frequency of crashes if no improvements are introduced to mitigate forecast congestion.

## Southside Drive/New Cut Road Area

This high crash location, with 100-199 crashes within 0.10 mile of each other, is shared with TAD 40014. The crashes are disbursed on both Southside Drive and New Cut Road with crash frequency density increasing closer to the intersection. Third Street Road, which provides a border between 40012 and 40014, has the greatest number of crashes occurring outside the intersection area. For this review, focus will be directed toward New Cut Road and Southside Drive.

There are several factors that may be contributing to this area being identified as a high crash location. They include:

- Unlike most intersections, this intersection does not have 90 degree intersecting roadways. Drivers on two of the legs have to have extended view sheds which may contribute to an increase in crashes.
- The land use in the immediate area of the intersection is a mix of commercial/retail and education (Saint Nicholas Academy). Extending just beyond the intersection are residential neighborhoods. There are multiple retail establishment entrances with a short distance of each other, including close to the intersection itself. The entrance spacing may create circumstances where vehicles enter into conflicting paths as they enter or exit a retail facility.
- The Southside Drive leg of the intersection currently operates at LOS F. The other three legs of the intersection are currently operating at LOS C or higher. The high congestion may also increase the probability of crashes to occur.
- New Cut Road serves as an access route to I-265, Outer Loop, and I-264. As a result, the volume of traffic may be elevated with vehicles passing through the intersection in order to access one or more of the above routes.

## New Cut Road/Outer Loop

This high crash location, with up to 299 crashes between 2009 and 2011 that were in 0.10 mile of each other, is shared with TAD 40014. The crashes are distributed between Outer Loop and New Cut Road, with a majority of them occurring in the intersection or on New Cut Road, just north of the intersection. New Cut Road provides a border for TAD 40012 and this review will focus on Outer Loop and north on New Cut Road, which coincidentally is where a majority of the crashes occur. The land use around this intersection is a mix of residential, retail, and some agriculture. The most obvious feature is the two big box retailers (Kmart and Wal-Mart) that share a single entry on New Cut Road (There are additional entry points on Outer Loop that extend further west of the intersection). Both New Cut Road and Outer Loop have current and forecast Levels of Service above D.

There are several issues that may be contributing to this intersection area being identified as a high crash location. They include:

- I-265 entry and exit ramps sit less than 0.50 miles from the intersection of Outer Loop and New Cut Road. Given the regional nature of both of these roadways, increased volume introduced by accessing I-265 may be an issue.
- There are two retail entrances within 0.50 miles of the intersection. On the west, sitting approximately 0.50 miles from the intersection is the entrance area for Kmart and Wal-Mart. On the eastern side, approximately 0.30 miles from the intersection, is the entrance to a convenience store. The proximity of these two entrances relative to the intersection may introduce areas of conflict as vehicles enter and exit the retail facilities.
- New Cut Road has long queuing lanes (0.50 miles in length) on the northern and southern legs of the intersection. These extended turn lanes may lead to some vehicles finding themselves committed to a through lane when they wish to be in a turning lane. This scenario would increase the probability of crashes to occur. Another issue relative to the turning lanes and the retail establishments is that the entry points for the retail

facilities to New Cut Road are into turning lanes. Vehicles wishing to exit a retail facility and enter a through lane are forced to cross one of the turning lanes. This may lead to crashes due to attempts to weave within a very short distance.

## National Turnpike/Outer Loop

This intersection area is a high crash location with up to 199 crashes within 0.10 mile of each other between 2009 and 2011. A majority of the crashes occurred on Outer Loop east of the intersection and National Turnpike, north of the intersection. The land use around this area is almost exclusively automotive scrap yards with a few retail facilities north of the intersection. The current Level of Service for both National Turnpike and Outer Loop is above D. Forecast Level of Service degrades to F on Outer Loop from National Turnpike west to Grade Lane; and on National Turnpike from Outer Loop south to the I-265 ramp

Given the lack of high volume attractions in the area, it appears that the causes behind this area being identified as a high crash location are limited to:

- The distance from the intersection south to I-265 is approximately 0.50 miles. Given the regional significance of National Turnpike and Outer Loop, the volume of traffic in this area may be a contributor to the crash frequency.
- Approaching the intersection on both National Turnpike and Outer Loop, vehicles must weave in order to position themselves for either driving through the intersection or turning. The turning lanes in this intersection are approximately 0.15 miles in length causing motorists to make early decisions and movement in order to position themselves in the proper lane. A large majority of the crashes associated with this high crash location begin soon after the turning lanes are introduced. Weaving may be associated with the high crash frequency.

In general, it can be stated that many of the high crash locations may be attributed to some geometric roadway issue, be it intersection configuration or access management. While roadway geometry may be a contributor to the high crash frequency, it may not be the only one. Additional consideration may be afforded to other contributing factors such as: spacing between entrances to retail establishments, volume shifts relative to peak period travel times, proximity to I-265 and the regional significance of many of the roadways within this TAD.

## ***Bicycle and Pedestrian Crashes***

Three of the crashes involving a pedestrian resulted in a fatality. None of the bicycle crashes resulted in a fatality. While the crashes involving bicycles and pedestrians occurred throughout the TAD, ten of the pedestrian crashes and one bicycle crash occurred within a three block area (approximately 0.20 miles in linear distance). One of the pedestrian crashes in this area resulted in a fatality. This particular area is bounded on the south by Southland Boulevard, north by West Amherst Avenue, east by Southside Drive, and west by South Third Street. This area is a mix of residential, retail and includes Rutherford Elementary School. Five of the ten pedestrian crashes occurred at the intersection of West Southland Boulevard and South Third Street (Rutherford Elementary School is located in the northwest corner of the intersection). The pedestrian crash that resulted in a fatality occurred at night on Southside Drive between the West Southland Boulevard and Iroquois Avenue intersections. A review of the police report does not indicate any contributing factor to the pedestrian crash other than it occurring at night and at midblock. Concerning the five pedestrian crashes that occurred at South Third Street and West Southland Boulevard, the immediate area is primarily retail with Rutherford Elementary School occupying the northwest corner. There are sidewalks along both sides of the streets as they pass through the intersection, with the exception of South Third Street where sidewalks are missing on the southwestern leg of the intersection for about 0.15 miles to the south. In general, there are sidewalks lining both sides of the streets located within this three block area.

## **Congestion**

### ***Current Level of Service (LOS)***

Currently the only roadways on the Congestion Management Process (CMP) network with a LOS below C are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• Southside Drive from West Tenny Avenue to East Kenwood Drive</li> <li>• I-65 from I-264 to Fern Valley Road</li> </ul>
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<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• Southside Drive from East Kenwood Drive to New Cut Road</li> </ul>
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## Projected 2030 Level of Service (LOS)

Based on a travel demand model scenario for the Year 2030 that includes only those projects included in the 2011-2014 KIPDA Transportation Improvement Program (TIP), the corridors on the CMP network with a LOS forecasted to be worse than C in the Year 2030 are (see Figure 40012-B):

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• I-65 from I-264 to Preston Highway</li> <li>• I-65 from Outer Loop to I-265</li> <li>• I-265 from National Turnpike to New Cut Road</li> </ul>
<b>LOS E:</b>	<ul style="list-style-type: none"> <li>• I-65 from Preston Highway to Fern Valley Road</li> <li>• Fern Valley Road from I-65 to Grade Lane</li> <li>• Grade Lane from Crittenden Drive to Outer Loop</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• Grade Lane from I-65 to Fern Grade Road</li> <li>• Grade Lane from Fern Valley Road to Crittenden Drive</li> <li>• Outer Loop from Grade Lane to National Turnpike</li> <li>• National Turnpike from Outer Loop to I-265</li> <li>• Southside Drive from East Kenwood Drive to National Turnpike</li> <li>• South Third Street from I-264 to Seneca Trail</li> <li>• New Cut Road from Southern Parkway to Southside Drive</li> </ul>

Projected LOS of service raises issues for the TAD. Many of the identified corridors provide both access within the TAD but also provide regional access. The impact of leaving these corridors unmitigated may result in delayed in travel times and reduced freight travel both within the region and travel to and from the region.

## Access to Community Amenities

This TAD is mostly industrial space with some residential, but there is one cluster of community amenities (3+ community amenities within 0.25 miles of each other). The cluster is located along the western edge of the TAD along the New Cut Road corridor. There are a few other schools and government facilities within this TAD, but none are within 0.25 miles of each other and therefore do not form additional clusters beyond the two already identified.

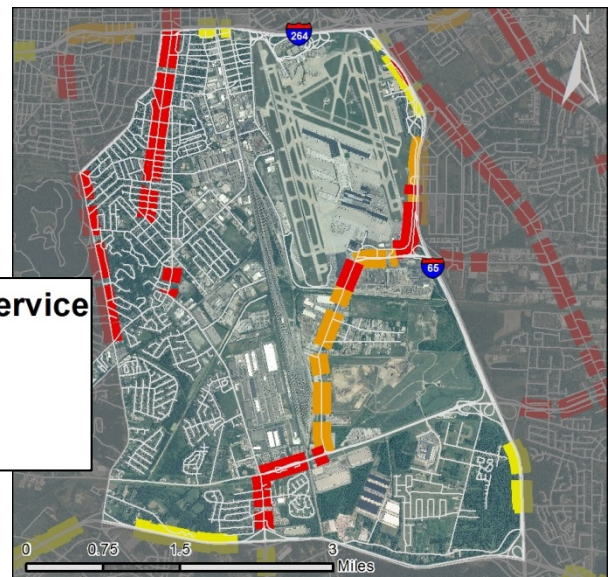
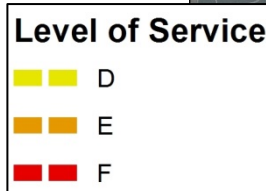


Figure 40012-B: Projected LOS in TAD 40012.

This TAD has public transit available in many areas of the TAD, including access to both clusters of community amenities.

## New Cut Road/West Kenwood Drive

This community amenities cluster is shared with TAD 40011 and is comprised of three community attractions: DeSales High School, Louisville Fire Department District 3 - Company 23, and Iroquois Amphitheater (located in TAD 40011). The Louisville Fire Department District 3 - Company 23 is not considered a community attraction to the same degree as the other attractions. Fire stations do serve as a community attraction from time to time as they may host community events.



While public transit is available in this cluster (Route #4 and Route #6) the lack of sidewalks on West Kenwood Drive may make safe utilization of public transit difficult. Both DeSales High School and the Louisville Fire Department District 3 Station are on the West Kenwood Drive leg of this cluster. While pedestrian access may not be critical to the fire station, the lack of sidewalks on West Kenwood Drive and Laughlin Avenue (the western side of the school campus) reduces the probability of walking as a viable modal option in the area. Pedestrian facilities in the surrounding residential area are sporadic at best. There are sidewalks along New Cut Road and within Iroquois Park to the Amphitheater.

There are no high crash locations or current congestion issues within the cluster. New Cut Road may suffer from a Level of Service forecast of F. New Cut Road is a highly used corridor in this TAD, including access to the Amphitheater and high school. A forecast of increased congestion along New Cut Road may impede auto and truck access to the Amphitheater and high school. The forecast degradation in Level of Service may also impede response time for emergency vehicles departing the Louisville Fire Department District 3 fire station.

The primary issues facing this cluster are a lack of sidewalks along West Kenwood Drive and forecast congestion on New Cut Road. The lack of pedestrian facilities directly impacts walking as a viable option and reduces the likelihood of persons using public transit. The forecast congestion, if left unmitigated, may create future access issues for autos and trucks.

## Access to Workplace

Access to workplace was examined on different levels: major employers (300+ employees), high density employment (1000+ employees within 0.25 miles of each other), high density retail (50 to 99 and 100+ retail facilities within 0.25 miles of each other), and commerce parks.

### Major Employers

- Airport Industrial Center
- Ford Motor Company Assembly Plant
- Johnson Controls Interior Manufacturing
- Sysco Louisville Incorporated
- UPS World Port

There are three access to workplace clusters in TAD 40012 (see Figure 40012-C). Each is a combination of high density employment (1,000+ employees within 0.25 miles of each other), major employers (300+ employees), and commerce parks. All of the clusters are served by public transit (Route #2, Route #4, Route #93, or Route #99). Each of the three clusters abuts or is close to a dense residential area.

### Rochester Drive/Strawberry Lane Cluster

In this cluster, there are 1,000+ employees within 0.25 miles of each other, the Airport Centre I, II, and III, as well as the Airport Industrial Center. This area is served by public transit, and pedestrian facilities are sporadic and sparsely distributed throughout the industrial sections of this TAD. For the most part, the residential areas located to the west of the high employment areas have a fairly complete pedestrian system.

Part of the roadway network (Southside Drive) is a

segment of the KIPDA Freight Network. Southside Drive also currently operates at a LOS D. Forecast Level of Service for

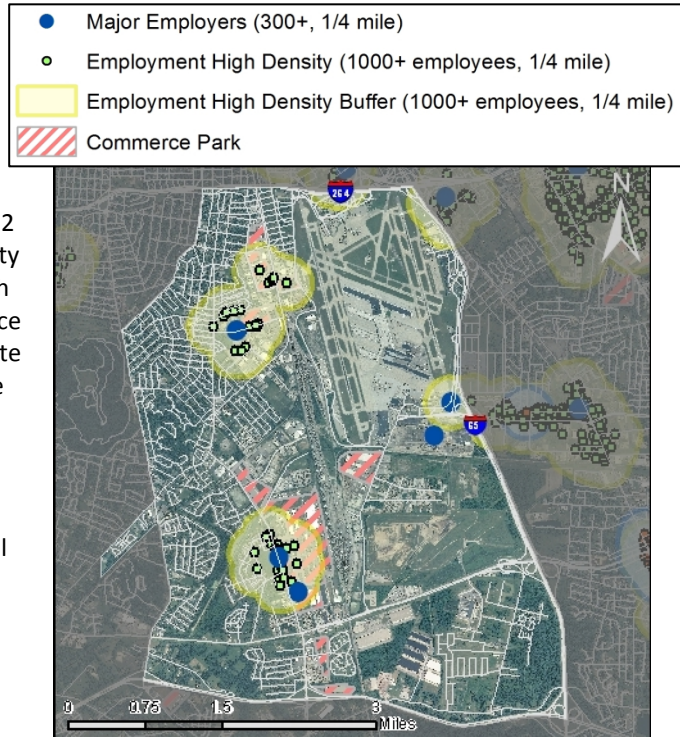


Figure 40012-C: Access to Workplace clusters in TAD 40012.

South Third Street is at LOS F. The eastern edge of the access to work cluster is bordered by the CSX Rail Line. The western edge of the cluster is bordered by Southside Drive and South Third Street (running almost parallel to Southside Drive). A high crash location (100-199 crashes within 0.10 mile of each other) is located within the cluster along Southside Drive between West Amherst Avenue and Iroquois Avenue.

Accessing this cluster is limited by the CSX Rail Line to the east, and to the west by current and forecast congestion and a high crash location. Public transit is available within the cluster along its eastern and western edges. The sporadic nature of pedestrian facilities within the cluster may impede some persons from utilizing public transit as a means to accessing employment.

### National Turnpike/Yorktown Road/Tolls Lane Area

This cluster's employment base is primarily industrial. East of National Turnpike is the Louisville Industrial Center and the Airpark Commerce Center. Two major employers are also within the cluster: Johnson Controls Interior Manufacturing and Sysco Louisville, Inc. While industrial use is on the eastern side of National Turnpike, dense housing is on the western side. Public transit is available in this cluster via TARC Route #4. Pedestrian facilities are sporadic at best and exist primarily along National Turnpike. While there are pedestrian facilities to the west of National Turnpike (within the residential area) there are none observed on the eastern side of National Turnpike in the industrial area where jobs exist. National Turnpike, which serves as the spine for this cluster, is part of the KIPDA Freight Network. The southern edge of the cluster is approximately 0.25 miles north of Outer Loop.

Congestion is forecasted to degrade to LOS F at the National Turnpike/Outer Loop intersection (south of the cluster). This same intersection has also been identified as a high crash location with 100-199 crashes occurring within 0.10 mile of each other. Given the regional nature of both of these facilities, the forecast congestion and high crash location may prove detrimental to accessing this cluster. Also within the same intersection, there is a high crash location (100-199 crashes within 0.10 mile of each other).

While public transit may be available within the cluster, the ability to access via pedestrian facilities is limited at best. The lack of pedestrian facilities may serve as a barrier to some persons using public transit as a means to access their jobs.

### Fern Valley Road/I-65/Grade Lane Area

While a majority of this cluster is located in TAD 40017, there are two major employers in TAD 40012 that have significant employment. The UPS World Port and the Ford Motor Company Assembly Plant have a combined employment of almost 10,000 employees. The portion of the cluster that is in 40012 is served by public transit (Route #2, Route #93, and Route #99). Pedestrian facilities exist within the cluster and along roadways where public transit is available.

Currently there is little congestion within the cluster. A small section of I-65 between Fern Valley Road and Preston Highway is currently operation at LOS D. I-65, Fern Valley Road, and Grade Lane are all forecasted to operate at LOS E or F by 2030. Access may also be inhibited by the high crash location (in TAD 40017) at the interchange of I-65 and Fern Valley Road.

The KIPDA Freight Network is located along I-65, Fern Valley Road and Grade Lane. Given the industrial nature of the employment in this area, the KIPDA Freight Network is an important piece of accessing this area. The current high frequency crash area, as well as the forecast congestion, may lead to further delays for both employees getting to work and freight moving in and out of the cluster.

### Access for Persons with Disabilities and/or Older Adults

The Beechmont Community Center is located in TAD 40012 and is the only senior center or nutrition site within the TAD. TARC Route #4 provides transit access to and from the surrounding residential area and to the high density employment clusters within TAD 40012. Sidewalks are located on many of the streets surrounding the Beechmont Community Center and provide access to the public transit route located one block to the west of the community

center. Destinations points may be impeded by the sporadic nature of pedestrian facilities in some of the employment clusters.

Neither high crash locations nor current congestion poses any concern with accessing the Beechmont Community Center, the surrounding residential area, or the high density employment clusters to its south. South Third Street, located one block east of the community center is forecast to operate at LOS F by 2030. If left unmitigated this high level of congestion could introduce access barriers.

## Access to Education

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There are five schools identified in TAD 40012 none of which are clustered (2+ schools within 0.25 miles of each other). Four of the five schools are located along the western side of TAD 40012 and each is surrounded by dense residential areas. Four of the five schools also have pedestrian access in and around each campus and into the surrounding neighborhoods. Each of the four schools is also within 0.10 miles of a public transit route. The fifth school, Minors Lane Elementary, is located in the southeastern corner of the TAD in a less densely populated area. There are little to no pedestrian facilities except for directly in front of the school along Minors Lane. There is no transit access to the school.

Both current and forecast congestion may pose an access issue for Rutherford Elementary, DeSales High School, and Saint Nicholas Academy. With portions of Southside Drive, Third Street, and New Cut Road forecast to see LOS F by 2030, access to these schools may be impacted. Both Rutherford Elementary and Saint Nicholas Academy may also have access issues due to high crash locations. Rutherford Elementary, located on Third Street between West Kingston Avenue and West Southland Boulevard, may have access issues due to the high crash location found on Third Street directly in front of the campus. Saint Nicholas Academy is located at the corner of Southside Drive and Third Street Road. This intersection has been identified as a high crash location with 100-199 crashes occurring within 0.10 mile of each other between 2009 through 2011.

With the exception of the congestion and high crash frequency issues, four of the five schools in TAD 40012 are accessible via various modes. Minor Lane Elementary is accessible only by auto or school bus.

## Access to Government Services

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There are no clusters of Government Services (3+ government facilities within 0.25 miles of each other) in TAD 40012. Though not clustered, the following government services are identified within TAD 40012:

- Americana Community Center
- Beechmont Community Center
- Kentucky Air National Guard Fire Department
- Louisville Fire Department District 3 Hazardous Material Company 1, Engine Company 1
- Louisville Fire Department District 3 Telesquirt Company 23
- Louisville International Airport Aircraft Rescue and Fire
- Louisville Regional Airport Authority
- Okolona Fire Department Station 4
- United States Customs and Border Protection

With a few exceptions, government facilities in TAD 40012 are emergency responders. Since fire departments and police stations are not recognized as being high frequency destinations (with a few exceptions, including personnel, and the occasional community event that may take place at a fire or police station), pedestrian and transit access is not of great concern. Because of their possible impact on response time, congestion and crash frequency are important considerations for emergency responders.

There are both congestion and high crash frequency issues identified in TAD 40012 (see the Congestion section and the Safety section). While congestion and crashes are detriment and a concern for all transportation users, the impact on emergency responders is of even greater concern. Diminished response time may increase risk to those they serve and to themselves.



## Access to Medical Facilities

There are no clusters of medical facilities (25+ medical facilities within 0.25 miles of each other) in TAD 40012. The closest medical facility is the Saints Mary & Elizabeth Hospital located on Bluegrass Avenue in TAD 40011. The hospital can be accessed numerous ways from TAD 40012, the most direct being Taylor Boulevard. While Taylor Boulevard does not have any current congestion issues, forecast congestion on Taylor Boulevard is at LOS F. The future congestion may introduce issues relative to accessing the Saints Mary & Elizabeth Hospital located in TAD 40011. Saints Mary & Elizabeth Hospital is also accessible via public transit from TAD 40012. TARC Route #6 directly accesses the hospital (Route #6 is currently accessible from TAD 40012 via Route #4).

## Freight Access

There are 35 freight distributors in TAD 40012; and 23 of them are located within two freight clusters (5+ freight distributors within 0.50 miles of each other). There is also a freight intermodal area (CSX Rail), the Louisville International Airport, Ford Motor Assembly Plant, and UPS World Port located in TAD 40012. The KIPDA Freight Network is also prevalent in this TAD (see Figure 40012-D).

The Freight Access cluster is in the area of Strawberry Lane and Crittenden Drive and is adjacent to the Louisville International Airport. Crittenden Drive is part of the KIPDA Freight Network. There are 16 freight distributors located within this cluster. With a few minor exceptions, the roadway geometry within the cluster appears to compliment freight traffic. Current congestion is at LOS C or above and does not introduce any significant issues. Forecast congestion of LOS E and F on some of the roadways outside of the cluster that provide access to the cluster may present some reduction in delivery time. High frequency crash locations on I-264, I-65, Third Street Road, and Outer Loop may diminish travel time and increase time necessitated to transport freight in and out of the area.

The other freight access cluster in TAD 40012 is located in the Grade Lane, Fern Valley Road, Crittenden Drive area and is south of the Louisville International Airport. It has seven freight distributors within its cluster boundaries. As with the earlier cluster, the KIPDA Freight Network is very prevalent in this cluster. Currently, congestion does not present much of an issue relative to accessing this TAD. Forecast Levels of Service and high crash locations may impede timely transportation and lead to delays in transporting freight to and from the area. With LOS E and F forecast on many of the roadways, congestion, if left unmitigated will be an issue for this cluster. The high crash location at the interchange of I-65 and Fern Valley road is of particular concern with its 100-199 crashes within 0.10 mile of each other from 2009 through 2011. The I-65/Fern Valley Road interchange provides direct access to the freight cluster. Additional high crash locations at I-65/Grade Lane/Preston Highway, and Outer Loop/National Turnpike, also raise some concern because of the access they provide to and from this freight cluster.

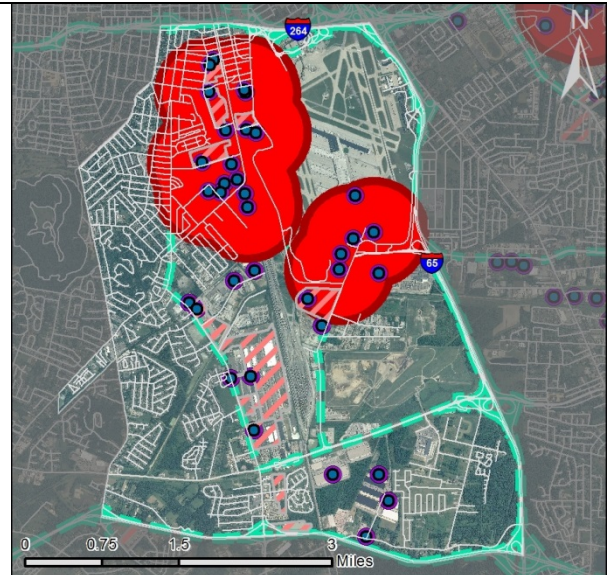
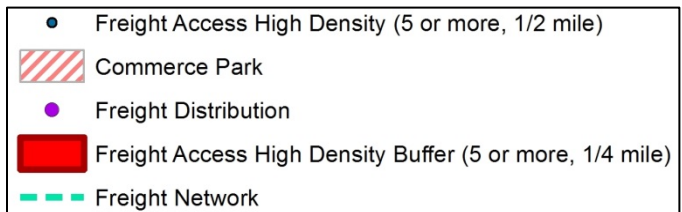


Figure 40012-D: Freight clusters in TAD 40012.

## Future Socioeconomic Conditions

Much of TAD 40012 is currently built out and is not anticipated to see many changes by the year 2030 in the number of households and non-group quarters population. The three socioeconomic indicators are forecasted to see low to moderate growth:

- Households: No to low growth
- Employment: Moderate growth
- Population: No to low growth

This scenario is not unexpected given the current density patterns in TAD 40012. Of the three socioeconomic indicators, the increase in employment raises the most interest. In general terms, growth is recognized as a positive indicator for the TAD. Given the forecast congestion throughout the TAD, the socioeconomic indicators may negatively impact transportation and connections in the TAD if the issues are left unmitigated. The lack of pedestrian facilities may impede the use of public transit as a means for getting to and from places of employment. This would result in most of the new employment in this TAD relying on the roadway system, much of which is already anticipated to see LOS at E or F by 2030.

## Issues and Opportunities

---

### ***High Crash Locations on Primary Routes in TAD***

When using the number of traffic crashes within 0.10 mile as a determinant for identifying high crash locations, it is anticipated that, for the most part, identified high crash locations are going to be on the roadways with high volumes of traffic. That presumption is true in TAD 40012. Yet given the amount of freight movement occurring in TAD 40012, the relevance of the high crash locations increases. The primary concern of identifying high crash locations is taking steps to mitigate the frequency of crashes and thereby increasing the safety of the transportation user. Given the amount of freight movement in the area, recognition to the impact crashes have of contributing to non-recurring delay is important. Each primary route in TAD 40012 has at least one high crash location identified on it. Since access to regional roadways is usually important to freight movement, the impact of the crashes on being able to access regional roadways is critical as such incidences often result in a delay of freight movement in and out of this TAD. The delay in freight movement is often considered a detriment to the local, regional, and state economies.

With employment anticipated to increase between now and 2030, and the congestion levels anticipated to worsen, it is possible that an increase in the frequency of crashes will also occur unless mitigation steps are taken.

### ***Forecast Congestion***

Several of the primary roadways in TAD 40012 are anticipated to see a significant degradation in level of service by 2030. Third Street Road, New Cut Road, Grade Lane, Fern Valley Road, Outer Loop, I-65, I-264, and I-265 are forecast to degrade to LOS E or F by 2030. In some instances, the roadways are going to degrade from above LOS D to F. The increase in congestion may be attributed to the anticipated growth in employment. TAD 40012 has many freight distributors, so the increase in congestion may raise issues for those persons traveling in the TAD, but also the movement of goods. Economic implications resulting from delayed transport of freight may be significant. Many of the routes where forecast levels of congestion are severely degraded are part of the KIPDA Freight Network.

### ***Lack of Pedestrian Facilities***

TAD 40012 has several public transit options, yet the lack of pedestrian facilities will diminish the probability of public transit being used as a means of transportation. Not only is it important to have public transit service, it is equally important to ensure that persons wishing to use transit may safely get to and from their destinations. The lack of sidewalks, especially in the high employment areas, diminishes the likelihood that transit will be utilized. Generally speaking, the residential areas have a good pedestrian network. Given the anticipated increase in employment in TAD 40012, the lack of sidewalks may become a greater issue in the future.

## Related Plans and Studies

---

- Cornerstone 2020 Comprehensive Plan (2013)

2008 Area Transportation Study  
3rd Street Road/ St. Andrews Church  
Road



# 3RD STREET ROAD / ST. ANDREWS CHURCH ROAD AREA

## Jefferson County, Kentucky



# TRANSPORTATION STUDY

Draft June 2008





# THIRD STREET ROAD (KY 907) CORRIDOR

## Johnson Day Care Center Improvement

ID NO.:  
**18**

### Project Overview

The Johnson Day Care Center has been the subject of numerous meetings and discussions over the past couple years due to the congestion and traffic delays on Third Street Road at the entrances. Currently buses stop on Third Street Road, causing significant traffic delays and back-ups on both Third Street Road and the Outer Loop when the children are dropped-off and picked-up. A solution to this problem would involve a joint agreement between Mr. Johnson, the Metro Council, and the Kentucky Transportation

Cabinet. The recommended solution would be for Mr. Johnson to remove the building canopy overhang and sign a waiver with JCPS to allow them on the property., Metro Council would construct entrance improvements, and KYTC would permit a new bus only right-in entrance to the north of the existing driveway.



**Figure 1:**  
Johnson's  
Day Care  
Center

### Project Summary

#### Entrance Improvement

##### Classification

Safety and Congestion  
Management

##### Participants

Public and Private  
Agreement

### Recommendation

Priority: High

2008 Est. Cost: \$33,000 (Public)

**Figure 2:** 3rd  
Street Road  
adjacent to  
Johnson's Day  
Care Center  
showing site  
of proposed  
bus only  
entrance



# THIRD STREET ROAD (KY 907) CORRIDOR

## Third Street Road / New Cut Road Intersection

ID NO.:

8

### Project Overview

The New Cut Road/Third Street Road Intersection during the morning peak operates at a "D" LOS and a "F" LOS during the evening peak. The operation of this intersection can be improved with the addition of a right turn lane both northbound and southbound. During the PM peak 339 vehicles traveling southbound, turn right at this intersection. The addition of a right turn lane northbound and southbound on New Cut Road would improve the overall efficiency of the intersection and the LOS.



Figure 16: New Cut looking north to the 3rd Street Road intersection

### Project Summary

#### Intersection Improvement

##### Classification

Congestion Mitigation

##### Length

Single Intersection

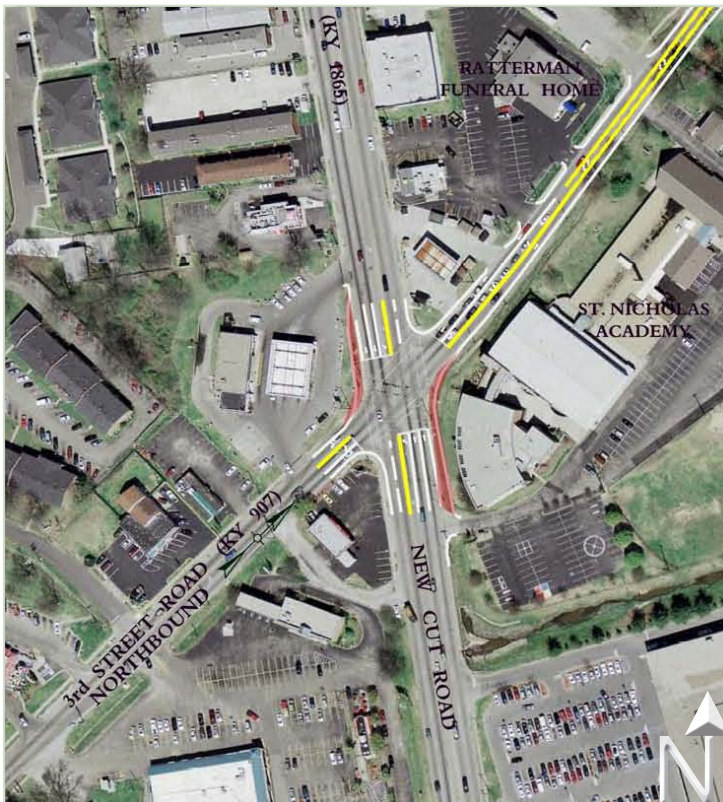


Figure 17: New Cut Road looking south to the 3rd Street Intersection

#### Recommendation

Priority: Medium

2008 Est. Cost: \$217,000



# THIRD STREET ROAD (KY 907) CORRIDOR

## Third Street Road / Outer Loop Intersection

ID NO.:

5

### Project Overview

The Outer Loop Road tees into Third Street Road at the intersection. All approach streets have three lanes and the overall intersection operates at a "B" LOS during the morning peak and a "C" LOS during the evening peak.\* A separate recommendation has been made to add sidewalks along Third Street Road (see page 21) and there are no additional recommended improvements needed at this time.

\*Existing operational problems at this intersection are related to the backups caused by Johnson's Day Care, which are addressed as Project 18, page 1.

### Project Summary

#### Outer Loop Intersection

*No Operational  
Improvements  
Necessary*



Figure 37:  
3rd Street  
Road looking  
north to Outer  
Loop

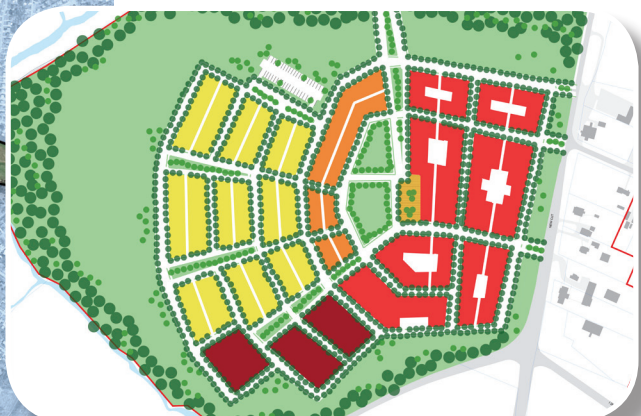
Figure 38:  
Outer Loop  
looking west  
at the 3rd  
Street Road  
intersection



# New Cut Road/Taylor Boulevard Corridor Study



# New Cut Road/Taylor Boulevard Corridor Study





New Cut Road/Taylor Boulevard Corridor Study

**Task Force**

Stephen Cotton	Richard Manion
Ray Crider	Barbara Nichols
Steve Elble	Craig Oeswein
Vince Jarboe	Pamela Shofner
Ken Johnson	Ray Whitener

**Louisville Metro Department of Economic Growth and Innovation**

Kendal Baker, Neighborhood Planning Supervisor

**Acknowledgements**

District 13 Councilwoman Vicki Aubrey Welch

District 15 Councilwoman Marianne Butler

District 21 Councilman Dan Johnson

District 25 Councilman David Yates

**Prepared by**



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## Cornerstone 2020 Vision Statement

In our vision of 2020, Louisville and Jefferson County is a community widely recognized for its high quality of life, sense of tradition and competitive spirit. Our children have inherited a livable, vibrant and economically diverse community. We have clearly recognized that the quality of life depends upon continued success in the economic marketplace and an ongoing commitment to the conservation of environmental resources which define our heritage and enhance the livability of our community.

Community residents share a sense of place and take great pride in their established and emerging neighborhoods which are culturally and economically diverse. Residents are proud of their differences in heritage and culture. Economic and educational opportunities are available to all residents, in every neighborhood. Every neighborhood is a safe place to live.

The community enjoys a rich fabric of urban and suburban areas, interwoven with environmental resources, accessible parks, open space and the Ohio River Corridor, all representing a heritage of natural beauty. A multi-modal transportation system serves and ties together the entire community. Unified government services enhance the ability of the community to speak with a single voice in matters related to the investment of human, environmental and capital resources.

The Cornerstone 2020 Vision for Louisville and Jefferson County is nothing less than the best of the past merged with the best of the future, creating a community where all residents can grow and prosper.

# Executive Summary

## Vision Statement

Residents of Southwest Louisville envision their neighborhoods as a community with tremendous potential. With a culture rooted in the land-use aesthetics of Frederick Law Olmsted's Iroquois Park and Southern Parkway, the New Cut Road/Taylor Boulevard Corridor is prime for developing the boulevard concept.

Neighborhood and business areas are interspersed, affording the opportunity to cluster activities, develop appropriate signage and attract supporting businesses.

Safe neighborhoods that embrace the culture of the corridor are priorities for the community. We seek to reinvest in the infrastructure and housing stock of our neighborhoods, while preserving our cultural heritage.

## TRANSPORTATION

A safe and efficient parkway that is inviting, manages congestion and considers all users.

## LOCAL ECONOMY

A vibrant local economy where business owners are invested in a public/private partnership, and foster the unique diversity of the corridor.

## SIGNAGE AND APPEARANCE

A green, vibrant, inviting and livable appearance that welcomes visitors and residents alike with clear signage that is consistent, functional, and easy to navigate.

## GREEN INITIATIVES

A redefined corridor freed of utility obstruction that supports bike and pedestrian improvements, adaptive reuse of structures, and environmental improvements through unified plantings.

## LIVABILITY/ZONING/HOUSING

A well thought out neighborhood plan that sustains the value of the community. To include:

- Pedestrian friendliness
- Safety (crosswalks, lighting, up-to-date traffic control)
- Senior living housing
- Encouragement of new investment through zoning

## HISTORIC ASPECTS

Identify key historic features that define the area and preserve those concepts in future development.

Cornerstone 2020 Elements

The plan recommends rezoning properties in the northern and southern anchors. The Iroquois Homes and adjacent sites are recommended to be rezoned to a Planned Development District, to encourage the unified development of that area for a mix of uses that will make a strong positive contribution to the community. The plan recommends working closely with potential developers and prospective occupants of that site in the process of developing the master plan required to establish the Planned Development District. The southern anchor site currently has an uncoordinated mix of zoning categories and the plan proposes to make this area more attractive for potential retail development by establishing uniform C-2 zoning.

The plan also recommends reconfiguring sections of the roadway, in part by adding planted medians where space permits. This will require the preparation and implementation of an Access Management Plan.

Table of Recommendations

#	Recommendation	Implementation Partners	Time Frame
Cornerstone 2020/LDC			
	Land Use and Community Form		
C.1	Northern anchor properties: Create a master plan and rezone to Planned Development: the former Iroquois Homes site, the properties between that site and Taylor Boulevard, and the properties along Taylor Boulevard and east of the elementary school south to Bluegrass Avenue.	Metro government: Economic Growth and Innovation, Planning and Design, Council	Medium
C.2	Southern anchor properties: Subject to a traffic study, rezone to C-2 the properties currently zoned C-1 and M-2 that are northwest and northeast of the intersection of Outer Loop and New Cut Road and all properties not already zoned C-2 that are within the study area and south of the intersection of Outer Loop and New Cut Road.	Metro government: Economic Growth and Innovation, Planning and Design, Council	Short
Infrastructure/Capital Improvement			
	Mobility		
I.1	Expressway interchanges: Landscape the Watterson Expressway and Gene Snyder Freeway interchanges with trees and flowers, including flowering trees along Taylor Boulevard and New Cut Road.	Metro government: Economic Growth and Innovation, Parks, Public Works, Council  State government: Kentucky Transportation Cabinet	Medium



I.2	Section 1 of the roadway: Subject to a traffic study and completion of the master plan for the northern anchor properties, reconfigure Taylor Boulevard between the Watterson Expressway and Southern Parkway to one 10-foot travel lane in each direction, with a middle 10-foot turn lane and 5-foot bicycle lanes on both sides.	Metro government: Economic Growth and Innovation, Public Works, Council  State government: Kentucky Transportation Cabinet  Other agencies: KIPDA	Medium-Long
I.3	Section 2a of the roadway: Reconfigure New Cut Road between Southern Parkway and just north of Palatka Road (excluding the section immediately north and south of the intersection with Kenwood Drive; see I.4 below) to provide two 10-foot automobile travel lanes in each direction, a 5-foot bicycle lanes in each direction, and 5-foot tree lawns planted with flowering trees between the roadway and sidewalks; add distinctive crosswalks at the Southland Terrace and Iroquois Avenue locations.	Metro government: Economic Growth and Innovation, Parks, Public Works, Council  State government: Kentucky Transportation Cabinet  Other agencies: KIPDA	Medium-Long
I.4	Section 2b of the roadway: Reconfigure New Cut Road immediately north and south of the intersection with Kenwood Drive to provide for two 10-foot automobile travel lanes in each direction, 10-foot left turn lanes at the intersection, a 5-foot planted median, 5-foot bicycle lanes in each direction, and a planted tree lawn on the east side of the roadway between the roadway and sidewalk; add distinctive crosswalks at the intersection and a TARC bus shelter.	Metro government: Economic Growth and Innovation, Parks, Public Works, Council  State government: Kentucky Transportation Cabinet  Other agencies: KIPDA	Medium-Long
I.5	Section 3 of the roadway: Reconfigure New Cut Road between the intersection with Palatka Road and the Gene Snyder Freeway to provide for two 10-foot automobile travel lanes in each direction, an 8-foot planted median, a 5-foot bicycle lane in each direction, 4-foot planted tree lawns, and 5-foot sidewalks on both sides of the road.	Metro government: Economic Growth and Innovation, Parks, Public Works, Council  State government: Kentucky Transportation Cabinet	Medium-Long
I.6	Access management plan: Identify techniques and design guidelines to better manage access along the corridor. This plan should provide recommendations for access spacing and design, medians, auxiliary lanes, inter-parcel connectivity, and frontage/backage roads as appropriate.	Metro government: Economic Growth and Innovation, Public Works, Council  State government: Kentucky Transportation Cabinet  Other agencies: KIPDA	Medium
I.7	Bus shelters: Add accessible bus shelters at key locations throughout the corridor.	Metro government: Public Works  Other agencies: KIPDA, TARC	Medium

	Corridor Identity		
I.8	Banners and signage: Install banners along the corridor, welcome signs at the northern and southern gateways, and directional signage that reflects new branding for the corridor.	Metro government: Public Works, Council	Short
I.9	Street furniture: Install a coordinated system of street furniture throughout the corridor.	Metro government: Public Works, Council	Medium
Policy/Programmatic			
	Economic Development		
P.1	Northern anchor site: Work actively to identify potential developers and occupants of the site and work closely with them in the process of developing the master plan required to establish a Planned Development District.	Metro government: Economic Growth and Innovation, Planning and Design, Council	Medium-Long
P.2	Colonial Gardens site: Work actively to identify potential developers and occupants of the site.	Metro government: Economic Growth and Innovation, Planning and Design, Council	Short
P.3	Southern anchor site: Work actively to identify potential developers and occupants of the site.	Metro government: Economic Growth and Innovation, Planning and Design, Council	Medium-Long
	Corridor Identity		
P.4	Branding: Explore the possibility of changing the name of the corridor to “Jefferson Parkway.”	Metro government: Council  State government: Kentucky Transportation Cabinet	Medium-Long
P.5	Consistency in design: Use a consistent system of street furniture, plantings, bus shelters, and other infrastructure throughout the corridor.	Metro government: Public Works, Parks, Council  State government: Kentucky Transportation Cabinet  Other agencies: KIPDA	Short
	Implementation		
P.6	Roadway improvement funding: Seek highway funds for major improvements.	Metro government: Council	Short
P.7	Local funding and management options: Explore local options, such as establishment of a Business Improvement District, as a means to provide ongoing funds for maintenance and management of landscaping and other improvements.	Metro government: Council	Short

# Plan Overview

## Planning Process

This study was undertaken by the City Solutions Center of the University of Louisville and the Kentucky League of Cities with the sponsorship of the Metro Council members Vicki Aubrey Welch, Marianne Butler, Dan Johnson, and David Yates. An official task force was established to guide the planning process. Task force members were Stephen Cotton, Ray Crider, Steve Elble, Vince Jarboe, Ken Johnson, Richard Manion, Barbara Nichols, Craig Oeswein, Pamela Sofner, and Ray Whitener. A series of six task force and public stakeholder meetings was held to define the study area, review relevant economic and demographic data, develop a vision statement, and collect ideas about mandatory and optional components of the plan.

## The Study Area

The study area extends along Taylor Boulevard and New Cut Road from the Watterson Expressway south to the Gene Snyder Freeway. The area generally consists of the properties facing Taylor Boulevard and New Cut Road, with some additional properties included along intersecting streets and especially at the northern and southern “anchors” of the corridor. The northern anchor includes the site of the former Iroquois Homes housing project, while the southern anchor includes multiple parcels of land that have been developed or are suitable for development for retail uses.

The corridor has a number of attractive features, including Iroquois Park and Amphitheater, proximity to Jefferson Memorial Forest, and attractive residential areas. The width of much of New Cut Road allows for the creation of a parkway that could greatly enhance the corridor’s appeal. The northern and southern anchor sites offer considerable opportunity for economic development that would strengthen the community. Other commercial sites along the corridor, including the Colonial Gardens site at the intersection with Kenwood Drive, offer the opportunity for reinvestment and upgrading to provide improved retail services for the community. Market analysis suggests that the area could support additional retail facilities, particularly in the area of food services, such as restaurants.

## Land Use/Community Form

The plan recommends rezoning properties in the northern and southern anchors. The Iroquois Homes and adjacent sites are recommended to be rezoned to a Planned Development District, to encourage the unified development of that area for a mix of uses that will make a strong positive contribution to the community. The southern anchor site currently has an uncoordinated mix of zoning categories and the plan proposes to make this area more attractive for potential retail development by establishing uniform C-2 zoning.

The task force was also concerned to maintain the character of the existing single-family properties along the corridor (with the exception of such properties in the anchor locations). A review of current zoning indicated that such properties are appropriately zoned.



## Mobility

The mobility proposals involve redesigning the roadways to make them more attractive and more functional, particularly for pedestrians and bicyclists. The plan envisions bicycle lanes on either side of the entire length of the corridor. Subject to a traffic study and completion of the master plan for the northern anchor site, the northern section of the corridor (from the Watterson Expressway to Southern Parkway) would generally be reconfigured to have one automobile travel lane in each direction and a middle turning lane. From Southern Parkway to Palatka Road, the roadway would have two automobile travel lanes in each direction and would be divided by a planted median in the vicinity of the intersection with Kenwood Drive. South of Palatka Road, the roadway widens, allowing for two automobile travel lanes in each direction and a planted median. New crosswalks, sidewalks, and bus shelters would make the corridor friendlier to pedestrians. In addition to the planted medians, new plantings in the tree lawns on either side of the roadway and at the expressway interchanges would add to the appeal of the study area. It is recommended that an Access Management Plan be developed for the entire corridor.

## Economic Development

The task force recommends that there be an ongoing focus on redevelopment of three key sites along the corridor: the former Iroquois Homes site and nearby properties (the “Northern Anchor”), the Central Gardens site, and the former golf course site and nearby properties (the “Southern Anchor”). In particular, Louisville Metro officials need to actively seek out potential developers and occupants of the three sites and also work closely with potential developers and occupants in the process of developing the master plan for the Northern Anchor.

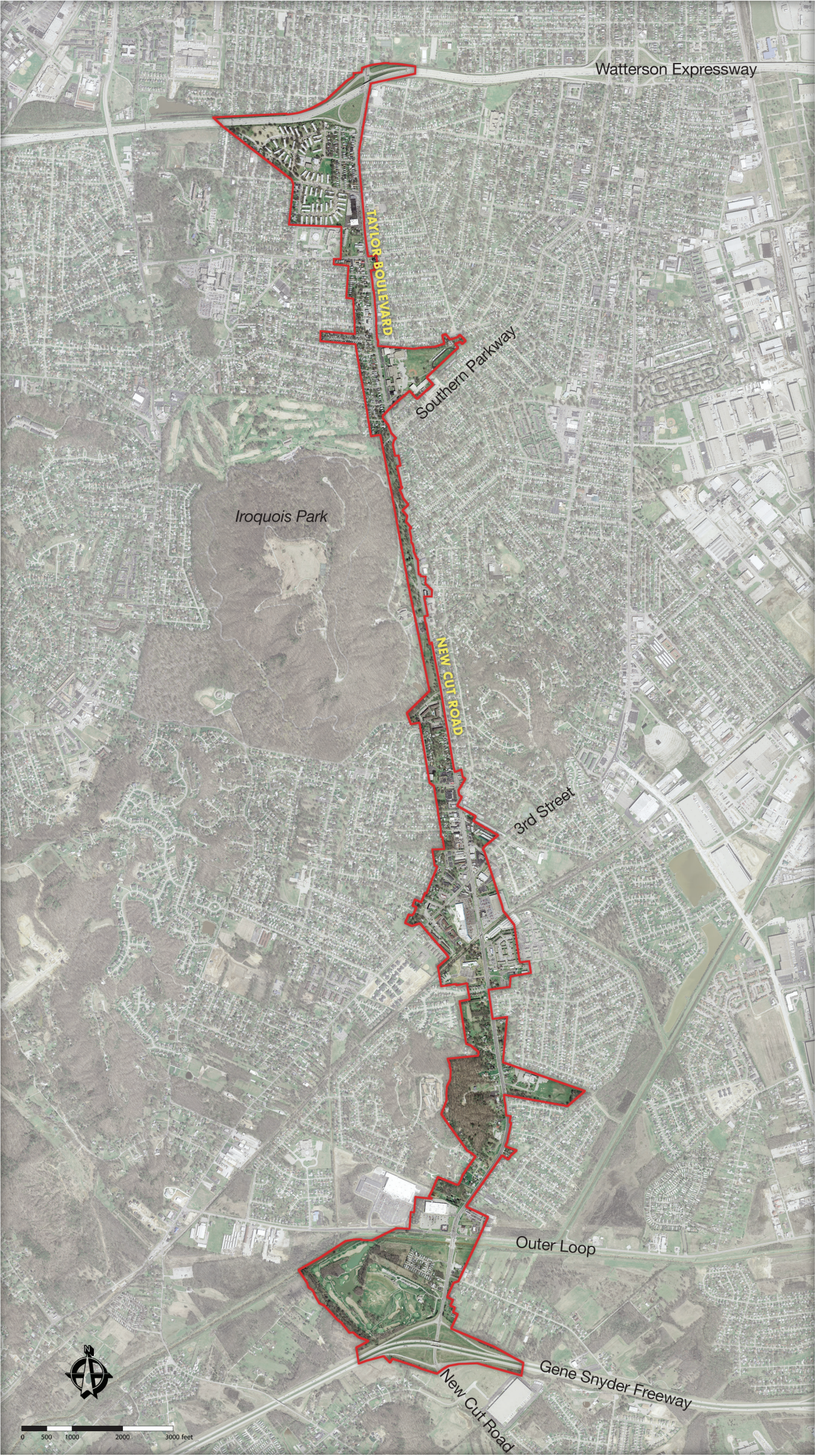
## Corridor Identity

The task force recommends that consideration be given to the possibility of changing the name of the corridor to “Jefferson Parkway.” A series of banners, welcome signs, and directional signs would make use of this name and in the process give an identity to the corridor. In addition, a consistent system of plantings and street furniture (including benches, trash receptacles, and bus shelters) would contribute to the corridor’s identity.

## Additional Recommendations

The plan recommends strategies for area leaders to use in seeking development for the key northern and southern anchors and the Colonial Gardens site. It also suggests that, in addition to seeking highway dollars for the major roadway improvements, area leaders should consider possible local sources of funds, such as establishment of a Business Improvement District.





NEW CUT ROAD / TAYLOR BOULEVARD CORRIDOR PLAN  
**AERIAL MAP**  
(Image data from 2006)

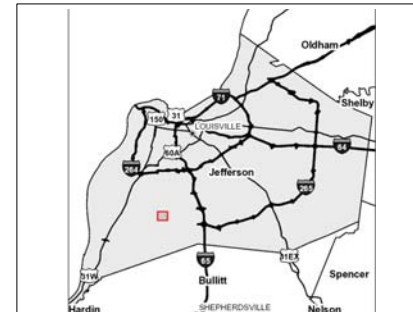


Map produced by the City Solutions Center utilizing LOJIC data for preliminary reference use only and may not be representative of the latest information.

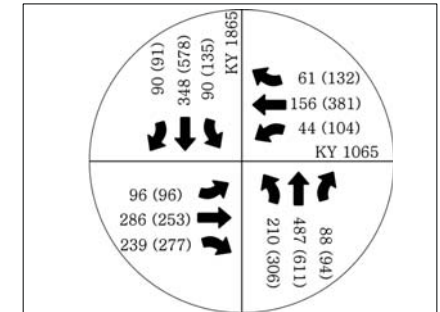


# KYTC'S 2017 Highway Safety Improvement Projects (HSIP)





PROJECT LOCATION



TRAFFIC DATA – 2015 AM (PM)



NORTHBOUND



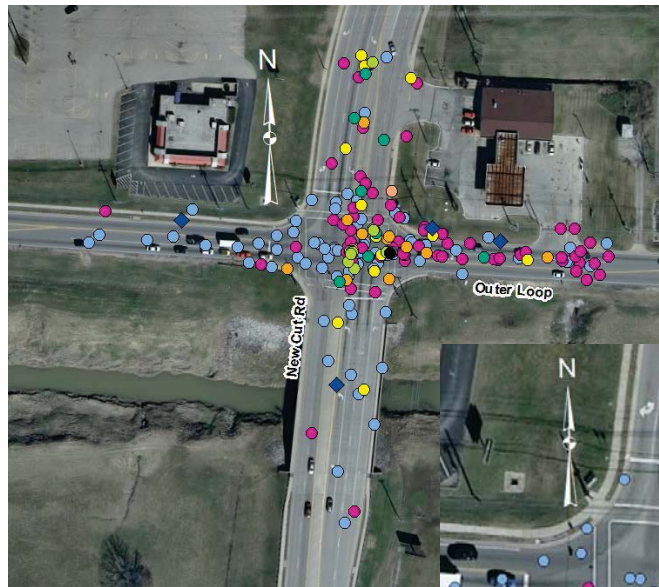
SOUTHBOUND



WESTBOUND



EASTBOUND



- REAR END
- ANGLE
- OPPOSING LEFT TURN
- SIDESWIPE-SAME DIRECTION
- SINGLE VEHICLE
- HEAD ON
- BACKING
- SIDESWIPE-OPPOSITE DIRECTION
- REAR TO REAR

**CRASHES: STRIPING/SIGNAL HEADS  
ADJUSTMENT (2013)**

DATE RANGE	CRASHES
5/1/2011 - 4/30/2012	52
5/1/2012 - 4/30/2013	61
5/1/2013 - 4/30/2014	30
5/1/2014 - 4/30/2015	48
5/1/2015 - 4/30/2016	45

**ANGLE CRASHES BY YEAR**

DATE RANGE	CRASHES
5/1/2011 - 4/30/2012	18
5/1/2012 - 4/30/2013	21
5/1/2013 - 4/30/2014	9
5/1/2014 - 4/30/2015	20
5/1/2015 - 4/30/2016	15

**OPPOSING LEFT CRASHES BY YEAR**

DATE RANGE	CRASHES
5/1/2011 - 4/30/2012	8
5/1/2012 - 4/30/2013	2
5/1/2013 - 4/30/2014	1
5/1/2014 - 4/30/2015	5
5/1/2015 - 4/30/2016	3

**HEAD ON CRASHES BY YEAR**

DATE RANGE	CRASHES
5/1/2011 - 4/30/2012	0
5/1/2012 - 4/30/2013	2
5/1/2013 - 4/30/2014	1
5/1/2014 - 4/30/2015	3
5/1/2015 - 4/30/2016	1

**CRASH ANALYSIS SUMMARY**

ANALYSIS DATE RANGE: May 1, 2011 – April 30, 2016

RANKING #: 3

**TRAFFIC:**

<b>KY 1065</b>	AADT: 12,629 (2015)
	T%: 6.1
	STA. ID: 056556
<b>KY 1865</b>	AADT: 19,673 (2013)
	T%: 7.3
	STA. ID: 056C71

**KYTC – KTC Analysis**

All Crashes	165
KAB Crashes	23
PCR All	116.7
PCR KAB	14.4
Potential Savings	\$8,227,047

**CRASH TYPE:**

INJURY:	49
FATAL:	0
POD:	187
TOTAL CRASHES:	236

**MANNER OF COLLISION:**

REAR END:	97
ANGLE:	83
OPPOSING LEFT TURN:	19
SIDESWIPE-SAME DIRECTION:	13
SINGLE VEHICLE:	11
HEAD ON:	7
BACKING:	4
SIDESWIPE-OPPOSITE DIRECTION:	1
REAR TO REAR:	1

**LIGHT CONDITIONS:**

DAYLIGHT:	156
DARK-HWY LIGHTED/ON:	59
DARK-HWY NOT LIGHTED:	11
DAWN:	4
DARK-HWY LIGHTED/OFF:	3
DUSK:	3

**DIRECTIONAL ANALYSIS:**

REAR END – OTHER:	44
ANGLE COLLISION - ONE VEHICLE TURNING LEFT:	34
1 VEHICLE ENTERING/LEAVING ENTRANCE:	29
REAR END - ONE VEHICLE STOPPED:	19
REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING:	18
OPPOSING LEFT TURN:	15
OTHER ROADWAY OR MID-BLOCK COLLISION:	9
ANGLE COLLISION - ONE VEHICLE TURNING RIGHT:	9
ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT:	7
OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD:	7
SIDESWIPE-SAME DIRECTION:	7
SIDESWIPE COLLISION - SAME DIRECTION:	6
REAR END IN TRAFFIC ONE VEHICLE STOPPED:	6
COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT	4
COLLISION 09 – 32:	4
VEHICLE BACKING:	4
COLLISION WITH FIXED OBJECT NON – INTERSECTION – FIRST	4
EVENT COLLISION 09 – 32 EXCLUDING 16	4
ANGLE COLLISION – OTHER:	3
REAR END - BOTH VEHICLES GOING STRAIGHT:	2
REAR END - ONE VEHICLE TURNING RIGHT:	2
COLLISION WITH PEDESTRIAN IN INTERSECTION:	1
OTHER INTERSECTION COLLISIONS:	1
1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	1
NON-COLLISION OBJECT COLLISION:	1
COLLISION WITH PEDESTRIAN NON-INTERSECTION:	1
COLLISION WITH NON-FIXED OBJECT:	1
HEAD-ON COLLISION:	1

**WEATHER CONDITIONS:**

CLEAR:	164
CLOUDY:	44
RAINING:	26
SNOWING:	1
FOG/SMOG/SMOKE:	1

**ROAD CONDITIONS:**

DRY:	192
WET:	43
SNOW/SLUSH:	1





#### BACKGROUND

- New Cut Rd has been re-striped, re-configured, and re-signaled with in the past 3 years. Reflective backplates were installed.
- Long queues were observed on Outer Loop

#### EXISTING SAFETY MEASURES

- Retroreflective Borders on Signal Backplates
- Both LT turn lanes on New Cut Rd. are offset from existing through lanes
- Both LT turn lane stop bars on New Cut Rd. are staggered from existing through lane stop bars

#### EXISTING ISSUES & POTENTIAL SAFETY MEASURES

Existing Issues	Improvement
High number of angle crashes at the Shell gas station	Reconstruct Shell entrance on Outer Loop to right in / right out Install yellow flexible delineators to restrict left turns to/from entrance
Capacity issue / high number of WB right turns	Construct a right turn lane for WB Outer Loop vehicles turning right onto New Cut Rd
Capacity issue / high number of EB right turns	Construct a right turn lane for EB Outer Loop vehicles turning right onto New Cut Rd

#### COSTS

Option	Improvement	Cost
A	Construct right in / right out entrance	\$6,300
B	Construct WB Outer Loop RT turn lane and delineators along centerline	\$141,400
C	Adjust signal timing	LMPW
D	Construct EB Outer Loop RT turn lane	\$102,600



Offset New Cut Rd. LT Turn Lane



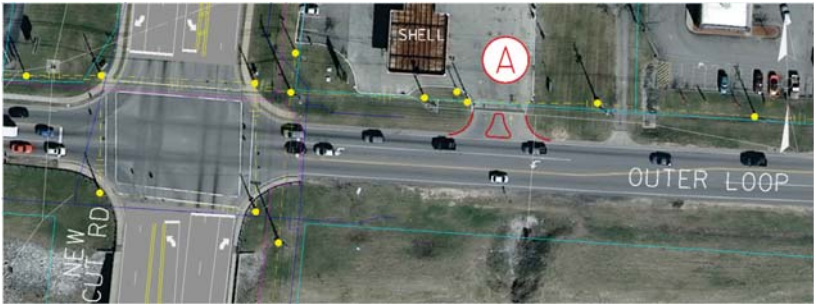
Queue of WB Outer Loop Vehicles Turning RT



Staggered Stop Bars on New Cut Rd



A



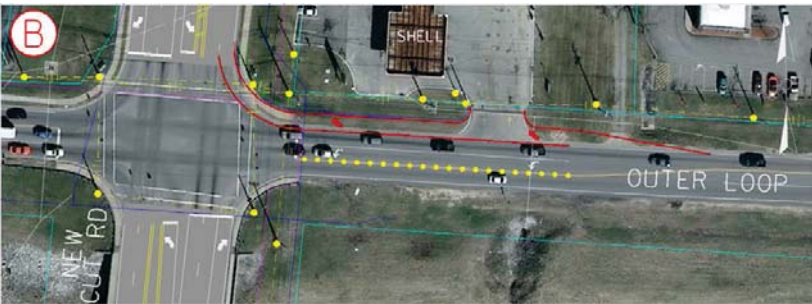
**IMPROVEMENT A - \$6,300**

Right in /  
Right out  
Entrance

B



Example of CL Flexible Delineators

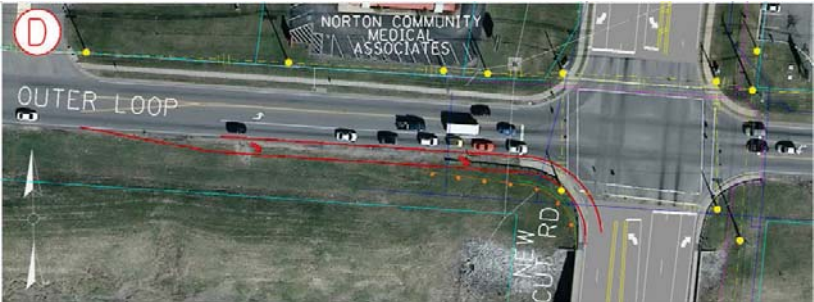


**IMPROVEMENT B**

WB RT turn  
lane and CL  
flexible  
delineators

DESCRIPTION:	COST ESTIMATE:
PAVEMENT	\$49,000
EARTHWORK	\$1,400
MISCELLANEOUS	\$25,600
CONSTRUCTION COST	\$76,000
CONTINGENCY	\$15,400
UTILITY	\$50,000
RW	\$0
<b>TOTAL</b>	<b>\$141,400</b>

D



**IMPROVEMENT D**

EB RT turn  
lane

DESCRIPTION:	COST ESTIMATE:
PAVEMENT	\$31,600
EARTHWORK	\$700
MISCELLANEOUS	\$11,500
CONSTRUCTION COST	\$43,800
CONTINGENCY	\$8,800
UTILITY	\$50,000
RW	\$0
<b>TOTAL</b>	<b>\$102,600</b>



JEFFERSON COUNTY  
ITEM NO. 5-9010.00  
PRELIMINARY PRIORITY LIST



PROJECT: HIGHWAY SAFETY IMPROVEMENT PLAN - INTERSECTION EMPHASIS

Available project funds: \$500,000

Priority	Intersecting Street 1	Intersecting Street 2	Page Number	Label	Improvement	Description	Construction Cost	Right of Way Cost	Utility Cost	Total Improvement Cost	Contract Running Cost
1	KY 61 (Preston Highway)	Grade Lane	3	1-C	Traffic Volume	Replace existing traffic signals to include reflective back plates	\$8,700	\$0	\$0	\$8,700	\$8,700
2	KY 61 (Preston Highway)	Grade Lane	3	1-D	Signals	Install supplemental pole-mounted signal for Grade Lane to improve signal visibility	\$1,200	\$0	\$0	\$1,200	\$9,900
3	KY 61 (Preston Highway)	Grade Lane	3/4	1-B	Traffic Volume	Construct RT turn lane from Waffle House entrance to I-65 ramp intersection to reduce vehicles queuing into Grade Lane intersection	\$72,400	\$6,000	\$40,000	\$118,400	\$128,300
4	US 150 (W Broadway)	KY 1020 (S 2nd Street)	9/11	2-C	Signage	Install additional signage due to SB S 2nd Street driver confusion	\$5,000	\$0	\$0	\$5,000	\$133,300
5	US 150 (W Broadway)	KY 1020 (S 2nd Street)	9	2-D	Signal Timing	Adjust signal timing due to LMPW making system wide adjustments to intersections north of S 2nd Street	\$0	\$0	\$0	\$0	\$133,300
6	KY 1065 (Outer Loop)	KY 1865 (New Cut Road)	15/16	3-B	Traffic Volume and LT Turn Restriction	Construct WB Outer Loop RT turn lane due to capacity issue and delineators along centerline of Outer Loop to restrict left turns into Shell	\$91,400	\$0	\$50,000	\$141,400	\$274,700
7	KY 1065 (Outer Loop)	KY 1865 (New Cut Road)	15	3-C	Signal Timing	Adjust signal timing to help queue from WB Outer Loop RT turning vehicles.	\$0	\$0	\$0	\$0	\$274,700
8	US 31W (Dixie Highway)	Pendleton Road	28	5-C1	Signals	Install Emergency-Vehicle Hybrid Beacons to bring awareness to Fire Station	\$9,600	\$0	\$0	\$9,600	\$284,300
9	US 31W (Dixie Highway)	Pendleton Road	28	5-D	Signage	Install Emergency Vehicle (W11-8) sign with an Emergency Signal Ahead (W11-12P) supplemental plaque to bring awareness to Fire Station	\$1,000	\$0	\$0	\$1,000	\$285,300
10	US 31W (Dixie Highway)	Pendleton Road	28	5-A	Signals	Replace existing traffic signals to include reflective back plates	\$9,600	\$0	\$0	\$9,600	\$294,900
11	CS 1011F (S 7th Street)	W Hill Street	19	4-C	Signal Timing	Adjust signal timing and increase all red time	\$0	\$0	\$0	\$0	\$294,900
12	CS 1011F (S 7th Street)	W Hill Street	19	4-B	Striping	Re-stripe / Refresh pavement markings	\$4,400	\$0	\$0	\$4,400	\$299,300
13	CS 1011F (S 7th Street)	W Hill Street	19	4-A	Signals	Replace existing traffic signals to include reflective back plates	\$9,600	\$0	\$0	\$9,600	\$308,900
14	KY 61 (Preston Highway)	KY 1065 (Outer Loop)	31	6-B	Striping	Re-stripe / Refresh pavement markings	\$10,700	\$0	\$0	\$10,700	\$319,600
15	KY 61 (Preston Highway)	KY 1065 (Outer Loop)	31	6-A	Signals	Replace existing traffic signals to include reflective back plates	\$16,400	\$0	\$0	\$16,400	\$336,000
16	KY 61 (Preston Highway)	KY 1065 (Outer Loop)	31	6-E	Signals	Install supplemental signals to improve signal visibility	\$4,800	\$0	\$0	\$4,800	\$340,800
17	US 31W (Dixie Highway)	Pendleton Road	28	5-G	Traffic Volume	Stripe shoulder to RT turn lane on US 31W due to capacity	\$6,500	\$0	\$0	\$6,500	\$347,300
18	US 31W (Dixie Highway)	Pendleton Road	28	5-B	Signals	Upgrade to flashing yellow signals on US 31W to improve driver awareness	\$12,000	\$0	\$0	\$12,000	\$359,300
19	US 31W (Dixie Highway)	Pendleton Road	28	5-I	Pedestrian Accessibility	Install sidewalk pads at the end of crosswalks to improve pedestrian accessibility	\$9,400	\$0	\$10,000	\$19,400	\$378,700



JEFFERSON COUNTY  
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PROJECT: HIGHWAY SAFETY IMPROVEMENT PLAN - INTERSECTION EMPHASIS

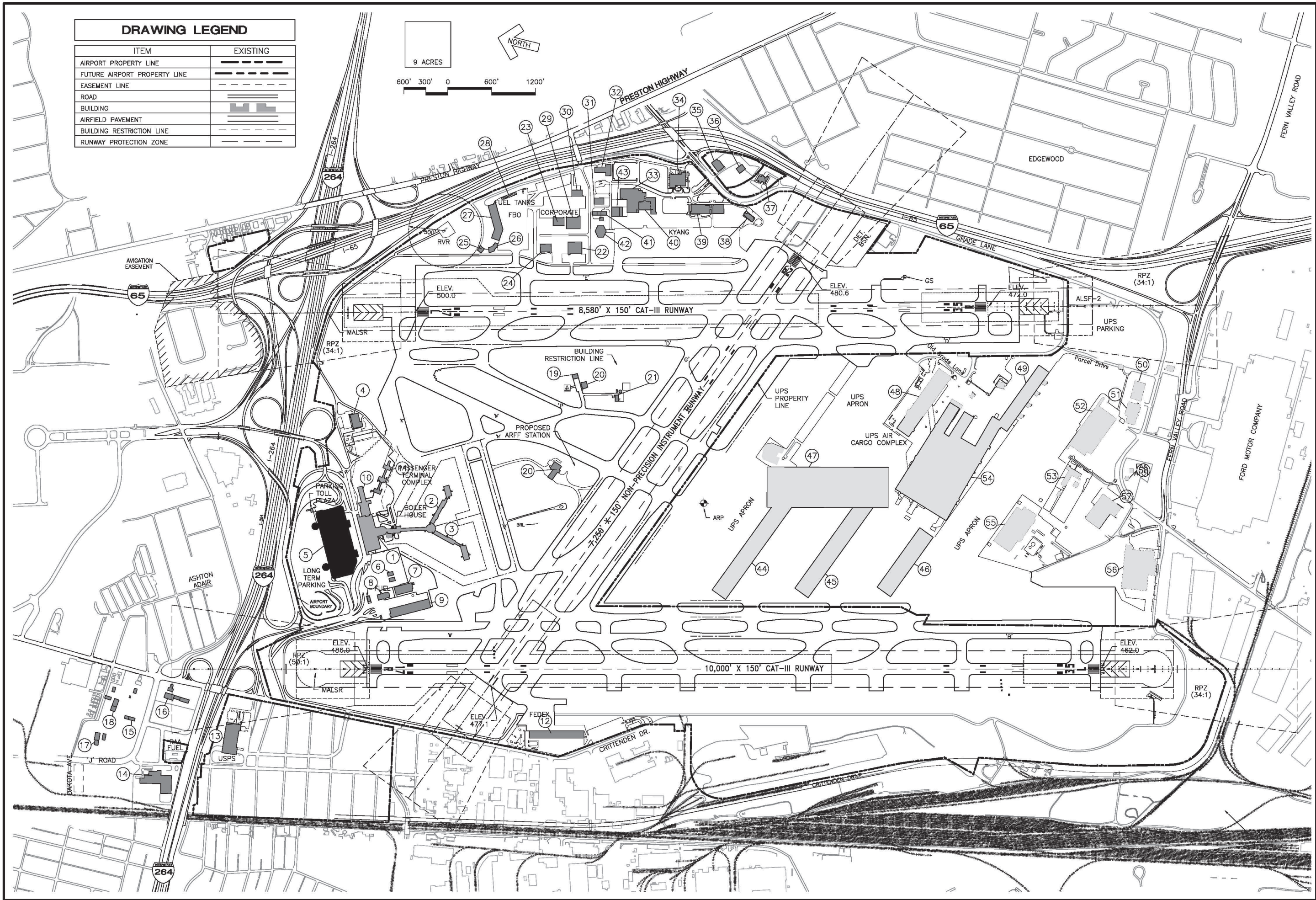
Available project funds: \$500,000

Priority	Intersecting Street 1	Intersecting Street 2	Page Number	Label	Improvement	Description	Construction Cost	Right of Way Cost	Utility Cost	Total Improvement Cost	Contract Running Cost
20	US 31W (Dixie Highway)	Pendleton Road	28	5-E	Striping	Install do no block intersection pavement marking on Pendleton Road due to vehicles blocking intersection	\$1,000	\$0	\$0	\$1,000	\$379,700
21	KY 61 (Preston Highway)	Grade Lane	3/4	1-E	Traffic Volume	Construct a lane/shift traffic to achieve dual lefts/rights on Grade Lane	\$83,400	\$0	\$0	\$83,400	\$463,100
22	KY 61 (Preston Highway)	KY 1065 (Outer Loop)	31	6-D	Signals	Install near sided signals to improve signal visibility	\$20,400	\$0	\$0	\$20,400	\$483,500
23	KY 61 (Preston Highway)	KY 1065 (Outer Loop)	31/32	6-G	Access Control	Remove various entrances near intersection	\$42,100	\$0	\$0	\$42,100	\$525,600
24	KY 61 (Preston Highway)	KY 1065 (Outer Loop)	31	6-F	Signals	Install double red head signals to improve signal visibility	\$10,800	\$0	\$0	\$10,800	\$536,400
25	KY 61 (Preston Highway)	KY 1065 (Outer Loop)	31	6-C	Signals	Install a drop box signal configuration to improve signal visibility	\$20,400	\$0	\$0	\$20,400	\$556,800
26	US 31W (Dixie Highway)	Pendleton Road	28	5-H	Lighting	Install lighting to intersection to improve driver visibility	\$20,200	\$0	\$0	\$20,200	\$577,000
27	US 31W (Dixie Highway)	Pendleton Road	28	5-F	Access Control	Remove double entrance into Shell Gas Station	\$2,200	\$0	\$0	\$2,200	\$579,200
28	US 31W (Dixie Highway)	Pendleton Road	28	5-C	Signals	Modify Fire Station signal operation/type - Revert to flashing yellow/steady red at Fire Station	\$7,200	\$0	\$0	\$7,200	\$586,400
29	KY 61 (Preston Highway)	Grade Lane	3/4	1-A	Right Turn Radius	Construct offset for turning movement for large number of truck traffic turning RT to KY 61 from Grade Lane	\$33,800	\$15,000	\$30,000	\$78,800	\$665,200
30	US 150 (W Broadway)	KY 1020 (S 2nd Street)	9/11	2-B	Signals	Install arrow signal head instead of ball signal head for SB S 2nd Street due to driver confusion	\$2,400	\$0	\$0	\$2,400	\$667,600
31	US 150 (W Broadway)	KY 1020 (S 2nd Street)	9/11	2-A	LT Turn Restriction	Install flexible delineator posts along centerline of S 2nd Street to restrict left turns into McDonald's	\$16,400	\$0	\$0	\$16,400	\$684,000
32	KY 1065 (Outer Loop)	KY 1865 (New Cut Road)	15/16	3-A	LT Turn Restriction	Construct right in/right out entrance for Shell entrance on Outer Loop to restrict left turns into Shell	\$6,300	\$0	\$0	\$6,300	\$690,300
33	KY 1065 (Outer Loop)	KY 1865 (New Cut Road)	15/16	3-D	Traffic Volume	Construct EB Outer Loop RT turn lane due to capacity issue	\$52,600	\$0	\$50,000	\$102,600	\$792,900
34	CS 1011F (S 7th Street)	W Hill Street	19/20	4-E1	LT Turn Restriction	Install flexible delineator posts along centerline of S 7th Street to restrict left turns into Marathon	\$10,300	\$0	\$0	\$10,300	\$803,200
35	CS 1011F (S 7th Street)	W Hill Street	19/20	4-E	Narrow Lanes	Widen north approach of S 7th Street to reduce sideswipe crashes	\$49,200	\$0	\$70,000	\$119,200	\$922,400
36	CS 1011F (S 7th Street)	W Hill Street	19	4-D	Relocate Bus Terminal	Relocate bus stop away from intersection to reduce vehicles queuing into intersection	\$3,900	\$0	\$0	\$3,900	\$926,300
37	CS 1011F (S 7th Street)	W Hill Street	19/20	4-F	Narrow Lanes	Widen S 7th Street 2 feet on each side through the intersection to reduce sideswipe crashes	\$92,000	\$0	\$150,000	\$242,000	\$1,168,300



# Louisville International Airport's 2010 Airport Layout Plan





DRAWING LEGEND	
ITEM	EXISTING
AIRPORT PROPERTY LINE	---
FUTURE AIRPORT PROPERTY LINE	---
EASEMENT LINE	---
ROAD	---
BUILDING	■
AIRFIELD PAVEMENT	---
BUILDING RESTRICTION LINE	---
RUNWAY PROTECTION ZONE	---