

# APPENDIX C

## KYTC Pedestrian & Bicycle Consideration Review

# *Pedestrian & Bicycle Consideration Review*

## **Jefferson County**

### **Scoping/Planning Study for KY-1065 from KY-907 (3<sup>rd</sup> Street) to KY-1020 (National Turnpike)**

Prepared for:



Prepared by:  
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December 2017

## Bicycle and Pedestrian Review for Project #05-

### Project Overview:

The study will focus on KY 1065 (Outer Loop) from KY 907 (3<sup>rd</sup> Street) to KY 1020 (National Turnpike) from mile points 0.0-2.5 with a need to improve safety, access, and mobility for all modes of travel.

### Local/regional Planning:

- Louisville Metro Bicycle Plan Map for improvements (project area has two top 20 projects listed; for KY-1865 at #19 and KY-1020 at #4) / [http://services.louisvilleky.gov/media/bikelouisville/masterplan/Future\\_Bike\\_Facility\\_highcost.pdf](http://services.louisvilleky.gov/media/bikelouisville/masterplan/Future_Bike_Facility_highcost.pdf) (Figure 1)
- Louisville Metro Greenways Plan/ Bicycle Facility Improvements / <https://louisvilleky.gov/government/parks/southwest-greenways-master-plan> (Figure 2)
- Louisville Metro Pedestrian Master Plan / Future sidewalk demand map / [https://louisvilleky.gov/sites/default/files/bike\\_louisville/future\\_sidewalks.pdf](https://louisvilleky.gov/sites/default/files/bike_louisville/future_sidewalks.pdf) (Figure 3)

### Existing conditions:

- KY-1065 (Outer Loop) / MP 0.0-2.6
  - a. ADT range is 11900-26900
  - b. Heavy truck ADT is 5-6% (590-1340)
  - c. Posted speed limit is 45 MPH
  - d. Paved shoulder width varies (4'-6' from MP 0.0-0.38), (less than 4' MP 0.38-2.6)
  - e. Rural cross section design (MP 0.0-0.494 & MP 1.014-2.6)
  - f. Partial curb and gutter cross section (MP 0.495-1.014)
  - g. Sidewalk in the non-cardinal direction/ west bound side (MP 0.495-1.029)
  - h. Mixed residential areas (low income housing areas), Middle school, and Walmart supercenter/commercial areas
  - i. STRAVA Bike Heat map shows significant crossing cycling traffic on 3<sup>rd</sup> Street Road, New Cut Road, Nat'l Turnpike, and Grade Lane as well as west bound bike traffic on Outer Loop between and New Cut Road. (Figure 4)
  - j. The Bicycle Comfort Index (BCI) average rating is a level D
- KY-907 / MP 4.5-4.8
  - a. ADT range is 10500-15000
  - b. Heavy truck ADT is 3.3% (500-630)
  - c. Posted speed limit is 45MPH
  - d. No paved shoulder
  - e. Rural cross section design
  - f. Residential and commercial areas
  - g. STRAVA shows significant bike through traffic in north-south directions. (Figure 4)
  - h. The Bicycle Comfort Index (BCI) average rating is a level D
- KY-1865 / MP 1.2-1.3

- a. ADT is 19000-20000
  - b. Heavy truck ADT is 7-8% (1400-1500)
  - c. Posted speed limit is 45MPH
  - d. Curb and gutter cross section design
  - e. Sidewalks on both sides of roadway
  - f. Residential and commercial areas
  - g. STRAVA shows significant bike through traffic in north-south directions.
  - h. The Bicycle Comfort index (BCI) rating is a level D
- KY-1020 / MP 3.5-3.8
    - a. ADT range is 19400-23100
    - b. Heavy truck ADT is 11-12% (2100-2500)
    - c. Posted speed limit is 45 MPH
    - d. Curb and gutter cross section design
    - e. Sidewalks on both sides of roadway
    - f. Mixed commercial areas
    - g. STRAVA shows significant bike through traffic in north-south directions.
    - h. The Bicycle Comfort Index (BCI) average rating is a level D

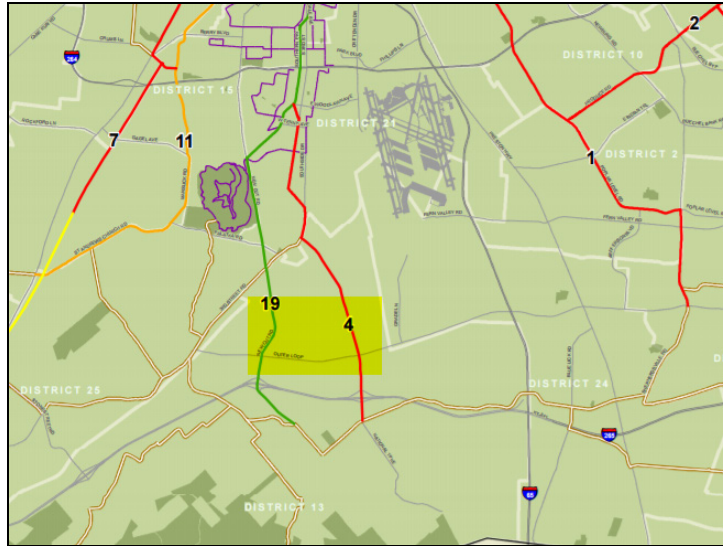
**The KYTC Bicycle and Pedestrian program team recommendations are:**

**For KY-1065 (outer Loop):**

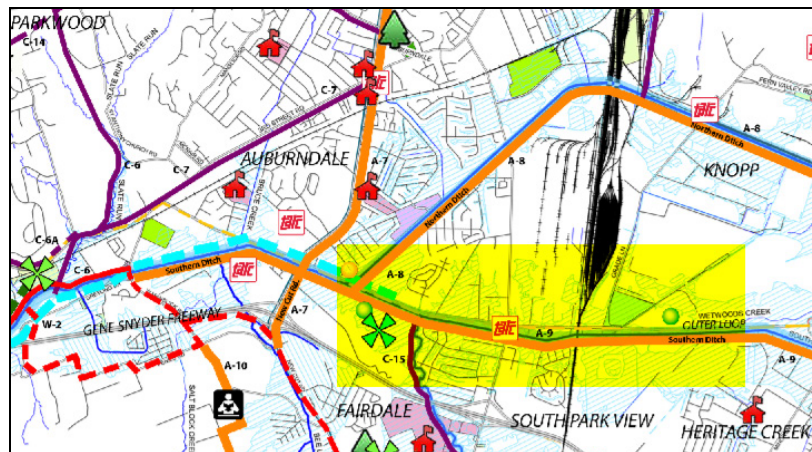
Best: Construct sidewalks on both sides of roadway. This would serve the current and future planned residential/commercial development for pedestrian travel (including ADA access along the route and over the rail road tracks at MP 0.068). Provide a marked crosswalk at the entrance of the Walmart shopping center (MP 0.832). Consider bike traffic needs at intersections, possibly a safety “green box” or other treatment. Create or confirm an agreement exist with the local government regarding the pedestrian facility maintenance responsibilities. The BCI would remain a level D.

Good: Construct a sidewalk on the norther side (non-cardinal direction) of roadway and provide a constructed berm space along the southern side (Cardinal direction) of the roadway for a future sidewalk to be built. This would serve the current and future planned residential/commercial development for pedestrian travel (including ADA access along the route and over the rail road tracks at MP 0.068). Consider bike traffic needs at intersections, possibly a safety “green box” or other treatment. Create or confirm an agreement exist with the local government regarding the pedestrian facility maintenance responsibilities. The BCI would remain a level D.

Fair: Construct a sidewalk on the norther side (non-cardinal direction) of roadway. This would serve the current and future planned residential/commercial development for pedestrian travel (including ADA access along the route and over the rail road tracks at MP 0.068). Create or confirm an agreement exist with the local government regarding the pedestrian facility maintenance responsibilities. The BCI would remain a level D.



*Figure 1 / Louisville Metro Future Bicycle Facility Map*



*Figure 2 / Louisville Metro Future Greenways Facility Map*

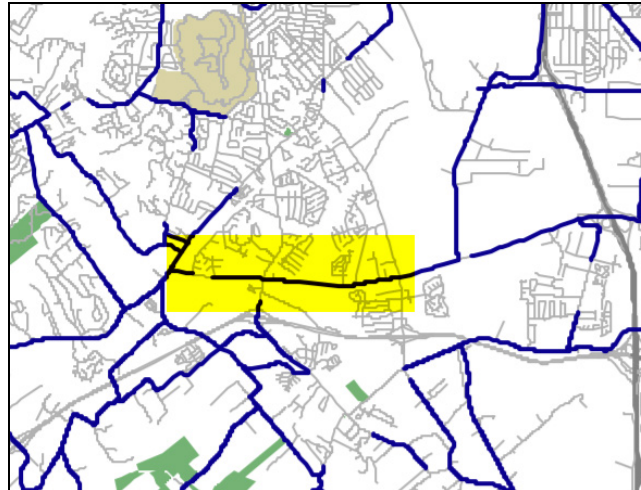


Figure 3 / Louisville Metro Future Pedestrian Facility Map

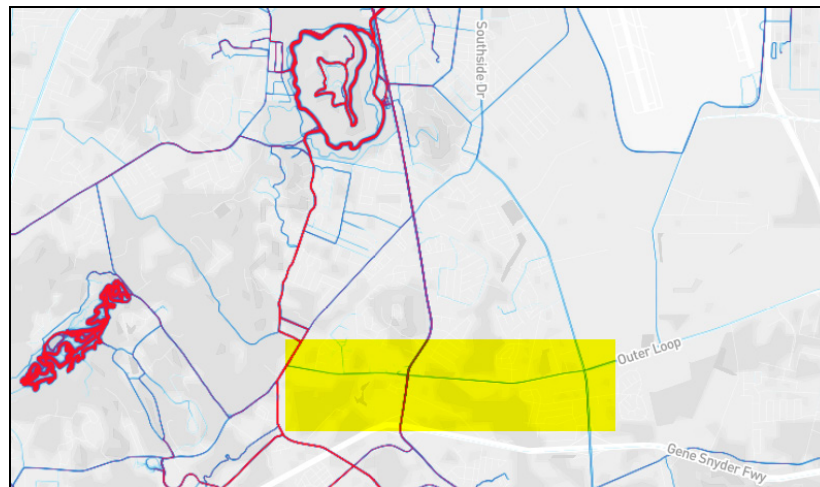


Figure 4 / Strava Heat Map for Bicycle Travel Activity /  
<https://labs.strava.com/heatmap/#12.79/-85.79165/38.13668/bluered/ride>

- 1 BCI: <http://transportation.ky.gov/Bike-Walk/Documents/Bicycle%20Comfort%20Index%20Rating%20%202014.pdf>
- 2 KYTC Pedestrian and Bicycle Travel Policy: <http://transportation.ky.gov/Bike-Walk/Documents/KYTC%20Pedestrian%20and%20Bicycle%20Travel%20Policy%20%202002.pdf>

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