

APPENDIX E:

**PUBLIC INPUT AND MEETING
DOCUMENTATION**



Parsons Brinckerhoff Quade & Douglas, Inc. ***Meeting Minutes***

PROJECT: Taylorsville Road & Billtown Road Scoping Studies

MEETING: Elected Officials Briefing

DATE & TIME: December 14, 2006 – 6:00 PM

LOCATION: Jeffersontown Community Center
Louisville, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
Jason Richardson	KYTC – Project Manager	502-367-6411	JasonR.Richardson@ky.gov
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John Riley	Spencer County	502-477-3232	-
Milana Boz	Louisville Metro Parks	502-456-8141	-
Stuart Benson	Louisville Metro Council	502-574-1120	stuart.benson@louisvilleky.gov
Maj. Steven	Jeffersontown Police	502-267-0503	sdebell@jtownkypd.org
Anita L. Johnson	Jeffersontown City Council	502-267-6018	Aljohn1@bellsouth.net
Aida Copic	Louisville Metro Planning and	502-574-0947	Aida.Copic@louisvilleky.gov
Sen. Dan Seum	Kentucky State Senate	502-749-2859	Dan.seum@lrc.ky.gov
Shawn Dikes	Parsons Brinckerhoff	502-479-9312	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	859-245-3869	walkerLi@pbworld.com
Scott Walker	Parsons Brinckerhoff	859-245-3873	walkersc@pbworld.com

MEETING SUMMARY:

The purpose of this meeting was to discuss the Taylorsville Road and Billtown Road Scoping Studies and solicit issues / concerns / improvement options from the elected officials in attendance. Even though these are two separate studies, the meeting was being held to discuss both projects due to their similarity and close proximity.

The meeting began with Jason Richardson, the Kentucky Transportation Cabinet (KYTC) Project Manager, welcoming everyone to the meeting. He provided a brief background regarding each study, highlighting the fact that the Billtown Road Scoping Study has more funding than Taylorsville; therefore more intersections are being evaluated as part of this study. He then introduced Shawn Dikes, the Project Manager for Parsons Brinckerhoff (the consulting firm selected to perform the studies), and also requested everyone in the room to introduce themselves to the group.

Following the self introductions, the meeting was turned over to Shawn Dikes, who proceeded to lead the group through the different phases of the project, including the study areas, scope of work, schedule, and existing conditions. It was noted that the studies will produce both short-term and long-term improvement options, with KIPDA performing the traffic analysis for the long-term improvement options using their regional travel demand model.

Initial public input was received at the Gaslight Festival held in Jeffersontown in September 2006. A second public meeting is expected to be held in late February / early March 2007 to discuss possible improvement options / recommendations. Once recommendations have been made, PB will coordinate with KYTC to ensure recommendations are received by KYTC in time for inclusion in the upcoming KYTC Six-Year Highway Program.

A handout for each study was provided at the meeting which included some study background information, existing conditions information and the draft purpose and need for each study. Some of the existing conditions information that was briefly discussed included average right-of-way, high speeds recorded throughout the study areas (particularly Billtown Road), poor levels of service, and high crash rates near the Jeffersontown area. The study purpose and need for both studies is similar. Each will address various traffic, access, safety, and operational factors along the study corridors. And, the recommended improvements will seek to identify the existing conditions and address the studies' purpose and need as well as goals and objectives.

As the first part of the meeting was scheduled to focus on Taylorsville Road, the initial comments / discussion from the group following the presentation of the background study materials focused on that project. The Billtown Road portion of the meeting was scheduled to begin at 7:30 P.M.; however, some people arrived early and provided input on both studies, while others left the meeting after providing their comments on the Taylorsville Road project only. The comments received during this portion of the meeting were noted and are included below by study:

Taylorsville Road:

- How much right-of-way is available? Initial estimates were provided in the handout materials. Better estimates are available through examination of the right-of-way mapping files. These files will be used to determine the available right-of-way and assess what improvements (if any) can be implemented within the existing right-of-way. If it is not possible to stay within the existing right-of-way, the recommendations will include a preliminary planning level assessment of locations where additional right-of-way may need to be acquired. It was reiterated that this project is not to the level of engineering detail which will take place later once the various improvement options are advanced.
- Approximately 400 acres along Taylorsville Lake Road will be subdivided for future development.
- Currently bike lanes are not provided on Taylorsville Road. In previous discussions with other Louisville Metro staff, it was mentioned that Taylorsville Road is to be designated as a high-priority corridor and included in the master bike route plan for the city to provide connections to the major parks in the area, including 21st Century Parks. It may be possible to accommodate a multi-use path / bicycle lanes within the existing right-of-way with an on-street facility and/or an off-street facility.
- The Tucker Station Road / Taylorsville Road intersection was not included in this current study as it is being worked on currently by KYTC District 5 as part of their Hazard Elimination Safety (HES) Program due to safety issues and crash problems. The intersection improvements are currently in the design phase. The Taylorsville Study will take into account what is going on at this location.

- Doesn't a 3-lane section work as well as a 4-lane section? PB will be evaluating several options for an ultimate section including a 3-lane, 4-lane, 5-lane, 6-lane, and no-build options for both studies. In some instances, a 3-lane section may function just as well as a 4-lane section; however, it was decided to evaluate all options initially to test ranges of options, impacts, costs, etc.
- It is possible to get too wide with regard to cross-section. Addressing the needs of one road isn't enough – we need more roads that are interconnected to distribute traffic and plan for future.
- Neighborhoods need to be safer, and more roads are needed with 35 mph speed limits to limit cut-through traffic, keep more local roads safer and to accommodate travel.
- During the development phase, planners / engineers and others need to modify site plans and work with developers to put in roads that provide connections and can alleviate other existing roads.
- Taylorsville Lake Road needs to connect to US 60 and alleviate traffic on I-265 (Gene Snyder Freeway).
- Improvements are needed at the KY 148 / KY 155 intersection – this (improvement) is six years behind.

Billtown Road:

- Some comments were made with regard to both studies, including the comments about development and needing more roads that connect and alleviate current traffic problems, making neighborhoods safer, and needing to work with developers.
- The intersection of St. Rene Road was identified by an attendee as needing a traffic signal. Traffic turning left from this intersection must wait beyond an acceptable time to complete their turn. Signalization and turn lanes are being considered for all study area intersections.
- Concern was raised that the money allocated for improvements along Billtown Road and the fact that the original allocation of funding was done a couple of years ago, yet a study is just now being performed.

Next Steps

A public meeting will be held in late February / early March to discuss recommendations. Any recommendations that come out of both studies will be provided to KYTC for inclusion in the upcoming Six-Year Highway Plan. Both studies are expected to be completed with final reports by late spring / early summer.



Parsons Brinckerhoff Quade & Douglas, Inc. ***Meeting Minutes***

PROJECT: Taylorsville Road & Billtown Road Scoping Studies

MEETING: Meeting with Jeffersontown Planning and Design Department

DATE & TIME: December 7, 2006 – 2:00 PM

LOCATION: Jeffersontown Community Center
Louisville, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
Jason Richardson	KYTC – Project Manager	502-367-6411	JasonR.Richardson@ky.gov
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Shawn Dikes	Parsons Brinckerhoff	502-479-9312	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	859-245-3869	walkerLi@pbworld.com
Scott Walker	Parsons Brinckerhoff	859-245-3873	walkersc@pbworld.com

MEETING SUMMARY:

The purpose of this meeting was to discuss the Taylorsville Road Scoping Study, in particular, along with the Billtown Road Scoping Study, in conjunction with on-going projects in Jeffersontown.

Matt Meunier, the Director of Jeffersontown Planning and Design, discussed several projects / studies that have been completed or are on-going within and surrounding the downtown Jeffersontown area. These include:

- “Renaissance on Main” – a teaming project with the University of Kentucky that is looking to improve downtown Jeffersontown through streetscape, mobility, and people/places/open spaces aspects. The final report is expected to be completed in spring 2007 in conjunction with the University’s spring semester.
- Jeffersontown Downtown Parking and Traffic Study – QK4 is working on evaluating the current traffic conditions in Jeffersontown for the City. Mark Adams, with QK4, was present at the meeting and discussed implications/overlap that might occur between the QK4 study and the PB studies. It was agreed that QK4 and PB would coordinate to ensure that the analysis was similar for overlapping intersections such as Watterson Trail / Taylorsville Road and Ruckriegel Parkway / Taylorsville Road. This study by QK4 should be completed in early 2007.
- Jeffersontown Wayfinding Study – FMSM is currently working on this study.

- 21st Century Parks – There is some overlap between this study and a study being performed to develop a bicycle network in southern Jefferson County.
- Jeffersontown Bicycle / Pedestrian Master Plan – A master plan for the downtown Jeffersontown area has been completed recently. Matt Meunier will provide PB with a copy of the plan.

Overall, Matt Meunier was interested in ensuring any recommendations from the PB studies are compatible with the vision and plans the City of Jeffersontown has for its downtown. This includes improving downtown through reduced speeds, slowing vehicles down through signalization, providing gateways at key city entry points such as Ruckriegel Parkway / Taylorsville Road, providing accommodation for bicyclists and pedestrians via a complete streets concept. It was noted that congestion downtown is sometimes a good thing since it slows people down and they can notice more, possibly encouraging them to stop and patronize local merchants. They would like to see their city center protected, and create an urban environment that encourages people to visit. They also want to create and preserve a separate identity for Jeffersontown that is different from that of greater Louisville Metro. They would not like to see a multiple lane, high speed road go through their downtown corridor.

Realizing the development pressures further east on Taylorsville Road, cross-connectivity to other roadways needs to be evaluated along with identifying new potential corridors to accommodate the additional traffic as opposed to adding capacity on major routes such as Taylorsville Road.

Schedule / timing were the last discussion item related to these two studies. An elected officials meeting was already scheduled for December 14, 2006. Everyone present was invited to attend. A second public meeting will be held in early spring of 2007 (late February / early March). PB will coordinate with the Kentucky Transportation Cabinet to ensure that they receive recommendations in time to include them in the upcoming Six-Year Highway Plan development process.

Gaslight Festival Summary

Saturday & Sunday, September 16-17, 2006

Public Workshop #1

Taylorsville and Billtown Road Scoping Studies Jefferson County

The first public involvement activity for the Taylorsville and Billtown Road Scoping Studies was held during the 2006 Jeffersontown Gaslight Festival on September 16 and 17, 2006. Both the Kentucky Transportation Cabinet (KYTC) and PB participated in the festival as exhibitors in a booth during the course of the two days. The purpose of the booth was to inform as many citizens as possible about the Taylorsville Road and Billtown Road Scoping Studies and solicit feedback about the studies. Both Taylorsville Road and Billtown Road lead into Jeffersontown, with sections of each roadway within the city limits. As both studies are very similar and located in close proximity to each other, it was decided that both should be presented at the festival.

A total of 21 citizens signed in at the booth on Saturday, September 16, 2006. On Sunday, September 17, 2006 many people stopped by the booth but did not sign in. Two KYTC staff members and two members of the PB staff were present on Saturday and several KYTC staff members and one member of the PB staff was present on Sunday to distribute information and answer any questions.

The handouts included the following information:

- A fact sheet explaining the study purpose, process, and schedule as well as how the public can give feedback on the project; and
- A comment form.

In addition, poster-size graphics of the study area, traffic volumes, and crash locations were available for viewing.

The event was primarily informal with staff members attempting to engage passersby in discussion about the studies and distribute the handout information.

On Saturday, (September 16, 2006), a total of 74 comment forms for the Taylorsville Road Study and 70 comment forms for the Billtown Road study were distributed. On Sunday, (September 17, 2006), comment forms for the Taylorsville Road Study and comment forms for the Billtown Road study were distributed as well. As most people were interested in completing the forms at a later date, postage-paid envelopes were provided for returning them to the Division of Planning.

Summaries of the public comments received are presented on the following pages by study.

Taylorsville and Billtown Road Scoping Studies

Public Workshop #1

Public Comment Form Results Summary

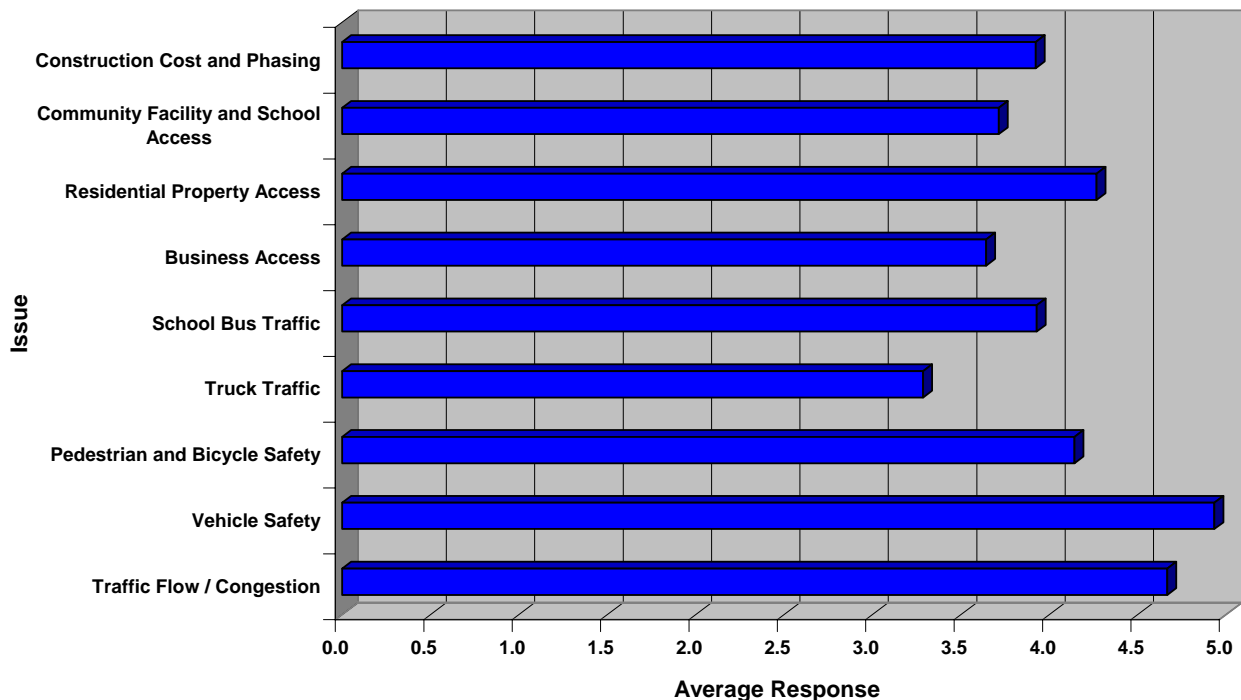
The purpose of the first public involvement activity for the Taylorsville and Billtown Road Scoping Studies was to gain public input on the study's goals and issues as well as possible improvement alternatives. Comment forms were distributed to all attendees to provide a written record of this input. A total of 15 completed comment forms were received for the Taylorsville Road Study and 13 completed comment forms were received for the Billtown Road Study. A summary of the completed comment form results is presented below by study. For some questions from the survey, word for word responses are provided in the following summary and are not corrected for grammar to preserve the integrity of the comment.

Taylorsville Road

Question 1: *How important are the following issues for this study?*

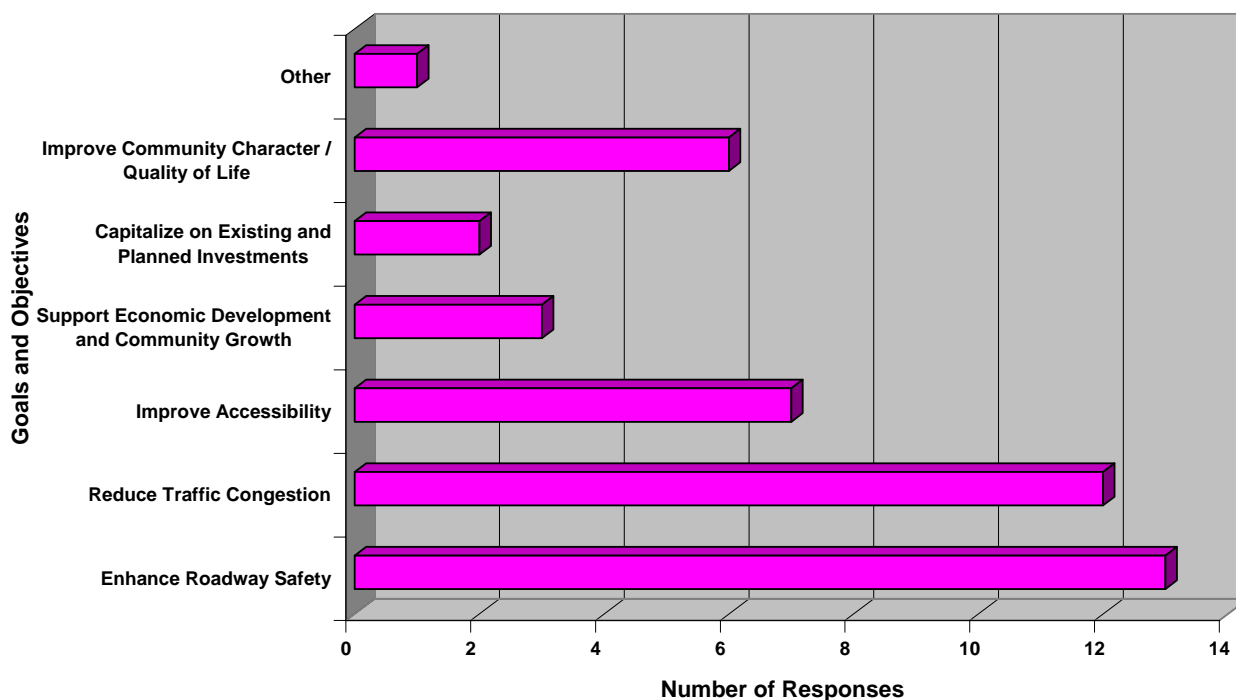
(Respondents were asked to circle the appropriate number from 1 and 5 with 1 corresponding to a score of NOT IMPORTANT and 5 corresponding to a score of VERY IMPORTANT).

Average Score of Study Issues



Question 2: *What do you see as the Goals and Objectives for the study?*
(Respondents were asked to check all that apply).

Total Number of Responses for Goals and Objectives



Question 3: *Please list any environmental or community features in the study area of which we should be aware.*

All Responses:

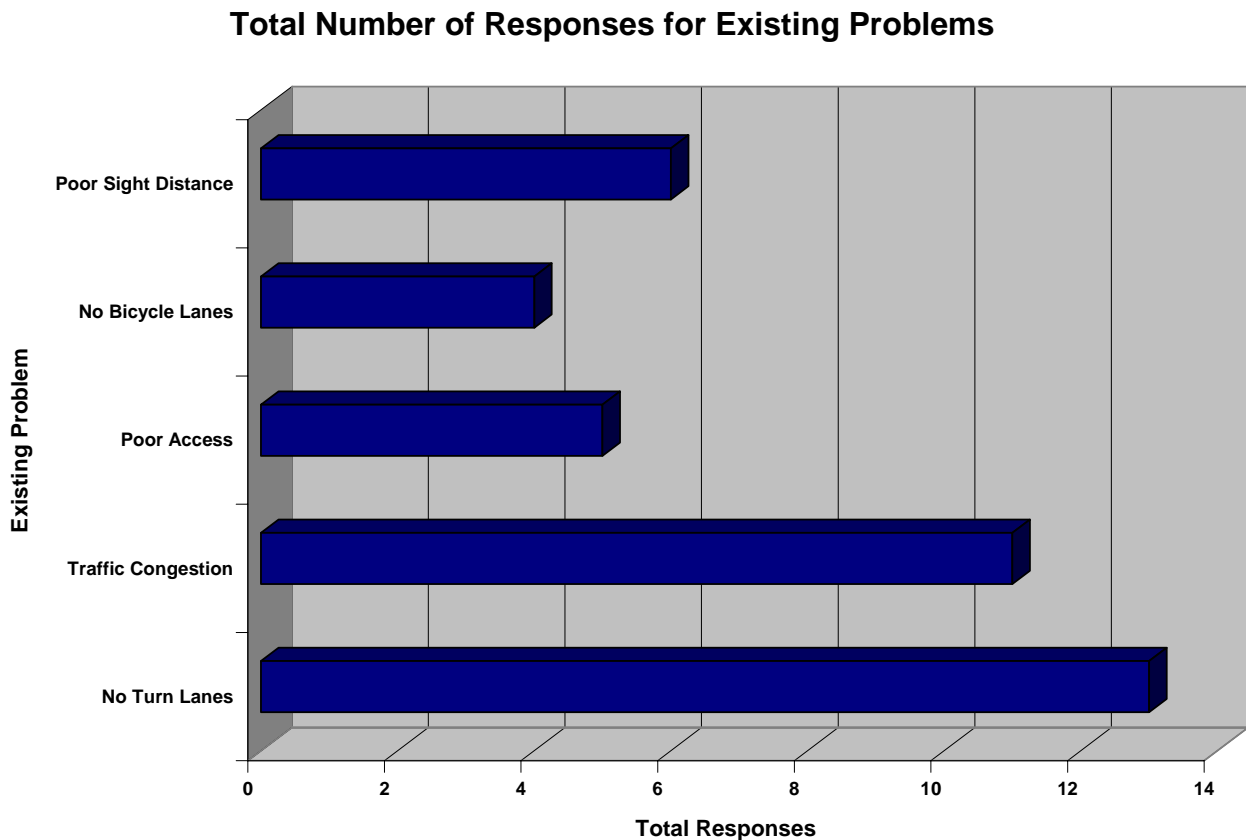
1. All roads that connect to Bluegrass Industrial Park.
2. Growth and development; Existing business access
3. Array of businesses and services in Gaslight Square area makes location attractive for residents. Could be even more attractive with less congestion (through traffic) and better access.
4. Since Taylorsville Lake Road (155) is the major artery to Louisville and Spencer County, being one of the fastest growing counties in the country, it is imperative this be taken into consideration. Traffic in the mornings on 155 is already massive. A major construction project would devastate the traffic flow but needs to be addressed relatively quick before it becomes worse and is inevitably needed.
5. Do not want a Dixie or Preston Highway look!
6. Deer and other wildlife frequently on road / Increasing industry on English Station Road / Curves in road at Saratoga and near Landberr? / Pegasus trackers are rude and dangerous on way in/out of English Station / Homes close to highway along this route / Boaters on way to Taylorsville Lake especially for 4 - 6 months of year (increased speed, decreased respect for conditions) / Recent and current construction with ingress / egress to Highway 155 / Bikers often enter at S. Pope Lick Road / Intersection and bridge (narrow with concrete at sides) at S. Pope Lick / Gas station and soccer fields and traffic from Indian Park / Middletown on Pope Lick - this is an extremely dangerous intersection - check police records.
7. Lowe Road turn-off; currently a dangerous intersection.
8. None

Question 4: Please list any specific community groups or individuals who should be involved in this study.

All Responses:

1. Jtown development, Bluegrass Business Park, Fisherville Residents
2. Jeffersontown Mayor and Council; Metro government
3. Local homeowners, business owners, businesses and Jefferson County Public Schools
4. A) Me! I have been begging for decreased speed limit, widening, and improvements for at least ten years (especially since building boom in Spencer County). I live at Jefferson / Spencer county line.
B) Stuart Benson - Metro Council
C) Mayor
D) Residents / businesses along this corridor / churches / daycares / St. Michaels / JCPS / schools / police / EMS / fire / Planning and Zoning / KIPDA / City of Jtown, mayor and council
E) My children's bus drivers (JCPS)
5. 1) Spencer County for Responsible Growth - PO Box 669, Taylorsville KY 40071, Lesa Miller – President
2) Spencer County Judge Executive David Jenkins
3) Spencer County Economic Development

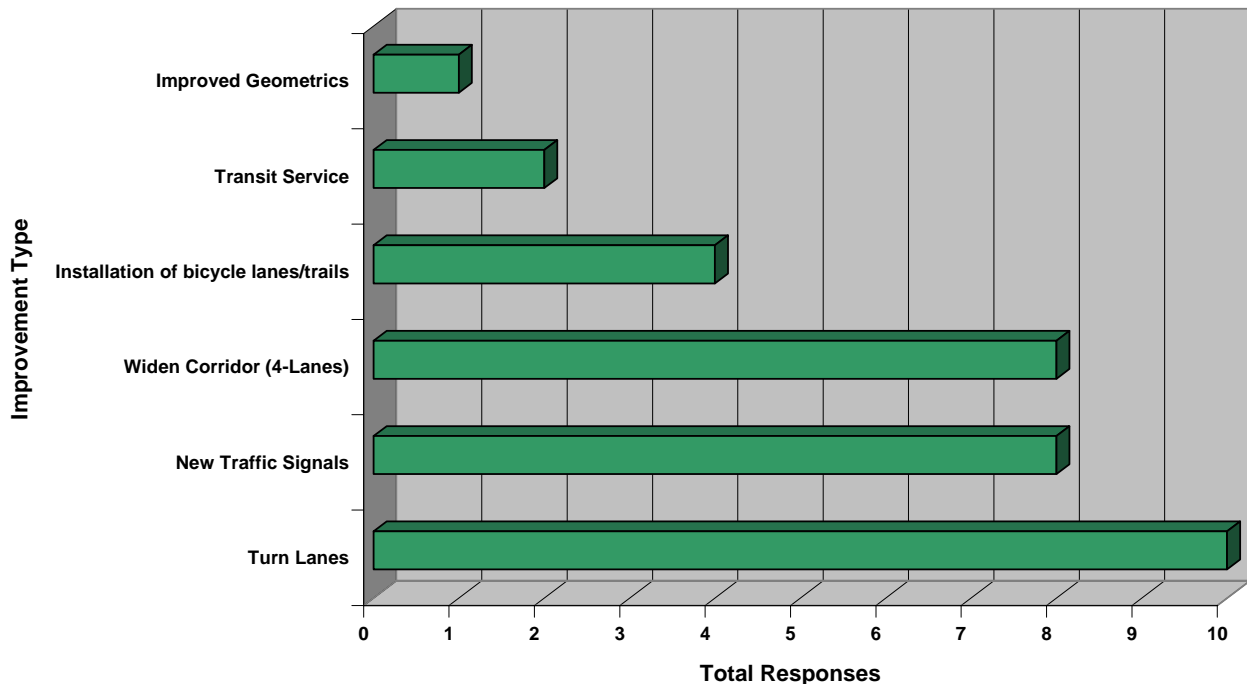
Question 5: What types of existing problems should the study examine?
 (Respondents were asked to check all that apply and indicate where the problems are).



- Respondents who selected “No Turn Lanes” as an existing problem primarily listed the Old Heady Road, KY 148, and Tucker Station Road intersections as problem locations.
- Respondents who selected “Traffic Congestion” as an existing problem listed a variety of places including the Tucker Station Road intersection, the entire corridor, the KY 148 intersection, in front of the Kroger, and other pieces of Taylorsville Road before and after Tucker Station Road as problem locations.
- Respondents who selected “Poor Access” as an existing problem primarily listed Tucker Station Road, Pope Lick Road, and the entire corridor as problem locations.
- Respondents who selected “No Bicycle Lanes” as an existing problem primarily indicated that the entire corridor needed bicycle lanes, with particular need from South Pope Lick Road to KY 148 and beyond and the downtown Jeffersontown area.
- Respondents who selected “Poor Sight Distance” as a problem location primarily listed Pope Lick Road as a problem location.
- There were three write-in responses for “Other”. One comment was that there needs to be a traffic light at Tucker Station Road. Another comment was that there needs to be a green arrow going west to turn left on Taylorsville Road from Taylorsville Lake Road. The final respondent commented that the speed along Taylorsville Road should be reduced from 55 mph to 45 mph.

Question 6: *What type of potential solutions should the study examine?*
(Respondents were asked to check all that apply and indicate where the problems are).

Total Number of Responses for Potential Solutions



- Respondents who selected “Turn Lanes” as a potential solution primarily listed the Old Heady Road intersection, the Tucker Station Road intersection, and the KY 148 intersection as locations for improvements.
- Respondents who selected “New Traffic Signals” as a potential solution primarily listed the Tucker Station Road intersection and the Old Heady Road intersection as locations for improvements.
- Respondents who selected “Widen Corridor” as a potential solution primarily said that the entire corridor should be widened.
- Respondents who selected “Installation of Bicycle Lanes / Trails” as a potential solution primarily listed the entire corridor and downtown Jeffersontown as the location for improvements.
- Only two respondents selected “Transit Service” as a potential solution. One thought that adding a TARC Express line would be a good improvement, while the other thought that transit service should be available to the new Kroger’s grocery store.
- Only one respondent selected “Improved Geometrics” as a potential solution. They mentioned that a 35 mph speed limit should be imposed in curves.
- There were two write-in responses for “Other”. One mentioned a green arrow light which is assumed to refer to the KY 148 intersection while the other response indicated that the corridor should have a posted speed limit of 45 mph.

Question 7: Additional Comments

The comments in their entirety are listed below.

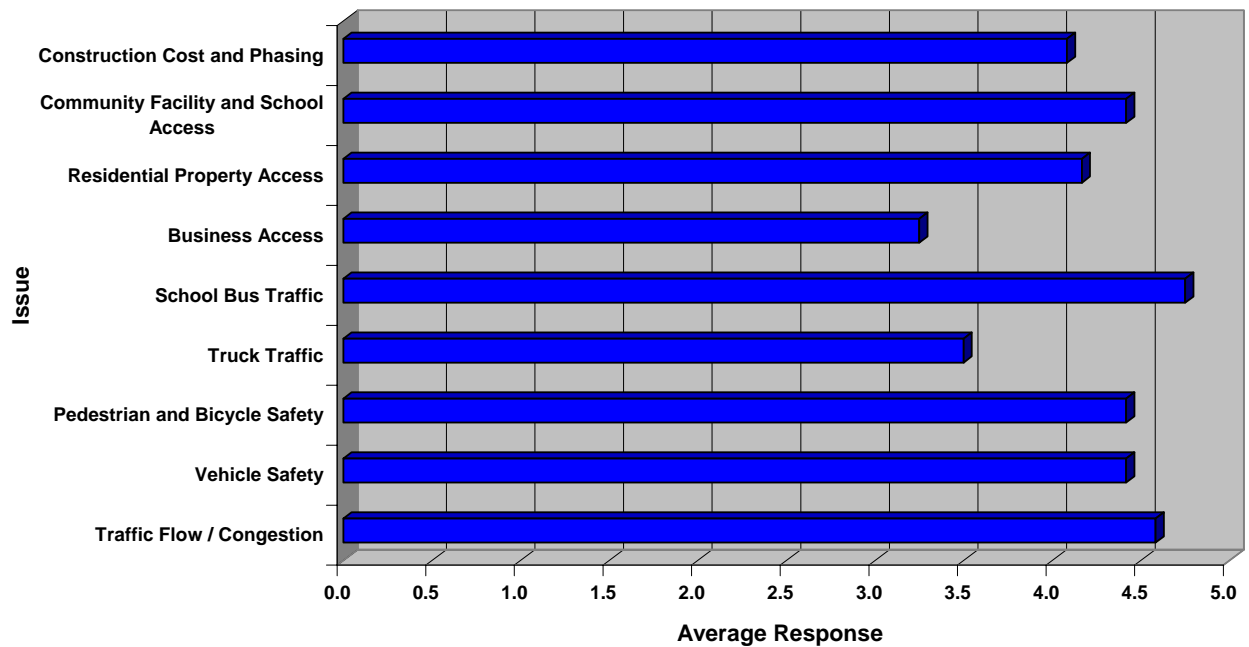
1. Cycling is a growing sport w / more participants and races each year - please consider bicycle lanes. High gas prices may increase bicycle riding.
2. Have reservations about widening Ruckriegel. Would hinder pedestrian use which is considerable around Wal-mart / Vantage Place.
3. As stated earlier, Spencer County is the fastest growing "bedroom" community in Kentucky - the majority of Spencer Countians work and shop in Louisville. Any changes to this area will impact the area as well and needs to be taken into consideration. Thank you.
4. Lower speed from 55 to 45. How many wrecks does it take to get something done?
5. Having a continuous sidewalk to Jtown from Gene Snyder would be excellent.
6. The corner at 155/148 is for sale (and has been for years). We need to consider potential for problems when this becomes a McDonalds's / service station / business. You need to count traffic when school is in session! Consider improvements onto Hwy 148 at least to English Station. Difficult to turn left onto Taylorsville Lake Road from Highway 148. Thank you for the traffic alerts (portable signs) recently with I-64 work. Immediate and money saving (possible short-term remedies): Reduced speed to 45 mph and 3-way stops (in lieu of stop lights) at Old Heady and 155, and Tucker Station. Possible at Springview but may interfere with light and backup at Ruckriegel. Thank you for asking my opinion!
7. Development keeps coming to Taylorsville Road with hundreds of additional cars traveling on the road but no improvements. People pull out in front of you at intersections during rush hour because they have to jump in at any open spot or they will be sitting waiting for traffic to clear for several minutes. The 4 lane section under the Gene Snyder is another accident waiting to happen. All that traffic bottlenecking from 2 lanes into 1. The traffic signal at 155 and 148 needs to be redone with turn lane. More traffic is coming from 148 into J-Town backing us up at the light because 155 out of Spencer County has most of the green lights. Also people riding bicycles on the road between the Gene Snyder and the intersection of 155 and 148 is very dangerous with no shoulders and backs up traffic. Thank you!
8. I don't know
9. This study is long overdue! This study should have been completed years before the expansions took place on Taylorsville Road between Watterson Trail and the Snyder Freeway. To compound the situation should any changes begin to take place will further traffic congestion and hazards.
10. I generally only ride 155/148 to Gene Snyder Freeway. I don't think it needs to be 4 lanes - but maybe 3 w / a middle lane for turns.
11. Numerous accidents at this location when traffic stops to turn left - but remaining traffic doesn't due to high speeds (over 35 mph).

Billtown Road

Question 1: How important are the following issues for this study?

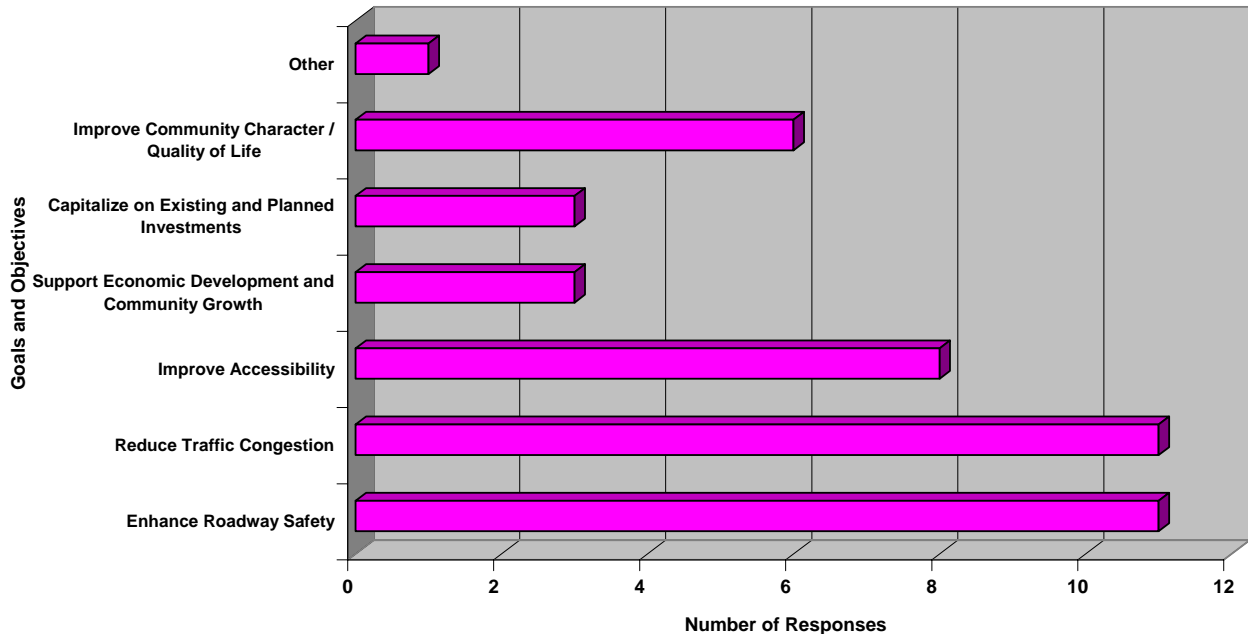
(Respondents were asked to circle the appropriate number from 1 and 5 with 1 corresponding to a score of NOT IMPORTANT and 5 corresponding to a score of VERY IMPORTANT).

Average Score of Study Issues



Question 2: *What do you see as the Goals and Objectives for the study?*
(Respondents were asked to check all that apply).

Total Number of Responses for Goals and Objectives



Question 3: *Please list any environmental or community features in the study area of which we should be aware.*

All Responses:

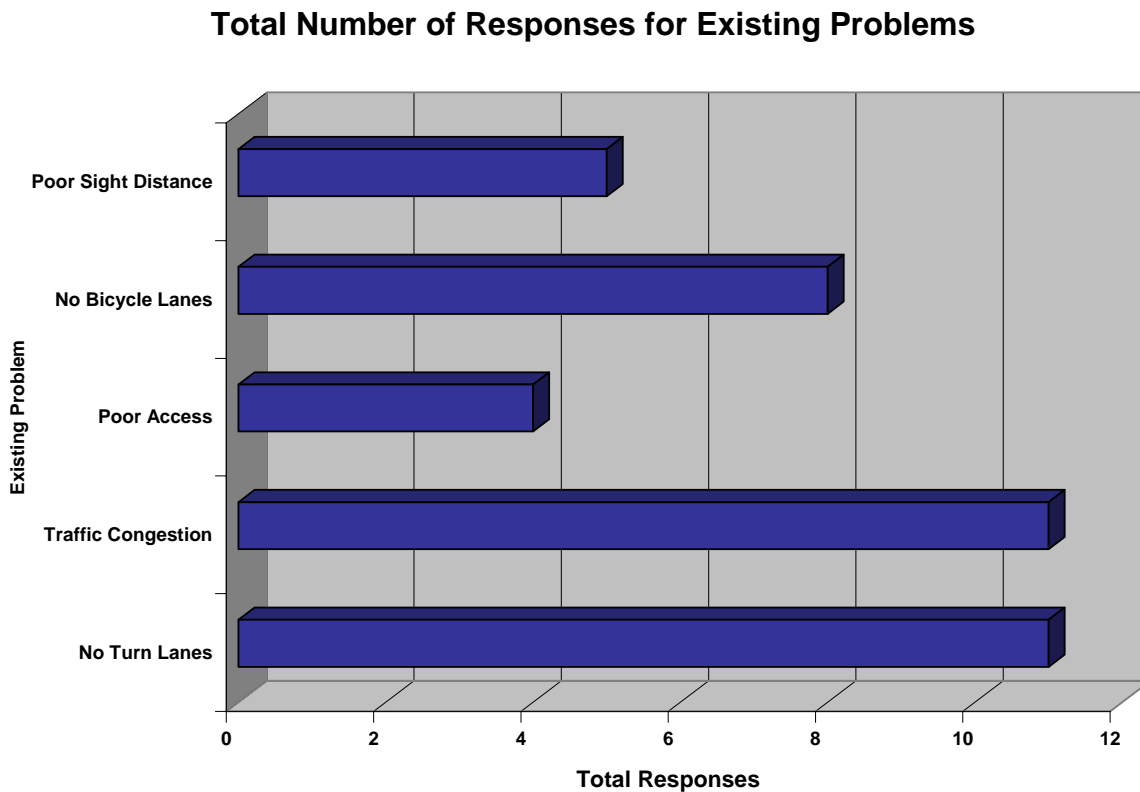
1. Wildlife displaced by new construction; curve at Gellhaus and new development; traffic lights too high - many drivers run light; outbound traffic headed into sun in AM and lights difficult to visualize; curves in areas of ingress/egress for churches/schools/residential development.
2. 2 schools generate a need for access and safety. Another school will open along this route next Fall and generate the same concerns.
3. When accidents happen gasoline, antifreeze, power-steering fluid, transmission fluid, engine oil drains into the drainage ditch into Floyds Fork Creek.
4. A light is needed at the corner of Fairground and Billtown Road for safety. There are bike tours sometimes on Billtown Road and they ride in the street. A bike trail would be good.
5. None
6. Water flow and runoff.
7. Billtown/Michael Edward intersection need traffic light and the curve dip there needs to be straightened (install guard rails? - may help for now). Needs widened with turning lanes. There have been way too many deaths there. Now it includes our Ashley.

Question 4: Please list any specific community groups or individuals who should be involved in this study.

All Responses:

1. A) Residents
B) Churches/JCPS/other schools/daycares/J-town
C) Louisville Metro Governments/business/police/fire/EMS/planning and zoning
D) Developers
E) School bus drivers
F) me - I do not live along this corridor but travel almost daily
2. Residents
3. Jeffersontown Mayor and City Council; Metro Government; Jefferson County Public Schools
4. All home owners in the Billtown Road and Easum Road area.
5. Local homeowners, businesses, business owners and Jefferson County Public Schools
6. Jtown, Bluegrass Industrial Park, Kroger
7. Please keep me posted on progress and improvements

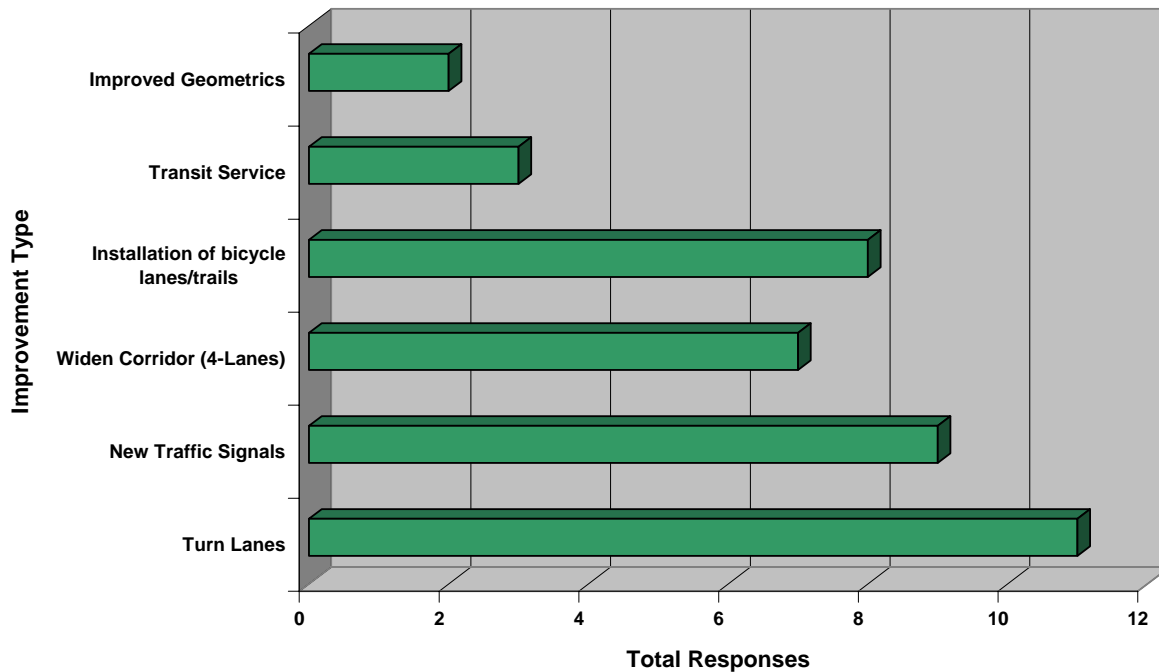
Question 5: *What types of existing problems should the study examine?*
 (Respondents were asked to check all that apply and indicate where the problems are).



- Respondents who selected “No Turn Lanes” as an existing problem primarily listed the entire study area, Easum Road, and Mary Dell Lane as problem locations.
- Respondents who selected “Traffic Congestion” as an existing problem primarily listed the school areas, Michael Edward Drive, and Fairground Road as problem locations.
- Respondents who selected “Poor Access” as an existing problem primarily listed Easum Road, Michael Edward Drive, and Mary Dell Lane as problem locations.
- Respondents who selected “No Bicycle Lanes” as an existing problem primarily indicated that the entire corridor needed bicycle lanes.
- Respondents who selected “Poor Sight Distance” as a problem location primarily listed Easum Road as a problem location.
- The write-in response for “Other” was that there are no shoulders on the sides of the road.

Question 6: *What type of potential solutions should the study examine?*
 (Respondents were asked to check all that apply and indicate where the problems are).

Total Number of Responses for Potential Solutions



- Respondents who selected “Turn Lanes” as a potential solution primarily listed the entire study area, Easum Road, and near the middle school as locations for improvements.
- Respondents who selected “New Traffic Signals” as a potential solution primarily listed Easum Road, Michael Edward Drive, and Fairground Road as locations for improvements.
- Respondents who selected “Widen Corridor” as a potential solution primarily said either the entire route needs to be widened or it should be widened to 3 lanes with a center two-way left turn lane.
- Respondents who selected “Installation of Bicycle Lanes / Trails” as a potential solution primarily listed the entire corridor as the location for improvements.
- Only three respondents selected “Transit Service” as a potential solution. One thought the entire corridor could use a form of transit service while another respondent only said it should go to Gellhaus Lane.
- Only two respondents selected “Improved Geometrics” as a potential solution. They mentioned that there are probably too many homes to be able to straighten the roadway and that turning lanes are needed.
- The write-in response for “Other” was that there should be three lanes throughout the corridor.

Question 7: Additional Comments

The comments in their entirety are listed below.

1. Reduce speed to 35 mph on current route would improve safety, especially for school children who walk/ride bikes; just too much incoming/outbound traffic AM and PM to J-town area - I doubt drivers would obey 35 mph - they currently do not heed school zone controls. Please count traffic when school is in session. Jason - Traffic can be greatly improved if more kids rode school buses. Parents pick up kids.
2. We have lived at the intersection of Easum and Billtown Road for nearly six years. During this period of time we have witnessed dozens of accidents, with many vehicles ending up in our yard and our neighbors' yards. Someone is going to get killed!
3. Left turn lane onto Easum Rd. We have three different garbage vendors to pickup, about 10 school buses, mail delivery, delivery trucks, UPS, FedEx, etc. All drivers want to pass on a two lane road on Billtown Road.
4. Again, this study is long overdue. How long have we known two new schools are going in? Did no one think that a congestion problem will get worse? What are we paying taxes for? It is apparent that no one in Kentucky Government is reactive rather than proactive. Neither of surveys would need to be completed if folks in government were doing their jobs!
5. Please correct the tragic problems of this road. More people are traveling it and at faster speeds. Thanks.

Public Workshop #2

Tuesday, February 27, 2007

Taylorsville and Billtown Road Scoping Studies Jefferson County

The second public involvement activity for the Taylorsville and Billtown Road Scoping Studies was held on February 27, 2007 in Jeffersontown, Kentucky. Both the Kentucky Transportation Cabinet (KYTC) and PB Americas, Inc. (PB) had staff present to answer any questions from the public. The purpose of the meeting was to relay to the public any information regarding analysis that had been performed since the first public involvement activity held as part of the 2006 Jeffersontown Gaslight Festival. In addition, the meeting was used to present and solicit feedback about the various improvement alternates proposed by the Project Team. As at the previous informational event, both Taylorsville Road and Billtown Road were discussed at this meeting; however, the display boards and information were placed on separate sides of the room to provide some differentiation between the two studies.

A total of 112 citizens signed-in at the meeting. It is possible that more people were in attendance but did not sign in as the sign-in table was very crowded at the start of the meeting. Some KYTC and PB staff members noticed some people bypassed the crowd, and they were encouraged to sign-in before they left the meeting.

The meeting was held in an open house format with no formal presentation. Informational boards were arranged on both sides of the room for each study and included the following information:

- Study area maps with color-coded intersections that corresponded to the individual intersection boards.
- Crash analysis.
- Individual intersection boards detailing the problems identified at each intersection as well as several improvement alternates.
- A board depicting different typical sections that could be applied to the entire corridor.

Handouts and survey forms were also available and included the following information:

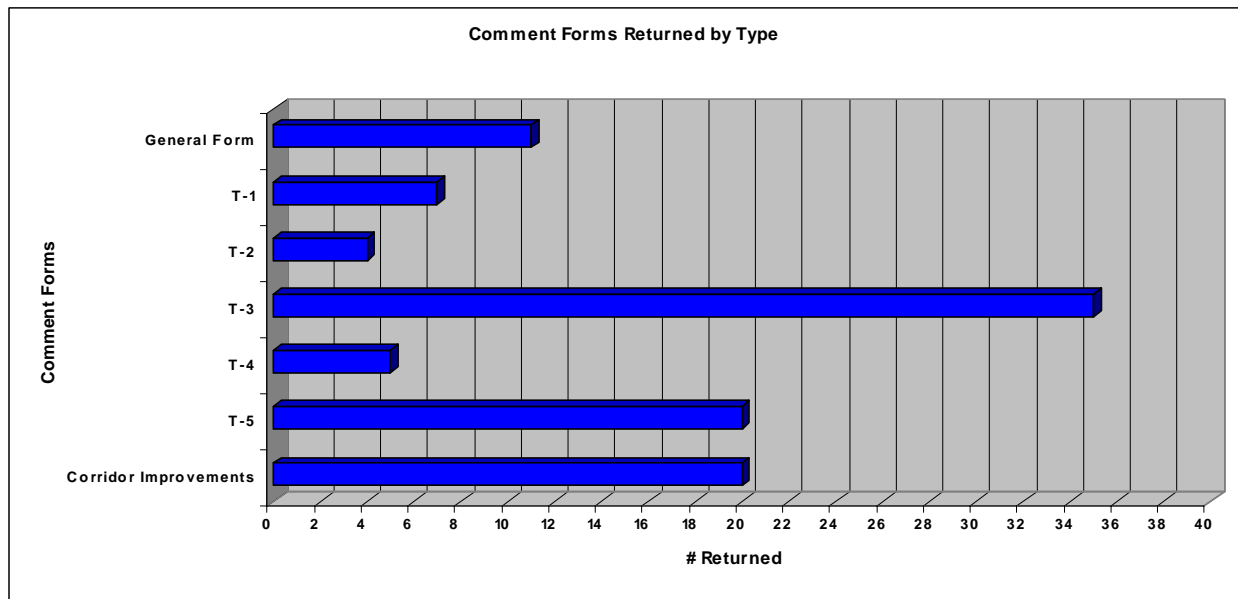
- A fact sheet explaining the study purpose, process, and schedule as well as how the public can give feedback on the project.
- A general comment form with questions related to project prioritization, transit, pedestrian improvements, and evaluation criteria.
- Individual intersection comment forms with questions about the alternates.
- A comment form with questions about the typical section for the corridor.

Summaries of the public comments received are presented on the following pages by study.

Taylorsville Road

Comment forms were available at the public meeting and could be returned either at the meeting or sent via mail or fax following the meeting. Three types of forms were available – a general form, individual intersection forms, and a corridor improvement form. The total number of forms returned was 102 for Taylorsville Road. The breakdown of forms returned by type is provided below.

Number of Comment Forms Returned

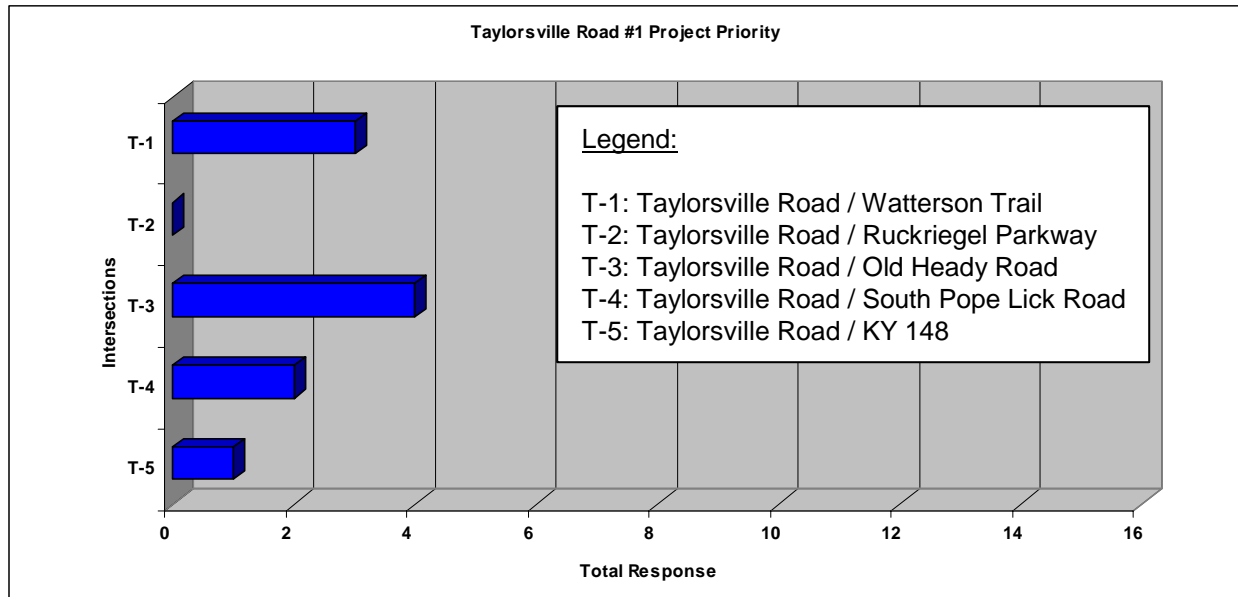


Legend:

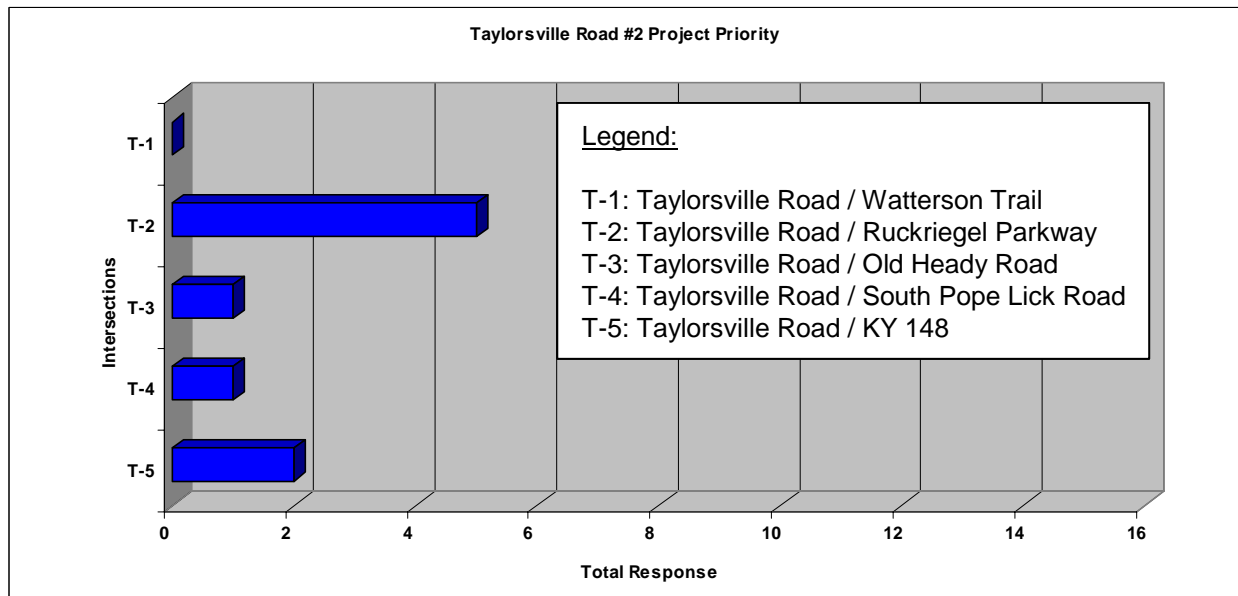
T-1: Taylorsville Road / Watterson Trail
T-2: Taylorsville Road / Ruckriegel Parkway
T-3: Taylorsville Road / Old Heady Road
T-4: Taylorsville Road / South Pope Lick Road
T-5: Taylorsville Road / KY 148

Taylorsville Road General Comment Form

1) Highest priority location where improvements are needed along Taylorsville Road:

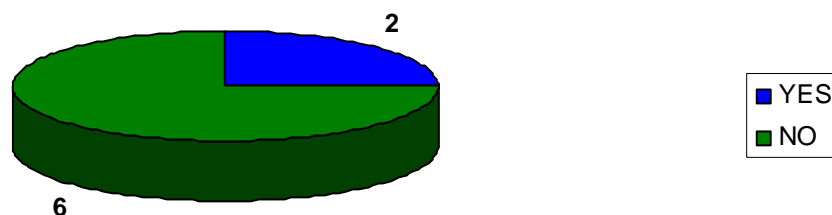


2) Second highest priority location where improvements are needed along Taylorsville Road:



3) Taylorsville Road Corridor Transit:

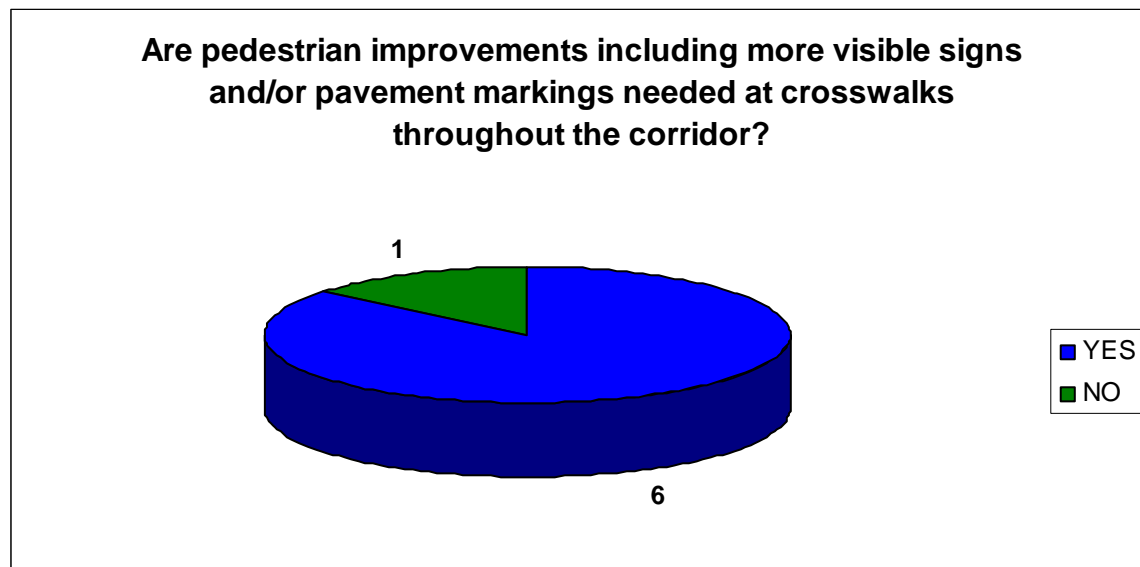
Would you utilize an express bus service to Jeffersontown and/or downtown Louisville if a park-and-ride lot was provided off of Taylorsville Road, possibly at the intersection of Taylorsville Road and KY 148?



Additional Comments:

- I am retired and do not regularly go to town.
- Distance to location - we're retired and do not have a regular need.
- That is a great idea. But do not believe people would use it. Love their cars too much. Hence problem with traffic in first place! Would be waste of money.
- Do not like bus service - stinks up air, taxpayer subsidized; will not give up private auto because of convenient comfort needs, purposes and handiness. Bus does not provide this.
- I do not travel outside I-265 unless going to lakes.

4) Taylorsville Road Pedestrian Enhancement

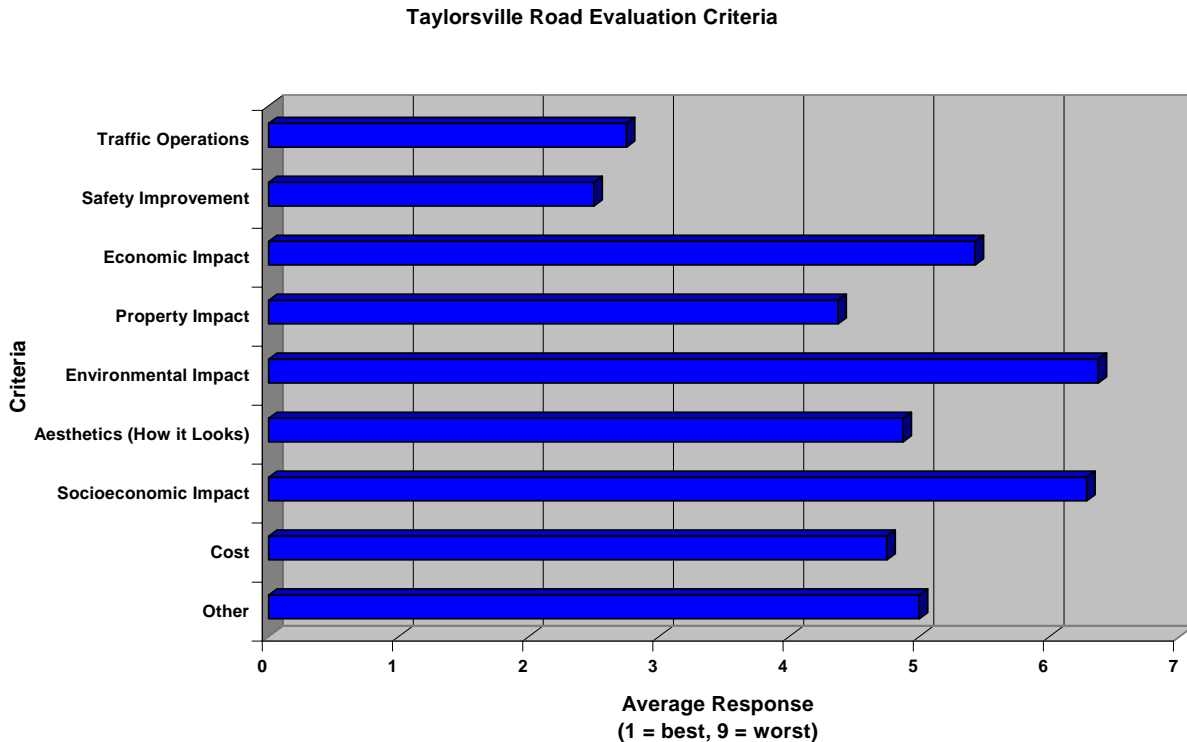


Additional Comments:

- Pedestrian and bicycle lanes would be helpful.
- Safe curbs with markings for handicapped.
- Walking and bicycle path - we and others in our community (Landherr Estates) have expressed interest and would use regularly going to parks, walking to J-town, exercise, etc.
- Sidewalks are always nice - away from road - further in.
- Sidewalks or gravel paths along KY 155.

5) Taylorsville Road Evaluation Criteria:

When selecting a preferred alternate for improvements to specific intersections and/or the corridor, what other factors do you think are important to take into consideration in addition to public input? (Please rank these in order of importance – i.e. 1 is the best and 9 is the worst).



6) Taylorsville Road Additional Comments:

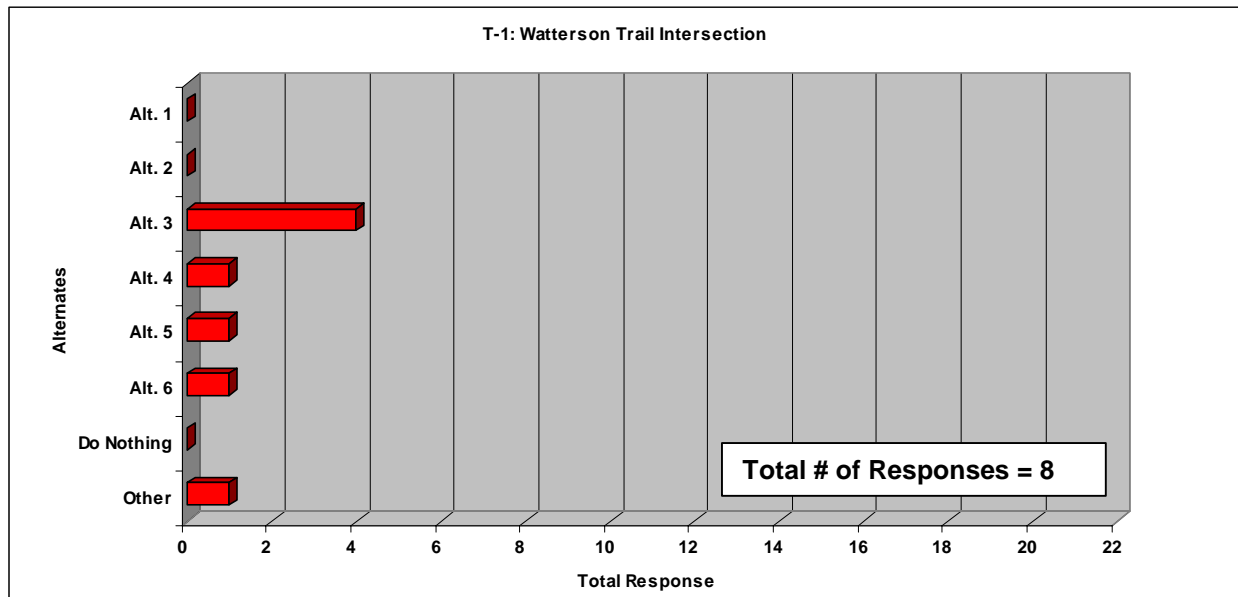
- T-5 really needs a westbound left turn storage lane on 148. Left turns off S. Pope Lick are impossible during rush hour.
- Traffic signal @ Taylorsville Road and Gene Snyder need sequencing; go east on Taylorsville wait at 1st light go under freeway and green light for off traffic turn green making eastbound Taylorsville traffic stop. If you set at 1st light off reverse sequence so you can have half chance of getting 2nd light green.
- Chenoweth Run Road can not handle the amount of cars (much less with new development). Please do a traffic study on Chenoweth Run Road. Also this road is in unsafe condition due to pot holes and road erosion. Safety needs to be our government's 1st concern. I hope it will not take a bad accident.
- With all the expansion that is planned in eastern Jefferson County, it appears that Taylorsville Road improvements should be ahead of the Blankenbaker extension. Bike and walking paths would be used by all - current roads are too dangerous for that.
- Please put me on the list to receive info about the studies and future updates.
- Reduce speed limit - isn't 55 at Stone Lakes up to Chenoweth too fast? It's hard to turn left out of Saratoga Woods w/cars speeding toward J-town.
- State has more right-of-way in open space areas on Taylorsville Road than Billtown Road so I am not concerned about environmental impact (tree removal) as on Billtown Road.
- Do nothing - that is not part of the long-term plan permanent improvements!

7) General Comments Heard by KYTC / PB Staff Members at the Meeting:

- Most people want a spot improvement ASAP.
- One person supported the short-term projects if "good improvements" were made at each intersection. In the end, a series of "good improvements" would make it much easier to construct the ultimate build corridor.
- Another person was very much against short-term improvements and would prefer to wait on funding for the ultimate widening.
- There was a lot of concern about the Urton Lane Corridor and the study that Louisville Metro is doing in the KY 155 – Tucker Station area. In general there was a lot of interest in these projects as well as the Blankenbaker extension.
- People did not understand why only crash data through December 31, 2005 was used. Year 2006 crash data should be available in about a month and this should be looked at to see if anything changes with the analysis.

T-1: Watterson Trail Intersection

1) Preferred Alternate:



Legend:

- Alt. 1 – Add Westbound Right Lane from Taylorsville Road to Watterson Trail
- Alt. 2 – Add Two Through Lanes on Taylorsville Road and Westbound Right Lane from Taylorsville Road to Watterson Trail
- Alt. 3 – Add Two Through Lanes on Taylorsville Road, a Westbound Right Lane from Taylorsville Road to Watterson Trail, and 2nd Northbound Left Lane from Watterson Trail to Taylorsville Road
- Alt. 4 – Add Pedestrian Countdown Signal
- Alt. 5 – Add Advanced Warning Signs for Pedestrian Crossings
- Alt. 6 – Replace Retro-Reflectivity

2) Additional Comments about Watterson Trail Intersection:

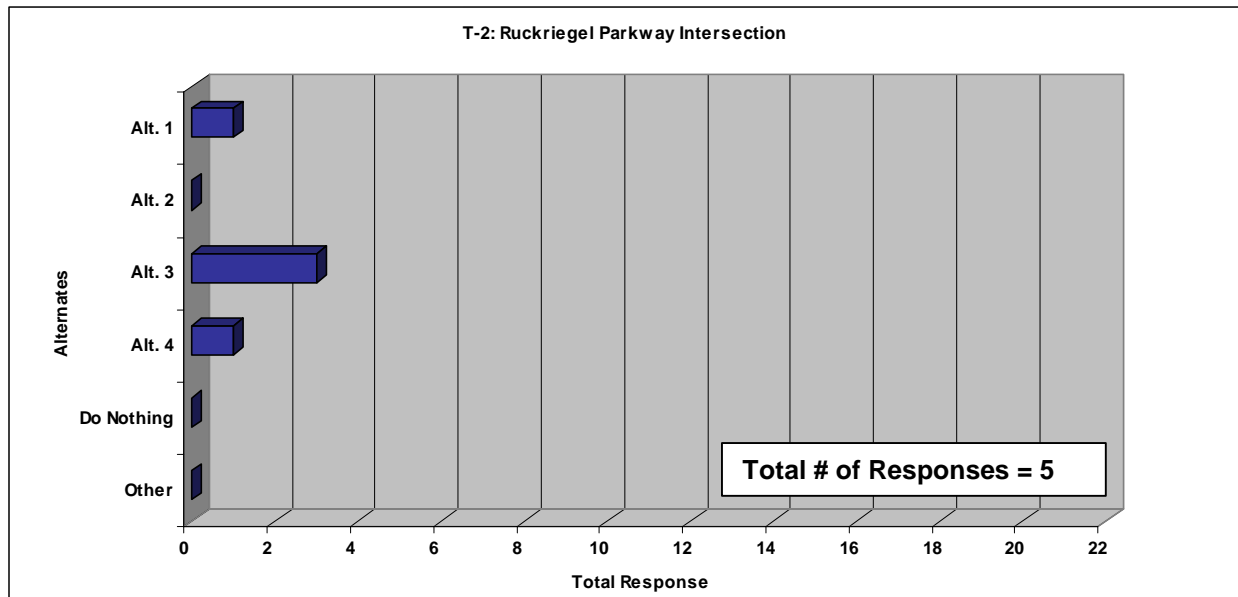
- Preserve current traditional look.
- It is an extreme bottle-neck and Alt. 3 provides the maximum relief.
- Clarify lanes northbound Taylorsville Road between Ruckriegel and Watterson Trail.
- Stopping on hill at stoplight when going west on Taylorsville Road is difficult, adding another through lane would help some.
- This should eventually be done as well as badly needed realignment eastbound on Taylorsville Road. Do T-5 first!

3) Comments Heard by KYTC / PB Staff Members about Watterson Trail Intersection:

- Some questions about showing two lanes on northeastbound Watterson Trail between College Drive and Taylorsville Road.
- Improvements are needed but tough with buildings.
- The general consensus was that people liked the downtown area “as is” and would be opposed to major upgrades to this intersection.

T-2: Ruckriegel Parkway Intersection

1) Preferred Alternate:



Legend:

- Alt. 1 – Add Eastbound Right Lane from Taylorsville Road to Ruckriegel Parkway, Southbound Right Lane from Ruckriegel Parkway to Taylorsville Road, and Westbound Right Lane from Taylorsville Road to Ruckriegel Parkway
- Alt. 2 – Add 2nd Through Lane on Taylorsville Road and Eastbound Right Lane from Taylorsville Road to Ruckriegel Parkway, Southbound Right Lane from Ruckriegel Parkway to Taylorsville Road, and Westbound Right Lane from Taylorsville Road to Ruckriegel Parkway
- Alt. 3 – Add 2nd Through Lane for All Approaches and Exclusive Turn Lanes for All Movements
- Alt. 4 – Add Sidewalk to South Side of Taylorsville Road

2) Additional Comments about Ruckriegel Parkway Intersection:

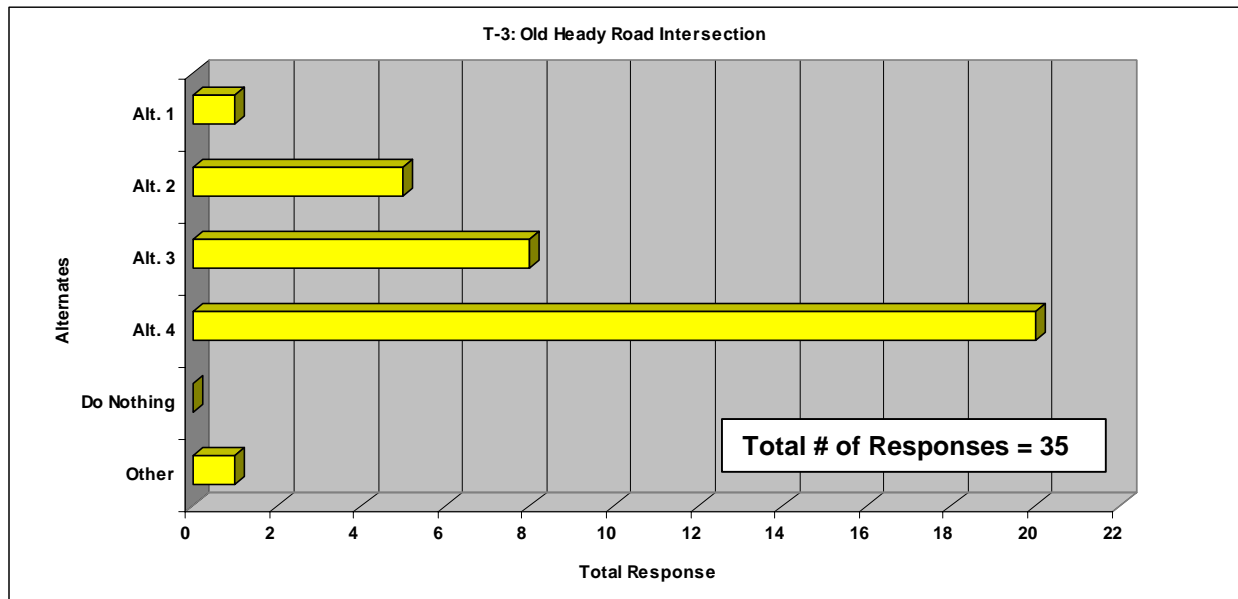
- Please do not add a sidewalk to sections of Taylorsville Road that have not finished being widened. Please complete only when enough funds are available to do Alt. 3. Do T-5 first!

3) Comments Heard by KYTC / PB Staff Members about Ruckriegel Parkway Intersection:

- Not a lot of comments about this intersection. One person said a left-turn phase is needed for the northbound Taylorsville movement to westbound Ruckriegel, and then said that there was one there already.
- One person mentioned to a staff member that they liked Alternate 3 the best.
- There were some complaints about the high volumes at this intersection; however, there was understanding that the addition of through lanes would be limited due to the right-of-way constraints along Taylorsville Road closer to Watterson Trail.
- One individual mentioned that they do not want to see small improvement constructed and then be destroyed when a turn lane is constructed later or if the road is widened. Therefore, he was opposed to a new sidewalk though he would consider a gravel path.
- The current mayor of Jeffersontown indicated that there are safety issues with the westbound traffic wanting to turn onto Ruckriegel Parkway. Often the traffic crosses the double yellow line to enter the left turn lane queue.

T-3: Old Hady Road Intersection

1) Preferred Alternate:



Legend:

- Alt. 1 – Add Eastbound Right Turn Lane from Taylorsville Road to Old Hady Road and a Northbound Right Turn Lane from Old Hady Road to Taylorsville Road
- Alt. 2 – Signalization
- Alt. 3 – Signalization and Add Westbound Left Turn Lane from Taylorsville Road to Old Hady Road
- Alt. 4 – Signalization and Exclusive Turn Lanes for All Movements

2) Additional Comments about Old Heady Road Intersection:

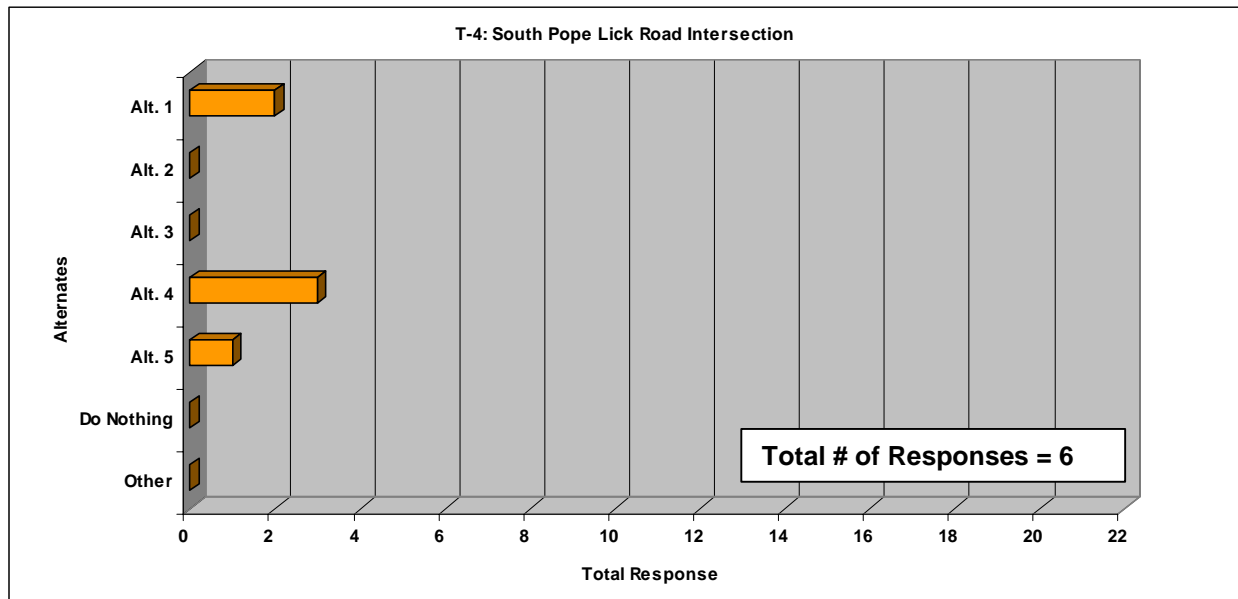
- This intersection is very dangerous. People have to help each other get out, and sometimes people take real chances to pull out in a short gap. I have to use the intersection 2 to 3 times daily. Help!
- Are you kidding? Eight accidents in two years and you submit "Do Nothing" as an option? The problem at this intersection is more accurately described as a safety issue. I've been writing for over two years. My comments have been submitted. I've attached them to this form.
- I believe this intersection is very dangerous and have seen and heard several accidents. I have three teenagers and worry about this intersection the most, and they have even expressed how difficult it is to get onto Taylorsville Road.
- This is needed greatly! Thank you!
- Most definitely, at the very least Alt. 2 is needed desperately at this intersection. Increased volume of traffic from Old Heady Road from new developments have created an increased potential for serious accidents to occur at this intersection.
- We have lived in Dove Point subdivision for over 9 years. Each year keeps getting more dangerous to get onto Taylorsville Road from Old Heady because of the speed of the traffic and the increase in traffic.
- During peak hours it is nearly impossible to get on Taylorsville Road from Old Heady.
- Because this area has been and continues to have so many new homes - businesses and new construction and has become so congested, I feel that the speed limit needs to be lowered to the Gene Snyder Freeway.
- Thank you for considering. This intersection is becoming very dangerous. I have almost been hit trying to get out myself.
- As with comment I made on other comment sheets, please do T-5 first, but when funds are sufficient to do this project please opt for Alt. 4, the traffic congestion will only increase over time. Thank you!
- I have seen numerous accidents in addition to close calls at this intersection. Too many houses have been added to this area - with Old Heady being one of the only exits! Why was this allowed?
- Turning out this intersection has always been dangerous and time consuming. Now that more developments arise, it only adds to it.
- Where Old Heady turns right onto Taylorsville Road, the road needs extending in the curve where the roads tie together.
- I drive this intersection at least two times a day. It forces one to take chances due to the waiting. With more housing down Old Heady, traffic has become heavier and more dangerous. If there is an accident on the Snyder, traffic comes down Taylorsville Road.
- Dangerous intersection.
- Many wrecks!
- Always backed up.

3) Comments Heard by KYTC / PB Staff Members about Old Heady Road Intersection:

- A lot of focus on the Old Heady Road intersection. Several people literally took offense that we said the issue was “delay” and not “safety”.
- Existing and proposed new residential development south of Taylorsville Road that would feed more traffic onto Old Heady Road in the future was mentioned.
- Some people feared that Blankenbaker would eventually be expanded to Taylorsville Road at Old Heady Road.
- There was also a lot of concern that Tucker Station was being improved before Old Heady Road. One person had heard (apparently from the KYTC) that there had been 20 crashes at Tucker Station and 8 at Old Heady but were concerned that nothing would be done at Old Heady Road.
- A couple who lives off of Old Heady Road was very concerned about the number of accidents that occur at the intersection weekly according to them. Anything that could be done would be a vast improvement.

T-4: South Pope Lick Road Intersection

1) Preferred Alternate:



Legend:

- Alt. 1 – Add Southbound Right and Northbound Right Turn Lanes from South Pope Lick Road to Taylorsville Road
- Alt. 2 – Signalization
- Alt. 3 – Signalization and Add Westbound Right and Eastbound Left Turn Lanes from Taylorsville Road to South Pope Lick Road
- Alt. 4 – Signalization and Add Turn Lanes for All Movements
- Alt. 5 – Re-align Intersection

2) Additional Comments about South Pope Lick Road Intersection:

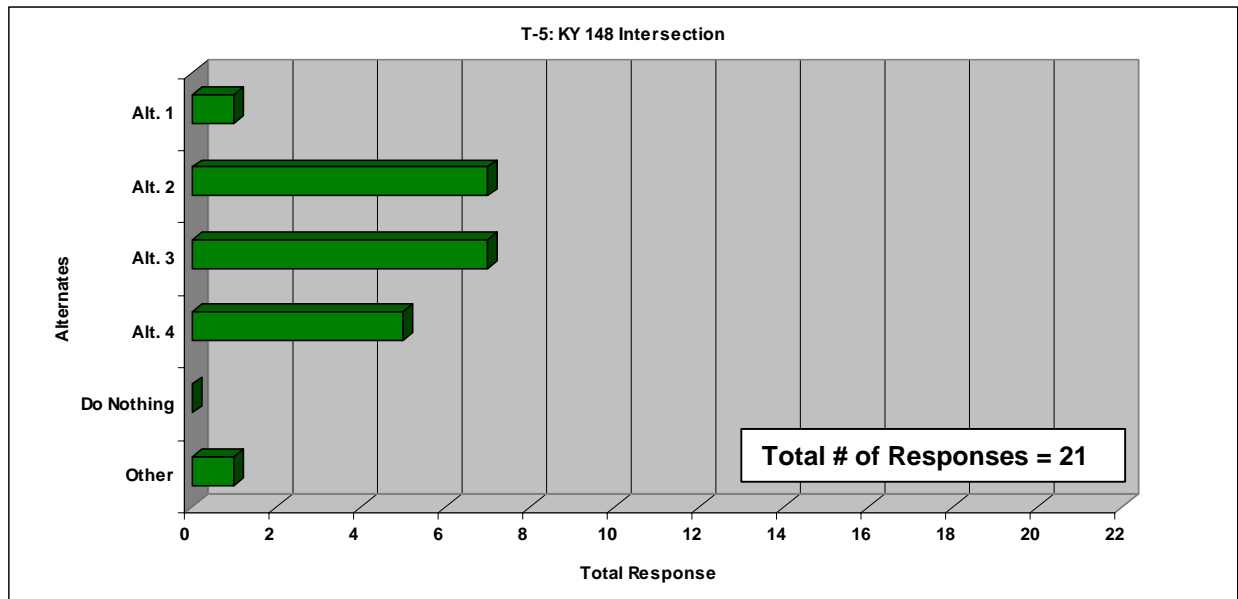
- Taylorsville Road should be improved to two lanes in each direction plus a center lane with turning light. Pope Lick should have changes as suggested due to back entrance to Industrial Park. Bridge needs to be widened when there is an accident at this.
- This intersection is used as a shortcut to Middletown and the Industrial park and traffic backs up on Pope Lick at 5:00 causing motorists to take risks pulling out into traffic on Taylorsville Road turning left to Taylorsville Lake Road. This is an extremely hazardous intersection especially with the bridge obstructing view.
- Important: Please provide as much riparian buffer as possible (extending it beyond present width would be best) along Pope Lick Creek. Relocate S. Pope Lick Road further from the creek to increase buffer zone.
- Combine Alt. 4 and 5 but at least Alt. 4. Do it when money is available, but when money is available it should be done this way.

3) Comments Heard by KYTC / PB Staff Members about South Pope Lick Road Intersection:

- It is difficult to turn left in the PM (board depicting intersection confirms this).
- The use of South Pope Lick as a “shortcut” to Rehl Road/Blankenbaker/Plantside Drive and even to Middletown was cited by many.
- A lot of concern about the future of this intersection related to impacts from anticipated residential housing developments.

T-5: KY 148 Intersection

1) Preferred Alternate:



Legend:

- Alt. 1 – Add 2nd Northbound Left Turn Lane
- Alt. 2 – Add 2nd Northbound Left Turn Lane and Exclusive Eastbound Right Turn Lane
- Alt. 3 – Reconfigure Intersection to Make Taylorsville Road / Taylorsville Lake Road the Major Movement
- Alt. 4 – Continuous Flow “T”

2) Additional Comments about KY 148 Intersection:

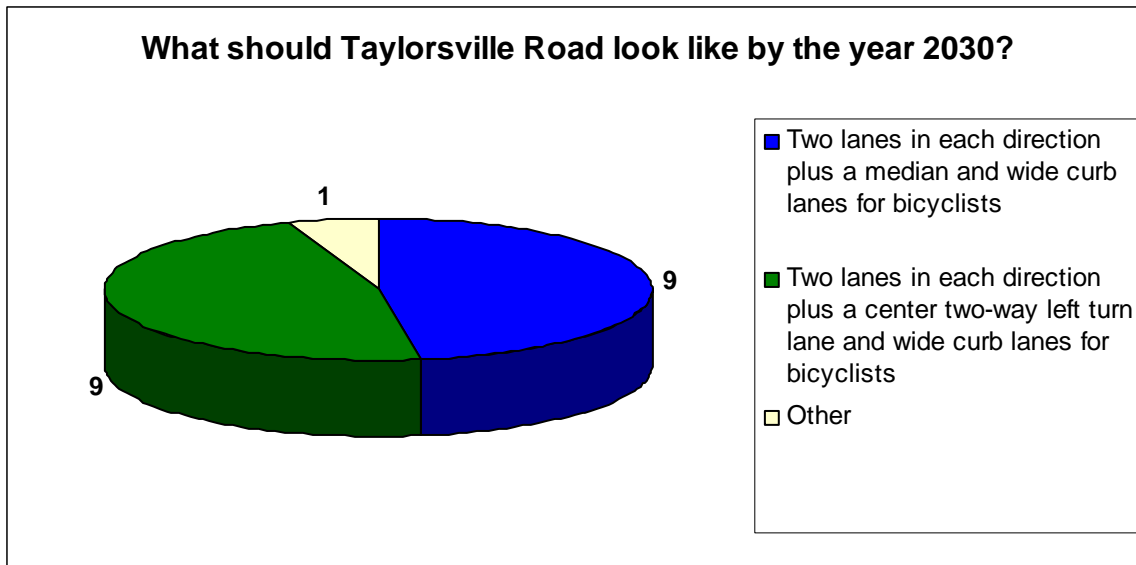
- Traffic is going to be increased due to development, growth, ?/Fisherville ramp to the ?. It makes sense to extend Taylorsville Road to 4 lane with turning - 2 lanes North and South 155 - all this is predicated that the new road to 64 doesn't.
- Continuous flow to allow for increase in traffic with the traffic and population increase.
- This should have been done two years ago. Also expand Taylorsville Road to two lanes each direction plus a median and wide curb lanes for bicylists. This road (Taylorsville) is a disaster all the way up to the Gene Snyder (especially in front of Hatmakers).
- Taylorsville Lake Road needs to continue north to I-64 as a scenic parkway; this will alleviate most Taylorsville Road backup. Taylorsville Road east of this intersection, Hwy 148 needs to remain scenic 2-lane highway, not a major traffic artery.
- Please work with Park system, Planning and Design in Louisville. Keep it looking rural as possible. Limit tree cutting. Let's do it right instead of having another "Shelbyville Road".
- This project should be priority #1! It would be better to spend the higher amount of money on this project now than try to "re-fix" a partial fix in the future, not to mention acquiring right of way which would be much harder once the land around it is developed.
- Another thought on the above - what about getting Spencer County money? This is where most of traffic comes from.
- Based on information provided 2/27 meeting, this is the least expensive so most likely to be accomplished sooner - improvements needed.
- Most traffic flows from Taylorsville Road (west) to Taylorsville Lake Road. Traffic slows considerably to make the turn, changing the intersection to be a slight curve rather than 90 degree turn and allowing longer green lights for the major traffic would greatly improve traffic flow.

3) Comments Heard by KYTC / PB Staff Members about KY 148 Intersection:

- The diagram for Alternate 3 (intersection reconfiguration) confused people. Needs to be consistent with the way the other diagrams (Alternates 1 and 2) appear in the final report.
- One person was convinced that Alternate 3 was the best that could be done. According to him, cost should not be an issue and that action needs to be taken immediately to purchase the needed right-of-way at the southwest corner quadrant of the existing intersection before it gets even more expensive. Several people disagreed with this individual as to the preferred alternate, opting for the lower cost option instead.
- There were some people who liked Alternate 2.
- There were many comments and concerns regarding westbound vehicles using the shoulder to pass left turning southbound vehicles and right turning southbound vehicles using the shoulder to pass eastbound vehicles waiting at the signal.
- Some people also mentioned a connector to I-64 at this intersection.
- Everyone agreed that changes are necessary; however they disagreed on the preferred alternate. Most people were in favor of the addition of a second northbound left turn lane and an exclusive right turn lane. They liked the potential of the much improved LOS / delay.

Taylorsville Road Corridor Improvements Comment Form

1) Preferred Alternate:



Note: The one "other" response was for a typical section with a median and Taylorsville Road re-designated as a parkway.

2) Should this look be applied to the entire corridor or should different ones be used for different locations (i.e. inside and outside of I-265)?

- Definitely
- Entire corridor applied. For future growth in area and growth and traffic from surrounding counties that use it now.
- Same throughout the system. Citing a study in Indiana on Highway 9 Anderson, IN had the first choice then recently spent additional tax dollars to get of islands - now it looks like #2 - less congestion - less traffic issues.
- Entire corridor.
- Yes!!
- Taylorsville Road beyond 155 turnoff (at Taylorsville Lake Road) should remain 2 lanes.
- A parkway would be best.
- Entire corridor.
- A hybrid version would likely be the most practical, but the first option would be the safest.
- Yes - entire stretch from English Station to Kroger on Taylorsville Road.
- Use same look for both inside and outside of corridor.
- There are very few bicycle riders in this area.
- This would only be necessary to Taylorsville Lake Road, past that there isn't enough traffic.
- Entire corridor

3) What other corridor improvements would you like to see?

- Some signalization at some intersections.
- More restaurants and shopping on sides of road.
- This project getting started tomorrow!
- Trees and undergrowth in a wide buffer zone all along Taylorsville beyond I-265 and wherever possible inside I-265.
- Trees in the median areas (boulevard feel).
- Please include Park system and Planning and Design in your planning. Keep area looking rural - limit tree cutting. Do not have it look like Shelbyville or Hurstbourne.
- Widen all bridges, additional light signals, including timer sequenced in more congested areas.
- Connect with I-64.
- During business hours, there is more traffic and holdups at Watterson Trail and Chenoweth Road intersections than the road is designed to carry.
- I would like to see another road / alternate route put in to handle some Taylorsville Lake Road to Gene Snyder traffic. When there is roadwork or an accident, there is no good alternative.
- None

4) Any additional comments?

- This planning is definitely important and should be implemented prior to further construction.
- Most home on Taylorsville Road sit back far enough for Highway Department to have more leeway on expanding road and state right-of-way. People are driving above speed limit.
- This type of road system spun economic growth.
- If the lane is continuous there is no weed problem therefore no chance of obstruction of vision.
- This is what Taylorsville Road should look like by the year 2008!!! We wish somebody would get moving!!!
- Bicyclists prefer rural roads, not highways with fast-traffic - use this to connect bicyclists to the existing network of 2-lane rural roads in the neighborhood.
- In the meantime what is already there needs to be cleaned. Trash and signs are everywhere.
- Do not put gutters or sidewalks in until final widening is complete.
- Thanks for addressing the issue / need.
- Do not approve any more R-4 construction out here until the traffic situation has been fixed. Thanks!
- It is unfortunate that when the Kroger Shopping Center was built just a couple of years ago that a right turn lane on to Stone Lakes Drive and Tucker Station was not completed. It just needed about another 100 feet to complete a right turn lane continuously. What a waste of time and expense.
- The right turn lane from G. Snyder to Fville Rd, to Stone Lakes to Tucker Station should have been completed with the shopping center. Why the gaps? Foolish. Now more expensive!
- Thank you!

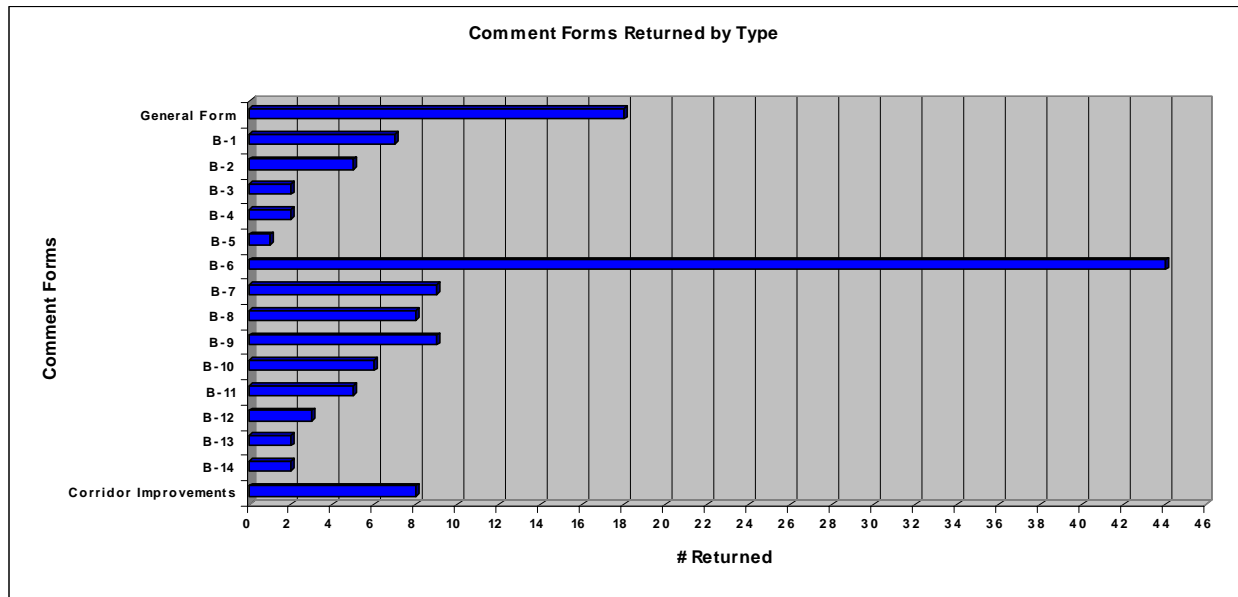
5) Comments Heard by KYTC / PB Staff Members about the Overall Corridor

- Build 5 lanes and keep it like it is.
- Many people would like to see Taylorsville Road widened as soon as possible.

Billtown Road

Comment forms were available at the public meeting and could be returned either at the meeting or sent via mail or fax following the meeting. Three types of forms were available – a general form, individual intersection forms, and a corridor improvement form. The total number of forms returned was 131 for Billtown Road. The breakdown of forms returned by type is provided below.

Number of Comment Forms Returned

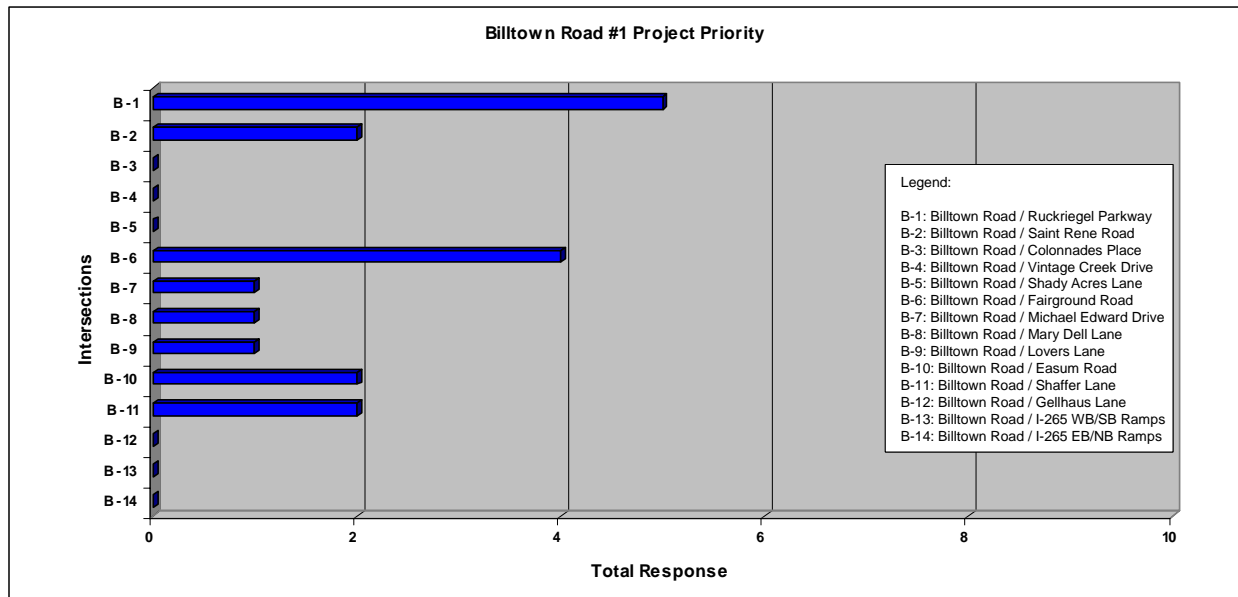


Legend:

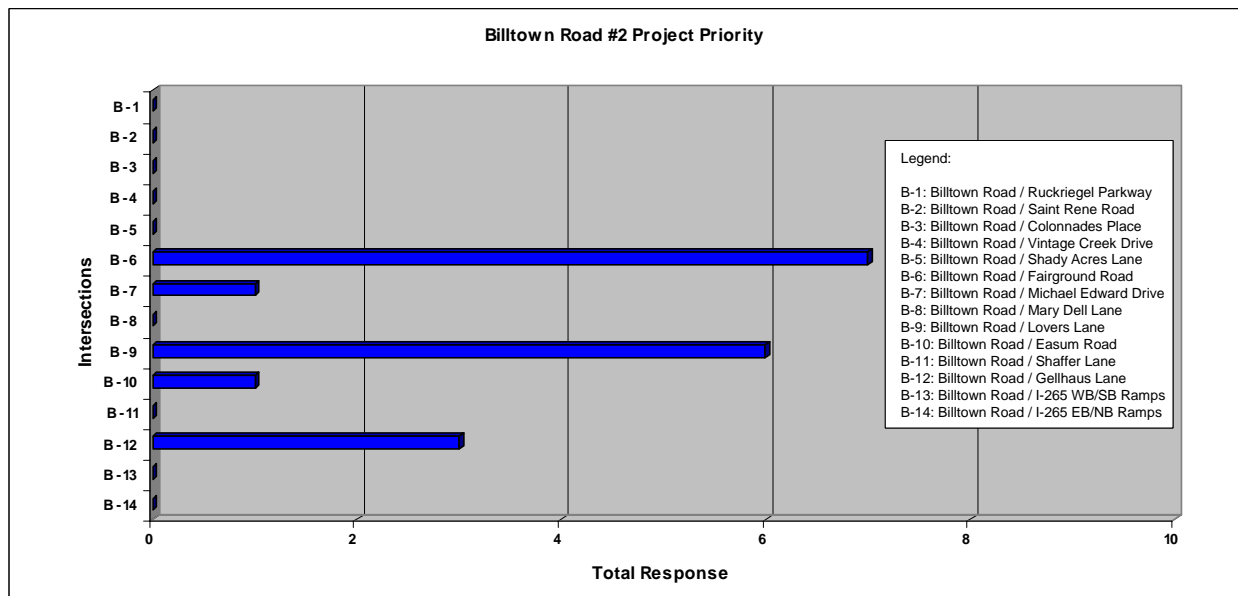
- B-1: Billtown Road / Ruckriegel Parkway
- B-2: Billtown Road / Saint Rene Road
- B-3: Billtown Road / Colonnades Place
- B-4: Billtown Road / Vintage Creek Drive
- B-5: Billtown Road / Shady Acres Lane
- B-6: Billtown Road / Fairground Road
- B-7: Billtown Road / Michael Edward Drive
- B-8: Billtown Road / Mary Dell Lane
- B-9: Billtown Road / Lovers Lane
- B-10: Billtown Road / Easum Road
- B-11: Billtown Road / Shaffer Lane
- B-12: Billtown Road / Gellhaus Lane
- B-13: Billtown Road / I-265 WB/SB Ramps
- B-14: Billtown Road / I-265 EB/NB Ramps

Billtown Road General Comment Form

1) Highest priority location where improvements are needed along Billtown Road:

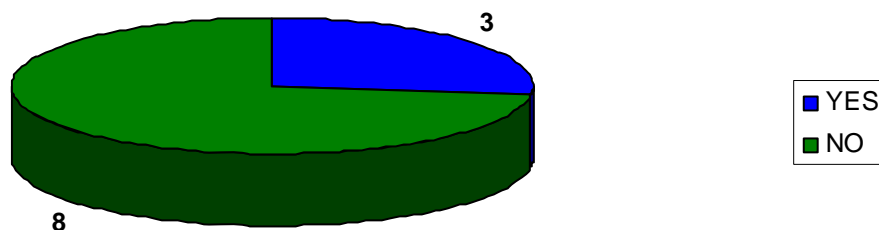


2) Second highest priority location where improvements are needed along Billtown Road:



3) Billtown Road Corridor Transit:

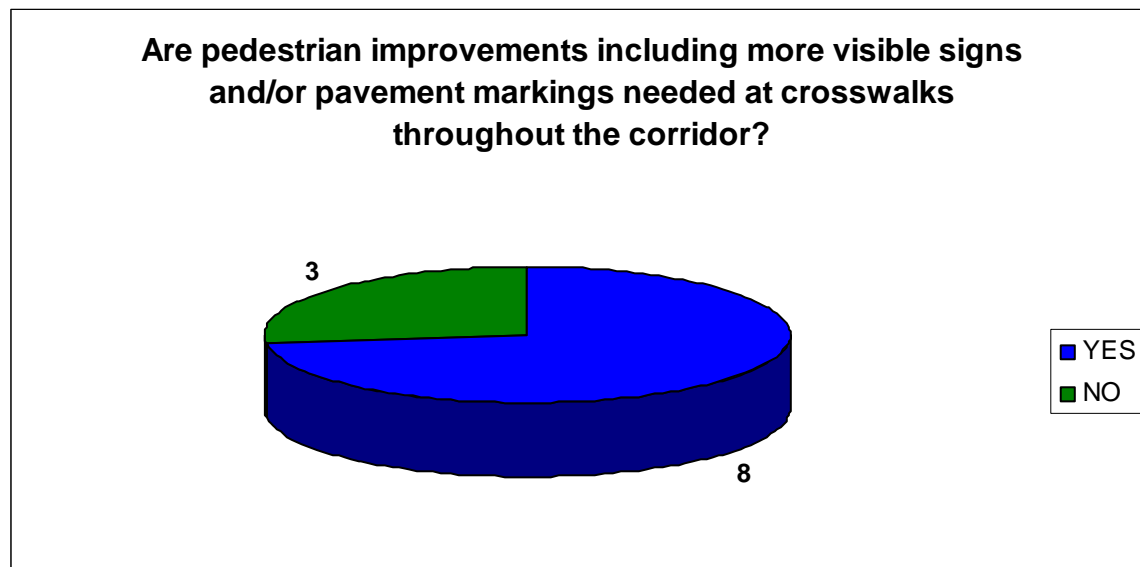
Would you utilize an express bus service to Jeffersontown and/or downtown Louisville if a park-and-ride lot was provided off of Billtown Road, possibly just south of I-265?



Additional Comments:

- Not necessary for daily activities.
- I live closer to Jeffersontown than to the Gene Snyder, plus I do not work downtown. My errands are usually in Jeffersontown/Hurstbourne/Bardstown Roads corridor.
- Outside of job location. Not set work hours.
- I leave very early AM to work at a hospital.
- Does not suit my travel path to work.
- Do not like bus service - stinks up air; tax payer subsidized; will not give up private auto for convenient comfort, needs, purposes and handiness. Bus does not provide this.
- Convenience of my car and pollution of the bus.

4) Billtown Road Pedestrian Enhancement:

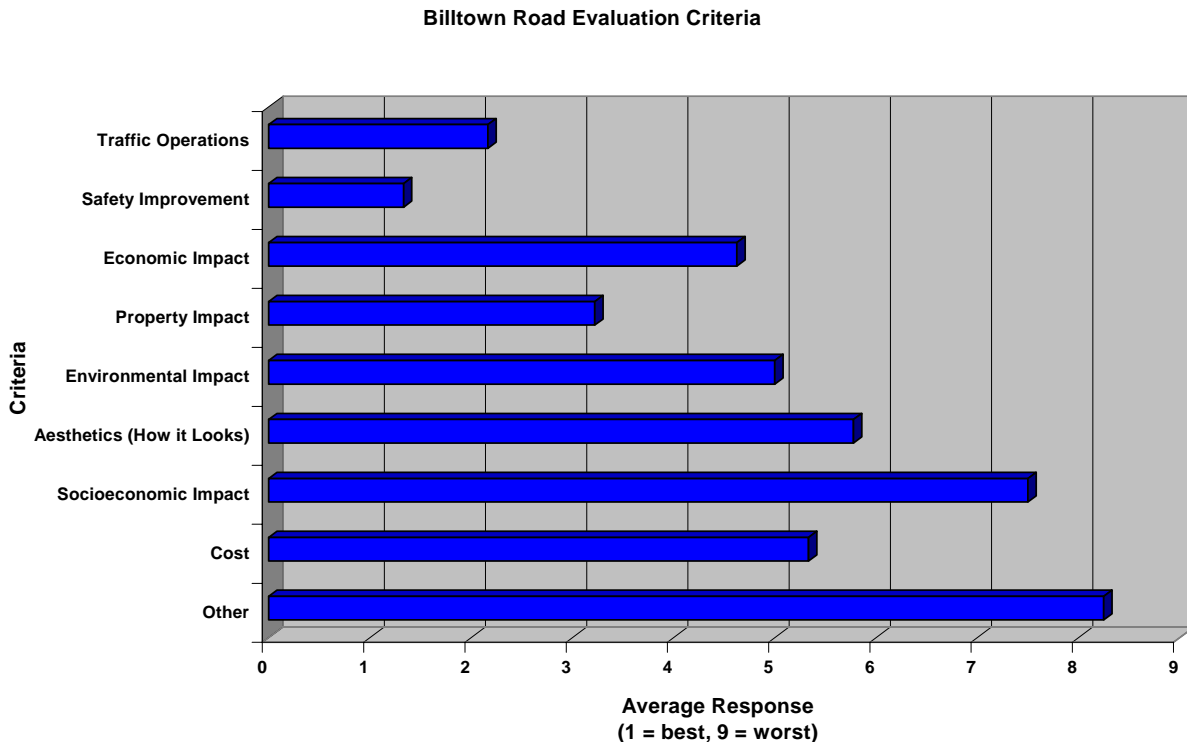


Additional Comments:

- Sidewalks - overpass for new schools across Gellhaus.
- Sidewalks from Lovers Lane to Michael Edward (Vettiner Park Entrance).
- Reduce school bus stops on Billtown by forcing School Board to pick-up / drop-off kids within subdivisions.
- Bike paths / walking paths would promote safety.
- Sidewalks
- Street Lights
- You must have more traffic stops - it's unsafe crossing the road due to speeders.
- Spend money on traffic flow improvements; not signs/markings/sidewalk.

5) Billtown Road Evaluation Criteria:

When selecting a preferred alternate for improvements to specific intersections and/or the corridor, what other factors do you think are important to take into consideration in addition to public input? (Please rank these in order of importance – i.e. 1 is the best and 9 is the worst).



6) Billtown Road Additional Comments:

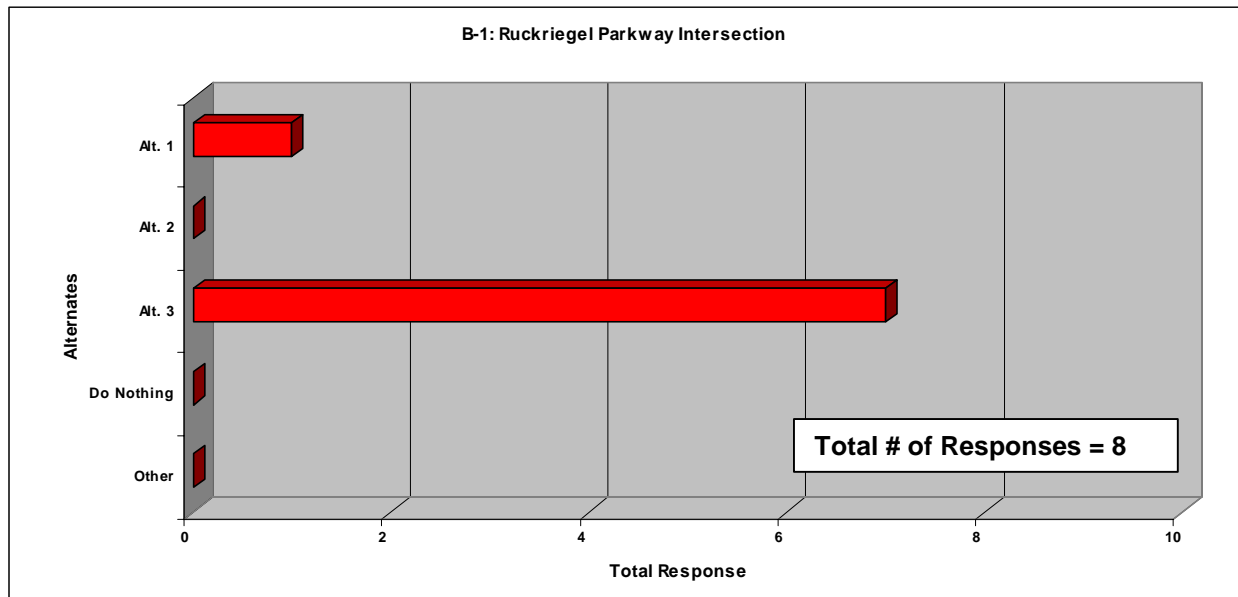
- Safety should be paramount. Need to accommodate the bus traffic current and for opening of Farmer Elementary School Aug. 07 and Middle School Aug. 08.
- #1 priority is Alt. 4 at B-6. #2 priority is Alt. 4 at B-9. Question would like to see a traffic computer simulation / model for Billtown Road in total.
- Something needs to be done soon! It is not getting any better.
- Safety is #1 concern, next flow of traffic for Billtown Road and roads that feed it.
- Would be satisfied with one lane in each direction with a center two way left lane. Some signalization at some intersections. No need to cut down all trees on both sides of roadway.
- Traffic entering and exiting Carithers Middle School use the back entrance off of Michele Drive rather than the front entrance off of Billtown Road. It would function better that way since the traffic signal at Michele and Billtown would be controlling traffic instead of a crossing guard at the main entrance.

7) General Comments Heard by KYTC / PB Staff Members at the Meeting:

- There was some concerns by homeowners about property impacts to their yards and questions about which side of the roadway would we widen to.
- There were several comments about crashes and the fact that our data might be lacking some crashes. The Jeffersontown Fire Department makes lots of runs to Billtown and Fairground Roads. This will be evaluated when the 2006 data is available. May also be many unreported "fender benders"
- There are a lot of concerns about development pressures in the area. People see land use changes and know roads are behind already and that makes them worried and angry.
- A few people said that Billtown Road is also a bike corridor and that we shouldn't forget those needs as well.
- Generally, people want to see improvements in the near-term as opposed to waiting 25 years for the road to be widened.
- Getting out onto Billtown Road from the neighborhood streets is the major problem.

B-1: Ruckriegel Parkway Intersection

1) Preferred Alternate:



Legend:

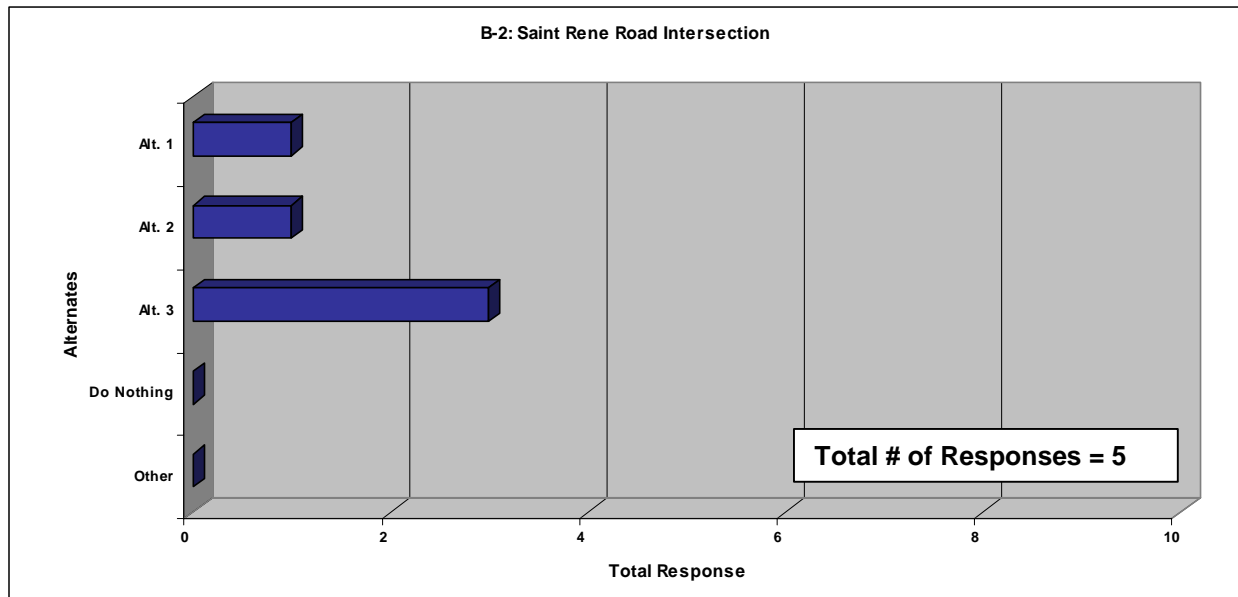
- Alt. 1 – Signal Optimization
- Alt. 2 – Add Exclusive Right Turn Bays
- Alt. 3 – Add Exclusive Turn Lanes and Through Lanes

2) Additional Comments about Ruckriegel Parkway Intersection:

- Figure out a better way to get to Billtown from the post office at 4:45 PM.

B-2: Saint Rene Road Intersection

1) Preferred Alternate:



Legend:

- Alt. 1 – Separate Turn Lanes on Billtown Road
- Alt. 2 – Signalization
- Alt. 3 – Signalization with Southbound Left Turn Lane from Billtown Road to Saint Rene Road

2) Additional Comments about Saint Rene Road Intersection:

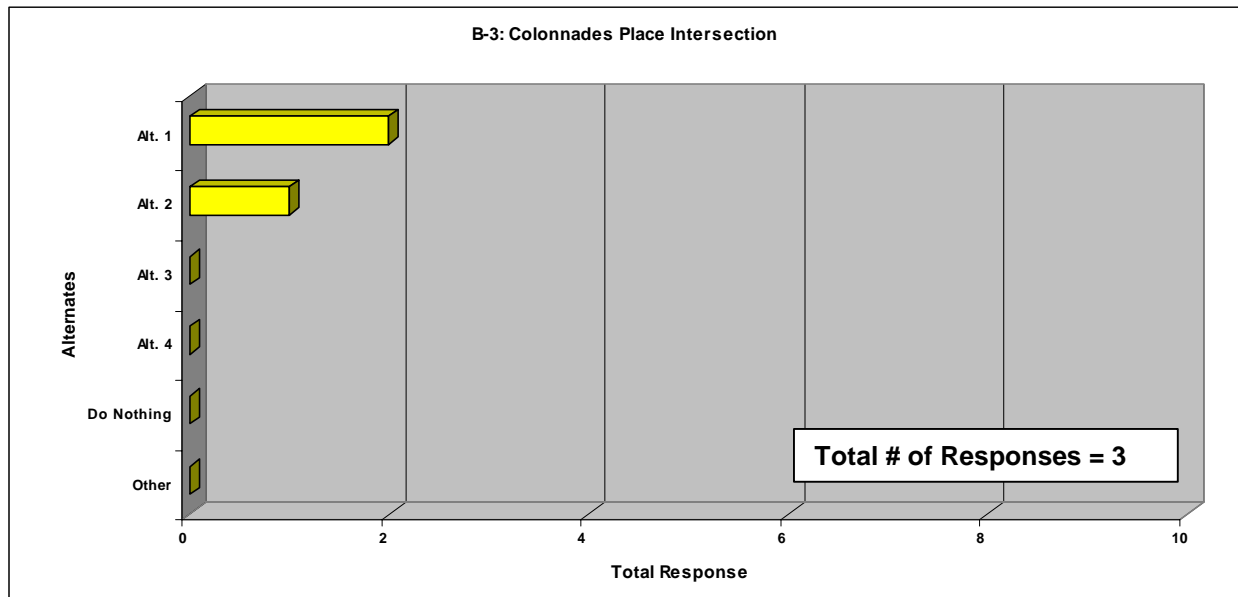
- In present form during morning rush hours especially when school is open it is next to impossible to exit from St. Rene Road in either direction. I use alternate way and come out at red light on Ruckriegel Parkway at Wal-Mart and back track on Billtown Road. Evening rush hour is the same situation. People driving in both directions on Billtown Road do not drive the speed limit.

3) Comments Heard by KYTC / PB Staff Members about Saint Rene Road Intersection:

- A Jeffersontown councilwoman, who was also in attendance at the Elected Officials Briefing in December 2006, reiterated her desire to have a traffic signal installed in this location since she said many of the people who live in the neighborhood have a hard time getting out on Billtown Road. Several other people mentioned they have the same problems and live in the neighborhood.

B-3: Colonnades Place Intersection

1) Preferred Alternate:

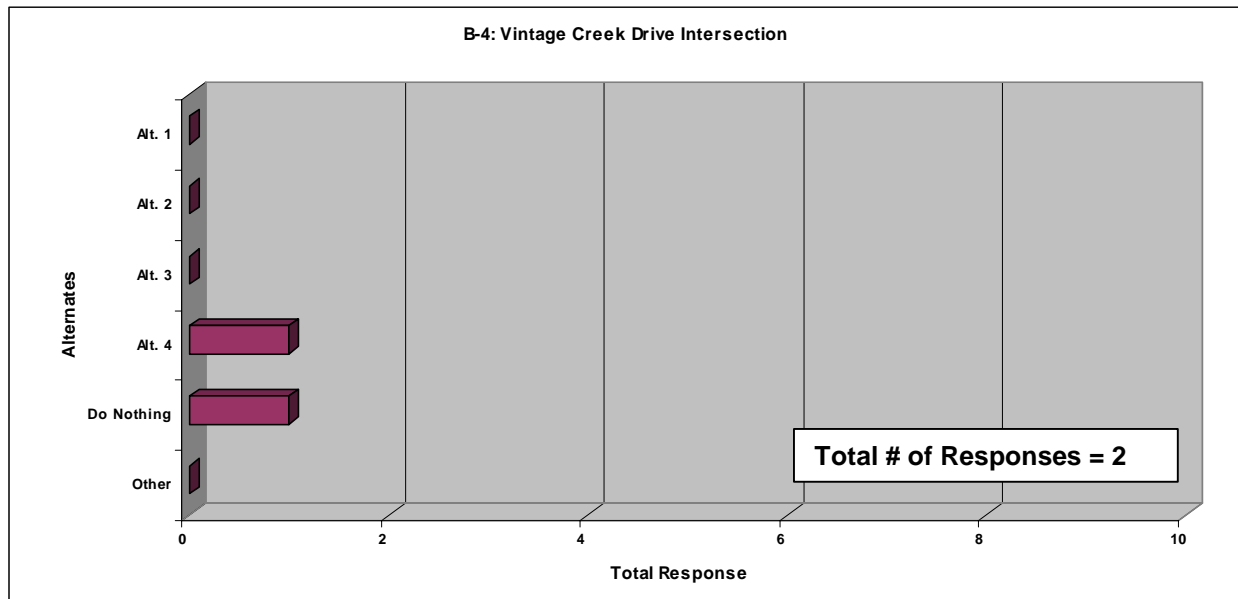


Legend:

- Alt. 1 – Separate Turn Lanes on Billtown Road
- Alt. 2 – Signalization
- Alt. 3 – Signalization with Southbound Right Turn Lane from Billtown Road to Colonnades Place
- Alt. 4 – Two-Way Left-Turn Lane Between Vintage Creek Drive and Colonnades Place

B-4: Vintage Creek Drive Intersection

1) Preferred Alternate:



Legend:

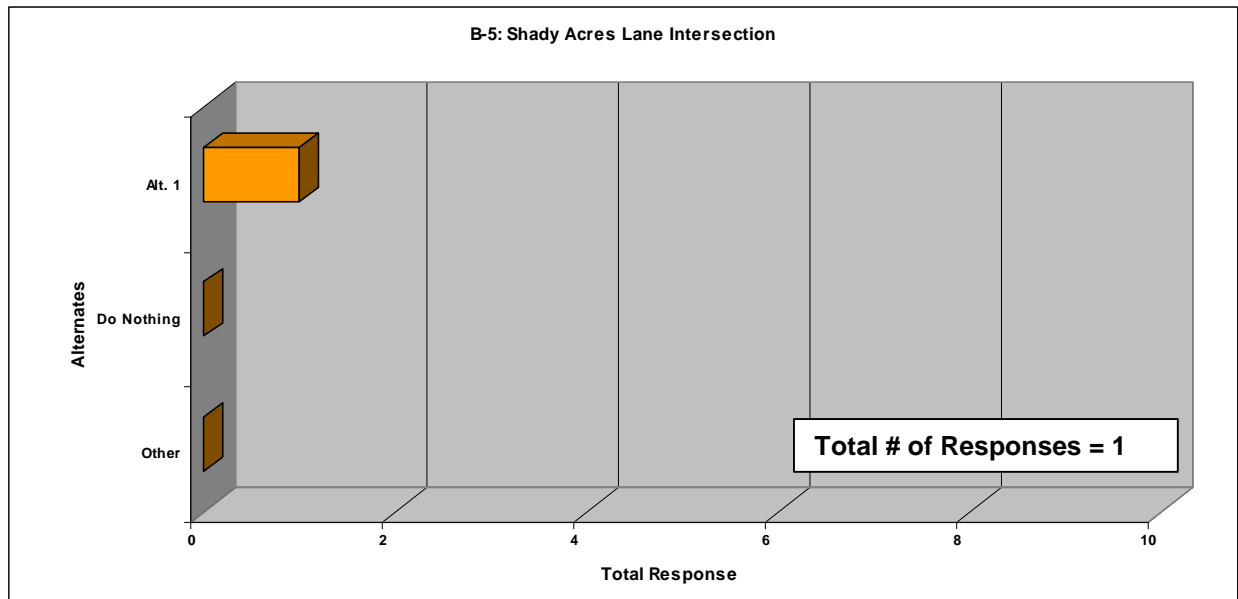
- Alt. 1 – Separate Turn Lanes for Westbound Approach (Vintage Creek Drive)
- Alt. 2 – Separate Turn Lanes on Billtown Road
- Alt. 3 – Signalization
- Alt. 4 – Signalization with Separate Turn Lanes

2) Additional Comments about Vintage Creek Drive Intersection:

- Any type of change here would cause problems for those of us that live across from Vintage Creek.

B-5: Shady Acres Lane Intersection

1) Preferred Alternate:

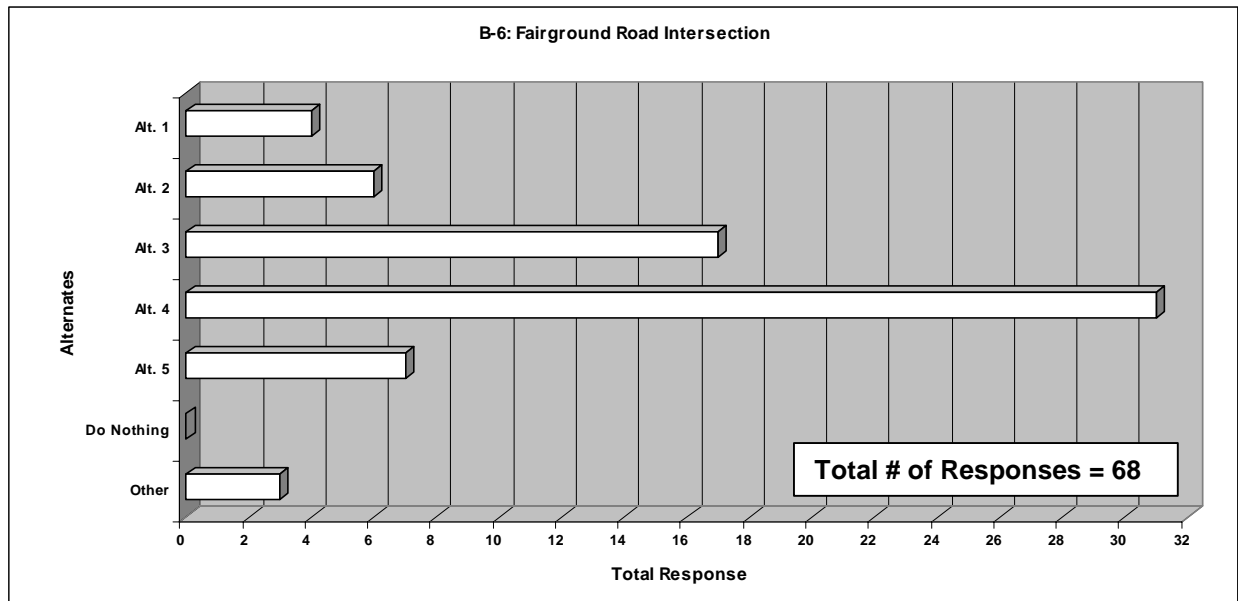


Legend:

- Alt. 1 – Separate Turn Lanes for Eastbound Approach (Shady Acres Lane)

B-6: Fairground Road Intersection

1) Preferred Alternate:



Note: One of the "other" responses mentioned signalization of Mary Dell Lane. Another one was to signalize the intersection, provide separate turn lanes, and right-in, right-out access at Fairground Road. The third one was to lower the speed limit to 35 mph.

Legend:

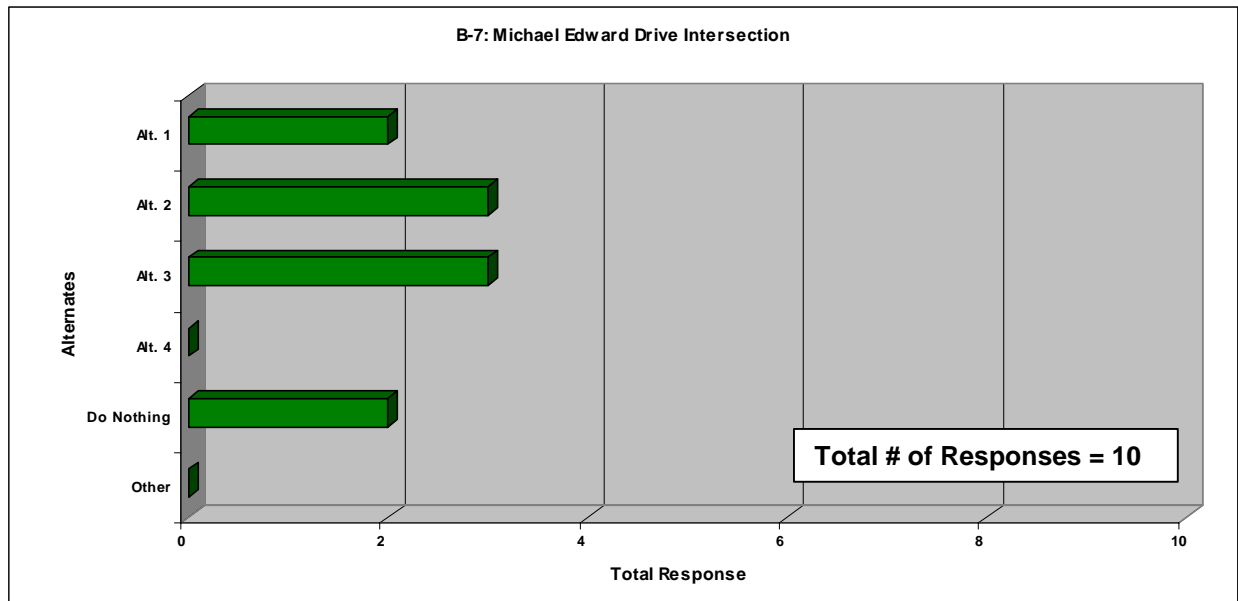
- Alt. 1 – Separate Turn Lanes for Eastbound Approach (Fairground Road)
- Alt. 2 – Separate Turn Lanes on Billtown Road
- Alt. 3 – Signalization
- Alt. 4 – Signalization with Separate Turn Lanes
- Alt. 5 – Signalization with Separate Turn Lanes and Right-in, Right-out Access at Michael Edward Drive

2) Additional Comments about Fairground Road Intersection:

- Need bicycle path on Billtown. Alt. 4 will also remove traffic off of Michael Edward. It is expensive but it will have a positive effect on all near roads.
- Base on B-6, B-8, B-7, B-10, and B-9: Alt 4 @ B-6 should be #1 priority.
- This location is my 1st choice for signalization w/ separate turn lane. I am 69 years old and have lived in this area for 36 years. So PLEASE do this before I kick the bucket!
- Alt. 4 will allow reduced time at intersection during rush hour, improve safety of drivers, but also of pedestrian traffic. There are many children in the area that walk or ride bikes.
- It is next to impossible to exit safely from Fairground Road during rush hours onto Billtown Road. If someone northbound on Billtown Road stops to allow a eastbound Fairground Road to turn north onto Billtown, the traffic will go around on shoulder of roadway the car that has stopped northbound Billtown Road. Also, if you are eastbound Fairground Road to turn northbound onto Billtown Road there is a pine tree (southwest corner of Fairground Road) in rear of apartment building - which partially block view of traffic coming northbound on Billtown Road. It is hard to judge speed of northbound Billtown Road traffic because of pine tree.
- Need to slow traffic speed limit 45. Most are going 50 mph or more.
- We need it at Mary Dell and Billtown Road!
- Mary Dell and Billtown Road – Signalization
- Signalization with separate turn lanes at Michael Edward and Fairground Road and signalization for Mary Dell.
- Nothing should be done at Fairground and Billtown, the traffic is not that bad that is requires fixing. There should be a stop light at Billtown and Mary Dell. There is a school at Cynthia and Mary Dell which creates significant traffic problems during morning and after school times when parents are dropping off or picking up kids. The traffic on Mary Dell and Billtown can backup 30-40 cars.
- Fairground Road gets more traffic than Michael Edward Drive. Mary Dell gets more traffic than Michael Edward.
- Why not Mary Dell and Billtown Road!
- Mary Dell / Billtown Road needs signal also!
- Signalization: Should be considered for Mary Dell and Billtown Road because of traffic coming through the park from Taylorsville Road, J-Town, and Blankenbaker areas.
- Widen Billtown Road to 4 lanes with lights at Michael Edward and Fairground Road.
- If a signal with turn light that then stays green for northbound traffic on Billtown turning left onto Fairground would make all the difference in the world to those of us that live in the area and it would slow traffic on Billtown.
- Desperately need signalization and turn lanes at Fairground Road, not Michael Edward Drive - would bring in too much more traffic to the neighborhood - too many children - dangerous.
- A traffic light at Fairground Road or Michael Edward will find traffic "accelerating" as they approach Mary Dell on Billtown. Dangerous with a nearby school and a park. Please study a light at Mary Dell. Even turning right is a challenge. School opening and dismissal a problem, as is the park on any nice day, especially golf course.

B-7: Michael Edward Drive Intersection

1) Preferred Alternate:



Legend:

- Alt. 1 – Separate Turn Lanes for Eastbound Approach (Michael Edward Drive)
- Alt. 2 – Separate Turn Lanes on Billtown Road
- Alt. 3 – Signalization
- Alt. 4 – Right-In, Right-Out Access for Michael Edward Drive

2) Additional Comments about Michael Edward Drive Intersection:

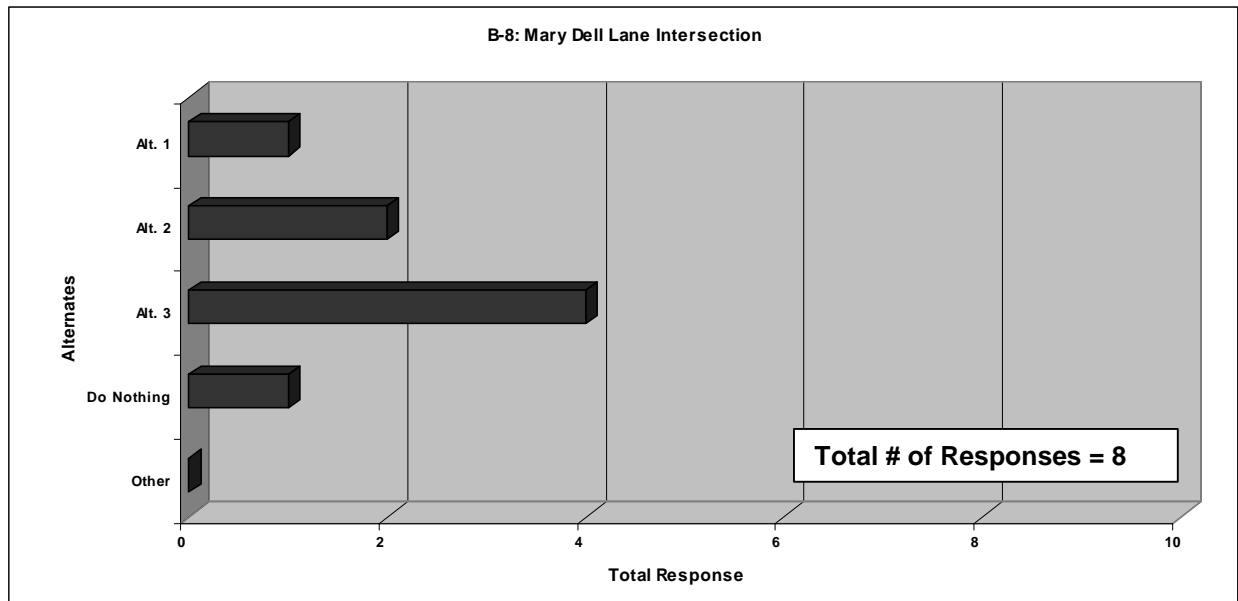
- By doing Alt. 4 at B-6 will curtail any requirement at B-7
- Alternate 1 will allow right hand turns from Michael Edward to Billtown Road to Gene Snyder.
- No left turn onto Billtown between 3 - 6 PM M-F with constant yellow flashing light or timed from 3 - 6.
- Trees obstruct the view to the right coming off of Michael Edward.
- We feel that for safety reasons the speed limit between Jeffersontown City Limits and 841 should be changed from 45 mph to 35 mph. (Most vehicles will travel above 45 mph now.) We feel a signal light should be installed at Michael Edward Lane and Billtown Road. This would give a break in traffic in both directions dealing with Fairground Road and Mary Dell Lane. This would help stop the high speed traffic at the curve in front of our home, that has resulted in the deaths of 2 young people in the last few years.

3) Comments Heard by KYTC/PB Staff Members about Michael Edward Drive Intersection:

- Several people were receptive to the right-in, right-out at Michael Edward Drive if it meant a signal at Fairground Road.
- Some people had trouble with the right-in, right-out concept at Michael Edward Drive. However, once it got explained and they say how it worked with a signal at Fairground Road, some liked it. Others were not as receptive and wanted all options open.

B-8: Mary Dell Lane Intersection

1) Preferred Alternate:



Legend:

- Alt. 1 – Separate Turn Lanes for Eastbound / Westbound Approaches (Mary Dell Lane)
- Alt. 2 – Separate Turn Lanes on Billtown Road
- Alt. 3 – Signalization

2) Additional Comments about Mary Dell Lane Intersection:

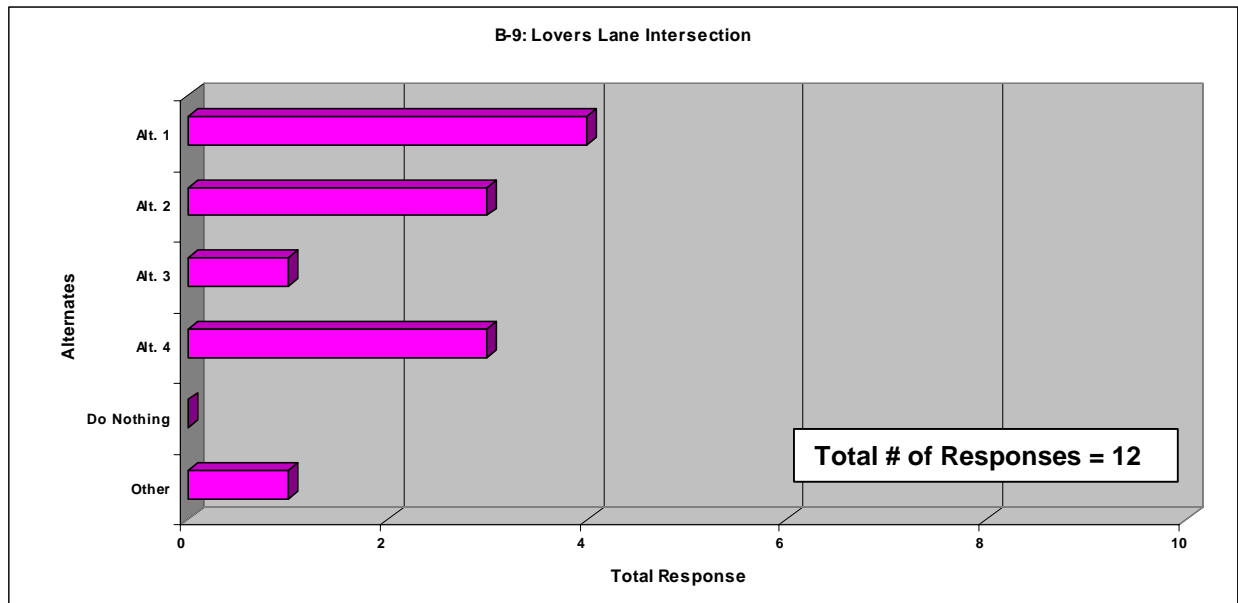
- Red, yellow, green signal not just the caution light
- A light is needed now. Someone is going to get killed.
- By doing Alt. 4 @ B-6 will curtail any requirement at B-8. [As president of Chenoweth Park Estates Neighborhood Association - This is my position.]
- Make buses go to Fairground Road to go to Wheeler Middle School. Detour people from using Billtown Road that work in Industrial Park.

3) Comments Heard by KYTC / PB Staff Members about Mary Dell Lane Intersection:

- Lots of activity at this intersection in the summer, many near miss crashes with pedestrians. Currently don't have vehicle counts in the summer or pedestrian counts. Need to work on solution to slow vehicles at this intersection and make it safer for pedestrians by creating some sort of gap.
- There were several comments from people living near Mary Dell Lane wondering why the little connector road was closed. They said it functioned pretty well before. One person did think that it was better with it closed off. (Is this more related to Lovers Lane?)

B-9: Lovers Lane Intersection

1) Preferred Alternate:



Note: The one "other" response was for street lights and sidewalks.

Legend:

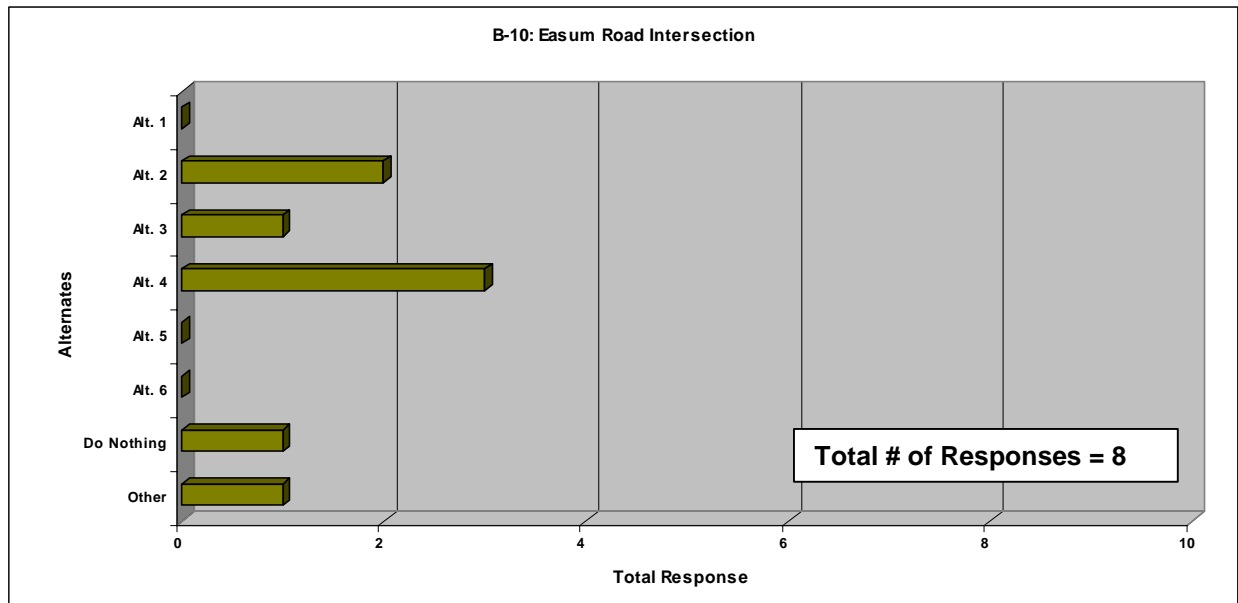
- Alt. 1 – Separate Turn Lanes for Eastbound Approach (Lovers Lane)
- Alt. 2 – Separate Turn Lanes on Billtown Road
- Alt. 3 – Signalization
- Alt. 4 – Signalization with Separate Southbound Right Turn Lane from Billtown Road to Lovers Lane

2) Additional Comments about Lovers Lane Intersection:

- Based on B-6, B-7, B-8, B-9 and B-10: B-9 Alt. 4 should be #2 priority.
- This is my 2nd choice for signalization with southbound right turn lane from Billtown Road to Lovers Lane.
- Why was Lovers Lane cut through closed? Reopening would allow for people needing to go south on Billtown to use this path.
- Why was the Lovers Lane cut through closed off? Having it open seemed to help!
- Old road now closed, could be reopened temporarily. Could no litter signs be posted on Lovers Lane? It is a dump.

B-10: Easum Road Intersection

1) Preferred Alternate:



Note: The one "other" response was to lower the speed limit.

Legend:

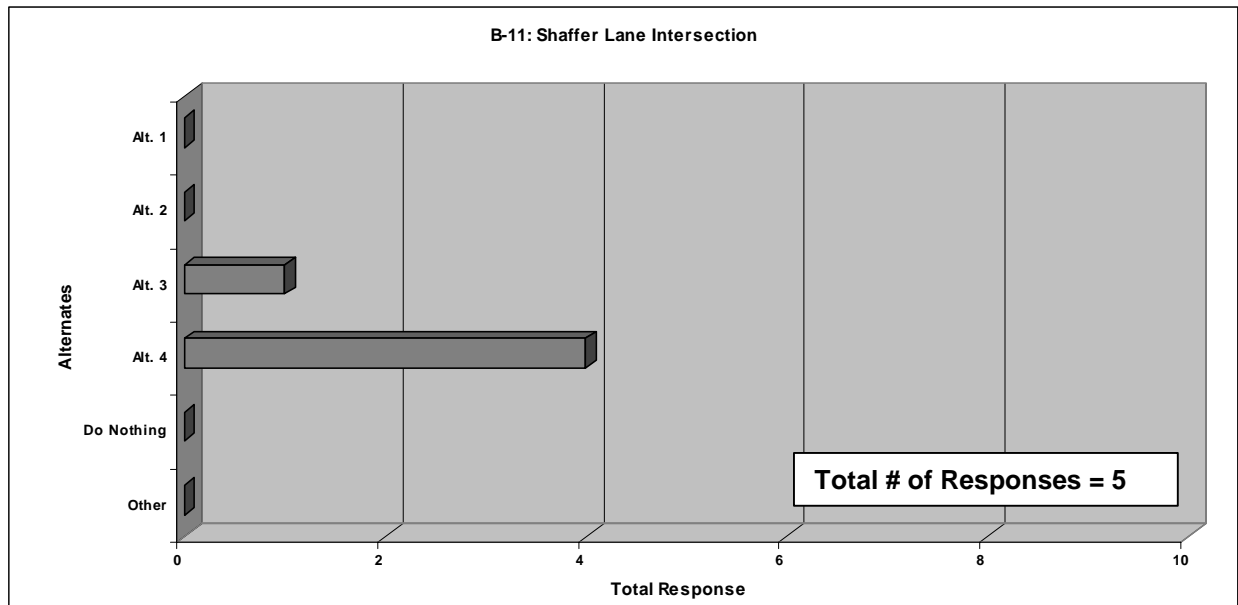
- Alt. 1 – Separate Turn Lanes for Westbound Approach (Easum Road)
- Alt. 2 – Separate Turn Lanes on Billtown Road
- Alt. 3 – Signalization
- Alt. 4 – Signalization with Separate Southbound Left Turn Lane from Billtown Road to Easum Road
- Alt. 5 – Straighten Curve
- Alt. 6 – Install Additional Warning Signs and Retro-reflective Markings

2) Additional Comments about Easum Road Intersection:

- Based on B-6, B-7, B-8, B-9, and B-10, B-9 Alt. 4 should be #2 priority.
- Control Speeding
- More police monitoring would help.

B-11: Shaffer Lane Intersection

1) Preferred Alternate:



Legend:

- Alt. 1 – Separate Turn Lanes for Eastbound Approach (Shaffer Lane)
- Alt. 2 – Separate Turn Lanes on Billtown Road
- Alt. 3 – Signalization
- Alt. 4 – Signalization with Separate Eastbound Left and Right Turn Lanes from Shaffer Lane to Billtown Road and Separate Northbound Left Turn Lane from Billtown Road to Shaffer Lane.

2) Additional Comments about Shaffer Lane Intersection:

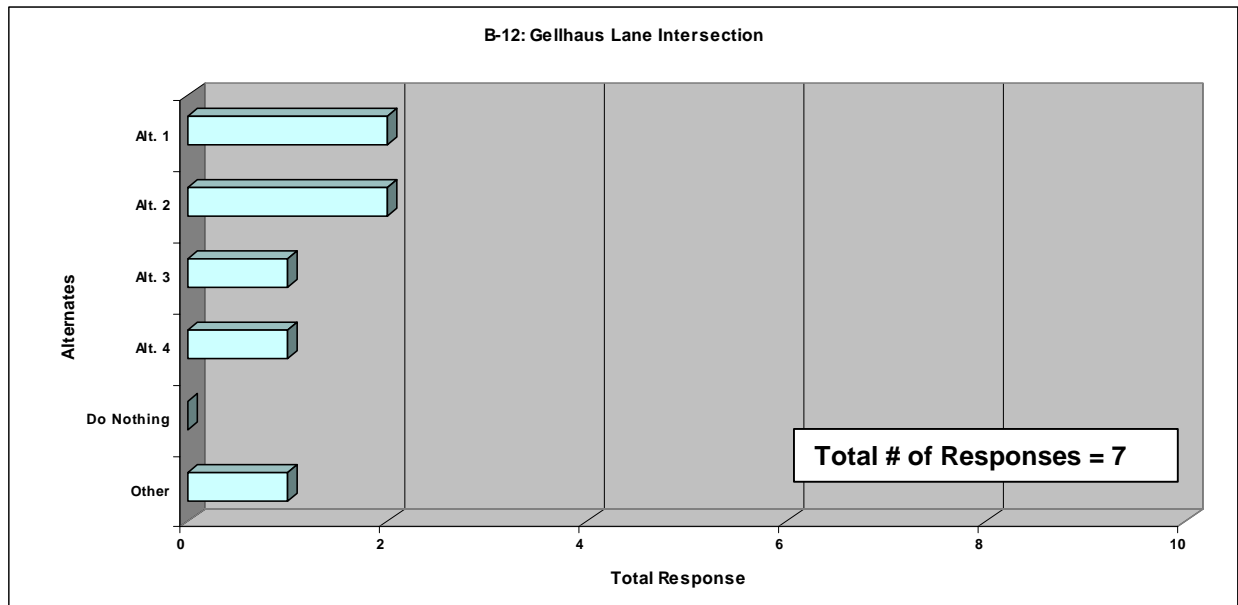
- Please check crash data between Easum Road and Tarrance Road as I believe there have been many wrecks in double blind curve (S curve) in that section - Please look at straightening S curve.
- Traffic leaving Gene Snyder are traveling at a great speed. A light at Shaffer Lane would help to slow this down. Another light at Fairground Road would help keep them from speeding up again. I feel the way it is now people exiting the freeway treat Billtown Road as one "long" exit ramp - no lights to make them stop. Please help - 2 schools and more cars - we need to "slow" things down.
- Would like to see signalization immediately, but Alt. 4 implemented shortly thereafter. Billtown Road is very hazardous - on any given day remains of wrecks are on corners. With a church and all the traffic from Gene Snyder traveling at a high rate of speed, a traffic light is need immediately and the road needs widening.
- May also help reduce speeds on Billtown between Shaffer and Easum.

3) Comments Heard by KYTC / PB Staff Members about Shaffer Lane Intersection:

- Just south of Shaffer Lane is a short 3-lane section of Billtown Road. Several people were interested in why the three-lane section drops before Shaffer and does so in a curve with poor sight distance. They would like to see the 3-lane section extend to at least the Shaffer Lane intersection (and possibly beyond) for safety.

B-12: Gellhaus Lane Intersection

1) Preferred Alternate:



Note: The one "other" response was for Gellhaus Road itself to be widened.

Legend:

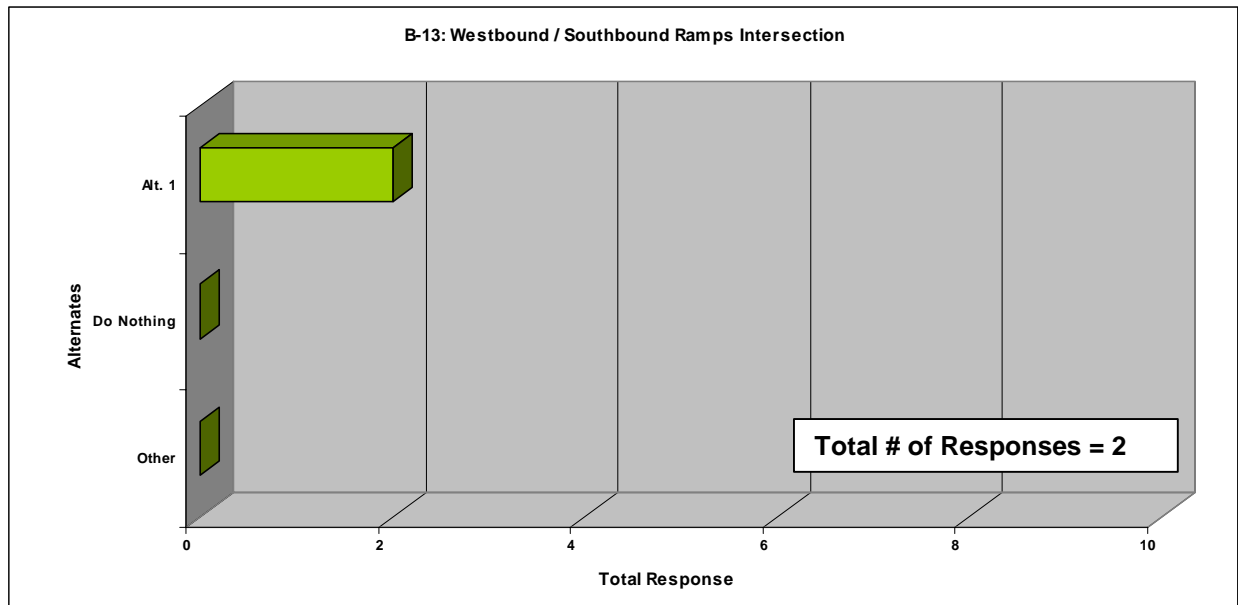
- Alt. 1 – Signal Optimization
- Alt. 2 – Add Northbound Right Turn Lane from Billtown Road to Gellhaus Lane
- Alt. 3 – Connect Sidewalks and Approaches
- Alt. 4 – Extend Westbound Left Turn Lane

2) Comments Heard by KYTC / PB Staff Members about Gellhaus Lane Intersection:

- Some of the developers that had worked on the Gellhaus Lane intersection were present at the meeting. The discussion focused on the lack of a northbound right turn lane onto Gellhaus Lane. They mentioned that it was not put in at the time since it was not necessary and the developer would not pay for it as a result. In retrospect, they agreed that it should have been put in, and to complicate things, the signal box was put in the area where the turn lane would go, causing additional expense to put in the lane now.
- With the new bus compound (70+ buses), 2 new schools, and the new residential development planned, Gellhaus Lane needs to be wider. It is also used as a short cut along with Chenoweth Run Road between the J-Town Industrial Park and Gene Snyder Freeway. There is more traffic than the roads were designed for.

B-13: I-265 Westbound / Southbound Ramps Intersection

1) Preferred Alternate:

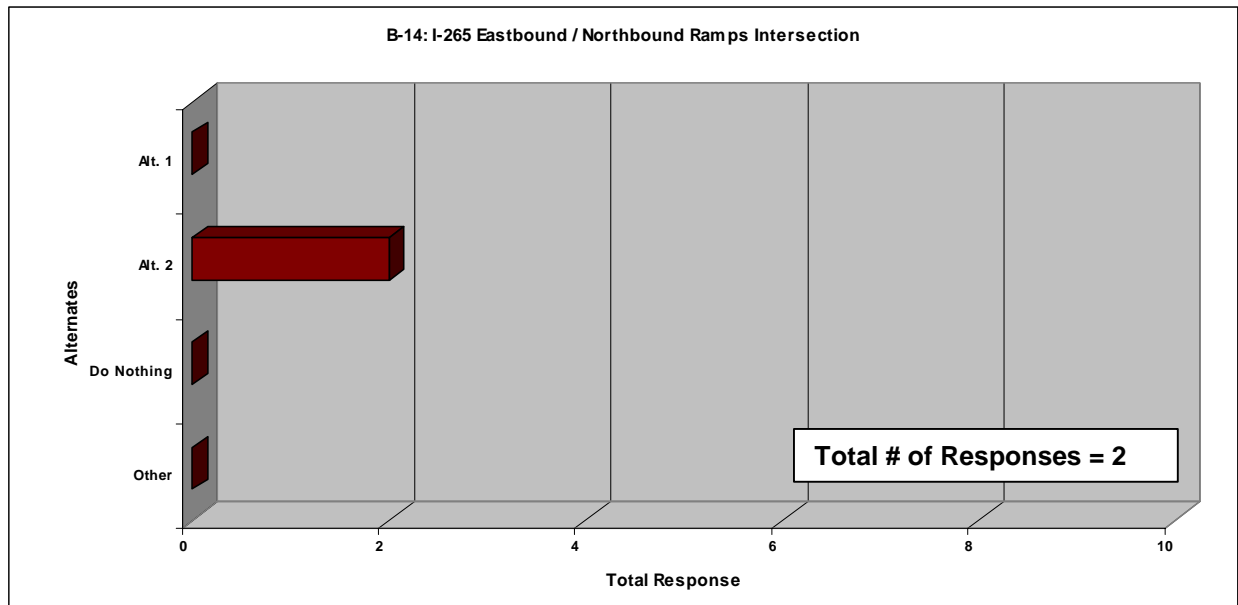


Legend:

- Alt. 1 – Signalization

B-14: I-265 Eastbound / Northbound Ramps Intersection

1) Preferred Alternate:

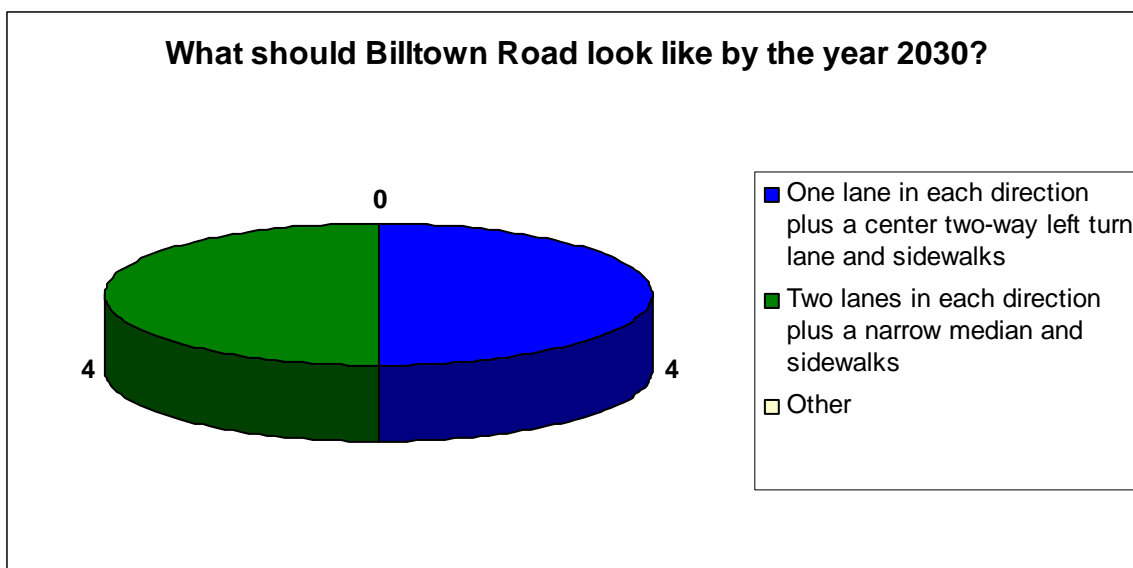


Legend:

- Alt. 1 – Signalization
- Alt. 2 – Signalization with 2nd Eastbound Left Turn Lane from the I-265 Eastbound Exit Ramp to Billtown Road

Billtown Road Corridor Improvements Comment Form

1) Preferred Alternate:



2) Should this look be applied to the entire corridor or should different ones be used for different locations (i.e. near I-265 or near Jeffersontown)?

- More signalization closer to Jtown. Additional lanes throughout corridor and straighten as much as possible.
- Entire Corridor
- Unsure
- One lane in each direction plus a center two way left turn lane entire corridor for all the future growth in area.
- Applied to entire corridor.

3) What other corridor improvements would you like to see?

- More signalization with turn only lights.
- Some signalization at some intersections.

4) Any additional comments?

- Billtown Road is about to become a major problem in Fall 07 and Fall 08 with school openings.
- We need bike paths along Billtown Road.
- People are driving above posted speed limits. People exiting from freeway drive like they are still on freeway when going north on Billtown Road usually until they get in the area of Mary Dell Lane or Michael Edward Drive.
- Not sure which would be best. Traffic is too heavy now for the current roadway.



Parsons Brinckerhoff Quade & Douglas, Inc. ***Meeting Minutes***

PROJECT: Taylorsville Road & Billtown Road Scoping Studies

MEETING: Project Development Team Meeting

DATE & TIME: February 22, 2007 – 9:00 AM

LOCATION: Kentucky Transportation Cabinet District 5 –
Design Conference Room
Louisville, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
Jason Richardson	KYTC – Project Manager	502-367-6411	JasonR.Richardson@ky.gov
John Callihan	KYTC – PreConstruction	502-367-6411	JohnE.Callihan@ky.gov
Matt Bullock	KYTC – District 5	502-367-6411	Matt.Bullock@ky.gov
Brian Meade	KYTC – District 5 Traffic	502-367-6411	Brian.Meade@ky.gov
Mary Ann Bond	KYTC – District 5 Planning	502-367-6411	MaryA.Bond@ky.gov
Kevin Dant	KYTC – District 5 Environmental	502-367-6411	Kevin.Dant@ky.gov
Carl Jenkins	KYTC – District 5 Construction	502-367-6411	Carl.Jenkins@ky.gov
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Shawn Dikes	Parsons Brinckerhoff	502-479-9312	dikes@pbworld.com
Barbara Michael	Parsons Brinckerhoff	502-479-9301	michael@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	859-245-3869	walkerLi@pbworld.com
Scott Walker	Parsons Brinckerhoff	859-245-3873	walkersc@pbworld.com

MEETING SUMMARY:

The purpose of this meeting was for the Project Development Team (PDT) to discuss the Taylorsville Road and Billtown Road Scoping Studies in preparation for the upcoming public meeting on February 27, 2007. This included a review of the project process to date, a discussion of the alternates development, the overall corridor profile, multimodal elements, and the public meeting format.

An overview of the two studies was provided for the benefit of those in attendance who were not familiar with the project, and introductions were performed. Following that, Shawn Dikes, the PB project manager began the meeting by leading the project update discussion. The following was noted:

- Environmental Overview – The Environmental Overview, being prepared by KYTC District 5 staff, needs to be completed for both studies.
- Environmental Justice Overview – The Environmental Justice (EJ) Overview, being prepared by the Kentuckiana Regional Planning and Development Agency (KIPDA), needs to be completed for both studies. There is some concern that an EJ community might exist near the Fairground Road / Billtown Road intersection.
- Geotechnical Overview – The Geotechnical Overview, being prepared by KYTC District 5 staff, needs to be completed for both studies.
- Agency Coordination – Letters soliciting impacts to the study areas are planned to be sent soon after this meeting for both studies.
- Traffic / Travel Forecasting Methodology – Prior to this meeting, a Traffic Forecasting Methodology was prepared and submitted to KYTC for review. Based on initial comments from the review, there was some difference / discrepancy between the growth rate proposed in the methodology report for Billtown Road as to what might be realistic in the future for 2010. It was determined at this meeting that further discussion would take place following this meeting with KYTC to determine what an appropriate growth rate would be.

Next, the Taylorsville Study was discussed in detail. A handout consisting of identified deficiencies, improvement alternates, and an initial assessment of traffic operations at each intersection was provided. In addition, estimated construction costs were provided for each improvement alternate. As these are preliminary alternates subject to further discussion, additional analysis work has not yet been completed including right-of-way impacts, environmental issues, environmental justice impacts, and aesthetics. The handout focused on both the intersection level as well as the entire corridor. The following discussion focused on the handout. Some formatting comments were provided by attendees and are not listed below. To summarize the discussion, the major points / comments are listed.

- For the Taylorsville Road / Watterson Trail intersection, it was noted that Jeffersontown (the city perspective) wants to preserve the nature and look of Jeffersontown. Essentially, they realize that the intersection operates poorly, but also would not like to add pavement where it is not essential. QK4 has been working on several studies related to the Jeffersontown area, and PB has already sent any pertinent project information to them so that through coordination, there will be compatible recommendations made. As of this meeting, PB is still waiting to receive any data from QK4.
- At the Taylorsville Road / Ruckriegel Parkway intersection, it was discussed that the pedestrian signal heads are too high on the poles and need to be lowered. This was considered by KYTC staff as a recommendation versus an improvement alternate and should be addressed as such.
- Extending the 35 mph speed limit further beyond the Jeffersontown area was discussed.
- Improvements have been discussed and are being looked into for the Tucker Station Road and Chenoweth Run Road, but they are not part of this study. If improvements are brought up by the public at the meeting, questions will be deferred to knowledgeable KYTC staff.
- At the South Pope Lick Road intersection, the discussion focused on the need for turn lanes. It is possible that the new developments along South Pope Lick Road could be required to build one or more turn lanes, particularly a westbound right turn lane onto

South Pope Lick Road. From a safety standpoint, a left turn lane in the eastbound direction is needed.

- The KY 148 intersection with Taylorsville Road had several different alternates proposed. One was a roundabout, which after further analysis was determined to not be feasible at this location. The point was made that if it will not be recommended, then it should not be shown to the public. Therefore, for the public meeting this alternate will be removed from the list. Other discussion focused on developing an alternate with some form of continuous flow for the primary movement. Based on sketches developed at the meeting an additional alternate will be developed for the public meeting.
- With regard to the entire corridor, it was mentioned that Louisville Metro has developed a cross section for Taylorsville Road as this has been identified as a major bicycle corridor for the city. It was determined that a realistic cross section in part based on right-of-way availability and cost should be shown to the public and not an unrealistic full-build out that may never be completed. Therefore, it was determined that the cross section should be two lanes in each direction plus either a median or a two-way left-turn lane. Bicycle lanes would be provided as wide curb lanes. Also, it was mentioned that the cross section selected needs to be compatible with the Jeffersontown area.

Following the discussion on Taylorsville Road, the PDT focused on the Billtown Road corridor. As there were more intersections in the Billtown Road Study, the discussion focused on major intersections and what should be shown to the public as alternates.

- The initial alternate development focused on traffic operations with the need for safety improvements limited to the high crash areas. Based on comments at the meeting, there is a perceived safety issue along the entire corridor, and it would be good to show an alternate option that considers this. Therefore, it was decided that the alternate that showed the addition of a through lane in each direction on Billtown Road would be removed since this may be unrealistic (and is captured by the corridor improvements) and an alternate depicting the addition of turn lanes on Billtown Road at each intersection (as appropriate) would be included.
- At the Billtown Road / Mary Dell Lane intersection, different improvement options were discussed since this intersection currently operates poorly and traffic operations are expected to decline even further in the future. A traffic signal is not warranted, but it was recognized that some improvements are needed given the poor traffic operations and the proximity of a school and park that lead to a higher pedestrian volume at this location. One suggestion was a roundabout. At the end of the meeting, preliminary calculations were performed and showed that with 2010 volumes a roundabout would not work at this location. It was agreed that other intersections would be checked along Billtown Road to see if there would be an appropriate location for a roundabout.

Another important component of this meeting was to determine the appropriate way to display project information (including alternates) to the public and solicit feedback from them. This discussion occurred throughout the meeting with the following points being decided:

- The boards / handouts used need to draw out what the public thinks. The public needs to be able to pick a preferred alternate.
- The alternate sheets shown at this meeting can be used as boards for the public meeting but should be shown at a 2 x 1 scale compared to the 11 x 17 handouts.
- Individual intersection sheets would be developed for soliciting feedback from the public along with a general form requesting project prioritization and thoughts regarding pedestrian and transit needs along the corridor. An additional form would also be

developed for determining the public's opinion of what the corridor should look like in a long-range time frame.

- A color-coding system could be used to reference forms to boards. This includes numbering the intersections and assigning a color that easily identifies the comment form that corresponds to the board.
- A formal presentation will not be given at the meeting. Once the open house has begun, a KYTC representative and the PB project manager will give a brief overview of the project and explain the purpose of the meeting. The remainder of the meeting is expected to focus on individual discussion at the intersection stations about public needs.

Given this feedback from the Project Team, the next step was for PB to adjust the public information boards and comment forms accordingly and prepare them for the public meeting on February 27, 2007.

The meeting was completed at approximately 11:30 AM.

PROJECT: Taylorsville Road & Billtown Road Scoping Studies

MEETING: Project Development Team Meeting

DATE & TIME: March 30, 2007 – 9:00 AM

LOCATION: Kentucky Transportation Cabinet District 5 –
Design Conference Room
Louisville, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
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Lindsay Walker	PB	859-245-3869	walkerLi@pbworld.com
Scott Walker	PB	859-245-3873	walkersc@pbworld.com

MEETING SUMMARY:

The purpose of this meeting was for the Project Development Team (PDT) to discuss the Taylorsville Road and Billtown Road Scoping Studies. This included a Project Status Report as well as a chance to review and summarize comments made by the public at the Public Meeting on February 27, 2007. The Public Meeting was held jointly for both studies due to their similarity and close proximity. An agenda handed out for this PDT meeting is attached to the meeting minutes.

The meeting began with Jason Richardson, the Kentucky Transportation Cabinet (KYTC) Project Manager, welcoming everyone to the meeting. Shawn Dikes, the Project Manager for PB (the consulting firm selected to perform the studies), then provided an update on project activities, which included:

- Environmental Overview – The Environmental Overview is being prepared by KYTC District 5 staff for both studies. As of this meeting, the document was very close to completion.
- Environmental Justice Overview – The Environmental Justice (EJ) Overview is being prepared by the Kentuckiana Regional Planning and Development Agency (KIPDA) for both studies. As of this meeting, the document was close to completion. (Note: The EJ Overview for Billtown Road was provided to PB later on the same day of the meeting).

- Geotechnical Overview – The Geotechnical Overview is being prepared by KYTC District 5 staff for both studies. As of this meeting, the document was not complete.
- Traffic / Travel Forecasting Methodology – As of the last Project Development Team meeting, KYTC Division of Planning and PB were analyzing and discussing growth rates used for the Billtown Road Scoping Study. It was decided that while the growth rates used by PB might be higher than the growth rates suggested by KYTC, the difference in the growth rates would result in only be a couple of years difference (i.e., 2010 versus 2012). Therefore, it was determined that the use of the growth rate as proposed by PB was acceptable.
- Agency Coordination – Jason Richardson indicated that he is still receiving agency coordination letters. From the responses received to-date, there has been no significant issue which may affect project recommendations.
- Crash Data – To date, 2006 crash data has not been released by the KYTC. Bruce Siria indicated that the data may be released sometime in April once the 2006 data has been finalized. At that point, the new data will be included in the crash analysis for both studies to determine if there are any significant changes in patterns.

The next phase of the meeting involved a summary of the public meetings. Each attendee was provided a copy of the following handouts:

- Survey results for both studies in graphical and text report, including:
 - Charts / graphs of number of responses
 - Additional comments provided by attendees on survey forms
 - Comments discussed with attendees at meeting by KYTC and PB staff
- Intersection project sheets as shown at the public meeting.

Lindsay Walker and Scott Walker of PB led the discussion of the survey results. The following are key points from the public open house applicable to both studies:

- 112 citizens signed in at the meeting for both studies.
- The majority of respondents was not interested in transit along the corridor and cited reasons such as hours and inconvenient destinations as the reasons they prefer to use their cars.
- The majority of respondents were in favor of pedestrian improvements, primarily sidewalks.
- For both studies, safety was identified as the most important evaluation criterion, followed closely by traffic operations. Socioeconomic impact was identified as the least important criterion.
- The general opinion at the meeting was that something should be done as soon as possible for both roadways.

The PDT then discussed the survey results for the Taylorsville Road Scoping Study, which included:

- General Comments
 - 98 individual comment forms were returned for this study. The majority (35) were for the Old Heady Road intersection.
 - The highest priority project location is Old Heady Road, but this is based on four respondents as there were few people who answered this question.

- The second highest priority project location is the Ruckriegel Parkway intersection, but again, this is based on a low number of respondents (five).
- In general, spot improvements are wanted by the public. Those in attendance at the meeting were also very interested in other area projects, and wanted to see more recent crash data.
- Intersection Comments
 - The highest rated alternates for the Watterson Trail and Ruckriegel Parkway intersections were the ones that included additional through lanes and additional exclusive turn lanes. While the most popular alternates appear to be ones with major construction, there seemed to be an understanding that these intersections are located in the Jeffersontown area and there is limited right-of-way.
 - The most popular alternate for the Old Heady Road intersection was Alternate 4 – Signalization and Exclusive Turn Lanes for All Movements. Many people identified this intersection as very dangerous, that there is too much traffic as a result of substantial new development, and that it takes too long to turn onto Taylorsville Road.
 - At the KY 148 intersection, most people agreed that changes are necessary; however, they disagreed on what should be done. Out of 19 responses, 7 respondents chose Alternate 3 – Reconfigure Intersection to Make Taylorsville Road / Taylorsville Lake Road the Major Movement and 6 respondents chose Alternate 2 – Add 2nd Northbound Left Turn Lane and Exclusive Eastbound Right Turn Lane.
- Corridor Comments
 - In the long term, respondents were split on whether Taylorsville Road should have two lanes in each direction and a center two-way left-turn lane or two lanes in each direction and a median. Regardless, most respondents indicated that they would like to see the same look throughout the corridor.

While discussing the results and the individual intersections, it was noted that several consultants are doing studies in the area. The PDT agreed that the coordination of these studies is critical to ensure consistency among recommendations. It was recommended that Louisville Metro be contacted since they are the common entity in each of the projects and it was suggested that they be the coordinating agency.

The Taylorsville Road / KY 148 intersection was also discussed. As a result of the multiple on-going studies, the traffic demand at this intersection may change in the future. Because of this, it was suggested that the recommendations include a couple of options (e.g., Option A and Option B) to allow for this.

The PDT then discussed the survey results for the Billtown Road Scoping Study.

- General Comments
 - 128 individual comment forms were returned for this study. The majority (42) were for the Fairground Road intersection.
 - The highest priority project location is Ruckriegel Parkway, but this is only based on five out of eighteen respondents.
 - The second highest priority project location is the Fairground Road intersection, but again, this is based on only seven out of eighteen respondents.
 - In general, safety is a big concern with the public, and they would like to see updated crash information that takes into account 2006 data. Many people

indicated their displeasure with the amount of time it takes to turn onto Billtown Road.

- Intersection Comments
 - The preferred alternate for the Ruckriegel Parkway intersection was Alternate 3 – Add Exclusive Turn Lanes and Through Lanes (7 out of 8 respondents).
 - The preferred alternate for the Fairground Road intersection was Alternate 4 – Signalization with Separate Turn Lanes (30 out of 65 respondents) with many other respondents in favor of Alternate 2 – Signalization only (17 out of 65 respondents).
 - There was no clear favorite alternate for the Michael Edward Drive intersection. Some people may not have clearly understood Alternate 4 – Right-In, Right-Out Access for Michael Edward Drive.
 - At the Mary Dell Lane intersection, the majority of respondents were in favor of Alternate 3 – Signalization (4 out of 8 respondents). In addition, signalization at this intersection was mentioned on multiple comment forms, including those for Fairground Road.
 - At the Lovers Lane intersection, the preferred alternate was Alternate 1 – Separate Turn Lanes for Eastbound Approach (Lovers Lane). Many people also questioned the removal of the cut through.
- Corridor Comments
 - In the long term, respondents were split on whether Billtown Road should have one lane in each direction and a center two-way left-turn lane or two lanes in each direction and a narrow median. Regardless, most respondents indicated that they would like to see the same look throughout the corridor.

As part of an effort to look at systemwide improvements to Billtown Road, PB conducted a Synchro / SimTraffic simulation analysis. Initially, PB created a base scenario network with no improvement (Year 2010) and analyzed traffic operating conditions and queue lengths. Through an iterative process, recommendations from the public surveys and capacity analysis were added to the network. The result was a combination of alternates which improved operation conditions along the corridor. Results of this analysis as well as the list of alternates that comprise the best overall network improvement are attached to these minutes on the sheet title "Corridor Analysis."

Also, PB has contacted a vendor who supplies modern pedestrian warning signs with a flashing strobe to alert motorists. This concept works at unsignalized mid block crossings and has been used very successfully in Florida and may have relevant application as a mid-block fix at the Billtown Road / Mary Dell Lane intersection. As of this meeting, Shawn Dikes with PB is currently working on scheduling a session with the vendor to display these crossing guard systems.

The meeting was completed approximately 10:30 AM.

PROJECT: Taylorsville Road & Billtown Road Scoping Studies

MEETING: Project Development Team Meeting

DATE & TIME: July 6, 2007 – 9:00 AM

LOCATION: Kentucky Transportation Cabinet District 5 –
Conference Room
Louisville, Kentucky

ATTENDEES:

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MEETING SUMMARY:

The purpose of this meeting was for the Project Development Team (PDT) to discuss the Taylorsville Road and Billtown Road Scoping Studies. This included a Project Status Report, an overview of the proposed alternates, and a discussion of and decisions regarding the recommended alternates. An agenda handed out for this PDT meeting is attached to the meeting minutes.

The meeting began with Jason Richardson, the Kentucky Transportation Cabinet (KYTC) Project Manager, welcoming everyone to the meeting. Shawn Dikes, the Project Manager for PB, then provided an update on project activities, which included:

- Environmental Overview – The Environmental Overview has been prepared by KYTC District 5 staff for the Billtown Road Study, and one will be prepared for the Taylorsville Road Study during the next stage(s) of project development.

- Environmental Justice (EJ) Overview – The EJ Overviews were prepared by the Kentuckiana Regional Planning and Development Agency (KIPDA) and are completed for both studies.
- Geotechnical Overview – No formal Geotechnical Overview was prepared for either study. However, input on geotechnical issues was solicited through the resource agency coordination process. These responses indicated that there will be no geotechnical issues within either study area that would preclude further development of recommendations. Follow up regarding this will be needed in future project development stages.
- Traffic / Travel Forecasting – The Traffic Forecasting tasks have been completed for both studies.
- Agency Coordination – Review of the agency coordination letters received to-date, indicate that there are no significant issues which may negatively affect project recommendations.
- Crash Analysis – The crash analysis has been updated to include the 2006 data and the removal of the 2003 data.

The next phase of the meeting involved a discussion of the Billtown Road alternates. Each attendee was provided a copy of the following handouts:

- Billtown Road Individual Intersection Information:
 - Figures of each intersection containing an aerial image of existing conditions, description of key issues and alternates, and existing conditions and level of service information for each alternate
 - Evaluation Matrix of each alternate with Syncho / SimTraffic Model Results
- Billtown Road Corridor Evaluation Summary
 - 2030 Build Corridor Levels of Service
 - Estimated Property Impacts
 - Public Input
 - Median vs. Two-Way Left-Turn Lane Comparison

PB then led the discussion of alternates for Billtown Road, first by intersection, then for the corridor as a whole. An overview of the possible alternates for each intersection was discussed and everyone was reminded that recommendations should be made with the entire corridor in mind. This included the following key points:

- A member of the Project Team shared that there were plans to optimize the signal at the B-1 (Billtown Road / Ruckriegel Parkway) intersection which included looking at removal of the split phasing.
- The B-6 and B-7 intersections (Billtown Road / Fairground Road and Billtown Road / Michael Edward Drive) and B-13 and B-14 intersections (Billtown Road / I-265 WB / SB Ramps and Billtown Road / I-265 EB / NB Ramps) should be treated as systems when recommendations are made.

Once the overview of the alternates for each intersection was complete, members of KYTC and PB then discussed the various alternates and agreed upon recommendations for each intersection or system of intersections. The following recommendations were agreed upon:

- B-1 (Ruckriegel Parkway) – Do nothing more than the current signal optimization that is already planned. This is to be consistent with the wishes / vision of the City of Jeffersontown who is fearful that possible impacts would significantly affect nearby buildings adjacent to this location.
- B-2 (Saint Rene Road) – Improvements should be made in two phases. The first phase is to add a left turn lane to the southbound approach of Billtown Road to Saint Rene Road. Depending on the effectiveness of adding the left turn lane, the second phase would add a traffic signal to the intersection.
- B-3 (Colonnades Place) – At first, the do nothing alternate was chosen; however this intersection was revisited and it was brought up that an HES application has already been submitted by District 5 to add a two-way left turn lane (TWLTL) between Colonnades Place and Vintage Creek Drive due to a high number of crashes. Therefore, the TWLTL became the recommended alternate.
- B-4 (Vintage Creek Drive) – The TWLTL between Colonnades Place and Vintage Creek Drive discussed above is also the recommended alternate for this intersection.
- B-5 (Shady Acres Lane) – Do nothing.
- B-6 and B-7 (Fairground Road and Michael Edward Drive) – Add a signal at Fairground Road as well as add a northbound left turn lane on Billtown Road to Fairground Road. Depending on the effects of adding the signal, a northbound left turn lane at Michael Edward Drive may also be considered at a later date.
- B-8 (Mary Dell Lane) – Add an upgraded and more visible crosswalk and signage along with other visual pedestrian enhancements.
- B-9 (Lovers Lane) – There is a possibility that the Urton Lane Connector may intersect between Lovers Lane and Shaffer Lane. Such an intersection likely would be signalized. If the new intersection is signalized, then a signal will not be added to Lovers Lane; however, a traffic signal will be added to Lovers Lane if the new connector intersection is either at this intersection or sufficiently removed from this intersection to warrant traffic signals at both locations.
- B-10 (Easum Road) – Add a southbound left turn lane.
- B-11 (Shaffer Lane) – Add a northbound left turn lane.
- B-12 (Gellhaus Lane) – Add a northbound right run lane
- B-13 and B-14 (I-265 WB/SB Ramps and I-265 EB/NB Ramps) – Re-evaluate when the new schools open, and if signals are needed, coordinate them with Gellhaus Lane.

Once these recommendations were made, options for the entire corridor were discussed. The Billtown Road Corridor Evaluation Summary handout was used to guide the discussion. A few notes were made regarding the handout. The first is that HCS cannot adequately analyze a 45 mph operating speed. Also, the software cannot differentiate between a median and two-way left turn lane (TWLTL). Therefore, the levels of service in the handout are not true levels of service, but more of a basis for comparison, and that should be considered when making a recommendation.

For the ultimate build, three, four, five and six-lane alternates were evaluated for Billtown Road. However, PB noted that the level of service does not improve with the addition of lanes until a six-lane alternate, because the relative demand for the roadway increases with the addition of new lanes. For this reason, as well as feasibility and right-of-way impacts, it was decided to only consider the 3 and 4-lane alternates, which would include a TWLTL or a median, respectively. It was also mentioned that the public showed no interest in transit, park and ride facilities or bicycle facilities. As a result, these considerations would not be critical factors in the decision.

After the handout was reviewed and discussed, it was decided that a three-lane cross section consisting of a two-way left turn lane, one travel lane in each direction, and curb and gutter the entire corridor was the preferred alternate for the entire corridor.

The final task for the Billtown Road discussion was to prioritize the intersection improvements. The list of improvements in order of priority as decided upon by the Project Team is shown below:

1. Signal Optimization at Ruckriegel Parkway
2. Addition of traffic signal and left turn lane at Fairground Road and consideration of a left turn lane at Michael Edward Drive.
3. Addition of right turn lane at Gellhaus Lane.
4. Pedestrian Enhancements at Mary Dell Lane.
5. Addition of left turn lane at Saint Rene Road followed by consideration of adding a traffic signal.
6. Addition of two-way left turn lane between Colonnades Place and Vintage Creek Drive.
7. Addition of a traffic signal at Lovers Lane pending the location of Urton Lane.
8. Evaluation of need for traffic signals at the Billtown Road / I-265 interchange.
9. Addition of southbound left turn lane at Easum Road.
10. Addition of northbound left turn lane at Shaffer Road.

Following the discussion of the Billtown Road Corridor Scoping Study, the Project Team then began a discussion of the Taylorsville Road Corridor Scoping Study. As with the Billtown Road discussion, the Project Team was provided handouts with information critical to the study. An overview of the alternates was provided and was followed by a discussion of recommendations. It was noted that the PB team examined a roundabout at each intersection, however it was determined that this type of treatment would not work due to the high through volumes. The recommendations decided upon are listed below.

- T-5 (KY 148) – The members of KYTC mentioned that there is a possibility of an I-64 interchange (Gilliland Road) that may have an impact on this intersection. However, as there is not a firm commitment on a construction schedule, the recommendation was to reconfigure the intersection to make Taylorsville Road / Taylorsville Lake Road the major movement and KY 148 the minor movement. This is Alternate 3 of the list of alternates. There will be two through lanes from Taylorsville Road to Taylorsville Lake Road and a left turn lane onto KY 148, two through lanes from Taylorsville Lake Road to Taylorsville Road and a right turn lane onto KY 148, and separate right and left turn lanes from KY 148. It was noted that \$800,000 had already been requested for improvements at this intersection and the ultimate re-configuration would be evaluated during the design phase.
- T-4 (South Pope Lick Road) – The two receiving lanes from Taylorsville Lake Road will carry through to this intersection. A westbound right turn lane and east bound left turn lane from Taylorsville Road onto South Pope Lick Road will be added. After these turn

lanes are added, the intersection will be re-evaluated for the need for a traffic signal. During the re-evaluation, a greenway crossover point should be considered.

- T-3 (Old Heady Road) – An extension of the two-way left turn lane at Taylorsville Road and Tucker Station Road to Old Heady Road has recently been approved. With that in mind, Alternate 4 was recommended, which is the addition of an eastbound right turn lane and westbound left turn lane onto Old Heady Road, right and left turn lanes from Old Heady Road would be constructed, and a traffic signal would be installed at this intersection.
- T-2 (Ruckriegel Parkway) – Add eastbound and westbound right turn lanes on Taylorsville Road to Ruckriegel Parkway as well as add sidewalk in the southwest quadrant of the intersection.
- T-1 (Watterson Trail) – Alternates 4, 5 and 6 will be done which would include adding a pedestrian countdown signal, adding advanced warning signs for pedestrian crossings and replacing retro-reflectivity.

Next, the improvements to the various intersections were ranked. The improvements at the Taylorsville Road / Watterson Trail intersection were not ranked as they are inexpensive and should be completed immediately. Therefore, the other four intersection improvements were ranked in the following order.

1. Reconfiguration of Taylorsville Road / Taylorsville Lake Road and KY 148 intersection.
2. Addition of turn lanes at Old Heady Road.
3. Addition of turn lanes at South Pope Lick Road.
4. Addition of right turn lanes at Ruckriegel Parkway and sidewalk.

Once the intersection priorities were identified, the Taylorsville Road Corridor Evaluation Summary handout was distributed and discussed. It was decided that a four-lane cross-section with a median would be the best alternate for the ultimate build of Taylorsville Road. Access management was also discussed which led to a median being chosen to limit access along Taylorsville Road.

It was noted that Taylorsville Road has been identified as a high-priority bicycle route. As a result, bicycle facilities will need to be included in the cross-section for Taylorsville Road. The cost estimates and property impact assessments include an 8-foot bicycle trail with a 6-foot buffer from the road. However, after discussion, a 10-foot multiuse path with a 4-foot buffer was suggested along one side of the road, with a 5-foot sidewalk along the other side. Finally, related to transit, it was noted that there was little interest based on information obtained at the public meeting.

PB agreed to have a final report including all recommendations completed within approximately one month from this meeting.

The meeting was completed at approximately 11:30 AM.