

Stakeholder Correspondence, arranged chronologically

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Hall, Tom B (KYTC-D05)

From: Bert Stocker <bertstocker@hotmail.com>
Sent: Tuesday, February 26, 2019 12:53 PM
To: Hall, Tom B (KYTC-D05)
Subject: KYTC Project 5-8952 and Intersection of Hwy 148 & S. English Station

Tom.

- Can you share with me the specifics of KYTC Project 5-8952 at the intersection of Eastwood Cutoff and US-60? The information I have from the 2018 Legislative Approved Projects, it appears that the design is complete since the first money in the revised 6-Year Plan is \$410,000 for Right of Way in FY 2019.
- Are you aware of any plans for improvements at the intersection of KY-148 and S. English Station prior to Project 5-80000.00, which is the new connector to I-64? I only see that \$750,000 was approved for a study in FY 2108 2-18 and no future funding projected in later years.
 - What is KYTC Project 5-8200.1?

Thanks,

Bert Stocker

March 3, 2019

Jerry T. Miller
KY State Representative, District 36

Jerry,

Please forgive the lateness of these comments in response to your request of February 19 regarding traffic issues in the Fisherville area. I have been out of town for most of the time since that request. Thank you for the opportunity. Please include these observations in your comments to Tom Hall as you deem appropriate.

Residents of the Fisherville area that use Taylorsville Lake Road (KY 155), Taylorsville Road (KY 148) and English Station Road have seen major increases in traffic congestion in the recent past. Improvement at the intersection of KY 155 and 148 have mitigated some of the issues, but the major increase in traffic from Spencer and Southeastern Jefferson Counties that uses this sole artery to Louisville and to I-265 and I-64 is overwhelming. Presently we have a safety issue, as many accidents and some fatalities have occurred on the stretch of KY 155 between I-265 and the Jefferson-Spencer County line. During the time between 6:30 and 9 am long backups occur in this area heading toward Louisville, such that motorists attempting to enter the traffic stream must rely on the courtesy of ongoing traffic to enter this traffic stream from Routt Road (KY 1531), Bradbe Road, or subdivision entrances. This traffic congestion reverses in the evening from 3:30 till about 7 pm. Traffic often backs up from the KY 155/148 intersection to I-265 and beyond. Both scenarios involve miles of solid traffic on KY 155.

Additionally due to these bottlenecks, drivers have been using county roads including Pope Lick, Rehl, and English Station Roads in attempts to circumvent these problems. Oftentimes during the evening rush hour traffic will back up from the KY 155/148 intersection onto 148 and English Station Roads. I personally have seen it solid back to the stables on English Station at the intersection of Echo Trail. It is very difficult to exit Pope Lick Road in either direction onto KY 155 at either peak drive time in morning or afternoon.

I stress the current traffic situations, which seemingly have dramatically increased in the past few years. Beyond that I wish to request serious consideration of future needs in this area, as planning is ongoing for major residential and commercial developments in the Fisherville area. At this moment the "Covington by the Park" subdivision has been approved for some 624 single family homes, from which traffic will exit onto KY 155. An application has been filed with this development for 348 apartments and an 18 acre commercial tract just off KY 155 near Floyds Fork. To compound traffic problems another application is pending approval for an additional 556 single-family homes on Echo Trail. I understand that this includes future plans for 350 apartments and commercial development there. In addition to these, building and development plans are occurring in the manufacturing and commercial zoned areas on English Station Road at Fisherville.

I raise these pending developments in hope that serious consideration be given to our needs in the state road studies, budget and planning processes. The safety and convenience of area residents, as well as those who rely on these commuter routes, rests on recognition of current and anticipated severe traffic problems in this rapidly developing area. I urge systematic consideration of these existing and pending road improvement needs.

Respectfully submitted,
Harrell Hurst, Chair
Fisherville Area Neighborhood Association

Hall, Tom B (KYTC-D05)

From: Webster, Angela <Angela.Webster@louisvilleky.gov> on behalf of Benson, Stuart <Stuart.Benson@louisvilleky.gov>
Sent: Monday, March 4, 2019 11:03 AM
To: JerryT Miller; Hall, Tom B (KYTC-D05)
Subject: RE: Comments on QK4 Documents

Jerry & Tom,

Councilman Benson agrees with Jerry's concerns. We are very afraid that with all the development proposed and occurring that the proposed infrastructure improvements can't keep up with the growth.

I know that Jerry mentioned in his communication, and we would also very much like to know what priority will be given to these projects.

Angela Webster



Angela Webster

Legislative Assistant to
Councilman Stuart Benson
District 20
Louisville Metro Council
City Hall – 2nd Floor
601 W. Jefferson St.
Louisville, KY 40202
Phone: (502) 574-3465

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From: JerryT Miller <jerrytmiller95@gmail.com>
Sent: Monday, March 4, 2019 9:02 AM
To: tom.hall@ky.gov
Cc: Bullock, Matt <matt.bullock@ky.gov>; bob federico <bob.federico@intechdirect.com>; Harrell Hurst <harrell.hurst@gmail.com>; Anthony Piagentini <abpiagentini@gmail.com>; Benson, Stuart <Stuart.Benson@louisvilleky.gov>; Julie Raque Adams <julie.adams@lrc.ky.gov>; Duncan Murley <lfbduncan@aol.com>
Subject: Comments on QK4 Documents

Tom,

Here are my comments, plus I've attached those of the Fisherville Area Neighborhood Association. I assume Eastwood Village Council and others may send their comments directly to you. If not, I'll forward them when available.

Jerry T Miller

State Rep.

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Federico 1

Hall, Tom B (KYTC-D05)

From: Bob Federico <Bob.Federico@intechdirect.com>
Sent: Monday, March 4, 2019 1:04 PM
To: Hall, Tom B (KYTC-D05)
Cc: jerrytmiller95@gmail.com; anthony.piagentini@louisvilleky.gov; Venable, Shelli M (KYTC-D05)
Subject: Eastwood Corridor Info Requested by Jerry Miller - Middletown / Simpsonville Needs analysis
Attachments: Exhibit C.docx; Exhibit D.docx; Exhibit E.pdf; Exhibit F.docx; Exhibit G.docx

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March 4th 2019

To:
Tom Hall,
Traffic Engineer
Kentucky Transportation Cabinet,

Mr. Hall, as a brief introduction, I am the Chairman of the Eastwood Village Counsel and a member of the Executive Board of the Eastwood Fire District. I have been working with Jerry Miller and Anthony Piagentini regarding the dangerous intersection at the Eastwood Cutoff and US60 (Shelbyville Road), as well as Johnson Road at US60(Shelbyville Road). I have been working on the former since October of 2018 when the Echo Trail Subdivision plans were announced, which included adding 550 homes in phase 1 and another 200 plus apartments in phase 2.

I apologize upfront for the abundance of information provided here and have tried to summarize where possible, but I feel I need to convey a clear picture of the need to study/review, redesign and restructure the above noted intersection / corridor as a matter of public safety for those living here and those traveling US60 daily. I have attached a picture of the intersection. (Exhibit A).

I have reviewed the Abbreviated Traffic Forecast Report prepared by QK4 and agree completely with Jerry Miller's assessment (attached, Exhibit B), questioning why feeder roads such as Echo Trail and Gilliland Road were not included in the study, as they directly impact the Eastwood Cutoff. Another point specifically addresses the lack of mention of US60 near the Eastwood Firehouse. Given that it is problematic and accident-prone, it "seems to be an egregious oversight".

Immediate Area Growth:

I also must question the growth parameters used, including whether or not the Echo Trail Subdivision was incorporated. In addition to the Echo Trail Subdivision, which will increase vehicular volume by a factor of (5) when completed, the following additional projects will all funnel through the Eastwood corridor and through the Eastwood Cutoff / US60 intersection:

Johnson Rd	17SUBDIV1011	321 Units
Flat Rock Rd	17SUBDIV1021	210 Units
Bryant Farms	17ZONE1032	105 Units

Echo Trail 1	18SUBDIV1023	550 Units
Echo Trail 2		250 Units
Glen Lakes		40 Units
Brookfield 2		30 Units

Louisville Planning Commission:

On February 7, 2019, The Planning Commission met with the Echo Trail applicant and attorneys to hear their request and subsequent rebuttals. After hearing all parties, including my presentation, The Planning Commission refused to approve the Subdivision Preliminary Plan, not on density issues but rather on the safety concerns regarding the Eastwood Cutoff / Gilliland Rd / Echo Trail to US 60 intersection. They are re-evaluating this again on Thursday March 7, 2019.

I have included (attached, Exhibit C) a copy of my verbal presentation as well as a position paper created by the Eastwood Village Counsel using information provided by residents living on Echo Trail and Gilliland. (Exhibit D).

The Planning Commission also put significant value on the Traffic Impact Study which was provided and went on the record regarding their serious concerns for resident safety.

Traffic Impact Study:

In October 2018, Traffic Engineering, LLC prepared a Traffic Impact Study for Louisville Metro Planning Commission / Kentucky Transportation Cabinet. I have attached that Study, (Exhibit E), but referring to **pages 8 and 9**, the Eastwood Cutoff Northbound intersection was rated an F, both AM and PM for existing and 2030 No Build and an F (numbers off the chart) when looking at the 2030 Build.

The study says and I quote, "The Shelbyville Road intersection with Eastwood Cutoff is currently experiencing significant delays for the Eastwood Cutoff approach."

To further illustrate the delays and above all, dangers of said intersection, the EVC conducted a small independent traffic count on February 26, 2019, focusing on the Westbound traffic AM and Eastbound Traffic PM at US60 / Eastwood Cutoff. The results are indicated as follows:

2/26/19 US 60 Westbound Count at Eastwood Cutoff

Time	Count	Average Interval Time Between Cars
7:00 - 7:15 AM	317	2.84 Sec.
7:15 - 7:30 AM	360	2.5 Sec.
7:30 - 7:45 AM	283	3.18 Sec.
7:45 - 8:00 AM	256	3.51 Sec.
8:00 - 8:15 AM	232	3.87 Sec.

NOTE: Speed Limit posted is 45 MPH with actuals exceeding 50 MPH

2/26/19 US 60 Eastbound Count at Eastwood Cutoff

4:30 - 4:45 PM	236	3.81 Sec.
4:45 - 5:00 PM	302	2.98 Sec.
5:00 - 5:15 PM	339	2.65 Sec.
5:15 - 5:30 PM	316	2.85 Sec.
5:30 - 5:45 PM	306	2.94 Sec.
5:45 - 6:00 PM	383	2.35 Sec.

NOTE: Speed Limit posted approaching Cutoff is 55MPH, reduced to 45 MPH
Actuals coming up hill approaching cutoff regularly exceeds 55 MPH

In both cases, this demonstrates the need to merge into Highway Speed traffic, from a dead stop in less than 3 seconds. This does NOT take into account traffic in the other direction on US 60 which further contributes to the danger, or that NO acceleration lane exists to enter US60, or the very limited visibility to oncoming Westbound traffic due to intersection geography as seen on included photo.

This information is attached in Spreadsheet.

Resident Petition

I have attached a resident petition header page (Exhibit F) which is signed by roughly 100 homeowners currently living on Echo Trail / Gilliland Rd and Eastwood Cutoff. They are not against growth, but merely asking for timely infrastructure changes to ensure their safety.

The Resident Petition will be provided to the Louisville Planning Commission later this week. I would be happy to send you a copy of all signatures.

Previous KYTC Contacts:

The EVC previously reached out to Kevin Bailey, PE Traffic Section Supervisor KYTC – District 5 to discuss this situation. We wanted to look at the Johnson Road and Eastwood Cutoff intersection and try to develop a plan that included both intersections. It was explained to us that SHOULD signals be employed at Johnson Road, based on warrants, the Eastwood Cutoff would no longer be eligible for signaling based on proximity to each other. I have attached that Email (exhibit G).

CONCLUSION:

Tom, it appears that there is overwhelming support for conducting a small but comprehension study evaluating the Eastwood Corridor as defined as Flat Rock Rd west to the Eastwood Fire house. The study should take into account not only the current traffic volumes and generic / fixed rates of growth percentages but the actual growth numbers expected given all of the new (already approved) Subdivisions and additions that I mentioned. I suspect the former growth percentages get dwarfed by the actuals.

The study should look at the existing, planned expansions on US 60 and projected turn lanes at Johnson Road AND the Eastwood Cutoff as a unified solution, not as independent or either/or, in order to determine the best signaling and restructuring of the corridor.

The need for signals in support of the Eastwood Firehouse operations should also be taken into consideration as well to ensure that traffic does not block their egress.

While not professional traffic engineers ourselves, we would look forward to meeting with the appropriate individuals to provide input and share some potential solutions and to see how all agencies can work together to address this finite, but critical stretch of US60.

Respectfully,

Bob Federico
Chairman Eastwood Village Counsel
Executive Board Member Eastwood Fire District

Hello and thank you for the opportunity to speak here today

My name is Bob Federico and I am the Chairman of the Eastwood Village Counsel. I also serve on the Executive board of the Eastwood Fire District which puts me in a unique position regarding new developments. On one hand, through the EVC, I hear from home owners about their concerns whenever new developments are proposed. On the other hand, I see the advantages to the Fire District as it looks to increase its tax base and budget.

I am not here today to try to stop the growth and progress in our community and in particular the Echo Trail Subdivision. We are however very interested in making sure that planning for incremental Infrastructure needs takes place and they are implemented in time to support that growth.

When I moved to Louisville in 1989, the Watterson was 2 lanes wide, now it 5-6. Hurstbourne Lane has been improved multiple times as it became a major thoroughfare in support of all the new businesses. Dixie Highway is currently undergoing significant improvements. However, with all the new developments over the last 30 years along and feeding into Shelbyville road, (I provided a list of those in my pre-meeting materials I sent), there has been no significant change to the Eastwood Corridor east of the Fire House in support of those new developments.

I have provided today, and included previously, an Aerial view of the Shelbyville Road at Eastwood Cutoff Intersection. The balance of my discussion references that area.

Members of the Eastwood Village Counsel attended a public neighborhood meeting on Saturday, 10/13/18 at Ascension Church on Shelbyville Rd. The meeting was called by the law firm of Bardenwerper, Talbot and Robert, PLLC and was scheduled to reveal the pending Subdivision application to allow approximately 586 lots off Echo Trail, (specifically 2605 and 1651 Echo Tail). The case# is 18SUBDIV1023, PDS Case Manager Joel Dock.

Subsequently, residents affected and in attendance at that meeting, requested that the Eastwood Village Counsel (EVC) conduct a meeting that was held on

October 23, 2018 at the Eastwood Firehouse. At that meeting, a large turnout of residents discussed their concerns about the new development. We asked them for their top 3 concerns related to the new subdivision and their number one issue by far, was the traffic and safety concerns at Shelbyville road and the Eastwood Cutoff / Gilliland RD intersection.

Because the EVC believes that without some critical changes, the safety and well-being of citizens in and around the Village of Eastwood will be compromised, we respectfully request that the planning commission delay approval of the Echo Trail Development until the Eastwood Corridor, and in particular, the Gilliland Road / Eastwood Cutoff / US 60 interchange be further studied and an appropriate long term solution be planned. At a minimum, we ask that issuance of building permits for the Echo Trail Subdivision be limited until such time as a comprehensive solution addressing this intersection, along with Johnson Road is proposed, planned and funded.

There is currently a plan for Johnson Road and Shelbyville road, but as described in my initial material provided, the KYTC Div 05 stated that any signaling at Johnson Rd would preclude any further signaling in the future at Gilliland / Eastwood Cutoff. While we believe any improvements at Johnson Rd would be helpful, we also believe they should be done in concert with the Eastwood Cutoff Intersection to see where signaling makes the most sense for safety and efficiency.

As you can see from my photograph, the current geometry of the intersection, with cars trying to turn left onto Shelbyville road from Gilliland North, creates a "virtually impossible task". Between the angle of visibility limiting view and the sweeping turn with cars approaching at 45 to 55 MPH, drivers are forced to make quick and dangerous decisions.

The new Echo Trail Subdivision, which would easily add hundreds of vehicles going to work and school in the morning, will result in huge backlogs of cars and an unimaginable risk to those heading in both directions. As it stands, there have been numerous accidents, (including a fatality), between the Eastwood Firehouse and Johnson Rd. There are new developments already planned at Bryant Farms

(under construction), and 330 units on Johnson Rd, and with no traffic control mechanisms, the above intersection will only get further congested and dangerous. The resulting non-stop traffic flow will force those on Gilliland to take unnecessary risks entering traffic, endangering them as well as anyone on US60.

I reference the Echo Trail Subdivision Traffic Impact Study dated October 2018 and based on Level of Service, Delays per vehicle at this intersection,,, all 2018 existing and 2030 No Build parameters ranked it an F, both AM and PM. This is based on the current density on Gilliland / Echo Trail. The introduction of the proposed subdivision will have profound impacts on this already outdated intersection. The 2030 Build parameters included in the Traffic Study were off the chart, again ranking it an F.

The current F ranking should stand for Frustration but more importantly, the 2030 Build F ranking will stand for Fatalities.

To further exacerbate the numbers, the study assumed 30% of the traffic from Echo Trail heading north would use the Parklands as a route to Shelbyville while another 30 – 40% would use the route up Gilliland to the Eastwood cutoff. I suspect that the Parklands, with its focus on walking and bike trails will not appreciate nor continue to allow its roads to be treated as a primary public thoroughfare. This would further increase Northbound Gilliland Rd traffic.

According to the Traffic Impact Study and I quote” the Shelbyville Road intersection with Eastwood Cutoff is currently experiencing significant delays for the Eastwood Cutoff approach”.

It goes on to say that the situation should improve with a planned widening at US60 / Johnson Rd which will “include a signal”. That signal however, is not currently planned and until then, that will not provide a solution to this situation.

The final aspect to remember is that the Eastwood Fire House is located within 25 yards of this intersection and the fire house has no signaling currently to allow for controlled ingress / egress, both with Fire Apparatus and in their own personal vehicles when going to and from work.

Therefore, we respectfully request that prior to approval of the Echo Trail Subdivision and / or prior to any further development plans, the EVC requests that the Gilliland Rd / Eastwood Cutoff to US 60 interchange be reviewed and redesigned with appropriate visual approach clarity of all oncoming traffic as well as adding appropriate traffic control mechanisms specifically stop lights. This should be coordinated with input from the Eastwood Fire Department

Furthermore, while we greatly appreciate the work and effort of Julie Denton in addressing the Johnson Rd problem prior to the addition of Echo Trail, what is really needed is a comprehensive Review of the Eastwood Corridor and again, a re-alignment / reconstruction of the Eastwood Cutoff / US60 intersection in concert with the Johnson Road plans including signal heads and turn lanes in appropriate locations.

In Closing, The EVC does not look to stop future development. On the contrary, we look to support it as long as it is done with Infrastructure needs in mind **at the time** of development planning and approval process.

Eastwood and the surrounding areas represent the largest growth potentials in Louisville and the time has come to address its infrastructure needs in support of that growth, both currently planned and in the future,

Thanks you for your time

Eastwood Village Counsel Echo Trail Position Paper

Background:

Members of the Eastwood Village Counsel attended a public neighborhood meeting on Saturday, 10/13/18 at Ascension Church on Shelbyville Rd. The meeting was called by the law firm of Bardenwerper, Talbot and Robert, PLLC and was scheduled to reveal the pending Subdivision application to allow approximately 586 lots off Echo Trail, (specifically 2605 and 1651 Echo Trail). The case# is 18SUBDIV1023, PDS Case Manager Joel Dock.

Subsequently, residents affected and in attendance requested that the Eastwood Village Counsel (EVC) conduct a meeting that was held on October 23, 2018 at the Eastwood Firehouse. At that meeting, the residents discussed their concerns about the new development, and requested the EVC take a more active role in all upcoming events, including providing additional representation in the form of EVC Board Members. Additionally, they requested the EVC create a position paper that clearly outlines our concerns.

EVC Mission:

As an advocacy group focused on the Eastwood area, the Eastwood Village Concept and surrounding communities within Eastwood, the EVC tries to ensure that all new development is conscientiously planned and methodically executed with vision and infrastructure considerations.

EVC VISION AND VALUES

While the EVC has many objectives, none are more important than our advocacy for much needed infrastructure improvements for our fast-growing community; perhaps the fastest growing geographic area in Louisville Metro.

Position Paper for the proposed Echo Trail Development:

After much general discussion with Eastwood area residents, the following primary objective was noted and supported by the EVC. Further, because the EVC believes that the safety and health of citizens in and around the Village of Eastwood are being threatened, we respectfully ask that approval of this development, along with any additional developments in our area be delayed until such time as the following items are addressed through a focused Traffic Study of the Eastwood Corridor taking into consideration all new planned developments, including Echo Trail:

- While all intersections and traffic patterns affected by this proposal need to be studied, the primary area of concern was the intersection of Gilliland Rd / Eastwood Cutoff and US 60, (Shelbyville Rd). Currently, Eastbound traffic has a turn lane from US60 East to Gilliland South; HOWEVER, access to US60 Westbound from Gilliland is currently one of the most dangerous in the county. An aerial view (included) clearly shows that it is virtually impossible to see oncoming traffic while trying to turn left onto US60. The new Subdivision which would easily add 500 to

1,000 vehicles going to work in the morning will result in huge backlogs of cars and an unimaginable risk to those heading in both directions. As it stands, there have been numerous accidents, (including a fatality), between the Eastwood Firehouse and Johnson Rd. There are new developments already planned at Bryant Farms (under development), and on Johnson Rd, and with no traffic control mechanisms, the above intersection will only get further congested and dangerous. The resulting non-stop traffic flow will force those on Gilliland to take unnecessary risks entering traffic, endangering them as well as anyone on US60.

As part of approving the above referenced development plans and / or prior to approval of any further development plans, the EVC requests that the Gilliland Rd / Eastwood Cutoff to US 60 interchange be reviewed and redesigned with appropriate visual approach clarity of all oncoming traffic as well as adding appropriate traffic control mechanisms specifically stop lights. This should be coordinated with input from the Eastwood Fire Department whose Firehouse is situated twenty five yards from said intersection and currently has no means to stop traffic for exit and entrance to the Firehouse.

Furthermore, there is a current plan to add turn lanes at Johnson Rd / US60, starting this spring. While everyone agrees this would be a significant improvement, this should be coordinated with changes to the Eastwood Cutoff interchange. Stopping traffic at Johnson Rd might only further exacerbate the problem at the Gilliland / Eastwood cutoff.

I have attached an email from KYTC D05 that discusses the interplay between these intersections and it is very dis-concerning about future opportunities to address our community's issues if further immediate planning doesn't take place.

Previous Activities:

I was part of a group that met with the Mayor, along with Jeff O'Brien and Gretchen Milliken in the fall of 2018. Among other items, we shared our concerns about this specific intersection and the safety issues it currently presents but will only become catastrophic after the Echo Trail Development comes to fruition. We have not heard back since.

We have met with Jerry Miller and Anthony Piagentini. I believe they understand our position but we are being referred to a QK4 study of which we can get no further information, nor an understanding of what areas the study addresses.

In closing:

The EVC does not look to stop future development. On the contrary, we look to support it as long as it is done with Infrastructure needs in mind at the time of development planning and approval process. It is also our understanding that significant Permit fees are levied to the Builders / Developers as permits are pulled. The value of those fees haven't changed in decades and need to be adjusted to reflect actual proposed property sales pricing or properly indexed. Furthermore, a portion / percentage of those fees should be earmarked for specific infrastructure needs in the new Development immediate area.

New developments mean more traffic, needs for increased volume handling, more signaling, more road maintenance, etc. It only makes sense that some of these needs be handled / funded through appropriate fees OR by the actual developers as part of their contribution to the community.

Too often, we have been told that it's not their (the developers issues). This is where Planning needs to get involved.

Our Request:

The EVC would like to plan a meeting with ALL proper individuals including Local and State reps, Metro Public works, the Planning Commission, District planning office (Tom.Hall@ky.gov) and Transportation Cabinet to review the "EASTWOOD CORIDOR" and create a comprehensive plan that addresses both immediate and future needs before any further developments are approved. Not to stop them, but again, to make sure they are a valued addition to our community. The volume of new traffic that will flow through the Corridor within next 2 - 3 years will be staggering.

Attachments:

- Aerial View US60 / Eastwood Cutoff – Gilliland Rd
- KYTC D05 response
- Mayors Meeting Doc

final report

October 22, 2018

Traffic Impact Study

Echo Trail Subdivision
2605 Echo Trail
Louisville, KY

Prepared for

Louisville Metro Planning Commission
Kentucky Transportation Cabinet



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INTRODUCTION

The development plan for a subdivision on Echo Trail in Louisville, KY shows 584 single family lots and a residual tract. Figure 1 displays a map of the site. Access to the subdivision will be from two entrances on Echo Trail and an extension of Shakes Run Drive. There will not be a bridge over Long Run Creek. The purpose of this study is to examine the traffic impacts of the development upon the adjacent highway system. For this study, the impact area was defined to be the intersections of Echo Trail with South English Station Road, South English Station Road with Taylorsville Road, Taylorsville Road with Taylorsville Lake Road, and Shelbyville Road with Eastwood Cutoff Road.

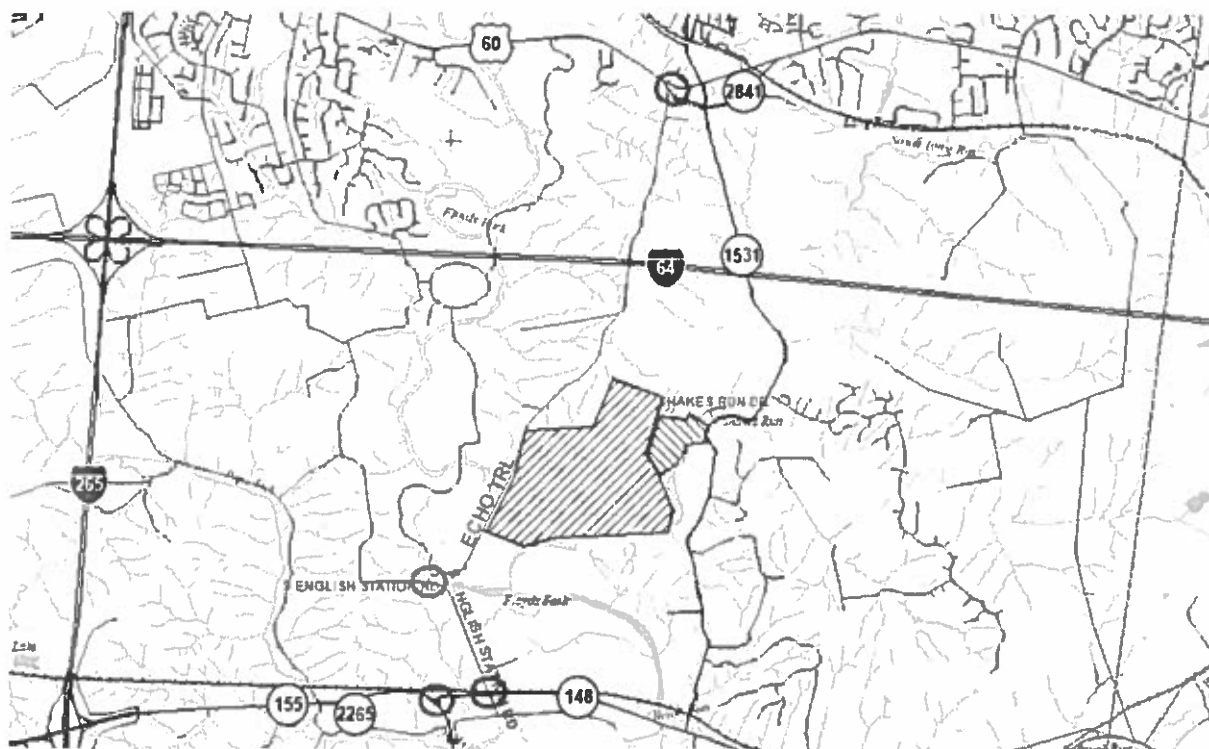


Figure 1. Site Map

EXISTING CONDITIONS

Echo Trail, is a Metro-maintained road with an estimated 2017 ADT of 1,000 vehicles per day between South English Station Road and Eastwood Cutoff Road, as estimated from the 2016 count at the I 64 overpass, as provided by KIPDA. The road is a two-lane highway with nine-foot lanes with two-foot shoulders through the study area. The speed limit is 35 mph. There are no sidewalks. The intersection with South English Station Road, is controlled as an all-way stop. There are no turn lanes.

The intersection of South English Station Road with Taylorsville Road (KY 148) is controlled with a stop sign on South English Station Road. There are no turn lanes on any approaches.

The intersection of Taylorsville Road (KY 148) with Taylorsville Lake Road is controlled with a traffic signal. There is a northbound right turn lane, a southbound left turn lane, and separate turning lanes on the KY 148 approach.

The intersection of Shelbyville Road with Eastwood Cutoff Road is controlled with a stop sign on Eastwood Cutoff Road. There is an eastbound right turn lane.

Peak hour traffic counts for the intersections were obtained on August 16, 2018. The a.m. peak hour is 7:15 to 8:15 and the p.m. peak hour is 4:45 to 5:45, except at Shelbyville Road. Figure 2 illustrates the existing a.m. and p.m. peak hour traffic volumes. The Appendix contains the full count data for each intersection.

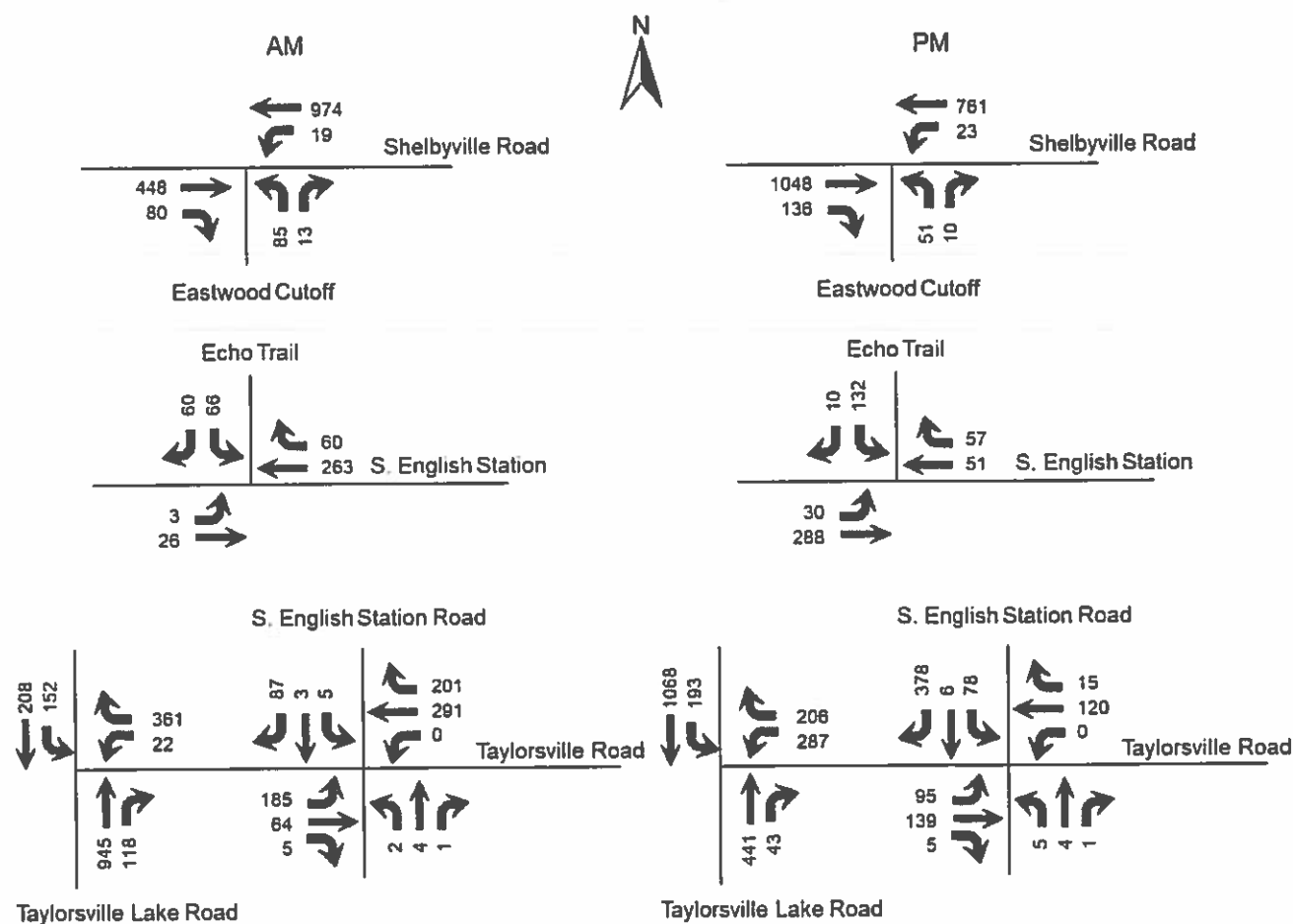


Figure 2. Existing Peak Hour Volumes

FUTURE CONDITIONS

The project completion date is 2030. An annual growth rate of 1.5 percent was applied to all 2018 volumes. Figure 3 displays the 2030 No Build peak hour volumes. Taylorsville Road and Taylorsville Lake Road intersection volumes include the trips generated by Covington in the Park. The intersection of Taylorsville Road and Taylorsville Lake Road will be improved by the developers of Covington in the Park with dual left turn lanes on Taylorsville Road and a free-flow right turn lane.

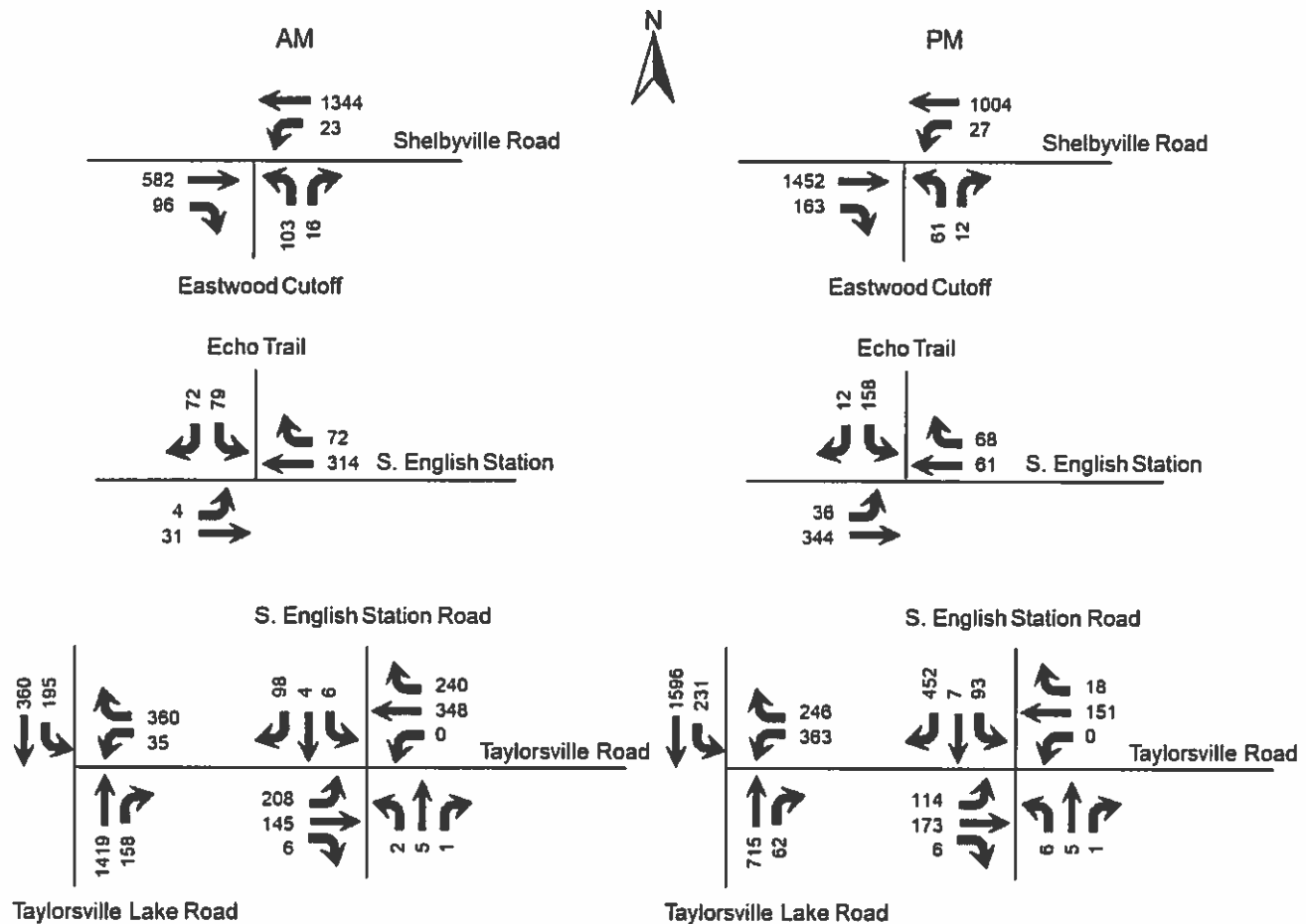


Figure 3. 2030 No Build Peak Hour Volumes

TRIP GENERATION

The Institute of Transportation Engineers Trip Generation Manual, 10th Edition contains trip generation rates for a wide range of developments. The land use of "Single Family Detached (210)" was reviewed and determined to be the best match. The trip generation results are listed in Table 1. The trips were assigned to the highway network with the percentages shown in Figure 4. Figure 5 shows the trips generated by this development and distributed throughout the road network during the peak hours. The 45 lots with access to Shakes Run Drive are included as through trips on Shelbyville Road and Taylorsville Road. The detailed movements for the Echo Trail entrances are shown in Figure 6. Figures 7 and 8 display the individual turning movements for the peak hours when the development is completed.

Table 1. Peak Hour Trips Generated by Site

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Trips	In	Out	Trips	In	Out
Single-Family Detached (539 lots)	387	96	291	512	322	190
Single-Family Detached (45 lots)	37	28	9	47	30	17

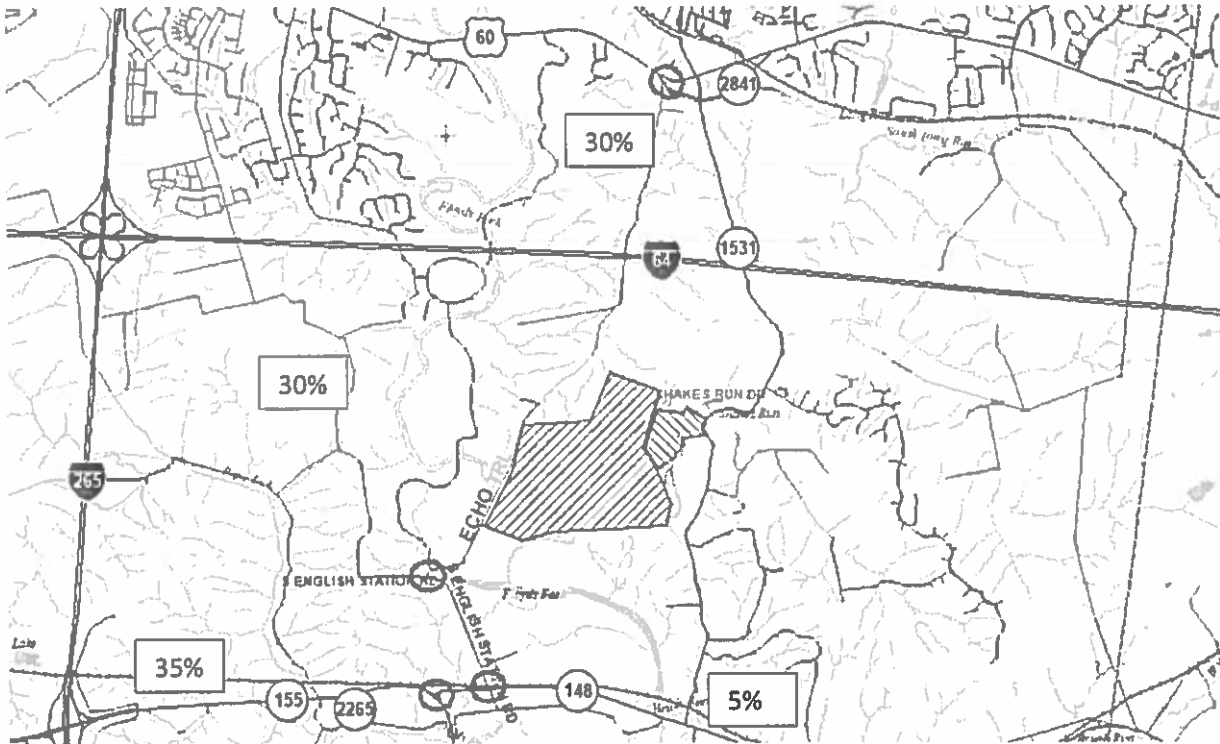


Figure 4. Trip Distribution Percentages

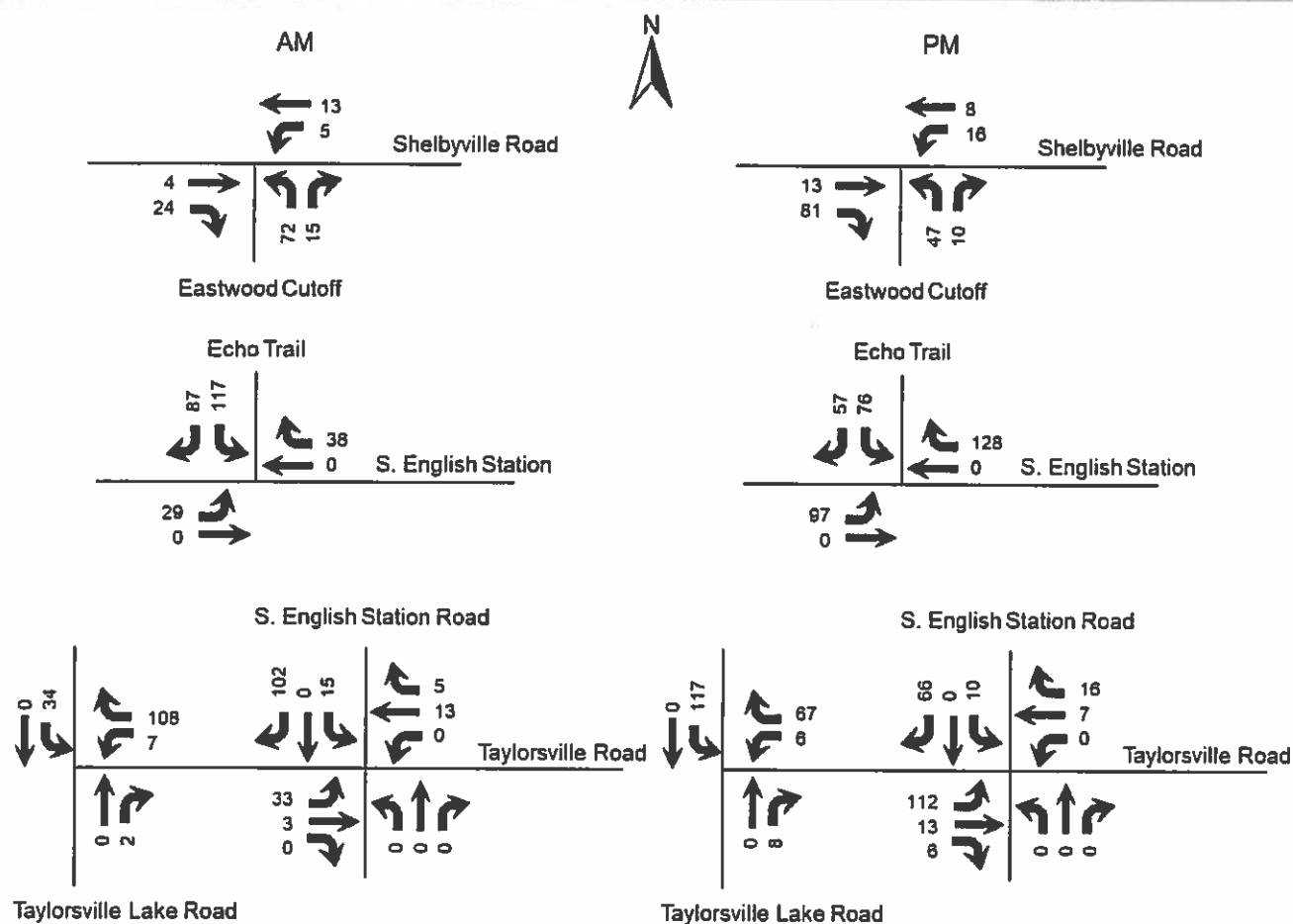


Figure 5. Peak Hour Trips Generated by Site

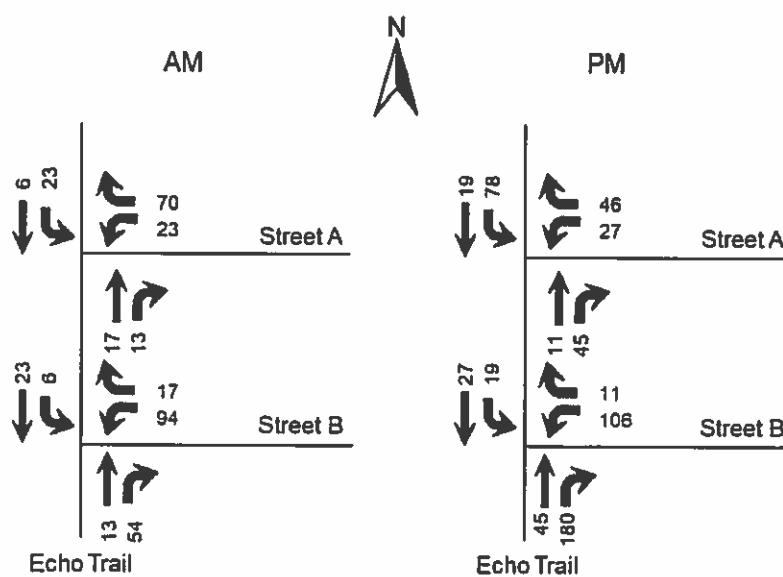


Figure 6. Site Trips at Entrances on Echo Trail

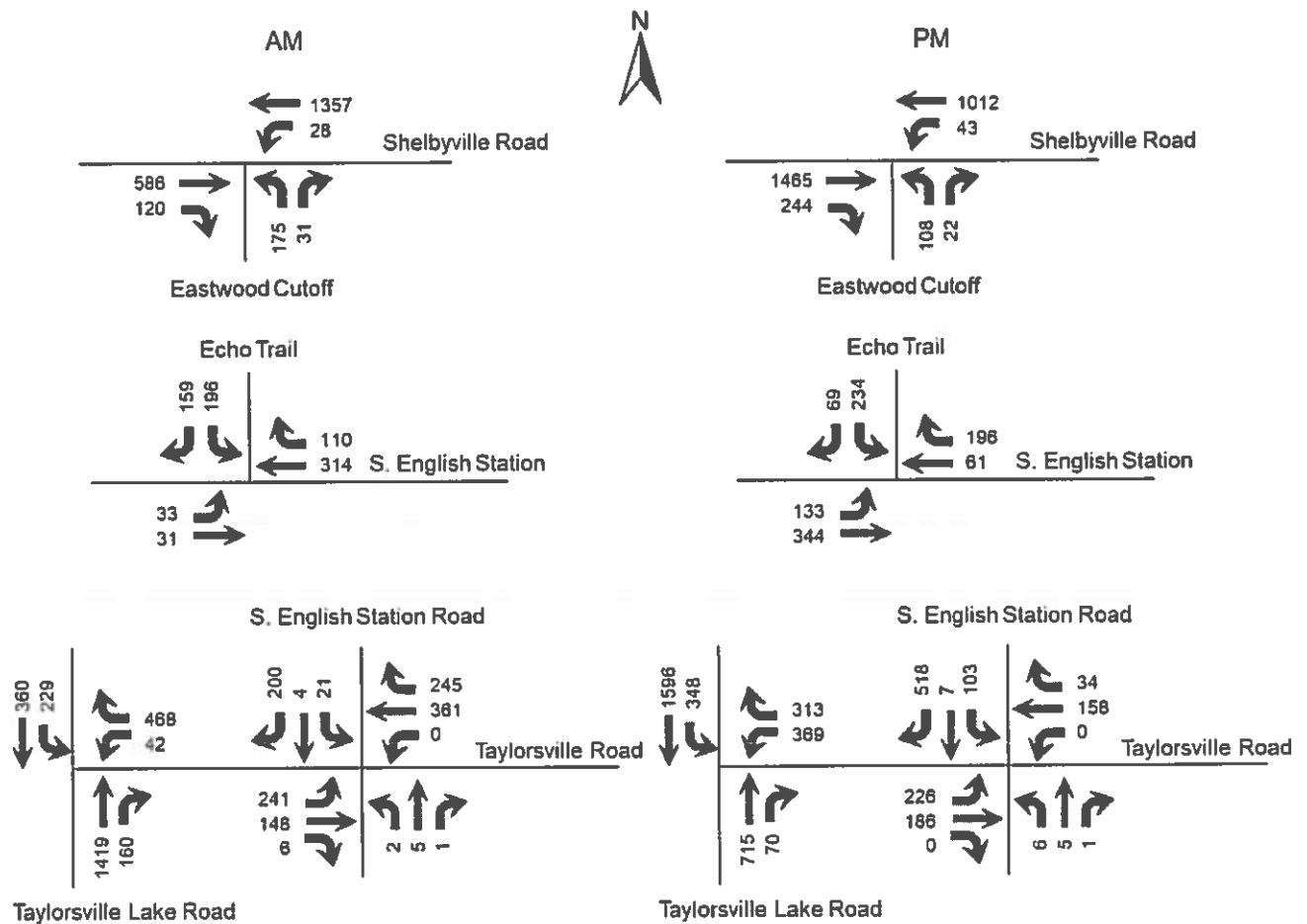


Figure 7. Build Peak Hour Volumes

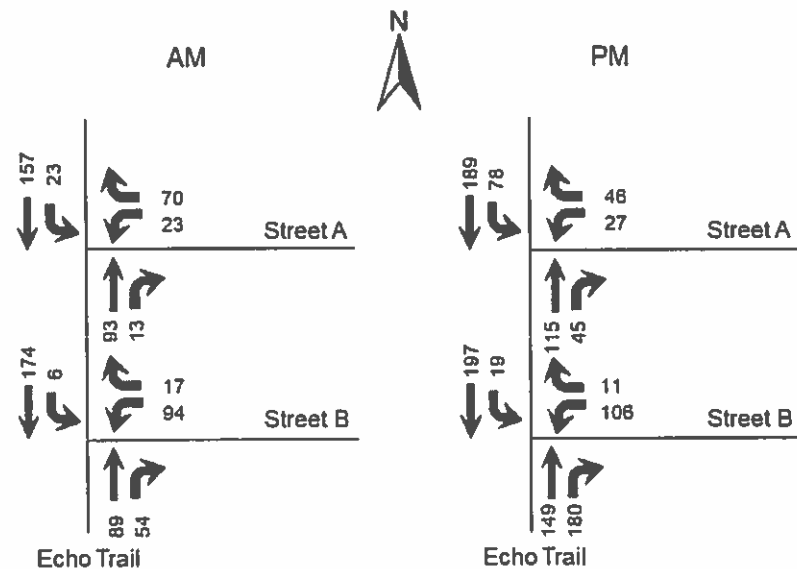


Figure 8. Build Peak Hour Volumes Entrances on Echo Trail

ANALYSIS

The qualitative measure of operation for a roadway facility or intersection is evaluated by assigning a "Level of Service". Level of Service is a ranking scale from A through F, "A" is the best operating condition and "F" is the worst. Level of Service results depend upon the facility that is analyzed. In this case, the Level of Service is based upon the total delay experienced at an intersection.

To evaluate the impact of the proposed development, the vehicle delays at the intersections were determined using procedures detailed in the Highway Capacity Manual, 6th edition. Future delays and Level of Service were determined for the intersections using the HCS Streets (version 7.6) software. The delays and Level of Service are summarized in Table 2.

Table 2. Peak Hour Level of Service

Approach	A.M.			P.M.		
	2018 Existing	2030 No Build	2030 Build	2018 Existing	2030 No Build	2030 Build
Taylorsville Road at Taylorsville Lake Road	C 32.5	D 45.3	D 48.2	B 18.8	E 55.2	E 55.0
Taylorsville Road (KY 148) Westbound	E 56.4	B 16.0	B 15.3	C 30.3	D 38.9	D 36.2
Taylorsville Lake Road Northbound	C 30.6	E 55.4	E 59.3	B 14.8	B 12.2	B 12.1
Taylorsville Road Southbound	B 18.1	D 36.1	D 46.9	B 15.9	E 78.9	E 78.9
Taylorsville Road at S English Station Road						
Taylorsville Road Eastbound	A 9.5	B 10.3	B 10.7	A 8.0	A 8.2	A 8.7
Taylorsville Road Westbound	A 7.3	A 7.5	A 7.5	A 7.5	A 7.6	A 7.6
S English Station Road Northbound	C 24.1	E 36.1	E 48.9	C 21.7	D 32.8	F 77.5
S English Station Road Southbound	B 11.5	B 12.6	C 15.3	B 11.2	C 16.5	E 36.5
S English Station Road at Echo Trail	B 10.5	B 12.4	C 22.1	B 10.8	B 12.9	D 30.6
S English Station Road Eastbound	A 8.0	A 8.3	B 10.3	B 12.0	B 14.9	E 45.7
S English Station Road Westbound	B 11.3	B 13.8	D 25.6	A 8.5	A 9.1	B 14.4
Echo Trail Southbound	A 9.1	A 9.8	C 25.0	B 10.0	B 11.1	C 20.6
Echo Trail at Street A						
Street A Westbound			A 10.0			B 11.4
Echo Trail Southbound			A 7.5			A 7.8

Echo Trail Subdivision
Traffic Impact Study

Approach	A.M.			P.M.		
	2018 Existing	2030 No Build	2030 Build	2018 Existing	2030 No Build	2030 Build
Echo Trail at Street B						
Street B Westbound			B 11.7			C 15.0
Echo Trail Southbound			A 7.6			A 8.1
Shelbyville Road at Eastwood Cutoff						
Shelbyville Road Westbound	A 8.7	A 9.2	A 9.4	B 11.7	C 15.4	C 17.2
Eastwood Cutoff Northbound	F 83.6	F 671.8	F 1480.8	F 169.7	F 1372.2	F 3413

Key: Level of Service, Delay in seconds per vehicle

Both entrances were evaluated for turn lanes using the Kentucky Transportation Cabinet Highway Design Guidance Manual dated March, 2017. Using the volumes in Figure 8, no turn lanes will be required at either entrance. The intersection of Taylorsville Road at S. English Station Road meets the warrants for a left turn lane with the 2018 volumes, however the capacity analysis does not indicate a capacity deficiency at the intersection. The Shelbyville Road intersection with Eastwood Cutoff is currently experiencing significant delays for the Eastwood Cutoff approach. This situation should improve with a planned widening at the intersection of Shelbyville Road at Johnson Road, which will include a signal. The connectivity within the Eastwood community will allow left turns to be made at the traffic signal.

CONCLUSIONS

Based upon the volume of traffic generated by the development and the amount of traffic forecasted for the year 2030, there will be an impact to the existing highway network. No turn lanes will be required at the entrances.

Echo Trail Subdivision Residents Petition

We, the undersigned residents want to thank the Planning Commission for recognizing the needs and concerns of those of us living on Echo Trail, Gilliland Rd and adjoining streets that regularly need to access US60 (Shelbyville Rd), via the Eastwood Cutoff; currently one of the most dangerous intersections in Louisville.

With that said, we urge the Planning Commission to continue to stress the need for timely infrastructure solutions that address the resident's safety as a priority when evaluating new developments. This is consistent with Article 2 of the Louisville Metro Planning Commissions Bylaws that state:

The purpose of the Planning Commission shall be to direct the economic growth and physical development of Jefferson County and the communities therein, and to guide such development in such a manner as to assure the prosperity, health, safety, morals and general welfare of the county and its communities.

This is particularly critical in regards to the Echo Trail / Gilliland Road / Eastwood Cutoff to US60 intersection given the size and scope of the proposed Echo Trail Subdivision which we believe, upon completion, could easily increase vehicular traffic by a factor of 5 through an already congested and dangerous route.

Mr. Federico,

I appreciate you contacting the KYTC with your thoughts and comments. To begin, I should tell you that you were slightly misdirected when you were given my contact in regards to some of your concerns. My office handles pavement markings, signage and signals in our District, however in Jefferson County, the maintenance and operation of signals, along with new signal requests are handled by Louisville Metro Public Works, Pat Johnson and staff, under contract to KYTC.

In regards to installation of a signal at the US60 / Echo Trail / Cutoff intersection, this could not occur without a major realignment of the intersection and this would not be a Traffic Section issue, this would have to be either a Metro Project, similar to the upcoming Johnson Road intersection work or it would have to be a state project. Either way, this is well above a "minor" project by our classification, as the cost would exceed \$1,000,000, including utilities and ROW. If this were to be a State Project, funding would have to come from Frankfort and support for the project to even be reviewed, would have to come from the State Rep, which would be Mr. Miller.

As for a fire signal, fire signals are not installed or maintained by the KYTC, but in fact are done by the Fire Department, through an agreement / permit and are maintained by the installing agency. In the case of Eastwood, a signal would have to be coordinated with Louisville Metro Public Works.

One thing of note, due to the proximity of the fire house to the Echo Trail (Gilliland) / Cutoff / US60 intersection, only one location would be able to have a signal, should they both warrant. This means, if the firehouse puts one up, the Echo Trail could not have one. Sadly, due to the proximity of Echo and the Firehouse to Johnson, if Johnson gets signalized, which is likely in the future, a realigned intersection of Echo / US 60 would not be permitted a signal as its less than 750 between intersections and this might exclude the firehouse also, but it would have a better chance as it is a short term temporary use signal, where the other 2 locations would be continually functioning signals.

KYTC feels your pain in regards to increased traffic and development, mainly due the fact that most development policies in the State do not require developers to make or pay for improvements to roadways, except for those immediately adjacent to their development. This is why up and down US 60, you will see new subdivisions with turn lanes and then the road goes immediately back to 2 lanes. Logic would be that if you add multiple cars, you should be required to improve the roadway to the next area with adequate capacity, but the current policies focus almost exclusively on the alterations possible within the limits of the lands owned by the developer and possibly into adjacent ROW that would not require a purchase by the developer.

In short, a fire signal is something the Fire District needs to talk to LMPW about, through the Louisville Fire Department Main Office, a signal at US 60 / Echo (Gilliland) would be a "major" project which would have to be supported and a request directed to our District planning office (Tom.Hall@ky.gov) as they are working on a "needs and wants" list for eastern Louisville and lastly, concerns about development need to be voiced to the Planning and Zoning Board along with the Metro Council Reps in your area and surrounding Districts, so they can work together on a comprehensive plan for managed growth.

Hopefully this helps get you moving in the right direction.

Kevin J. Bailey PE
Traffic Section Supervisor
KYTC - District 05
Louisville, KY 40242

"Do or Do NOT, there is no TRY" – Master Yoda



KENTUCKY GENERAL ASSEMBLY

State Capitol Frankfort, Kentucky 40601 502.564-8100

March 4, 2019

Tom Hall
Traffic Engineer
Kentucky Transportation Cabinet

Mr. Hall,

I am pleased to offer my comments on the preliminary QK4 Study of the Middletown-Simpsonville Needs Analysis Study. I reserve the right to send additional comments, since I was sent this information during the busy Regular Session of the Kentucky General Assembly.

I'll offer comments, but some will be questions, as follows:

1. Will the fact that some listed road projects were funded for the 2018-20 Biennium have an impact on their priority? Many of these had money for plan development, but it doesn't appear many planning contracts have been let.
2. Why are roads, such as Long Run Road, South English Station Road south of Poplar Lane, Gilliland Lane and Echo Trail not included in the study? I understand these may be Metro Roads, but they are still a critical part of our grid.
3. While the budgeted project to perform the initial study of the Eastwood-Fisherville Connector with a new interchange at I-64 is mentioned, it is unclear to me what data will be used to assess its relative importance. Following up on item 1 above, when will the planning contract to study this be issued?
4. How old is the traffic count data? I understand that the available counts were increased based on a fixed rate of growth, but if this data is older than 4 years old, I would not consider that to be a reliable basis for study. Will there be an early sensitivity analysis done to determine the impact of the assumptions and perhaps indicate the need for actual traffic counts on certain critical elements rather than the standard growth projections?
5. While I recognize that 50 proposed developments were considered, it is difficult to determine how this was factored into the 2040 model, if not by the standard % growth rate. With the detailed data provided for the "new development" from Metro Planning and Design, will QK4 be using the standard trip generation data to use in the study for all these traffic generators. The details already available on all planned development have all necessary data to use those techniques (i.e new housing developments, new business development, etc.)?

6. Were MSD's plans to build infrastructure reviewed, including mains and pumping stations in the Floyds Fork valley? Experience has shown that development of housing closely follows increased availability to sewers.
7. While the Eastwood Cutoff KY2841 was listed as a "Study Area Route", I'm at a loss to find any mention of it in QK4's work. Given it's problematic geometry and accident-prone intersection with US-60 near the Eastwood Fire Station #1, it seems to be an egregious oversight.
8. Was the proposed 550 home development on Echo Trail, north of South English Station Road, considered and if so, how?
9. On what basis will the Flat Rock Road MTP-1323 (Concept A) be considered?
10. How will continued traffic growth on Shelbyville Road be included to understand the impact of choices of travel routes made by residents located between that road and Old Henry Road? I call this the WAZE factor.
11. Will there be interim points in the study that could be shared with residents to provide validation of the preliminary results?
12. Will the widening project of the Gene Snyder be included to understand the impact of any new traffic patterns at the interchanges to traffic flow in the study area?
13. Will I and affected stakeholders be given an opportunity to comment further on the study or the ensuing process?

I have asked the Fisherville Area Neighborhood Association and the Eastwood Village Council to share their comments with you. I am attaching the one sent to me by FANA.

Sincerely,

Jerry T Miller
State Representative
District 36

Hall, Tom B (KYTC-D05)

From: Piagentini, Anthony B. <Anthony.Piagentini@louisvilleky.gov>
Sent: Thursday, March 7, 2019 8:10 PM
To: Hall, Tom B (KYTC-D05)
Cc: jerrytmiller95@gmail.com; Smith, Channele Emily
Subject: RE: Materials Confirmation Middletown - Simpsonville Needs Analysis

Dear Mr. Hall,

Is it possible to have a quick call with you and/or the Qk4 consultants? I would like to help advocate for my district related to the stretch along Shelbyville Road in Eastwood.

Let me know if that works or something like it. I am sure 30 minutes would be enough and teleconference would be great. Channele could assist with setting it up if you are amicable.

Thank you,
AP



Anthony Piagentini | Metro Councilman
Louisville Metro Council District 19
601 W. Jefferson Street | Louisville, KY 40202
p: (502) 574-1119 f: (502) 574-4501

From: Hall, Tom B (KYTC-D05) <Tom.Hall@ky.gov>
Sent: Thursday, March 7, 2019 12:42 PM
To: bob.federico@intechdirect.com
Cc: Piagentini, Anthony B. <Anthony.Piagentini@louisvilleky.gov>; jerrytmiller95@gmail.com
Subject: RE: Materials Confirmation Middletown - Simpsonville Needs Analysis

CAUTION: This email came from outside of Louisville Metro. Do not click links or open attachments unless you recognize the sender and know the content is safe

Your message was received. The District Office is preparing a response.

Thanks,
Tom Hall, P.E.
D5 Planning Section Supervisor
KYTC

From: Bob Federico <Bob.Federico@intechdirect.com>
Sent: Thursday, March 7, 2019 7:50 AM
To: Hall, Tom B (KYTC-D05) <Tom.Hall@ky.gov>

Cc: anthony.piagentini@louisvilleky.gov; jerrytmiller95@gmail.com

Subject: Materials Confirmation Middletown - Simpsonville Needs Analysis

Good Morning Mr. Hall,

Can you confirm receipt of my documents sent on 3.4.19 providing additional comments relative to the Middletown – Simpsonville Needs Analysis study.

Sincerely,

Bob Federico

Chairman Eastwood Village Counsel

Executive Board Member Eastwood Fire District

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Federico 2

Hall, Tom B (KYTC-D05)

From: Bob Federico <Bob.Federico@intechdirect.com>
Sent: Friday, March 8, 2019 8:38 AM
To: Hall, Tom B (KYTC-D05)
Subject: Pictures - Accident THIS MORNING at US60 - Johnson Rd near Eastwood Cutoff
Attachments: Johnson Rd - Cutoff Accident 2.JPG; Johnson Rd - Cutoff Accident 3.JPG

How many more of these are needed,

Thanks
Bob Federico
Chairman Eastwood Village Counsel
Board Member Eastwood Fire District

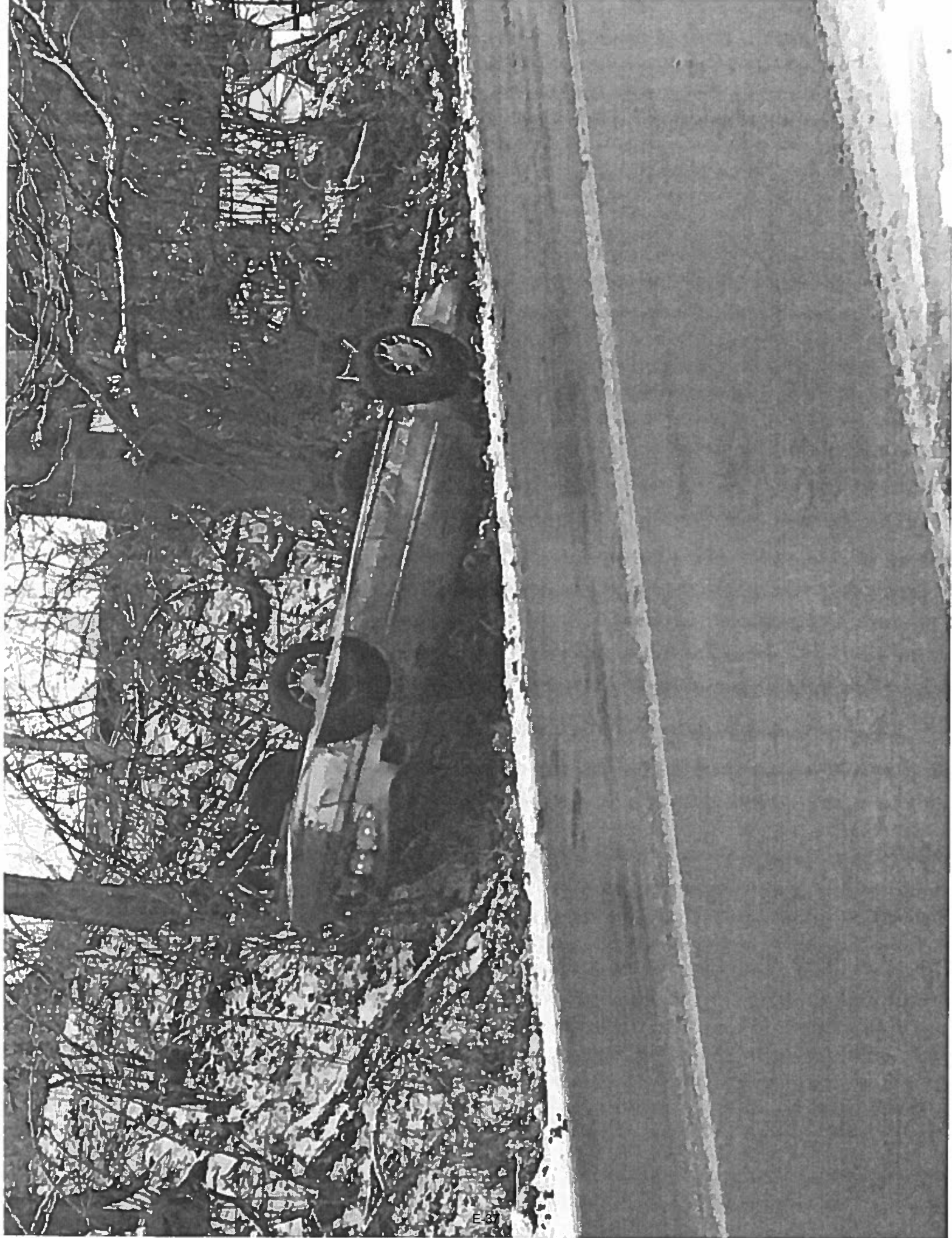
From: Bob Federico [mailto:Bob.Federico@intechdirect.com]
Sent: Friday, March 08, 2019 8:36 AM
To: Jeffrey.Brown@louisvilleky.gov
Subject: Pictures - Accident THIS MORNING

Jeffrey,

You might want to share this with your other Commission members; we're still trying to find out the condition of folks involved.

US60 / Johnson Rd just past Cutoff

bob





Hall, Tom B (KYTC-D05)

From: JerryT Miller <jerrytmiller95@gmail.com>
Sent: Friday, March 8, 2019 6:36 PM
To: Hall, Tom B (KYTC-D05)
Cc: Bullock, Matt A (KYTC-D05); Thompson, Travis A (KYTC-D05); Stuart Benson; Piagentini, Anthony B.
Subject: Additional Projects for QK4 Study:)

Please create a new project for study that addresses the Blankenbaker Parkway/I-64 interchange (unless the project below includes extending the additional lane from Southbound I-265 onto Westbound I-64 and then extending that lane all the way to the exit ramp onto Blankenbaker Parkway (KY 913). Given the fact that exiting traffic unsafely splits into two lanes now, this off-ramp is a real safety hazard. While you are studying that intersection, please determine if an additional ramp-lane is warranted from NB KY 913 to WB I-64.

CHAF IP20150184	Item 5-549.00/.01 MTP # 179	Jefferson	I-265	24.600	26.400	Reconstruct I-265/I-64 Interch
			I-64	18.600	19.200	