

Appendix E

Bicycle / Pedestrian Existing Conditions

Bicycle and Pedestrian Consideration Review

Bike/Ped Consideration Jefferson County Planning Study for KY-1932 (MP 5.4-6.59 / US-60 to US-42)

Prepared for:



Prepared by:
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Division of Planning
Kentucky Transportation Cabinet
August 19, 2015

Bicycle and Pedestrian Consideration Review for KY-1932 / Chenoweth Lane (MP 5.4-6.59)

Project Overview:

This is a planning study for KY-1932 (Chenoweth Lane) from US-60 (Shelbyville Road) to US-42 (Brownsboro Road) in Louisville.

Local/regional Planning:

- Bicycle, pedestrian, and greenways master plan for Jefferson County / Louisville:
<http://www.louisvilleky.gov/BikeLouisville/>
 - a. This area is specifically mentioned or noted on the planning maps for new sidewalk construction
(http://louisvilleky.gov/sites/default/files/bike_louisville/future_sidewalks.pdf)
 - b. Please contact the Louisville Metro Bike/Ped Coordinator for further details / John Rolf Eisinger rolf.eisinger@louisvilleky.gov

Existing conditions:

- KY-1932 (MP 5.4-6.59)
 - a. ADT is 10600 (6% Heavy Truck)
 - b. Posted speed limit is 35 MPH (small section at MP 5.4-5.52 with 30 MPH posted speed)
 - c. Shoulder space of 3 feet (or less) / some portions with no shoulder and some with what seems to be a 6 foot shoulder (or space for on street parking)
 - d. Bicyclists Comfort Index (BCI) average rating is a D
 - e. Sidewalks on both sides of the road from MP 5.4-5.81
 - f. Sidewalk only on the cardinal direction side (eastern/outbound side) from MP 5.81-6.59
 - g. Marked pedestrian crossing at un-signalized area at MP 6.4 (Figure 2)

The KYTC Bicycle and Pedestrian program team recommendations are:

Construct a 5 foot (or wider sidewalk) and connect to the existing sidewalks at MP 5.81 (cardinal direction/eastern side or the roadway Figure 2). The new sidewalk should continue and connect to the existing sidewalk on US-42/Brownsboro Road at MP 6.59 (Figure 3).

- Possible treatments for the marked pedestrian crossing at MP 6.4
 - a. Construct a raised crosswalk (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/sidewalks209.cfm). This will provide a traffic calming measure and provide a more favorable pedestrian crossing. Visual /detectible marking should be used (bright reflective paint) as to offset any negative impact from pedestrians with visual impairments.
 - b. Install signage and or pedestrian signal device in advance of and at the unsignalized pedestrian crossing (<http://mutcd.fhwa.dot.gov/htm/2009/part2/part2b.htm> & <http://mutcd.fhwa.dot.gov/htm/2009/part4/part4f.htm>).

- c. Install stop signs at the intersection of KY-1932 (Chenoweth Lane) & Druid Hills Road. Option 1 would be to install stop signs on both directions Druid Hills Road (creating a two way stop). Option 2 would be to install stop signs at both directions of Chenoweth Lane and Druid Hills Road (creating a four way stop).



Figure 1 / Google Street View @ MP 6.4



Figure 2 / Google Street view at MP 8.51



Figure 3 / Google Street View at MP 6.59

- ❖ BCI: <http://transportation.ky.gov/Bike-Walk/Documents/Bicyclists%20Comfort%20Index.pdf>
- ❖ KYTC Pedestrian & Bicyclists Travel Policy: http://transportation.ky.gov/Bike-Walk/Documents/Task%20Force%20FINAL%20June%202018_02%20policy%20rec%20to%20Sec%20Codell.PDF

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Louisville Metro Bicycle Planning Documents

Bikeways

Adopted: June 20, 2013



Legend

- Facility Type*
- Bike Lanes
 - Offroad Trails
 - Shared Roadways - Low Volume
 - Shared Roadways - Medium Volume
 - Shared Roadways - High Volume
 - Shared Use Path
 - Signs & Markings

*Routes displayed are those facilities identified as of 6/1/13 and do not represent future facilities. Reference future Bicycle Master Plan for specific proposed facilities.

