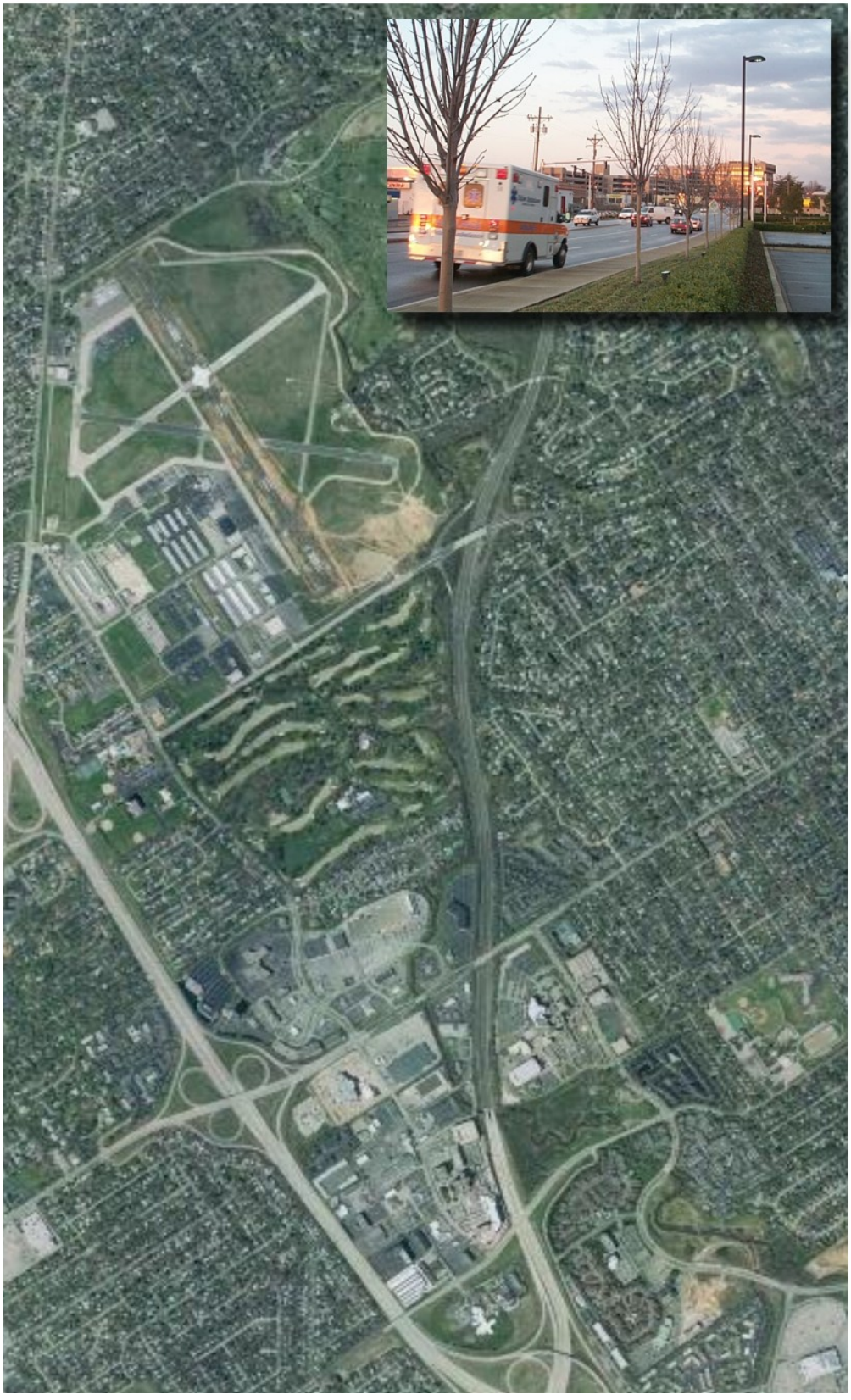
DUPONT TRANSPORTATION PLANNING STUDY



March 2006

PREPARED FOR:

Louisville Metro
Metro Planning & Design Service

444 S. 5th Street
Louisville, Ky 40202
Phone: (502) 574-6230
Contact: Mohammad Nouri

PROJECT SPONSOR:

K I P D A
Kentuckiana Regional Planning And Development Agency

11520 Commonwealth Dr.
Louisville, Ky 40299
Phone: (502) 266-6084

PREPARED BY:

Qk4

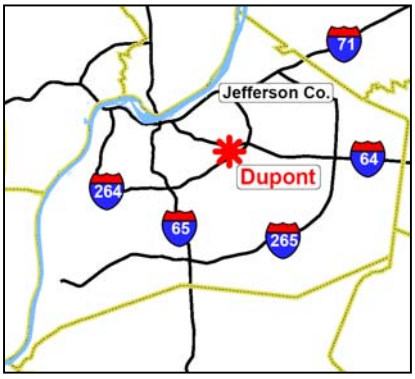
815 W. Market Street
Louisville, Ky 40202
Phone: (502) 585-2222
Fax: (502) 992-0605

Figures

Tables

1.0 INTRODUCTION

1.1 Project Area History



Dupont is located in east central Jefferson County within the City limits of St. Matthews. It is bound by I-264 and I-64 and bisected and served by Breckenridge Lane and Dutchmans Lanes. Prior to its development, the area was characterized by rural residential and agricultural uses, including a 100-acres horse farm. As Louisville began to grow, the Dupont area began to become a moderately sized mixed use (office/commercial) suburban workplace and neighborhood retail district. The initial development in the area was focused along the east side of Breckenridge Lane. Since the construction of I-264 in the 1960s, the area has experience nothing short of rapid development. The initial major developments included an automobile dealership, a commercial strip center, home improvement store, theatre complex and tennis center, and various low rise and high-rise office buildings, and two suburban hospitals—Suburban Hospital (1972) and Baptist East (1975)—that defined the area as a medical center and induced other medical related developments.

Today the Dupont area is a dense urban office/commercial district, the horse farm along the west side of Breckenridge Lane has given way to more mixed use development and the hospitals have continued to drive growth within the area as the source of primary employment and supporting medical office facilities. Dupont is now described as an area experiencing constant change and evolution; and indeed, the growth spurred by the continued development of the medical district has seen the automobile dealership and the local owned home store surrender to a new surgery center and medical supply facility, respectively. The area, now with four hospital facilities (Baptist East, Norton Suburban, Jewish Surgery, and Ten Broeck) and concomitant aggressive growth of office and retail land use, has become a major regional center of high traffic intensity.

1.2 Project Purpose

The purpose of the Dupont Transportation Planning Study was to inventory and analyze existing land use and transportation conditions and data, and recommend improvements related to the safety and efficiency of all types of transportation with focus on:

- Mitigating congestion and air pollution
- Supporting the existing land use and economic activity
- Enhancing and protecting the environment
- Providing safe access for all users including bicyclists, pedestrians, and transit users
- Improving the livability of the area
- Promoting education regarding multi-modal transportation

The plan also promotes the Goals and Objectives, and the Plan Elements of the Cornerstone 2020 Comprehensive Plan. The plan also includes recommended transportation improvements with strong emphasis on urban design principals to address transportation and community livability issues in an effective and cost efficient manner.

1.3 Study Area

The study area is divided into two phases: the first is a larger General Study Area that includes numerous major roads and land uses (including Bowman Airfield), the second is a smaller Focus Area centered around the Breckenridge Lane/Dutchmans Lane intersection. The General Study Area is bounded by the following roadways: Interstate 64 on the north; Pee Wee Reese Way on the west; Taylorsville Road on the south; and on the east side by Interstate I-264 to the I-64 interchange. The Focus Area includes the Dupont commercial area along Breckinridge Lane and Dutchman's Lane, including the hospitals. Figure 1 defines the General Study Area, the designated Focus Area, and its relative surroundings.

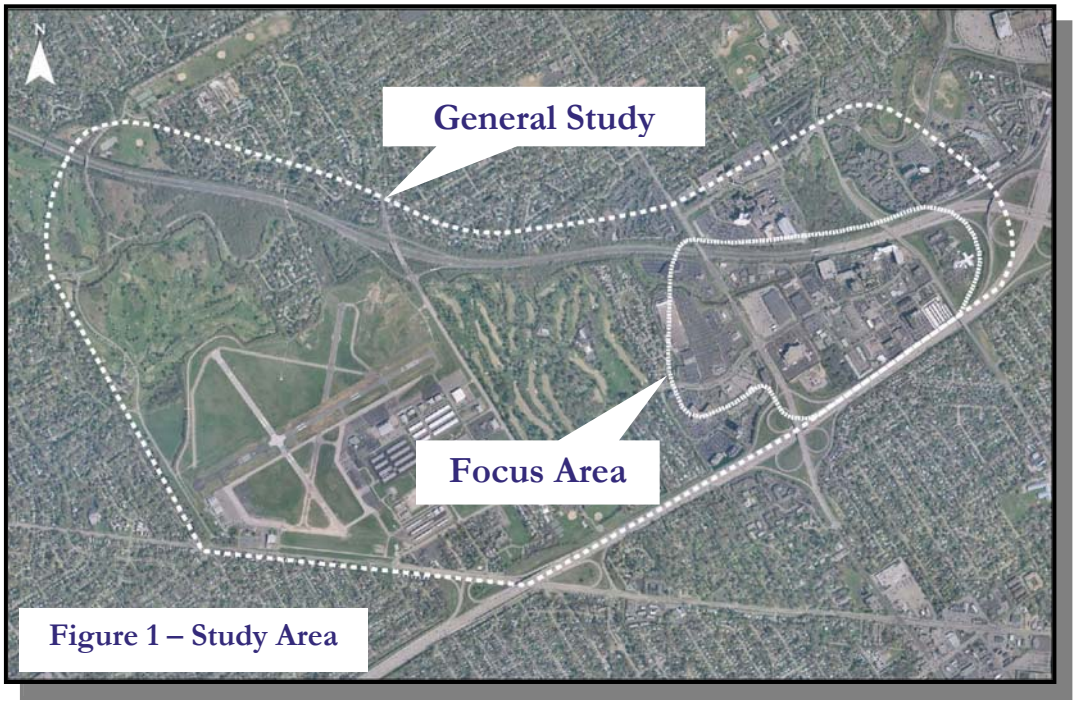


Figure 1 – Study Area

1.4 Study History

In April 2004, the Kentuckiana Regional Planning and Development Agency (KIPDA) sponsored Metro Area Walkable Community Workshops, a series of hands-on sessions where community members participate in identifying and proposing solutions concerning walkability. The Dupont area was one of five areas studied in the effort, which included a presentation on walkability issues, a walking audit of the area, followed by a "design charette" to sketch and explore possible solutions to improve walkability. Documentation of the Dupont Area Walkable Workshop is included in the appendix of this report. One of the many recommendations made included the need for a master plan to study the complex transportation issues in detail, and to involve the public in future plans and decision-making.

In March 2005, in response to the recommendations made in the Walkable Committees Workshop, the Louisville Metro Department of Planning and Design Services selected Qk4 to conduct the Dupont Area Transportation Planning Study, including addressing the recommendations made in the Walkable Committees Workshop and identifying other mobility issue and possible solutions.

2.0 EXISTING CONDITIONS

2.1 Inventory and Analysis

The approach to the study has included a traditional approach of inventory and analysis, utilizing the available Louisville Metro LOJIC mapping data base, supplemented by field data collection and verification of existing conditions. Field research included multiple site reconnaissance inspections and limited land surveying (to document Beargrass Creek bridge clearances), documented by digital photography and various mapping amendments.

Analysis also included the collection of existing traffic volumes and data for the area, specifically for the Breckenridge Lane and Dutchmans Lane corridors and signalization data for the Breckenridge/Dutchmans intersection. Inventory efforts included the identification of transit service routes, existing land uses, planned developments and planned transportation projects.

2.2 Land Use Conditions

Figure 2A, Study Area Land Use, identifies the existing land use conditions within the study area; while Figure 2B, Focus Area Land Use, provides a more detailed view of land uses within the Focus Area along the Breckenridge Lane and Dutchmans Lane corridors.

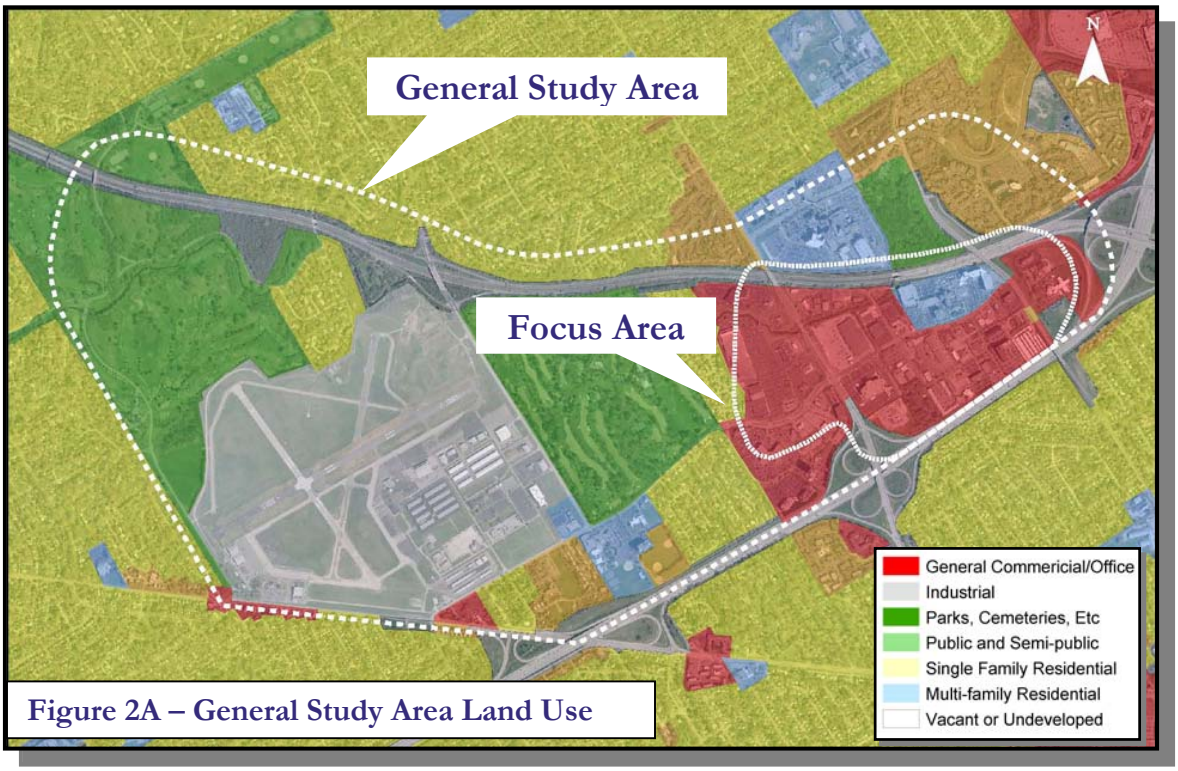


Figure 2A – General Study Area Land Use

Figures 2A and 2B illustrate both the diversity of land uses (single family and multi-family residential, office, commercial, institutional and recreational) and the intensity of land use development existing within the study area. The presence and continued growth of the multiple hospital facilities within the study area, has triggered the growth, development and redevelopment of numerous medical related service facilities (medical equipment sales, laboratories, etc.) as well as a growing number of medical office buildings.

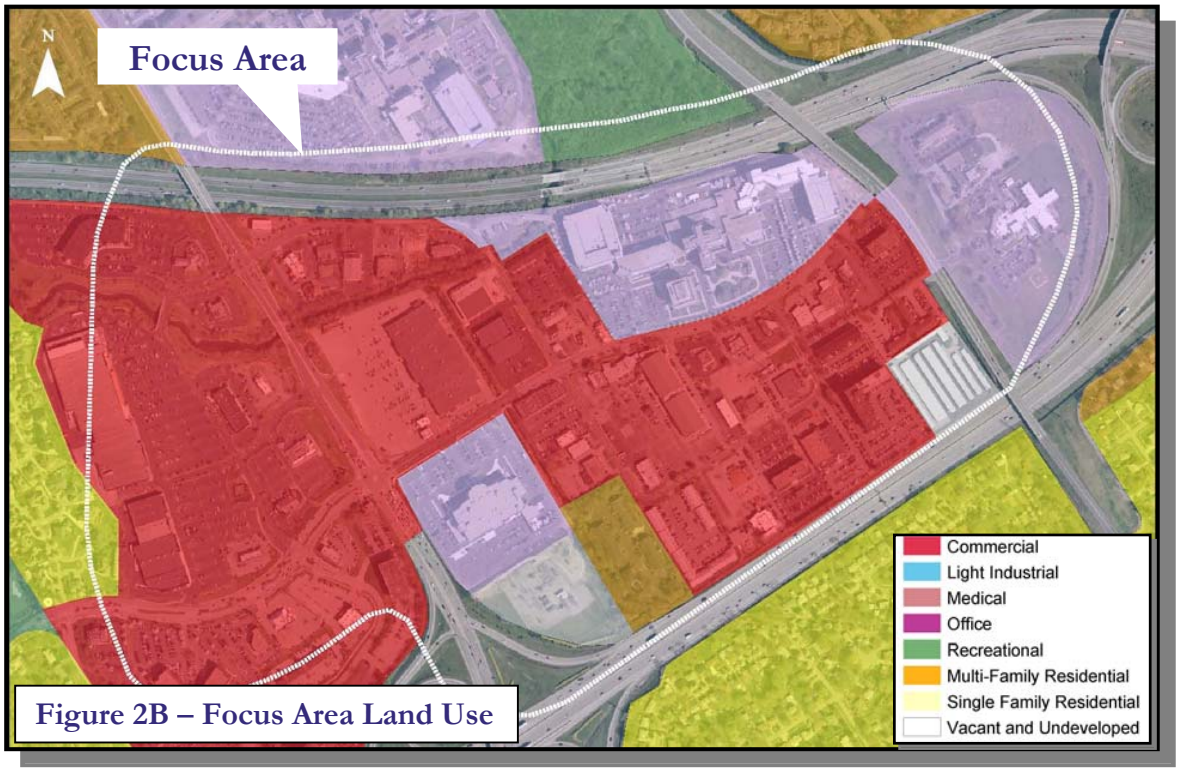


Figure 2B – Focus Area Land Use

Hospital and secondary medical related growth has occurred primarily along the east side of Breckenridge Lane and along Dupont Circle. This area is currently in the midst of transition and redevelopment as buildings, infrastructure and development patterns originally established in the 1960's and 70's are being redefined to better serve the growth of the medical district. The redevelopment of an automobile dealership into the Jewish Surgery Center at Breckenridge Lane and Dutchmans Lane; and the conversion of the local-owned home store into a medical supply facility at Dutchmans Lane and Dupont Circle, are perfect examples of the transitions taking place.

The west side of Breckenridge Lane, is a much more current, planned unit type of mixed use development exhibiting general stability and little in the way of change or redevelopment other than the usual turn-over and transition dynamics of retail land use. This area contains a basic mix of regional retail facilities, concentrated to the north; and a combination of low, mid and high rise office buildings, concentrated to the south along the I-264 Watterson Expressway corridor.

Areas to the north, south and west of the Breckenridge/Dutchmans focus area, contain established patterns of single family and multi-family residential land use, existing, in most cases, prior to the non-residential growth of the focus area.

The remaining land uses within the study area consist of public and private recreational open spaces (Brown Park and Big Springs Country Club) and the Bowman Field Airport facility at the western limits of the study area.

Cornerstone 2020 Form Districts

Cornerstone 2020 includes a Form District concept that focus on patterns and designs of development instead of on individual land uses. The foundation of the district approach lies in the fact that there are distinguishable development patterns or "forms" within the built and natural environment. Form Districts are used by the Planning Commission to govern designs of proposed developments.

The Form Districts with the larger General Study Area are a mix of Neighborhood, Industrial (at Bowman Airfield), and Regional Center, which includes the Focus Area of the study and continues east to the Mall St. Matthews on US 60. The Neighborhood Form is characterized by residential uses, and the Regional Center contains a mixture of high intensity uses including regional shopping, office, service, and entertainment facilities. The amount of floor space in regional centers usually exceeds 400,000 square feet, reflecting a market area designated to serve a population of at least 100,000.

2.3 Transportation Conditions

Figure 3A, Study Area Transportation Network, illustrates the study area bounded to the north, east and south by the major interstate transportation network of I-64, and I-264; and to the west by a local park boundary road (PeeWee Reese Lane).

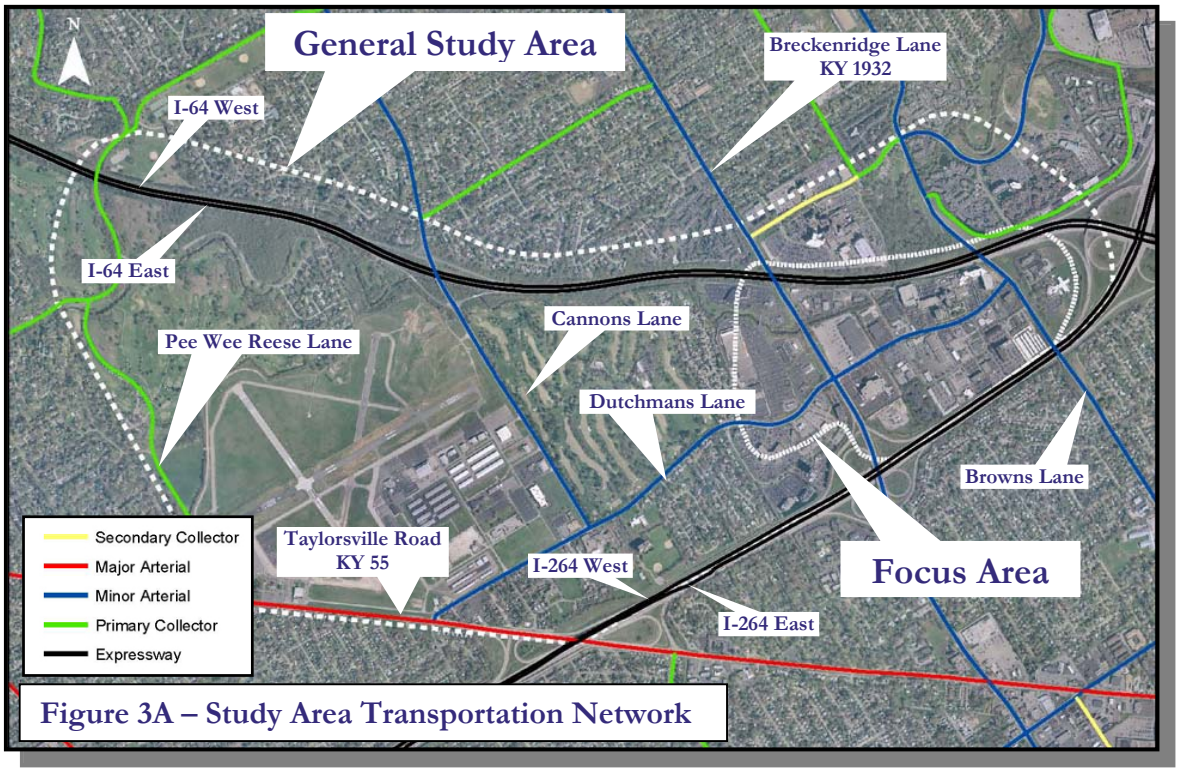


Figure 3A – Study Area Transportation Network

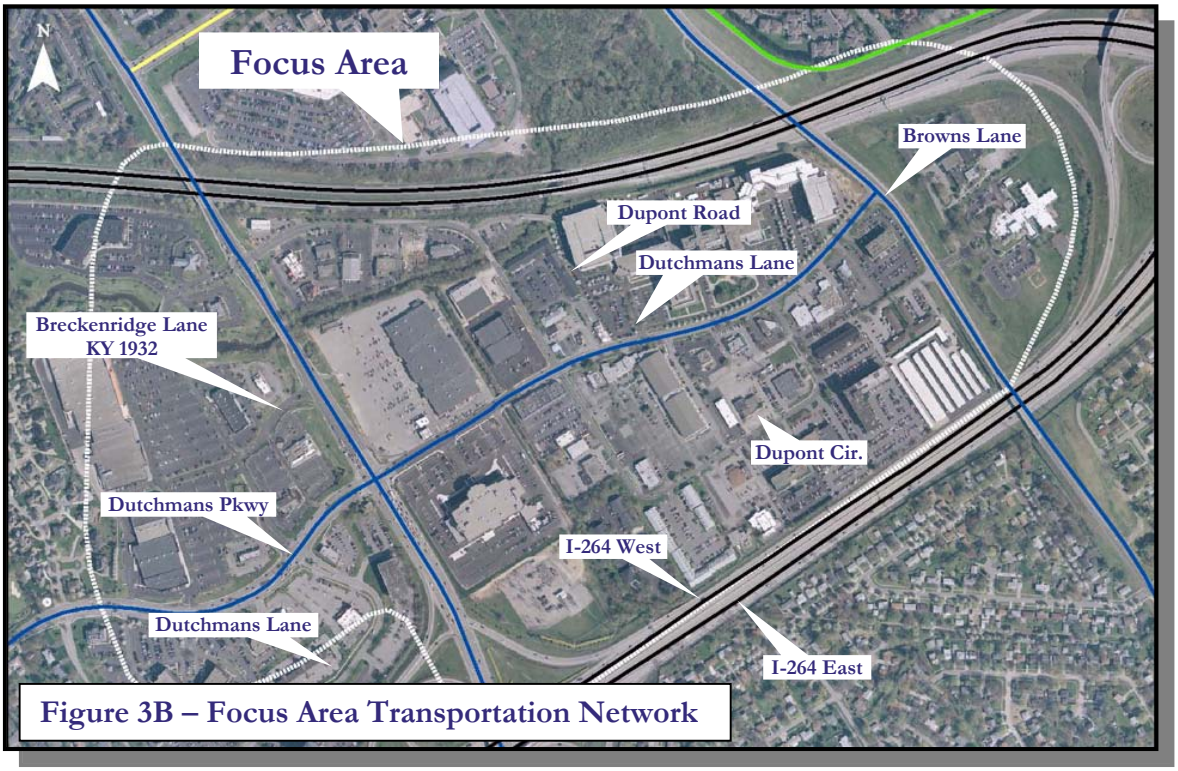


Figure 3B – Focus Area Transportation Network

Figure 3B, Focus Area Transportation Network, illustrates the focus area both defined and restricted by the I-64/I-264/Breckenridge Lane (KY 1932) interchanges; and with only one immediate point of ingress/egress to the interstate system (Breckenridge Lane/I-264 interchange), the accessibility to the focus area is severely limited and challenging.

2.3.1 Traffic Patterns

I-64 and I-264 are the interstate transportation routes serving the study area. I-64 serves as the primary east/west interstate corridor through the Louisville Metro area. I-264 serves the entire Louisville Metro area as the interior interstate beltway and primary connector throughout the city.

The major arterial roadways serving the general study area, consist of the north/south routes of Taylorsville Road (KY 55), Cannons Lane, Breckenridge Lane (KY 1932), and Browns Lane; the only east/west route is Dutchmans Lane/Parkway, beginning at Taylorsville Road, at the west end of the study area, and ending at Browns Lane, at the east end of the study area.

In addition, three secondary local connectors serve the Focus Area: Dupont Road, Dupont Circle (east of Breckenridge Lane), and Dutchmans Lane (a private road through the Springs Shopping Center west of Breckenridge Lane). These secondary routes are critical to providing local mobility and access within the focus area, and provide the only relief from the primary routes of Breckenridge Lane and Dutchmans Lane/Parkway.

2.3.2 Traffic Volumes

The combined intensity of the development, proximity to multiple hospital facilities, and adjacency to two interstate corridors result in a high level of traffic volume for the focus area and study area overall. Average daily traffic volumes are provided in Table 1 below. The significant volume of traffic on Breckenridge Lane, between I-264 and Dutchmans Lane (66,700 ADT), illustrates the combined impact of only one east/west connecting route (Dutchmans Lane/Parkway) and only one point of interstate access (Breckenridge/I-264); and further defines the primary source of traffic congestion within the entire study area.

Table 1
Average Daily Traffic

Street Name	From & To	ADT (2004)
Dutchmans Lane	KY 1932 to Browns Lane	Est. 15,600
Dutchmans Lane/Parkway	KY 1932 to Cannons Lane	19,900
Breckenridge Lane	I-264 to Dutchmans Lane	66,700
Breckenridge Lane	Dutchmans Lane to Norbourne	18,600
Browns Lane	Lynnbrook Drive to Dutchmans Lane	22,700
Browns Lane	Dutchmans Lane to Sherburn Lane	17,800
Taylorsville Road	I-264 to Pee Wee Reese	Est. 20,300
I-64	Cannons Lane to I-264	87,100
I-264	I-64 to Breckenridge Lane	161,000

Source: Kentucky Transportation Cabinet (KYTC)

2.3.3 Transit Service

Figure 4 illustrates how transit service within the study area is well distributed, with connections to seven separate transit routes within the study area, see Table 2 below. The high level of service routes further reinforces the intensity of traffic within the study area. Routes 19 and 21 provide all day services and have steady riderships due to the 24-hours services of the various medical offices and hospitals. According to TARC officials no changes in route schedules or services within the Dupont area are planned at this time.

Table 2
Transit Authority of River City (TARC) Service

Route Number	Route Name	Route Type	Boarding	Boarding per Mile	Boarding per Hou
19	Muhammad Ali	Local Route	3778	2.1	28.58
21	Chestnut Street	Local Route	1833	1.9	25.04
23	Broadway	Local Route	6095	3.1	41.63
35	Indian Trail/Hikes Lane	Local Route	301	0.69	12.49
40	Jeffersontown Express	Express Route	41	0.64	13.67
44	St. Regis Park	Local Route	183	0.97	13.56
58	Bashford Manor/Oxmoor	Local Route	174	0.5	6.88

Source: Transit Authority of River City (TARC)

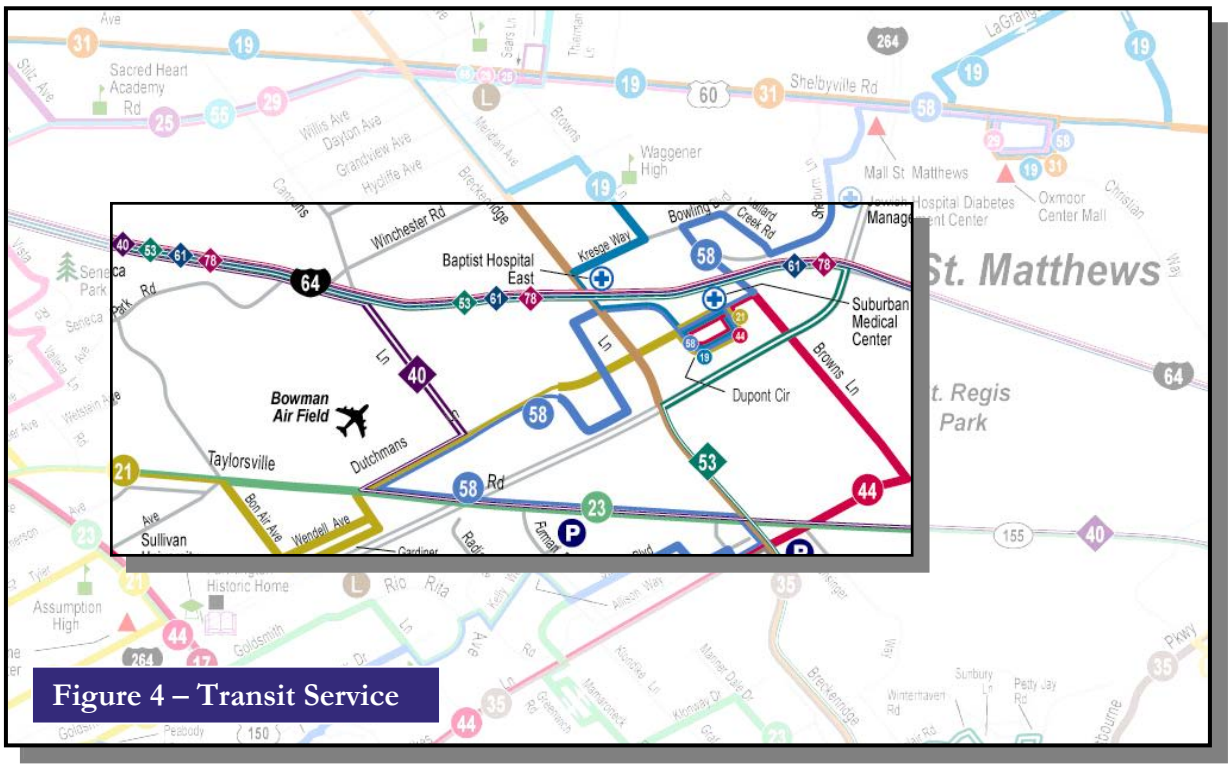


Figure 4 – Transit Service

2.3.4 Pedestrian Access

Pedestrian accessibility within the general study area and focus area is incomplete. In general, primary pedestrian facilities (private and public sidewalks and connections) exist for the more recent development along the west side (Springs Development) of Breckenridge Lane; but are limited within the older areas of development, east of Breckenridge Lane.

Public street sidewalks, intersections, crosswalks and handicapped accessible ramps and connections are absent or inconsistent within the focus area where the potential and need for pedestrian access is the greatest.

There are no on-road bicycle facilities, nor off-road bicycle or pedestrian facilities serving the study area, except for the trail system contained solely with Brown Park.

Considering the intensity of development within the area and the high level of pedestrian traffic possible, the network of pedestrian facilities is extremely low, and with little in the way of accessible ramps and connections is extremely dangerous – especially when combined with the existing high volumes of vehicular traffic.

3.0 PUBLIC INVOLVEMENT

3.1 General

In response to the comments provided in the 2004 Walkable Workshop, and as Metro Planning and Design Service's policy to more effectively involve the public in planning activities, a number of public involvement initiatives were used to involve allied professions, multiple user groups, and the public overall. In addition to the establishment of a Study Advisory Team, a multiple neighborhood meetings were held, and an internet-based commentary format was used to encourage the participation of the public in the process. The result was a well-rounded and comprehensive source of comments, and a complete and thorough exploration of the issues and perceived problems for the area. Table 3 is a summary schedule of the meetings and processes conducted, including beginning and interim progress meetings with Metro Staff.

Table 3
Meetings and Public Involvement Activities

Meeting/Activity	Group Involved	Date
Project Kickoff	Qk4 and Metro Staff	March 11, 2005
Study Advisory Team 1	Study Advisory Team	April 25, 2005
Interim Progress Meeting 1	Qk4 and Metro Staff	June 15, 2005
Interim Progress Meeting 2	Qk4 and Metro Staff	July 1, 2005
Neighborhood Forum 1	Public, Qk4 and Metro Staff	July 18, 2005
Neighborhood Forum 2	Public, Qk4 and Metro Staff	October 8, 2005
Neighborhood Forum 3	Qk4 and Public	October 11, 2005
Interim Progress Meeting 3	Qk4 and Metro Staff	October 14, 2005
Metro Works Traffic Meeting	Qk4, KTC and Metro Staff	November 1, 2005
Study Advisory Team 2	Study Advisory Team	November 10, 2005
Open Public Meeting	Public, Qk4 and Metro Staff	November 17, 2005
Internet Based Commentary	Public	August-Nov. 2005

3.2 Study Advisory Team

The Study Advisory Team (SAT) was organized and assembled by the Louisville Metro Planning and Design Services staff based on involvement in the Walkable Community Workshop. The members, identified in Table 4 below, represented identified stakeholders including Metro Public Works staff, KYTC, KIPDA, Councilwoman Ellen Call's Office, TARC, representatives of the City of St. Matthews and representatives of key employers within the study area. Two meetings were conducted, one as a project kick-off and introduction of the study to identify basic issues and priorities of the group, and the second as a follow-up meeting to present the draft recommendations and results of the study – a prioritization exercise was also included in the second meeting, to help determine the appropriate emphasis on proposed solutions.

Table 4
Study Area Team (SAT)

SAT Member	Organization Representing
John Snyder	Administrator, LRC Transportation Committee
Steve Riggs	State Representative, 31st District
Senator Tim Shaughnessy	State Senator, 19th District
Councilwoman Ellen Call	Louisville Metro Council
C.W. Seymour	KYTC, District 5, Permits
Harold Tull	KIPDA
Mark Adams	Louisville Metro Public Works
Mojgan Taghizadeh	Louisville Metro Public Works
Rick Tonini	City of St. Matthews, Tonini Church Supply Co.
Jim Birch	City of St. Matthews, City Engineer
Joe Magana	Baptist Hospital East
Kurt Gessner	Norton Suburban Hospital
Scott Kelly	Jewish Hospital
Chris Steele	Jewish Hospital
Louisville Metro Planning and Design Staff	
Mohammad Nouri	Louisville Metro Planning and Design Services
Aida Copic	Louisville Metro Planning and Design Services
Qk4 Staff	
David Reed	Qk4
David Smith	Qk4
Tom Springer	Qk4

3.3 Neighborhood Meetings

Because the Dupont area is not a traditional "neighborhood" area, it did not lend itself to the typical neighborhood meeting format. For that reason consultant and agency staff participated in a number of scheduled forums – some organized and conducted by the staff, and some by others, where staff attended as a featured guest presenter.

Table 3 identifies the public/neighborhood forums attended, and while the attendance at these meetings were generally sparse, the input received was nevertheless valuable and provided significant input on the problems and potential solutions for the area. Many of the meetings included representation by the small cities and political districts within the study area. At each of the meetings a brief overview of the project was provided, comments encouraged, and methods by which further commentary could be provided was shared.

The final public meeting, to identify and present the draft recommendations of the study, was conducted in a more traditional open house/presentation type format. Exhibits, depicting the intermediate study areas and solutions for improvements proposed, were displayed for open

house viewing, and a formal presentation of the study history and details of the solutions proposed were presented.

3.4 Internet-based Commentary

Because the project area is primarily a suburban workplace, dominated by hospital, office and commercial land use and activity, and with little in the way of a "residential" base from which to gain commentary, an alternative input forum was used. The concept developed was an internet-based method, by which the public could email their comments, observations, and in some cases, potential solutions to the project team. A project email address, Dupont@qk4.com, was developed, which allowed for a very concise and easily documentable receipt of information, and provided the public an up-to-date method to provide input and to become involved in the planning process. To alert the public to the email address and commentary process, flyers were distributed to study area offices and businesses, and the email address was also included in neighborhood newsletters published during the course of the study. In all, over 30 emails were received, which are included in abbreviated format within the appendices along with a copy of the flyer utilized. The email addresses gathered were later used as one of the methods to advertise for the open public meeting.

3.5 Public Perception

The comments received during the course of the project were broad and varied and addressed a full spectrum of the transportation related issues within the study area. For the most part, the comments addressed only the perceived "symptoms" within the area and not the actual source or root of the problem.

The public's perception is that Dupont is a very dense and congested area, dominated by the intense traffic encountered at the intersection of Breckenridge and Dutchmans Lane, and the two adjacent signalized intersections to the east and west along Dutchmans Lane/Parkway. Numerous accounts of delay and resulting low levels of service were documented in all areas surrounding the main intersection, and identified simply as "problems". These "symptoms" were analyzed to identify the source and actual cause, and then turned into potential solutions. For instance, many users identified the "problem" as their experience with delay and congestion at the Breckenridge/Dutchmans intersection, however their delay, and low level of service experienced, is only the "symptom" for a combination of issues problem sources—depending on what leg of the intersection accessed, there are numerous problem sources and potential solutions to be explored. Poor signage, inadequate number of lanes and storage lengths, uncontrolled or incompatible intersection movements or locations can all combine as the sources of the symptoms encountered; consequently, the potential solutions were focused around addressing these individual problem sources.

3.5.1 Basic Issues Identified

By far and above, the experienced congestion and delay at the Breckenridge/Dutchmans intersection was the primary issue identified for the focus and overall study area. Second were the similar experiences of congestion and delays at the two adjacent signalized intersections along Dutchmans, and the adjacent signalized intersection to the south along Breckenridge Lane (exit from westbound I-264).

Beyond the primary and secondary issues above, numerous other issues were identified, distributed more or less evenly throughout the project area, and extending outwardly to the north, east and west of the primary problem area. Although most of the issues identified dealt primarily with vehicular related symptoms, some of the issues identified the need for a more complete and safe means for pedestrian access throughout the study area.

3.5.2 Basic Areas Defined

Following the identification of the basic issues and problem sources, these issues were organized and grouped into focus areas of study. In all, seven focus areas were defined:

- Focus Area 1 – Breckenridge Lane/Dutchmans Lane Intersection
- Focus Area 2 – Dutchmans Lane East
- Focus Area 3 – Pedestrian and Bicycle Improvements
  - Focus 3A – Bicycle Lanes within the Focus Area
  - Focus 3B – Bicycle Lanes within the Study Area
- Focus Area 4 – New I-64 Access
- Focus Area 5 – The Springs Shopping Center
- Focus Area 6 – I-264 Auxiliary Lane to Breckenridge Lane
- Focus Area 7 – Dutchmans Lane at Taylorsville Road

4.0 IMPROVEMENT ALTERNATIVES

4.1 General

The following improvement alternatives were developed based on the analysis of the existing traffic conditions and in response to the commentary received during the course of the study. Individual improvements were grouped by the basic areas defined, and are offered as incremental solutions to the symptoms and problem issues identified. Construct cost estimates have been developed for each of the incremental solutions proposed – the totals for these estimates are included in the descriptions below and in the appendices. These estimates include engineering fees but do not address right-of-way acquisition and utility relocations that might be necessary for each of the recommendations.

4.2 Focus Area 1 – Breckenridge Lane/Dutchmans Lane

Figure 5 identifies the general limits of Focus Area 1. Because of the complexity of this focus area and the numerous incremental improvements recommended, the area has been separated into four separate phases defined by each leg of the intersection: Phase 1, includes the west leg along Dutchmans Parkway; Phase 2, includes the east leg along Dutchmans Lane; Phase 3, includes the south leg of Breckenridge to the I-264 interchange; and Phase 4 includes the north leg of Breckenridge Lane.

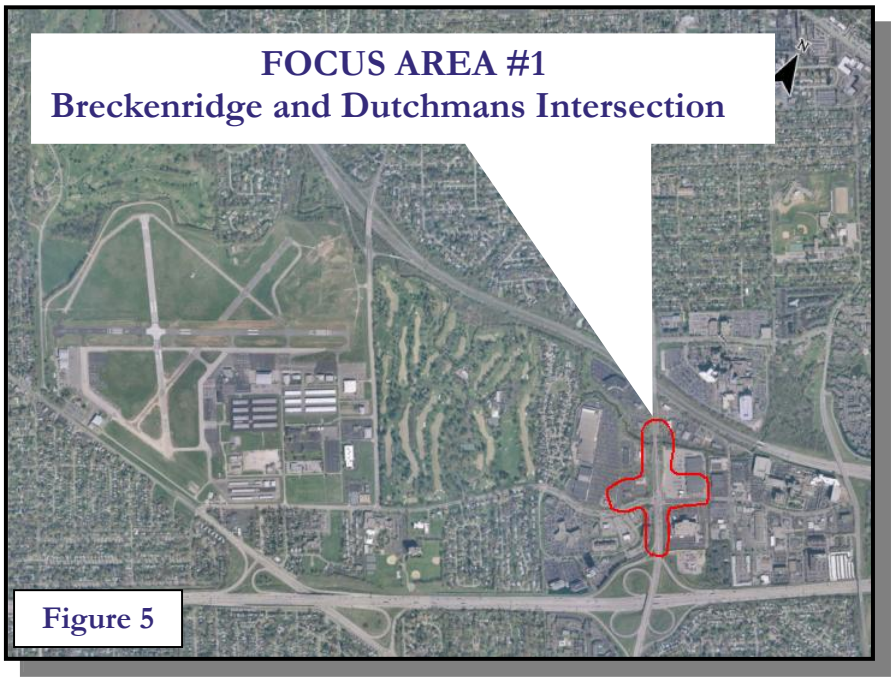
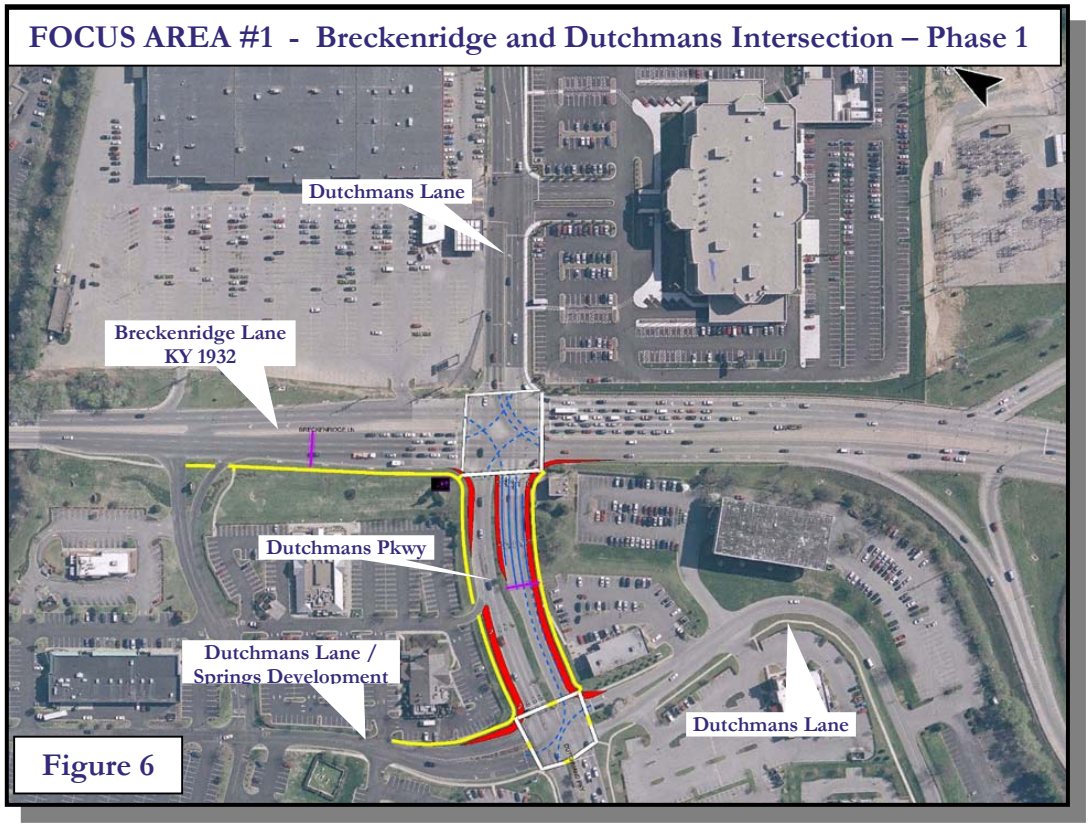


Figure 5

4.2.1 Focus Area 1 – Phase 1

Focus Area 1, Phase 1 is defined as the west leg of the Breckenridge Lane and Dutchmans Lane intersection, and extends west along Dutchmans Parkway to the secondary signalized intersection with Dutchmans Lane. Much of the symptoms (congestion, long delays and conflicting movements) are due to the inadequacy of lane numbers and/or storage length, and in the case of the movement conflicts at the secondary intersection, a lack of a north and southbound protected left signal phase (and the geometry to currently support it). In addition,

there are numerous gaps in the pedestrian sidewalk system and a safe and comfortable means of pedestrian crossing at both signalized intersections. The recommended solutions offered include critical lane improvements and the completion of the pedestrian network, as well as an addition of a left hand turn phase for the north and southbound legs of the secondary intersection, see Figure 6.



Lane improvements include adding two lanes, one in each direct: 1) of the Dutchmans Parkway approach to Breckenridge Lane to better serve the high volume of eastbound right traffic from Dutchmans to Breckenridge (toward I-264), and 2) an outside lane along Dutchmans Parkway westbound to accommodate the dual northbound left traffic from Breckenridge to Dutchmans Parkway. Both additions are proposed to be on the outside edge of the existing pavement, but would include the use of part of the existing raised median that is closest to Breckenridge Lane. And both lane additions are proposed to extend west to the secondary signalized intersection with Dutchmans Lane/Springs Development Entrance.

Signalization changes include the addition of a north and southbound left phase, and the median and lane geometry modifications on the south side of the intersection to facilitate lane storage for the protected movement. A pedestrian countdown signal is also recommended for both signal locations to facilitate a more safe and reliable means of pedestrian crossing.

Other pedestrian improvements include the completion of sidewalks along Dutchmans Lane, Dutchmans Parkway, and Breckenridge Lane including proper construction of accessible ramps at all pedestrian crossing locations.

Signage improvements are also recommended by way of a new advanced warning overhead sign to better direct eastbound drivers to the appropriate travel lanes.

4.2.2 Focus Area 1 – Phase 2

Focus Area 1, Phase 2 is defined as the east leg of the Breckenridge and Dutchmans intersection, and extends east along Dutchmans Lane to the secondary signalized intersection opposite the Jewish Surgery Center. Similar symptoms (congestion, long delays and clogging of the secondary intersection) are again due to inadequate lane numbers and storage lengths between the two signals, and the allowance of all movements at the secondary intersection. Similar to Phase 1, there are gaps in the pedestrian sidewalk system and safe pedestrian crossing condition at the signalized intersections. The recommended improvements are depicted in Figures 7A, B and C.

FOCUS AREA #1 - Breckenridge and Dutchmans Intersection – Phase 2A

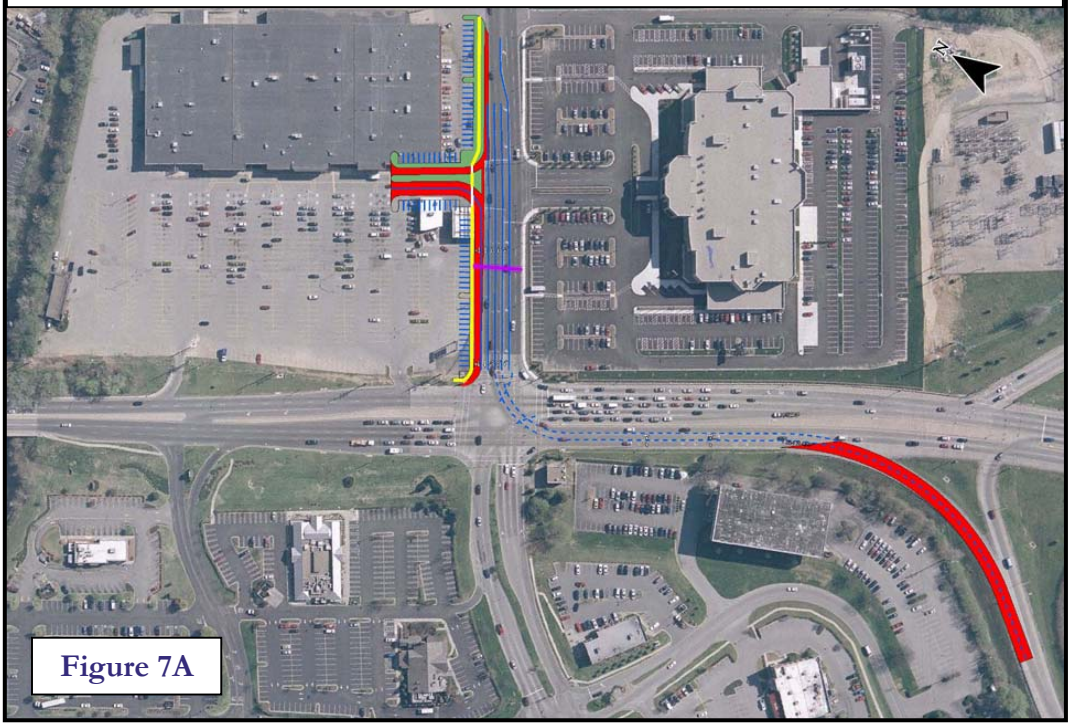


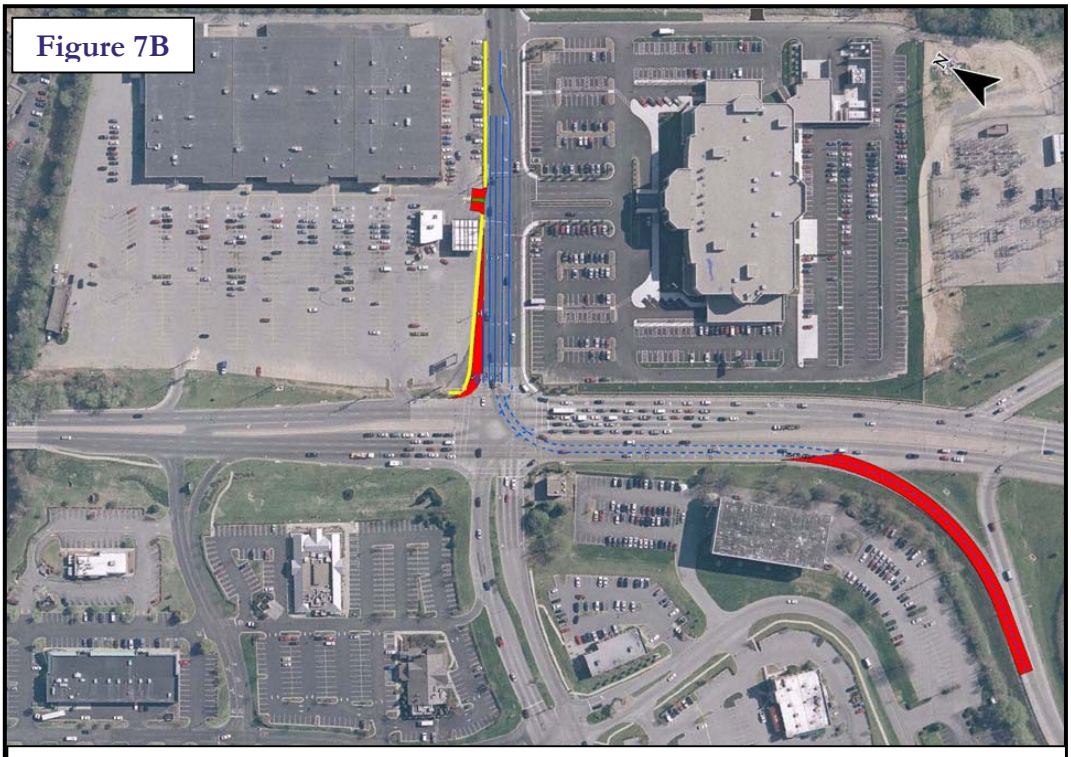
Figure 7A

All three alternatives include a widening of the north side of Dutchmans Lane and some form of right in/right out controlled entrance condition for the retail center to the north (Pep Boys et al.). Alternatives A and B include the creation of a triple southbound left turn from Dutchmans Lane to Breckenridge Lane, and the modification to the westbound I-264 entrance ramp from Breckenridge Lane to include a dual lane approach to the interstate access ramp. Alternative C maintains the existing dual westbound left and the single lane access to I-264 west, but still includes a recommendation of a minimal right in/right out entrance modification for the retail center.

A basic capacity analysis was conducted to review the effectiveness of a triple westbound left at the intersection. Analysis indicated that significant shortening of the left turn storage lanes occurred when an additional left hand storage lane was added. In other words, a third left-turn lane would allow most of the vehicles turning left to safely wait for their signal without blocking the access to the Jewish/Pep Boys entrance. However, more detailed analysis with up-to-date traffic counts is recommended before a final determination can be made regarding the viability at a triple left condition.

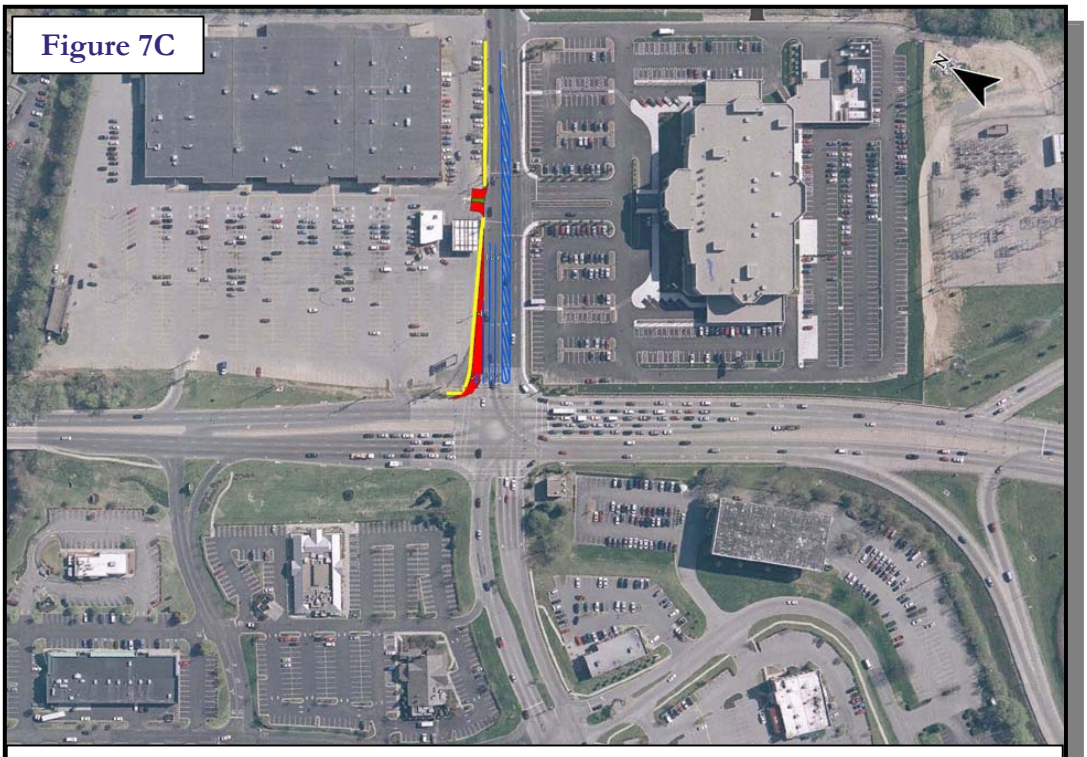
Signalization improvements include necessary signal-head changes and the addition of pedestrian countdown signals for the two signalized intersections.

Figure 7B



FOCUS AREA #1 - Breckenridge and Dutchmans Intersection – Phase 2B

Figure 7C



FOCUS AREA #1 - Breckenridge and Dutchmans Intersection – Phase 2C

Other pedestrian improvements include the addition of a sidewalk along the north side of Dutchmans Lane, including proper construction of accessible ramps at all pedestrian crossing locations.

Advanced warning overhead signage improvements are also recommended similar to Phase 1, for westbound drivers along Dutchmans Lane approaching the Breckenridge Lane intersection.

4.2.3 Focus Area 1 - Phase 3

Focus Area 1, Phase 3 is defined as the south leg of the Breckenridge/Dutchmans Lane intersection, and extends south to the intersection with the point of access with I-264. Primary symptoms for this area include congestion at the westbound I-264 to northbound Breckenridge signalized intersection; and conflicts resulting from exiting I-264 traffic and Breckenridge traffic competing to weave into the dual northbound left hand turn lanes onto westbound Dutchmans Parkway.

Improvements shown in Figure 8 include a lengthening of the dual northbound left turn lanes by removing part of the existing concrete median back to the I-264 signalized intersection. This additional length is intended to provide more length for stacking closer to the I-264 intersection, and allowing more distance for weave from adjacent lanes of traffic.

Advanced warning overhead signage improvements are recommended, similar to Phases 1 and 2, to provide better direction for drivers approaching the Dutchmans Lane intersection.

FOCUS AREA #1 - Breckenridge and Dutchmans Intersection – Phase 3

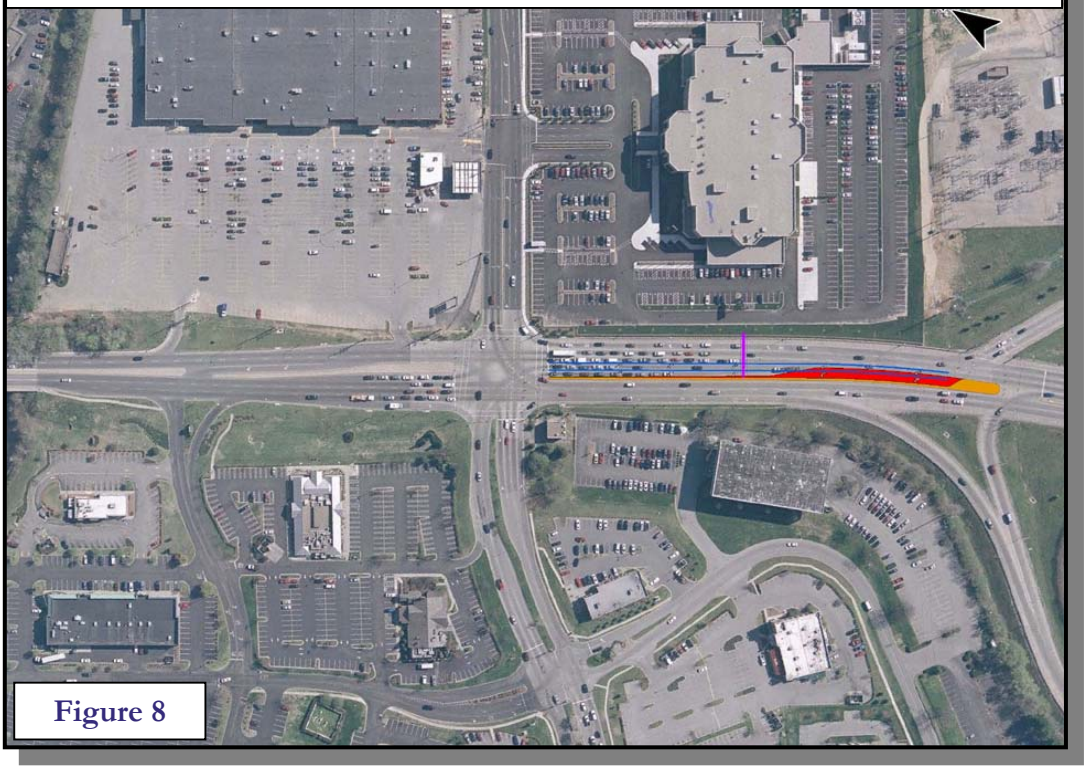


Figure 8

4.2.4 Focus Area 1 - Phase 4

Focus Area 1, Phase 4 is defined as the north leg of the Breckenridge/Dutchmans Lane intersection, extending north of the intersection past the entrance to the Springs Shopping Center. Although there is little in the way of public perceived problems with this leg of the intersection, there are improvements needed to balance the recommendations made for the entire intersection, Figure 9.

FOCUS AREA #1 - Breckenridge and Dutchmans Intersection – Phase 4

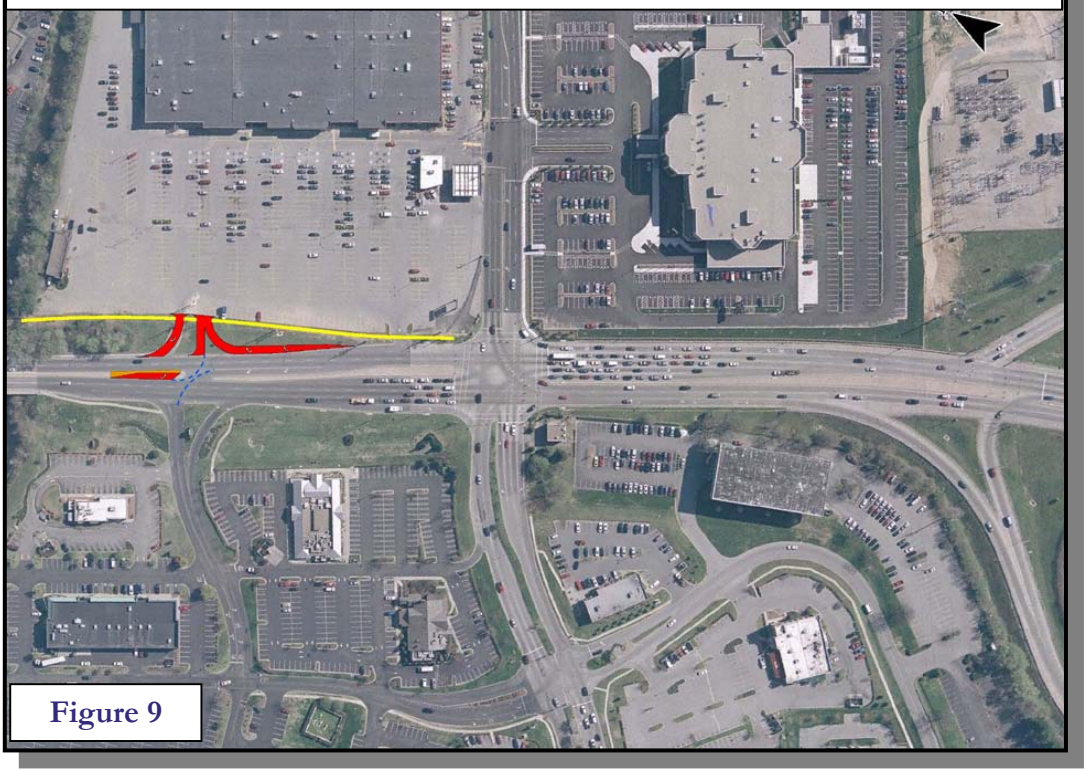


Figure 9

Lane improvements include the closure of the right-in only entrance to the shopping center, along the east side of Breckenridge Lane. To balance this entrance closure and the modifications of the Dutchmans Lane signalized entrance, a full-in, right-out entrance along Breckenridge is proposed opposite the entrance to Springs Shopping Center. A southbound left hand turn lane modification to the Breckenridge median is also included to allow for the southbound left into the shopping center that does not exist currently. A traffic signal is not proposed as part of this intersection/access improvement

Pedestrian improvements include the extension of sidewalks along the east side of Breckenridge along the front of the shopping center, including proper construction of accessible ramps at pedestrian crossings.

The combined improvements for all of Focus Area 1 are shown in Figures 10A through 10C. Estimates for the combined Focus Area 1 improvements range from $893,000 to $1,362,000, depending on the alternatives selected for Phase 2.

FOCUS AREA #1 - Breckenridge and Dutchmans Intersection – "Option A"

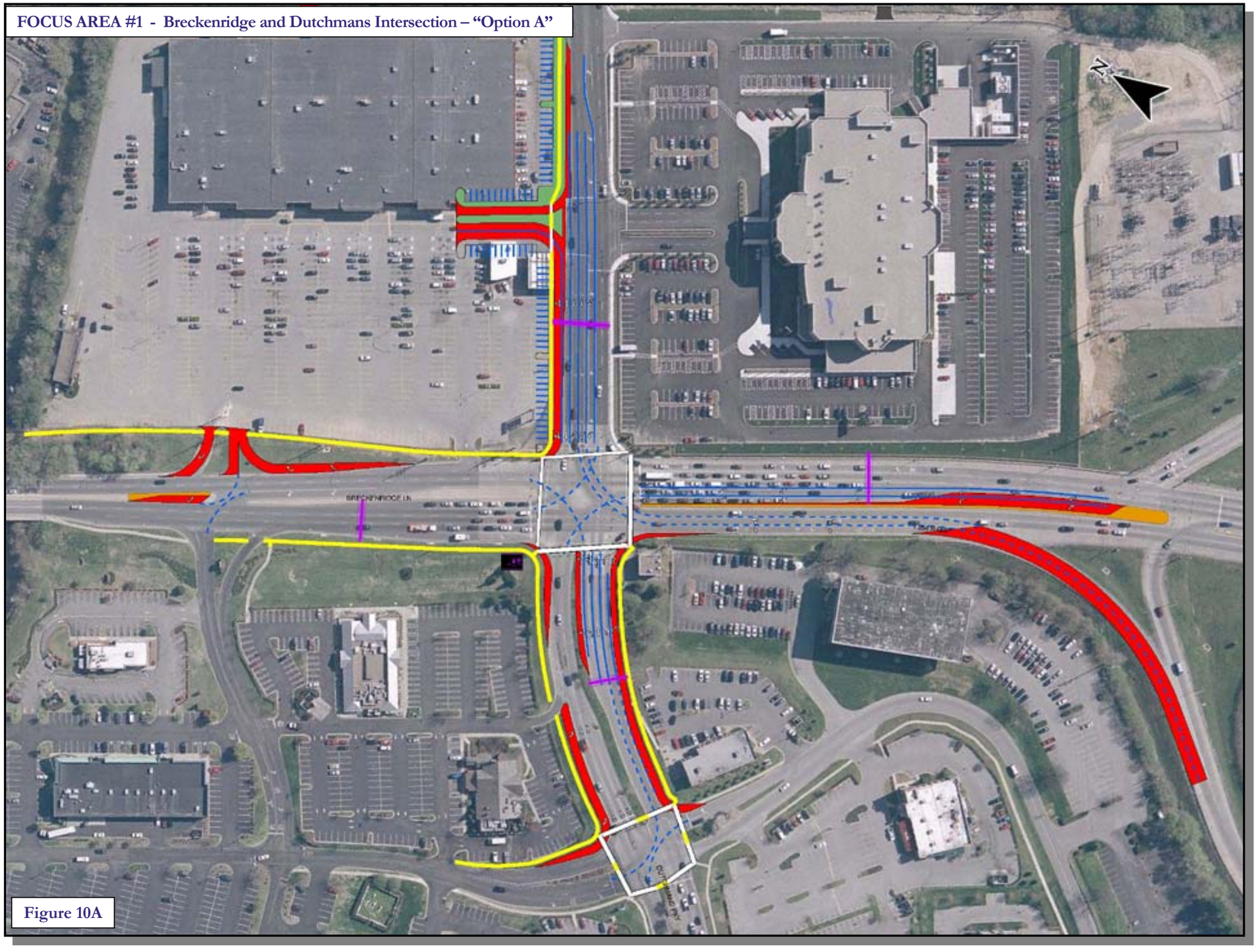


Figure 10A

FOCUS AREA #1 - Breckenridge and Dutchmans Intersection – "Option B"

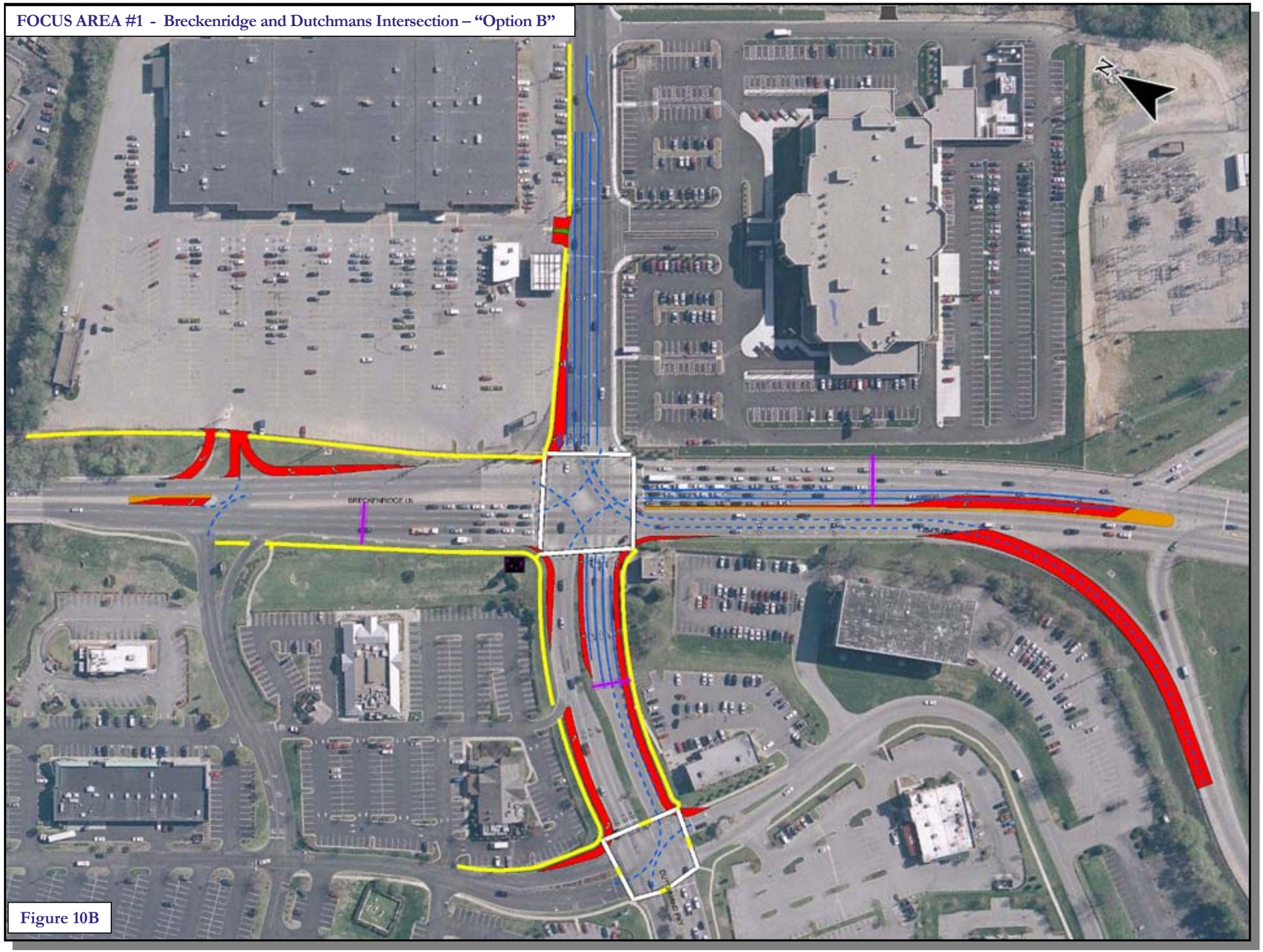


Figure 10B

FOCUS AREA #1 - Breckenridge and Dutchmans Intersection – "Option C"

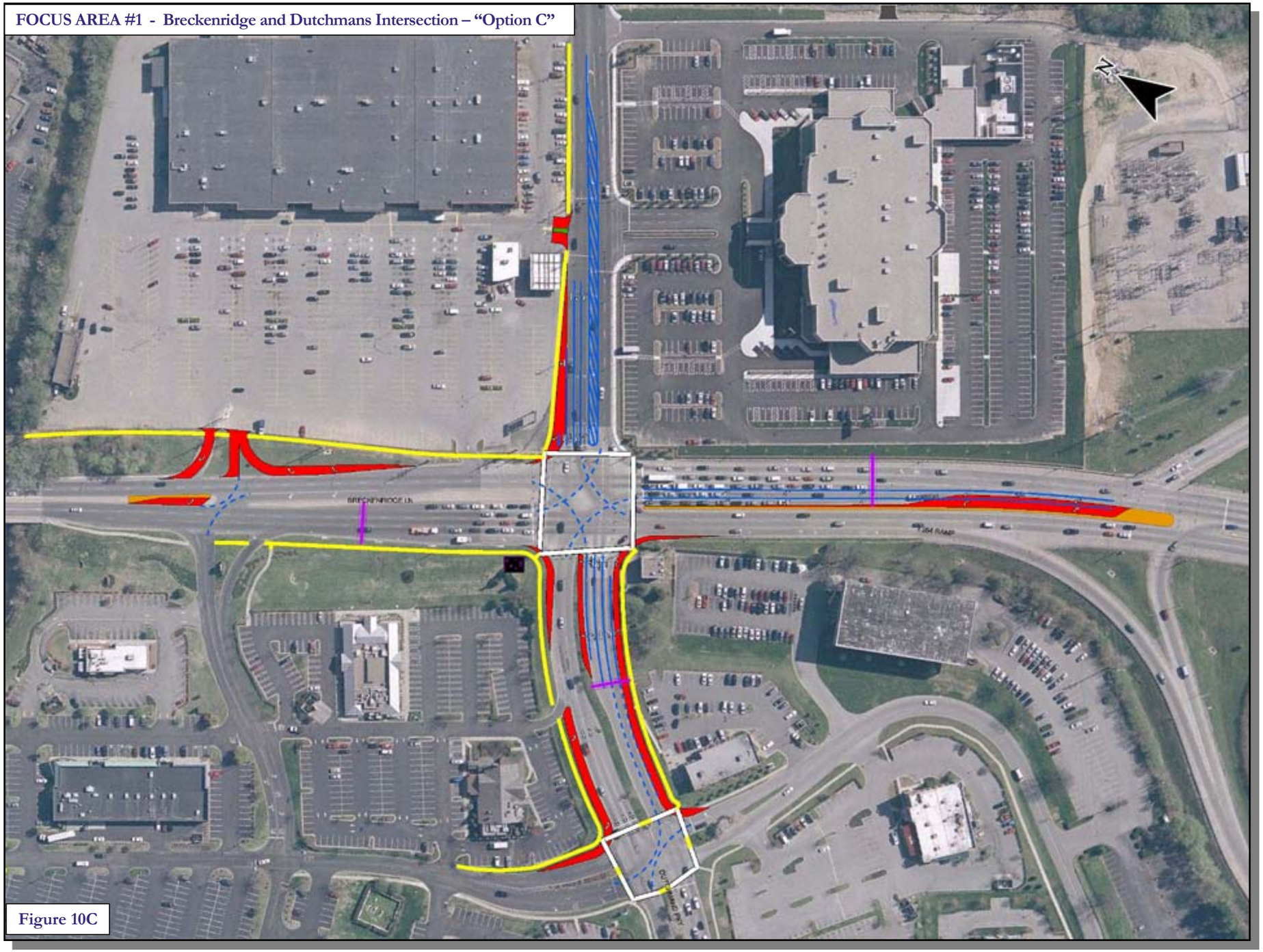


Figure 10C

4.3 Focus Area 2 – Dutchmans Lane East

Figure 11 identifies the general limits of Focus Area 2, along the east portion of the Dutchmans Lane corridor between Breckenridge Lane and Browns Lane.

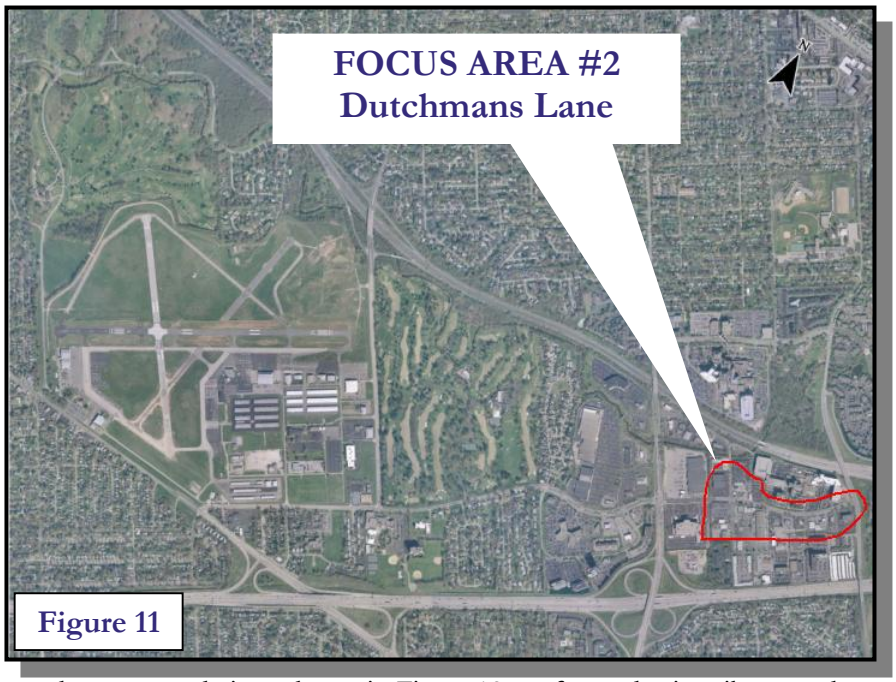


Figure 11

The proposed recommendations shown in Figure 12 are focused primarily around access management.

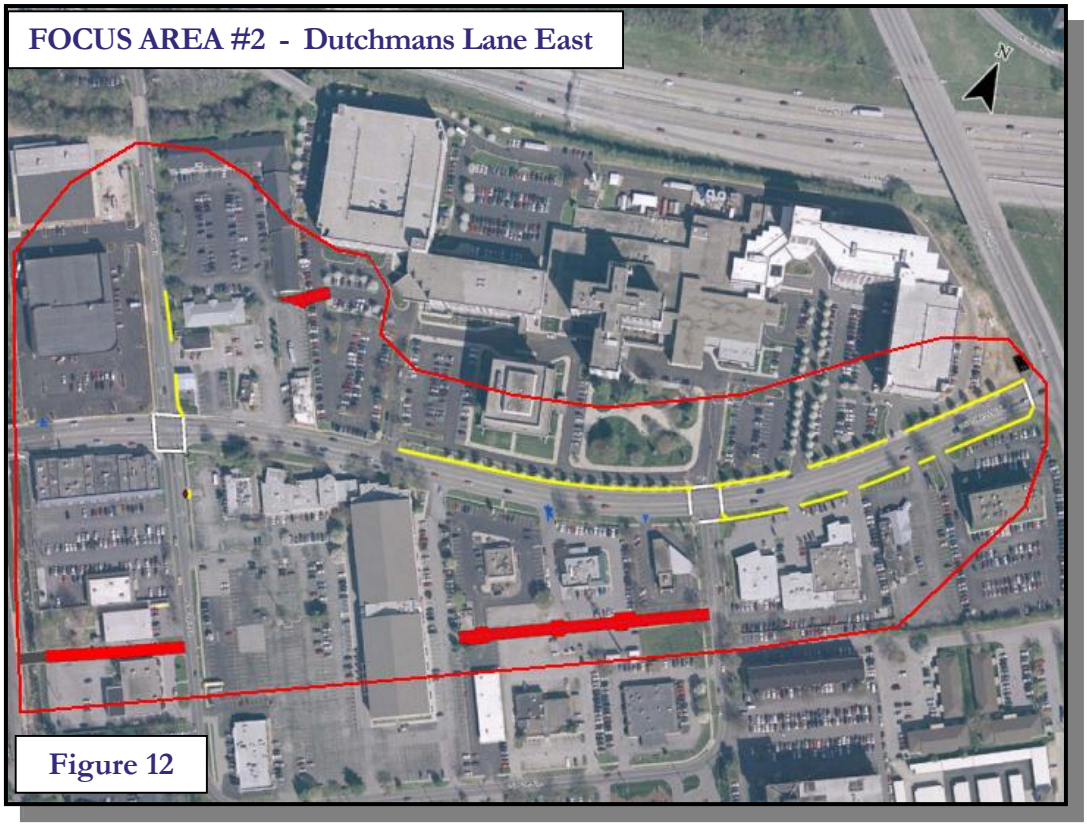


Figure 12

Improvements include a series of access control recommendations through the modification of entrances along Dutchmans Lane into right-in/right-out conditions to better control access along the busy corridor: one at the entrance to Goulds Medical center, and two at the entrances to restaurant out lots across from Suburban Hospital. In addition to these recommendations along Dutchmans Lane, new and/or improved interior access roads and connections are identified to provide better flow between adjoining development without the need to access the Dutchmans corridor. Three such areas were noted, as illustrated on Figure 12, above: two alleyway improvements to the south of and parallel to Dutchmans Road and one parking lot access improvement to the north of Dutchmans, west of Suburban Hospital.

Pedestrian related improvements include the completion of sidewalks along Dutchmans Lane, including the proper construction of accessible ramps at all pedestrian crossings.

Signalization improvements include the addition of countdown pedestrian signals for both the Dupont Circle and Norton Suburban signals.

Signage improvements include the addition of a "no turn on red" sign for the southbound right movement on Browns Lane.

Total estimated costs for Focus Area 2 improvements are $138,000.

4.4 Focus Area 3 – Pedestrian and Bicycle Improvements

Focus Area 3 recommendations are intended to meet the study goals with respect to exploring multi-modal transportation, and providing safe access for bicyclists and pedestrians; and are centered around providing on-road bicycle and off-road bicycle and walking trail improvements within both the focus area and the study area overall.

4.4.1 Focus Area 3A – Bicycle Lanes Within the Focus Areas

Figure 13A identifies the limits of proposed Focus Area 3A improvements; whereas Figure 13B identifies the limits of Focus Area 3B. Improvements for Focus Area 3A include the creation of an on-road bike lane loop through a portion of the focus area that is intended to connect the two major hospital developments within the Focus area (Baptist East and Norton Suburban), as shown on Figure 14A.

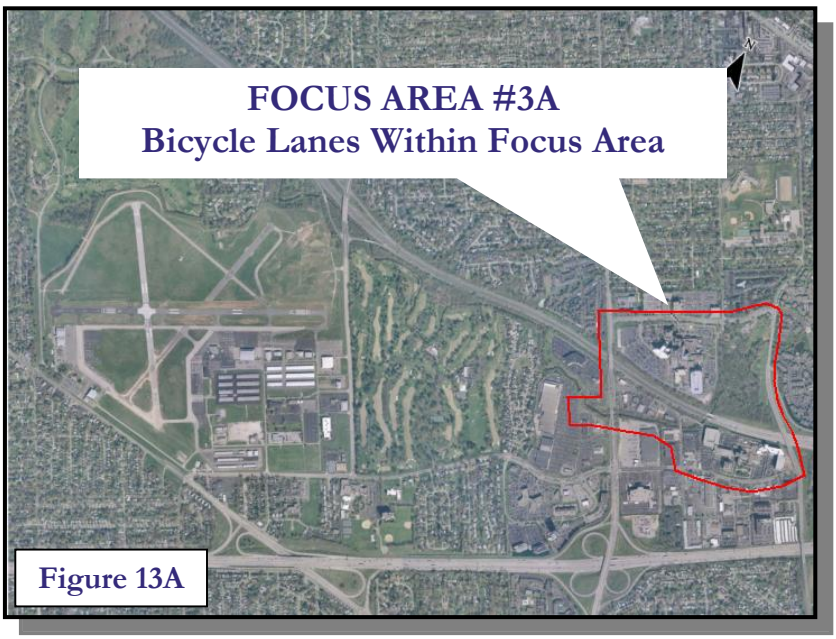
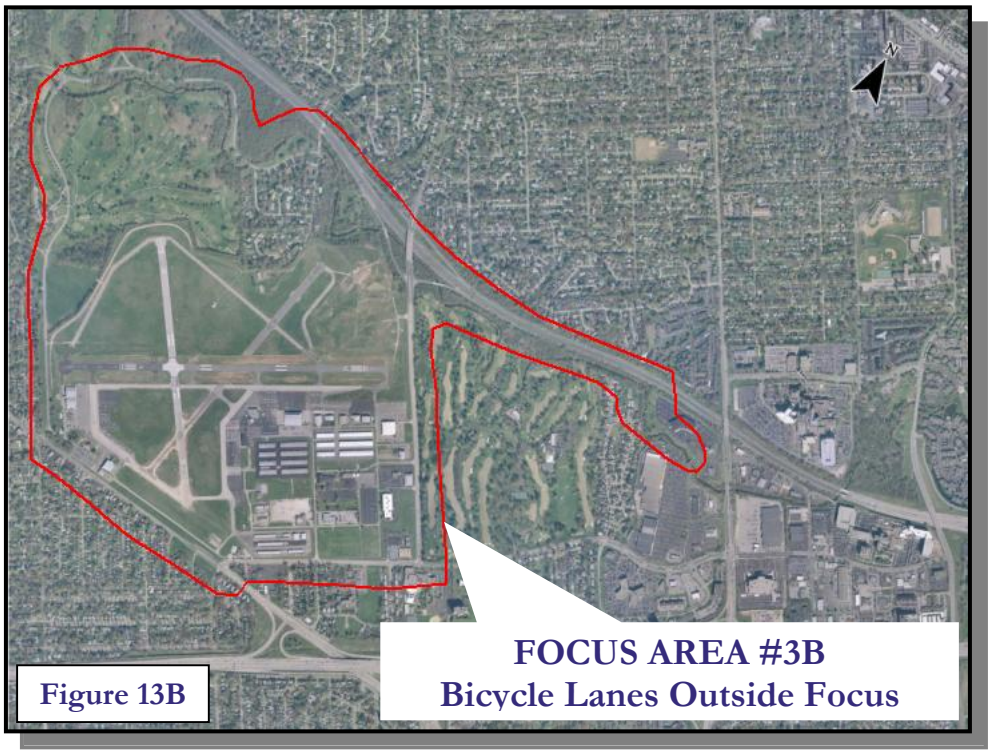


Figure 13A



FOCUS AREA #3B
Bicycle Lanes Outside Focus

Figure 13B

FOCUS AREA #3A - Bicycle Lanes Within Focus

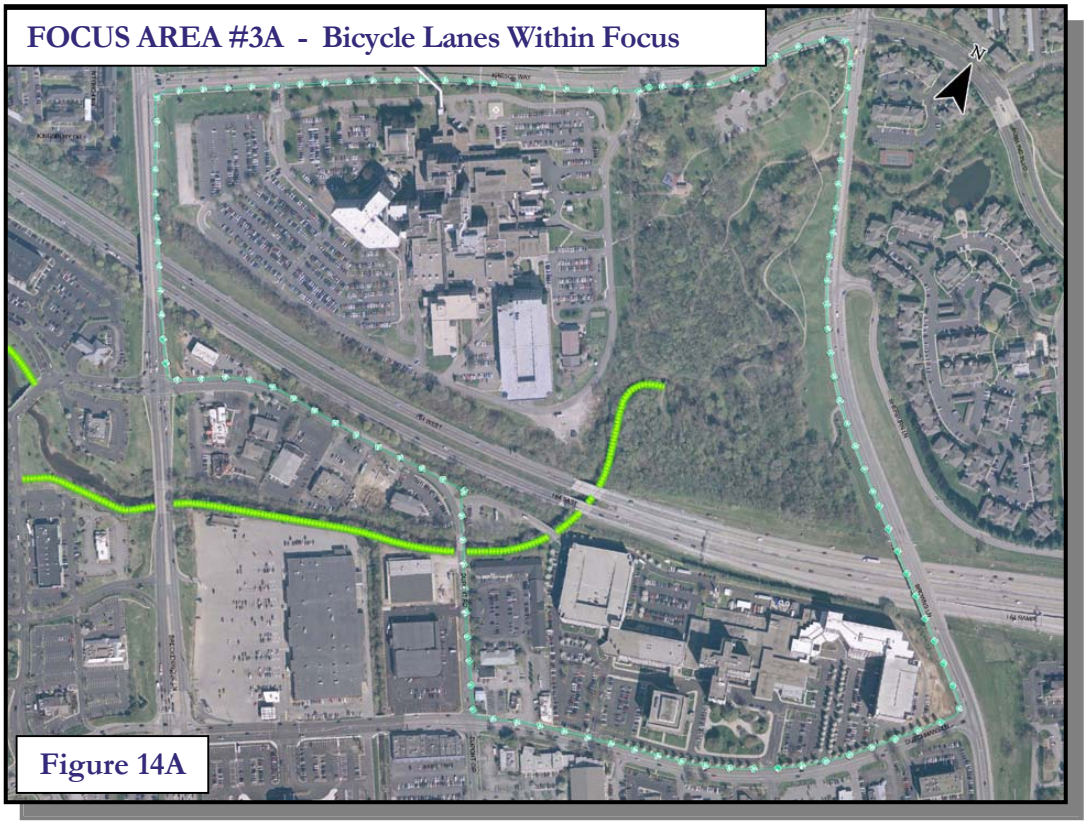


Figure 14A

In addition, the Focus Area 3A improvements also include an off-road greenway trail along the Beargrass Creek corridor that would connect Brown Park to the Springs Shopping Center, without crossing any busy roads. The clearance under area bridges along the route has been field verified to assure feasibility of this concept. This concept would require some modification to the stream banks and consequently coordination with Louisville MSD and the U.S. Army Corps of Engineers.

Estimated costs for Focus Area 3A improvements are $375,000.

4.4.2 Focus Area 3B – Bicycle Lanes Within The Study Area

Figure 14B depicts the proposed extension of the greenway trail throughout the greater study area. The trail would continue from the Springs Shopping Center along the Beargrass Creek corridor, past the Big Springs Country Club with connection to the eastern limits of Seneca Park. The greenway trail would also provide a connection to another Metro-planned bike loop through Seneca Park and around the Bowman Field Airport facility.

Estimated costs for Focus Area 3B improvements are $715,000.

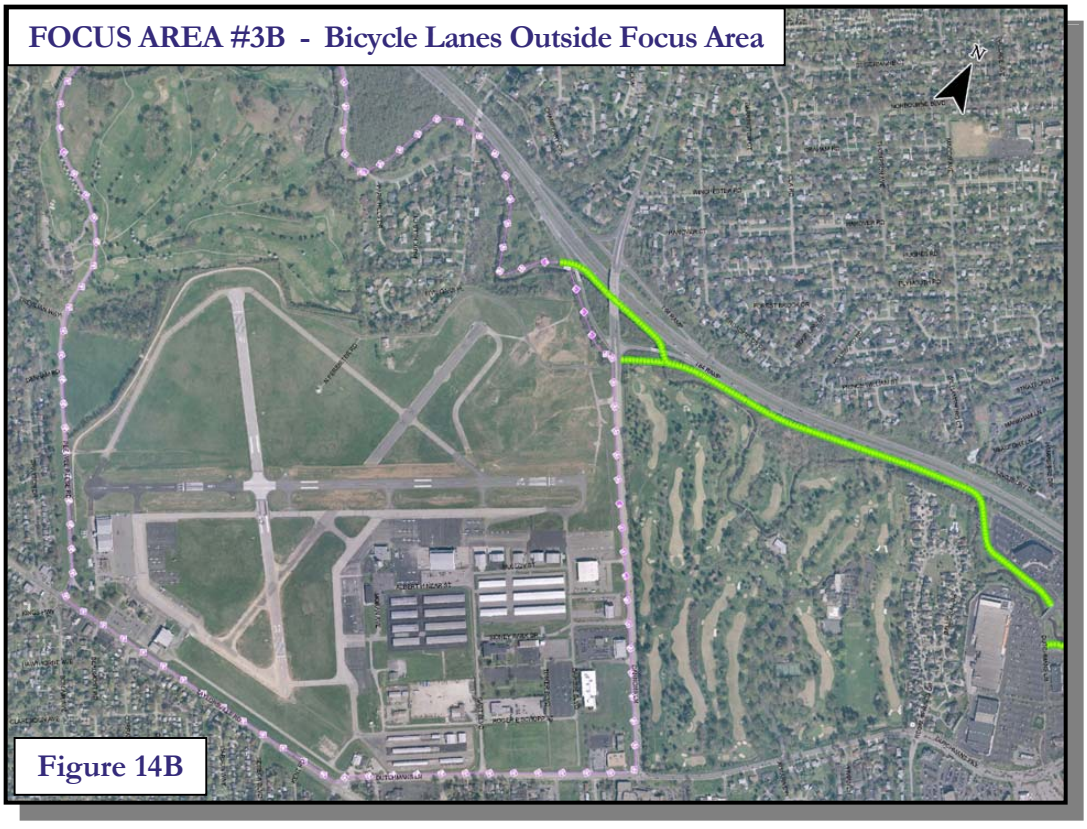
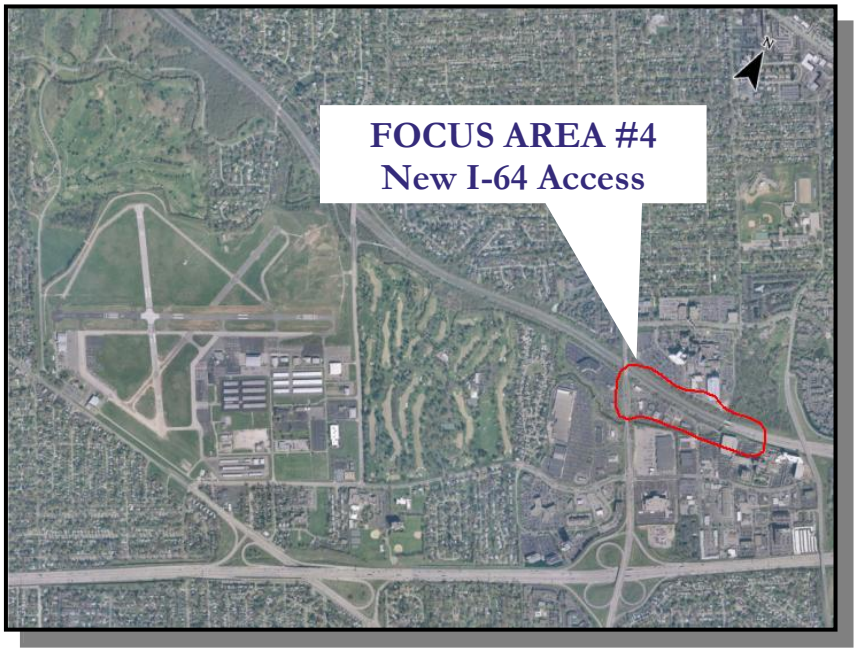


Figure 14B

4.5 Focus Area 4 – New I-64 Access

Figure 15 identifies the limits of Focus Area 4. Many of the public comments received during the course of the study addressed the congestion encountered at the Breckenridge/Dutchmans intersection and ultimately the Breckenridge/I-264 interchange, which is the only access point from the focus area to the interstate transportation system. Because alternative interstate access would decrease the traffic to the Breckenridge/I-264 interchange and would likely reduce traffic

congestion at the Breckenridge/Dutchmans intersection, alternative access opportunities were sought as a strategy to reduce and better distribute traffic within the focus area, specifically targeting the I-64 corridor.



A solution for a full interchange at Breckenridge and I-64 was investigated, however the impact on adjoining properties and land uses was significant. During this exploration of potential solutions, this single leg of the full interchange was identified that would by itself provide for a full complement of I-64 and I-264 access opportunities. The I-64 on-ramp alternative shown in Figure 16 provides for access to eastbound I-64 and both eastbound and westbound I-264; and with a series of ramp maneuvers, access to westbound I-64 is also provided.

Figure 16

The potential for another bridge crossing of I-64 was investigated, to provide a more direct connection between Baptist East and Norton Suburban Hospital. However, the resulting grades and ramp configurations to accommodate a connection to Dupont Circle, rendered this alternative infeasible.

Estimated costs for Focus Area 4 improvements total $1,531,400.

4.6 Focus Area 5 – The Springs Shopping Center

Figure 17 identifies the limits of Focus Area 5. Many of the public comments addressed the need to better control speed and access through the Springs Shopping Center, along the private

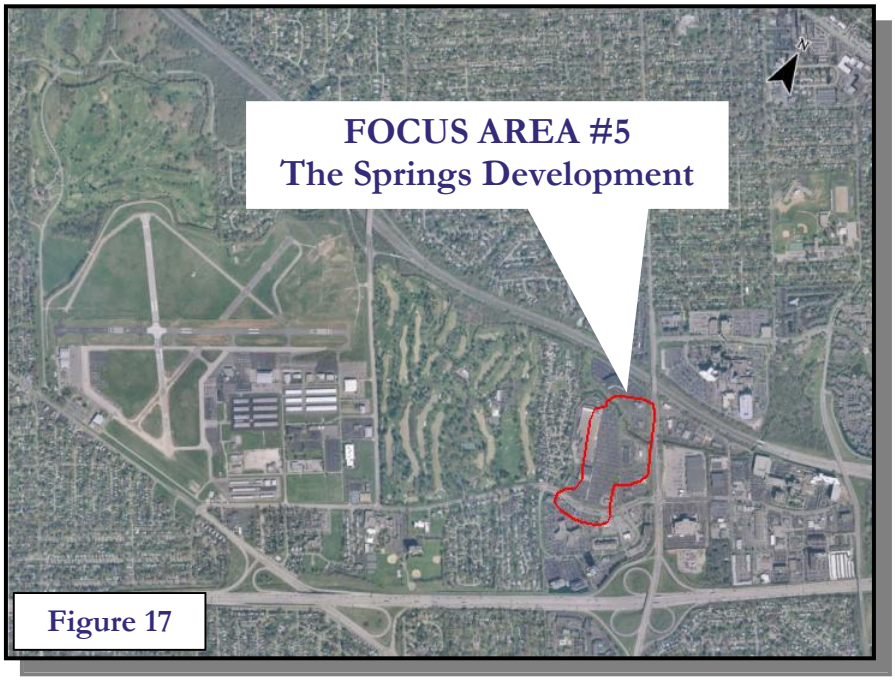
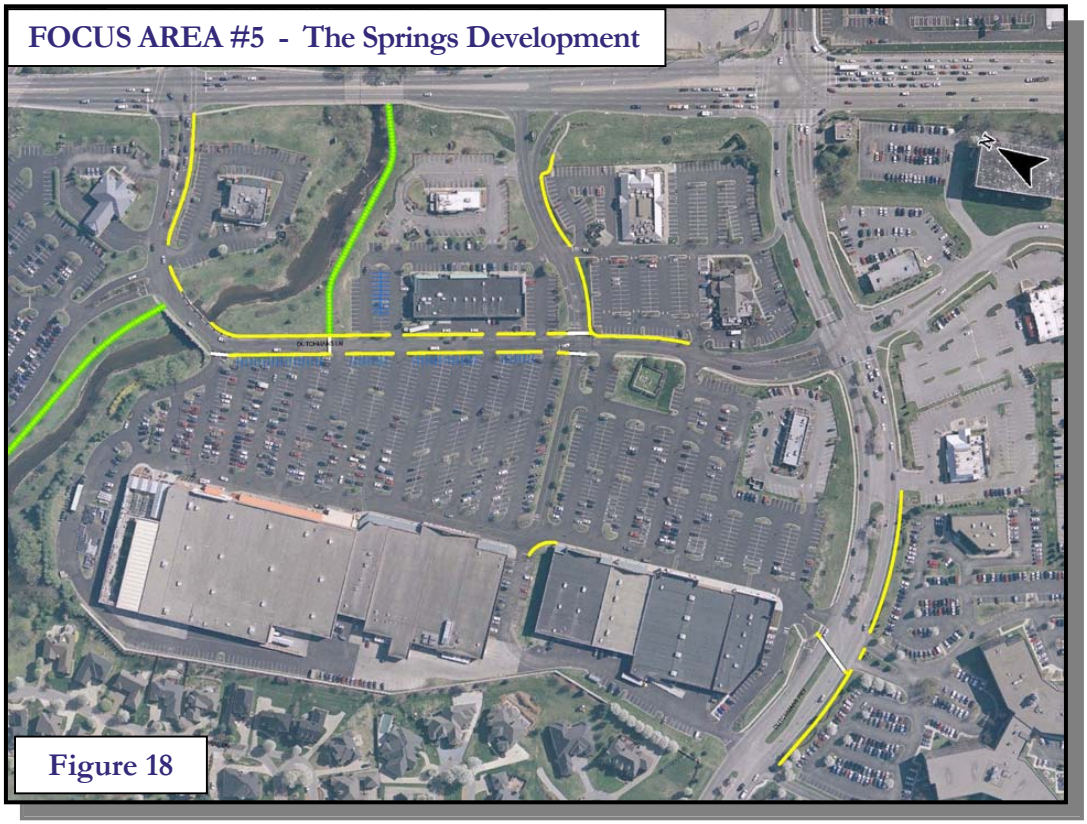


Figure 17

road portion of Dutchmans Lane. Reports indicate this route is commonly used as a "cut-through" to avoid the Breckenridge/Dutchmans intersection. Indeed the presence of "speed bumps" along a portion of the route opposite the Home Depot parking lot support a "band-aid" approach to addressing the problem.

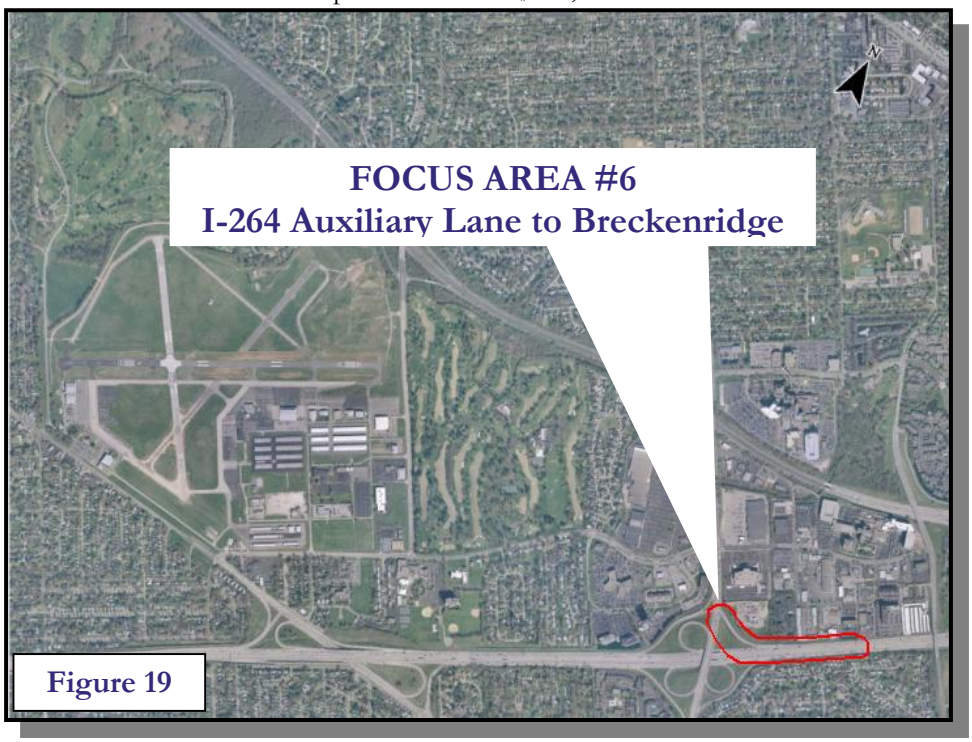
Figure 18 depicts the conversion of this access road into more of a typical street with a more continuous, uninterrupted curb and gutter section accomplished through closure of the repetitive access points between the end islands of the Home Depot parking lot. Although this new pattern would eliminate some 50± parking spaces at the far end of the parking lot, it would result in an adequate number of controlled points of access to the parking lot, making it a much safer corridor.

Because the roadway would take a more continuous form along the edge, the introduction of a sidewalk along this portion of the access road would help to complete the pedestrian access system within the Springs Shopping Center. Pedestrian improvements would also include easterly connections out to Breckenridge Lane; and the completion of connections and accessible ramps along Dutchmans Parkway.



Dutchmans Parkway improvements would also include a reconfiguration of the right-out exit from the front access aisle of the Shopping Center – the existing configuration, on the inside of the horizontal curve in Dutchmans Parkway, creates an unsafe means of accessing Dutchmans, and would be better served if an exiting angle closer to 90° were introduced.

Estimated costs for Focus Area 5 improvements are $163,000.



4.7 Focus Area 6 – I-264 Auxiliary Lane to Breckenridge Lane

Figure 19 identifies the limits of Focus Area 6. Numerous public comments received included the observation of I-264/Breckenridge off-ramp crowding and back-up onto westbound I-264 during peak traffic periods. Although part of this back-up and crowding may be improved by the lengthening of northbound Breckenridge left turn lanes, proposed in Focus Area 1C, additional improvements to the I-264 off-ramp and the creation of an auxiliary lane along westbound I-264 has merit on its own to help improve safety and accessibility through the elimination of tapers between the I-64/I-264 ramp and the I-264/Breckenridge exit.

The auxiliary lane would continue as a full lane widening along the I-264/Breckenridge exit ramp and would be signed as a dedicated right turn lane at the top of the ramp near its intersection with Breckenridge Lane, as shown in Figure 20.

This would allow for the two existing lanes to be dedicated to those vehicles accessing the northbound Breckenridge left hand turn lanes, and ease existing congestion at the top of the ramp. Estimated costs for Focus Area 6 improvements total $1,567,000.

It should be noted that the KYTC is currently exploring options for improving the I-64 west ramp to I-264 west (KYTC Item No.: 5-159.00) to address weaving merging and weaving problems. The KYTC project could likely overlap with the proposed recommendation for Focus Area 6; therefore, Metro Planning and Design Services has met with KYTC about coordinating these two projects.

4.8 Focus Area 7 – Dutchmans Lane between Taylorsville and Regal Springs Drive

Focus Area 7 recommendations address two area of Dutchmans Lane outside the Focus Area of the transportation planning study—the intersection at Taylorsville Road and the segment between Cannons Lane and Regal Springs Drive.

4.8.1 Focus Area 7A – Dutchmans Lane at Taylorsville Road

Focus Area 7A is within the intersection of Dutchmans Lane and Taylorsville Road, as shown in Figure 21. This area is not within the immediate focus area, but it is within the larger study area of the Dupont Transportation Plan. Two minor problems were identified during the course of the study: The first dealing with the conflict created by Taylorsville Road eastbound left movements onto northbound Dutchmans Lane while crossing through the existing painted island and competing with the opposing westbound right traffic. The second, at the opposite leg of the intersection, dealing with the a.m. peak delay for northbound cars from Betty Lane awaiting the signal. Unfortunately, the low volume of northbound traffic from Betty Lane does not dictate or support a dedicated northbound right hand turn lane, and conflicts with apartment building parking which would prohibit such a geometric modification.

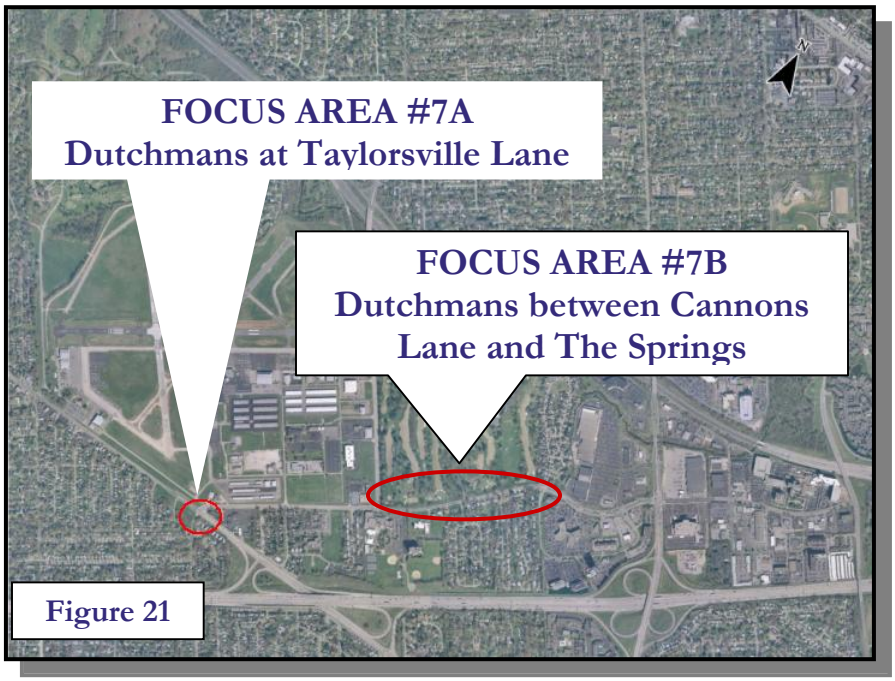
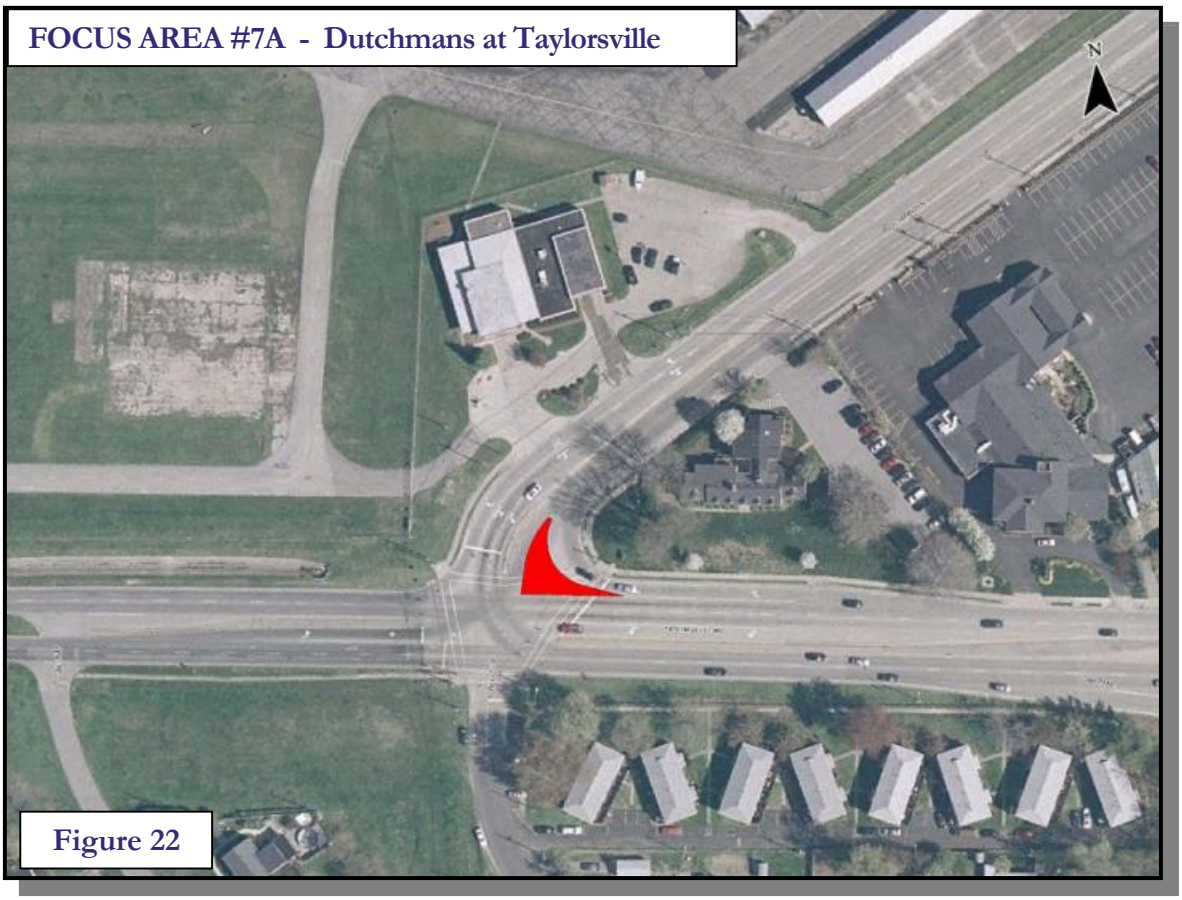


Figure 21

Several options should be considered for improving the Taylorsville Road approach to Dutchmans Lane. The first option would be to make the westbound Dutchmans Lane movement to northbound Taylorsville Road a "No Turn on Red" condition instead of the condition, which is almost always treated by motorist as a yield condition. Another option would be to convert the painted island into a mountable median – the mountable median would serve as a deterrent for cars "cheating" through the intersection and entering the adjacent right hand lane, while still allowing for the unobstructed travel of occasional emergency vehicles or large trucks through the intersection. The geometrics of the intersection would have to be studied in more detail to make sure that all turning movements could be made without creating additional conflicts. This recommended improvement is shown on Figure 22.

The estimated costs for these improvement options be approximately $100 to install a "No Turn on Red" sign or up to $16,000 to provide a mountable median.



4.8.2 Focus Area 7B – Dutchmans Lane West (Between Cannons Lane and Regal Springs Drive)

During the November 17, 2005 public meeting issues were raised concerning the segment of Dutchmans Lane from Cannons Lane to Regal Springs Drive (where Dutchmans Parkway begins and Dutchmans Lane loops to the south).

One concern was the perception of limited ability for neighborhood traffic from both Vivian Lane and Almara Circle to access Dutchmans Lane, and the problems associated with the offset intersection of Almara and the entrance to Big Springs Country Club. While an alternative means of access was investigated, from interior court Alvarado Way out to the Dutchmans Lane loop, observations of limited conflicts and delays at both the Vivian Lane and Almara Circle intersections did not support the potential added traffic and intrusion to the small neighborhood that the Alvarado Way connection might create. Therefore no recommendations were made to directly address this issue.

The other issue raised was whether an on-road or off-road bike path could be added to this segment of Dutchmans Lane. An off-road solution within the north shoulder, between the back

of curb and the Country Club fence, is complicated by limited right of way and conflicts with utility poles and guy wires – the only practical way to accomplish this would be to acquire additional property from the Country Club. An on-road solution is possible, if the 12-foot driving lanes within this 3-lane segment of Dutchmans are reduced to 10-feet and a 3-foot wide bike lane or widened driving lane is created along each curb line – these reduced dimensions might also help to control speed and make a shared road solution more conducive. As noted in Focus Area 3, an on-road bike route has been programmed by Metro Louisville along Taylorsville Road, south to Dutchmans west, to Cannons Lane north. This route is part of a larger bicycle loop, part of which has been constructed.

During one of the public involvement events for this planning study, the need for dual westbound lanes between Cannons Lane and Regal Springs Drive was questioned. It was suggested that the conversion of the center lane into a dedicated center turn lane be considered, as the volume of westbound traffic does not appear to be any greater than eastbound traffic, or to support the current dual lane configuration.

5.0 PRIORITIZATON AND COST ESTIMATES

5.1 Prioritization Methodology

In both meetings of the Study Area Team (SAT), an exercise in prioritizing was conducted. The exercise early in the study process was intended to seek opinion on the importance of each of the problem areas identified, and to help provide focus for the remainder of the study effort.

The first exercise identified these top three priorities:

1. Dutchmans/Breckenridge intersection (vehicular and pedestrian)
2. Coordination of area signals
3. Optional access to the interstate network

The second exercise was conducted following the development and presentation of the improvement solutions offered, to help guide final comments regarding the recommendations.

The second exercise identified these top three prioritized improvement solutions:

1. Improve traffic flow/reduce congestion/construct new turning lanes
2. Provide better signage and striping/construct missing pedestrian links and street crossings
3. Provide intersection safety improvements/new road and interstate connections

In comparison, the initial and final priorities are in alignment, with a strong desire to focus on the short term balancing of vehicular and pedestrian improvements, primarily within the Focus Area 1 signalized intersections; and a mid to long term desire to explore alternative access to the interstate system via I-64, away from the Breckenridge Lane/I-264 interchange.

5.2 Cost Estimates

In order to assist in future Metro planning and decision making "order of magnitude" level cost estimates have been provided for each of the focus areas identified. The cost estimates itemize each of the improvement elements identified (sidewalk, paving, curbing, etc.); however, they do not include costs for unknowns such as right-of-way acquisition or utility relocations that might be necessary. They do identify where right-of-way or utility issues might be present and a significant element of impact.

Detailed cost estimates for each of the focus areas identified are provided in the appendices of this report.

5.3 Prioritization Summary

Following is a table that prioritized the various recommended projects through the entire study area. The prioritization includes the Focus Area, the Specific Area, a short project description, agencies that would be involved and preliminary construction cost estimates.

Table 5
Project Prioritization

Priority Ranking	Focus Area	Specific Area	Improvement	Agency Involvement	Construction Cost	Notes
1	1	Entire Focus Area 1	Engineering, Final Design	Metro/KYTC	$125,000 (Design Cost)	Overall Design for Area 1, the Breckenridge Lane / Dutchmans Lane Intersection.
2	7	Taylorsville Road & Dutchmans Lane Intersection	Island Modification	Metro/KYTC	$16,000	Possible Design/Build
3	1	All legs of Breckenridge and Dutchmans	Sidewalks and Crosswalks	Metro/KYTC	$58,000	
4	2	Dutchmans Lane (North of Breckenridge)	Sidewalks and Crosswalks	Metro/KYTC	$55,000	Possible Design/Build
5	5	Springs Development westernmost access to Dutchmans Parkway	Entrance Modification	Metro/Private (Springs)	$16,000	Possible Design/Build
6	5	Within the Springs Development	Sidewalks and Crosswalks	Metro/Private (Springs)	$163,000	Possible Design/Build
7	1	Phase 3 – Breckenridge Ln., South of Dutchmans Ln.	Lane Additions	Metro/KYTC	$75,000	
8	1	Phase 4 – Breckenridge Ln., North of Dutchmans Ln.	Entrance Modification	Metro/KYTC	$93,000	
9	1	Phase 1 – Dutchmans Parkway west of Breckenridge Ln.	Lane Additions	Metro/KYTC	$580,000	
10	1	Phase 2C – Dutchmans Parkway east of Breckenridge Ln.	Entrance Modification	Metro	$78,000	Right-in/Right-out entrance

Table 5
Project Prioritization

Priority Ranking	Focus Area	Specific Area	Improvement	Agency Involvement	Construction Cost	Notes
11	1	Phase 2B – Dutchmans Parkway east of Breckenridge Ln.	Lane Addition /Ramp Widening	Metro/KYTC	$435,000	
12	3A	Along Beargrass Creek	Greenway Trail	Metro/MSD/ USACOE	$353,000	Linking Brown Park to Springs Development
13	3B	Along Beargrass Creek	Greenway Trail	Metro/MSD/ USACOE	$715,000	From Springs Development to Cannons Lane
14	3A	Along Various Routes	Bike Lanes	Metro/KYTC	$20,000	
15	4	Breckenridge & Dupont to I-64	I-64 Access	Metro/KYTC/ FHWA	$1,531,000	
16	6	I-264 between I-64 and Breckenridge Ln.	I-264 Auxiliary Lane	Metro/KYTC/ FHWA	$1,567,000	

FHWA = Federal Highway Administration
KYTC = Kentucky Transportation Cabinet
Metro = Various Agencies of Louisville Metro Government
MSD = Metropolitan Sewer District
USACOE = U.S. Army Corps of Engineers

NATIONAL CENTER for BICYCLING & WALKING

THE ROBERT WOOD JOHNSON FOUNDATION

BULLITT COUNTY

CITY OF JEFFERSONVILLE EST 1802

LOUISVILLE JEFFERSON COUNTY METRO 17 78

OLDHAM COUNTY Established Since 1824 KENTUCKY

KENTUCKY TRANSPORTATION CABINET

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

Walkable Community Workshops

APRIL 2004

KIPDA
Kentuckiana Regional Planning and Development Agency

Walkable Community Workshops

April 2004

KIPDA
Transportation Planning Division
502.266.6084
502.266.5047 FAX
800.648.6056 KY TDD
kipda.trans@ky.gov
www.kipda.org

This document is available in accessible formats when requested three days in advance.

This document is published by the Kentuckiana Regional Planning and Development Agency and is prepared in cooperation with or with financial assistance from all or several of the following public entities: the Federal Transit Administration, the Federal Highway Administration, the Kentucky Transportation Cabinet, the Indiana Department of Transportation, the Transit Authority of River City, and the local governements in the KIPDA region. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official views or policies of the funding agencies.

Table of Contents

The KIPDA Walkable Community Workshops

An Overview

The National Center for Bicycling and Walking (NCBW) coined the term "Walkable Community Workshop" to describe a hands-on session where community members participate in identifying and proposing solutions concerning walkability. In 2003, the NCBW selected the KIPDA Metropolitan Planning Organization (MPO) from among 28 applicants nationwide. In preparation of the workshops, the NCBW held training for staff from the selected MPOs. KIPDA staff began working closely with the local hosts: Louisville Metro, the City of Jeffersonville, Oldham County and Bullitt County, starting in October 2003 to coordinate the workshops.

Staff members from various MPOs participating in training for upcoming workshops.

Each local host was responsible for deciding where their particular workshop would take place. The sites varied greatly from urban to rural settings, illustrating the full flavor of the region. Each of the five sites selected has its own unique characteristics and issues; however, solutions proposed at the five workshops could also be applied in a context sensitive way to other areas throughout the region. The sites (Dupont, Fern Creek, Paroquet Springs, 8th Street in Jeffersonville, and KY 393 and KY 146) and the workshops that took place at each are detailed in the following sections of this report.

If you have any questions or comments concerning the workshops, this report, and/or bicycling and walking, please contact Stacey Clark-Gann at KIPDA, via email (stacey.clark-gann@ky.gov), phone (502-266-6084) or regular mail at 11520 Commonwealth Drive, Louisville, Kentucky 40299. Additional information about the NCBW can be found in Appendix D.

What is a Walkable Community Workshop?

What is a Walkable Community Workshop?

Most simply, it is a four-hour session that includes a presentation on what makes a community walkable, a walking audit of a specific area, and a breakout session where everyone attending puts a pencil to paper brainstorming solutions. Each workshop focuses on a particular area and asks participants to study it in terms of walkability: sidewalks, paths, inviting streetscape, destinations, etc. The presentation by the NCBW before the walking audit gives everyone an idea of what goes into making a community walkable and also a common frame of reference. Attendees then participate in a walking audit of the area, mindful of the presentation they've just seen. Once participants return, they break up into small groups and work with maps, markers, and each other to sketch out proposed solutions. The session ends with each group presenting their solutions and discussing potential next steps.

Oldham County workshop participants braving the weather.

What is unique to this series of workshops is that the target audience includes everyone: elected officials, planners, developers, advocates, engineers, planning commissioners, community leaders, business owners, health department representatives, interested citizens, police, etc. The reason for this approach is to bring all of the people who can have an impact on a specific area together. Collectively, everyone identifies what the problems and issues are, and together, develop ideas and solutions about how to enhance the community.

Why make a Community Walkable?

Creating a walkable community or further enhancing an already walkable community can have many benefits as the NCBW trainers, Mark Fenton and Megan Hoyt, pointed out.

Obvious Benefits of a Walkable Community:

- Reduced air pollution
- Reduced automotive congestion
- Healthier citizens

Not-so-Obvious Benefits of a Walkable Community

- Increased property values
- Higher sales through increased foot traffic
- Lower crime rates from having more eyes on the street
- Increased safety for pedestrians and bicyclists (as more people walk and bike, motor vehicle operators begin to become more aware of them)
- Greater sense of community

Each workshop may have looked at a specific area, but the solutions proposed can be used in other areas. Solutions are often combined approaches, such as taking into account land use, development codes, maintenance, enforcement, etc. The NCBW did an excellent job of ensuring each workshop participant was well-armed with a variety of potential solutions that could work in a number of contexts and situations.

Problems Identified

Although there were five separate workshops in the KIPDA MPO region, the problems identified were relatively the same in each area. The workshops differed mainly in the site and in the specific solutions that were proposed. The following are the problems cited by participants in terms of making a truly walkable and bikeable community.

- Gaps in the Existing Sidewalk Network
- Bicycle Facilities and Amenities are Needed
- Too Much Traffic Congestion
- Not enough Landscaping
- Not enough Greenspace
- Buildings are not oriented to Pedestrians and Bicyclists
- Not enough Transit Service
- Safety is a Major Concern
- Transit needs to be made more Attractive
- Land Use Decisions directly affect Transportation and vice versa; Decision Makers need to be aware of the Connection
- Transportation Decision Makers need to take into account Alternate Modes when considering Roadway Improvements
- All sidewalks and pedestrian facilities need to be ADA Compliant if they are not already
- Not enough Bicycle and Pedestrian Connections between Residential and Commercial Areas
- Not enough Bicycle and Pedestrian Connections between Residential Areas and Schools
- Not enough Bicycle and Pedestrian Connections between Residential Areas and Recreational Areas
- Regular Maintenance of Pedestrian and Bicycle Facilities is as important as Building the Facilities
- Streetscape (i.e. landscaping, street trees, furniture, etc.) is an Important Component of a Good Walking Environment and needs to be given Additional Consideration in Land Use and Transportation Decisions
- Not enough Multi-use Paths in the Region
- Too Auto-dependent in terms of Development
- Access Management Techniques are needed
- Not enough Bicycle and Pedestrian Recreational Opportunities
- Multimodal (Bicycle, Pedestrian, and Transit) Connections are needed in order to make using Alternate Modes more Attractive

Dupont (Louisville Metro)

A Description of the Area

There are three large hospitals in the area, along with medical office complexes and other related services, such as medical equipment sales, physical therapists, laboratories, etc. There is also non-medical development in the area: retail, service industries, offices, and restaurants. The DuPont commercial area is surrounded by single and multi-family housing on all sides. See page 9 for a map of existing land use.

The three hospitals require a large number of employees, as do the medical complexes that house a number of doctors' offices. Hospitals and physicians also attract a large number of people from across the region as patients. In addition, the 20-plus area restaurants, grocery store, hardware store, eight-screen movie theater, banks, salons, florists, et cetera, have their own employees as well as a large number of customers, including those people who are either working in the medical field in the area, or visiting the doctor or hospital.

Average Daily Traffic

Street Name	From & To	ADT (2004)
Dutchmans Lane	KY 1932 to Browns Lane	15,600
Dutchmans Lane	KY 1932 to Cannons Lane	19,900
Breckenridge Lane (KY 1932)	I-264 to Dutchmans Lane	68,800
Breckenridge Lane (KY 1932)	Dutchmans Lane to Norbourne	29,300
Browns Lane	Lynnbrook Drive to Dutchmans Lane	14,400
Browns Lane	Dutchmans Lane to Sherburn Lane	19,600

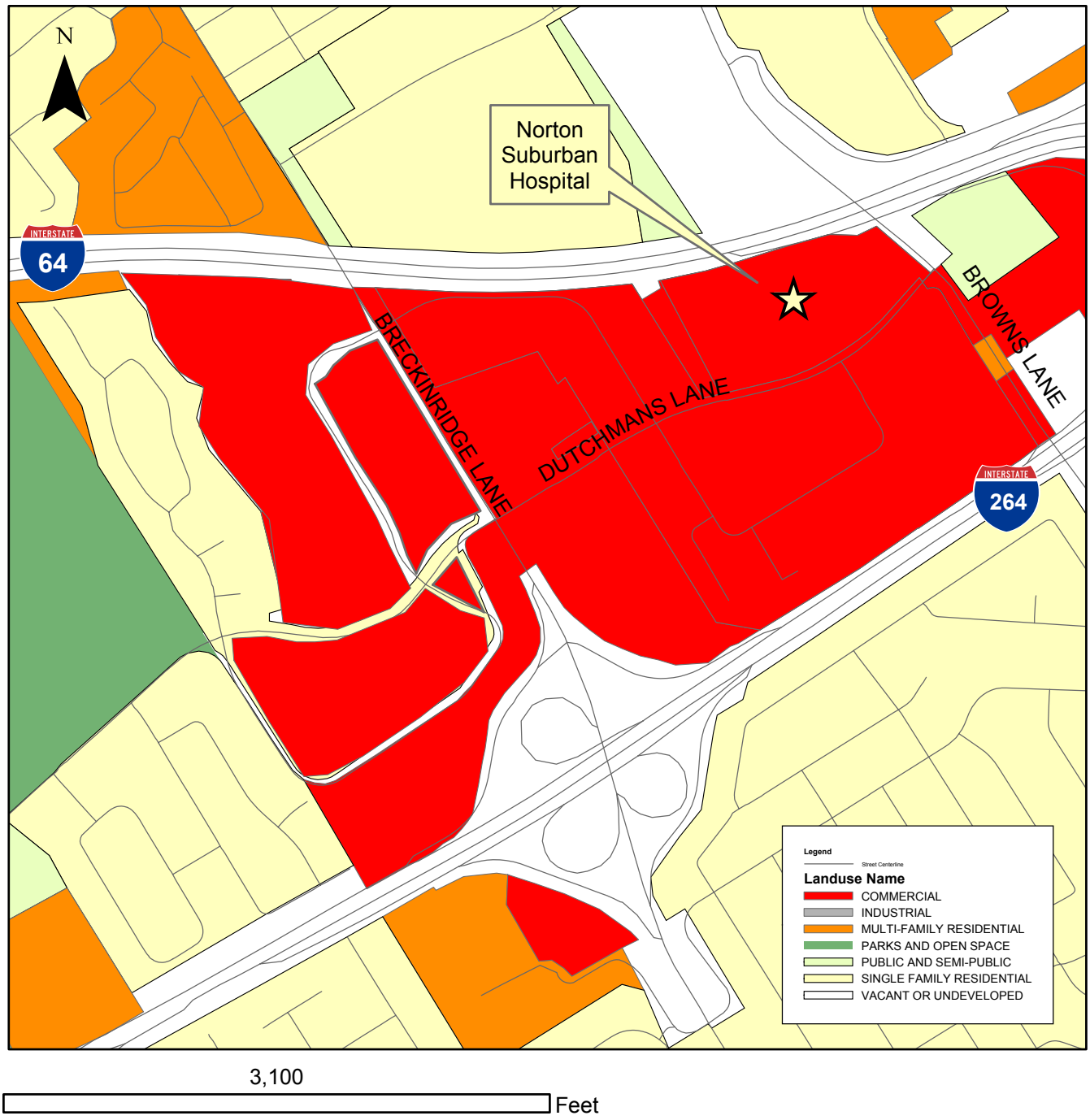
Source: CTS Traffic Count Data, Kentucky Transportation Cabinet, 2004

Transit Authority of River City Service

Route Number	Route Name	Route Type
19	Muhammad Ali	Local Route
21	Chestnut Street	Local Route
35	Indian Trail/Hikes Lane	Local Route
44	St. Regis Park	Local Route
58	Bashford Manor/Oxmoor	Local Route

The Walking Route

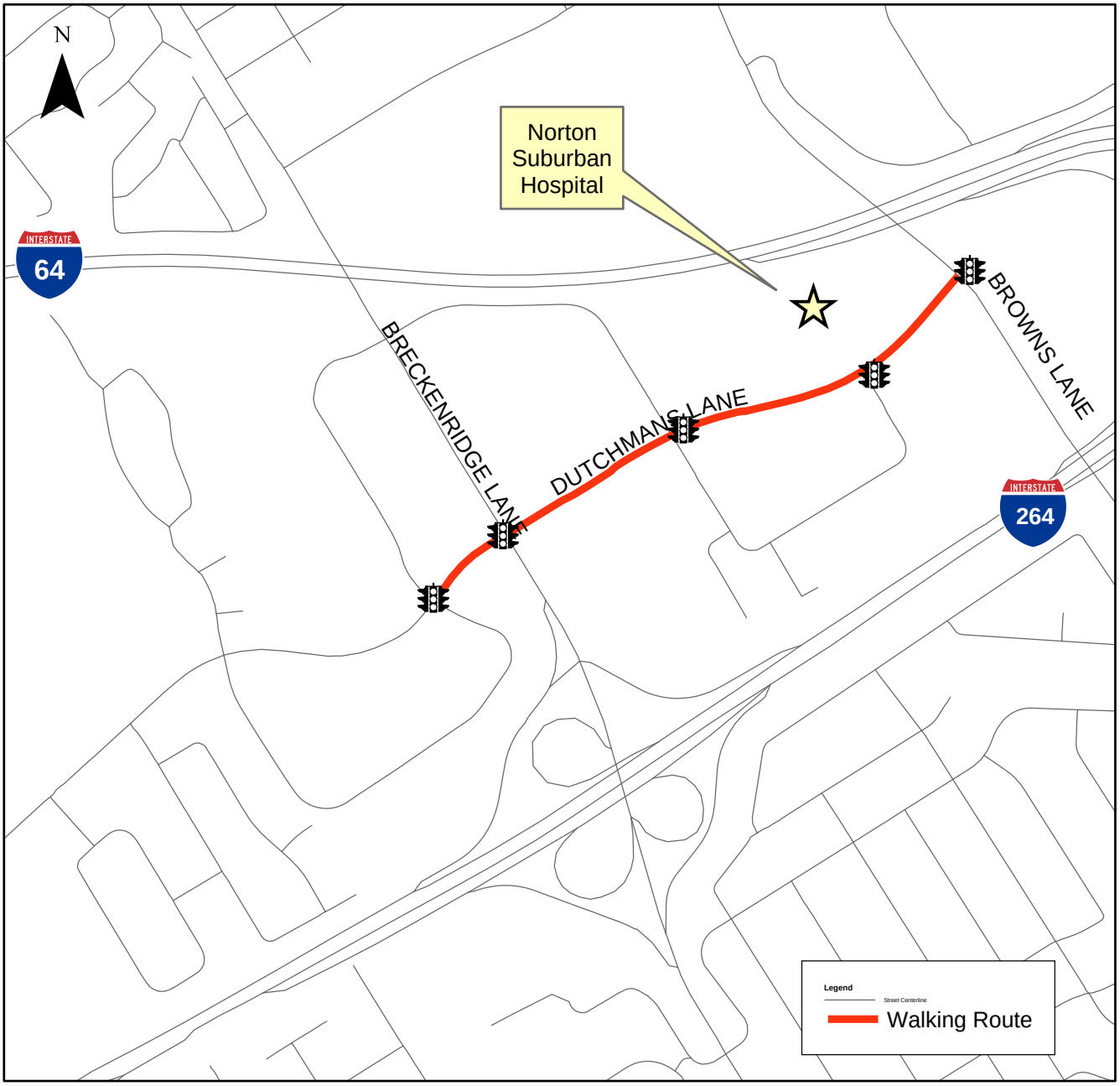
The walking audit took place along Dutchmans Lane, a four-lane roadway connecting Breckenridge and Browns lanes. Beginning at Norton Suburban Hospital, participants walked along Dutchmans Lane, crossed Breckenridge Lane and then continued on the opposite side of Dutchmans to Browns Lane and then back to Norton's, thus completing the loop. The figure on page 11 illustrates the walking route.



3,100 Feet

Dupont Landuse

KIPDA
Kentuckiana Regional Planning and Development Agency



Dupont Walking Route

KIPDA
Kentuckiana Regional Planning and Development Agency

Potential Soutions Identified

Pedestrian Facilities

Install sidewalks in the following areas:

- Along both sides of all existing roadways in the area including the area adjacent to the Big Springs Golf Course.
- Connecting the Jewish Community Center, all residential areas, offices, and commercial businesses that are adjacent to the north side of I-264.
- Between Baptist East Hospital and Norton Suburban Hospital.
- Both sides of the entrance to the Jewish Hospital Medical Center.
- Install a sidewalk ramp on the east side of Browns Lane at the intersection with Dutchmans Lane to connect to the businesses to the east with the sidewalks on Dutchmans and Browns lanes.
- On both sides of Browns and Breckenridge Lanes where there are gaps.
- Between the neighborhood to the southeast of the Dupont area and the Dupont area.

Install Crosswalks at the following areas:

- At each intersection.
- In front of the Suburban Medical Offices on Dutchmans Lane to connect to restaurants and commercial area on the south side of the roadway.
- Across all driveways that serve offices and businesses in the area.

Courtesy of www.pedbikeimages.org/Dan Burden

A clearly marked crosswalk

Pedestrian Overpasses

- Install a pedestrian overpass over Breckenridge Lane connecting the sidewalks on Dutchmans Lane.
- Install a pedway between the second floor of the medical office complex by Norton Suburban Hospital and the second floor of the shopping center on the south side of Dutchmans Lane.

Bicycle Facilities

Install some type of bicycle facility in the following areas:

- Dutchmans Lane
- Breckenridge Lane
- Dupont Road
- Dupont Circle
- Dupont Square
- Browns Lane
- Cannons Lane
- Taylorsville Road
- Along the north side of I-264
- Along the north side of I-64

Courtesy of www.pedbikeimages.org/Dan Burden

A bicycle lane

Bicycle Facilities

Install some sort of bicycle facility in the following areas (continued):

- Over I-264 east of the Breckenridge Lane overpass.

Multi-Use Paths

Install a multi-use path in the following areas:

Courtesy of www.pedbikeimages.org/Dan Burden

Multi-use underpass alongside a creek.

- Along the south side of the middle fork of Beargrass Creek between Big Springs Golf Course and the Mall in St. Matthews.
- On both sides of the creek south, under Dutchmans Lane and I-264 just west of Dupont Circle to the neighboring residential area.
- Create a Multi-use path along Beargrass Creek that would tie into Brown Memorial Park at the corner of Browns Lane and Kresge Way.

Bicycle & Pedestrian Facilities – General

- Widen the interstate overpass bridge on Browns Lane in order to install sidewalks and bicycle paths.
- There need to be more bicycle and pedestrian facilities in suburban areas.
- Provide bicycle and pedestrian facilities to the movie theater.
- Make it just as easy to access all of the destinations in the area by bicycling and walking as it is by motor vehicle.
- Create recreational hiking and bicycling opportunities.

Safety

Make the following safety improvements:

- Elevate crosswalks at all intersections to make pedestrians more visible and to reduce the number of motor vehicle conflicts with pedestrians.

Courtesy of www.pedbikeimages.org/Dan Burden

Example of an elevated cross walk/speed table with a pedestrian refuge area.

- Place audible signals at all traffic lights.
- Create a pedestrian refuge area on Breckenridge Lane that will allow people a place to safely stay out of traffic if they are not able to make it across during one light cycle.
- Make walking in the area safe 24-hours a day through design, enforcement, and lighting.
- Improve the lighting.
- Add street lighting.

Transit

Circulator

- Provide shuttle service in the area with a shuttle station at the northeast corner of Breckenridge Lane and Dutchmans Lane in the existing parking lot.
- Provide a parking garage at the northeast corner of Breckenridge Lane and Dutchmans Lane and run a shuttle service throughout the area.
- Provide trolley shuttle service throughout the Dupont area and down Dutchmans Lane between Bowman Field and Browns Lane.
- Close Dutchmans Lane to motor vehicles and allow only transit, bicyclists, and pedestrians to access the area.

Light Rail

- Install a light rail line along I-64 between downtown Louisville and Blankenbaker Parkway.
- Install light rail station at the following locations:
  - Old Cannons Lane
  - Cannons Lane
  - Breckenridge Lane
  - Middle Fork of Beargrass Creek (to connect to the proposed sidewalk linking Baptist East Hospital and Norton Suburban Hospital)
  - Browns Lane

TARC T2: Light Rail

Transit Shelters

- Provide bus shelters.

Motor Vehicle Traffic Flow

Access Management

- Provide only one point of access per block on either side of Dutchmans Lane; provide all other access from side streets.
- Utilize side streets for access management purposes.
- An access management study/plan is needed for the area.
- Create an alternate access point to Norton Suburban Hospital to alleviate some of the traffic on Dutchmans Lane.

Road Diets

A roadway on a diet; recently narrowed from four to two-lanes.

- Place Dutchmans Lane on a road diet by removing two of the travel lanes, putting a median down the center with turn lanes, and bicycle lanes on both sides from Breckenridge to Browns lanes.
- Place Breckenridge Lane on a road diet by removing a travel lane in each direction and placing a median with a pedestrian refuge area.

Motor Vehicle Traffic Flow (continued)

Other

- Construct a tunnel for vehicles at the intersection of Breckenridge Lane and Dutchmans Lane. Create a park on top of the tunnel.
- Provide additional traffic control devices at the interstate ramps.
- Install traffic lights and pedestrian signals on Dutchmans Lane at the entrance to both sides of the Springs complex, more safely connecting the shopping center on the north side to the offices and restaurants on the south side (west of the main entrance).
- Begin charging for parking in the hospital garages in order to encourage people to take trips in the area via other modes of transportation: bicycling, walking, transit.

Streetscape

- Install outdoor eating areas, both along sidewalks and the proposed multi-use path along Beargrass Creek.
- Landscaping is needed in the parking lot at the northeast corner of Breckenridge Lane and Dutchmans Lane to break up the large expanse of asphalt.
- Install trees and landscaping on the proposed Dutchmans Lane median.
- Increase landscaping on the following streets: Dutchmans Lane, Breckenridge Lane, Browns Lane, and in the shopping center.

Land Use

Mixed-use development; retail on the ground floor with residential on upper floors.

- A master plan of the area is needed to look at all of the issues.
- Additional public involvement is needed.
- More mixed-use development is needed in the area; commercial retail development on the first floor with offices and/or residential on the upper floors.
- Create buildings and streetscapes that are more human in scale.
- Involve hospitals in developing the area. Make optimal use of the limited land available by allowing multi-use, multi-story development. Redevelop area as a park-like campus.
- Redevelop the area in a more traditional sense: pull buildings up to the street edge with sidewalks to make walking more attractive.
- Talk to business owners who currently have their sidewalk entrances closed about making them a main point of entry. Create retail uses on the first floor of existing parking garages in the area.
- Construct a multi-story mixed-use building at the northeast corner of Breckenridge Lane and Dutchmans Lane.
- Redevelop shopping center at the northeast corner of Breckenridge Lane and Dutchmans Lane as a Traditional Town Center where the buildings are at the property line and the parking is located behind the building.

Fern Creek (Louisville Metro)

A Description of the Area

Fern Creek is located in southeastern Jefferson County/Louisville Metro. The town center radiates from the intersection of Bardstown Road and Fern Creek Road. The Fern Creek Fire Department, Post Office, Community Center, and High School are all centrally located close to this intersection. Bardstown Road (US 31E) forms the commercial spine of Fern Creek as well as serving as a commuting route for people who live south of Fern Creek and work in Louisville. Moving away from the town's center, there are various types of commercial retail establishments: restaurants, grocery stores, drug stores, etc. The commercial spine is then abutted by residential land use, made up largely of single-family homes. See the map on page 21 for a map of existing land use.

Although the Fern Creek area has experienced considerable development through recent years, it has an advantage over the other workshop sites in that a small area study was performed in 2001. Many of the items brought up then were reinforced and/or built upon in the workshop, such as creating and maintaining a small town feel; encouraging dense, multi-use development in the town center; and adding park/recreational space.

Average Daily Traffic

Street Name	From & To	ADT (2004)
Bardstown Road	KY 1065 (Beulah Church/Seatonville Road) to KY 1747 (Hurstbourne Lane)	39,100
Fern Creek Road	KY 1065 to Bardstown Road (US 31E)	9,790
Ferndale Road	Watterson Trail South to Fern Creek Road	5,410

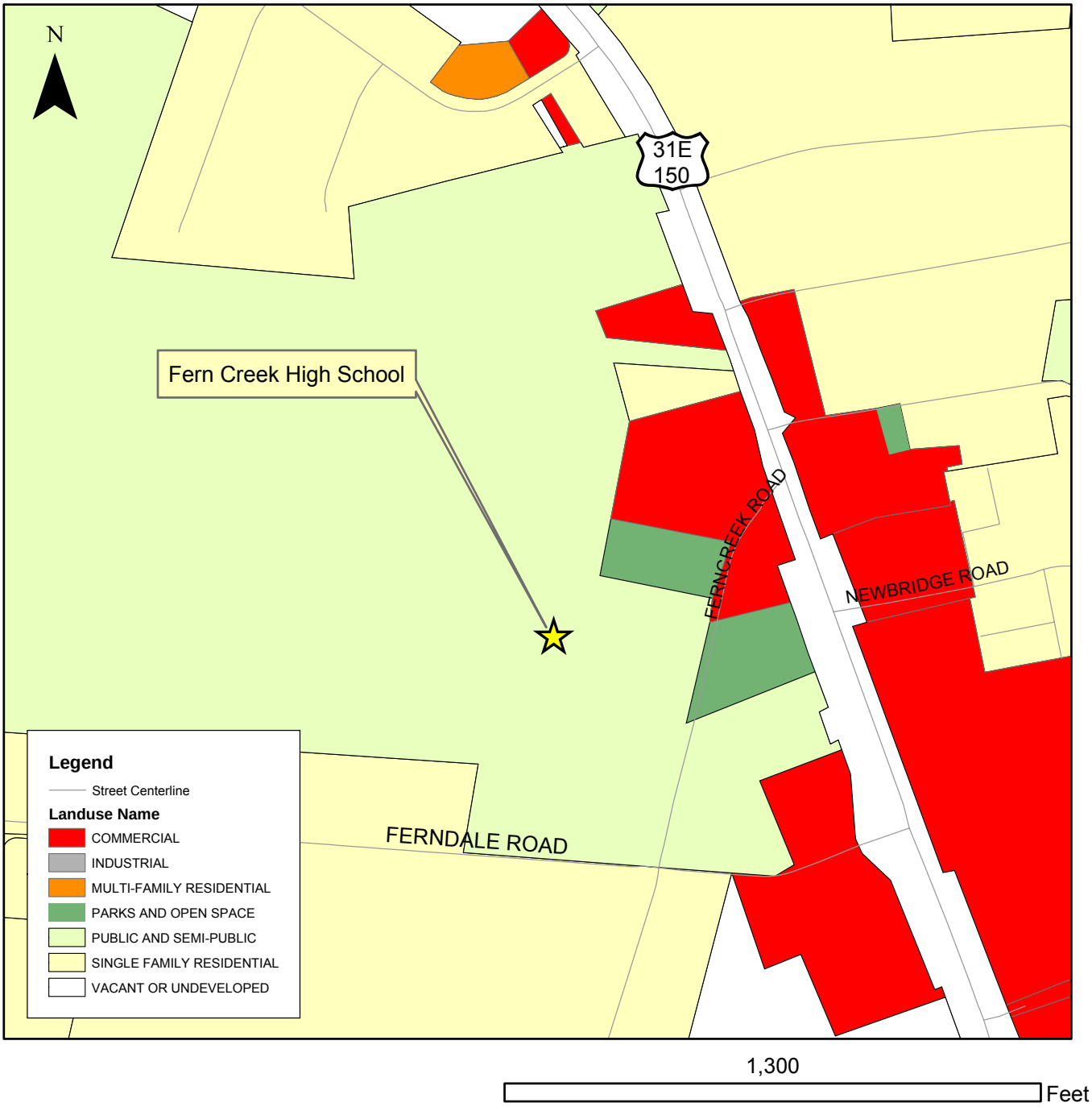
Source: CTS Traffic Count Data, Kentucky Transportation Cabinet, 2004

Transit Authority of River City Service

Route Number	Route Name	Route Type
17	Bardstown Road	Local Route
43	Poplar Level Road	Local Route

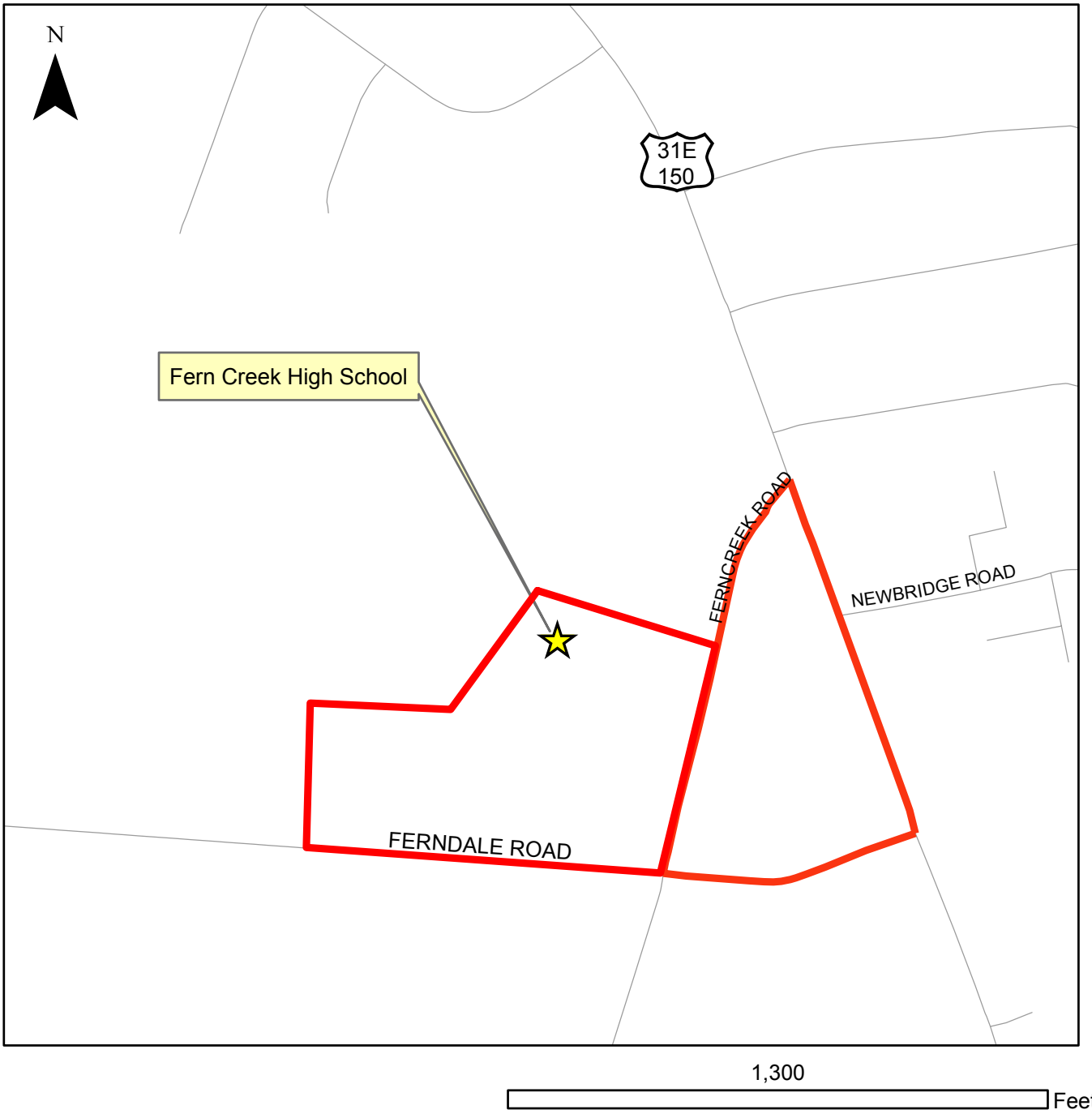
Walking Route

The walking route focused on the town center. Participants began at the Fern Creek Fire Department and walked Ferndale Road to the elementary school. They then made their way through the parking lot of Fern Creek High School, walked up Fern Creek Road to Bardstown Road. Once on Bardstown Road, people walked south to Ferndale Road, and then returned to the Fern Creek Fire Department. See the map on page 23 for an illustration of the walking route.



Fern Creek Land Use

KIPDA
Kentuckiana Regional Planning and Development Agency



Fern Creek Walking Route

KIPDA
Kentuckiana Regional Planning and Development Agency

Potential Solutions Identified

Pedestrian Facilities

Install sidewalks in the following areas:

Sidewalk with landscape and fence as a buffer

- On both sides of Ferndale Road between Bardstown Road (US 31 E) and Fern Creek Road.
- On the north side of Ferndale Road, west of Fern Creek Road (a sidewalk already exists on the south side).
- On the east side of Fern Creek Road, south of Ferndale Road.
- Connecting Fern Creek Road to the Jefferson Loop Trail.
- On both sides of Kentucky Avenue, Jefferson Avenue, Fern Creek Road (east of Bardstown Road), and Newbridge Road.
- Connecting existing residential area on the east side of Bardstown Road with the commercial development in the area.
- Connecting the two residential developments north of Fern Creek High School and Fern Creek Elementary School to the existing paths/ sidewalks north and east of the large baseball diamond.
- On the east side of the driveway from Ferndale Road to Fern Creek Elementary School.
- On both sides of the driveway on the north side of the schools.
- Wider sidewalks on Ferndale Road.
- All existing gaps in current sidewalk network, including those within schoolgrounds.

Crosswalks:

- Install an elevated pedestrian crossing on Bardstown Road at its intersection with Fern Creek Road.

A crosswalk

- Improve the current crosswalk at Bardstown Road and Fern Creek Road.
- Install a crosswalk at the intersection of Fern Creek Road and the closed portion of Old Fern Creek Road.
- Relocate the utility poles on the south side of the Ferndale Road crosswalk at the entrance to Fern Creek Elementary School.
- All pushbuttons for crosswalks need directional signs to indicate which button goes with which street.

Pedestrian Facilities

Crosswalks (cont.):

- Use the same type of crosswalk signals as those found in the Highlands neighborhood.

Pedestrian Overpasses

- Install a pedestrian overpass over Bardstown Road at the intersection with Ferndale Road.

Current Barriers

- Remove chain link fence at the entrance to Fern Creek Elementary School in order to install sidewalks.

Courtesy of www.pedbikeimages.org/ITE PedBike Council

An ADA accessible curb ramp

- Install new and reconfigure existing wheelchair accessible curb ramps throughout Fern Creek to be compliant with current ADA standards.
- Remove chain link fence on south side of Fern Creek High School in order to install sidewalks.
- Strengthen links between schools and park.
- Remove fences or provide entry through existing fences that would allow students to walk to either school from residential areas as well as allow area residents access to existing walking paths.

Multi-Use Paths

- Link existing trails to residential and recreational uses with a multi-use path.

Safety

Make the following safety improvements:

- Install an elevated pedestrian crossing at the entrance to Fern Creek Elementary School.
- Place audible signals at all traffic lights.
- Create a pedestrian refuge island on Bardstown Road that allows people to safely stay out of traffic if they are not able to make it across during one light cycle.

Courtesy of www.pedbikeimages.org/ITE Ped/Bike Council

A countdown pedestrian signal

Safety

Make the following safety improvements (continued):

- Install speed stripes at the intersection of Fern Creek Elementary School.
- Install speed stripes on Bardstown Road at the intersection of Fern Creek Road.

Motor Vehicle Traffic Flow

Access Management

- The area is in need of access management measures.
- Remove excessive curb cuts and encourage shared driveways.
- Close the segment of Ferndale Road between Bardstown Road and Fern Creek Road.
- Close the segment of Fern Creek Road between Bardstown Road and Ferndale Road. Provide a new roadway connection that is aligned with Newbridge Road between the gas station and the community center.

Courtesy of www.pedbikeimages.org/Dan Burden

A road closing

Road Diets

- Place Bardstown Road on a road diet in the Fern Creek area beginning at Wimsatt Way. The hoped effect is to calm traffic and make it safer for pedestrians and bicyclists in the area.

Other

- Create a village center by closing motor vehicle access to Ferndale Road between Bardstown Road and Fern Creek Road.
- Perform a circulation plan study for Fern Creek High and Fern Creek Elementary schools.
- Change the two-lane driveway on the north side of Fern Creek High School to two-way traffic.
- Create a new access drive for buses to Fern Creek Elementary School from Ferndale Road to circle in front of school. Install a curb on the west side of circle to prevent traffic from exiting driveway. This will provide separation between buses and other vehicles.
- Replace traffic light at the intersection of Fern Creek and Ferndale Road with a roundabout.

Courtesy of www.pedbikeimages.org/Dan

A roundabout

Motor Vehicle Traffic Flow
Other(continued)

- Install directional signs to Fern Creek Park at the following intersections: Bardstown Road and Fern Creek Road; Bardstown Road and Ferndale Road; and Fern Creek Road and Fern Dale Road.
- Align Newbridge Road with Ferndale Road.

Streetscape

- Install outdoor eating areas on sidewalks outside of Bardstown Road restaurants.
- Remove the parking lot adjacent to Fern Creek Road in front of Fern Creek High School.
- Make Fern Creek Road into a parkway between Fern Creek High School and Bardstown Road.

An outdoor eating area and street furniture

- Install benches at the following locations:
  - On the south side of Ferndale Road across from the south entrance of Fern Creek High School.
  - On the southeast and southwest corners of the intersection of Ferndale Road and Fern Creek Road.
  - On the east side of Bardstown Road at the intersection of Bardstown Road and Ferndale Road.
  - On each corner of the intersection of Bardstown Road and Fern Creek Road.
  - On the southest corner of Bardstown Road and Ferndale Road.
- Plant trees and landscape Bardstown Road (mindful to choose species that will cause little problem with overhead wires and uprooting sidewalks).
- Do not allow back-out parking on Bardstown Road.
- Improve streetscape.
- Create more public spaces.
- Provide a planting strip that will serve as a buffer between automobiles and pedestrians on Bardstown Road.
- Provide street furniture in the Fern Creek area.

A public plaza

Land Use

- Require development fees to be placed in a sidewalk construction fund.
- Additional public involvement is needed from residents, businesses, etc.
- Create a park in the undeveloped lot east and south of Dairy Queen.
- Create a signature entrance welcoming people to Fern Creek at the intersection of Fern Creek Road and Bardstown Road.

A small park in a suburban area

Other

- Conduct outdoor classes in the wetlands and woods north of the large baseball diamonds and schools.

Paroquet Springs Conference Centre (Bullitt County)

A Description of the Area

Bullitt County is one of the fastest growing counties in Kentucky. This site was selected, in part, due to the amount of development that is taking place in the vicinity. The area surrounding the Paroquet Springs Conference Centre is largely commercial, consisting of grocery stores, retail, restaurants, a lumber yard, gas stations, etc. There are also some human service agency offices located in the shopping center closest to Conference Centre. Residential uses, mainly single-family homes, are tucked between the commercial land uses in the area and downtown Shepherdsville. See page 33 for a map of existing land use.

The Centre is located on Vine Street in Shepherdsville, Kentucky, close to the I-65 interchange at KY 44. The area surrounding the Paroquet Springs Conference Centre serves both local residents and travelers from I-65. The proximity to the interchange makes it a natural stop for gassing up and getting a quick bite to eat. It also enables residents easy access to I-65 if they happen to commute to Louisville on a regular basis. Also intersecting with KY 44 is KY 61 (Preston Highway) to the west. The Bullitt County Courthouse and other municipal buildings are located in downtown Shepherdsville on KY 61, close to the intersection of KY 61 and KY 44.

Average Daily Traffic

Street Name	From & To	ADT (2004)
KY 44	KY 61 (Preston Highway) to the Railroad Crossing	20,200
KY 44	Railroad Crossing to I-65 Overpass	27,300
KY 44	I-65 Overpass to Centerview Drive	19,300

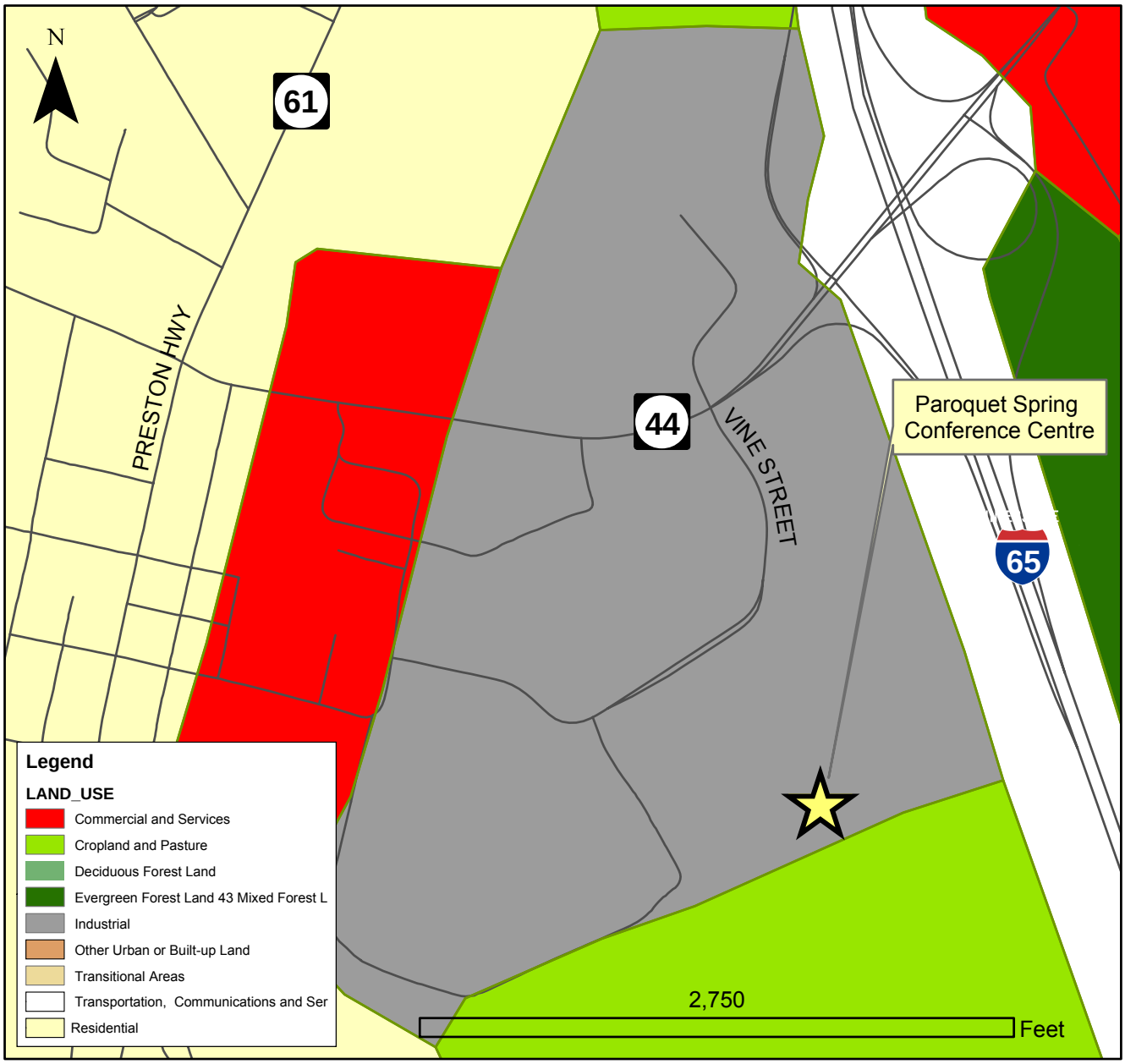
Source: CTS Traffic Count Data, Kentucky Transportation Cabinet, 2004

Transit Authority of River City Service

Route Number	Route Name	Route Type
66	Mt. Washington - Shepherdsville	Express Route

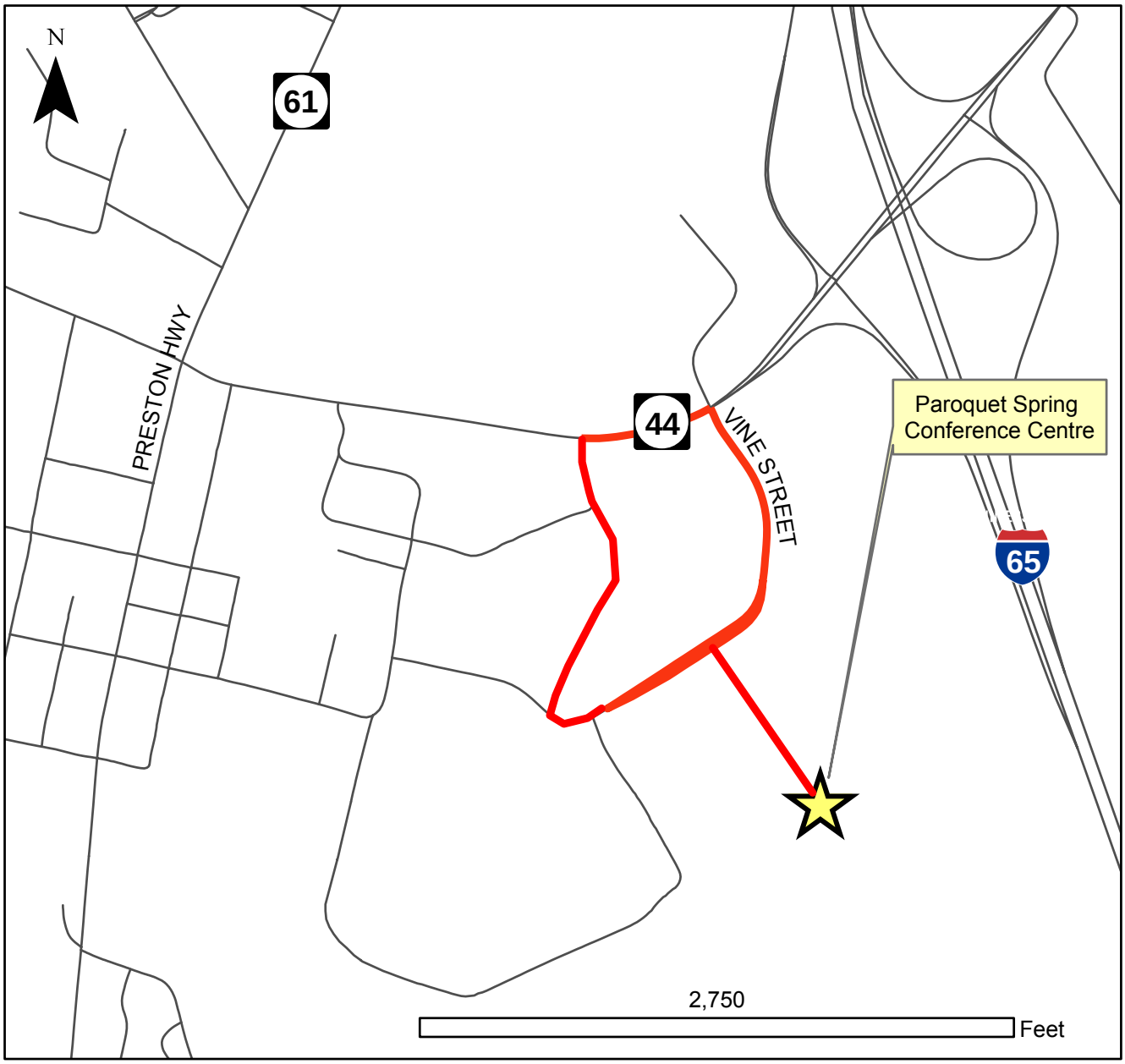
Walking Route

The walking route focused on the areas surrounding the Paroquet Springs Conference Centre. Participants left the Centre, walked up Vine Street to KY 44, turned west, walked through the shopping center on the south side of KY 44 back to Vine Street, and returned to the Centre. See page 35 for a map of the walking route.



Paroquet Springs Land Use

KIPDA
Kentuckiana Regional Planning and Development Agency



Paroquet Springs Walking Route

KIPDA
Kentuckiana Regional Planning and Development Agency

Potential Solutions Identified

Pedestrian Facilities

Install sidewalks in the following areas:

- On both sides of entrance driveway to the Paroquet Springs Conference Centre.
  - Wide (6' – 8') sidewalks along both sides of KY 44, including on the I-65 overpass.
  - On both sides of Vine Street connecting the conference center, motels, restaurants, and retail.
  - Underneath the train trestle connecting to KY 61.
  - By the Rite Aid store connecting to residential areas.

Sidewalk with ADA accessible ramp

- On both sides of the driveway entrance to the shopping center on the south side of KY 44.
- Behind the shopping center on the south side of KY 44, on both sides of the new road proposed to replace the existing gravel road.
- Connecting to Seven County Services.
- On both sides of any new streets.

Crosswalk

- Install an elevated crosswalk on Vine Street between the YMCA and commercial center.

Other

- Create a pedestrian boulevard in the shopping center on the south side of KY 44.

Bicycle Facilities

- Install clusters of bicycle parking throughout the area.
- Approach one or more of the hotels and/or conference center about renting bicycles once the greenway and multi-use path are complete.

Bicycle parking

Multi-Use Paths

- Connect the shopping areas, residential areas, downtown Shepherdsville, KOA Campground, parks and Salt River greenway with a multi-use path.


A Multi-use path

Safety

Make the following safety improvements:

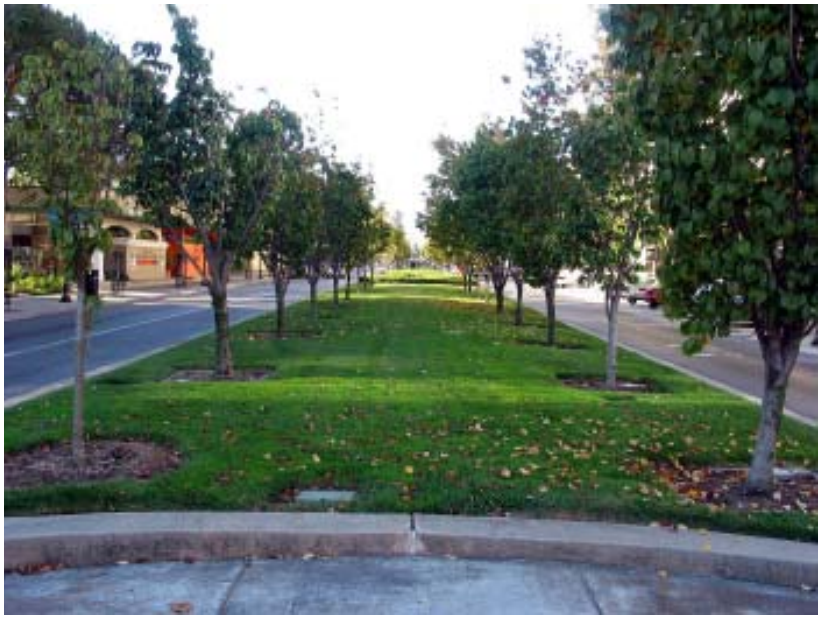
- Install additional lighting in the pedestrian connector in the shopping center.
- Install additional street lighting throughout the area to enhance safety.

Motor Vehicle Traffic Flow

Access Management

- Close the main entrance to the shopping center on the south side of KY 44 and provide motor vehicle entry behind the shopping center with parking.
- Remove excessive curb cuts and encourage shared driveways.
- Add a loop road around the shopping center (with the Kroger) on the north side of KY 44 to take some of the traffic on 44 and give drivers an alternate means of getting to KY 61.

Road Diets


A landscaped median

- Place KY 61 on a road diet in downtown Shepherdsville, creating two travel lanes, a landscaped median with turning lane, wider sidewalks and bike lanes. The intent is to calm traffic through the area and aid in the revitalization of downtown.

Other

- Place the majority of parking for the shopping center on the south side of KY 44 in the rear of the building.

Motor Vehicle Traffic Flow

Other (continued)

- Replace the existing gravel road behind the shopping center on the south side of KY 44 with a paved road that would allow for access to the new parking facility.
- Create a new street in front of the shopping center on the south side of KY 44 with sidewalks and bicycle amenities. Another shopping center would be developed in the existing parking lot and give the area a "Main Street" feel.
- Realign Vine Street with a consolidated drive-through window service.
- Create a new loop road to Vine Street and develop with mixed-use.
- Improve Vine Street and the train underpass to make it bikeable and walkable.

Transit

- Create a shared parking lot at the conference center and use a trolley to shuttle people to and from hotels, shopping, and downtown Shepherdsville.

Streetscape

- Add landscaping to Vine Street by providing a planter strip to serve as a buffer between the roadway and sidewalks.
- Plant street tress along Vine Street.
- Create an outdoor picnic area that could be shared by restaurants, both fast-food and sit-down.
- Create a duck pond/green space in the current detention basin.
- Create an outdoor food court as part of the new development.
- Improve streetscape.
- Create more public spaces.
- Plant trees along all streets in the area in the proposed planting strip between the roadway and sidewalk.
- Create a collective organization of business owners in the area to keep the area clean and landscaped.
- Add a picnic area next to Kart Country.

A landscape buffer between the sidewalk and street

Land Use

Compact mixed-use, pedestrian-friendly development

- Develop mixed-use multi-story development across from existing shopping center on the south side of KY 44. The intent of such development would be to create a Main Street pedestrian promenade where a person could park and complete a number of errands/ shopping trips at the same time by walking.
- Create a farmers' market in the front portion of the parking lot of the conference center.
- Develop/redevelop the area with mixed-use development and bring buildings closer to the street, providing a more attractive pedestrian environment.
- A mixed-use development that would contain both residential and commercial uses is needed close to the shopping center on the north side of KY 44. Ideally, it could be marketed to seniors and others who do not want to drive or no longer can drive. This will enable them to make trips to the grocery and pharmacy, in addition to other area commercial development by walking, thereby increasing their independence.
- Develop more mixed-use development on Vine Street.

Other

A multi-use path along the water's edge

- Create more water-based recreation opportunities along the Salt River to spur economic development and draw tourists to the area.
- Create an educational campaign "Take Five and Walk" to encourage people to see how far they can walk in just five minutes. Pedometers could be given out as incentives.

8th Street (Jeffersonville)

A Description of the Area

Downtown Jeffersonville is an urban environment where streets are laid out on a grid system. This area is already a pedestrian friendly environment. The land use is civic, commercial, industrial, and residential, with both single-family and multi-family homes. There are street trees, landscaping, and a fairly good sidewalk system already in place. There are a few vacant lots, but no huge holes in the downtown framework. Most of the parking is on-street, either diagonal, front-end first or parallel. The Ohio River is to the south and is currently undergoing a major redevelopment effort along the waterfront. One of the key features of the redevelopment that is planned is a bicycle/pedestrian shared-use path that will connect Jeffersonville with Clarksville and New Albany, and eventually, downtown Louisville.

Average Daily Traffic

Street Name	To & From	ADT (2001)
8th Street	Spring Street to Wall Street	13,200

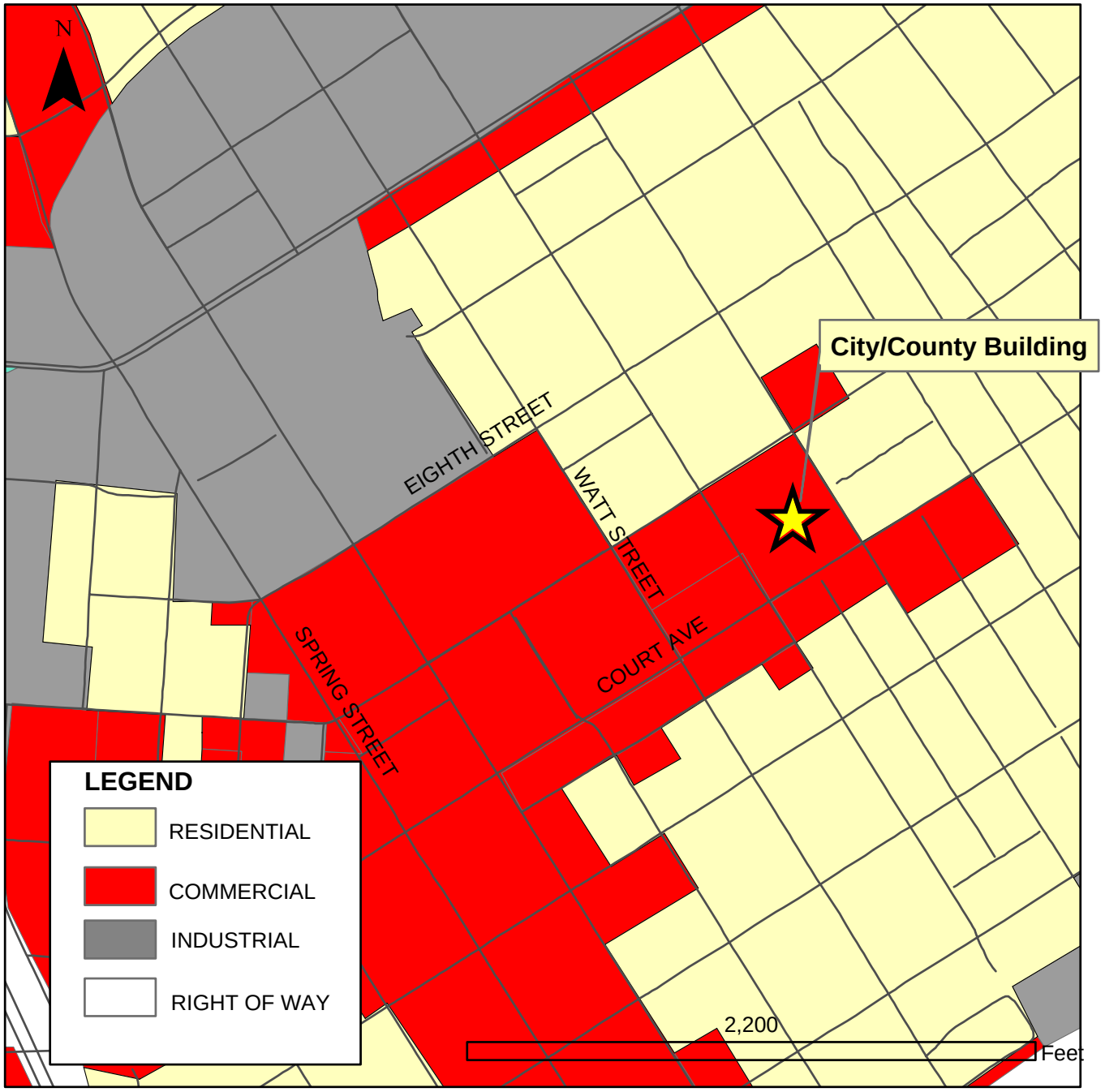
Source: KIPDA, 2001

Transit Authority of River City Service

Route Number	Route Name	Route Type
2	Second Street	Local Route
71	Jeffersonville	Local Route

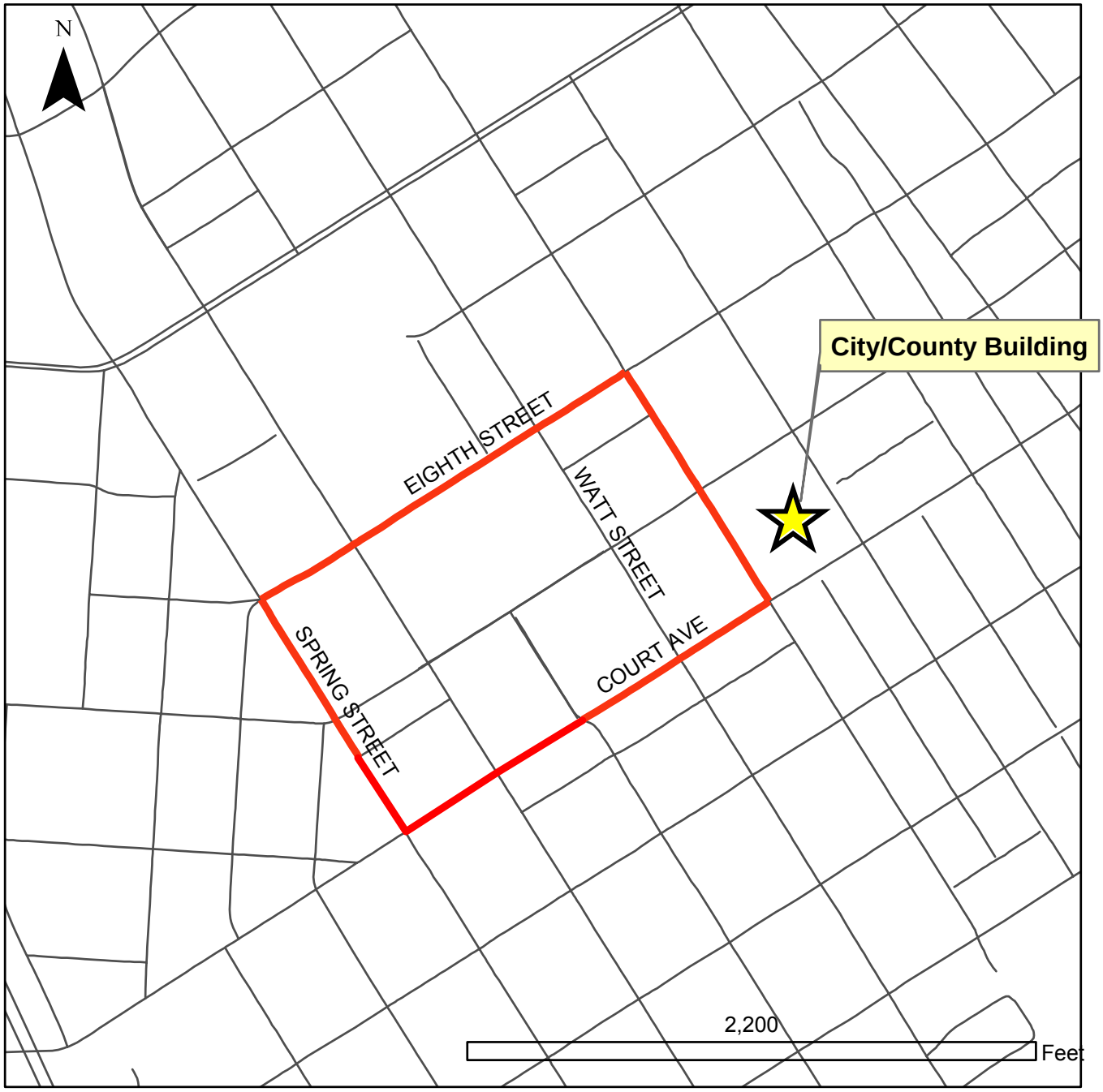
Walking Route

The walking route began at the City/County Building located at 501 East Court Avenue. Participants walked up Watt Street to 8th Street, then headed east on 8th Street to Spring Street, following Spring Street to Court Avenue, and then returned to the City/County Building. Please see page 45 for a map of the walking route.



Jeffersonville Land Use

KIPDA
Kentuckiana Regional Planning and Development Agency



Jeffersonville Walking Route

KIPDA
Kentuckiana Regional Planning and Development Agency

Potential Solutions Identified

Pedestrian Facilities

Sidewalks

- Install sidewalks throughout Jeffersonville where gaps in the system currently exist.
- Install a sidewalk on 8th Street in front of the apartment building.
- Widen the 8th Street sidewalks to allow for two to three people to walk abreast.
- Properly maintain current sidewalks.
- Remove steps to the sidewalk at 10th street.

Crosswalk

- Clearly and uniformly mark all crosswalks in downtown Jeffersonville.
- Provide a clearly marked crosswalk at the intersection of Locust Street and Court Avenue.

Bump-Outs

- Install bump-outs at all four corners of the intersection of Spring Street and 8th Street.
- Install bump-outs on all four corners of Spring Street and 7th Street.
- Install bump-outs on all four corners of Locust Street and Court Avenue.
- Install bump-outs on all downtown intersections.

Courtesy of www.pedbikeimages.org/Dan Burden

A bump-out

Transit

- Improve existing transit shelters.
- Place wayfinding maps for downtown Jeffersonville in the area's transit shelters, and specifically at the one at the corner of Spring Street and Court Avenue.

Motor Vehicle Traffic Flow

Traffic Calming

- Begin back-in diagonal parking throughout downtown Jeffersonville.
- Provide back-in diagonal parking on one side of Watt Street.
- Traffic calming measures are needed on 8th Street.
- Traffic calming measures are needed at the intersection of 7th Street and Walnut Street.

Back-in diagonal parking

Motor Vehicle Traffic Flow (continued)

Road Diets

- Place Court Avenue on a road diet from Locust Street to Fulton Street, providing one lane in each travel direction, back-in diagonal or parallel parking with bike lanes on both sides. A landscaped median would be placed in the center with pedestrian refuge areas to aid those who are unable to cross the street during the light cycle.
- Place 8th Street on a road diet by narrowing the existing lanes, creating wider sidewalks and adding bike lanes on both sides of the roadway. On-street parking can be removed if the right-of-way is currently not wide enough to accommodate the proposed street section.

Traffic Circles

- Replace current traffic control measures with a traffic circle at the intersection of 7th Street and Spring Street.
- Replace current traffic control measures with a traffic circle at the intersection of 8th Street and Walnut Street.
- Replace current traffic control measures with a traffic circle at the intersection of Wall Street and 8th Street.

Traffic circle in use

Other

- Extend the landscaped median on Court Avenue to Fulton Street. Provide pedestrian refuge areas on the median.

A landscaped median in an urban setting

- A traffic study is needed at the intersection of 7th Street and Spring Street in order to determine what measure need to be taken to make the intersection safer for pedestrians and motorists.
- Make Michigan Street one-way and provide a stop sign at the intersection of Michigan and 8th Street.
- Replace current stop sign with a better positioned one at the intersection of Wall Street and 8th Street as well as installing a traffic island to better guide traffic.

Streetscape

- Add planters with flowers throughout downtown Jeffersonville. The local businesses could be approached to help pay for some of the expense.
- All proposed medians need to be landscaped.
- Provide landscaping and greenery at the intersection of 8th Street and Spring Street.
- Add additional street furniture throughout the area.

Street furniture and landscaping

Land Use

- Develop mixed-use multi-story development on the Pfau property (empty lot behind the library).
- Build a parking garage with government office on the first floor at 7th and Watt streets to replace the existing parking lot.
- Replace LifeSpring parking lot with a parking garage with retail businesses on the first floor.
- Redevelop the area around the intersection of 7th Street and Walnut Street for mixed-use residential/office/commercial.
- Redevelop the area on Spring Street between 7th and 8th streets as mixed use with commercial on the bottom floor and offices/ condominiums/ apartments on the upper floors.

Mixed-use development

KY 393 and KY 146

A Description of the Area

Oldham County is one of the fastest growing counties in Kentucky today. Surrounding the intersection of KY 393 and KY 146 are a number of schools, a country club, municipal agencies, retail establishments, a community center, the aquatic center, a planned recreational area in addition to the facilities already present, and single-family residences. Both KY 146 and 393 are two-lane roads with little to no shoulder. The Kentucky Transportation Cabinet is in the process of realigning KY 393 to make it safer, which is one of the reasons this site was selected. The hope is that the information and input gathered at the workshop can aid in determining what the new roadway and surrounding area will look like when the project is complete. In addition, there is a greenway planned with a multi-use path that will run along KY 146 from LaGrange to the Oldham/Jefferson County line. The greenway will give Oldham County residents more travel choices, especially when thinking about accessing the many amenities close to this intersection. See the map on page 51 for existing land use.

Average Daily Traffic

Street Name	To & From	ADT (2004)
KY 393	I-71 Northbound ramp to KY 146 Junction (East)	7,930
KY 393	KY 146 Departure (West) to Cedar Point Road	3,320
KY 146	KY 1817 to KY 393	11,500
KY 146	KY 393 to Dawkins Road	8,780
KY 146	Dawkins Road to KY 53 in LaGrange	9,420

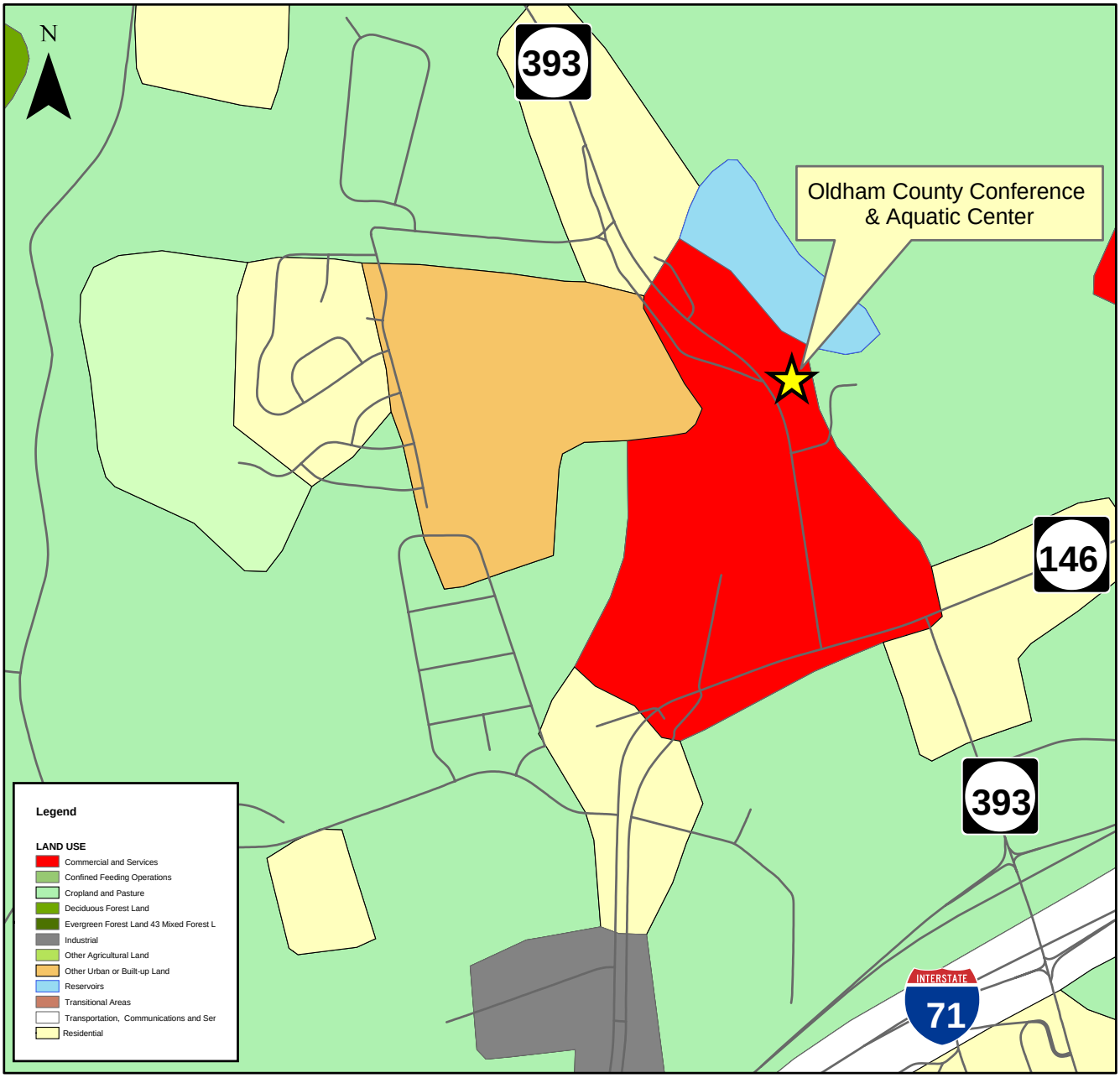
Source: CTS Traffic Count Data, Kentucky Transportation Cabinet, 2004

Transit Authority of River City Service

Route Number	Route Name	Route Type
64	Oldham County	Express

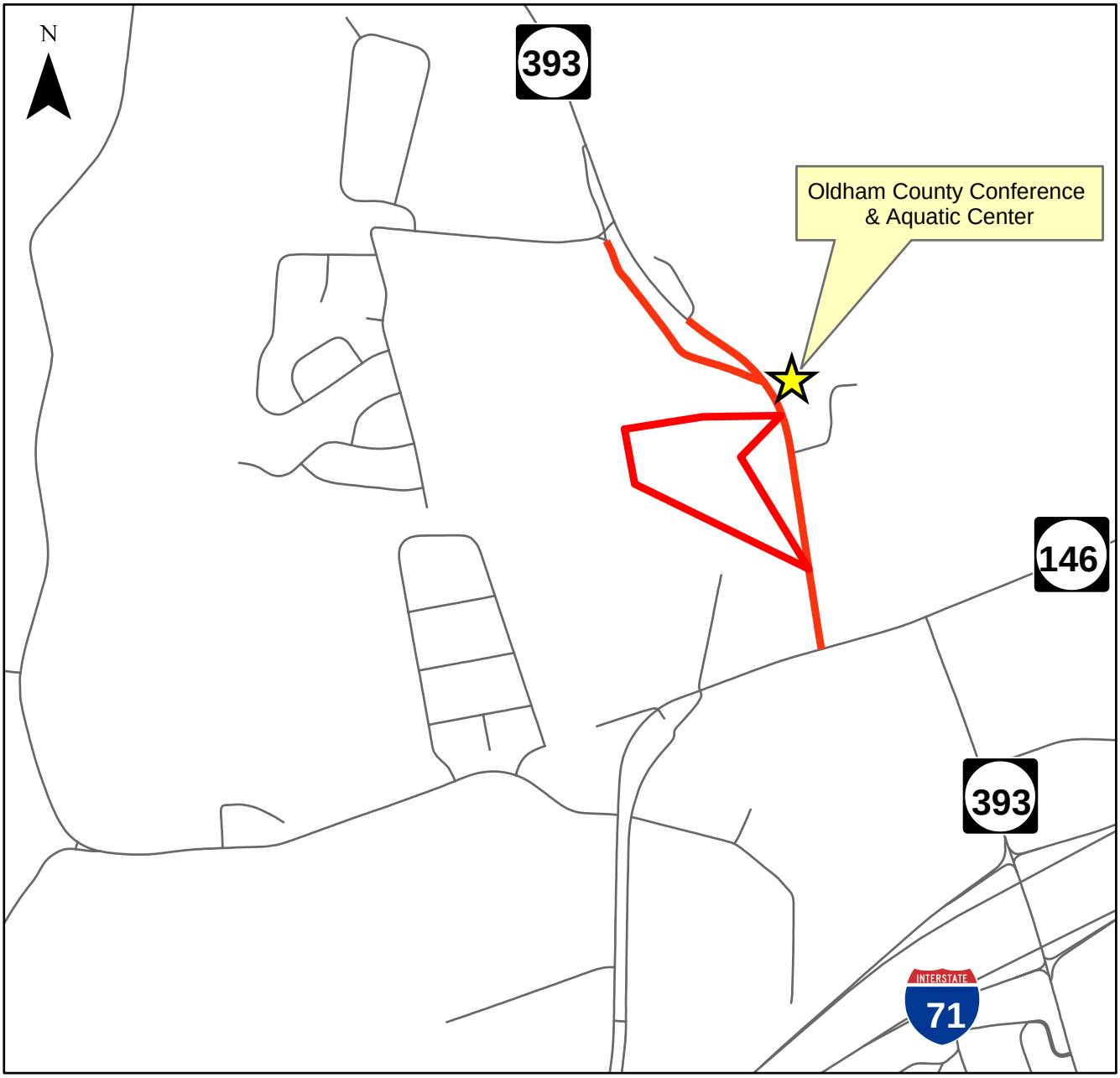
Walking Route

The walking route centered around the Oldham County Aquatic Center. The group began at the Aquatic Center and walked up Kentucky 393 to view traffic patterns at the high school when school was let out for the day. The group continued up KY 393 to the intersection of KY 146, turned around and explored some of the areas off of the road, such as the school, a portion of the county club entrance that will be closed to motor-vehicle traffic, and the senior center. Please see page 55 for a map of the walking route.



Oldham County Land Use

KIPDA
Kentuckiana Regional Planning and Development Agency



Oldham County Walking Route

KIPDA
Kentuckiana Regional Planning and Development Agency

Potential Solutions Identified

An alternative sidewalk treatment

Pedestrian Facilities

Sidewalks

- Increase the sidewalk network in Pewee Valley.
- Install sidewalks on both sides of KY 393 (current and proposed) that will connect to the planned Oldham County Greenway.
- Create a sidewalk ordinance.
- Install sidewalks that will connect the high school with nearby retail development.
- Install sidewalks on both sides of all school driveway entrances.
- Install an east/west sidewalk or multi-use path that would connect the residential area to schools.

Multi-Use Paths

- Create a multi-use path loop that would connect all of the parks in Oldham County.
- Build spur multi-use paths from the planned Interurban Greenway into neighborhoods and commercial centers.
- Create a multi-use path that would connect the ball fields and the Aquatic Center, and connect to the planned Interurban Greenway.
- Create a multi-use path that would loop around the senior center, lake, and Aquatic Center.
- Connect area residential areas to parks and schools using multi-use paths.
- Connect nodes of activity with multi-use paths.
- Connect schools, planned sports complex, and Aquatic Center with a multi-use path. Also connect to the planned Interurban Greenway.

A multi-use path

Multi-Use Paths (continued)

- Develop a greenway hub around the Aquatic and Community centers.
- Develop multi-use paths or other bicycle and pedestrian facilities as alternatives to school bus routes.
- Create non-motorized loop in planned park.
- Create a multi-use path around the lake.
- Create a multi-use path that would connect the industrial park on Allen Lane to the planned Interurban Greenway/KY 146.

Transit

A multimodal transit center

- Create a mobility center at the intersection of KY 393 and KY 146 that would have a transit stop, a park-and-ride lot, bicycle parking, and a connection to the planned Interurban Greenway. This could also provide shared parking with proposed mixed-use development next to the high school.

Motor Vehicle Traffic Flow

Intersection of old and new KY 393

- Install a traffic signal with a ped scramble cycle (This type of signal stops motor vehicle traffic in all directions and allows pedestrians to move across the entire intersection).
- Install a roundabout to control and calm traffic flow.
- Reconsider use of old KY 393 once the new portion is built. Maybe motor traffic would be limited to certain days and times, or perhaps only pedestrians, bicyclists, and buses will be able to access the roadway.


A roundabout with a pedestrian refuge area.

Motor Vehicle Traffic Flow (continued)

Intersection of old and new KY 393(continued)

- Install a roundabout at the park entrance and old KY 393 to calm traffic.

Other

- Install a pedestrian scramble signal at the intersection of KY 146 and KY 393.
- Connect stub roads in existing developments to new roads in new developments to build a more interconnected roadway network and lessen congestion on arterials.
- Remove the guardrail on Old Cedar Park Road to allow for the installation of pedestrian amenities (sidewalk or shared use path).

Land Use

- Develop mixed-use multi-story development at KY 146 and KY 393.
- Develop alternatives to strip developments, such as campact commercial nodes.
- Adopt design standards for street sections, sidewalks, multi-use paths, bicycle lanes and other bicycle and pedestrian amenities.
- Explore the possibility of a pedestrian overlay zone and/or architectural review standards.
- Create mixed-use retail/office/residential development in between high school and existing commercial development.
- Provide trail connections to industrial areas.
- Create mixed-use village center on old KY 393.

A compact and walkable retail area

Attendee Evaluation

At the end of each workshop, attendees were asked to fill out an evaluation. Some of the questions asked for ratings, while others were open-ended. For the purpose of this document, the percentages will be given for the ratings questions. Highlights from the open-ended questions are contained on the following page. Please see Appendix C for a sample evaluation form.

1. The Power Point Presentation was:

Dupont	Excellent - 48%	Good - 52%	Fair - 0	Poor - 0
Fern Creek	Excellent - 40%	Good - 60%	Fair - 0	Poor - 0
Bullitt County	Excellent - 82%	Good - 18%	Fair - 0	Poor - 0
Jeffersonville	Excellent - 50%	Good - 50%	Fair - 0	Poor - 0
Oldham County	Excellent - 61%	Good - 39%	Fair - 0	Poor - 0
TOTAL	Excellent - 55%	Good - 45%	Fair - 0	Poor - 0

2. The Walking Audit was:

Dupont	Excellent - 28%	Good - 64%	Fair - 2%	Poor - 0
Fern Creek	Excellent - 40%	Good - 53%	Fair - 7%	Poor - 0
Bullitt County	Excellent - 82%	Good - 18%	Fair - 0	Poor - 0
Jeffersonville	Excellent - 33%	Good - 67%	Fair - 0	Poor - 0
Oldham County	Excellent - 22%	Good - 72%	Fair - 6%	Poor - 0
TOTAL	Excellent - 37%	Good - 57%	Fair - 5%	Poor - 0

3. The Discussion of Next Steps was:

Dupont	Excellent - 22%	Good - 74%	Fair - 4%	Poor - 0
Fern Creek	Excellent - 57%	Good - 36%	Fair - 7%	Poor - 0
Bullitt County	Excellent - 90%	Good - 0	Fair - 10%	Poor - 0
Jeffersonville	Excellent - 33%	Good - 67%	Fair - 0	Poor - 0
Oldham County	Excellent - 35%	Good - 59%	Fair - 6%	Poor - 0
TOTAL	Excellent - 42%	Good - 53%	Fair - 5%	Poor - 0

4. Overall, how useful was the Workshop to You?

Dupont	Very - 37%	Somewhat - 52%	Little - 11%	None - 0
Fern Creek	Very - 73%	Somewhat - 27%	Little - 0	None - 0
Bullitt County	Very - 82%	Somewhat - 18%	Little - 0	None - 0
Jeffersonville	Very - 71%	Somewhat - 29%	Little - 0	None - 0
Oldham County	Very - 76%	Somewhat - 4%	Little - 0	None - 0
TOTAL	Very - 62%	Somewhat - 34%	Little - 4%	None - 0

5. Overall, how useful was the Workshop to the Community?

Dupont	Very - 48%	Somewhat - 44%	Little - 7%	None - 0
Fern Creek	Very - 87%	Somewhat - 13%	Little - 0	None - 0
Bullitt County	Very - 91%	Somewhat - 0	Little - 9%	None - 0
Jeffersonville	Very - 71%	Somewhat - 14%	Little - 14%	None - 0
Oldham County	Very - 75%	Somewhat - 25%	Little - 0	None - 0
TOTAL	Very - 70%	Somewhat - 25%	Little - 5%	None - 0

Here are some highlights from the open-ended questions:

The most useful part of this workshop was:

- Getting different folks together
- The presentation at the beginning
- Dreaming about the possibilities
- Opportunity for all to contribute
- Seeing strategies that have worked in other areas
- The synergy between all of the different interests in the project area
- Community Discussion
- Individual table discussion
- Makes you think what could be
- Awareness of these issues

The least useful part of this workshop was:

- None
- The rain
- All was beneficial
- Political officials did not hear it all
- Negativity from local members in the group towards local businesses - not the way you get cooperation

What specific next steps would you like to see taken in your community?

- Redesign streets and transportation system
- Bring in the developers and planners and start education towards policy changes that create communities where everything you need (grocery, doctor, entertainment) is accessible without jumping in the car
- Maintenance of existing sidewalks
- Task force to implement immediate fixes and study to develop a plan
- Continue what we did today
- Explore viable ways to complete the network in a practical and timely fashion
- Follow up the ideas
- Examine areas where issues of health are at the highest risk
- Require more from developers to take this lead

What specific next steps are you willing to take?

- I am willing to teach and spread the vision
- Facilitate a comprehensive plan update
- Meet with the city officials
- Health Education
- I'm taking the lead in my neighborhood
- Raise the bar for site plan review
- Getting Involved!

Appendix A
Attendees

The Honorable Clayton Stoess
Mayor of Pewee Valley
109 LaGrange Road
Pewee Valley KY 40056

Paula Nye
KYTC Bicycle & Pedestrian Coordinator
200 Mero Street, 5th Floor
Frankfort KY 40622

J.R. Ham
KYTC
200 Mero Street, 5th Floor
Frankfort KY 40622

Greg Rawlings
FHWA – Kentucky
330 West Broadway
Frankfort KY 40601

Mary Ann Bond
KYTC, District 5
P.O. Box 37090
Louisville KY 40223

Paula Gish
12008 Cloverdale Court
Goshen KY 40056

Beverly McCombs
309 W Madison Street
LaGrange KY 40031

John Callihan, Planning Manager
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Julie Satterly
204 S First Street
LaGrange KY 40031

Rick Rash
7409 Autumn Bent Way
Crestwood KY 40014

Mel Melburn
2019 Crystal Cove Drive
LaGrange KY 40031

Steve Greenwell
6004 S HWY 53
Smithfield KY 40068

The Honorable Mary Ellen Kinser
Oldham County Judge/Executive
100 W Jefferson Street
LaGrange KY 40031

Stuart Strickler
1350 N HWY 393
Buckner KY 40031-9657

Sue Johnson, Aging Planner
KIPDA
11520 Commonwealth Drive
Louisville KY 40299

Cretia Crowe
1815 N HWY 393
LaGrange KY 40031

Kevin Dant
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Chuck Berger
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Leslie Ellis
Courier Journal
525 W Broadway
Louisville KY 40202

Greg Kleinke
Oldham County Health Department
1020 Dispatchers Way
LaGrange, KY 40031

Aaron Stump
Oldham County Parks & Recreation
1551 N HWY 393
LaGrange KY 40031

Louise Allen, Director
Oldham County Planning & Zoning
100 W Jefferson Street
LaGrange KY 40031

Paul Clinton
P.O. Box 868
Crestwood KY 40014

Sarah Moser
5107 Rising Oak Court
Louisville KY 40245

Bill Tucker
4118 Sewanee Drive
LaGrange KY 40031

Ralph Hall
113 Rest Cottage Lane
Pewee Valley KY 40056

James Hise
325 W Main Street
Louisville KY 40202

Judy Hall
113 Rest Cottage Lane
Pewee Valley KY 40056

Pat Thompson
1712 Spring Street
Jeffersonville IN 47130

Kathy Haller
7867 Scottsville Road
Floyds Knobs IN 47119

Michael O'Loughlin
INDOT Bicycle & Ped Coordinator
100 N Senate Avenue
Indianapolis IN 46260

Hal Kovert
630 Walnut Street
Jeffersonville IN 47130

Glenda Seal
INDOT – Seymour District
185 Agrico Lane
Seymour IN 47274

Peter Burkhart
Wayside Christian Mission
3935 Kennison Court
Louisville KY 40207

Tony Decker
300 Brighton Avenue
Jeffersonville IN 47130

Hal Sanders
418 Riverside Drive
Jeffersonville IN 47130

Jorge Lanz
JACOBI TOOMBS & LANZ
120 Bell Avenue
Clarksville IN 47129 -1896

Garry Pavey
Jeffersonville Police Department
501 E Court Avenue
Jeffersonville IN 47130

Robert Poff
1406 Frederick Avenue
Jeffersonville IN 47130

Laura Renwick
Historic Landmarks Foundation
113 W. Chestnut Street
Jeffersonville IN 47130

Don Lubinsky
INDOT
100 N Senate Avene
Indianapolis IN 46204

Emma Jean Coombs
3610 Utica Pike
Jeffersonville IN 47130

Dr. Thomas Rohr
2112 Utica/Sellersburg Road
Jeffersonville IN 47130

Janene Grantz
TARC
1000 W Broadway
Louisville KY 40203

Mary Sue Ellenbrand
926 E 7th Street
Jeffersonville IN 47130

Lisa Green
27 Artic Springs
Jeffersonville IN 47130

Dennis Dierking
316 Hopkins Lane
Jeffersonville IN 47130

The Honorable Robert Waiz
Mayor of Jeffersonville
501 E Court Avenue
Jeffersonville IN 47130

Chris Padgett, Director
Jeffersonville Planning
501 E Court Avenue
Jeffersonville IN 47130

The Honorable David Lewis
Clark County Commissioner
7420 Bethany Road
Charlestown IN 47111

Candy Sitler
1501 E 8th Street, Building #7
Jeffersonville IN 47130

Lois Judd
Louisville Metro Health Department
400 E Gray Street, Rm. 10
Louisville KY 40202-1740

Kendal Baker
Louisville Metro Planning & Design
531 Court Place, Suite 900
Louisville KY 40202

Ron Alsup
3500 Fountain Drive #5
Louisville KY 40218

Brian K. Newman
8918 Fox Chase Place
Louisville KY 40228

Mark Adams
Louisville Metro Public Works
531 Court Place, Suite 400
Louisville KY 40202

Marilyn Minnick, Aging Planner
KIPDA
11520 Commonwealth Drive
Louisville KY 40299

Cassandra Culin
185 N. Bellaire Avenue
Louisville KY 40206

Mike Kuzmich
TARC
1000 W Broadway
Louisville KY 40203

Mark Anderson
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

David Self
JCPS
3001 Crittenden Drive
Louisville KY 40209-1119

Tom Wright
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Lloyd Seales
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Angela Hollingsworth
Louisville Metro Health Department
400 E Gray Street
Louisville KY 40202-1740

The Honorable Robin Engel
Louisville Metro Councilman
District 22
5601 Pavilion Way
Louisville KY 40291

Greg Groves
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Brent Sweger
KYTC
200 Mero Street
Frankfort KY 40622

Jamey Cash
8331 Grand Trevi Drive
Louisville KY 40228-4200

Youfi V. Crentsil
Louisville Metro Health Department
400 E Gray Street
Louisville KY 40202-1740

Barbara Kritlow
9039 Fern Creek Road
Louisville KY 40291-1947

Tom Lewis
4501 Bardstown Road
Louisville KY 40218

Mojgan Taghizadeh
601 W Jefferson Street
Louisville KY 40202

John A Swintosky
Metro Parks
P.O. Box 37280
Louisville KY 40233

Charles Preston
10002 Fern Creek Road
Louisville KY 40291

The Honorable Rob Rothenburger
Shelby County Judge/Executive
501 Main Street
Shelbyville KY 40065

Ellsworth Collins
500 Twelve Oaks Drive
Mt. Washington KY 40047

Mike Nolan
P.O. Box 130
Clermont KY 40110

Jeff Teague
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Kyle Cooper
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Randall Embry, Transportation Planner
KIPDA
11520 Commonwealth Drive
Louisville KY 40299

Pam Johnson
3351 Greenbriar Road
Mt. Washington KY 40047

Betty Bradbury
298 Prairie Drive
Hillview KY 40229
The Honorable Joseph Sohm
Mayor of Shepherdsville
P.O. Box 400
Shepherdsville KY 40165

Robert A. Fonts
229 Leesvalley Road
Shepherdsville KY 40165

The Honorable Joetta Calhoun
245 Briarcliff Court
Mt. Washington KY 40047

Brian Moore
The Courier-Journal
525 W Broadway
Louisville KY 40202

Angie Woodward
491 Big Springs Drive
Shepherdsville KY 40165

Pat Smith Darnell
1040 Highway 44 E
Shepherdsville KY 40165

Ruth Chowning
384 Halls Lane
Shepherdsville KY 40165

Cindy Venable
810 Barret Avenue
Louisville KY 40204

Cathy Palmer-Ball
810 Barret Avenue
Louisville KY 40204

Kris Hughes
2347 Payne Street
Louisville KY 40206

Paul Lederer
University of Louisville
Department of Civil & Environmental
Engineering
Louisville KY 40292

Karen Mohammadi
HNTB
300 W Main Street
Louisville KY 40202

Dennis Crowley
1605 Fitzgerald Court
LaGrange KY 40031

Mark French
University of Louisville
Civil Engineering Department
Louisville KY 40292

K. O'Neil
801 Vine Street
Louisville KY 40204

Sarah Howard
801 Vine Street
Louisville KY 40204

Jonathan Henney
Gresham Smith
239 S 5th StreetSuite 1200
Louisville KY 40202

Ron Schneider
KYTC
200 Mero Street
Frankfort KY 40622

Barry Zalph
Louisville Metro APCD
850 Barret Avenue
Louisville KY 40204

Paula Wahl
Louisville Metro Public Works
601 W Jefferson Street, Rm. 10
Louisville KY 40202

Andrea Clifford
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Aida Copic
Louisville Metro Planning & Design
531 Court Place, Suite 900
Louisville KY 40202

Sheila Andersen
Louisville Metro Health Department
400 E Gray Street
Louisville KY 40202-1740

Jeff Schneider
2301 Douglass Boulevard
Louisville KY 40205

Brian Hosch
2301 Douglass Boulevard
Louisville KY 40205

Lula K. Howard
4009 Landside Drive
Louisville KY 40220

Brian Meade
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

Dave Hulefeld, Planning Manager
531 Court Place, Suite 900
Louisville KY 40202

Ann Wethington
Louisville Metro Health Department
400 E Gray Street
Louisville KY 40202-1740

Sheila Oldham-Smith
Louisville Metro Health Department
400 E Gray Street
Louisville KY 40202-1740

Sarah Lynn Cunningham
MSD
P.O. Box 740011
Louisville KY 40201

Jessie Halladay
The Courier-Journal
525 W Broadway
Louisville KY 40202

Dale Hettinger
815 W Market Street
Louisville KY 40202

Kelly Kennedy
Frazier Rehab Institute – Med. Ctr. East
4912 HWY 42
Louisville KY 40222

Mary Garry
2400 Saratoga Drive
Louisville KY 40205

Nina Walfoort
TARC
1000 W Broadway
Louisville KY 40203

Fred Crimson4
216 Rudy Lane
Louisville KY 40207

Tony Harrod
KYTC – District 5
P.O. Box 37090
Louisville KY 40233

The Honorable Tom Owen
Louisville Metro Councilperson
District 8
601 West Jefferson Street
Louisville, Kentucky 40202-2741

Nancy Braxton-White
Louisville Metro Planning & Design
531 Court Place, Suite 900
Louisville KY 40202

Mohammad Nouri
Louisville Metro Planning & Design
531 Court Place, Suite 900
Louisville KY 40202

Michelle Wade, Aging Planner
KIPDA
11520 Commonwealth Drive
Louisville KY 40299

Mary Lou Hauber, Transportation Planner
KIPDA
11520 Commonwealth Drive
Louisville KY 40299

Lori Kelsey, Transportation Planner
KIPDA
11520 Commonwealth Drive
Louisville KY 40299

Appendix B
Media Coverage

“A Step Toward Helping Nondrivers: Walkers’ and Cyclists’ Woes Examined”

By Jessie Halladay
The Courier-Journal
March 2, 2004

In some places in the Dupont area, where Dutchmans and Breckenridge lanes meet, the sidewalks are so cracked and ragged they are dangerous to walk on.

In other places, smooth, safe sidewalks dead-end into landscaping, leaving people no place to walk but the street.

Then there are the places where there is no sidewalk at all.

It’s these conditions that a group of community planners and walking advocates found yesterday when they toured — on foot — the busy section surrounding Norton Suburban Hospital yesterday.

The tour was part of a workshop presented by the National Center for Bicycling and Walking and sponsored by the Kentuckiana Regional Planning and Development Agency.

It was designed to get local officials and residents thinking about how to make streets safer for people not in vehicles.

“This is really a classically unwalkable and hopeless-looking place,” said Mark Fenton, a national facilitator brought in for the workshop.

“But the good news is, places this bad and worse have made the turnaround.”

For some people, regardless of whether anything changes in the Dupont area, the workshop was a lesson in thinking more like those who don’t drive everywhere.

Lula Howard, chairwoman of the Louisville Metro Planning Commission, said she will review plans that come before her with more of an eye toward pedestrian safety.

Howard was disturbed by some of the things she saw on the walk and said it’s important to keep walkers, and people with physical disabilities, in mind when planning.

“We have to focus on how we’re going to get handicapped people in these pedestrian activities because in some places you can’t even use a wheelchair or a walker,” she said.

Yesterday’s workshop, held at Norton Suburban, was the first of five planned in the region.

Others will be held in the Fern Creek area, Shepherdsville, Oldham County and Jeffersonville, Ind., over the next two days.

And three workshops will be held in the Lexington area at the end of the week.

During yesterday’s four-hour session, about 30 advocates of making Louisville a friendlier walking and biking town discussed what they would like to see change, not only in the Dupont area but the entire city.

Participants, ranging from city planners to environmentalists to health-care workers, listed their dreams for a city in which pedestrians and bikers don't have to brave dangerous conditions in order to get from place to place.

Among their ideas: tree-lined paths, pedestrian overpasses to bypass busy streets and bike lanes.

"Ideas are just flowing out of everybody," said Stacey Clark-Gann, who works with KIPDA. She said ideas generated at the workshop will be compiled and presented to city government to see whether they could be implemented.

By having workshops, instead of funding specific projects, local people start to develop the skills they need to make long-term changes, said Fenton, of the National Center for Bicycling and Walking.

"We can inspire, instruct and validate," he said.

"We try to leave them with very specific ideas."

Sheila Oldham-Smith, who works for the Louisville Metro Health Department, said she decided to participate because it's important to make it easier for people to walk during their everyday routines, helping them stay fitter.

The workshop, she said, was a chance to achieve "change that will make an effective walking space."

“Walks on the Wildside”

By Brian Moore
The Courier-Journal
March 10, 2004

On the days Mark Fenton isn’t serving as host of his weekly PBS TV series about fitness and travel called “America’s Walking,” he is traveling around the country educating leaders about how to make their towns more friendly to pedestrians and bicyclists.

Last week he stopped in Shepherdsville, and he wasn’t impressed with the conditions pedestrians face there — to put it mildly.

During a half-hour walk from the Paroquet Springs Conference Centre to the Kroger store and back, Fenton pointed out what he called disastrous problems pedestrians face while trying to navigate the city.

There were no sidewalks, crossing signs didn’t work at the Ky. 44 entrances to Burger King and the Shepherdsville Square shopping center, and there were rocky road shoulders where people walk within a foot of passing traffic.

His message to leaders: making towns more pedestrian-friendly reduces traffic accidents and fatalities because drivers come to expect pedestrians and use more caution. And making it safer to get around on foot would lead to healthier children because parents would feel more comfortable letting them go outside to play, he said.

“Don’t doubt that modest changes could have a huge impact on a community,” Fenton told about 20 Bullitt County leaders. “We’re seeing mall-and-sprawl development, but we should have housing areas surrounding commercial centers. That way people can walk instead of drive.”

His presentation was part of a series by the National Center for Bicycling and Walking. It was sponsored by the Kentuckiana Regional Planning and Development Agency.

Fenton called on city and county planners to consider “crazy ideas” in building their communities: Instead of building huge subdivisions away from retail centers, create mixed-use areas of retail, commercial and residential. Instead of minimum setbacks to keep businesses from crowding the streets, have maximum setback requirements to bring storefronts to the street, thereby moving large parking lots behind the buildings.

Fenton led 10 people, including local leaders, Realtors, and tourism and school officials, on the walking tour. He pointed out that there are 10 restaurants within a quarter-mile of the conference center. But there are no sidewalks leading to any of them, making it more difficult for someone attending an event at the center to skip out for a quick lunch or dinner.

He also suggested that schools be built in dense residential areas to encourage students to walk to school and to prevent long lines of cars when parents pick up and drop off their children.

“Idling cars create pollution all around schools, and kids just walk right out into it,” Fenton said.

Those who attended last week's event said they didn't realize the importance of building their towns to better suit pedestrians.

"Shepherdsville isn't really walker-friendly at all," said Pat Smith-Darnell, the safe and drug-free schools coordinator for Bullitt County schools. "It would be nice if we could give that feel, because it's short distances here between a lot of things. But what should be a really nice walk is almost treacherous, as it is now."

Mount Washington City Councilwoman Joetta Calhoun said the seminar helped her recognize the barriers preventing her city from being a walkable community. She said she planned to use the information to meet with other county leaders to organize a plan to seek grants for sidewalks and trails.

"Simply because we are so automobile-oriented, you don't notice those things about your city that make it hard on walkers. I think we have to start realizing that land use and transportation decisions affect the general livability of our community."

“Officials get Course in Walkway Benefits”

By Leslie Ellis
The Courier-Journal
March 10, 2004

If you want to get around Buckner — a growing hub with five schools, recreation facilities and subdivisions — don’t even think about walking or riding a bike.

Sidewalks and bike lanes are nonexistent. Want to get from the high school to the aquatics center a few blocks north? Just jump the 2-foot deep drainage ditch to cross the street, then hike on the grass.

Or want a soft drink over at Subway on Ky. 146? Hoof it cross-country.

Or maybe you live nearby in Grand Villa. Scratch walking home. There are no paths linking schools and the subdivisions that have sprung up around them, and walking along Ky. 146 is perilous at best.

Even getting from the senior citizens center to the community center and athletic fields on the east side of Ky. 393 is tricky. There’s no path linking them. You have to traipse over uneven terrain.

“We need a more kid-friendly way to get through Buckner,” said Paul Clinton, a longtime proponent of developing a network of paths through Oldham County, including a Buckner loop with spurs linking the parks and subdivisions.

He was among a dozen people who hiked up Ky. 393 one afternoon last week as after-school traffic whizzed by to get a better feel for how to make things safe to walk or ride a bike so people weren’t so dependent on vehicles to get around.

“There are several small subdivisions nearby,” said Oldham Magistrate Beverly McCombs. “Maybe we could get them to connect” to the 50-acre park the county plans to develop nearby.

Clinton and McCombs were among the 25 local officials and residents who attended a workshop on “walkable communities” presented by the National Center for Bicycling and Walking and sponsored by the Kentuckiana Regional Planning and Development Agency. Other workshops were held last week in Metro Louisville and Southern Indiana.

They came away with some new ideas — from putting stores closer to the road to encourage sidewalk browsing and slow traffic on the roads to building two-lane roads with bike lanes instead of four-lane thoroughfares.

“Oldham County has become very automobile dependent,” Judge-Executive Mary Ellen Kinser said at the start of the workshop. People used to laugh at the idea of building paths and sidewalks, Kinser said. But the community “is starting to embrace the idea.”

Oldham already has some projects in the works that would foster walking and cycling.

Greenways for Oldham County is working on developing a 13-mile, multi-use path from Pewee Valley to La Grange that generally would follow Ky. 146 but would include a loop connecting recreation facilities and schools in Buckner. The group is working on securing right of way and money.

While the widening of Ky. 22 from Crestwood to Centerfield is still several years away, plans include construction of sidewalks linking subdivisions in that fast-growing corridor.

And county and state highway engineers are reworking plans for realigning Ky. 393 north of Ky. 146 to coordinate vehicle and pedestrian access in the Buckner area. The realignment will eliminate the dogleg intersection.

“In Oldham County, you have a lot of isolated development,” said Mark Fenton, the leader of the workshop that was part pep-talk, part reality check. “You need to talk about how to deal with that issue.”

But doing things differently, he said, “is going to be contentious. It is not going to be easy.”

Fenton, an expert on walking, is the former editor-at-large of Walking magazine, host of the PBS series “America’s Walking,” and was a five-time member of the U.S. national race walking team.

Walkable and bikable communities have networks of paths and sidewalks that are safe to use and easily accessible, he said. They have compact development that mixes retail and residential. And there’s not only a civic commitment to make a community walkable, but involvement from builders and developers, he said.

That can include building sidewalks in subdivisions, linking subdivisions with pedestrian paths or building retail centers with sidewalks in front and storefronts close to the road, instead of massive parking lots. That “village” approach, he said, encourages walking and slows traffic.

Land use “is the biggie out here,” Fenton said. “The more you can mix things up (residential, work and retail) and have things closer together, the more you can have people using trails. It’s time as a county to address this.”

But some county residents don’t want high-density development, several people said, nor do they want commercial development next door. And some don’t want connector paths alongside their yards.

Fenton also offered tips to slow traffic and make it safer for pedestrians and cyclists. Pavement can be raised slightly at intersections to slow vehicles, or traffic circles can be used instead of traditional intersections. Curbs that narrow driving lanes and landscaping, such as tree-lined streets, also slow traffic.

Workshop participants came up with a “wish list” for the Buckner of the future. Armed with colored markers and aerial maps, they drew in paths networking out from the trail Greenways hopes to build along Ky. 146. There were trails linking subdivisions and the schools and the parks and a nearby business park. A “walk and ride” parking lot was proposed, as was a retail center with shops and movie theaters across from the high school.

Several participants said the workshop gave them a new perspective.

“I don’t think I had thought about sidewalk communities,” said Magistrate Paula Gish, herself an avid walker. And Magistrate Steve Greenwell said it will be important to consider building connector paths through Buckner and other communities.

“Program centers on Walking, Bicycling Capacity”

By Jon Reiter
The Evening News
March 11, 2004

Neighborhoods are more than just places where people live.

They are cultural, activity and civic centers, and afford unique opportunities for health and fitness. That’s if they’re set up the right way, according to Mark Fenton, an instructor with the National Center for Bicycling and Walking in Boston, Mass.

Fenton was on hand in Jeffersonville yesterday to guide public officials and concerned citizens through one of five “Walkable Community” workshops being conducted in the Louisville metro area this week.

The goal of the workshop, which was paid for by a grant through the Kentuckiana Regional and Planning Development Agency (KIPDA), was to show local leaders how they can set up their community to be more pedestrian and bicycle friendly.

The morning session included a walking tour of a several-block area encompassing the City-County Building and Eighth, Spring, Watt and Wall streets and Court Avenue.

“It’s great for your health. It’s great for your community’s health,” said Fenton, who is also the host of America’s Walking, a weekly fitness show on PBS.

“Fifty years ago, two-thirds of all kids walked or biked to school,” he said. “There has been a big change.”

To accentuate what he was talking about, Fenton and fellow instructor Megan Hoyt showed graphs highlighting the spread of obesity through the Midwest. People aren’t walking or biking as much, and less activity has resulted in more people getting fat, they said.

“They are saying there’s going to be an obesity epidemic in this country,” Fenton said. “I would argue it’s already here.”

Another item that was discussed was holding developers of subdivisions accountable for making their neighborhoods more accessible for pedestrians and bicyclists.

Fenton argued that despite the fact developers often don’t want to pay for bicycle or pedestrian trails, doing so can increase the value of their property.

“People want that access now,” he said. “It used to be golf courses; now it’s whether or not you have access to trails.”

But to get people to walk outside, communities have to be safely set up for pedestrian and bicycle access. On the 45-minute walk through Jeffersonville yesterday, Fenton pointed out several obstacles to that end.

Several stop signs along the route were set too far back from intersections, resulting in decreased motorist visibility. Some boulevards along Court Avenue didn't extend far enough toward intersections or up to crosswalks — which could give pedestrians a place to pause when crossing against traffic.

Tony Decker, assistant fire chief, said he believes the city's sidewalk system needs updates. Not having sidewalks often forces cyclists or pedestrians into the roads — where they're more likely to be struck by vehicles.

"You go to any neighborhood in the city and you see places where the sidewalks are missing," Decker said. "It's a safety hazard."

County Commissioner David Lewis, who was also in attendance, said he believes Americans are too married to their automobiles.

Lewis said he would like to see bike lanes added to some city streets and an improved sidewalk system.

"I think we're being too dependent on the automobile, and that's going to come back to haunt us," he said.

Despite these shortcomings, Hoyt and Fenton applauded the city for having a walkable street grid in place and for generally being pedestrian-friendly.

"You have an awesome infrastructure here," Hoyt said. "What we're hoping to hear is ... if we need to add something, let's make it better than what we already have."

After the tour, participants were asked to look at maps of the walking area and mark what they thought was needed to make it more pedestrian and bicycle friendly.

They came back with several suggestions, which were compiled and will be part of the city's upcoming master development plan, according to Planning and Zoning Director Chris Padgett.

"It's important to have a vision, to have a plan (for development)," Padgett said. "Our future decisions will be based upon that document."

Padgett also noted several projects, including renovation of the Big Four Bridge, the Ohio River Greenway Project and the Rails to Trails program — which are in development and all include pedestrian and bicycle access.

"This is going to give us a better idea of where we want to be," Padgett said of the seminar.

“Walkable Community Workshop offers Insight on KY 393”

By Julie Satterly
The Oldham Era
March 11, 2004

There was no doubt about it. Paul Clinton felt out of place.

As his shoes sank in the mud and his jacket became more damp from the drizzling rain, Clinton watched as school buses took over the access road near the Ky. 393 school campus that was once occupied by a small group of pedestrians.

When asked how he felt about having to push himself off the road, Clinton didn’t hold back.

“I felt like a fish out of water,” said Clinton, a county resident involved in the interurban greenways project. “There’s no place for a pedestrian to walk here.”

Clinton was one of several county residents and officials invited to participate in a walkable community workshop March 3 presented by The National Center for Bicycling and Walking. The workshop was made possible through a grant provided by Kentuckiana Regional Planning and Development Agency, applied for by Oldham County Judge-Executive Mary Ellen Kinser and Planning and Zoning Director Louise Allen.

Participants studied the intersection of Ky. 393 and Ky. 146 during the workshop, walking the area and then mapping out ideas to make it more pedestrian friendly.

Kinser said at the beginning of the workshop that making Oldham County a walkable community is important to the county’s vitality and to residents’ health.

“Oldham County has become very automobile dependent,” she said. “And in order to get around just from the high school to Wendell Moore park, the safest thing to do is to get in the car and drive it. ... Walking it would be very easy if there was a way to do so.”

Kinser said making a community walkable is also a health issue, as many people do not have the means in their communities to carry out a healthy lifestyle through walking.

“Prominence of cars, videos and computer games and leisure activity has increased lifestyle problems for every American,” Kinser said. “An individual must choose to be active. ... But it’s much easier to choose to be active if you’re given the facilities and the means to do it.”

Kinser said the Ky. 393 and Ky. 146 area was chosen because the project had to combine a highway that had been approved and is under design. She said a plan for North Ky. 393 was brought to the table in November, but it lacked options for walking and effectively driving from the high school and Wendell Moore park to the 55-acre sports park currently being developed. Officials sent that plan back to the drawing board, she said, and the workshop would provide a tool to help develop that plan.

As the workshop began, each participant told the group what his or her vision for the community is

— and as the list began to grow, ideas of greenways, walkability, linking parks to neighborhoods and healthier lifestyles were brought forth.

Mark Fenton, a consultant with The National Center for Biking and Walking and a planning and zoning commission member in his hometown near Boston, Mass., talked with the group about the plan for making a community walkable. He said a lack of pedestrian options causes higher health risks for certain diseases for members of the community because sedentary lifestyle is encouraged. He said communities have to act now to enhance the lives of their residents and also economic development in the area.

“I challenge you, is that what we are by system, by habit, building in Oldham County?” Fenton said. “What are we going to do about it?”

Fenton said there are five elements important in creating a vision — networking, land use decisions, safety, functional details of destination site and a civic commitment from the community.

To provide a solid network in the area, Fenton said sidewalks should be required on every street, with a 5-foot minimum. He stressed the importance of complying with the Americans with Disabilities Act in angled drives and curb ramps. He also suggested improving connections with a transit system and trails and greenways, as well as creating spur trails that go through neighborhoods to reach industrial areas.

Land-use decisions are an important factor in Oldham County, Fenton said. Smart growth is important in networking, he said, in that poor growth will encourage driving and will not promote avenues for walking in a community. He gave an example of two communities where children had to get to school — in one, the only option was to drive around the perimeters of the neighborhood only to get stuck in traffic, while the other provided trails and connectors from subdivisions to schools so students could walk to school easily.

“Destinations have to be close enough together,” Fenton said. “You’ve gotta get there. It’s time as a county to do this. To not act is to make a decision. You guys have to know it’s a decision to not do anything.”

Fenton encouraged the group to look at how pedestrian access could promote economic activity, as well as changing planning and zoning bylaws to allow more pedestrian-friendly environments.

After Fenton’s presentation, participants split into two groups to tour the Ky. 393 and Ky. 146 area. Walking through the mud and rain at around 3:15 p.m. offered insight into how school traffic operates and what could be done to alleviate congestion and provide safe walking and bicycling options.

Kinser said the North Ky. 393 proposal brought forth in November did not provide pedestrian access for those traveling from the schools to the sports park, and also made driving difficult.

“To get to the sports park, people had to shift from the old road to the new road to the school parking lot to the access road,” Kinser said. “There was no pedestrian access. ... It’s very sad that you have to drive to the sports field to get to the sports field.”

After returning from their walk, participants returned to map out options for making the 393 area more walkable. Several groups drew plans that connected interurban greenways to surrounding

schools, sports parks and subdivisions by connecting trails, as well as providing pedestrian signs, sidewalks, taking out guardrails and providing shared parking. The installation of a roundabout on 393 to provide safer pedestrian crossings was discussed, as well as encouraging the development of a shopping district near the schools that provided grassroots stores and unique development.

Judy Hall, who is also involved in the greenway project in Oldham County, asserted to the group that county officials must act now to achieve this vision for the community.

“If you don’t think about it now, things will get in the way,” Hall said. “This is the time we should be looking at these things. It’s the big picture.”

Kinser said she would like to hear community input on some of the plans created by participants. She said officials have the opportunity now to put something on paper and gauge public opinion about such a project.

Fenton told the group they must put forth the effort now.

“It’s going to be paramount for every one of you to be the vocal point for this plan,” Fenton said. “You guys are going to have to be the sales people.”

Appendix C
Sample Evaluation Form

Walkable Community Workshop Series

A Walkable Community Workshop: *Louisville Metro*

Workshop Area: DuPont (Breckenridge Lane & Dutchmans Lane)

Monday, March 1, 2004
12:30 p.m.
Norton Suburban Hospital
6001 Dutchmans Lane
Plaza 3, Room 1
Louisville KY 40220

Thank you for participating in the Walkable Communities Workshop! Please help us fine-tune this project by giving us your feedback and ideas. We appreciate your help!

1) The PowerPoint presentation was:
___excellent ___good ___fair ___poor

2) The walking audit/walkabout was:
___excellent ___good ___fair ___poor

3) The discussion of possible local strategies and next steps was:
___excellent ___good ___fair ___poor

4) Overall, how useful was this workshop to you?
___very ___somewhat ___a little ___not at all

5) Overall, how useful do you think this workshop was or will be to this community?
___very ___somewhat ___a little ___not at all

6) The most useful part of this workshop was:

7) The least useful part of this workshop was:

8) What specific next steps would you like to see taken in your community?

9) What specific next steps are **you** willing to take?

10) Please check any that apply to you:
___community resident
___elected official
___student (grade/level: _____)
___employee of local agency (which one? _____)
___employee of regional agency (which one? _____)
___employee of federal agency (which one? _____)
___other: (please specify)_____

11) Please share any additional comments on the back of this page.

Funding provided by the Robert Wood Johnson Foundation, the Kentuckiana Regional Planning & Development Agency (KIPDA), the Kentucky Transportation Cabinet (KYTC), and the Indiana Department of Transportation (INDOT). Sponsored by the Kentuckiana Regional Planning & Development Agency (KIPDA) in partnership with the Louisville Metro Government.

Appendix D
National Center for Bicycling & Walking Information

The National Center for Bicycling and Walking (NCBW)

as taken from www.bikewalk.org/ncbwservices/aboutncbw.htm

The National Center for Bicycling & Walking (NCBW) is the major program of the Bicycle Federation of America, Inc. (BFA), a national, nonprofit [501(c)(3)] corporation established in 1977. Our mission is to create bicycle-friendly and walkable communities. The NCBW is governed by a volunteer board of directors and operates from offices located in Washington, DC (headquarters), Middlebury, Vermont, and Missoula, Montana.

The NCBW is not a membership organization; our revenue comes from grants, contracts, and consulting fees. In 2001, the NCBW was awarded a multi-year grant from The Robert Wood Johnson Foundation (RWJF) to provide information and resources to communities and professionals working to create more activity-friendly communities. This program is referred to as Active Living's Technical Assistance Center, or ALTAC for short. The grant is part of RWJF's efforts to provide improved opportunities for Americans to be physically active on a daily basis in the communities where they live and work. It is the largest grant ever awarded to the National Center for Bicycling & Walking.

Ongoing NCBW activities include:

- providing specialized consulting services in the areas of long-range planning, policy development, public involvement, route selection, planning and design guidelines for bicycle and pedestrian facilities
- training programs for public health and transportation agencies
- economic development and tourism planning and analysis
- organizing and managing workshops and conferences, including the biennial Pro Bike / Pro Walk conference.

In addition, we produce CenterLines, our bi-weekly electronic news bulletin, as well as the quarterly NCBW Forum. All of our publications and programs are supplemented by our comprensive web site (www.bikewalk.org), supporting the efforts of individuals and organizations working on bicycling and walking initiatives.

Finally, the NCBW works with local, state, and national bicycle, pedestrian, and transportation advocates to bring about changes in government policies, programs, and procedures to help create more bicycle friendly and walkable communities.

To learn more about Walkable Community Workshops and/or the NCBW, please see the following:

http://www.bikewalk.org
1506 21st Street NW, Suite 200
Washington, D.C. 20036
(202) 463-6622
FAX (202) 463-6625

Dupont Area Transportation Study

July—September 2005

Louisville Metro Planning & Design Services is conducting a short-range transportation study for the Dupont area, to be conducted by Qk4 Engineers, Inc., to identify short- and long-range options to improve safety and mobility. The goals and objectives of the study area as follows:

- Mitigate congestion and air pollution
- Support the existing land use and economic activity
- Enhancing and protecting the environment
- Providing safe access for all users including cyclists, walkers, and transit users
- Improving the livability of the area
- Promoting education regarding multi-modal transportation

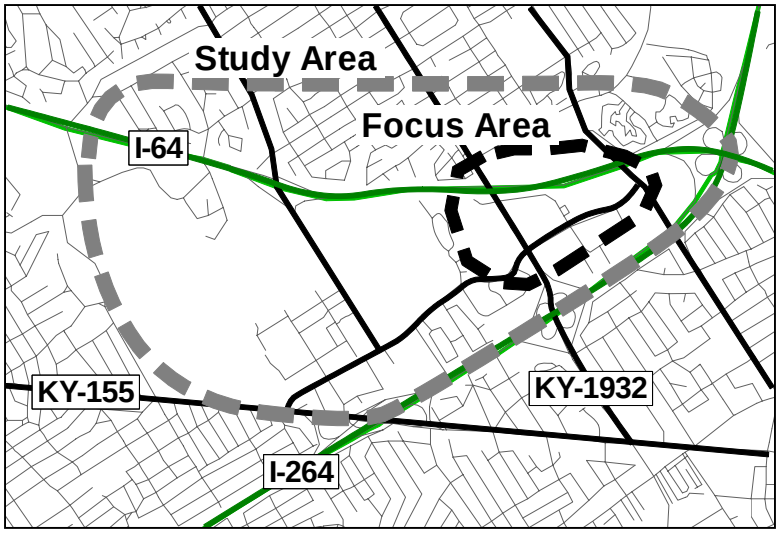
An important part of the planning process is to obtain input from the public—those who know the study area, the problems and solutions the best. Therefore, please send us your comments on where the problems area, and how to improve transportation in the Dupont Area via email at the following address:

Dupont@qk4.com

Project Study Area

The study area is bounded: Interstate 64 on the north; Pee Wee Reese Way on the west; Taylorsville Road on the south; and on the east side by Interstate I-264 to the I-64 interchange.

The study will focus primarily on the Dupont commercial area along Breckinridge Lane and Dutchmans Lane, including the hospitals.



Text from Internet Based Commentary
Dupont Area Transportatin Study

I exit I-264 W onto Breckenridge Lane and turn left on Dutchman's PKWY and left again on Dutchman's Lane nearly everyday the exit ramp from 264 W onto Breckenridge Lane in blocked sometimes for nearly the entire duration of the green light. If the timing of the lights or volume of traffic to the intersection of Breckenridge Lane and Dutchman's parkway could be sequenced more efficiently the off ramp would not be blocked. Another solution is to give out tickets for blocking the intersection so that drivers pay attention to backed up traffic. However, this solution would only be temporary, as people will probably only pay attention when someone is there to give out tickets. Good luck!

The main problem that I see is that when exiting from 264-W onto the Breckenridge north exit, the traffic is so congested trying to get on the two lanes on the ramp that it is frightening. Cars pull out of the right ramp lane in front of the on coming cars to the left ramp lane. I have witness so many near wrecks that I no longer exit on that ramp. I exit on the Shelbyville ramp, which is dangerous too, but not as dangerous. I have so many friends from other states that have moved here and are appalled at how dangerous our exit and enter ramps are! Unfortunately, I do not have a suggestion for a solution and that I apologize for. Thank you for your effort!

I have worked in the Kaden Tower for 5 years. The greatest congestion area is the intersection of 1932 and Dutchmans. The key reason is an "All about Me" mentality in regards to blocking the intersection when lights are green and then cycle. Also continuing to turn Left from 1932 north onto Dutchmans when the light is red because the southbound traffic is stopped! I have never once seen any Traffic enforcement in this area in 5 years! Also traffic turning left onto Dutchmans from the area between McDonalds and Raferty's seems to think that they have the right of way over traffic coming straight through or those turning right from the Panera Bread side. If a left turn only light was installed the end result would be a filled lane leading to 1932. Many times those that turn left will block the intersection so that those turning left on to Dutchmans Lane from Dutchmans Parkway cannot turn therefore backing traffic up to 1932. Before any decisions are made someone from Planning and Design must come out and observe what is occurring both morning and afternoon. The afternoon time is considerably worse than mornings. I have no clue as to the solutions that might be put in place; my thoughts are that any improvements made will be made null and void by the actions of the drivers present! Some type of enforcement is necessary! I can only imagine that any re-construction of the area would make things much worse for the duration of the project. Thank You!

I work at 950 building behind 5/3 Bank. Problem: getting out at light during lunchtime. Walkers are at risk as I try to walk to areas in the Home Depot area. The creek at times is very dirty and sludge is on top. I haven't looked recently however, it may look better. I would love to be able to cross Breckenridge lane to get into Dupont by walking but it is too scary.Getting off the expressway onto Breckenrige Ln is very difficult coming from east going west (merging traffic while trying to exit). Ideas: What other kinds of transportation are you considering? A trolley type bus going back and forth across Breckenridge Lane would be good in a perfect world. Another idea is to have a bus come down from Shelbyville Rd (Mallard Crossing?) past the hospitals to this area. I would use it.

The left turning light from Breckinridge Lane onto Dutchmans Parkway is much too short. Many patients complain, especially in the afternoon hours of having to wait through 2-3 cycles, making them late for their appointments. It should be longer in the mornings as well, especially between 7:00 am and 8:00 a.m. Your attention to, and recognition of, problems is appreciated.

08/19/05 I work at the corner of Dutchmans Ln and Dupont. We see a large amount of accidents at this intersection. It is also one of the most dangerous streets in this area to have to cross, and with the amount of people crossing for meals at local restaurants any improvements would be beneficial. This timing for the lights at Dutchmans Ln and Breckinridge Ln do not correspond with the light in front of Jewish Hospital, which causes a mess during rush hour and people blocking the entrance into the PepBoys plaza.

Hi, I work in the Springs office building behind 5/3. I think the worst situations for traffic happen between 11 & 3 PM and then from 5-6PM or even later in our area. So many people enter the shopping center area or are using it to cut through from Breckenridge to Dupont or vice versa, it gets nerve racking. People block intersections, turn in front of others etc. It would be nice if traffic could be directed differently. I don't anything else should be allowed to open on the west side of the Breckenridge/Dupont intersection, in the shopping center. Thanks, hope you find a way to make improvements.

I work at 950 Breckenridge lane and when I leave work, I exit the shopping center parking lot at the intersection of Dutchmans and Panera Bread/McDonald's (on the McDonald's side.) It would be very helpful if this intersection had a left turn only signal. It is very difficult to get into the right hand turn lane on Dutchmans to turn right onto Breckenridge due to the fact that the left turn must yield to those exiting from the Panera side of the intersection. There are accidents often and usually many angry people blowing horns due to people clogging the intersection after the light has changed. People have also started turning left from the center lane, as well. I hope that I have described my concern well enough for you to determine my intent. If not, please feel free to contact me. Anything I can do to reduce the road rage during rush hour traffic would be my pleasure.

Add a right turning lane leaving from The Springs @ O'Charleys to Breckenridge Lane. Even though two lanes currently exist, congestion still occurs. Drivers seem confused as to which lane they need in order to crossover to Dupont Circle. At the present both lanes are marked for such. Three separate lanes (Left Only; Straight Across; Right Only) would help solve the lunchtime and evening nightmares.

My office in the 1000 Building overlooks this intersection. I have observed the most traffic at noon when it seems that the hospitals are changing shifts. You will, of course, have traffic at rush hour, but not as much as the noon hour. The biggest issue is ambulance traffic. I think it would make sense to have an emergency lane on the North bound side of Breckinridge Lane to allow ambulance traffic to get through. This lane should extend at least to the off ramp of I-264. Ambulances get stuck in traffic for too long in this area and in some cases cars are forced to pull into traffic to get out of their way.

Problems (many): the off ramp from I-264 going north on Breckinridge gets backed up because of the volume of cars sitting on Breckinridge Lane. The westbound turning lane onto Dutchman's also fills to capacity on a regular basis. The intersection at Dutchman's is too close to the off ramp to allow traffic to disburse properly. Traffic within Dupont going west on Dutchman's is often at capacity. Solutions (few): route more traffic onto Dupont Circle for ingress and egress to Breckinridge Lane. Route more traffic out the back of Dupont to the Shelbyville Road interchange via Browns Lane and Bowling Boulevard. Add a turning lane for the westbound traffic on Dutchman's to go north on Breckinridge that starts at Dupont Circle and ends at Breckinridge Lane. The "go straight" traffic clogs this lane. Good luck!

---

1. The exit ramp from westbound 264 ends at a traffic light. Traffic on Breckenridge Lane (going toward St Matthews) passing through the light, block traffic (from 264) entering Breckenridge Lane. The light on Breckenridge Lane is far enough away from the exit ramp light that cars passing through the light back up and block the exit ramp traffic. Cars also run the light on Breckenridge lane which causes more backup. At times traffic, exiting 264, backs up onto 264 at this point.2. The light at Breckenridge Lane & Dutchman's Lane causes congestion in this area also. The light does not allow enough traffic to turn left to clear the congestion.

I work in the Dupont area, Vogt Power International to be specific. Previously, I was involved with the TARC Light Rail Project and worked, to some extent, with engineers regarding traffic impacts and solutions. I would like to be involved in process to find a solution to Dupont's traffic problem. My first question would be.....what kind of money has been allocated to finding a solution and implementing it? Thousands? Millions? If we are talking thousands, I would say that traffic signal timing and minor access issues are all that can be looked at, though these alone could potentially make a big improvement in traffic flow. If the budget allows for some major construction, then a look at improving expressway and interstate access should be considered (new entrance/exit ramps, etc.) Not only would this provide better traffic flow for workers in the Dupont area, but would benefit the public as a whole with easier access to expressways. Please advise as to the scope of this project. I would like information as to the possible solutions already being considered.

Thanks for asking for my input on your study. I have worked at Baptist Hospital East for 24 years and have seen the traffic problems elevate. I would like to have sidewalks on one side of Breckenridge lane. There are crosswalks and bus stops but not always a side walk. Most importantly I live in West Shelby County. The Simpsonville exit #28 is my exit. I would LOVE to ride TARC to work for a $1.00. I was so impressed reading about this service for Oldham Co. residents. My husband and I ride together to work. We would utilize this 5 days per week. Are there any plans for a Route from Shelby County to the East End?

To get from Dupont Circle to Breckinridge Road South is a terrible bottleneck because of the 3 traffic lights which seem to have no synchronization at all: 1 light at the intersection of Dupont Circle and Dutchmans Lane; 1 light at the intersection of Dutchmans Lane and entrance to Jewish Hospital East; 1 light at the intersection of Dutchmans Lane and Breckinridge Road. If the 3 lights were synchronized, perhaps traffic could flow much better.

Second on getting the traffic lights synchronized. These have been messed up for a long time and traffic has increased recent construction at the hospitals. There are times when the light for Dutchman's lane at Breckinridge lane is green and there is no one going through it because the light at Dutchman's and the hospital is read from Dutchman's.

Here's another idea that may help with traffic in the Dupont area, especially in the morning hours. Put up a sign that reads: "Senior Citizens: If you are traveling at less that 20 mph, you are driving too slow. Pull over and get someone else to take you to your doctor's appointment or call a cab."

I live on Yorkshire Blvd so I'm very familiar with the issues. 1. Red light at Yorkshire Blvd. & Taylorsville Road: Only in the evening is this a trigger light. During the day it's timed. This is when people are in a hurry to get to work and people get tired of waiting so long (trust me it's a long period of time) and they just go, needless to say accident! Many, many accidents. Check police records and this will verify this information. 2. Taylorsville Road & Dupont: (right by Bowman field and fire station, CPA office on corner - King) When taking a right from Taylorsville road to Dupont there needs to be a yield sign as well as a merge, something. It's very confusing what goes on there. Is it three lanes once you turn and you merge or is it two...check it out and you'll see what I'm talking about. 3. Breckenridge Lane & Dupont: (Hospital Area) In this case: Driving north on Breckenridge Lane. People have no place to move to when an ambulance is on a run. Needless to say most people don't even obey the law; however, in most cases there is no where's to move to. My father was recently the person in the back of an ambulance and it was a matter of life and death, people had no where's to move! This is basically because in the center there is a raised concrete island and three rows of traffic! 4. Hillbrook and Breckenridge Lane Red Light: When driving South on Breckenridge Lane (This is where I turn left into my subdivision) there needs to be a NO U TURN sign for the people turning left to Hillbrook. Daily people make a U turn and head back N on Breckenridge Lane. The people that are sitting on Hillbrook can safely make a right on Breckenridge Lane when the Arrows allow for L and R turns from Breckenridge Lane; however, someone ALWAYS when turning left just keeps turning! This is also another intersection that has many finder benders. 5. Yorkshire Blvd: I have 8 year old twins which I allow to ride their bikes after school up and down the sidewalk, we are always there and watching I might add, lately we have not allowed this because of speeding cars through our neighborhood. In the afternoon the congestion is so GREAT at Breckenridge and Taylorsville many people use our street as a quick cut through which means people are exceeding the speed limit as well as using a residential street as a main street. Thank you so much for allowing me to voice these concerns. I'm an employee of JCPS and PTA Vice-President of Klondike Lane Elementary and try to be very involved in my community and appreciate this opportunity. Should you have any more questions please feel free to contact me. As you can see I'm very passionate about the safety of our community!

I live off Browns lane near Dupont circle area and have to drive that area all the time. I know three things that will help the traffic area at the start. 1) lengthen the turn lane on Dutchman's Parkway to turn Right onto Breckinridge. This is at the corner where Panera Bread is located. The right turn lane is not long enough for the traffic and causes a back up of cars going straight. It also causes cars to jockey around trying to get around the cars that are turning right and are lined up in the straight lane. 2) lengthen the turn lane on Dutchman's Lane and Dupont circle

where they cross way where windmill florist use to be located. Same problem as above as well as the turn lane is slightly elevated and narrow causing cars to weave over. 3) create a third lane heading west on Dupont Road and Breckinridge there where WW Cousins is located. A dedicated turn lane both left and right as well as straight will ease up the flow out of that area.

In my opinion you must make all lights on dutchman ln green at the same time for a certain number of seconds to clear out all traffic on dutchmans. then turn all lights red on dutchmans to let side streets clear out. I heard somewere that the lights on dutchman ln were synchronized, if so, it was a terrible job. traffic backs up at every light but one, at stockyard bank. all lights will turn green, but the light at breckinridge is still red, and everything backs up. when I say turn all lights green on dutchmans ln I mean from browns ln to past the springs.

I drive down Breckinridge Ln. 5 days a wk. at different hrs. to workout at the Fitness Factory. The lights on Breck. Ln. are not syncronized. When I drive at the speed limit between lights, the next light invariably turns red. It's very frustrating. I feel that if the lights on Breck. Ln are syncronized, the traffic could be helped at Dutchmans Ln. Thanks.

I have lived in this area both before and after Jewish Hospital opened its facility in the on Dutchmans/Breckinridge Lane sector. I know they paid for synchronization of traffic lights; however that one factor alone has changed the back-up of traffic on Breckinridge Lane tremendously. It seems if one car pulls up to the light in front of Jewish Hospital on Dutchmans' Lane, the light immediately turns green for their left hand turn and then turns green at the intersection of Dutchmans with Breckinridge Lane. I have thought before that it was coincidental, but having witnessed it repeatedly, I think their money was well spent for their visitors at the detriment of the traffic flow in the area. They should have to wait for a period of time like everyone else and not obtain an immediate green. I say give Jewish Hospital their money back and synchronize the lights for the main arteries (e.g. Dutchmans and Breckinridge Lane) and use normal waiting periods based on traffic flow for the side entrance lights. There were still some traffic problems before at certain times of the day before Jewish Hospital but nothing like now.

I understand that you are studying the traffic problems in the DuPont area. One problem is that the lights are not timed. For example, the Dutchman's Lanne Breckinridge Lane light takes so long to turn green for Dutchman's Lane that the cars back up to Dupont Circle during rish hour! Also, it is very difficult for drivers to turn left from Dutchman's Lane into the businneses that are not next to a traffic light. I don't know what the solution is but I hope you can figure out something.

I think the main problem with Dutchman's Lane is the timing of the red lights. The lights at Breckinridge, the one in front of Jewish Hospital and the one at DuPont all change at the same time. They are all turn green at the same time and by the time the people at the first light finally start moving the lights change and the people at the other lights just sit there. Sometimes those lights change 5,6,7 or more times before you ever get through and are on Breckinridge Lane. It is ridiculous.

WHAS just reported that a traffic study is being conducted on the Dutchmas's Ln corridor which is a long time coming. Their website directed me to email you guys to put my two cents in to the mix, so here I go: It would be redundant to say there is a problem, but I empathize with the challenge that faces you to fix the problem. Years ago, I remember hearing that the brown's Ln overpass (of I-264) was going to include an on ramp or off ramp (or both) which would alleviate the congestion that seems to constantly exist between 7:30 AM to 7:30 PM at the intersection of Dutchman's and Breckinridge Ln. But it was never built. Instead more development was built around the area worsening the problem. Then there is the bottle neck at the Breckinridge intersection due to no enough lanes being available (especially on the DuPont side) which seems to be likely to stay that way because of the limited amount of space to widen the road due to improper set back lines. I just think the best solution (that I came up while writing the last sentence) is to put a on/off ramp to I-264 on Browns Ln to give drivers an efficient alternative in getting out of DuPont Square. This section area of Browns Ln is not heavily residential and would also serve as another option to ease the traffic from Shelbyville Rd via Bowling Ln (especially during the holiday shopping season where Shelbyville rd is trip into futility). And, If my memory serves me, there is room to widen Dutchman's at that intersection too. On the other side of Dutchman's Ln I think the stop light next to McDonalds and Rafferty's should be eliminated. If not eliminated the Left and Right arrow lights should be changed to a regular "yield to oncoming traffic" lights. I heard that a Wal-Mart might be going into this area, and if so forget my comment about changing the turn lights. The light at the Breckinridge intersection, that works with each of the 4 sides waiting their turn WORKS and shouldn't be changed. It is just a losing proposition if you are on the DuPont side even if you are going straight through the light. It would also be great if you could also figure out an alternative escape from the Pep Boys / Staples strip so that the light that precedes the Breckinridge intersection could be eliminated. That light seems to fuel the problem at the Breckinridge intersection. And on final suggestion is to make the I-264 West on ramp from Breckinridge 2 lanes to reduce the "jockey for position" crap that goes on immediately after the light. I know my two cents is unsolicited by you, but as I read your website, gathering information is within your scope so I thought I would try to help. Feel free to blame WHAS.

Thank you for the opportunity to offers some suggestions. I have lived in this area for over 20 years and it diffidently needs some improvements. I hope you find some of my suggestions helpful and realistic. 1. Add a right-turn green arrow for traffic going east on Dutchman's Ln and wanting to turn right on Browns, to illuminate while northbound Browns has the left turn arrow to Dutchmans. This would help expedite traffic during peak periods. 2. Traffic signals for w/b Dutchman's Ln. at the Jewish Hosp/Pep Boys intersection. Cars run the light all the time, some used the excuse they could not see the signals due to the sun set, some just did not see the lights. Could you add the "sunshades" to the signals so they are more visible when the sun is at an angle to obstruct them? Also, could you add another signal at eye level signal, mounted on the utility pole? 3. Southbound Brown Ln. at Dutchman's. For some reason a lot of cars ignore the mandatory right turn lane, even though it is marked properly, and go straight south on Browns. One thing that might help is changing the set of signals for the right lane to "arrows" rather than the full, round glass bulbs that are there now. Also, add a right turn green arrow that is on while e/b Dutchman's Ln has a green light. 4. Westbound Dutchman's Lane at Breckenridge Ln. Synchronize the signals so that when it is green the signals at the Jewish Hosp/Pep Boys interchange have a green light for w/b Dutchman's. During peak traffic periods traffic backs up past Suburban Hosp. 5. Westbound Dutchman's Lane at Breckenridge Ln. Purchase necessary property of parking lot by the gas station west to Breckenridge Ln. to allow construction of another lane. Result would keep two mandatory left turn lanes onto Breckenridge, create one straight, west across to Dutchman's Pwky., and the new one would offer the option of going

straight across to New Dutchman's Pwky or turning right to northbound Breckenridge Ln. 6. Westbound Dutchman's at Breckenridge Ln. Require TARC to move the bus stop further east so buses are not stopping to pick up people and stopping traffic. Thank you and please let me know if you have any questions please contact me. If it would help, I would be happy to meet a representative on site and further discuss my suggestions these suggestions are based in part on my experience as a police office and a traffic accident reconstructionist and part is based on the years I have lived here.

Thank you for hosting the meeting at JCC recently regarding the Dutchman's Lane improvements. Despite the very light turnout, I found the meeting very beneficial. Focus Area #1: I believe that the congestion at Breckinridge and Dutchman's Lanes can be eliminated very simply, much less inexpensively and with a great deal less congestion and disruption to traffic flow by routing the traffic heading toward Breckinridge Lane from Dutchman's Lane east of the Gould's Medical building (which would be all of the traffic from Suburban Hospital and Browns Lane) right onto Dupont at the intersection of Dupont and Dutchman's Lane. This would route this traffic out onto Breckinridge Lane at the intersection by W.W. Cousins. Therefore, the traffic which currently hits the Dutchman's Lane and Breckinridge Lane intersection all at once from the same direction would be dispersed into two different directions and the cars would alternate proceeding through the intersection. I believe it would also eliminate the need to widen the ramp at the entrance to I-264 Westbound. Dupont Road would probably have to be widened but that would be much easier and less disruptive than trying to work in the intersection of Breckinridge and Dutchman's Lanes. Another option would be to eliminate all of the access points from Suburban Hospital onto Dutchman's Lane and make all of the traffic enter the hospital property from the entrance on Dupont. Suburban could use the intersection by W. W. Cousins as the entranceway to the hospital and could even be granted the right to put a sign up at that point directing cars into that street. (I doubt that Suburban would go along with this option and therefore believe that the previous suggestion is more plausible.) I made this suggestion at the meeting and a comment was made that it seemed like a circuitous route. Granted, it is less direct but access roads and bypasses are common and very effective means of dispersing traffic flow in congested areas. And, for the Suburban traffic, if it exited onto Dupont Road at existing exit, it is the same distance to Breckinridge Lane on Dupont as it is on Dutchman's Lane and the decreased congestion and wait time would make the route more expedient, not more cumbersome. Focus Area #7: Instead of tearing up the concrete and building an expensive concrete mountable median at this intersection, why not just install some vertical plastic markers which bend over if the traffic hits them. If the fire trucks needed to get out they could just run over them and cars which hit them would not be seriously damaged. They are also much more effective at guiding cars through the intersection at night and in rain or snow. I am sure it would cost a great deal of money to tear out the concrete and build a median and we need to conserve our tax dollars whenever possible. These markers could be installed very inexpensively in a day versus months of planning and construction time for a median. Try the markers first. If they don't work, then we can build the median. What do we have to lose? One parting thought: Does it really matter that the cars from Taylorsville Road are crossing into the right hand lane of Dutchman's Lane instead of staying to the left? I work just down the street from this intersection and have never seen a wreck there due to this issue. I don't drive that route everyday but am not aware that it is a safety issue. Thank you for considering my comments. Good luck with your endeavor!

LOUISVILLE, KENTUCKY

LOUISVILLE METRO PLANNING AND DESIGN SERVICES

JERRY E. ABRAMSON
MAYOR

C. BRUCE TRAUGHBER
SECRETARY OF THE CABINET
FOR COMMUNITY DEVELOPMENT

CHARLES C. CASH, JR., AIA
DIRECTOR

November 4, 2005

Dear Neighbor:

The Transportation Division of Louisville Metro Planning and Design Services and QK4, the study consultant, invite you to

Dupont Area Transportation Study

Public Open House

November 17, 2005, 5:00 PM to 7:00 PM
Jewish Community Center
3600 Dutchmans Lane
The Patio Gallery

The Dupont area is transforming into a greater vibrant business/commercial center serving the neighborhoods around it as well as the broader Metro area. KIPDA, our metropolitan planning agency, and Louisville Metro Government initiated the transportation study for this area because of increased traffic, long delays and congestion. The purpose of the open house is to present the study findings, as well as potential solutions/alternatives, and to receive your input. Your feedback is important for the success of the study and the future development of the area. Please plan on attending. We greatly appreciate your participation in the study process.

Sincerely,

Mohammad Nouri
Assistant Director

444 S. 5th STREET, SUITE 300, LOUISVILLE, KENTUCKY 40202 502.574.6230 574.8129 FAX

Purpose Of Tonight's Meeting:

The purpose of tonight's meeting is to

1) To inform the public on the initial set alternative concepts to help improve mobility within the study area.
2) Obtain the public's comments and opinions on the various options.

Ways to Submit Comments

- **email** to Dupont@qk4.com. Emails to this address will go to both Metro and consultant staff.
- Use the **comment sheet** provided tonight.
- **Mail** in comments to:
  Mr. Mohammad Nouri, P.E.
  Louisville Metro Planning and Design
  444 South 5th Street
  Louisville, KY 40202

Future Steps

Following tonight's meeting, the consultant team will develop a prioritized list of project, and submit a draft plan to Metro Planning and Design by the end of December 2005.

Metro Planning and Design will submit a Draft Final to the Planning Commission.

The Planning Commission will hold a Public Hearing.

Following any changes after the Public Hearing, the Louisville Metro Council will vote to adopt or reject the Plan.

Study Goals

The Dupont area is a dense urban office/commercial district, and has been described as an area experiencing constant change and evolution. With the continued growth of four area hospital facilities (Norton Suburban, Baptist East, Ten Broeck and Jewish East), combined with concomitant growth of aggressive office and retail land use, the area has become a major regional center of high traffic intensity.

The purpose of the Dupont Transportation Planning Study was to inventory and analyze existing land use and transportation conditions and data, and recommend improvements related to the safety and efficiency of all types of transportation with focus on:

- Mitigating congestion and air pollution
- Supporting the existing land use and economic activity
- Enhancing and protecting the environment
- Providing safe access for all users including cyclists, walkers, and transit users
- Improving the livability of the area
- Promoting education regarding multi-modal transportation

DUPONT TRANSPORTATION PLANNING STUDY

PUBLIC MEETING

Thursday, November 17, 2005
5:00 pm to 7:00 pm

Jewish Community Center

LOUISVILLE METRO
PLANNING AND DESIGN SERVICES
444 SOUTH FIFTH STREET
LOUISVILLE, KENTUCKY

QK4, INC.
815 WEST MARKET STREET
LOUISVILLE, KENTUCKY 40202

Focus Areas

All recommendations are preliminary and will need to undergo further detailed design before construction

1) Dutchmans at Breckenridge. Objectives: improve capacity and safety for pedestrians and vehicles.

2) Dutchmans Lane. Objectives: improve pedestrian safety through new sidewalk connects, and improve road capacity through access management and more defined alleyways that parallel Dutchmans.

3) Bicycle Facilities, both on and off road and both near term and long term. Objective: provide mobility options, and safety for bicyclists. 3a is in the study focus area, and 3b ties into a larger bicycle master plan for Louisville.

4) New I-64 Access. Objective: provide another access point to the interstate system to reduce demand at I-264 and Breckenridge.

5) The Springs. Objective: improve pedestrian and traffic flow through the Springs development.

6) I-264 Auxiliary Lane. Objectives: improve vehicle capacity from I-264 to Breckenridge and safety by reducing weaving.

7) Dutchmans and Taylorsville. Objective: improve safety at skewed intersection.

Dupont Transportation Planning Study

Public Meeting
November 17, 2005

Objectives of Meeting

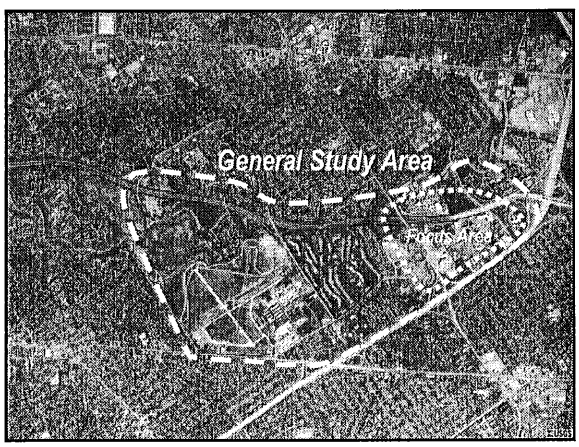
1. Update on Recent Activities
2. Present Recommendations
3. Discuss Next Steps

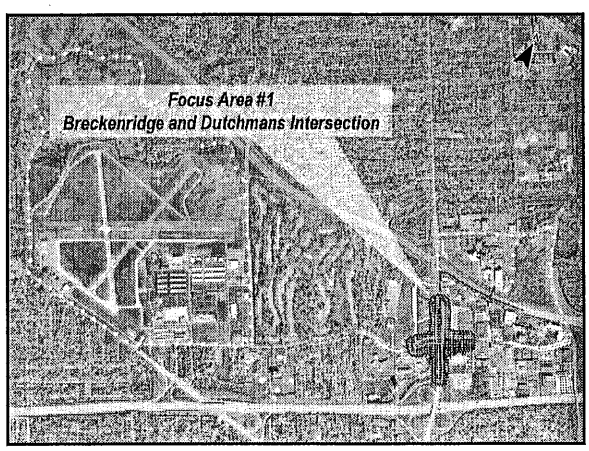
Recent Activities

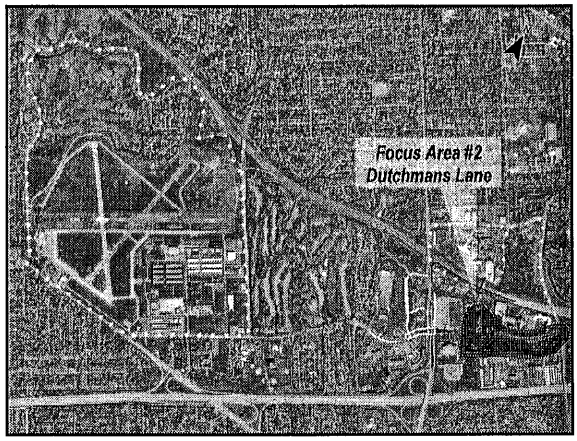
- Distribution of Fliers with email address
- Neighborhood Meetings
- Meetings With Metro Planning
- Meeting with KYTC and Metro Public Works
- Considered, Identified, and Studied Numerous Ideas

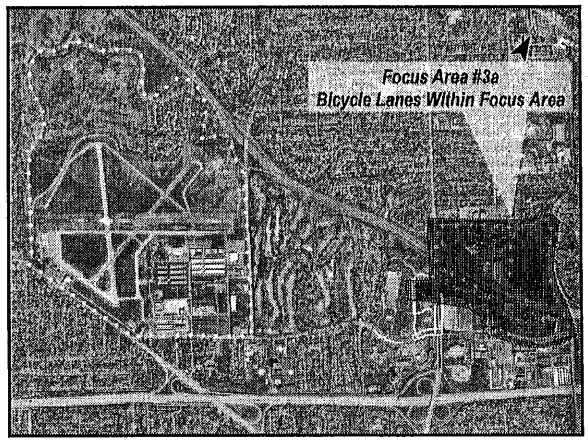
Recommendations

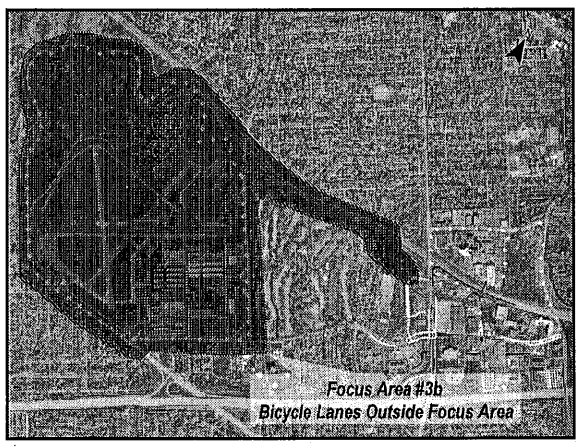
- Seven General Focus Areas
- Each Consider A Variety of Options:
  - Pedestrian
  - Lane Improvements
  - Bicycle Facilities
  - Signage Improvement
  - New Connections
  - Etc.

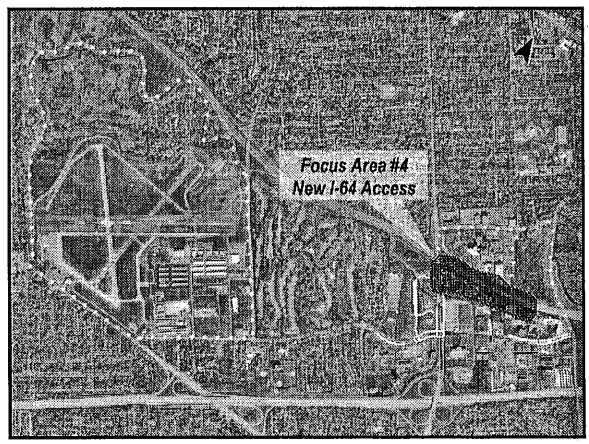


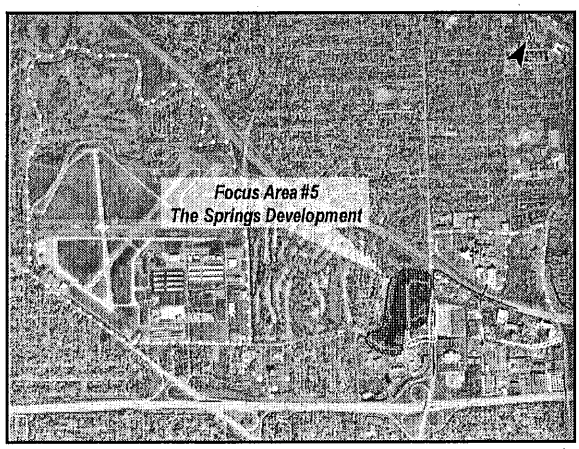


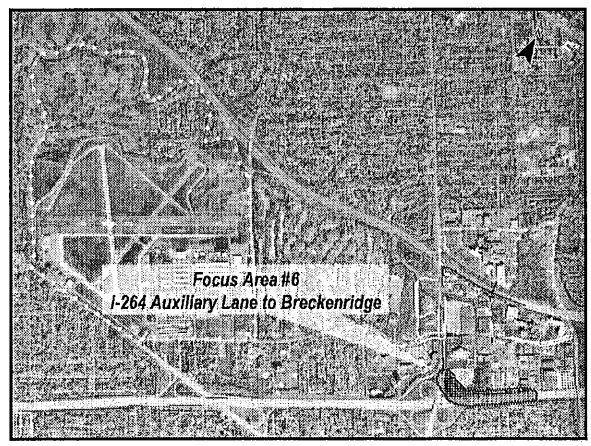

Focus Area #2
Dutchmans Lane

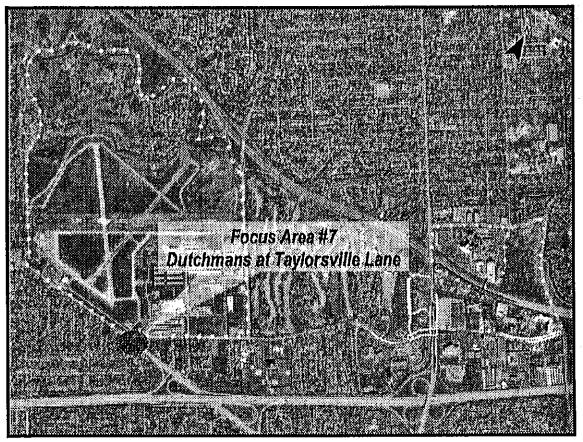

Focus Area #3a
Bicycle Lanes Within Focus Area

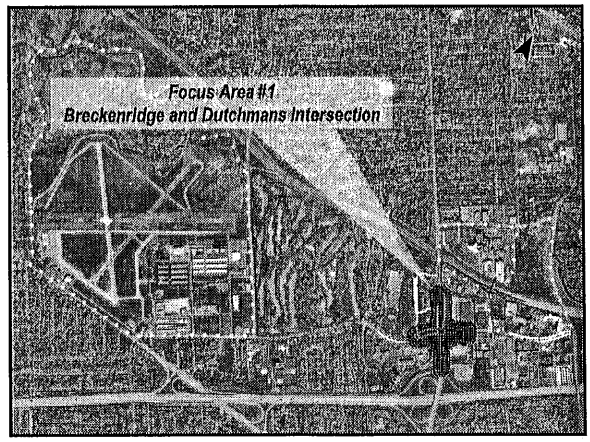

Focus Area #3b
Bicycle Lanes Outside Focus Area

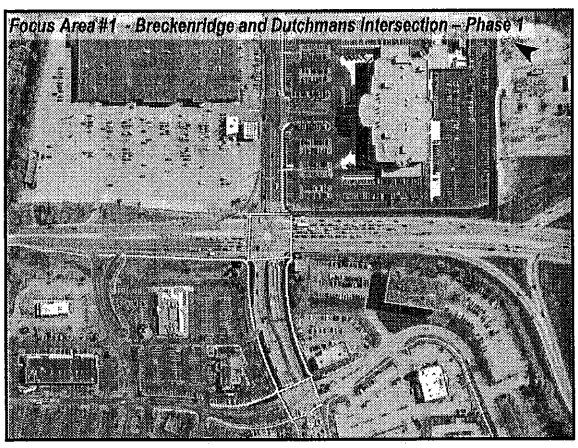

Focus Area #4
New I-64 Access

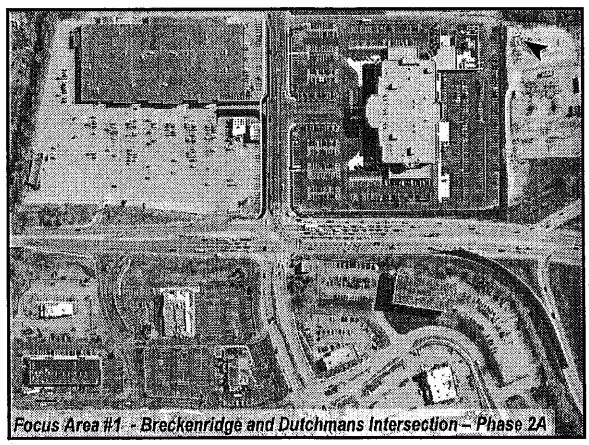

Focus Area #5
The Springs Development

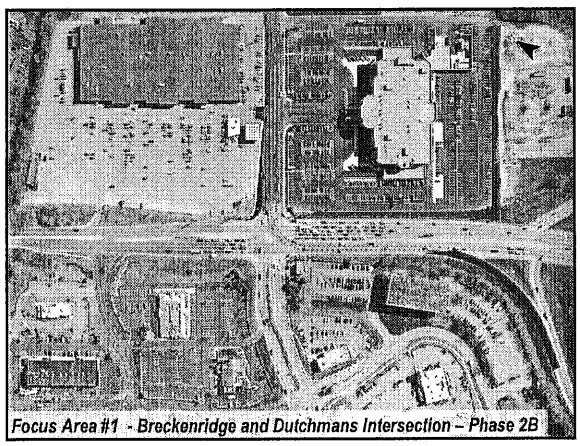

Focus Area #6
I-264 Auxiliary Lane to Breckenridge

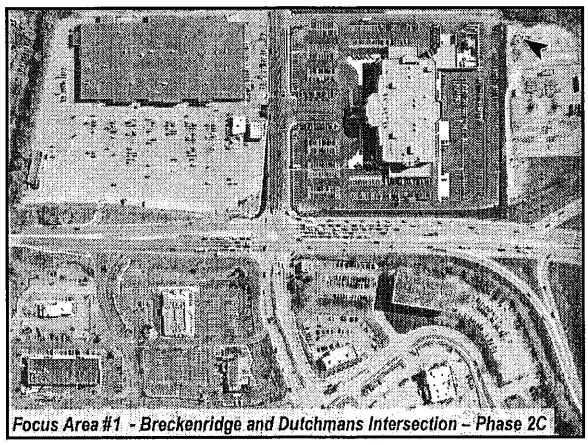

Focus Area #7
Dutchmans at Taylorsville Lane

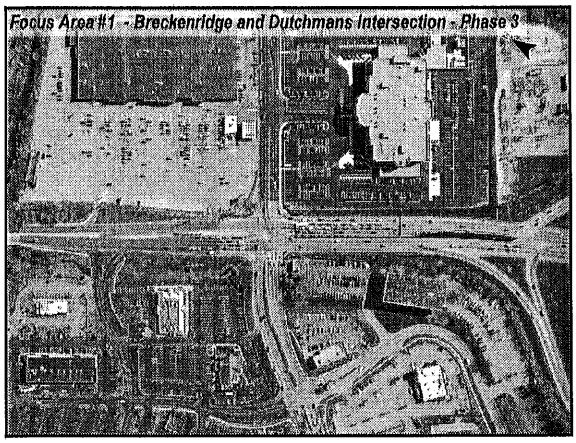

Focus Area #1
Breckenridge and Dutchmans Intersection

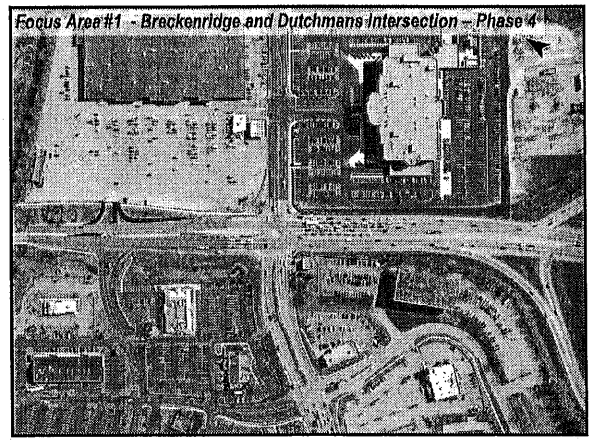

Focus Area #1 - Breckenridge and Dutchmans Intersection – Phase 1

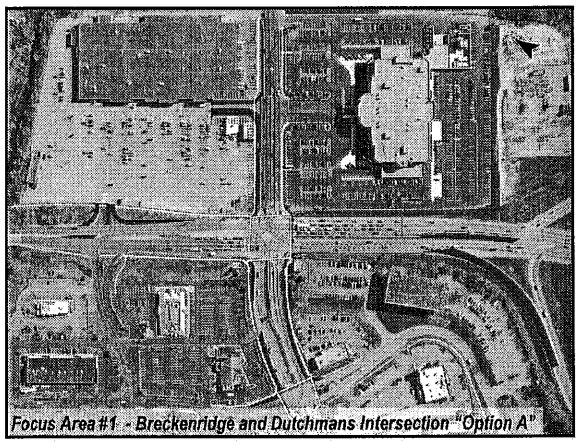

Focus Area #1 - Breckenridge and Dutchmans Intersection – Phase 2A

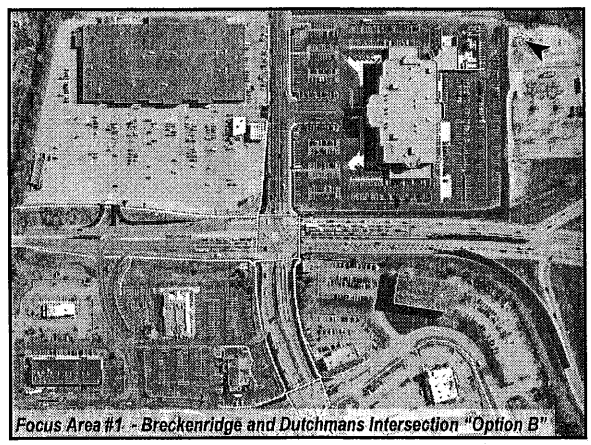

Focus Area #1 - Breckenridge and Dutchmans Intersection – Phase 2B

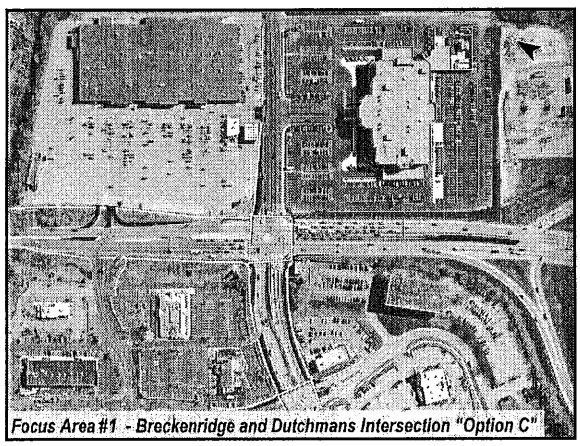

Focus Area #1 - Breckenridge and Dutchmans Intersection – Phase 2C

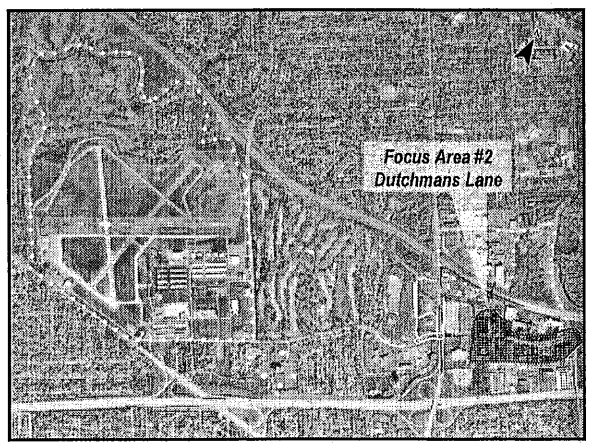

Focus Area #1 - Breckenridge and Dutchmans Intersection - Phase 3

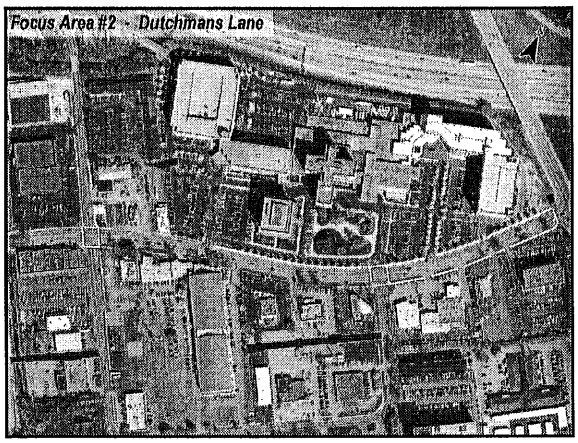

Focus Area #1 - Breckenridge and Dutchmans Intersection – Phase 4

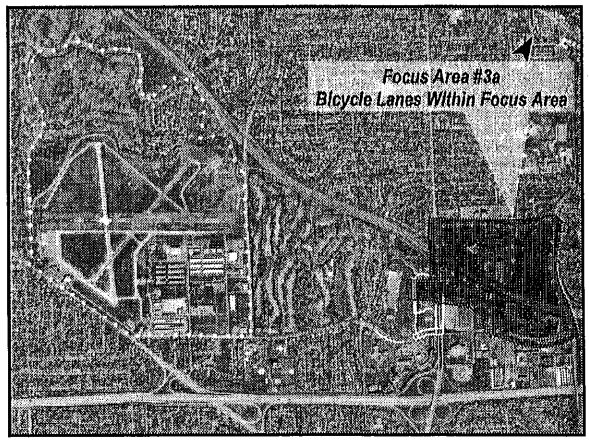

Focus Area #1 - Breckenridge and Dutchmans Intersection "Option A"

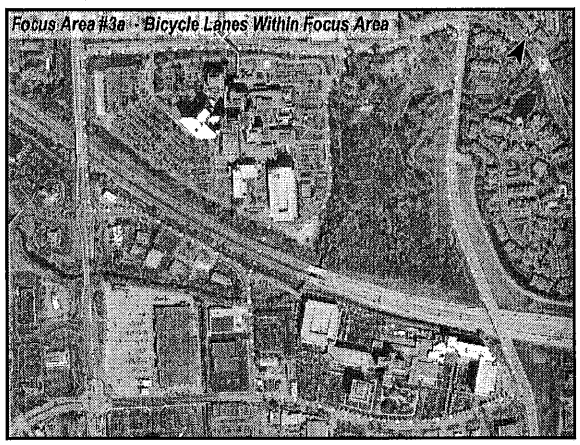

Focus Area #1 - Breckenridge and Dutchmans Intersection "Option B"

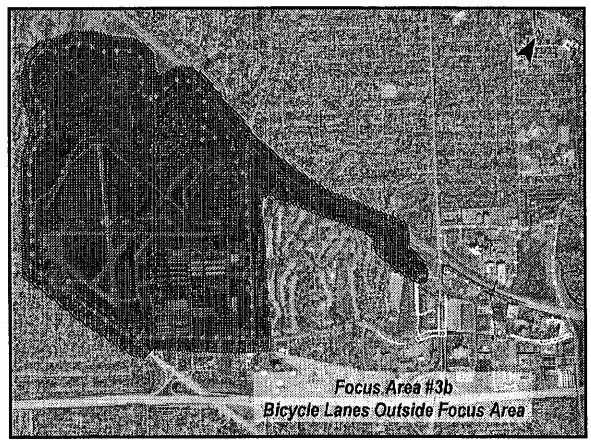

Focus Area #1 - Breckenridge and Dutchmans Intersection "Option C"

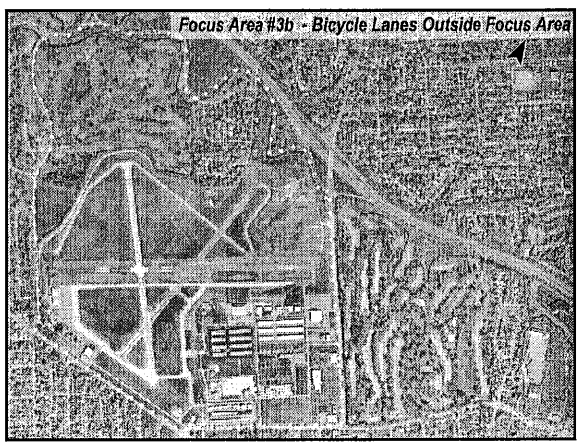


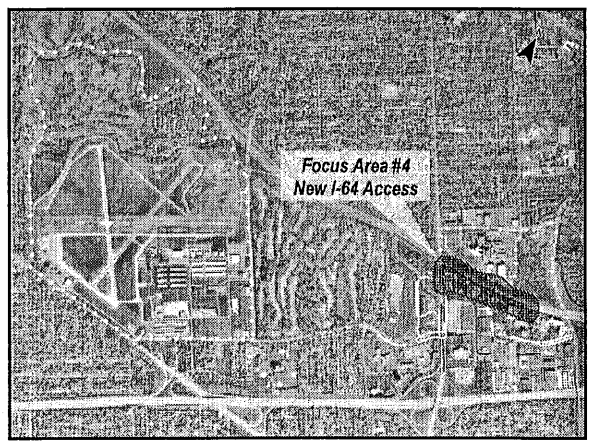

Focus Area #2 - Dutchmans Lane

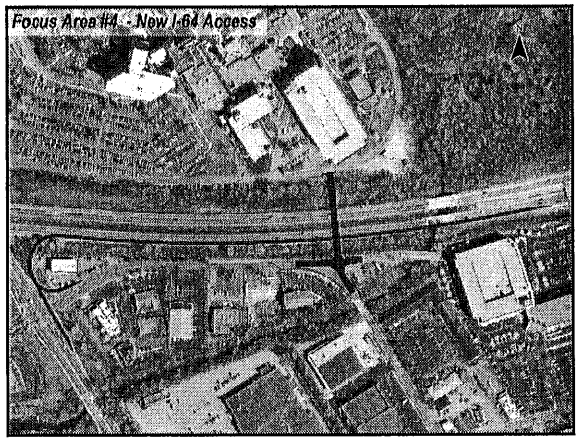

Focus Area #3a
Bicycle Lanes Within Focus Area

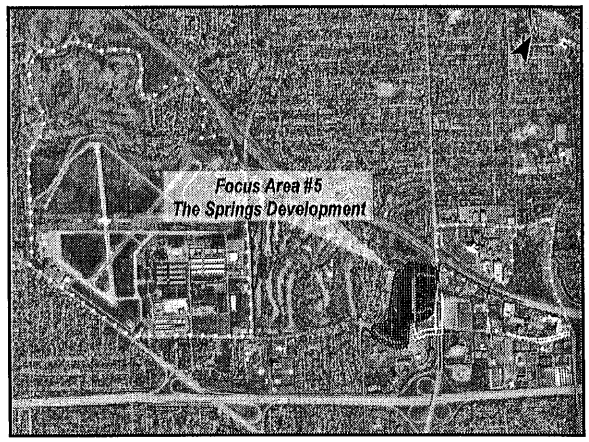

Focus Area #3a - Bicycle Lanes Within Focus Area

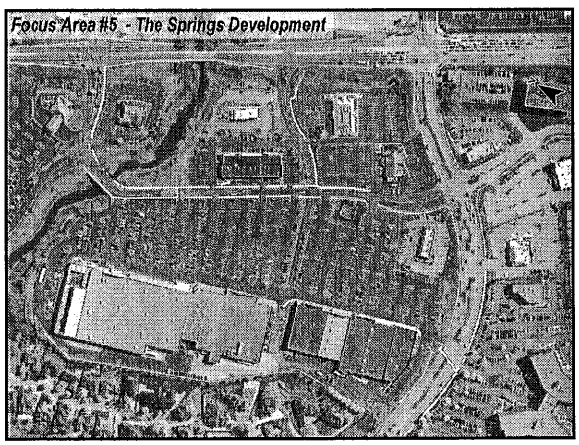

Focus Area #3b
Bicycle Lanes Outside Focus Area

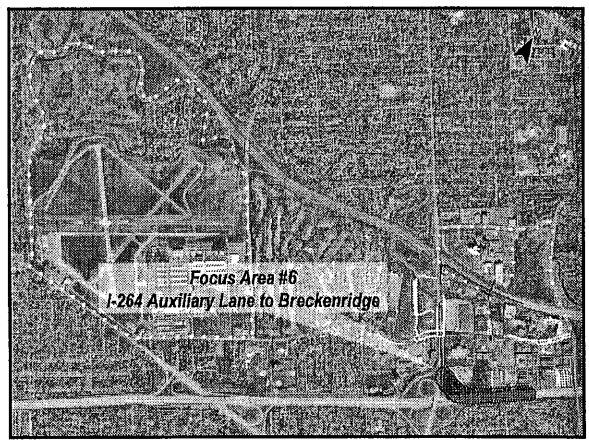

Focus Area #3b - Bicycle Lanes Outside Focus Area

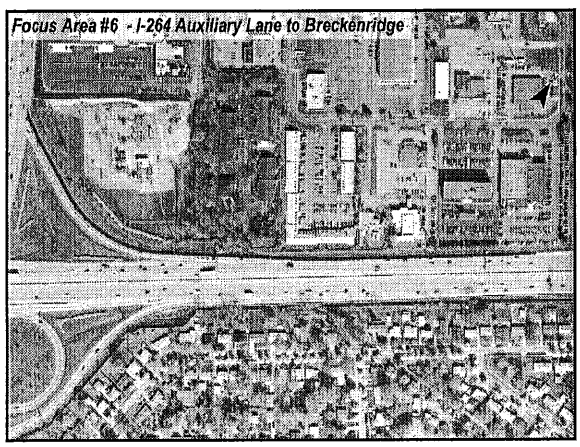

Focus Area #4
New I-64 Access

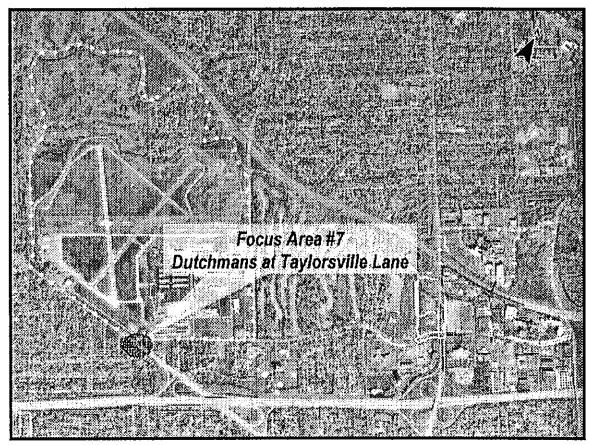

Focus Area #4 - New I-64 Access

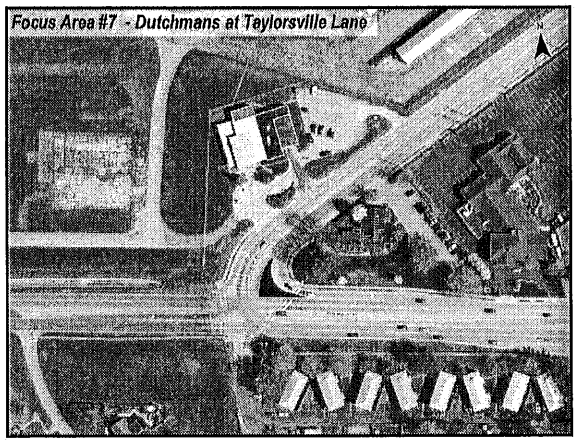

Focus Area #5
The Springs Development


Focus Area #5 - The Springs Development


Focus Area #6
I-264 Auxiliary Lane to Breckenridge


Focus Area #6 - I-264 Auxiliary Lane to Breckenridge


Focus Area #7
Dutchmans at Taylorsville Lane



Next Steps

- Qk4 Will to Draft Plan
- Planning and Design Will Submit Plan to the Planning Commission, who will hold a Public Hearing
- The Planning Commission will Submit to the Metro Council for Adoption

Comments and Questions

Thank You for your Participation and Interest

Summary of Comments from Novvember 17, 2005 Public Meeting
Dupont Area Transportatin Study

Westblund Dutchmans center lane should be stripped as a continous left-turn lane.

There is no opportunity to make left or right turns onto Dutchmans from Vivian. Explore opening a connection from Vivian to Dutchmans Circle.

Consider not allowing right turns on red coming from Dutchmans Circle to Dutchmans Lane from Panera Bread.

The Study should concentrate on Focus Area 1 (Dutchmans and Breckenridge Lane Intersection) and not spread to other areas and not propose bike lanes in other areas. This will increase opposition to the entire plan.

Focus Area 5 – Need to look at moving traffic from Panera/McDonalds intersection further down to alleviate traffic backups from cars turning from Breckenridge to Dutchmans Lane.

Focus Area 3b – need to coordinate with City Council representative of that district.

Focus Area 3a – Environmental Study of the bike trails needs to be conducted.

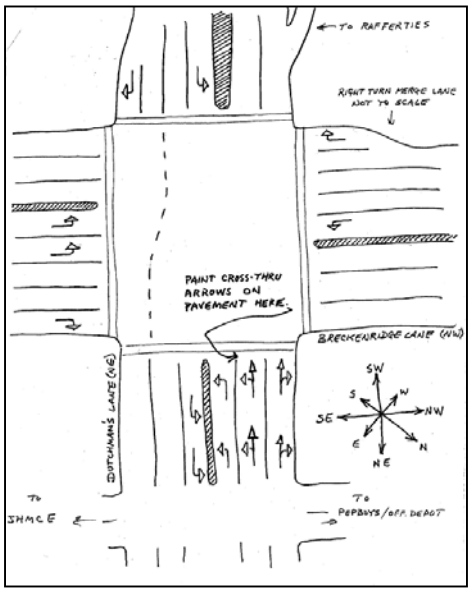
The cheapest, simplest way to improve traffic flow south-west along Dutchmnas Lane is simply to paint a white arrow in the center (SW bound) lane just northeast of Breckenridge Lane. This would dedicate two lanes for traffic traveling SW across Breckenridge Lane and improve traffic flow about 33 percent.

There is already a small overhead sign to this effect, over the center lane, but people prefer to follow the painted instructions on the pavement, rather than risk a traffic ticket. The current behavior is that, far NE of the Breckenridge/Dutchmans intersection (around Dupont Circle), people jockey into the left lane because the left lane travels faster – but once a driver passes the traffic signal controlling the Jewish Hospital Medical Center East (JHMCE)/Pepboys-Office Depot intersection, the driver is under the mistaken idea that they now have to jockey from the left and center lanes, all the way across a three lane road, into the far right lane in order to proceed straight across the interseciton. This holds up traffic even more.

The result of this increases exacerbates the bottle-neck between the four (4) traffic lights from Dupont Circle North, Dupont Circle South, the JHMCE/Pepboys intersection, and Breckenridge Lane.

The traffic signals are already set up to facilitate a northeast flow of traffic along Dutchmnas, with the consequence of impeding the soutwest flow (i.e., in the opposite direct), but this situation will not improve no matter <u>how</u> you time the lights. One lane will always have to lose.

Another possible refinement would be to paint in both directions on the pavment in the JHMCE/Pepboys intersection, the words "KEEP LANES CLEAR" and do away with the traffic signals there altogether. This is the strategy they currently employ in Los Angeles (and strictly enforce in West Hollywood); -- the effect being to cut down on traffic signal-induced gridlock while allowing at least one of the off-street traffic lanes to turn into the faster lane of traffic – in this case, from the JHMCE lot, or Pepboys-Office Depot lot, into the NE lane of Dutchmans.



If people in the JHMCE parking lot wish to turn left onto the SW bound Dutchmans Lane, they can do what everyone else does: Turn right on Dutchmnas, drive up to Dupont Circle, make a left on that road, cross Breckenridge further NW into the hardware store parking lot, drive behind Linens n' Things, and emerge on Dutchmans.

There are only three kinds of drivers on Dutchmans Lane between Cannons Ln. and Breckenridge: Those who work at businesses in that corridor, those who partonize businesses in that corridor, and those who through egregious inattention, find themselves cursing themselves that they've accidentally driven into that corridor.

Improving it will just invite more people to get trapped there.

You must have 3 left turn lanes from Dutchmans onto Breckinridge South in order to alleviate traffic coming out of Duchmans during 11:30A–12:30P & 3:00P –5:00P.

Two Suggestions: 1) Make Dutchmans Lane one-way going into Dupont from Breckinridge to Dupont. Make Dupont one-way going out of Dupont and between Dutchmans and Breckinridge. 2) Make the turning lane on Dutchmans that takes left into Pep Boys Center a reversible lane. No Turns (left) between 11AM-12:30PM and 3:00 – 5:00PM. This will allow one to use two lanes as an egress lane out of Dupont. Again, you will need 3 lanes taking left to south on Breckenridge Lane.

---

1) Assuming that Breckenridge Lane runs North and South
2) Assuming Drutchmans runs East and West

Problem: There is a traffic signal on Dutchmans about 200-feet west of Breckenridge Lane between the McDonalds and Panera Bread entrances. Traffic feeds onto Dutchmans to the west from the turning lanes on Breckenridge and immediately runs smack dab into this light, which is "Red" and has to stop, thereby backing traffic onto Brackenridge and not allowing a complete cycle of turning vehicles to exit Breckenridge.

Solution: This light should be eliminated and the median island extended to block traffic from crossing Dutchmans. Traffic from the McDonalds's side could only turn right. Traffic exiting the Panera Bread side could only turn right.

Alternatives: 1) People wishing to enter any of the businesses on the south side of Dutchmans can proceed to the next entrance farther west on Dutchmans and enter there. If they want to exit those businesses and go west, they can also proceed to the western exit and turn left. This exit/entrance is about 1000-feet west of Breckenridge and would not cause a problem with turning vehicles from Breckenridge.

2) People wishing to exit McDonalds or other businesses in the shopping center area and proceed south on Breckenridge can use the shopping center exit/entrance drive that is between the Red Lobster and Wendy's and has a turning lane onto Breckinridge. Those wishing to exit that shopping area and go north (or south) can proceed north on the access road in front of Home Depot and the old Winn Dixie to the traffic signal at Breckenridge and Dupont next to O'Charley's.

Conclusion: The simple elimination of this light and the extension of the median will speed the flow of traffic exiting Breckenridge to westbound Dutchmans and move more traffic with each cycle of the traffic signal. Diverting the other subsequent traffic to use alternative entrances and exits will lessen the flow of traffic through the Breckenridge/Dutchmans intersection. The removal of the traffic signal will be a significant RECURRING cost savings while the installation of the median extension will be a one-time expenditure.

Addendum: The same thing could be done with the traffic signal about 150-feet east on Dutchmans. Traffic exiting the shopping area on the Pep Boy's (N) side of the street could only turn right as well as traffic exiting the Jewish Hospital property on the south side of the street. There is a light at the Dutchmans/Dupont intersection witch will give people more options AWAY from Breckenridge.

Synopsis: Any time there is a change in traffic patterns the local businesses go up in arms saying their business traffic will be hurt. That's simply not true in most cases. People in the area will learn alternate routes to take to their favorite spots. People from out of the area won't know the difference and will find where they need to go.

DUPONT AREA TRANSPORTATION STUDY
STUDY ADVISORY TEAM MEETING
APRIL 25, 2005

The following people where in attendance:

NAME	
John Snyder	Administrator, LRC Transportation Committee
Steve Riggs	State Representative, 31st District
C.W. Seymour	KYTC, District 5, Permits
Joe Magana	Baptist Hospital East
Mojgan Taghizadeh	Metro Public Works
Harold Tull	KIPDA
Rick Tonini	City of St. Matthews, Tonini Church Supply Company
Kurt Gessnen	Norton Suburban Hospital
Aida Copic	Louisville Metro
Jim Birch	City of St. Matthews
David Reed	Qk4
David Smith	Qk4
Tom Springer	Qk4
Mohammad Nouri	Louisville Metro

VISION

1. Community Success – What is special about this area?

    - Intensely developed office/commercial area
    - Population mix – residents/businesses
    - Variety of business – mix of businesses
    - Interstate access very limited considering the density/intensity of the area
    - Location – accessibility to hospitals from interstate
    - Broad mix and wealth of facilities
    - Regional medical center; regional accessibility
    - Dupont has always been in transition
    - The Springs specifically, provides a balanced mix of widely used facilities
    - It is an area continually busy with changing development
    - Limited ways in and out of the area creates the dynamic but also brings traffic challenges
    - Proximity to other community facilities – churches, community center, parks, etc.
    - Both regional center and neighborhood center

2. Where do you see this area going – becoming? (In 25 years)

    - Changes need to be considered to insure health/success of businesses and neighborhoods

- Growth is reaching a peak – only improved mobility could help to accommodate increasing traffic and improve connectivity
- Continued redevelopment is expected (continued transition)
- Growth in health care anticipated – medical office
- Hope for additional connectivity – more pedestrian choices to bring relief to auto traffic
- "Dupont area" may experience a different dynamic than the "Springs area" – 2 different areas/futures
- How redevelopment occurs and is guided will determine the successfully future – type of redevelopment will be critical as well.
- Additional development/"trip generators" are and will be limited due to parking availability, unless structures are considered.
- Pedestrian safety will be critical to increased mobility
- Problems are complex and will demand a number and combination of solutions

PROBLEMS
(As indicated and prioritized by the attendees)

What are the critical problems/problem areas?

1. Traffic Pedestrian – Dutchmans/Breckinridge Intersection – imbalance of signal cycle – lanage (15 GREEN DOTS)

   a) Addition of eastbound right turn lane (steal from median)

   b) Addition of northbound left capability (new lane west by Rafferties)

   (Note – pedestrian actuated cross walk could upset efficiency)

2. Coordination of signals with each other (6 GREEN DOTS)

   a) Split phasing at WW Cousins

3. Traffic feeding out to eastbound I-264/I-64 – optional access to I-64? (From Breckinridge, Dupont Circle or Browns Lane)

4. High volume on Breckinridge (3 GREEN DOTS)

5. I-64 Interchange at Cannons (opposed to Breckinridge)(2 GREEN DOTS)

6. Breckenridge/Kresge intersection (Baptist East)

7. Hospital shift changes (7:00 am/3:30 pm) x 3!

8. Accidents high on Breckinridge between Kresge/Dutchmans (Breckinridge/Kresge signalization primarily for accident control)

9. Distance between 2 signals on Dutchmans (Breckinridge/Jewish) (double cycles against single cycle at Breckinridge) (6 GREEN DOTS)

10. Location and signage from northbound Breckenridge for the right-only entrance into Pep Boys Center. Critical signage from interstate to hospitals is needed.

11. Transit experiences low usage – perhaps 11-2 shuttle might be used (although most employees have only ½ hour for lunch) (2 GREEN DOTS)

DUPONT AREA TRANSPORTATION STUDY
STUDY AREA TEAM MEETING
APRIL 25, 2005

SIGN IN

(Please Print)

NAME & AGENCY	ADDRESS & E-MAIL	PHONE NUMBER
John Snyder, Administrator LRC Transportation Committee	Room 107, Capitol Annex Frankfort KY 40601 john.snyder@lrc.ky.gov	(502) 564-8100 x 478
State Rep. Steve Riggs 31st District	Room 329 Capitol Annex Frankfort KY 40601	(502) 564-8100
C.W. SEYMOUR KY TRANSPORTATION CABINET DIST. 5 - PERMITS	977 PHILLIPS LANE Loui. Ky. 40233	(502) 367-6411 O (502) 445-3746 M
Joe Magana Baptist Hospital East	4000 Kresge Way 40205 jmagana@bhsi.com	(502) 897-8258
Mojgan Taghizadeh Metro Public Works	444 S. Fifth St. 40202 mojgan.taghizadeh@louky metro.org	(502) 574-3873
HAROLD TULL KIPDA	11520 Commonwealth Dr Lou., KY 40299 harold.tull@ky.gov	502/266-6084
RICK TONINI City of ST. MATTHEWS / TONINI C&H. SUPPLY CO	966 BRECKENRIDGE LANE RICK@TONINI.NET	502/897-7100

DUPONT AREA TRANSPORTATION STUDY
STUDY AREA TEAM MEETING
APRIL 25, 2005

SIGN IN

(Please Print)

NAME & AGENCY	ADDRESS & E-MAIL	PHONE NUMBER
Kurt Gessner Norton Suburban Hospital	Kurt.Gessner@nortonhealthcare.org	893-1217
AIDA COPIC DPDS	AIDA.COPIC@LOUICYMETRO.ORG	574-0947
Jim Birch City of St. Matthews	JBirch@kymatthews.com	899-2518

Architecture

Engineering

Construction

MEETING SUMMARY

Project:	Dupont Transportation Study
Purpose:	Norwood City Council Meeting
Place:	St. Matthews Library
Meeting Date:	October 11, 2005
Prepared By:	Tom Springer

Norwood City Council invited Qk4 to attend a regular city council meeting to present and discuss the Dupont Transportation Plan. Norwood is a sixth-class city located in St. Matthews to the northwest of the Dupont Study area. Many of the residents work in the Dupont area, and most if not all of them travel through it regularly.

Tom Springer attended the meeting, and began by providing project background, by explaining Metro Planning's and Qk4's roles, the study goals and objectives, study area, and time frame, and other information. Following the introduction, an overview of the draft set of improvement concepts were presented and discussed. It was noted that implementation of any improvement concepts would depend on a number of factors, including right-of-way acquisition, funding, agency coordination, and community and environmental impacts.

Besides the Dutchmans Lane/Breckenridge Lane intersection, the top priority for the city council was the proposed off road multi use trail connecting Browns Park with the Dupont Area. The council members expressed that this would give their children, and other residents, save access to the restaurants, shops, entertainment, and other options within Dupont without using the road network. Other comments expressed were in regard to traffic signal timing, ambulance accessibility to the hospitals, and low-cost transportation improvements that could provide relief to intersections. It should be noted that council members were relieved that improvements to both Browns Lane and Breckenridge Lane north of Baptist East were not proposed.

END OF MEETING SUMMARY

MEMORANDUM

TO: File

FROM: David E. Smith

DATE: October 8, 2005

SUBJECT: Dupont Transportation Study
Council District #26
Ellen Call
Neighborhood Meeting

On October 8, 2005, I attended a session of the Council District #26 Neighborhood Representatives meeting. Ms. Call invited us to attend and discuss the subject study.

I briefly went over the scope of work for the study and highlighted some of the ideas that we had already received. Attendees were glad that someone was looking at the traffic situation in the Dupont area, but many believed that little could be done to relieve congestion. Additional suggestions received included the need to 6-lane Dutchmans Lane from Browns Lane to Breckinridge Lane and limit access from private developments to the street system. Some one suggestion that Metro encourage building owners to plant rooftop gardens to help reduce air pollution.

DUPONT AREA TRANSPORTATION STUDY
STUDY ADVISORY TEAM MEETING
November 10, 2005

The following people where in attendance:

NAME	
Brian Meade	KYTC, District 5
Mojgan Taghizadeh	Metro Public Works
Harold Tull	KIPDA
Aida Copic	Louisville Metro
Jim Birch	City of St. Matthews
David Reed	Qk4
David Smith	Qk4
Tom Springer	Qk4
Mohammad Nouri	Louisville Metro
Mark Adams	Louisville Metro
Chris Steele	Jewish Hospital
Scott Kelly	Jewish Hospital
Scott Franklin	Business Owner

The meeting started with introductions.

Qk4 made a PowerPoint presentation that included an update of work completed since the first SAT meeting in April and preliminary recommendations. The study area was broken into seven (7) Focus Areas. For each Focus Area, a set of recommendations was presented.

During the open discussion, additional ideas included extending the left turn lane on Dutchman's Parkway onto Dutchman's Lane and use the "countdown" signs on pedestrian signals.

After the recommendations were presented, a group exercise was conducted to gather input from the SAT on the relative importance of the types of improvements. The recommended improvements were identified as follows:

- Construct Missing Links in Sidewalks and Pedestrian Street Crossings
- Provide Off Road Bicycle and Walking Facilities
- Provide On Road Bicycle Facilities
- Provide New Connections with Roads and Interstates
- Improve Parking Lot Streets and Layouts
- Improve Alleyways and Parking Lot Connections Parallel to Dutchmans
- Improve Traffic Flow/Reduce Congestion

The results of the group polling showed that the following improvement types were rated the highest:

1. Improve Traffic Flow/Reduce Congestion
2. Construct New Turn Lanes
3. Provide Better signage and Striping
4. Construct Missing Links in Sidewalks/Pedestrian Street Crossings

In addition, everyone agreed that cost should be a factor in prioritizing projects.

The SAT was informed about the Public Meting scheduled for the Jewish Community Center on November 17, 2005.

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 1 A
BRECKENRIDGE & DUTCHMANS INTERSECTION

Excavation	11,600 CY @ $10.00	=	$116,000
Pavement(Interstate)	4,000 SY @ $60.00	=	$240,000
Pavement(Bituminious)	3,050 SY @ $44.00	=	$134,200
Curb & Gutter	2,730 LF @ $18.00	=	$49,140
Drainage	1 LS @ $58,000.00	=	$58,000
4" Conc Sidewalk	1,570 SY @ $25.00	=	$39,250
Sidewalk Ramps	9 EA @ $1200.00	=	$10,800
Header Curb	970 LF @ $18.00	=	$17,460
Standard Barrier Median	330 SY @ $35.00	=	$11,550
Overhead Signage	1 LS @ $160,000.00	=	$160,000
Signal Modification	1 LS @ $181,000.00	=	$181,000
Pavement Striping	1 LS @ $9,000.00	=	$9,000
Maintenance of Traffic	1 LS @ $21,000.00	=	$21,000
Sub Total			$1,047,400
20% Contengencies			$209,480
10% Engineering Fees			$104,740
			$1,361,620
R/W			?
* Utilities			?

* Several overhead utilities along the north side of Dutchmans Lane will need to be relocated.

NOTE: Traffic analysis will need to be performed to check for adequate weaving lengths for the proposed added laneage on the southbound ramp from Breckenridge Lane to Westbound I-264.

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 1 B
BRECKENRIDGE & DUTCHMANS INTERSECTION

Excavation	10,400 CY @ $10.00	=	$104,000
Pavement(Interstate)	4,000 SY @ $60.00	=	$240,000
Pavement(Bituminious)	2,100 SY @ $44.00	=	$92,400
Curb & Gutter	1,900 LF @ $18.00	=	$34,200
Drainage	1 LS @ $50,000.00	=	$50,000
4" Conc Sidewalk	1,570 SY @ $25.00	=	$39,250
Sidewalk Ramps	5 EA @ $1200.00	=	$6,000
Standard Barrier Median	330 SY @ $35.00	=	$11,550
Overhead Signage	1 LS @ $160,000.00	=	$160,000
Signal Modification	1 LS @ $180,000.00	=	$180,000
Pavement Striping	1 LS @ $6,500.00	=	$6,500
Maintenance of Traffic	1 LS @ $20,000.00	=	$20,000
Sub Total			$943,900
20% Contengencies			$188,780
10% Engineering Fees			$94,390
			$1,227,070
* Utilities			?

* Several overhead utilities along the northwest corner of Breckenridge Lane will need to be relocated.

NOTE: Traffic analysis will need to be performed to check for adequate weaving lengths for the proposed added laneage on the southbound ramp from Breckenridge Lane to Westbound I-264.

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 1 C
BRECKENRIDGE & DUTCHMANS INTERSECTION

Excavation	6,200 CY @ $10.00	=	$62,000
Pavement(Interstate)	720 SY @ $60.00	=	$43,200
Pavement(Bituminious)	2,100 SY @ $44.00	=	$92,400
Curb & Gutter	1,900 LF @ $18.00	=	$34,200
Drainage	1 LS @ $40,000.00	=	$40,000
4" Conc Sidewalk	1,570 SY @ $25.00	=	$39,250
Sidewalk Ramps	5 EA @ $1200.00	=	$6,000
Standard Barrier Median	330 SY @ $35.00	=	$11,550
Overhead Signage	1 LS @ $160,000.00	=	$160,000
Signal Modification	1 LS @ $180,000.00	=	$180,000
Pavement Striping	1 LS @ $6,000.00	=	$6,000
Maintenance of Traffic	1 LS @ $12,000.00	=	$12,000
Sub Total			$686,600
20% Contengencies			$137,320
10% Engineering Fees			$68,660
			$892,580
* Utilities			?

* Several overhead utilities along the northwest corner of Breckenridge Lane will need to be relocated.

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 2

Excavation	1,220 CY @ $10.00	=	$12,200
Pavement(Bituminious)	2,575 SY @ $28.00	=	$72,100
Curb & Gutter	895 LF @ $18.00	=	$16,110
Drainage	1 LS @ $12,000.00	=	$12,000
4" Conc Sidewalk	1,130 SY @ $25.00	=	$28,250
Sidewalk Ramps	7 EA @ $1200.00	=	$8,400
Pavement Striping	1 LS @ $1,000.00	=	$1,000
Maintenance of Traffic	1 LS @ $2,000.00	=	$2,000
Sub Total			$152,060
20% Contengencies			$30,412
10% Engineering Fees			$15,206
			$197,678
Utilities			?

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 3 A
BICYCLE LANES WITHIN FOCUS AREA

ONROAD BIKE LANE*

KRESGE WAY	2540 LF @ $2.00	=	$5,080
BROWNS LANE	2480 LF @ $2.00	=	$4,960
DUTCHMANS LANE	1840 LF @ $2.00	=	$3,680
DUPONT ROAD	1480 LF @ $2.00	=	$2,960

GREENWAY TRAIL

BROWN PARK TO SPRINGS CENTER	2715 LF @ $100.00	=	$271,500
Sub Total			$288,180
20% Contengencies			$57,636
10% Engineering Fees			$28,818
			$374,634

* Assumes restriping of 5' bike lane and reduced travel lanes within existing curb to curb section

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 3 B
GREENWAY TRAILS WITHIN STUDY AREA

GREENWAY TRAIL

SPRINGS CENTER TO SENACA PARK	5502 LF @ $100.00	=	$550,200
Sub Total			$550,200
20% Contengencies			$110,040
10% Engineering Fees			$55,020
			$715,260

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 4
NEW I-64 ACCESS

Excavation	12,200 CY @ $10.00	=	$122,000
Pavement(Interstate)	4,470 SY @ $60.00	=	$268,200
Retaining Wall	11,925 SF @ $40.00	=	$477,000
Bridge Widening	1,320 SF @ $140.00	=	$184,800
Island Header Curb	250 LF @ $16.00	=	$4,000
Drainage	1 LS @ $110,000.00	=	$110,000
Maintenance of Traffic	1 LS @ $12,000.00	=	$12,000
Sub Total			$1,178,000
20% Contengencies			$235,600
10% Engineering Fees			$117,800
			$1,531,400
* Utilities			?

* Extensive overhead utility relocation will be necessary along the east side of Breckenridge Lane from South of Dupont Road to North of I-64.

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 5
THE SPRINGS SHOPPING CENTER

Excavation	610 CY @ $10.00	=	$6,100
Pavement Patch	1 LS @ $6,000.00	=	$6,000
Header Curb	2,210 LF @ $18.00	=	$39,780
4" Conc Sidewalk	1,540 SY @ $25.00	=	$38,500
Sidewalk Ramps	5 EA @ $1,200.00	=	$6,000
Pavement Striping	1 LS @ $6,000.00	=	$6,000
Landscaping	1 LS @ $20,000.00	=	$20,000
Maintenance of Traffic	1 LS @ $3,000.00	=	$3,000
Sub Total			$125,380
20% Contengencies			$25,076
10% Engineering Fees			$12,538
			$162,994
R/W			?

NOTE: Should a signal be desired at the new crosswalk on Dutch Parkway add $95,000 to the total estimated cost.

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 6
I-264 AUXILARY LANE TO BRECKENRIDGE

Excavation	3,250 CY @ $10.00	=	$32,500
Pavement(Interstate)	5,970 SY @ $60.00	=	$358,200
Guardrail	1,500 LF @ $12.00	=	$18,000
Guardrail End Treatment	2 EA @ $2,500.00	=	$5,000
Drainage	1 LS @ $50,000.00	=	$50,000
Retaining Wall	15,000 SF @ $40.00	=	$600,000
Overhead Signs	1 LS @ $130,000.00	=	$130,000
Pavement Striping	1 LS @ $3,000.00	=	$3,000
Maintenance of Traffic	1 LS @ $8,500.00	=	$8,500
Sub Total			$1,205,200
20% Contengencies			$241,040
10% Engineering Fees			$120,520
			$1,566,760
Utilities			$0

DUPONT TRANSPORTATION STUDY

FOCUS AREA NO 7
DUTCHMANS AT TAYLORSVILLE RD

Excavation	80 CY @ $10.00	=	$800
Pavement	150 SY @ $28.00	=	$4,500
Lip Header Curb	250 LF @ $18.00	=	$4,200
Striping (Touchup)	1 LS @ $800.00	=	$800
Maintenance of Traffic	1 LS @ $1,800.00	=	$1,800
Sub Total			$12,100
20% Contengencies			$2,420
10% Engineering Fees			$1,210
			$15,730
Utilities			$0