



RETHINKING TRANSPORTATION

# Metropolitan Transportation Plan Major Update

## Floyd County Transportation Analysis District Report



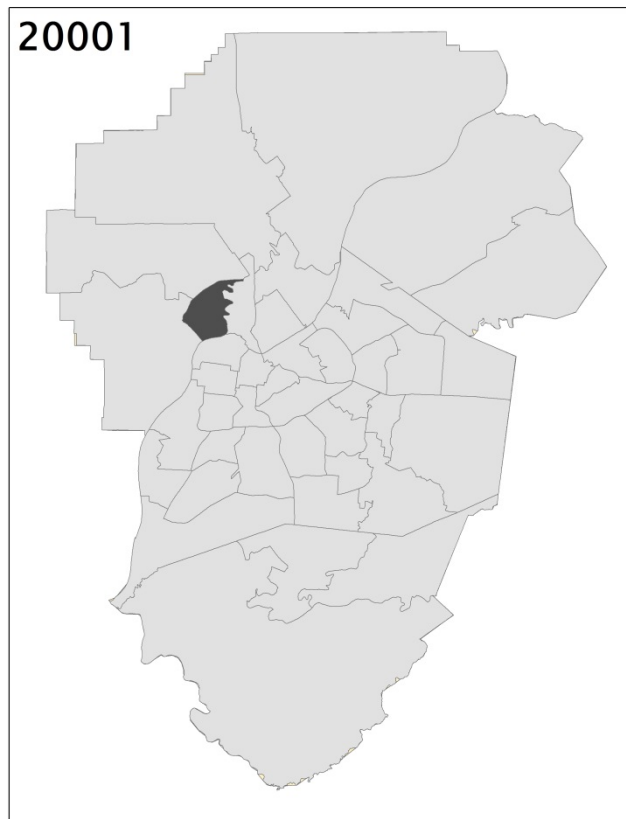




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# Metropolitan Transportation Plan Major Update

## Transportation Analysis District 20001 Report







## Location & General Characteristics

Transportation Analysis District (TAD) 20001 is located in southeastern Floyd County and is bounded by the Ohio River, Clark County to the east, I-64, and I-265. It contains a large portion of the City of New Albany, which is well established, contains several historic structures, and is fairly densely populated relative to the KIPDA Louisville (KY-IN) Metropolitan Planning Area. TAD 20001 is largely urban and most of its land use is either commercial or residential.

## Area and Socioeconomic Information

**Area:** Approximately 6,543 acres

**Non-Group Quarters Population (2010):** 29,853

**Number of Households (2010):** 13,170

**Number of Jobs (2000):** 17,616

## Title VI/Environmental Justice

The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern (July, 2006) identifies a portion of TAD 20001 as a Title VI/Environmental Justice area (see Figure 20001-A).

The Community Assessment & Outreach Program outlines various measures to be undertaken when considering the issues and potential solutions for Title VI/Environmental Justice areas. While Title VI/Environmental Justice is best addressed at the project level, considerations appropriate for the metropolitan transportation plan level include:

- Mitigating disproportionate burdens placed upon Title VI/Environmental Justice areas that may result from transportation projects and programs.
- Reducing barriers to non-automotive forms of transportation

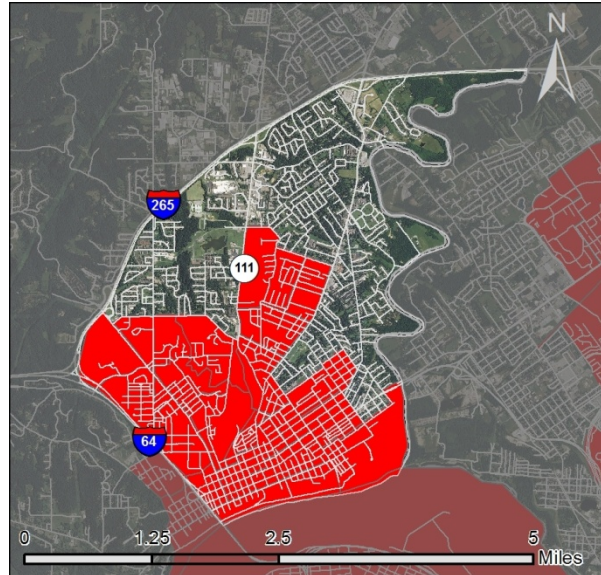


Figure 20001-A: Title VI/Environmental Justice area is shown in red.

## Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-64* from the Floyd County line to the I-265 interchange</li> <li>• I-265* from I-64 to Floyd County/Clark County boundary</li> </ul>
<b>Urban Principal Arterial – Freeway/Expressway</b>	<ul style="list-style-type: none"> <li>• Spring Street* from Woodrow Avenue to the Floyd County/Clark County boundary</li> </ul>
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• Spring Street* from I-64 to Woodrow Avenue</li> <li>• East Main Street* from I-64 to Vincennes Street</li> <li>• Market Street from Vincennes Street to Beharrell Avenue</li> <li>• Beechwood Avenue from IN 111 (Grantline Road) to IN 311 (Charlestown Road)</li> <li>• Vincennes Street* from East Main Street to IN 311 (Charlestown Road)</li> <li>• Beharrell Avenue from Market Street to Spring Street</li> <li>• Grantline Road from Logan Street to Daisy Lane</li> <li>• Grantline Road* from Beechwood Avenue to I-265</li> <li>• Charlestown Road* from Vincennes Street to I-265</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• Floyd Street from I-64 to Vincennes Street</li> <li>• Market Street from I-64 to Vincennes Street</li> <li>• East Elm Street from I-64 to Vincennes Street</li> <li>• State Street from East Main Street to I-265</li> <li>• Pearl Street from East Main Street to East Elm Street</li> <li>• Green Valley Road from State Street to I-265</li> <li>• Daisy Lane from State Street to Grantline Road</li> <li>• Grantline Road from Daisy Lane to Beechwood Avenue</li> <li>• East Eighth Street* from Spring Street to Vincennes Street (NHS Portion: Spring Street to Beeler Street)</li> <li>• Silver Street from Spring Street to Charlestown Road</li> <li>• Slate Run Road from Silver Street to Charlestown Road</li> <li>• Blackiston Mill Road from Charlestown Road to Floyd County/Clark County boundary</li> <li>• Mount Tabor Road from Charlestown Road to I-265</li> <li>• Klerner Lane from Charlestown Road to I-265</li> </ul>

<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>• East Elm Street from Vincennes Street to Silver Street</li> <li>• East Oak Street from State Street to East Eighth Street</li> <li>• Culbertson Avenue from Pearl Street to East Eighth Street</li> <li>• East Elm Street from Vincennes Street to Silver Street</li> <li>• Cherry Street from Pearl Street to I-265</li> <li>• West Street from Cherry Street to State Street</li> <li>• Scribner Street from East Main Street to East Elm Street</li> <li>• West First Street from East Main Street to East Elm Street</li> <li>• Bank Street from East Main Street to Culbertson Avenue</li> <li>• Bono Road from Green Valley Road to Pearl Street</li> <li>• Pearl Street from Bono Road to East Elm Street</li> <li>• Graybrook Lane from Bono Road to Daisy Lane</li> <li>• Beharrell Avenue from Spring Street to Slate Run Road</li> <li>• Captain Frank Road from I-64 to State Street</li> <li>• Gordon Drive from Green Valley Road to Pamela Drive</li> <li>• Pamela Drive from Gordon Drive to Zurschneider Drive</li> <li>• Zurschneider Drive from Pamela Drive to Daisy Lane</li> <li>• Baldwin Drive from Green Valley Road to Janie Lane</li> <li>• Janie Lane from Baldwin Drive to Linda Drive</li> <li>• Jaques Lane from terminus to Grantline Road</li> <li>• McDonald Lane from Grantline Road to Charlestown Road</li> <li>• Murr Lane from McDonald Lane to Woodbourne Drive</li> <li>• Woodbourne Drive from Murr Lane to Woodbide Drive</li> <li>• Woodbide Drive from Woodbourne Drive to Klerner Lane</li> <li>• Rainbow Drive from Klerner Lane to Charlestown Road</li> <li>• Blackiston Boulevard from Charlestown Road to Payne Koehler Road</li> <li>• Payne Koehler Road from Blackiston Boulevard to I-265</li> </ul>
<b>Rural Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Major Collector</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Minor Collector</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

\*Denotes part of the National Highway System (NHS)

## Schools

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Christian Academy of Indiana</li> <li>• Fairmont Elementary School</li> <li>• Green Valley Elementary School</li> <li>• Hazelwood Middle School</li> <li>• Holy Family Elementary School</li> <li>• Mount Tabor Elementary School</li> </ul> | <ul style="list-style-type: none"> <li>• New Albany High School</li> <li>• Our Lady of Perpetual Help Catholic School</li> <li>• S. Ellen Jones Elementary School</li> <li>• Slate Run Elementary School</li> <li>• Saint Mary’s Catholic Academy</li> </ul> |
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## Colleges & Universities

- Purdue University, College of Technology at New Albany

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## Parks

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- Anderson Park
- Bicknell Park
- Billy Herman Park
- Binford Park
- Bud Flynn Center
- Division Street Park
- Falling Run Park
- Jaycee River Front Park
- Millerwood Park
- Ohio River Greenway
- Sam Peden Community Park
- Sertoma Park

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## Other Area of Interest/Significance

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- Downtown New Albany
- Indiana's Historic Pathways Scenic Byway
- Ohio River Greenway
- Ohio River Scenic Byway
- Silver Creek

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## Historic

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- Cedar Bough Place Historic District
- Culbertson Mansion
- Depauw Avenue Historic District
- Division Street School
- East Spring Street Historic District
- Hedden's Grove Historic District
- Mansion Row Historic District
- New Albany and Salem Railroad Station
- New Albany Downtown Historic District
- New Albany National Cemetery
- Old Pike Inn
- Scribner House
- Shelby Place Historic District

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## Transit

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TAD 20001 is currently served by TARC. The following routes pass through and have stops within the TAD, providing connections within and beyond the TAD:

- Route #71 – New Albany/Louisville/Jeffersonville
- Route #82 – New Albany/Clarksville Crosstown

### ***Park and Ride***

There are no identified Park and Ride lots in TAD 20001.

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## Public Comments

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### ***Blackiston Mill Road***

- Blackiston Mill Road has a lack of bike/ped access.

### ***Captain Frank Road***

- Captain Frank Road is narrow and winding, and dangerous with no shoulder.

### ***Grantline Road***

- Put a tunnel (underpass) by the railroad tracks on Grantline Road.

### ***Charlestown Road***

- Charlestown Road transit service (express) needs to continue service. The need is there.

### ***I-265/IN 311 (Charlestown Road)***

- Rework the signalization at I-265/Charlestown Road. Consider diverging diamond.

### ***Klerner Lane***

- Klerner Lane needs sidewalks whole length.
- Need sidewalk along Klerner Lane between Castlewood Drive and Cliffwood Drive.

### ***Main Street***

- Many trucks.



### **McDonald Lane**

- McDonald Lane needs sidewalks whole length.

### **Mount Tabor Road**

- Mount Tabor Road needs sidewalks whole length.

### **Rainbow Drive/Charlestown Road**

- Signal issue.

### **Scribner Street**

- The pedestrian button on the pole crossing Scribner Street from the parking lot to the library only allows 15 seconds to get across.

### **Scribner Street at New Albany-Floyd County Library**

- Traffic coming off I-64 and onto Scribner Street is terrible. It is very difficult to cross the street at Spring Street because of the drivers turning right onto Spring Street. Maybe a skywalk would do well here.
- Very difficult to turn left out of the parking lot onto Scribner. Traffic that comes off the exit ramp comes down Scribner too fast, and traffic backs up from the light on Spring Street and Scribner Street.
- Would like to see Scribner Street closed between Spring and Elm Streets. Though there is a traffic signal at the intersection with Spring Street, drivers do not seem to pay attention to pedestrians as they turn right.

### **Slate Run Road**

- Slate Run Road needs sidewalks whole length.

### **Spring Street**

- Bike lanes end abruptly on Spring Street.
- Many trucks.

## **Safety**

4,002 crashes occurred in TAD 20001 in the three-year period between 2009 and 2011. Three of those crashes resulted in a fatality. 24 of the crashes involved pedestrians in some way. None of the reported crashes involved bicyclists.

### **Fatalities**

One of the crashes resulting in a fatality occurred in December 2010, and the remaining two occurred in December of 2011. Although they involved three different locations (Slate Run Road in front of Slate Run Elementary School; Charlestown Road at Klerner Lane; and, Grantline Road at Jolissaint Avenue), all three crashes involved pedestrians who died as a result of the injuries sustained from those crashes. The Charlestown Road/Klerner Lane crash was a hit-and-run; no further details were available concerning the driver. The other two involved some level of driver inattention and were not

attributed to driving under the influence or other cause. In the Charlestown Road and Grantline Road incidents, the pedestrians were reported as traveling along the roadway when they were struck whereas in the Slate Run Road incident, two pedestrians were crossing Slate Run Road to their final destination after parking in the elementary school parking lot when they were struck by a motorist.

### **High Crash Locations**

There are several high crash locations where 50 or more crashes occur within one-tenth of a mile of each other (see Figure 20001-B).

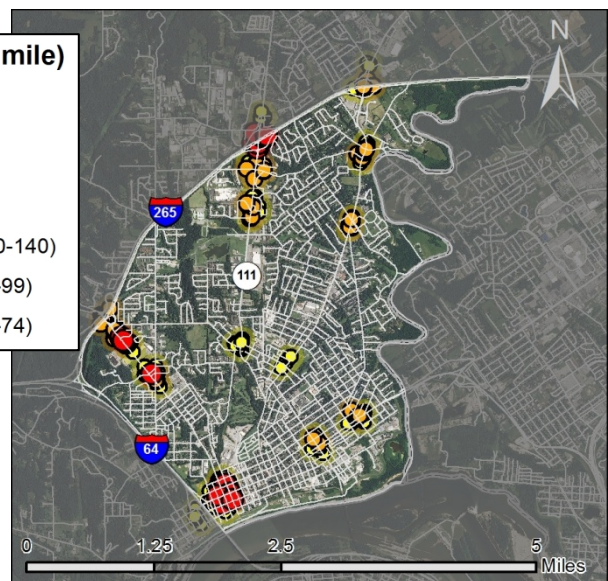
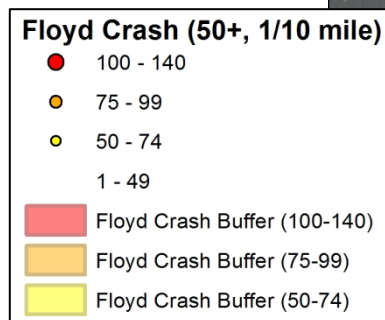


Figure 20001-B: High crash locations within TAD 20001.

## Downtown New Albany

The area that forms the heart of downtown New Albany, bounded by Oak Street, Pearl Street, Main Street, and I-64, contains 18 intersections having a high number of crashes, with several locations recording between 100 and 140 crashes within 0.10 mile of each other. There are a number of commercial attractions as well as civic services in the area along with direct access to and from I-64. Traffic volume, lack of access management, signal timing, and speed may contribute to the number of crashes in this well-traveled area.

## State Street Corridor from Green Valley Road to I-265

This segment of State Street experiences a high number of crashes, as well as a high vehicle volume (17,900 ADT [2012]) between Captain Frank Road and Coyle Drive; and 22,560 ADT [2008] on State Street just south of the I-265 interchange). At the West Street, Green Valley Road/State Street intersection, between 75-99 crashes occurred within the 2009-2011 three-year period. The intersection is just north of Floyd Memorial Hospital. West Street and Green Valley Road do not meet State Street at a right angle, and the roadway geometry may contribute to the number of crashes at that location. This location is also where State Street transitions from a two travel lane roadway (one travel lane in each direction) to a four-lane roadway with two travel lanes in each direction. The setting also transitions from a more urban land use pattern (houses, businesses, etc., sitting closer to the roadway to, north of this intersection, a more suburban pattern of land use with businesses set back further from the roadway.

Another high crash location on this segment begins on State Street around the shopping area with a Target and Kroger, and runs north/northwest to Daisy Lane for approximately 0.30 miles. In this segment, there are 17 driveways, the majority of them belonging to commercial businesses. There is no center turn lane, so the inside lane serves as the turn lane, perhaps contributing to the number of crashes within this segment. Again, speed, traffic volume, lack of access management, and driver inattention may be contributing factors.

Yet another high crash location on this corridor is shared with neighboring TAD 20002, and is at State Street in the vicinity of the I-265 interchange. This location includes crashes on State Street as well as I-265. High traffic volumes and speeds, as well as weaving movements on and off I-265, may be contributing factors to the high number of crashes within this area.

## Grant Line Road Corridor from Jaques Lane to I-265

There are a number of commercial sites in this corridor as well as General Mills, a major employer and freight distributor, in the area. To the east there are several residential areas. Along the corridor itself, there are several high crash locations:

- Grant Line Road at Rolling Creek Drive (50-74 crashes within 0.10 mile of each other)
- Grant Line Road at Pillsbury Lane (75-99 crashes within 0.10 mile of each other)
- Grant Line Road at University Woods Drive (50-74 crashes within 0.10 mile of each other)
- Grant Line Road in front of Kmart (75-99 crashes within 0.10 mile of each other)
- Grant Line Road at Mount Tabor Road (100-168 crashes within 0.10 mile of each other)
- Grant Line Road at Northgate Boulevard (75-99 crashes within 0.10 mile of each other)
- Northgate Boulevard at Northgate Court (100-168 crashes within 0.10 mile of each other)
- Grant Line Road at I-265 (100-168 crashes within 0.10 mile of each other)

Within this segment, there are four signalized intersections: Rolling Creek Drive, University Woods Drive, Mount Tabor Road, and I-265. The remaining intersections have stop signs on the side streets and commercial entrances. There is also a rail crossing at Pillsbury Lane with dual tracks. The land use along this corridor is mostly commercial and retail with some offices. There are approximately 10 commercial driveways, three side streets without a traffic signal and one residential driveway. This is also the segment that moves from a three lane section to a five-lane section (dual travel lanes on each side with a center turn lane). The majority of commercial development in and around this area is fairly recent, within the last 10 to 20 years. The number of vehicles on Grantline Road in this area (26,180 ADT: INDOT, 2008 on Grantline Road just south of I-265) coupled with speeds and the number of potential destinations along this portion of the corridor may be contributing factors to the high number of crashes along this segment.

## Grantline Road at Sleepy Lane

This intersections as well as the area 0.10 mile north of the intersection has been identified as a high crash location with 50-74 crashes occurring from 2009-2011. Heading north toward Sleepy Lane, Grantline Road is a four lane section, with two travel lanes in each direction and a right and left turn lane for travelers heading north, turning into either the Walmart Super Center or onto Sleepy Lane. North of Sleepy Lane, Grantline continues to be a four-lane section with two travel lanes and a right turn lane into another entrance of the Walmart Super Center and a right turn lane for southbound travelers turning right onto Sleepy Lane. The area is a commercial node with Walmart, several other commercial attractions, some civic uses, offices, and a church. The roadway geometry, number of destinations within this short distance, and traffic volumes may contribute to the number of crashes in this location.

## Grantline Road/Beechwood Avenue/Daisy Lane

The offset intersection of Grantline Road, Daisy Lane and Beechwood Avenue has been identified as a high crash location, with between 50 and 74 crashes within 0.10 mile of each other from 2009 through 2011. On Grantline Road, Beechwood Avenue and Daisy Lane are less than 300 feet apart, and there is a commercial hub formed by the development surrounding the intersecting streets, replete with six commercial driveways within the area. Both intersections are signalized. The development surrounding the commercial node is suburban residential. Grantline Road carries traffic from the surrounding suburban areas into downtown New Albany and is a fairly direct north/south route. Grantline Road is also identified as part of the KIPDA Freight Network, and crashes here may impact not only the persons involved in the crashes and regular traffic, but freight traffic as well. Most of the crashes, according to police reports, were minor in nature and primarily involved failure to yield right of way and driver inattention.

## Charlestown Road and Beechwood Avenue

A high crash location was identified at the intersection of Charlestown Road and Beechwood Avenue, not far from the Grantline Road/Beechwood Avenue/Daisy Lane intersection. This intersection had between 50 and 74 crashes within 0.10 mile of each other from 2009 through 2011. Charlestown Road is also a direct north/south route carrying traffic from the more rural and suburban areas of New Albany and Floyd County into downtown New Albany. There is a small commercial node at this intersection with a hardware store, some residential property converted to commercial and office uses, and a video store. About half of the crashes occurred on Beechwood Avenue, west of Charlestown Road and the other half on Charlestown Road, mostly north of Beechwood Avenue. The intersection of Beechwood Avenue and Charlestown Road is signalized. The Charlestown Road and Beechwood Avenue both have two travel lanes (one in each direction) with turn lanes at the signalized intersection. There is some on-street parking both on Charlestown Road and Beechwood Avenue, but not within a block of the intersection. Most of the crashes, according to police reports, were minor in nature and primarily involved failure to yield right of way and driver inattention. The area surrounding this intersection is commercial with three commercial driveways in proximity to one another.

## Charlestown Road at Klerner Lane

The Charlestown Road/Klerner Lane intersection experienced between 75-99 crashes within 0.10 of a mile of each other from 2009 through 2011. As stated earlier, Charlestown Road carries a high volume of traffic and is a primary route to and from downtown New Albany as well as carrying traffic north to access I-265. At this particular intersection, there are commercial businesses and, beyond those, residential land use. This area, in recent years, has experienced additional development throughout the corridor to north of I-265, beyond the boundaries of this TAD. The traffic volume, the number of commercial destinations, and evolving traffic patterns may contribute to the number of crashes at this location. In addition, these two roadways do not meet at a right angle, so roadway geometry may also play a role.

## Charlestown Road from Mount Tabor Road to Blackiston Boulevard

Along this segment of Charlestown Road, there were three primary locations identified as having a high number of crashes from 2009 through 2011:

- Intersection of Charlestown Road and Mount Tabor Road (100-168 crashes within 0.10 mile of each other)
- Intersection of Charlestown Road and Blackiston Mill Road/Rainbow Drive (75-99 crashes within 0.10 mile of each other)

- Segment of Charlestown Road from Blackiston Mill Road to Blackiston Boulevard (50-74 crashes within 0.10 miles of each other)

The Blackiston Mill/Rainbow Drive and Mount Tabor Road intersections are signalized. The intersection of Charlestown Road and Blackiston Boulevard is not a signalized intersection. This segment is the first commercial area to the south of the I-265 interchange, beyond the commercial development surrounding the interchange, itself. The amount of traffic, number of destinations, and speed may all be contributing factors in crashes within this segment.

### Charlestown Road at I-265

I-265 at Charlestown Road moves a lot of traffic, and provides access to the rest of the region through access to the interstate system. The vast majority of these crashes occurred on Charlestown Road as opposed to I-265 or the ramps, and the majority of them were rear-end incidents, according to police reports. Because of the higher traffic volumes in this area, the higher number of crashes is not a complete surprise. Given that a relatively large number of the crashes were attributed to following too closely, perhaps further investigation as to what is causing this particular occurrence may be worthy of investigating.

### Silver Street at Spring Street

This intersection is bordered by commercial and civic uses (Bicknell Park), and then surrounded by fairly dense residential uses. It is located in the eastern portion of New Albany, close to the downtown area. The highest crash concentration centers on this intersection, but actually includes crashes on Spring Street from Jay Street to Spring Avenue, and on Silver Street from Elm Street to Reno Avenue. Between 100-168 crashes occurred within 0.10 mile of each other in this vicinity. Spring Street (also referred to as Old Indiana 62) is a primary connector between New Albany and Clarksville, providing a necessary connection over Silver Creek to Brown Station Way. Due to its connectivity, Spring Street carries a lot of traffic (18,300 ADT west of 18th Street: KIPDA, 2012; and 14,600 ADT east of Beharrell Avenue: INDOT, 2008). Silver Street also connects this area to areas to the north as well as Charlestown Road, an Urban Principal Arterial. Within the described area, there are 21 commercial driveways, six intersecting streets, as well as access to half dozen or so residential properties. Some of the commercial driveways envelop almost the entire frontage of a property so there is not a single, clear point of access, which may play a role in the number of crashes. The volume of traffic through this area in addition to the number of potential access points to surrounding land use may be contributing factors to the number of crashes in this location.

### Spring Street at Vincennes Road

The number of crashes in proximity to this intersection identifies it as a high crash location, with 75-99 crashes occurring within 0.10 mile of each from 2009 through 2011. It has many similarities to the Silver Street at Spring Street location in that the majority of crashes are centered on the intersection, but do extend to Elm Street to the north and King Street to the south. The other similarities are the surrounding land use, which is primarily commercial at the intersection that is then surrounded by fairly dense residential. Vincennes Street is the former IN 111, and is functionally classified as an Urban Major Arterial as is Spring Street, the former IN 62. Both carry large volumes of traffic as they provide needed connections within the City of New Albany as well as the surrounding region. There are approximately 13 commercial entrances to businesses at this node, as well as four intersecting streets, and some access to the residential land use. The intersection is signalized and bike lanes have also recently been added to the roadway, although none of the crashes that occurred at this location reported a bicyclist as being involved. The volume of daily traffic as well as the level of access points may all be contributing factors to crashes in this area.

### ***Bicycle and Pedestrian Crashes***

24 of the crashes over the 2009-2011 period involved pedestrians. 16 of these occurred within downtown New Albany and the older portion of New Albany to the east of downtown; areas in which pedestrian traffic is the highest. None of the crashes involving pedestrians occurred at the same location, so each incident would need to be evaluated on its own merit to determine what factors contributed to these crashes in the downtown New Albany area. None of the crashes within the TAD were reported to involve a bicyclist. As stated earlier, the three fatalities that occurred within TAD 20001 involved pedestrians. The fatalities did not occur within the downtown area, but in areas of more suburban development patterns.

## Congestion

### Current Level of Service (LOS)

Currently the only roadways on the Congestion Management Process (CMP) network with a LOS below C are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• I-64 from the Indiana state line to I-265</li> <li>• I-265 from I-64 to IN 311 (Charlestown Road)</li> <li>• Grantline Road from Mount Tabor Road to I-265</li> <li>• Grantline Road from Sleepy Lane to McDonald Lane</li> <li>• Charlestown Road from Beechwood Avenue to Klerner Lane</li> <li>• State Street from East Main Street to Green Valley Road</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• Grantline Road from McDonald Lane to University Woods Drive</li> </ul>

### Projected 2030 Level of Service (LOS)

Based on a travel demand model scenario for the Year 2030 that includes only those projects included in the 2011-2014 KIPDA Transportation Improvement Program (TIP), the corridors on the CMP network with a LOS forecasted to be worse than C in the Year 2030 are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• I-64 from the Spring Street exit to I-265</li> <li>• I-265 from I-64 to I-65</li> <li>• Grantline Road from Mount Tabor Road to I-265</li> <li>• Charlestown Road from Slate Run Road to Klerner Lane</li> <li>• Charlestown Road from Mount Tabor Road to Rainbow Drive/Blackiston Mill Road</li> <li>• State Street from Spring Street to I-265</li> <li>• Vincennes Street from Market Street to Spring Street</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• I-64 from the Indiana state line to Spring Street exit</li> </ul>

At this time, the level of congestion is affecting travel time for Single Occupancy Vehicles (SOVs), freight and potentially transit. In the future with only the committed projects as programmed in the *FY 2011- FY 2014 Transportation Improvement Program*, the congestion is anticipated to affect more of the roadways within the TAD, and further increasing travel times. This may impact not only travel within the TAD, but also travel in and out of the TAD as many of the affected routes provide connections to the rest of the KIPDA region and beyond.

## Access to Community Amenities

Community amenities are considered clustered when three or more community amenities (community centers open to the public, senior centers/nutrition sites, public libraries, museums, colleges/universities, schools, government buildings, shopping, entertainment venues, and parks) are located within a quarter-mile or less of each other. Many of the community amenities in TAD 20001 are located in the same areas mentioned as having congestion as well as those identified as high crash locations. There are four areas where community amenities are clustered: downtown New Albany; the area directly east of downtown centered on the Vincennes Street and Spring Street intersection; the State Street corridor from Green Valley Road north to I-265; and, the Grantline Road corridor from McDonald Lane north to Mount Tabor Road.

### Downtown New Albany

In downtown New Albany, the area bounded by I-64 east to East Fifth Street and from Water Street north to Elm Street, there are 79 such community amenities within a quarter-mile of each other ranging from restaurants, auto-supply stores, and banks to New Albany City Hall. The Transit Authority of River City (TARC) operates two routes in this area: Route #71 and #82. Access by automobile appears to be adequate other than the issues of congestion and the number of crashes within the cluster. Pedestrian access via sidewalks is available along most of the streets, although there are several locations where the commercial driveway spans the entire frontage and a clear pedestrian right-of-way is not delineated. New Albany is also in the process of installing bike lanes along roadways as part of repaving. At

this time, there are several roadways with bicycle facilities. This area contains and is surrounded by fairly dense housing.

### ***Vincennes Street and Spring Street Intersection Area***

To the east of downtown New Albany, centered on the Vincennes Street and Spring Street intersection, there are approximately 26 community amenities clustered within a quarter-mile of each other. This area, while centered primarily at the intersection, is bounded by King Street to the south, Culbertson Avenue to the north, East 13th Street to the west, and 18th Street to the east. Route #82 serves this area and continues onto Clarksville. This area contains dense residential uses mixed in with civic and commercial uses. Automotive traffic and access is well served other than congestion and crash issues. Most of the streets have pedestrian access via sidewalks; however, there are some frontages that form commercial driveways with no specified pedestrian right-of-way. There are no designated bikeways in and around this cluster of destinations. Access to schools in this cluster will be addressed in the Access to Education section.

### ***State Street from Green Valley Road to I-265***

Along State Street from Green Valley Road to I-265, there are 45 community amenities clustered within a quarter-mile of each other. This area has undergone a great deal of development over the past few decades, and attractions include some big box retailers as well as smaller local businesses and two schools (Holy Family Elementary and Green Valley Elementary Schools). There is suburban residential development to the north, east and south of the area. State Street is currently served by TARC Route #71. Automotive access is adequate barring the congestion and crashes along this corridor. There are no separate bicycle facilities. Sidewalks exist on both sides of the roadway from Green Valley Road north to Coyle Drive, close to I-265. From Coyle Drive to Daisy Lane, there are sidewalks on the west side of State Street, but not the east. From Daisy Lane to I-265, there are no sidewalks on either side. While sidewalks largely exist for the entirety of the corridor, some pedestrians, specifically those who are older adults, or some persons with disabilities may find it challenging to cross five lanes of traffic at signalized intersections with the volume and speed of traffic on State Street. There are no designated bicycle facilities on State Street.

### ***Grantline Road corridor from McDonald Lane north to Mount Tabor Road***

This segment of Grantline Road is home to a number of retail and service establishments as well as Mount Tabor Elementary School and New Albany Fire Department - Station 2. Neighborhoods exist to the east as well as to the west, north of Pillsbury Lane. Recent roadway improvements to Grantline Road included continuous sidewalks from McDonald Lane north to Mount Tabor Road, just south of the I-265 interchange, so pedestrians are provided for along this segment. The roadway is a three lane roadway (One travel lane in each direction with a center turn lane) from McDonald Lane to Rolling Creek Drive, and from there north to the I-265 interchange, it expands to a five-lane section (two travel lanes in each direction with a center turn lane), so other than the congestion and crash issues, access by automobile in this segment appears adequate. There are no dedicated bicycle facilities. TARC Route #71 provides transit access to this segment. The issue seems to be the lack of pedestrian facilities from intersecting roadways that connect the residential areas to the destinations on the corridor. There are some sidewalks on the west side of Mount Tabor Road, but none on the east side, nor are there sidewalks on Pillsbury Lane. There are sidewalks on the south side of Rolling Creek Drive, but the sidewalk does not continue to meet the sidewalk on Grantline Road. Similar conditions exist on McDonald Lane and Academy Drive.

## **Access to Workplace**

Access to workplace was examined on different levels: major employers (300+ employees), high density employment (1000+ employees within 0.25 miles of each other), high density retail (50 to 99 and 100+ retail facilities within 0.25 miles of each other), and commerce parks.

### ***Major Employers***

- Floyd Memorial Hospital
- General Mills
- Walmart Super Center

Clusters of employment occur in three of the four areas with clusters of community amenities: downtown New Albany; the State Street corridor from Clay Street north to I-265; and, the Grantline Road corridor from McDonald Lane north to Mount Tabor Road. Each of the three major employers falls within a cluster of existing high density employment. In addition, the area around the Vincennes Street and Spring Street Intersection is identified as a high density shopping area with 50 or more retail locations in the vicinity of the intersection. There are no commerce or industrial parks within TAD 20001.

These areas with clusters of high density employment are the same as those identified as having high crash locations with three of the areas (excludes the Vincennes Street intersection) having current congestion issues, while all four are predicted to have future congestion issues. Beyond the crash and congestions issues, vehicular access to these employment areas appears to be adequate. In downtown New Albany as well as the area surrounding the Vincennes Street and Spring Street intersection, the roadways are constructed in a grid network, which allows for multiple ways to reach a destination. The lack of a more connected grid network in the other two areas (Grantline Road corridor from McDonald Lane north to Mount Tabor Road; and, State Street from the hospital to I-265) in addition to the crashes and LOS may make vehicular access more of an issue in those areas, particular in the future with the LOS on these roadways ranging from D to F. The access to and from the TAD to the remainder of Floyd County and the rest of the region may be more limited for those traveling outside the TAD to jobs. From and to Jefferson County or Clark County, access is somewhat limited over the Ohio River and Silver Creek.

### ***Downtown New Albany***

In downtown New Albany, the area bounded by I-64, East Main Street, Fifth Street, and West Oak Street is identified as having 1,000 or more employees. As stated earlier, vehicular access from within the TAD is adequate due to the grid network of streets. The majority of streets in the area have pedestrian facilities in the form of sidewalks, although some minor gaps exist. There are two public transit routes (#71 and #82) that provide connections to and from downtown New Albany to Clarksville, Jeffersonville, and Louisville. Bicycle lanes have been installed on some of the roadways within downtown New Albany. The primary issue for residents within the TAD traveling to outside the TAD for work may be traveling across the Ohio River or Silver Creek.

### ***Vincennes Street and Spring Street Intersection Area***

To the east of downtown New Albany, centered on the Vincennes Street and Spring Street intersection, there is an identified cluster of high density shopping/retail services with 50 or more such establishments within a quarter-mile of each other. This area, while centered primarily at the intersection, is bounded by Market Street to the south, Culbertson Avenue to the north, East 13th Street to the west, and Thomas Avenue to the east. Route #82 serves this area and continues to Clarksville. This area contains traditionally urban housing development mixed in with civic and commercial uses. Automotive access appears to be adequate other than congestion and crash issues. Most of the streets have pedestrian access via sidewalks; however, there are some frontages that form commercial driveways with no specified pedestrian right-of-way. There are no designated bikeways in and around this cluster of workplaces.

### ***State Street from Clay Street to I-265***

The segment of State Street from Clay Street northwest to I-265 has been identified as being a high density employment area, with 1,000 or more employees within a quarter-mile of each other. The majority of these sites are located on State Street; however, job locations also include sites on Bono Road, West Street, Country Club Drive, and Green Valley Road. Floyd Memorial Hospital, a major employer with more than 1,500 employees, is located within this cluster on State Street, at almost the halfway mark of the segment. Several high crash locations have been identified on this segment from the hospital north to I-265. A portion of this segment is currently operating at a LOS D, and the entire segment is anticipated to operate at a LOS D by the year 2030. This area has undergone a great deal of development over the past few decades, and attractions include some big box retailers as well as smaller local businesses and two schools (Holy Family Elementary and Green Valley Elementary Schools). There is residential development to the north, east and south of the area. State Street is currently served by TARC Route #71. Automotive access appears to be adequate barring the congestion and crashes along this corridor. There are no separate bicycle facilities along State Street within this segment, or along the adjoining roadways. Sidewalks exist on both sides of the roadway from Clay Street north to Coyle Drive, close to I-265. From Coyle Drive to Daisy Lane, there are sidewalks on

the west side of State Street. From Daisy Lane to I-265, there are no sidewalks on either side. While sidewalks largely exist for the entirety of the corridor, some pedestrians, specifically those who are older adults, or some persons with disabilities may find it challenging to cross five lanes of traffic at signalized intersections with the volume and speed of traffic on State Street. There are also issues at times with commercial driveways not delineating the pedestrian right-of-way.

### ***Grantline Road from Navajo Drive north to Mount Tabor Road***

This segment of Grantline Road is home to two major employers (the Walmart Super Center on Grantline Road and General Mills) as well as being a high density employment area with 1,000 or more employees within a quarter-mile of each other. The uses along this segment include a number of retail and service establishments, Mount Tabor Elementary School, and New Albany Fire Department - Station 2. Suburban residential land use exists to the east as well as to the west, north of Pillsbury Lane. Recent roadway improvements to Grantline Road included continuous sidewalks from McDonald Lane north to Mount Tabor Road, just south of the I-265 interchange. South of McDonald Lane, a continuous sidewalk exists on the west side north of Cherokee Drive, one block north of Navajo Drive, but none exist on the east side until you reach Sleepy Lane, or the Walmart Super Center. Pedestrians are provided for along this segment except for those gaps. There are no dedicated bicycle facilities. TARC Route #71 provides transit access to this segment. A segment of Grantline Road which includes access to General Mills is currently performing at a LOS F, and a LOS D to the south on this same segment. Aside from the high crash locations and congestion, automotive access appears to be adequate. The issue facing pedestrian and transit riders seems to be the lack of pedestrian facilities from intersecting major roadways connecting residential areas to workplaces on the corridor. There are some sidewalks on the west side of Mount Tabor Road, but none on the east side. There are no sidewalks on Pillsbury Lane. There are sidewalks on the south side of Rolling Creek Drive; however, the sidewalk does not continue to meet the sidewalk on Grantline Road. Similar conditions exist on McDonald Lane and Academy Drive.

### **Access for Persons with Disabilities and/or Older Adults**

This TAD is home to the Floyd Memorial Hospital as well as several high density employment, medical, and retail areas. There is one senior center/nutrition site identified within the TAD: Mark Elrod Towers located at 1 Wolfe Trace, which is also a public housing site. The cluster of medical facilities (26 or more facilities, including physicians' offices, diagnostic centers, etc., located within 0.25 miles of each other) is located close to the Floyd Memorial Hospital on State Street. This area is served by TARC Route #82, and the facilities fall mostly along State Street, which has sidewalks on both sides of the roadway. One of the primary issues is the location of the senior center/nutrition site with regard to the hospital and cluster of medical facilities. These two sites are separated by about a half mile, but because there is no connection from Mark Elrod Towers to residential neighborhoods to the west creating a path that would be somewhere between a half-mile in length, a person wishing to travel from the senior center would be required to access Graybrook Drive to Country Club Drive to Bono Road to access the hospital grounds, a trip that is well over a mile in length. If carried out on transit, it would require a transfer from Route #71 to the Route #82 in order to complete the trip.

Transit service and sidewalks exist within TAD 20001; however, there are gaps in the pedestrian network that may make it difficult for someone traveling by foot or in a wheelchair or other mobility device. That is greatest barrier to transportation for persons who may be dependent on the transit and pedestrian networks within this TAD.

### **Access to Education**

There are a total of twelve educational institutions within TAD 20001; however, only two groups of schools considered to be clustered (are within a quarter-mile of each other). S. Ellen Jones Elementary, located at 600 East 11th Street, and Saint Mary's Catholic Academy, located at 420 East Eighth Street. According to recent reports, Saint Mary's will be closing following the 2012-2013 school year, so this grouping will no longer constitute a cluster. Hazelwood Middle School and New Albany High School are within a quarter mile of each other (the campuses back up to one another), with Hazelwood Middle being located at 1021 Hazelwood Avenue and New Albany High School located at 1020 Vincennes Street.



## ***New Albany High School and Hazelwood Middle School Cluster***

New Albany High School and Hazelwood Middle Schools are located in southeastern New Albany. This area's land use is urban in nature, and the blocks surrounding the schools are surrounded by dense urban residential uses as well as some commercial. This area is well established in terms of land use patterns, and the surrounding roadways form a connected street and sidewalk grid system that provide a number of ways to access both schools. The block that contains both schools features a continuous sidewalk with the exception of driveway entrances. There are parking lots for staff, visitors, and students (in the case of the high school) on adjoining properties across the streets from the schools, but there are striped crosswalks from these lots to the school grounds. Almost all of the roadways within a quarter mile of the schools have sidewalks with a few gaps, most notably on Charles Street. There are no designated bikeways in this area; however, given the traffic volumes on the streets except for Vincennes, this may not be an issue. Vehicular access appears to be adequate with the combination of access directly to the schools grounds, adjoin parking lots, as well as the potential for on-street parking. This cluster is not served by public transit with the closest stop being approximately a half-mile to the south on Spring Street (Route #82), but may provide some access to staff and parents willing to walk that distance.

## ***Christian Academy of Indiana***

Christian Academy of Indiana is located at 1000 Academy Drive off of Grantline Road close to I-265. The surrounding land use is more suburban in nature. Vehicular access appears to be adequate other than the crash and level of service issues on Grantline Road. Route #71 provides public transit access, and there is a public transit stop at the corner of Academy Drive and Grantline Road. There are no bicycle facilities on Grantline Road or Academy Drive. A sidewalk exists on the north side of Academy Drive, connected to the sidewalk on Grantline Road at that location. The school is somewhat isolated in that there are no neighborhoods surrounding the school so that students and staff appear to be unable to walk a relatively short distance from their home to the school. There is pedestrian access to Sam Peden Park, just south of the school property, so there is the possibility that a student and/or staff member might consider walking through the park to access the school property, especially as there is no sidewalk from the neighborhood to the south on Cherokee Drive and Navajo Drive north to Academy Drive on Grantline Road, not to mention that route would be approximately one mile in length.

## ***Fairmont Elementary School***

Fairmont Elementary School is located at 1725 Abbie Dell Drive in New Albany, which is accessed from Charlestown Road. Surrounding land use is suburban residential to the south and industrial to the north. Charlestown Road is currently operating at a LOS D in this area, which presents the main issue for vehicular access. There are no bikeways on Charlestown Road. Three of the streets from the neighborhood to the south connect directly to the school grounds, providing an alternate biking and walking route with less motor vehicle traffic than Charlestown Road, as well as additional vehicular access. Fairmont Elementary is not currently served by public transit. The striped crosswalk across Charlestown Road to the school, as well as the access from residential streets, many of which have sidewalks, provide some means of pedestrian access to the school grounds. The crosswalk does not connect to a sidewalk on Abbie Dell Drive, but rather a parking lot which may present an issue for some pedestrians, especially younger students.

## ***Green Valley Elementary School***

Green Valley Elementary School is located at 2230 Green Valley Road in New Albany. Green Valley Road has sidewalks on both the east and west sides of the roadway in front of the school. Green Valley Road has sidewalks that run to State Street to the south and Holy Trinity Cemetery to the north, both beyond the quarter-mile focus of pedestrian access to the school. There is no public transit service within a quarter-mile of the school, but TARC Route #82 does provide service along State Street; however, it is about three-tenths of a mile from the school to State Street which may not work well for elementary-age students, but does provide an option for staff and parents. There are some commercial driveways close to the intersection of State Street and Green Valley Road that may affect sidewalk connectivity, but those appear to be fairly minor. There are no bikeways along Green Valley Road. The school abuts commercial properties, but there are residential neighborhoods to the south and north. Vehicular access appears to be adequate.

### ***Holy Family Elementary School***

Holy Family Elementary School is located at 217 West Daisy Lane, which may be accessed from either State Street or Green Valley Road. The school is in the northwestern portion of the TAD, which is largely suburban in terms of land use. Surrounding land uses range from residential to commercial and service industries. Public transit service does not provide service along Daisy Lane, but State Street is served by TARC Route #82. The stop falls just outside of a quarter-mile, making it an option for parents and staff, but not for elementary-aged students. There are sidewalks on both sides of Daisy Lane from State Street to Green Valley Road, although there are no designated bicycle facilities. The sidewalks would allow pedestrian access to the school from the residential areas. Vehicular access appears to be adequate.

### ***Mount Tabor Elementary School***

Located at 800 Mount Tabor Road, Mount Tabor Elementary School is at the corner of Grantline Road and Mount Tabor Road with vehicular access provided from Mount Tabor Road. The land uses surrounding the school are suburban and consist of residential as well as commercial and service establishments. This area has recently (within the last 10 to 20 years) seen a large number of developments. There are no bicycle facilities on Mount Tabor Road or Grantline Road. Sidewalks exist on the school frontage portion of Mount Tabor Road, but end at the ball fields east of the school property. There are no sidewalks on the north side of Mount Tabor east of Grantline Road. There are sidewalks on both sides of Grantline Road to Mount Tabor Road; however Grantline Road is a five-lane facility (two travel lanes in both directions with a center turn lane), and crossing Grantline to get to the school may be less desirable for students, though possible. This may not pose an issue for staff and parents. There are no sidewalks north of Mount Tabor Road, and the Grantline Road/I-265 interchange is under a half-mile away. This segment of Grantline Road, including the entrance to the school grounds at Tiger Boulevard, was identified as having a high number of crashes (75 or more crashes within one-tenth of a mile of each other from 2009 through 2011). Grantline Road south of University Woods Drive currently operates at a LOS D. The issues for vehicular access appear to be the number of high crash locations as well as the Level of Service to the south. Public transit service is available through TARC Route #71, which provides service along Grantline Road.

### ***Our Lady of Perpetual Help Catholic School***

Our Lady of Perpetual Help is located at 1752 Scheller Lane, surrounded mostly with a suburban pattern of residential land use. Scheller Lane is accessed most readily from Charlestown Road. The uses along Charlestown Road are mostly commercial, but along Scheller Lane, the land uses are almost completely residential. There are no bikeways specifically designated on Scheller, but given the surrounding residential street pattern and lower volume of traffic from within the neighborhood, this may not be an issue. This location is not served by public transit. Vehicular access may be hampered by the current LOS D on Charlestown Road in this area. Sidewalks along the north side of Scheller Lane from Grantline Road to the school grounds accommodate pedestrians; there are no sidewalks on the south side, but given the residential nature of the area with lower traffic volumes and speeds, this may not be an issue for residents close enough to walk to the school. Sidewalks are also available on the south/western portion of Scheller Lane beginning at the bumpout caddy-corner to the school that continue north as well as the sidewalks along the east side of Scheller that provide pedestrian access to the rear of the school property. There are some sidewalks on some of the streets within the neighborhood. At various locations, the existing sidewalks start and stop abruptly and do not provide a clear systematic network.

### ***S. Ellen Jones Elementary School***

One of the more urban locations, S. Ellen Jones Elementary is located at 600 East 11th Street in New Albany, just northeast of downtown. The streets are arranged in a grid pattern allowing a number of ways to reach the school from the surrounding areas. The surrounding land uses are primarily dense urban residential with some commercial/retail establishments as well. The school property is bounded by East 11th Street, Culbertson Avenue, East Oak Street, and East 13th Street. There are no specifically designated bicycle facilities on the surrounding streets. Public transit service is provided via TARC Route #82, which provides service along Spring Street, within a quarter-mile of the school to the south. Vehicular access appears to be adequate; this area does not have any identified high crash locations or a LOS below a D. Sidewalks are available on most every roadway on both sides of each street within a quarter-mile of the school.

## ***Slate Run Elementary School***

Slate Run Elementary School is located in the central eastern portion relative to the TAD at 1452 Slate Run Road. There are no designated bicycle facilities along Slate Run Road. Public transit service is not available on Slate Run Road. Slate Run Road runs between Charlestown Road to the north and Silver Street to the south, with the school located closer to the Charlestown Road intersection (approximately a half of a mile to the north). The segment of Charlestown Road from Bryn Mawr Court to Klerner Lane/Old Ford Road has been identified as a high crash location, and the intersection of Slate Run Road sits just to the south of this segment. The LOS on Charlestown Road is currently a D with projections for the same high crash segment to operate at a LOS D in the future. Vehicular access involving Charlestown Road may be the greatest barrier to roadway travelers as well as school bus riders with current and forecast time delays. Aside from the access from Charlestown Road, vehicular access appears to be adequate. The surrounding land use is suburban residential development. There is a continuous sidewalk on the west side of Slate Run Road from Summit Avenue north to Garretson Lane, which provides some pedestrian access, but it is on the opposite side of the roadway as the school. The neighborhoods surrounding the school do not have sidewalks or other pedestrian facilities for the most part, which may present a barrier for students, staff, and parents accessing the school as pedestrians.

## ***Purdue University, College of Technology at New Albany***

Purdue's Technology Campus in New Albany is located close to the I-265 interchange on Charlestown Road. There are no sidewalks or specific accommodations for bicyclists in this area of Charlestown Road, although there is pedestrian circulation within the campus area. This is a fairly new campus, built within the last decade, as has much of the development in the immediate area. The shopping center to the west on the other side of Charlestown Road houses a big box retailer as well as several service and retail establishments. This campus does not have student housing at this time, and is intended as a commuter school; some of the required classes are provided at Indiana University South East, which is in the neighboring TAD to the north, just north of I-265. Given the speed and volume of traffic along Charlestown Road (26,700 ADT in 2012, KIPDA) people traveling on foot or by bicycle may not feel comfortable accessing this location via those modes. There is no access to this campus via public transit. Vehicular access appears to be adequate.

## **Access to Government Services**

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The cluster of government services within this TAD are located in downtown New Albany, and include the New-Albany-Floyd County Public Library, the Floyd County Department of Corrections, New Albany City Hall, The Floyd County Sheriff's Office, the New Albany City Police Department, the United States Marshals Service, and the Floyd County Government Building. There are several other government services throughout the TAD, the vast majority of which are New Albany Fire Stations. For coverage purposes, these need to be spread evenly throughout the TAD, and most persons do not require regular access to the fire houses. This is true as well for the Floyd County Emergency Management Division located on Spring Street. However, the Floyd County Health Department falls outside of a clustered location at 1917 Bono Road, and it provides daily services and information to the public.

The Floyd County Health Department on Bono Road abuts the Floyd County Memorial Hospital Property to the west. Bono Road is served by TARC Route #71, and has continuous sidewalks on both sides of Bono Road for pedestrian access. Vehicular access appears to be adequate from Bono Road as well as the hospital as one may access the parking area for the Health Department directly from the hospital's parking area. There are no designated bicycle facilities along Bono Road.

The cluster of government services located in downtown New Albany is located in a two-block area bounded by Scribner, Market, Elm and State Streets. Being located in downtown New Albany, this area has close access to the interstate. The street network in this area is in a grid pattern, allowing for multiple ways to reach a destination. There are some bike lanes within downtown New Albany; though they are not available on every roadway at this time. The lower travel speeds and option of alternate routes may be attractive to experienced cyclists. Sidewalks are available on each street in this area. This area is currently served by TARC Routes #71 and #82. The greatest barriers to travel within this cluster are the number of high crash locations within the downtown area as well as the current LOS D on State Street from Main Street north to Green Valley Road. In the year 2030, State Street is anticipated to continue to operate a LOS D from Spring Street to beyond the northwestern boundary of the TAD; and I-64 is projected to operate at a LOS

D south of the downtown exit and LOS F north of the downtown exit, perhaps increasing travel time to and from these locations.

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## Access to Medical Facilities

The cluster of medical facilities (75 or more within a quarter mile of each other) with TAD 20001 is centered around Floyd Memorial Hospital on State Street. This includes the Floyd County Health Department to the east of the hospital on Bono Road, but the vast majority of the facilities are located on State Street from Conner Street to Green Valley Road. The land uses surrounding State Street consist of some commercial and service industries, and then moving to residential neighborhoods. In this area, State Street operates at a LOS D, which is projected to remain the same through the year 2030 without any mitigating projects and/or programs. State Street is served by TARC Route #82. There are no designated bicycle facilities on State Street. There are sidewalks on both sides of State Street within the identified cluster area, as well as well-marked crosswalks facilitating pedestrian movement across State Street. The hospital has a pedestrian bridge connecting people to the hospital facility on the west side of State Street. The issue for persons traveling to the hospital and surrounding medical services is likely the LOS D, which indicates delays and adds to overall travel time.

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## Freight Access

Currently there are no clusters of major freight users within this TAD. Several key facilities are identified as KIPDA Freight Corridors:

- I-64
- I-265
- Scribner Street from Main Street to Spring Street
- Spring Street from beyond I-64 (the western TAD boundary) to Vincennes Street
- Main Street from beyond I-64 (the western TAD boundary) to Vincennes Street
- Vincennes Street from Main Street to Grantline Road
- Grantline Road from Vincennes Street to I-265

While there are no clusters identified, there are major freight users within this TAD dispersed from downtown to Charlestown Road, Grantline Road, and State Street. The LOS issues discussed in the congestion section will be a factor for these corridors and the above KIPDA Freight corridors as they translate to delay. Freight traffic is expected to grow nationally potentially putting more demand on through-trips, which may make more use of I-64 and I-265. Additional freight will place more demand on the system, and as such, attention should be given to the LOS and improving safety at high crash locations throughout the TAD so freight can move in and out of the area with less delay.

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## Future Socioeconomic Conditions

This TAD is well established in the downtown area and the more southern portion of the TAD, and no significant changes are anticipated in terms of the socioeconomic indicators (populations, households, and employment). Slight to moderate growth is anticipated closer to I-265, specifically along the Grantline Road and Charlestown Road corridors. Overall population within the TAD is expected to remain at the same levels, but the number of households is expected to increase moderately in the area bounded by Charlestown Road, Mount Tabor Road, Grantline Road, and I-265. Employment levels are also expected to remain relatively steady within the TAD to the year 2030, with a moderate increase in jobs is forecast to occur on the west side of Grantline Road north of Daisy Lane.

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## Issues and Opportunities

- The more established area of the TAD (the southern portion) as well as the major corridors (State Street, Grantline Road, Charlestown Road) feature pedestrian facilities, though in places there are some gaps in the sidewalk system. There appears to be a lack of pedestrian connections at times between these main corridors and the cross streets, especially closer to I-265.

- There are several segments that suffer from high crash locations that can translate to delay for commuters, freight, and transit.
- The LOS issues that currently exist are anticipated to remain the same or worsen in the future.
- While there are some bicycle facilities within the downtown area, bicycle facilities do not exist within the rest of the TAD.
- Pedestrian access is missing from several of the schools within the TAD, especially connections to neighborhoods within a quarter-mile.

## **Related Plans and Studies**

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- City of New Albany and Unincorporated Two-Mile Fringe Area Comprehensive Plan (2000)
- Floyd County Comprehensive Plan (2005)
- Scribner Place Master Plan (2009)

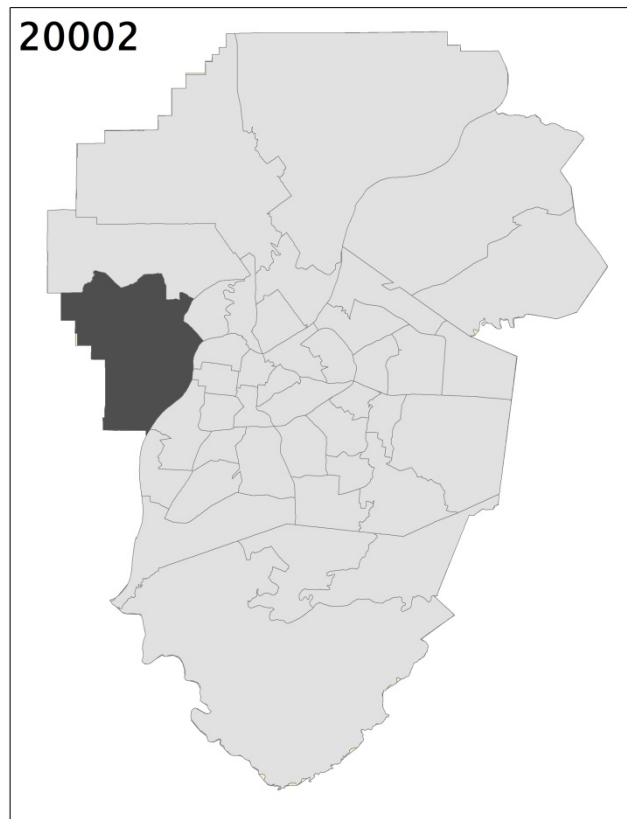




RETHINKING TRANSPORTATION

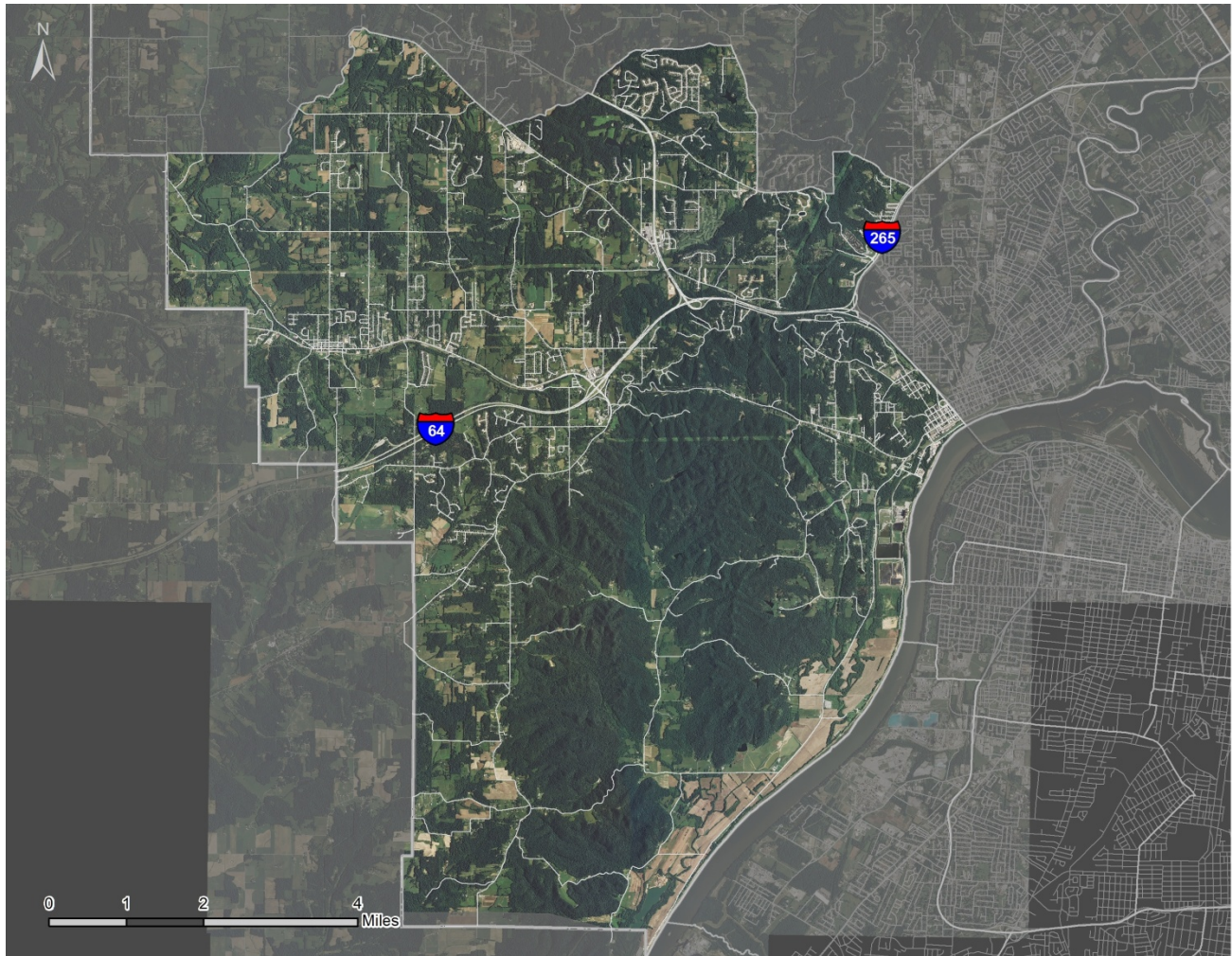
# Metropolitan Transportation Plan Major Update

**Transportation Analysis District 20002 Report**









## Location & General Characteristics

Transportation Analysis District (TAD) 20002 is located in western and southern Floyd County. It covers approximately half of the total land area of Floyd County. It includes the portions of New Albany west of I-64 and north of I-265, plus all of Georgetown and the unincorporated community of Floyds Knobs. The TAD is bounded by the Ohio River in the south, I-64 and I-265 in the east, Harrison County in the west, and by a series of roadways in the north that parallel I-64 that are approximately three miles north of I-64.

TAD 20002 contains both rural and urban areas. Approximately half of the land area in the TAD is within the 2010 Urbanized Area Boundary (UAB), with the vast majority of the population residing in the urbanized portion. There are large amounts of undeveloped land throughout the TAD, though a significant portion of it could be considered to be undevelopable due to the knobs located near the Ohio River. The developed areas in the TAD primarily contain residential development. There is very little commercial or industrial development in this TAD.

## Area and Socioeconomic Information

**Area:** Approximately 48,066 acres

**Non-Group Quarters Population (2010):** 20,760

**Number of Households (2010):** 7,863

**Number of Jobs (2000):** 3,738

### Title VI/Environmental Justice

The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern identifies a Title VI/Environmental Justice area in TAD 20002. It is a small area (approximately 300 acres) located in the city of New Albany, south of Cherry Hill Road and east of West 10<sup>th</sup> Street. It is a part of the larger Title VI/Environmental Justice area that includes the central portion of New Albany.

The Community Assessment & Outreach Program outlines various measures to be undertaken when considering the issues and potential solutions for Title VI/Environmental Justice areas. While Title VI/Environmental Justice is best addressed at the project level, considerations appropriate for the metropolitan transportation plan level include:

- Mitigating disproportionate burdens placed upon Title VI/Environmental Justice areas that may result from transportation projects and programs.
- Reducing barriers to non-automotive forms of transportation

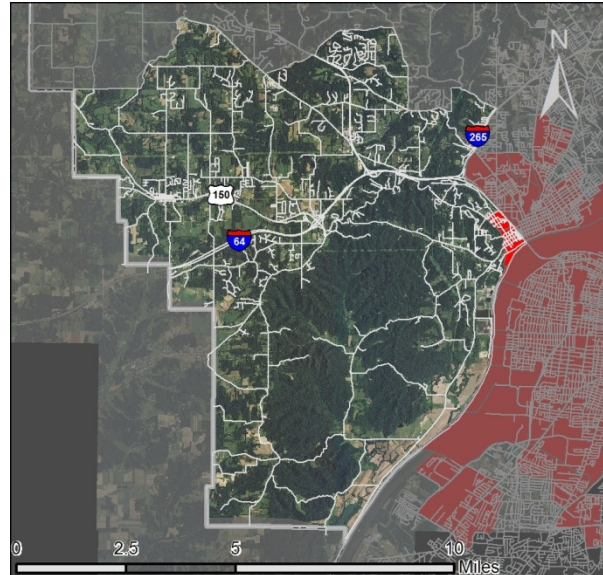


Figure 20002-A: Title VI/Environmental Justice area is shown in red.

### Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-64* from Baylor-Wissman Road to Kentucky</li> <li>• I-265* (Lee Hamilton Highway) from I-64 to Green Valley Road</li> </ul>
<b>Urban Principal Arterial – Freeway/Expressway</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• West Fifth Street from West Main Street to West Spring Street</li> <li>• West Main Street from West Fifth Street to I-64</li> <li>• West Spring Street from West Fifth Street to I-64</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• Market Street from West Fifth Street to I-64</li> <li>• West 10th Street from Floyd Street to West Main Street</li> <li>• West Main Street from Corydon Pike to West Fifth Street</li> <li>• Corydon Pike from SR 62 to SR 111</li> <li>• SR 62 from Yenowine Lane to I-64</li> <li>• SR 64 from Harrison County to I-64</li> <li>• SR 111 from Old River Road to Corydon Pike</li> </ul>
<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>• Georgetown-Lanesville Road from Old Lanesville Road to SR 64</li> <li>• Georgetown-Greenville Road from SR 64 to Malinee Ott Road</li> <li>• Kopley Road from SR 64 to Cooks Mill Road</li> <li>• Oakes Road from SR 64 to Edwardsville-Galena Road</li> <li>• Edwardsville-Galena Road from Oakes Road to Relender Road</li> <li>• Quarry Road from Corydon Pike to Old Vincennes Road</li> <li>• Old Vincennes Road from Quarry Road to Cherry Hill Road</li> <li>• Old Vincennes Road from Duffy Road to US 150</li> <li>• Valley View Road from Cherry Hill Road to Captain Frank Road</li> <li>• Captain Frank Road from Old Vincennes Road to I-64</li> <li>• Cherry Hill Road from Adams Street to I-64</li> <li>• Adams Street from Camp Avenue to Cherry Hill Road</li> </ul>

	<ul style="list-style-type: none"> <li>• Camp Avenue from Corydon Pike to Adams Street</li> <li>• Seventh Street from West Main Street to Cherry Hill Road</li> <li>• West Spring Street from West Seventh Street to West Fifth Street</li> <li>• Eagles Lane</li> <li>• Broeker Lane from Budd Road to William Lane</li> <li>• William Lane from Broeker Lane to Corydon Pike</li> <li>• Budd Road from Two Mile Lane to SR 111</li> </ul>
<b>Rural Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-64 from Harrison County to Baylor-Wissman Road*</li> </ul>
<b>Rural Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Major Collector</b>	<ul style="list-style-type: none"> <li>• Georgetown-Greenville Road from Malinee Ott Road to TAD 20003</li> <li>• Edwardsville-Galena Road from Relender Road to Old Vincennes Road</li> <li>• Old Vincennes Road from Duffy Road to Edwardsville-Galena Road (northern intersection)</li> <li>• Old Lanesville Road from Harrison County to Georgetown-Lanesville Road</li> <li>• SR 62 from Harrison County to Yenowine Lane</li> <li>• SR 11 from Harrison County to SR 62</li> <li>• SR 111 from Harrison County to Old River Road</li> </ul>
<b>Rural Minor Collector</b>	<ul style="list-style-type: none"> <li>• Budd Road from Five Mile Lane to Two Mile Lane</li> <li>• Kepley Road from Cooks Mill Road to Ernstberger Road</li> <li>• Ernstberger Road from Kepley Road to Evan Jacobi Road</li> <li>• Evans Jacobi Road from Ernstberger Road to John Pectol Road</li> <li>• John Pectol Road from Evans Jacobi Road to Old Vincennes Road</li> <li>• Old Vincennes Road from Edwardsville-Galena Road (northern intersection) to John Pectol Road</li> </ul>

\*Denotes part of the National Highway System (NHS)

## Schools

- Clearfork Christian Academy
- Floyd Central High School
- Georgetown Elementary School
- Highland Hills Middle School
- Scribner Middle School

## Colleges & Universities

- N/A

## Parks

- Budd Road Woodlands Park
- Cannon Acres Youth Sports Park
- Garry E. Craven Park
- Jaycee Riverfront Park
- Joe Kraft Park

## Other Area of Interest/Significance

- Horseshoe Casino (in Harrison County, but a major regional attraction located just across the county line from TAD 20002)

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## Historic

- Gabriel Farnsley House
- Sweet Gum Stable
- Woodbine

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## Transit

There is very little TARC service in TAD 20002. Route #82 (New Albany/Clarksville/Jeffersonville Crosstown) serves the apartment complex on Paoli Pike near the interchange with I-265, but does not make any more stops within this TAD. This route provides service to numerous destinations in Floyd and Clark County and to Louisville via a transfer to Route #71 or #72. Route #71 provides service in New Albany but does not make any stops within this TAD.

## **Park and Ride**

There are no identified Park and Ride lots in TAD 20002.

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## Public Comments

### **Old Vincennes Road**

- No sidewalks across from high school. No pedestrian connectivity (e.g. Old Vincennes Road). Add multi-use pedestrian trails along roads. Students can't walk to schools literally across street from home.

### **Captain Frank Road/Valley View Road**

- Intersection of Captain Frank Road & Valley View Road, and north on Valley View, can be hazardous when motorists and cyclists on road together. Narrow roads.

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## Safety

1,680 crashes were reported in TAD 20002 from 2009 through 2011. There were eight fatalities as a result of seven crashes reported over this time period.

### **Fatalities**

The seven crashes that resulted in fatalities were spread throughout the more rural portions of TAD 20002. Three of these crashes are within the urbanized area boundary, but only one of them was located within the corporate boundaries of New Albany (along SR 111 near Budd Road), none of these crashes occurred in or near the two high crash locations described below. Two roadways, SR 111 and Georgetown-Greenville Road, were the locations of five of the seven crashes. These are both two-lane roadways with few major intersections. All five of these crashes were caused by drivers going left of center or running off the road. Traffic volumes on SR 111 are nearly ten times greater than the volumes on Georgetown-Greenville Road, which can primarily be attributed to the traffic generated by Horseshoe Casino in Harrison County, but it also has wider lanes and shoulders.

### **High Crash Locations**

To meet the criteria to be a high crash location in this analysis, there must have been 50 or more crashes within one-tenth of a mile from one another in 2009-2011. There are two locations that meet this criterion in this TAD:

#### SR 64 near Knable Road

This location is centered near the intersection of SR 64 and Knable Road, and includes three separate intersections: SR 64 and Knable Road, SR 64 and the I-64 westbound ramps, and Knable Road and Luther Road.

#### New Albany west of I-64

This high crash location is located just west of (and including) I-64 in New Albany. It is part of a much larger area that has been identified as a high crash location that includes most of downtown New Albany and extends several blocks east of I-64. Within TAD 20002, the area is centered near the intersection of Market Street and West Fifth Street, and it stretches from Main Street to Spring Street and from West Sixth Street to I-64.

### Bicycle and Pedestrian Crashes

There were three crashes where “Pedestrian Action” is listed as the primary factor for the crash. None of these three crashes resulted in a fatality, although all three resulted in one injury. There is no information available concerning bicycle crashes.

### Congestion

#### Current Level of Service (LOS)

Currently the only roadways on the Congestion Management Process (CMP) network with a LOS below C are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>I-64 eastbound from SR 62/SR 64 to US 150</li> <li>I-265 from I-64 to State Street/Paoli Pike</li> <li>SR 64 from Henriott Road to Edwardsville-Galena Road</li> <li>Paoli Pike from I-265 to Scottsville Road</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>I-64 Eastbound from US 150 to I-265</li> <li>SR 111/West Main Street from Corydon Pike to West Fourth Street</li> </ul>

#### Projected 2030 Level of Service (LOS)

Based on a travel demand model scenario for the Year 2030 that includes only those projects included in the 2011-2014 KIPDA Transportation Improvement Program (TIP), the corridors on the CMP network with a LOS forecasted to be worse than C in the Year 2030 are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>I-64 Westbound from I-265 to US 150</li> <li>I-64 from I-265 to Spring Street</li> <li>I-265 from I-64 to State Street/Paoli Pike</li> <li>SR 111 from Harrison County to Corydon Pike</li> </ul>
<b>LOS E:</b>	<ul style="list-style-type: none"> <li>I-64 Eastbound from SR 62/64 to US 150</li> <li>Paoli Pike from I-265 to Scottsville Road</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>I-64 Eastbound from US 150 to I-265</li> <li>I-64 from Kentucky to Spring Street</li> <li>SR 111 from Corydon Pike to West 10<sup>th</sup> Street</li> </ul>

Congestion is only an issue at a few locations within TAD 20002 at this time. The only sections that are currently experiencing severe congestion are I-64 Eastbound between US 150 and I-265 and the portion of SR 111/West Main Street between Corydon Pike and West Fourth Street in New Albany. The reason that the congestion only exists on the eastbound lanes of I-64 is that there are only two lanes in this direction, while there are three in the westbound direction. For this analysis, traffic is assumed to be split evenly in each direction.

Congestion is expected to get worse and become more widespread in this TAD by the year 2030, based on an analysis using the KIPDA Travel Demand Model. I-64 is expected to experience a significant increase in traffic due to diversion of traffic from the other interstate bridges in the region once this becomes the only toll-free interstate bridge.

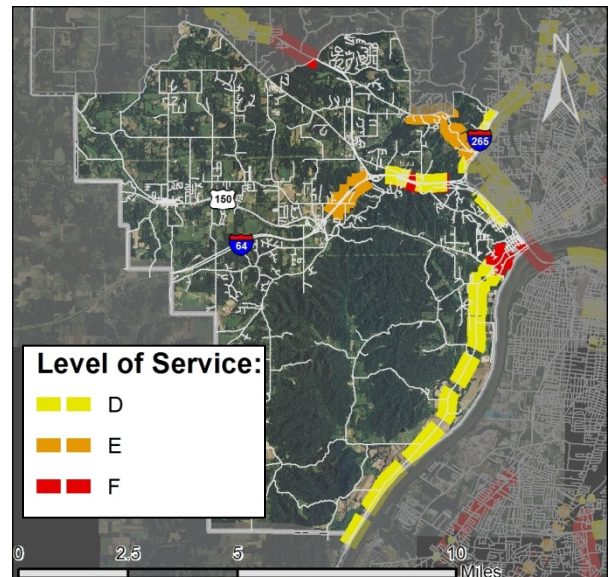


Figure 20002-B: Projected congestion shown for the Year 2030.

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## Access to Community Amenities

There are few community amenities located in TAD 20002. Many of the community amenities that residents of this TAD are likely to use are located nearby in the neighboring TAD, in the portion of New Albany located east of I-64 and south of I-265. The community amenities that exist in the more rural portions of TAD 20002 include the parks listed above, several schools, and fire stations. All of these locations are accessible almost exclusively by car, as these locations are beyond TARC's service area and there are few sidewalks in these areas.

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## Access to Workplace

Access to workplace was examined on different levels: major employers (300+ employees), high density employment (1000+ employees within 0.25 miles of each other), high density retail (50 to 99 and 100+ retail facilities within 0.25 miles of each other), and commerce parks.

### *Major Employers*

There are no major employers located in TAD 20002. Horseshoe Casino is a major employer located across the Harrison County line from this TAD along SR 111. It is an isolated location with no other employers located nearby.

There are no areas of high density employment located in TAD 20002. There is a high density employment area centered in the neighboring TAD that includes downtown New Albany that also includes a very small portion of TAD 20002, though the vast majority of employees working in this area are in the other TAD.

There are no areas of high density retail located in TAD 20002. There is a high density retail area centered in the neighboring TAD that includes downtown New Albany that also includes a very small portion of TAD 20002, though the vast majority of commercial businesses in this area are in the other TAD.

There are no commerce parks located in TAD 20002.

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## Access for Persons with Disabilities and/or Older Adults

There are no senior centers, nutrition sites, or hospitals located in TAD 20002. Accessibility issues for persons with disabilities and/or older adults in this TAD are similar issues to those for all users in that TARC only serves a small portion of the TAD and much of the TAD lacks sidewalks.

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## Access to Education

There are five schools located in TAD 20002. There are no clusters of schools that are with 0.25 miles of one another in this TAD. Floyd Central High School and Highland Hills Middle School, in the Floyds Knobs area, come very close to meeting this criterion. There are no sidewalks or bike lanes along either Old Vincennes Road or Edwardsville-Galena Road in this area, though walking or biking to school is not a realistic option for most students since there are few homes near these schools.

The other public schools in the TAD, Scribner Middle School and Georgetown Elementary School, are located near residential areas and have sidewalks connecting these residential areas to these schools.

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## Access to Government Services

Government services are primarily located in downtown New Albany in the neighboring TAD. Access to these locations in New Albany is limited or inconvenient from the outer, rural portions of TAD 20002 by any means other than a car. The government services located within TAD 20002 are limited to fire stations, parks, and the Pineview Government Center located on Corydon Pike near SR 111. These locations are not in proximity to residential areas, making access to them by means other than a car difficult.

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## Access to Medical Facilities

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There are no hospitals or clusters of medical facilities located in TAD 20002.

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## Freight Access

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Portions of five roadways in TAD 20002 are a part of the KIPDA Freight Network, including:

- I-64
- I-265
- US 150
- SR 111/West Main Street (north of Old River Road)
- West Fifth Street

There are two freight distribution facilities located in this TAD:

- Duke Energy Corporation
- Globe Mechanical

These are located just off of the KIPDA Freight Network and no more than a mile from the I-64 Interchange in New Albany. Should I-64 and SR 111/West Main Street become as heavily congested in the future as the KIPDA Travel Demand Model indicates, congestion could become a significant issue for freight deliveries to/from these locations.

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## Future Socioeconomic Conditions

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TAD 20002 is expected to grow in the coming decades. Based on the most recent set of forecasts for the year 2030, the number of people living in this TAD and the number of households located in TAD are each expected to increase by about 30% from 2010 to 2030.

Employment is expected to increase by about 60% over the 30-year period between 2000 and 2030. While this may seem like a large increase in employment, much of this increase has already occurred since 2000 and this is not a major employment area to begin with. Much of the increase in jobs is expected to occur in northwestern New Albany and near the I-64/SR 62/SR 64 Interchange near Georgetown.

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## Issues and Opportunities

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As compared to other TADs across the region, there are relatively few transportation issues in TAD 20002. The issues that exist in the TAD are primarily related to the lack of transportation options. Nearly all destinations in this TAD are only accessible by car. This is not inconsistent with the other parts of the KIPDA region that are relatively rural. The provision of public transit and a sidewalk network are typically infeasible due to the lack of population density.

While congestion is expected to increase, the worst congestion is expected to be isolated to the interstates and to SR 111/West Main Street. Congestion on these roadways is the expected result of significant interstate traffic diversion to the Sherman Minton (I-64) Bridge across the Ohio River once the other interstate bridges in the region become toll facilities, and the continued popularity of the Horseshoe Casino in southeastern Harrison County.

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## Related Plans and Studies

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- Floyd County Thoroughfare Plan (2007)



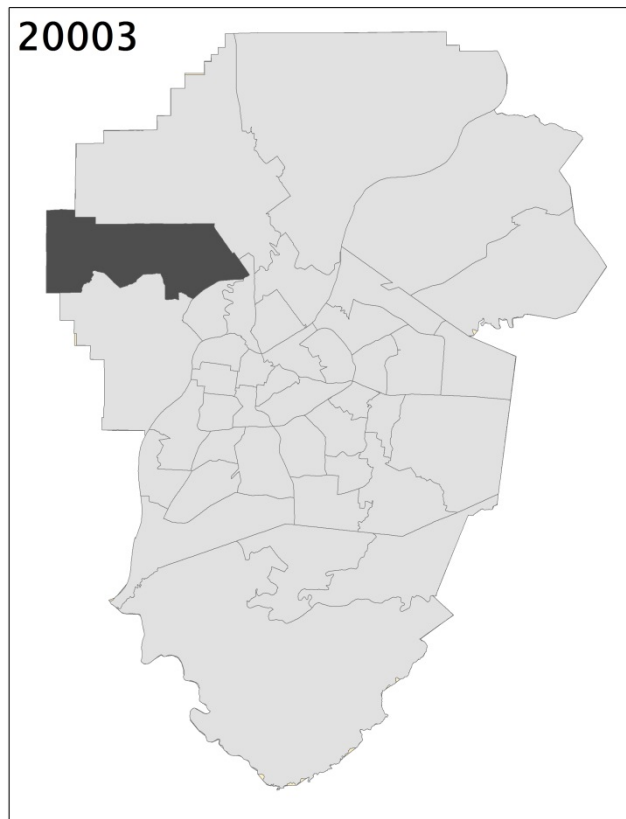




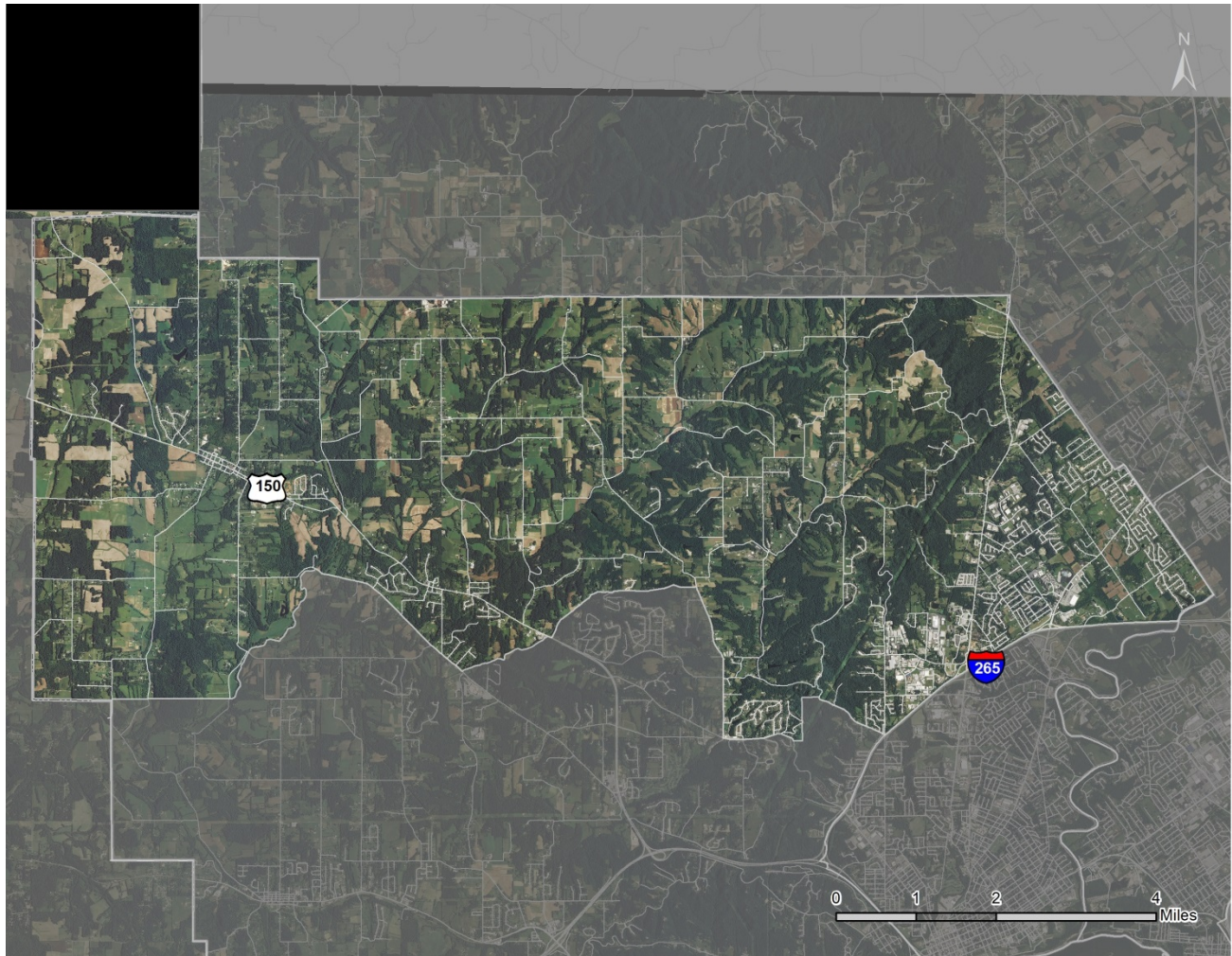
RETHINKING TRANSPORTATION

# Metropolitan Transportation Plan Major Update

## Transportation Analysis District 2003 Report







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## Location & General Characteristics

Transportation Analysis District (TAD) 20003 is located in western Floyd County and is bordered by Harrison County on the west, the City of New Albany and Clark County on the east, Clark County on the north and a series of roads to the south that loosely follow and are within approximately three miles of I-64. With the exception of the area on the eastern edge of the TAD in New Albany, a majority of the TAD is open space/agricultural land. TAD 20003 is forecasted to see low to moderate growth in households, jobs, and non-group quarters population.

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## Area and Socioeconomic Information

**Area:** Approximately 40,711 acres  
**Non-Group Quarters Population (2010):** 23,097  
**Number of Households (2010):** 8,446  
**Number of Jobs (2000):** 8,380

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## Title VI/Environmental Justice

*The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern (July, 2006) does not identify any Title VI/Environmental Justice areas in TAD 20003.*

The Community Assessment & Outreach Program outlines various measures to be undertaken when considering the issues and potential solutions for Title VI/Environmental Justice areas. While Title VI/Environmental Justice is best addressed at the project level, considerations appropriate for the metropolitan transportation plan level include:

- Mitigating disproportionate burdens placed upon Title VI/Environmental Justice areas that may result from transportation projects and programs.
- Reducing barriers to non-automotive forms of transportation

## Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Principal Arterial – Freeway/Expressway</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• US 150 from Kiesler Road to Buck Creek Road</li> <li>• SR 111 (Grant Line Road) from I-265 to Chapel Lane</li> <li>• Chapel Lane from Grant Line Road to SR 311 (Charlestown Road)</li> <li>• SR 311 (Charlestown Road) from Clark County line to I-265</li> <li>• Klerner Lane from Grant Line Road to I-265</li> <li>• Mount Tabor Road from I-265 to Green Valley Road</li> <li>• Green Valley Road from I-265 to Mount Tabor Road</li> </ul>
<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>• SR 335 from New Cut Road to US 150</li> <li>• Georgetown Greenville Road from Bradford Road to US 150</li> <li>• Cross Street from US 150 to Clark Street</li> <li>• Clark Street from Cross Street to Pekin Road</li> <li>• Pekin Road from Clark Street to Payton Road</li> <li>• Payton Road from Clark Street to Ruffing Road</li> <li>• Arthur Coffman Road from Pekin Road to Borden Road</li> <li>• Borden Road from Arthur Coffman Road to US 150</li> <li>• Navilleton Road from US 150 to Phillip Schmidt Road</li> <li>• Scottsville Road from Martin Road to Saint Mary’s Road</li> <li>• Saint Mary’s Road from Scottsville Road to Martin Road</li> <li>• Green Valley Road from Mount Tabor Road to Hausfeldt Lane</li> <li>• Hausfeldt Lane from Green Valley Road to Grant Line Road</li> <li>• Saint Joseph Road from Grant Line Road to Charles Allen School Road</li> <li>• Kamer Miller Road from Charles Allen School Road to Mel Smith Road</li> <li>• Kamer Miller Road from Mel Smith Road to Chapel Lane</li> <li>• Mel Smith Road from Kamer Miller Road to Grant Line Road</li> <li>• Chapel Lane from Charlestown Road to Payne Koehler Road</li> <li>• Payne Koehler Road from Clark County line to I-265</li> </ul>
<b>Rural Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• US 150 from Floyd County line to Kiesler Road</li> </ul>
<b>Rural Major Collector</b>	<ul style="list-style-type: none"> <li>• SR 335 from Floyd County line to New Cut Road</li> <li>• Georgetown-Greenville Road from Floyd County line to Bradford Road</li> <li>• Borden Road from Clark County line to Jersey Park Road</li> <li>• Louis Smith Road from Clark County line to Chapel Hill Road</li> <li>• Chapel Hill Road from Louis Smith Road to Navilleton Road</li> </ul>

	<ul style="list-style-type: none"> <li>• Navilleton Road from Chapel Hill Road to Phillip Schmidt Road</li> <li>• Scottsville Road from Clark County line to Buck Creek Road</li> <li>• Saint Joe Road from Clark County line to Grant Line Road</li> <li>• Grant Line Road from Saint Joe Road to Chapel Lane</li> </ul>
<b>Rural Minor Collector</b>	<ul style="list-style-type: none"> <li>• Bradford Road from Floyd County line to Georgetown-Greenville Road</li> <li>• Nadorff Road from Floyd County line to Georgetown-Greenville Road</li> <li>• Ruffing Road from Tom Evans Road to Borden Road</li> <li>• Jersey Park Road from Borden Road to Navilleton Road</li> <li>• Scottsville Road from Navilleton Road to Scottsville Road</li> <li>• Hanka Road from Scottsville Road to Starlight Road</li> <li>• Starlight Road from Hanka Road to Roberts Road</li> <li>• Roberts Road from Starlight Road to Banet Road</li> <li>• Banet Road from Roberts Road to Saint Mary's Road</li> <li>• Saint Mary's Road from Banet Road to Champion Road</li> <li>• Balmer Fenwick Road from Banet Road to Atkins Road</li> <li>• Renn Road from Atkins Road to North Skyline Road</li> <li>• North Skyline Road from Renn Road to Clark County line</li> </ul>

## Schools

- Community Montessori School
- Floyds Knobs Elementary School
- Grant Line Elementary School
- Greenville Elementary School
- Prosser School of Technology
- Saint Mary of the Knobs Catholic School

## Colleges & Universities

- Indiana University Southeast

## Parks

- Galena-Lamb Park
- Greenville Park
- Herman Collier Park
- Letty Walter Park

## Other Area of Interest/Significance

- Galena-Lamb Park

## Historic

- Jersey Park Farm
- Simpson Memorial United Methodist Church

## Transit

TAD 20003 is currently served by TARC. The following route passes through and has stops within the TAD, providing connections within and beyond the TAD:

- Route #71 – Jeffersonville-New Albany

## Park and Ride

There are no identified Park and Ride lots in TAD 20003.

## Public Comments

### Grant Line Road/Saint Joe Road

- Need better lighting at this intersection. Driver cannot see Saint Joe Road and people slam on their brakes to get in here.

## Safety

968 crashes were reported in TAD 20003 from 2009 through 2011. There were three fatal crashes from 2009-2011. According to police records, during this three year period, one crash involved a pedestrian and no bicyclists were involved in a crash.

### Fatalities

Three fatal crashes occurred throughout the TAD. Two fatal crashes occurred on US 150 and the third on SR 311. When reviewing the available police information concerning the crashes the most common factor was a collision between two vehicles where driver error was cited as the primary factor leading to the crash.

### High Crash Locations

Utilizing GIS analysis, there are four areas identified as high crash locations during the 2009-2011 time frame in TAD 20003. Three of the high crash locations are shared with TAD 20001 (located south of 20003), and one is shared with TAD 10004 (located north of TAD 20003). A high crash location is identified by the number of crashes that occurred within 0.10 mile of each other over the three year period. Areas where there were greater than 50 crashes occurring within 0.10 mile of each other are considered high crash locations. Three of the four high crash locations are located on Charlestown Road (see Figure 20003-A).

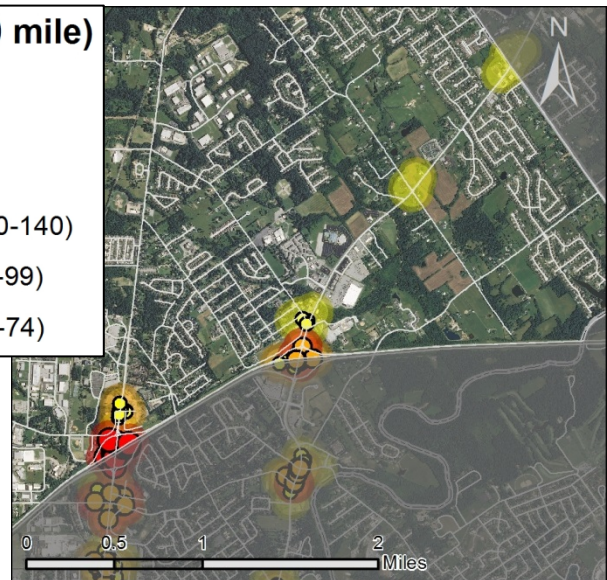
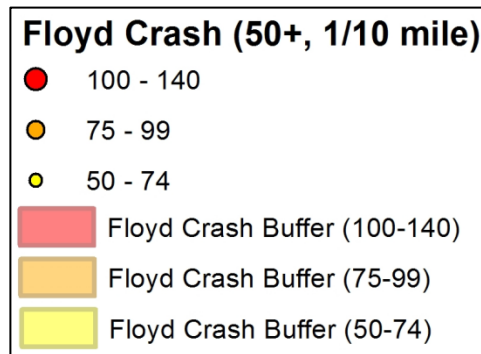


Figure 20003-A: High crash locations on Grant Line Road and Charlestown Road.

### Charlestown Road/County Line Road Intersection Area

A majority of these crashes (50-74 within 0.10 mile of each other) occur in neighboring TAD 10004. This area is located on the eastern edge of the TAD where the land use is primarily dense residential property. There are a couple of issues that may contribute to this intersection being identified as a high crash location:

- I-65 runs somewhat parallel to Charlestown Road. As the parallel section of I-65 often experiences severe congestion during the peak periods, drivers wishing to avoid the congestion may elect to use Charlestown Road as an alternative route given its connections with New Albany and I-265. Using Charlestown Road as an alternative route may significantly increase traffic volume, thereby raising the probability of a crash.
- The intersection of Charlestown Road and County Line Road is a skewed intersection with deep stop bars. Some drivers may find themselves trapped beyond the stop bar if they had positioned themselves to make a left turn during a yellow light but were unable to do so. The skewed intersection also leads to turning movements that are greater than the average 90-degree turn.
- The northern and southern portions of land in proximity to the intersection are dense residential property. Vehicles travelling on Charlestown Road wishing to access the neighborhoods located on County Line Road may increase volume and increase turning movements to/from Charlestown Road and County Line Road. The increased volume along with the skewed intersection with deep stop bars may contribute to the high crash frequency in this intersection.

- Charlestown Road has relatively long right turn lane bays. The length of these right turn lanes may contribute to driver uncertainty as to which is the appropriate thru lane and which is the appropriate turn lane. This uncertainty may contribute to the frequency of crashes.
- Lastly, this area has realized some growth over the last few years. Some crashes may be attributed to maintenance of traffic during the expansion of the roadway and the attractions in the vicinity.

### Charlestown Road/Chapel Lane Intersection Area

A majority of the crashes (50-74 within 0.10 mile of each other) occur on Charlestown Road. The land use immediately surrounding this high crash location is a mix of residential, commercial (approximately 0.40 miles to the southwest of the intersection) and some agricultural. The southwestern leg of this intersection on Charlestown Road currently operates at Level of Service (LOS) D between Chapel Lane and the entrance to Northside Christian Church (located just west of Sunset Drive). There may be similar issues contributing to this area being a high frequency crash location as found in the Charlestown Road/County Line Road interchange area. Factors that may contribute to the crash frequency include:

- I-65 runs somewhat parallel to Charlestown Road. As the parallel section of I-65 often experiences severe congestion during the peak periods, drivers wishing to avoid the congestion may elect to use Charlestown Road as an alternative route given its connections with New Albany and I-265. Using Charlestown Road as an alternative route may significantly increase traffic volume, thereby raising the probability of a crash.
- The intersection of Charlestown Road and Chapel Lane is a skewed intersection with deep stop bars. Some drivers may find themselves trapped beyond the stop bar if they had positioned themselves to make a left turn during a yellow light but were unable to do so. The skewed intersection also leads to turning movements that are greater than the average 90-degree turn.
- Lastly, this area has realized some growth over the last few years. Some crashes may be attributed to maintenance of traffic during the expansion of the roadway and the attractions in the vicinity.

### Charlestown Road/I-265 Interchange Area

This high crash location, with 50-168 crashes within 0.10 mile of each other, is divided between TAD 20003 and 20001. There are two areas with high crash frequency that overlap each other forming a single high crash location in the area of Charlestown Road and I-265.

The first area is at the interchange of I-265 and Charlestown Road. This area has between 75 and 99 crashes within 0.10 miles from 2009 through 2011. A majority of these crashes occur in TAD 20001. Those occurring in TAD 20003 occur on the west bound exit and entry ramps. The area surrounding this area is a mix of residential and commercial. The primary factors that may be contributing to the high crash frequency are:

- The distance between the westbound exit ramp and the intersections immediately to its north is relatively short (approximately 0.10 mile) and the lane assignments (through or turning) may create situations that contribute to the occurrence of crashes. Kamer Miller Road and Charles Allen School Road are directly across from each other on Charlestown Road and sit approximately 0.10 mile from the I-265 ramps. Off of Kamer Miller Road is a dense residential area and on Charles Allen School Road is a Floyd County school bus yard. Persons exiting the ramp or preparing to get on I-265 have a relatively short weaving area and it is the short weaving movement that may be contributing to the high crash frequency.
- Exiting I-265 and turning right on Charlestown Road introduces two possible contributors to the high crash frequency. The left turn lane on Charlestown Road to Kamer Miller Road begins at the interchange heading north toward Kamer Miller Road. Persons traveling north on Charlestown Road south of the exit ramp must weave over one lane left in order to enter the left turn lane. There may be some conflict from vehicles exiting I-265 and weaving over two lanes of thru traffic into the left turning lane. There is a right turn lane from the exit ramp to Charles Allen School Road that begins just north of the exit ramp (approximately 20 yards). There is striped channelization 20 yards requires persons existing from I-265 to turn into the through lane and then immediately weave right into the right turn lane. Some drivers may also elect to use the shoulder and the balloon area in order to avoid any delay caused by the signal and related traffic back up at the light. These two situations may contribute to the high crash frequency in the immediate I-265/Charlestown Road ramp area.

The second area where there is high crash frequency (50-74 crashes within 0.10 mile of each other) is north of the I-265 ramp in the Charlestown Road/Kamer Miller Road/Charles Allen School Road area. A majority of the crashes are identified closer to Kamer Miller Road. The area surrounding this intersection is a mix of commercial, dense residential, and some open space. A residential neighborhood is located off of Kamer Miller Road. A few factors that may be contributing to the high frequency of crashes in this intersection include:

- The weaving issues discussed in the previous section (I-265/Charlestown Road Interchange area) may also be a factor in this intersection as well.
- Saint Joe Road, which is off of Kamer Miller Road, may also be used as an alternate route for persons wishing to by-pass congestion occurring in the Grant Line Road/I-265 interchange area. Since Saint Joe Road is accessed through Kamer Miller Road, the volume of traffic in this area may be a contributing factor to the frequency of crashes.
- Prosser School of Technology and strip shopping centers (with approximately 20+ establishments) are within about 0.40 miles of the Charlestown Road/Kamer Miller/Charles Allen School Road intersection. These facilities serve as trip attractions and may contribute to the volume of traffic in the area.
- When traveling from Kamer Miller Road/Saint Joe Road to Charlestown Road one must make a left or right turn (depending on which road you are travelling from). The distance between Kamer Miller Road/Saint Joe Road and Charlestown Road is less than 30 yards and may not provide adequate queuing or stacking of vehicles at the Charlestown Road intersection. Since the Saint Joe Road/Kamer Miller Road is an unsignalized intersection, those vehicles that stack for the Charlestown Road signalized intersection may be backing up beyond the Saint Joe Road/Kamer Miller Road and causing confusion with drivers.

### Grant Line Road/I-265 Area

This high crash location is shared with TAD 20001 and has two areas of focus. The first, with 100+ crashes within 0.10 mile of each other between 2009 and 2011, is located in the interchange area of Grant Line Road and I-265. The second, with 75-99 crashes within 0.10 mile of each other during the same time period, is located at the Grant Line Road/Hausfeldt Lane/I-265 ramp area.

A majority of the crashes in the Grant Line Road area occurred in TAD 20001. Over half of the crashes in this area occurred on I-265 and a significant majority of all the crashes occurring in this high crash area were rear end crashes. In the immediate area of the high crash location are several attractions including high density housing, high density employment (1000+ employees within 0.25 miles of each other) and a university. Grant Line Road may also be used as an alternate route for I-65 for persons wishing to by-pass the often congested interstate. Both Grant Line Road and the segments of I-265 in the area currently operate at congestion LOS D. The volume of traffic may be a contributor to this area being identified as a high crash location.

On Grant Line Road, approximately 0.25 mile north of I-265, is the second focus area for this high crash location. At the intersection of Grant Line Road and Hausfeldt Lane there were 75-99 crashes within 0.10 mile of each other from 2009 through 2011. This area may have several similar contributing issues to the high crash frequency as the interchange area of Grant Line Road and I-265. The contributing factors may include:

- Immediately south of the Grant Line Road/Hausfeldt Lane intersection is an on ramp for accessing I-265 west. The short distance between the intersection and the on-ramp may require persons to weave in order to access the ramp. The weave movement within this short distance may contribute to the frequency of crashes in this area.
- There are several attractions in this area that may increase volumes of traffic, especially during peak periods. The university and the neighborhoods which access Grant Line Road may produce an increase of traffic volume during peak periods as persons enter and egress the school and their homes during peak periods.

Given the occurrence of high frequency crash locations on Grant Line Road and Charlestown Road, their impact may be significant. These two facilities provide access from within I-265 to portions of TAD 20003 outside I-265 and other TADs. Left unmitigated, these situations, which appear to result in some cases from roadway geometry, may continue to worsen and disrupt the ability to make connections in a timely and safe manner.



### Bicycle and Pedestrian Crashes

The crash involving a pedestrian that occurred at the intersection of SR 311 and Kamer Miller Drive did not result in a fatality. No additional information is available from the data used for this analysis.

### Congestion

#### Current Level of Service (LOS)

Currently the only roadways on the Congestion Management Process (CMP) network with a LOS below C are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>Grant Line Road from Klerner Lane to Saint Joe Road</li> <li>Paoli Pike from I-265 interchange (in TAD 20002) to Scottsville Road</li> <li>US 150 from Navilleton Road to Borden Road</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>US 150 from TAD 20002 to Navilleton Road</li> </ul>

#### Projected 2030 Level of Service (LOS)

Based on a travel demand model scenario for the Year 2030 that includes only those projects included in the 2011-2014 KIPDA Transportation Improvement Program (TIP), the corridors on the CMP network with a LOS forecasted to be worse than C in the Year 2030 are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>I-265 from I-65 interchange to the Charlestown Road interchange</li> <li>I-265 from the Charlestown Road interchange to the Grant Line Road interchange</li> <li>I-265 from the Grant Line Road interchange to Green Valley Road</li> <li>Charlestown Road from I-65 interchange to Kamer Miller Road</li> <li>Grant Line Road from I-265 interchange to Saint Joe Road</li> <li>US 150 from Navilleton Road to SR 335 (see Figure 20003-B)</li> </ul>
<b>LOS E:</b>	<ul style="list-style-type: none"> <li>Paoli Pike from I-265 interchange (in TAD 20002) to Scottsville Road</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>US 150 from Buck Creek Road to Navilleton Road</li> </ul>

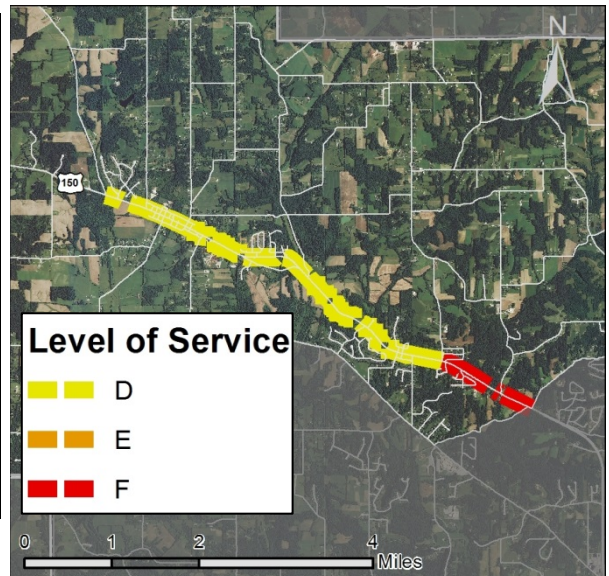


Figure 20003-B: Forecasted congestion on US 150 from TAD border to SR 335.

Projected LOS of service raises issues for the TAD. Many of the identified corridors provide both access within the TAD but also provide regional access. The impact of leaving these corridors unmitigated may result in delayed connections.

### Access to Community Amenities

Much of this TAD is rural in nature with some higher density development at its eastern edge. There are schools, parks, and government facilities distributed throughout the TAD. There is one community amenity cluster of high density shopping (50+ retail and service establishments within 0.50 mile of each other) located on Charlestown Road in the far eastern corner of the TAD.

This TAD has a public transit route (Route #71) on Grant Line Road that serves the Indiana Southeast University campus. There are some pedestrian facilities primarily located in the more develop eastern edge of the TAD.

## ***Charlestown Road/Charlestown Crossing Area***

The community amenities cluster in this TAD is in the area of Charlestown Road and Charlestown Crossing located in the far eastern portion of the TAD. This cluster is comprised of high density shopping, dense housing along its northwestern edge of Charlestown Road, and the Prosser School of Technology located on Charlestown Road approximately 0.15 miles north east of Charlestown Crossing. Consisting of mainly small restaurants, convenience stores, and small office complexes, this area's largest retailer is a Meijer store located at the intersection of Charlestown Road and Professional Court. There are pedestrian facilities in place stretching from the Prosser School of Technology south to Charles Allen School Road, located just east of the I-265 interchange. These sidewalks alternate from side to side of Charlestown Road with short distances covering both sides of the road. Approximately 50% of the high density housing area has sidewalks running throughout the neighborhoods. Yet the sidewalks do not extend beyond the neighborhoods to the adjacent shopping opportunities located along Charlestown Road. Another issue related to pedestrian facilities in this cluster is that they are severely segmented. Some of the sidewalks begin and end abruptly without connections to other sidewalk facilities close by, thereby limiting their effectiveness. This cluster is currently experiencing congestion issues, which are forecasted to both expand and degrade over time. Lastly, the southern edge of the cluster is close to the Charlestown Road/Kamer Miller Road intersection, which has been identified as a high crash location.

With no public transit and sporadic placement of pedestrian facilities, the only viable means of making connections both to and within this cluster is by motor vehicle. Given the existing and forecasted congestion as well as the proximity of the high crash location at the Charlestown Road/Kamer Miller this area existing connection issues may worsen if left unresolved.

## **Access to Workplace**

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Access to workplace was examined on different levels: major employers (300+ employees), high density employment (1000+ employees within 0.25 miles of each other), high density retail (50 to 99 and 100+ retail facilities within 0.25 miles of each other), and commerce parks.

### ***Major Employers***

- Beach Mold & Tool Inc.
- Discount Labels Inc.
- Fire King Security Group
- Koetter Woodworking Inc.
- Samtec Inc.

In TAD 20003 there are three clusters of high density employment, one of which includes high density employment and high density shopping, and the other two containing both high density employment and major employers.

## ***Foundation Boulevard/Security Boulevard Area***

This cluster of jobs, located off of Grant Line Road, has both high density employment and a major employer, Fire King Securities Group. A majority of the high density employment is located on Foundation Boulevard while the major employer is located at the intersection of Foundation Boulevard and Security Boulevard. A neighborhood is located approximately 0.10 mile south of the workplace cluster. A majority of the remaining area surrounding the cluster is a mix of large plot residential, wooded acreage, and farmland. Both Foundation Boulevard and Security Boulevard end in cul-de-sacs whose only access to and from the employment cluster is Grant Line Road.

There are no pedestrian facilities within the employment cluster or along Grant Line Road. Public transit is available on Grant Line Road, but the closest stop is currently located nearly 1.25 miles away in the vicinity of Indiana University Southeast (located on Grant Line Road south of the workplace cluster). With the absence of sidewalks along Grant Line Road, accessing the closest public transit stop would be difficult even for the most determined transit user. Pedestrian facilities do exist in the dense residential area south of the employment cluster, but they do not extend outside of the residential area and therefore do not provide a connection between the residential area and workplace cluster.

Given the absence of pedestrian facilities and public transit within reasonable proximity to the workplace cluster, the only viable option remaining for accessing this area is by motor vehicle. The high crash location in the area of I-265, and a current and forecast LOS D stretching from Saint Joe Road to the I-265 interchange on Grant Line Road, vehicle access to the workplace cluster may be impeded without mitigating steps being taken to improve existing access and expand access options.

### **Charlestown Road/Charlestown Crossing**

This workplace cluster, located at the Charlestown Road/Charlestown Crossing intersection, is home to both high density employment and high density shopping. This area is approximately 0.35 miles from the I-265 interchange at Charlestown Road and is bounded by a suburban residential area to the west and farmland and open space to the east.

Pedestrian facilities line both sides of Charlestown Road from Charles Allen School Road north to Northside Christian Church. Both east and west of and along Charlestown Road sidewalks are sporadic and directly tied to developed parcels of land. Sidewalks are also sporadic within the surrounding neighborhoods but do not extend to the streets that intersect Charlestown road within the workplace cluster (Charles Allen School Road, Kamer Miller Road, Saint Joe Road, Professional Court, Charlestown Crossing).

The issues facing this workplace cluster include:

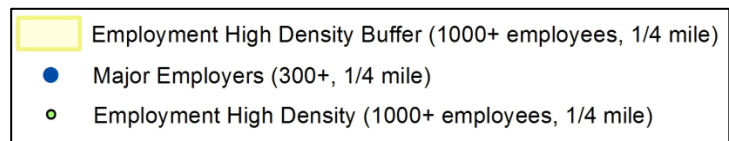
- Sporadic pedestrian facilities that may see limited use due to their lack of connectivity
- No public transit service
- High crash locations to the north and south of the workplace cluster that may impede access to the area.

### **Green Valley Road/Hausfeldt Lane Area**

Generally located near the intersection of Green Valley Road and Hausfeldt Lane, a majority of the high density employment and two major employers are located along Earnings Way and Quality Avenue (see Figure 20003-C). Earnings Way, which sits approximately 0.04 miles east and parallel to Green Valley Road, intersects Hausfeldt Lane. Quality Avenue intersects Earnings Way. This area is bounded on its western and northern sides by wooded areas and farmland. East of this work place cluster is additional development and another major employer that is not within the workplace cluster. South of the area is I-265 (closest access point to I-265 is Grant Line Road). Earnings Way and Quality Avenue are both cul-de-sacs with additional short roads interesting that also end in cul-de-sacs. Within this area are numerous industrial based facilities.

Pedestrian facilities exist along Green Valley Road south to a dense residential area just past Hausfeldt Lane as well as along Hausfeldt Lane from Green Valley Road east to Grant Line Road. Within the Earnings Way and Quality Avenue area there are no pedestrian facilities, yet the relatively low volume on the roads and their being cul-de-sacs diminishes the need for pedestrian facilities as people could walk relatively safely along Earnings Way and Quality Avenue.

Public transit (Route #71) accesses the workplace cluster via Hausfeldt Lane. The route changes direction at Progress Boulevard, approximately 0.18 miles from the Green Valley Road/Hausfeldt Lane intersection. Persons who are able to access public transit could use it for transportation to and from this area.



**Figure 20003-C: Access to workplace in the Grant Line Road area.**

There are no identified congestion or high crash issues associated with this workplace cluster. Pedestrian access is available, though sporadic within the boundaries of Earnings Way and Quality Avenue. The inconsistency of sidewalks may impede some persons from considering public transit as an option to accessing this area.

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## Access for Persons with Disabilities and/or Older Adults

Within TAD 20003 there are no facilities identified that specifically services only the needs of persons with disabilities and older adults. There are workplace clusters within this TAD, but access is limited to vehicles as public transit and pedestrian facilities are sporadic at best.

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## Access to Education

None of the seven schools located in TAD 20003 are considered clustered (2+ schools within 0.25 miles of each other). One of the seven schools is a university.

All seven schools were reviewed in order to ascertain whether there were access issues associated with each of the schools. Generally speaking, schools in the western half of the TAD were found to be located in more rural and agricultural areas and schools in the eastern half tended to be in more of an urban setting. The schools considered to be in the western half of the TAD include Greenville Elementary School, Saint Mary of the Knobs Catholic School, and Floyds Knobs Elementary School. Schools identified in the eastern half of the TAD include Grant Line Elementary, Community Montessori, Prosser School of Technology, and Indiana University Southeast.

Most of the schools have an internal pedestrian system, but few schools (especially those in the western portion of the TAD) had pedestrian facilities beyond the school campuses. Prosser School of Technology had the most robust pedestrian system both internal and external to the school campus.

With the exception of the Greenville Elementary School, the schools located in the western half of the TAD did not face any current or forecast congestion issue nor any issues related to high frequency crash locations. Greenville Elementary School is within proximity to current and future LOS C congestion found on US 150. Three of the four schools found in the eastern half of the TAD had congestion issues today that are forecast to remain the same by the year 2030. Floyds Knobs Elementary School, located along Scottsville Road, does not have any current or forecast congestion issues. All four of the schools in the eastern half of the TAD may be impacted by high frequency crash locations. The schools are located on or are very close to either Grant Line Road or Charlestown Road. Both of these roadways have high crash locations at their respective I-265 interchange and just north of the interchange.

There is only one public transit route in the TAD, and Indiana University Southeast is the only school that has a public transit connection. None of the other schools have access to public transit.

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## Access to Government Services

There are five government facilities located in TAD 20003, none that form a cluster (3+ government facilities within 0.25 miles of each other). The government facilities are volunteer fire departments and a city hall.

Four of the government facilities in TAD 20003 are emergency responders. Since fire departments are not recognized as being destinations (with a few exceptions, including personnel, and the occasional community event that may take place at a fire station), pedestrian and transit access is not of great concern. Because of their possible impact on response time, congestion and crash frequency are important considerations for emergency responders.

Three of the four volunteer fire stations are located in the eastern half of the TAD. None of the three are located in an area that experiencing congestion today or forecasted to do so by 2030. The same can be said concerning the proximity of the fire stations to high crash locations. All three of the volunteer fire departments in the eastern half of the TAD are not within proximity to the identified high crash locations in TAD 20003.

The fourth volunteer fire department, located in Greenville, does not have any issues related to high crash locations, but may be facing congestion issues that could impact emergency response time. On US 150, approximately two miles to the east of the Greenville Township Volunteer Fire Department, the current congestion is identified at LOS C. The forecast congestion remains at LOS C, but expands west through Greenville a little over 0.5 miles west of the fire department (to SR 335). The Greenville City Hall is located very close to the Greenville Township Volunteer Fire Department and therefore may face similar congestion related issues (though the relationship of congestion to emergency response is diminished). Yet there are also no pedestrian facilities or public transit service available to access the City Hall. This leaves only use of the vehicle as a means to get to the facility.

Pedestrian and transit access to the fire stations in TAD 20003 are not an issue because all the government facilities in TAD 20003 are emergency responders and not typically viewed as high attractions for the public. Yet the current and forecast congestion on US 150 may negatively impact response time for one of the fire stations in TAD 20003. The same congestion issues, coupled with a lack of pedestrian facilities and public transit may also impede some connections to the Greenville City Hall.

Given the forecast growth in TAD 20003 in the areas of population, employment, and households, the absence of pedestrian facilities in and around most of the schools, and a lack of transit, may become a greater issue over time. The high crash locations in the eastern half of the TAD may also become an issue relative to students getting to school and doing so safely.

## **Access to Medical Facilities**

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There are no clusters of medical facilities (25+ medical facilities within 0.25 miles of each other) in TAD 20003. The closest medical facility is the Floyd Memorial Hospital located on State Street (New Albany) in neighboring TAD 20001. The medical center can be accessed a number of ways from TAD 20003, including transit (though transit access is limited to the southeast corner of TAD 20003), Green Valley Road, Grant Line Road, and I-265 (to I-64). Both congestion (current and forecasted) and high crash frequency may raise access issues for persons wishing to access the Floyd Memorial Hospital from TAD 20003.

While there are no clusters of medical facilities in TAD 20003, access to the nearest hospital (in TAD 20001) may be impeded by the frequency of crashes, current and forecast levels of service on facilities that would most likely be used to access the hospital from TAD 20003, and a lack of a public transit option.

## **Freight Access**

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There is one cluster of major freight users (5+ freight users within 0.5 miles of each other) in TAD 20003. Located near where Green Valley Road intersects Hausfeldt Lane and Mount Tabor Road, this cluster of major freight users is home to 12 freight distributors. There are several freight related issues worth noting in TAD 20003. While there is only one cluster of major freight users, there are numerous destinations that rely on freight access in a timely manner in order to conduct business. The KIPDA Freight Network is also present in TAD 20003. Both bisecting the TAD and forming one of its borders, the KIPDA Freight Network is an important consideration in TAD 20003 as I-265 and US 150 are segments of the network.

### ***Green Valley Road/Hausfeldt Lane/Mount Tabor Road Area***

This area has 12 major freight users within its boundaries. In terms of freight movement within the area, there are no issues. There are wide roadways, clearly marked entrances and driveways, and intersections with long curving corners providing a turning radius that supports freight movement. In terms of pedestrian and transit access, the area has sidewalks along some of its roadways or wide shoulders that may provide a pedestrian benefit within the cluster. TARC Route #71 provides service to and within the clustered area for employees and potential employees.

The clustered area can be accessed via Green Valley Road and Grant Line Road. While Green Valley Road is has a LOS above D both currently and forecasted, the Grant Line Road access points are currently operating and forecasted to continue to operate at LOS D. Furthermore, the Grant Line Road access area has been identified as a high crash location

with 100+ crashes occurring with 0.10 mile from 2009 through 2011. These crashes are in the I-265 interchange area and just north of the interchange in the vicinity of the access roads (Hausfeldt Lane and Mount Tabor Road (in TAD 20001) to the clustered area. In this particular circumstance there are both congestion and crash frequency issues in the clustered area that may result in a delay in deliveries to businesses within TAD 20003 and areas outside the TAD.

TAD 20003 is both bisected and bordered by I-265 and US 150, roadways identified as being part of the KIPDA Freight Network. Forecast LOS shows that nearly all of the approximate 8.5 miles of interstate that are within or border this TAD will be at LOS D or F by 2030. The congestion may have a detrimental impact on freight travel within and passing through this TAD, as well as the rest of the region.

In summary, freight access to and through TAD 20003 may be negatively impacted by congestion and crashes on I-265, US 150, and Grant Line Road. Not only would this impact TAD 20003, but it would also impact the region as the KIPDA Freight Network may be impacted by the degradation of level of service on the interstates within and bordering the TAD. Left unmitigated, the impacts on freight traffic may negatively impact the community, including its economy.

## **Future Socioeconomic Conditions**

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Much of TAD 20003 is currently rural, with some areas built out and anticipated to see growth throughout the southern half and northeastern corner by the year 2030 in the number of jobs, households, or non-group quarters population. The three socioeconomic indicators are forecasted to see low to moderate growth:

- Households: Low to moderate growth in the central and eastern portion of the TAD
- Employment: Low to moderate growth located in sporadic areas including in the east, north, and northwestern corner of the TAD
- Population: Low to moderate growth along most of the southern edge and northeastern corner of the TAD

This scenario is not unexpected given the lack of density in most of the TAD except the far southeastern corner where it appears to be built out. Of the three socioeconomic indicators the increase in the number of jobs and households in the eastern half of the TAD raises the most interest. In general terms, economic and housing growth is recognized as positive indicators for the TAD. Given the current and forecasted congestion and crash frequency issues on Charlestown Road, Grant Line Road and, I-265, the socioeconomic indicators may negatively impact the TAD if they are left unmitigated and may be considered counterproductive to the forecasted increase in jobs and housing.

## **Issues and Opportunities**

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### ***Frequency of Crashes and Forecasted Congestion***

- Grant Line Road and Charlestown Road serve not only as local access routes to attractions in the TAD, but also as alternate routes to I-65 when the interstate is experiencing severe congestion issues. Both Grant Line Road and Charlestown Road are currently operating and forecasted to operate at LOS D.
- The high crash locations in TAD 20003 are limited to Grant Line Road and Charlestown Road. At the Grant Line Road/I-265 interchange there were over 100 crashes from 2009-2011. This area has many attractions including educational facilities, retail opportunities, and employment clusters. Immediately adjacent to Grant Line Road is the only freight cluster in this TAD that is home to 12 freight distributors. The crash frequency may impede not only access to the attractions in the area but also impact the transportation of freight within the TAD, southern Indiana, the KIPDA region, and beyond. Charlestown Road serves as a connection between the more urbanized City of New Albany and points north. It also runs somewhat parallel to I-65 and serves as an alternate route to the interstate when experiences high levels of congestion. With three high crash locations on Charlestown Road within two miles of each other, the frequency of crashes may impede travel behavior on this roadway. Also of note is the interchange area of Charlestown Road and I-265. In this immediate area are several retail opportunities, educational facilities, and dense housing. The frequency of crashes may negatively impact the connections in and through this area.
- US 150 serves as an important cross TAD route connecting the western portion of the TAD to the many attractions in the eastern portion of the TAD and beyond. It currently operates at LOS D or F at its eastern termini at the border of the TAD; it is forecasted to realize LOS D and F from the same eastern termini through Greenville. This represents an extension of the forecast LOS D of about 3.25 miles.

- While there are many roadways in TAD 20003, US 150, Grant Line Road, and Charlestown Road are recognized as important roadways in this area and in southern Indiana. The frequency of crashes and high levels of congestion along these roadways will continue to impede travel in the area and may worsen as the forecast growth in population, households, and employment continues.

### ***Limited Public Transit Opportunities and Pedestrian Facilities***

- TAD 20003 has a mix of both urban density and open space. The lack of pedestrian facilities and transit opportunities today inhibits the ability for making connections by any other means other than auto, especially in the more urban area (the eastern edge of TAD). Recognizing the ability of pedestrians and transit to make connections within one mile or so of an attraction, the lack of pedestrian facilities is an issue in the more rural areas where small towns exist today. This will become more of a concern as the forecasted socioeconomic growth in TAD 20003 is realized. Because of its rural nature, the absence of public transit may not be a significant issue today in the rural areas. As households, population, and jobs increase, the absence of public transit may become more of an issue.

### **Related Plans and Studies**

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- Floyd County Comprehensive Plan (2005)
- Floyd County Economic Development Strategy (2006)
- New Albany-Floyd County Parks & Recreation Plan (2008)