

OLDHAM COUNTY



MAJOR THOROUGHFARE PLAN



Prepared for:
Oldham County
Planning & Zoning Commission

Prepared by:



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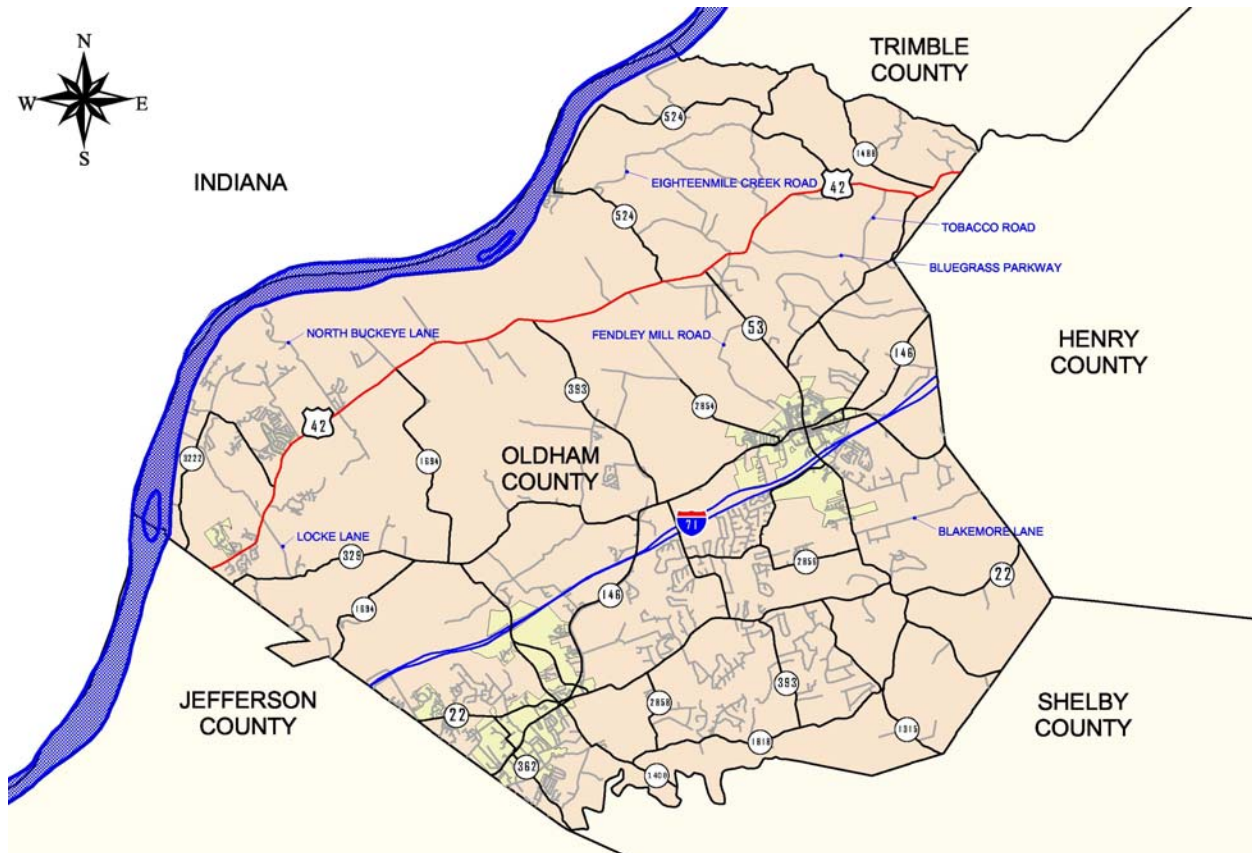
I. INTRODUCTION

This final project document, the *Major Thoroughfare Plan*, proposes a transportation plan for the implementation of recommended improvements in Oldham County. The *Plan* includes recommendations for highway improvements; funding opportunities; transit, bicycle and pedestrian facilities; facility design standards; and access management guidelines. The *Plan* is a culmination of technical analysis, public opinion and input, local needs assessment and future forecasts completed as part of the *Major Thoroughfare Plan* process.

A. Contents of Report

The remaining chapters are organized as follows:

- Chapter II discusses the State and Federal Highway Program for Oldham County and other major transportation initiatives in the study area.
- Chapter III identifies the highway transportation improvements recommended as part of the *Major Thoroughfare Plan*, including the project development process, the recommended set of transportation improvements, and priorities for future project development activities.
- Chapter IV addresses the estimated costs for recommended highway projects, the current funding initiatives in the Six Year Highway Plan, and the potential for alternative funding sources.
- Chapter V identifies additional facilities and service opportunities for alternative modes of transportation, such as transit, bicycles and pedestrians.



- Chapter VI describes the functional classification system for area roadways and the associated roadway design standards developed for Oldham County as part of the *Major Thoroughfare Plan*.
- Chapter VII provides a summary of techniques for managing access on arterial roadways, including driveways, turning options, site layout and design, and other management techniques.

B. Purpose of Study

In February of 2002, the Oldham County Planning and Zoning Commission completed its update of the Oldham County Comprehensive Plan. The transportation element of the comprehensive plan includes a number of goals, objectives and policies concerning transportation improvements within Oldham County. In order for the Planning Commission to study in greater detail and develop an implementation schedule for these recommended improvements, this study was designed to analyze the existing roadway network and alternatives for roadway improvements.

The Oldham County transportation network will require careful planning and the implementation of roadway improvements to maintain its current level of service (LOS) and provide an efficient means of transportation for the future. The purpose of this *Major Thoroughfare Plan* is to establish recommendations for highway improvements, alternative modes of transportation and facility guidelines for the transportation system in Oldham County, Kentucky.

C. Related Project Documents

Two separate technical documents summarize the detailed analysis of the current and future transportation needs in Oldham County undertaken as part of this *Major Thoroughfare Plan* study:

- The *Oldham County Mobility System: Existing Conditions and Issues* document provides background information and Phase I activities for the *Major Thoroughfare Plan*, including: the major highway characteristics in the County; the first round of public involvement meetings; a description of the traffic model development process; and a summary of the socioeconomic data collected for the study area.
- The *Alternatives Development and Analysis* document describes much of the analysis portion of the project and Phase II activities, including: the forecast of socioeconomic data; development of the future year travel demand model; the second round of public involvement meetings and input; development and analysis of potential highway projects; and review of recommendations by the Task Force and the public.

A number of Task Force meetings and public involvement sessions were held as part of the Major Thoroughfare Plan process. Meeting minutes for all project meetings are included in **Appendix A** of this document.

II. CURRENT TRANSPORTATION INITIATIVES

Oldham County is part of a very “active” region in terms of transportation studies and improvements. The Louisville Metropolitan Planning Organization (MPO), which is administered through the staff of the Kentuckiana Regional Planning and Development Agency (KIPDA), has recently undertaken a number of studies and initiatives that will directly or indirectly influence the implementation of Oldham’s Major Thoroughfare Plan. The State and Federal Highway Program for Oldham County and other major transportation initiatives are discussed in the following sections.

A. State and Federal Highway Program

To address needs on the state and federal highway systems, the development of the Oldham County Major Thoroughfare Plan included a review of the KYTC Six Year Highway Plan, which is the Cabinet’s official programming document approved by the Kentucky General Assembly as part of the state budget. A review was also made of long-range planning documents, including the Louisville metropolitan area Long-Range Plan and the KYTC’s Statewide Transportation Plan and Unscheduled Needs List.

The Kentucky Transportation Cabinet transportation planning process is outlined on the following page in flowchart format. As shown in the chart and outlined in the KYTC *Statewide Transportation Plan (FY 1999-2018)*, the Unscheduled Needs List identifies and prioritizes projects that currently have been identified as a local or regional highway need. Once identified, these projects compete to become part of the KIPDA Long-Range Transportation Plan and be incorporated into the KYTC Statewide Transportation Plan. The Long-Range Transportation Plan needs identified for each metropolitan area are included in the KYTC Statewide Transportation Plan by reference. Projects in the KYTC Stateside Transportation Plan can then possibly be programmed for funds in the Six Year Highway Plan.

Advancing through this funding process depends largely on the priority placed on each project by the local government and the regional planning agency, KIPDA. **Table 1** shows the highest ranked roads on the Unscheduled Needs List from both a local and regional perspective.

For reference, a composite list of projects from the Six Year Highway Plan and the Unscheduled Needs List is presented in **Figure 1**. This exhibit shows all the state and federal projects on these lists, including those on the unscheduled needs list. Projects and proposed projects on this map are identified by the programming status (programmed or not programmed in the Six Year Highway Plan) and by priority (high, medium and low).

Generally, roadway projects must go through the KIPDA metropolitan planning process to be included on the Unscheduled Needs List, some of which may be selected for the MPO’s Long-Range Plan, incorporated into the Statewide Transportation Plan, and then programmed for state and/or federal funding in the KYTC Six Year Highway Plan when and if funds become available. In addition to projects already moving through this process, there are several

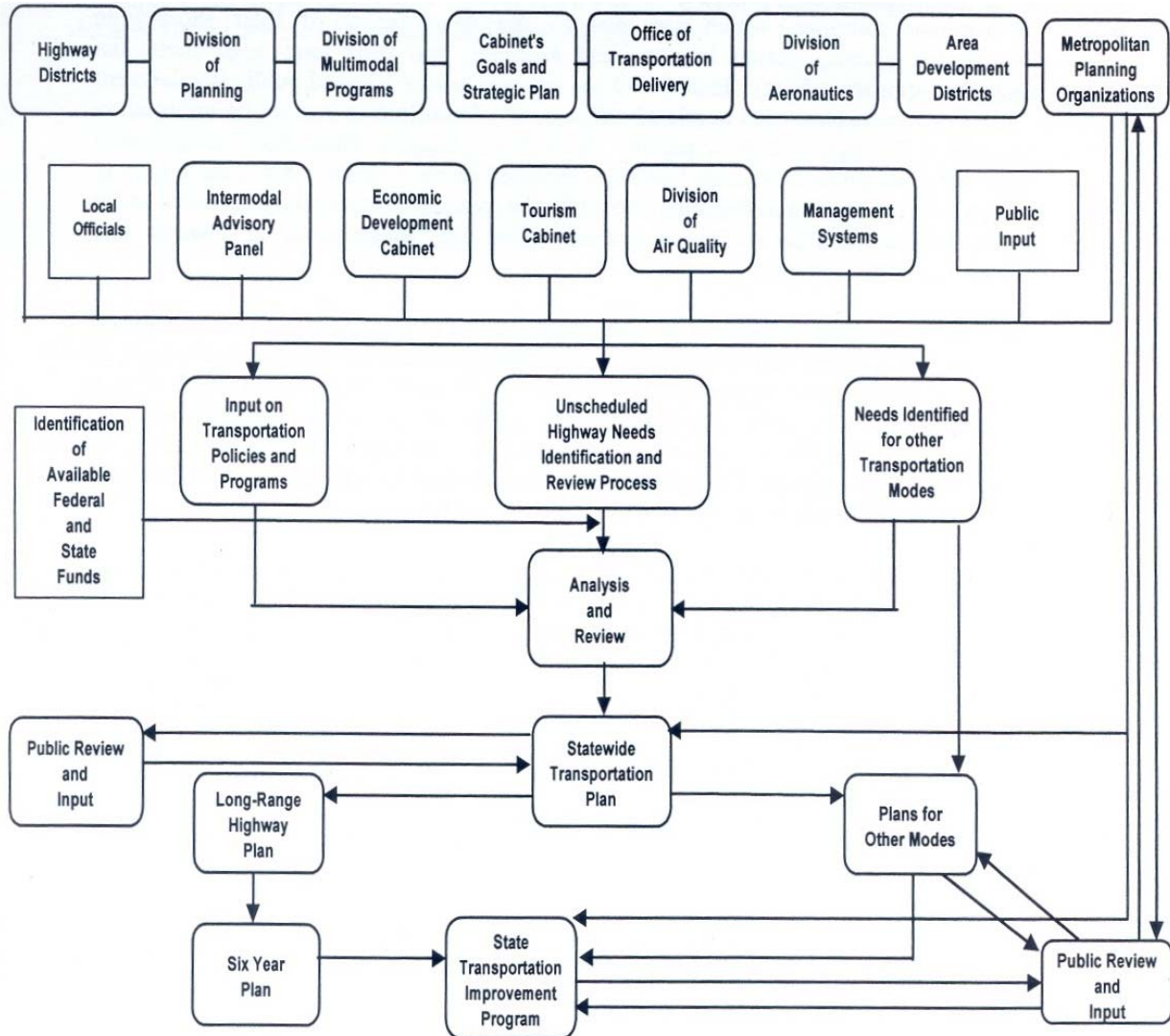
Recommendations

In addition to projects already moving through the official funding process, there are a number of proposed projects identified in this Oldham County Major Thoroughfare Plan study that have not been previously identified in the MPO and statewide process.

These newly proposed projects should be recommended by Oldham County for inclusion in future planning and programming efforts by KIPDA and KYTC.

proposed projects identified in this Oldham County Major Thoroughfare Plan study that have not been previously identified in the MPO and statewide process. These should be recommended by Oldham County for inclusion in future planning and programming efforts by KIPDA and KYTC.

Kentucky Transportation Cabinet Transportation Planning Process



Source: *Statewide Transportation Plan (FY 1999-2018)*, Kentucky Transportation Cabinet, December 1999.

Table 1. Kentucky Transportation Cabinet's Unscheduled Needs List

Priority	Route	Improvement Type	Project Limits				Project Length (miles)	Preliminary Cost (millions)
			Begin Project	Begin MP	End Project	End MP		
High	New Route	Additional Funds Needed to Supplement Six Year Highway Plan	Old Henry Interchange at I-265	-	Crestwood Bypass	-	5.0	\$10.0
High	New Route	Widen Allen Lane with Rail Underpass	Business Park Road	-	KY 146	-	0.7	\$5.0
High	KY 22	Major Widening	Jefferson County	0.000	Crestwood	3.257	9.3	\$50.0
High	KY 146	Major Widening	I-71	6.073	KY 393	7.673	1.6	\$7.0
High	KY 146	Reconstruction	Jefferson County	0.000	Crestwood Bypass	2.642	3.0	\$10.0
High	Local Road	Extension of Springhouse Pike	Existing Terminus	0.000	Dawkins Road	0.000	0.0	\$1.0
Medium	US 42	Reconstruction	Jefferson County	0.000	KY 1694	6.034	6.0	\$22.0
Medium	KY 146	Major Widening	Crestwood Bypass	2.642	I-71	6.073	3.4	\$13.0
Medium	KY 329	Reconstruction	KY 1817	5.104	I-71	6.894	1.8	\$6.0
Low	I-71	6-Lane Widening	KY 329	14.480	KY 146	17.480	3.0	\$15.9
Low	I-71	6-Lane Widening	KY 146	17.480	KY 393	18.500	1.0	\$5.2
Low	I-71	6-Lane Widening	KY 393	18.500	KY 53	21.870	3.4	\$17.7
Low	US 42	Reconstruction	KY 1694	6.034	KY 53	13.024	6.9	\$27.6
Low	KY 53	Reconstruction	Shelby County	0.000	New Moody Lane	5.740	5.7	\$26.0
Low	KY 146	Major Widening	KY 393	7.640	KY 53	10.988	2.5	\$14.0
Low	KY 329	Interchange Reconstruction	I-71 Ramp	6.894	I-71 Ramp	6.994	0.1	\$13.1
Low	New Route	New Route with I-71 Interchange	KY 1694	-	KY 22	-	2.0	\$18.0
Low	New Route	New Construction	US 42/KY 1793 Intersection	-	KY 329/KY 1817 Intersection	-	4.0	\$12.0
Low	New Route	Western LaGrange Bypass	KY 53	-	Business Park Road	-	2.3	\$13.0
Low	New Route	Western LaGrange Bypass	KY 146	-	KY 53	-	1.0	\$8.0
							Total	\$294.5

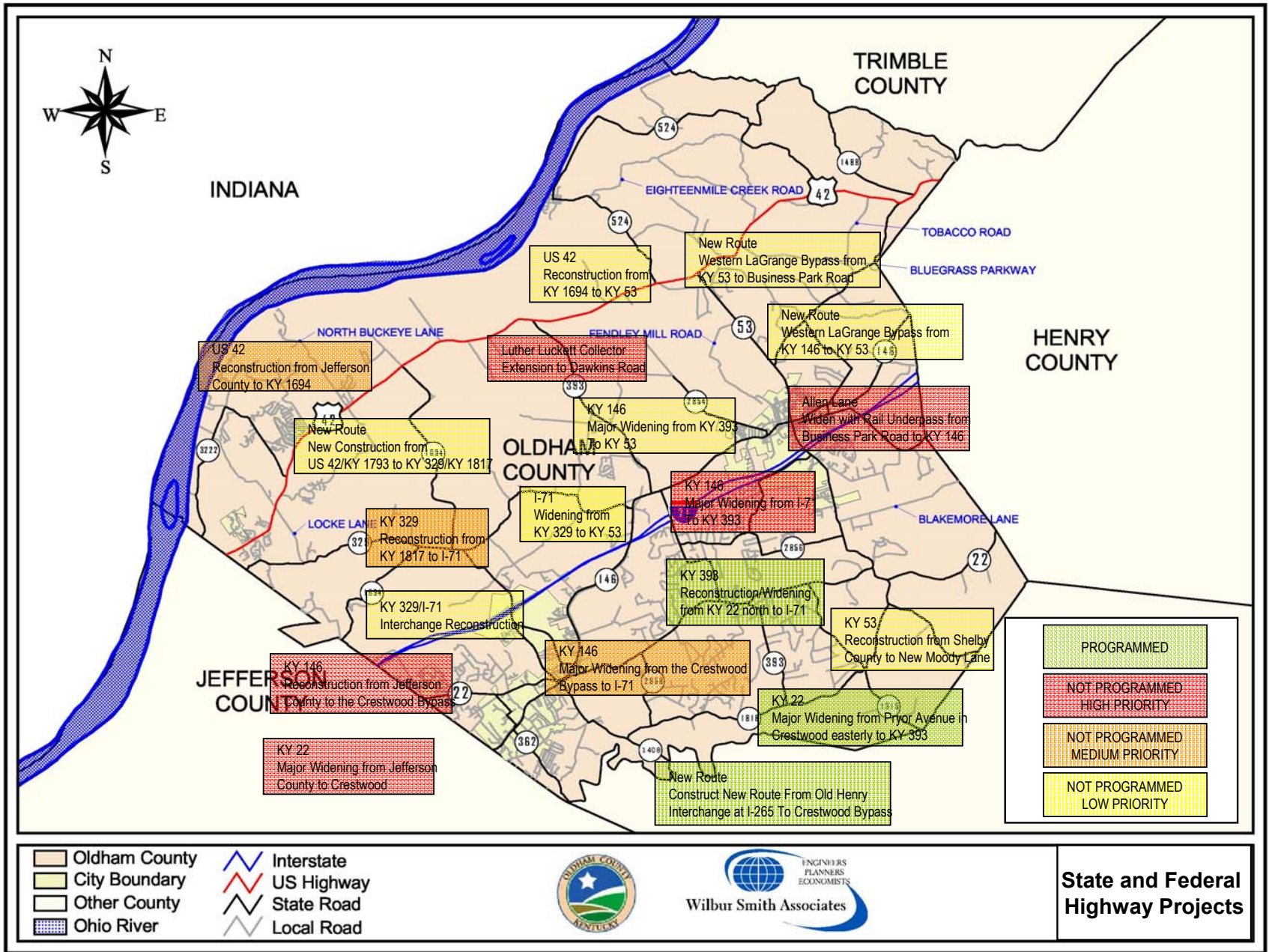


Figure 1. State and Federal Highway Projects

B. Other Transportation Initiatives in the Region

A number of transportation issues and projects have been studied previously in Oldham County and the surrounding area. The five (5) major transportation initiatives in the region are summarized in the following sections. A more complete summary of each project is provided in **Appendix B**.

- Louisville-Southern Indiana: Ohio River Bridges Project - Ongoing

This major initiative represents a cooperative effort of the Kentucky and Indiana State Transportation Agencies to develop an Environmental Impact Statement and Preliminary Engineering Design for two Ohio River bridges. One of the bridges would be located in northern Jefferson County, forming a connection between I-265 in Kentucky and I-65 in Indiana and a new traffic route in an area adjoining southwestern Oldham County. The route is not located within Oldham County, but it may create land use and transportation service challenges that may go beyond the impacts contemplated by this Major Thoroughfare Plan.

In consideration of the potential Louisville Bridges impacts, Oldham County should plan to revisit and update the land use, socioeconomic and transportation assumptions that support this Major Thoroughfare Plan as development of this project progresses.

- LaGrange Bypass Study – 2002

The LaGrange Bypass Study was initiated to address observed transportation system deficiencies in the vicinity of LaGrange. The study encompassed a geographic area generally bounded by KY 22, US 42, KY 53, and KY 393. It is anticipated that growth and resulting traffic congestion within the area included in the study will be significant. The study identified eight (8) “high” build projects that are anticipated to provide the level of improvement necessary to sufficiently address or accommodate projected 2025 traffic volumes at reasonable levels of service.

As a result, the transportation system analysis from this study provides important background data for the Oldham County Thoroughfare Plan. Several of these high build recommendations listed above have been incorporated within the Major Thoroughfare Plan (MTP), including the improvement to KY 53 at the interchange with I-71 and the lane additions to KY 2856 and KY 146. Traffic service improvements contemplated by several other recommendations were accomplished through alternative improvements considered and approved as part of the Major Thoroughfare Plan process.

- Old Henry Road Sub Area Plans – Oldham and Jefferson County - 1999/2000

The Old Henry Road Sub Area Plans were prepared to study a new route, which would extend from I-265 in Jefferson County to the KY 22/KY 329B intersection on the east side of Crestwood in Oldham County. The purpose of the improvement would be to assist in alleviating anticipated traffic volumes on KY 22, KY 146 and other routes to Jefferson County by providing additional access to I-265 at Old Henry Road.

Recommendations

In consideration of the potential Louisville Bridges impacts, Oldham County should plan to revisit and update the land use, socioeconomic and transportation assumptions that support this Major Thoroughfare Plan as development of this project progresses.

A number of improvements identified in the LaGrange Bypass Study are carried forward to the Major Thoroughfare Plan. Oldham County should continue to work to secure funding for these projects.

The Jefferson County study identified significant differences in socioeconomic forecasts for 2020, based on the completion of the Old Henry Road Extension into Oldham County. Although these forecasts relate only to areas within Jefferson County, they were taken into consideration when preparing the forecasts upon which the Oldham County Major Thoroughfare Plan is based.

- Louisville Urbanized Area Thoroughfare Plan: US 42 Sub-Area Plan – 1999

This sub-area plan, prepared in coordination with the Oldham County Planning Commission, KIPDA, and the Kentucky Transportation Cabinet, included the US 42 corridor from the Oldham/Jefferson County line to KY 393. The project recommendations included US 42 improvements, new connections in the area, access management techniques and alternative modes of transportation.

Several of the recommendations from this plan have been carried forward to the Oldham County Major Thoroughfare Plan, including all the roadway improvements suggested for US 42 and the new connector to KY 22, as well as the bicycle and pedestrian facilities recommendations.

- KY 22 Sub Area Plan – 1999

This sub area is located in northeast Jefferson County and southwest Oldham County. Encompassing approximately eight (8) square miles, the sub area is centered on the KY 22 corridor. The pace of development within this area, coupled with the announcement of the Norton Commons project and declining level of service for the Jefferson County portion of the KY 22 corridor, prompted local officials to undertake a land use and transportation study. Recommendations from the Plan included improvements to KY 22 and Murphy Lane, new connections in the area, access management, traffic calming and alternative modes of transportation.

Following the completion of this Sub Area Plan, additional studies were undertaken to further consider KY 22 improvements and a new interchange with I-71 near Haunz Lane. The Oldham County Major Thoroughfare Plan includes the proposed I-71 interchange improvement as well as future connections to KY 22 and KY 42. It also includes the widening of KY 22 from Haunz Lane to Crestwood.

Recommendations

Socioeconomic forecasts for this Major Thoroughfare Plan were partially based on information provided through the Old Henry Road study and analysis. These growth forecasts should be revisited as the development and direction of this project progresses.

A number of improvements identified in the US 42 Sub Area Plan are carried forward to the Major Thoroughfare Plan. Oldham County should continue to work to secure funding for these projects.

Improvements identified in the KY 22 Sub Area Plan are also carried forward to the Major Thoroughfare Plan. Continued support of these projects will be critical to securing funding for additional phases of development.

III. RECOMMENDED HIGHWAY IMPROVEMENT PROJECTS

This chapter identifies the highway transportation improvements recommended as part of the Oldham County Major Thoroughfare Plan. The recommended set of improvements is the result of the Major Thoroughfare Plan process, public input and technical analysis. The following sections address the project development process, the recommended set of transportation improvements, and priorities for future project development activities.

A. Project Development Process

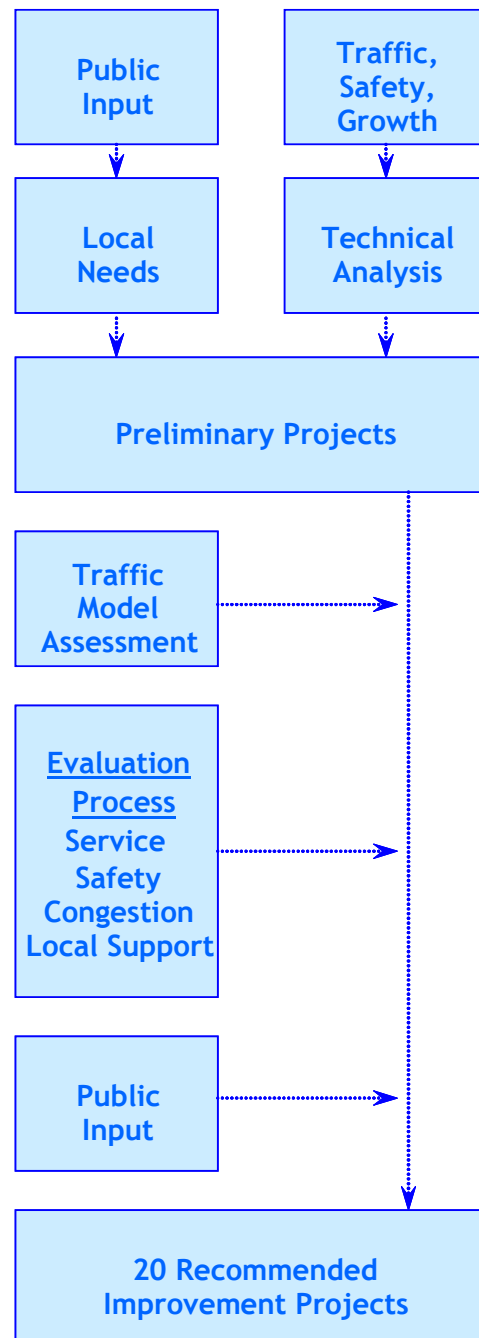
The project development process is detailed in a separate project document, titled *Alternatives Development and Analysis*, and is summarized below.

Following the public input sessions related to local needs, a series of preliminary transportation improvement projects was developed for further technical analysis by the consultant and review by the project Task Force and the public. The identified improvement projects were based on project information collected to-date and technical analysis of future transportation conditions in the County.

A number of the preliminary transportation improvement projects were tested in the Oldham County traffic model. Also completed for each project was a subjective evaluation of how well the alternative improved system service, addressed safety concerns, reduced future congestion, and considered public/agency support.

Another round of public involvement meetings was held in late May and early June, 2003, to present the twenty-one (21) preliminary project improvements identified and to solicit public input and opinion related to potential improvement options. Utilizing the input heard from the public and a final assessment of local needs, the project team engaged in follow-up analyses to revise several of the potential projects for the Oldham County Major Thoroughfare Plan.

At the end of this project development process, twenty (20) highway improvement projects were identified for recommendation as part of the Oldham County Major Thoroughfare Plan. These projects are identified in the following sections of this chapter.



B. Current Kentucky Transportation Cabinet Projects

It is important to note that the project identification process for the Major Thoroughfare Plan assumed the completion of all three (3) committed projects in the Kentucky Transportation Cabinet's Six Year Highway Plan. While these projects are in various stages of development and are not all fully funded at this point, these committed KYTC projects should be considered top priority for Oldham County:

- Construction of a new route from the Old Henry Road interchange with I-265 to KY 22 near Crestwood (\$25.5 million in funding through construction in 2008).
- Major widening of KY 22 from Pryor Avenue in Crestwood east to KY 393 (\$14.0 million in funding through construction in 2006).
- Major widening/reconstruction of KY 393 from KY 22 to I-71 (\$16.5 million in funding through construction in 2006).

Recommendations

It is recommended that the committed KYTC projects be identified as top priority for Oldham County:

- Construction of new route from Old Henry interchange with I-265 to KY 22 near Crestwood;
- Major widening of KY 22 from Pryor Avenue in Crestwood east to KY 393; and
- Major widening/reconstruction of KY 393 from KY 22 to I-71.

New project identified by this Plan should follow these top priority ones.

C. Recommended Plan Projects

The recommended set of highway improvements for the Oldham County Major Thoroughfare Plan includes twenty (20) projects, ranging from intersection and safety improvements to major reconstruction of existing routes and new connections. Shown in **Table 2** are the new projects identified through the Major Thoroughfare Plan process, including general locations within the County and recommended improvements. The recommended projects are split into two lists based on the general scope and type of each project: 1) Major Transportation Improvement Projects and 2) Safety and Congestion Mitigation Projects. Each project is identified by a letter for reference.

The identified improvement projects in each list have been ordered by priority importance to the transportation needs in the County. Priority ranking of the projects is based on a number of factors:

- System Service - This category provides an assessment of a project's 1) system connectivity and 2) ability to address a section of roadway assigned a low adequacy rating by the Kentucky Transportation Cabinet.
- Safety Concerns - The safety concerns category addresses a project's potential to 1) improve a high or potentially high accident segment, 2) improve geometric standards, or 3) address public safety concerns.
- Future Congestion - The future congestion category addresses a project's potential to improve future congestion areas in the County. A number of the identified transportation improvements were tested individually in the Oldham County Travel Demand Model. **Table 3** lists the projects tested in the model in addition to key assumptions made when coding the alternatives into the model network. Further discussion of the model results is included in **Section D** of this chapter.

Table 2. Recommended Plan Projects

Priority Ranking	Project Reference Letter	Area of County	Route	Location	Type of Improvement
Major Transportation Improvement Projects					
1	H	Southwest	KY 22	Jefferson Co. to KY 329	4/5-Lane Widening
2	Q	Southeast	KY 53	LaGrange, north of I-71	Access Management
3	A	North	US 42	Jefferson Co. to KY 1694	4-Lane Widening near Jefferson Co., with 2-Lane Reconstruction and Turn Lanes in Rural Section
4	L	Southwest	KY 146	KY 329B to KY 393	4-Lane Widening
5	R	Southeast	KY 53	LaGrange, KY 22 to I-71	5-lane Widening, Consider New Signal at Cherrywood Drive
6	E	North	New Connection	Hauz Lane to Locke Lane	2-Lane Route with/without I-71 Interchange
7	S	Southeast	New Connection	LaGrange, west/south side of town	2-Lane Route
8	V	Southwest	New Connection & Existing KY 1818	Crestwood Bypass to KY 53	2-Lane & 3-Lane Widening
9	O	Southeast	KY 146	KY 393 to LaGrange	4-Lane Widening & Left-Turn Lane at KY 393
10	F	North	KY 329	Jefferson Co. to I-71	Reconstruction with Turn Lanes
11	B	North	US 42	KY 1694 to KY 393	Spot Improvements
12	T	Southeast	KY 53	Shelby Co. to KY 22	2-Lane Reconstruction
13	W	Southwest	KY 393	KY 1818 to KY 22	3-Lane Widening
Safety and Congestion Mitigation Projects					
1	X	North	US 42	Hayfield Way Intersection	Safety Improvements/Turn Lanes
2 ¹	P	Southeast	KY 53	LaGrange, KY 146 Intersection	Remove Parking, Consider New Signal
3 ²	I	Southwest	KY 22 & KY 329	Crestwood	Sidewalks/Pedestrian Facilities
4	C	North	US 42	KY 393 Intersection	Safety Improvements
5	G	Southwest	KY 22	Hauz Lane Intersection	Safety Improvements
6	U	Southeast	KY 53	KY 22 Intersection	Safety/Signage Improvements
7	K	Southwest	KY 146	Ash Avenue, PeWee Valley	Consider Left Turn Lanes on KY 146

¹ It is anticipated that Project P can be completed in conjunction with Project Q.

Table 3. Preliminary Traffic Model Results

Project	Description	Improvement Length (mi.)	Number of Lanes	Model Speed	Increased Capacity?	Daily Traffic Model-wide		Annual VMT Savings	Annual VHT Savings	Without Improvements			With Improvements		
						Vehicle Miles of Travel (VMT)	Vehicles Hours of Travel (VHT)			Vehicles per Day	Volume-to Capacity	Level of Service	Vehicles per Day	Volume-to Capacity	Level of Service
Year 2025 E+C	Existing Roadway Network with Committed Improvements*	-				3,629,565	117,581	-	-	-	-	-	-	-	-
A	US 42 Improvements, Jefferson County to KY 1694	6.0	3	55	Y	3,607,503	112,575	8,052,527	1,827,076	21,705	1.18	F	27,060	0.77	D
E-1	New Connector - US 42 to KY 22 (no interchange)	4.0	2	55	-	3,627,318	113,885	820,201	1,348,985	-	-	-	6,980	0.70	C
E-2	New Connector - US 42 to KY 22 (with interchange)	4.0	2	55	-	3,609,881	112,424	7,184,572	1,882,254	-	-	-	9,397	0.84	D
F	KY 329 Widening, Jefferson County to I-71	7.0	3	45 / 55	Y	3,635,315	115,872	-2,098,853	623,593	10,149	1.01	F	12,025	0.80	D
H	KY 22 Widening, Jefferson County to KY 329	3.3	4 / 5	35 / 55	Y	3,632,307	114,843	-1,000,967	999,341	17,092	1.42	F	19,662	0.82	D
K	KY 146 Turn Lanes in PeWee Valley	0.8	3	35	Y	3,628,221	116,261	490,407	481,720	20,563	1.71	F	20,471	1.14	F
L	KY 146 Widening, KY 392B to KY 393	3.7	4	35 / 45 / 55	Y	3,608,693	114,153	7,618,238	1,251,312	24,415	1.44	F	36,267	0.95	E
M	New Connector, KY 146 to KY 1694	3.3	2	55	-	3,625,671	115,403	1,421,169	794,776	-	-	-	2,970	0.30	A
N	I-71 Widening, Countywide	20.4	6	65	Y	3,625,336	105,340	1,543,294	4,467,931	69,790	1.34	F	76,348	0.98	E
O	KY 146 Widening, KY 393 to LaGrange	3.3	4	35 / 45 / 55	Y	3,618,886	114,788	3,897,747	1,019,553	22,415	1.28	F	29,746	0.83	D
R	KY 53 Reconstruction, KY 2856 to I-71	2.1	5	45 / 55	Y	3,628,062	117,530	548,354	18,753	16,699	0.95	E	19,733	0.45	B
S	New Connector, west/south side of LaGrange	5.4	2	35 / 55	-	3,620,625	116,818	3,263,062	278,335	-	-	-	4,937	0.49	C
T	KY 53 Reconstruction	6.2	2	60	Y	3,635,602	117,422	-2,203,550	58,113	4,389	0.31	B	4,781	0.34	B
V-1	KY 1818 Connector to Crestwood Bypass	0.6	2	55	-	3,628,213	116,603	493,217	356,829	-	-	-	8,128	0.81	D
V-2	KY 1818 Widening, KY 1408 to KY 393	3.8	3	55	Y	3,630,221	117,380	-239,687	73,182	11,543	1.15	F	12,388	0.83	D
V-3	KY 1818 Widening, KY 393 to KY 53	3.6	3	55	Y	3,627,774	117,581	653,583	84	8,435	0.84	D	9,288	0.52	C
V-4	Combination of Projects V1 + V2 + V3	8.0	2 / 3	55	Y	3,641,128	116,557	-4,220,644	373,702	-	-	-	13,452	0.98	E
W	KY 393 Widening	2.6	3	60	Y	3,626,954	117,954	952,833	-136,147	3,348	0.33	B	3,628	0.15	A
Rec Plan	All Projects	-	-	-	-	3,557,141	100,802	26,434,589	6,124,239	-	-	-	-	-	-
Rec Plan with I-71	All Projects	-	-	-	-	3,545,170	91,587	30,804,110	9,487,622	-	-	-	-	-	-

* Committed improvements include those listed with funding in the Kentucky Transportation Cabinet's Six Year Highway Plan: 1) Crestwood Bypass, 2) KY 22 widening, and 3) KY 393 widening. For traffic modeling purposes, the following assumptions were made for the committed improvements. The Crestwood Bypass project was assumed to be a 2-lane, 45 mph arterial from the Old Henry Road interchange at I-265 to the Crestwood Bypass. The KY 22 project included 2-lane widening from Pryor Avenue in Crestwood to KY 393 (milepoint 3.505 to 7.474). The KY 393 project included 2-lane widening from KY 22 to north of KY 146 (milepoint 2.562 to 6.384).

- Public and Agency Support - This category is a combination of 1) public recommendations, 2) input from the Major Thoroughfare Plan's Task Force members, and 3) priorities set by local and regional planning agencies or the Kentucky Transportation Cabinet's Unscheduled Highway Needs List.

The recommended projects are identified on a study area map in **Figure 2** by the reference letter provided in **Table 2**. A project summary sheet is also included for each of the identified improvements, including a project description, cost estimate, preliminary analysis and supporting graphics. It is anticipated that these project sheets can be submitted with future funding requests by Oldham County.

The top priority recommended projects in the Major Transportation Improvement Projects list include the following:

- In the southwest portion of the County, Project H involves the widening of KY 22 from the Jefferson County line to KY 329. It is anticipated that the pedestrian improvements identified in Project I can be completed in conjunction with Project H.
- In the southeast part of the County, Project Q involves access and congestion management improvements along KY 53, north of I-71. It is anticipated that the intersection improvements identified in Project P can be completed in conjunction with Project Q.
- In the northern portion of the County, Project A involves widening and reconstruction of the US 42 corridor from Jefferson County to KY 1694. The scenic nature of this corridor should be considered through context sensitive design techniques in future phases of this project.

The top priority recommended projects in the Safety and Congestion Mitigation Projects list include the following:

- In the northern portion of the County, Project X involves the addition of turn lanes and appropriate safety measures at the US 42 and Hayfield Way intersection.
- In the southeast part of the County, Project P involves improvements to the intersection of KY 53 and KY 146 in LaGrange. It is anticipated that Project P can be completed in conjunction with Project Q.
- In the southwest part of the County, Project I involves the addition of sidewalks and/or pedestrian facilities along KY 22 and KY 329 in Crestwood. It is anticipated that Project I can be completed in conjunction with Project H.

Recommendations

Projects backed by the community, local government and regulating agencies generally receive a more positive response to funding requests.

It is recommended that Oldham County support the top priority projects identified through this Plan for future funding.

Major Transportation Improvement Projects

The top priority Major Transportation Improvement Projects include the following:

- Improvements to KY 22 from Jefferson County to KY 329;
- Access management along KY 53 from I-71 to downtown LaGrange; and
- Reconstruction along US 42 from Jefferson County to KY 1694.

Safety and Congestion Mitigation Projects

The top priority Safety and Congestion Mitigation Projects include the following:

- Turn lanes and safety improvements at the US 42/Hayfield Way intersection;
- Improvements to the intersection of KY 53 and KY 146 in LaGrange; and,
- Pedestrian improvements along KY 22 and KY 329 in Crestwood.

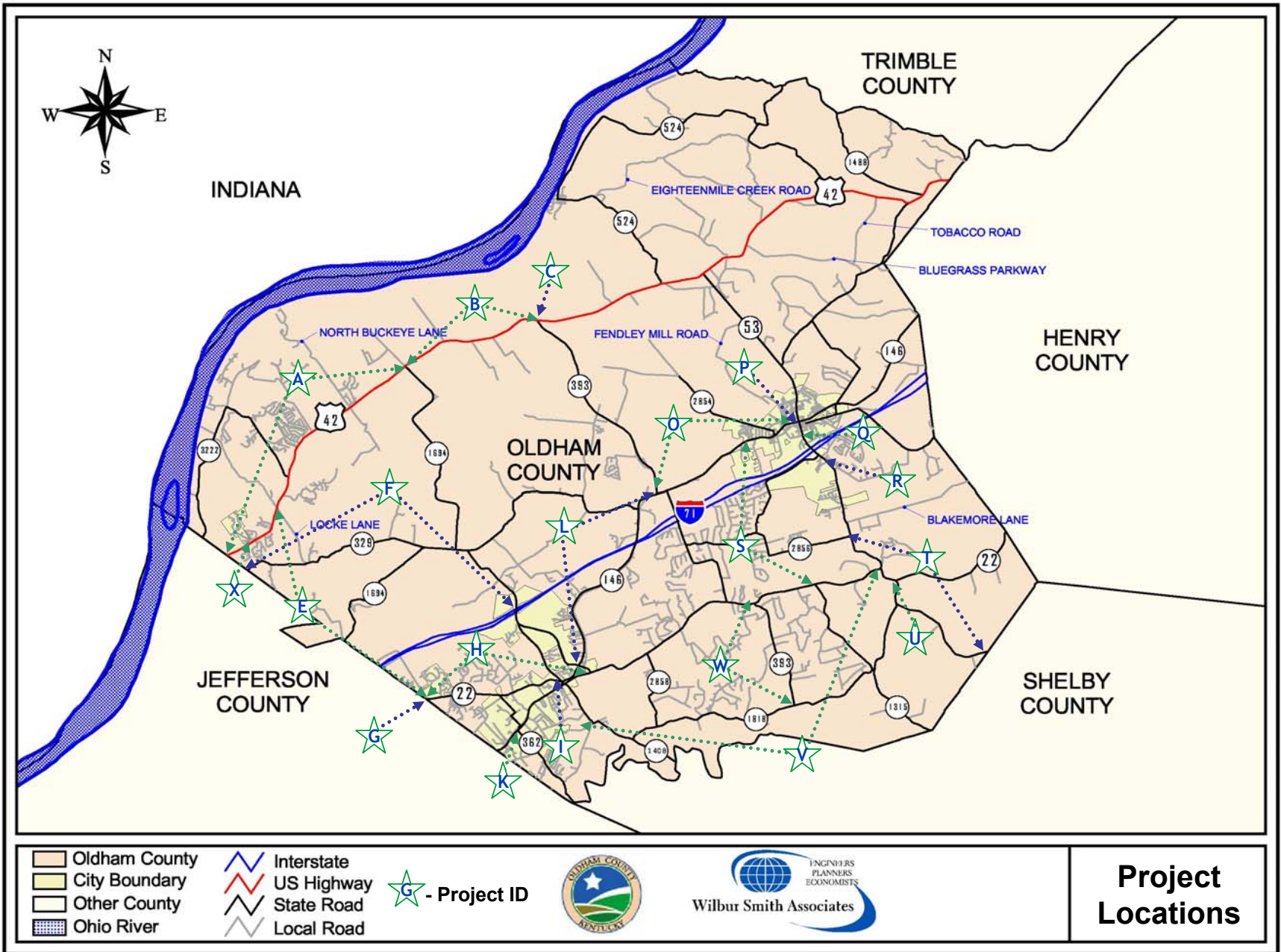


Figure 2. Recommended Project Locations

MAJOR TRANSPORTATION IMPROVEMENT PROJECTS



Oldham County Major Thoroughfare Plan

KY 22 from Jefferson County to KY 329B



Project Location

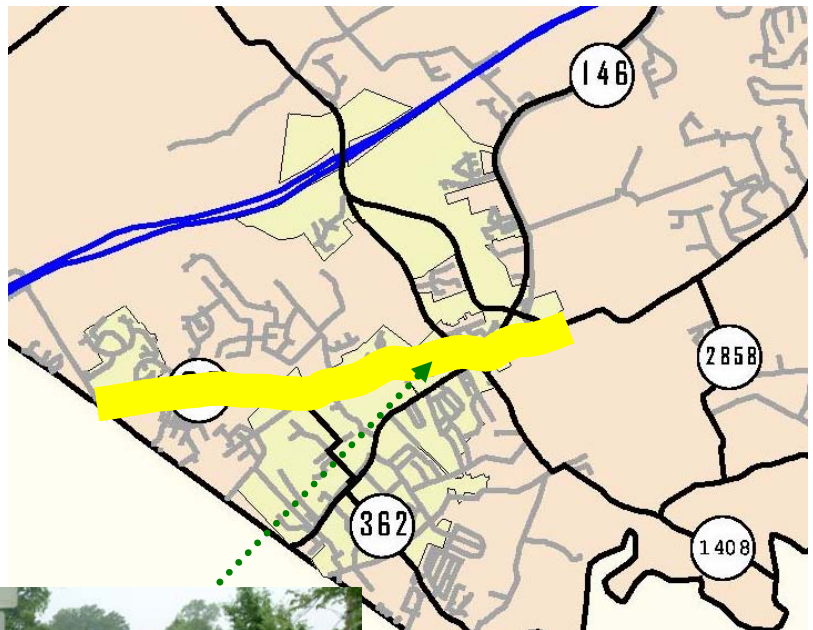
Roadway: KY 22 from Jefferson County to KY 329 B
Length: 3.3 miles
Physical Description: Widening to 5-lanes

Summary Rankings

Improve System Service	Med
Address Safety Concerns	High
Reduce Future Congestion	High
Consider Public/Agency Support	High

Project Summary

This portion of KY 22 is currently a 2-lane facility carrying more than 9,000 vehicles per day. It is estimated that this route will carry about 17,000 vehicles per day in the future, resulting in a level of service F without highway improvements. Reconstruction of the route to 4-lanes with turning lanes is expected to improve service levels (to LOS D) and reduce congestion. Sidewalk improvements could be included as part of this reconstruction, particularly along the urban areas of KY 22.



Looking West along KY 22 in Crestwood

Estimated Cost: \$14.4 Million



Oldham County Major Thoroughfare Plan

KY 53 Access and Congestion Management



Project Location

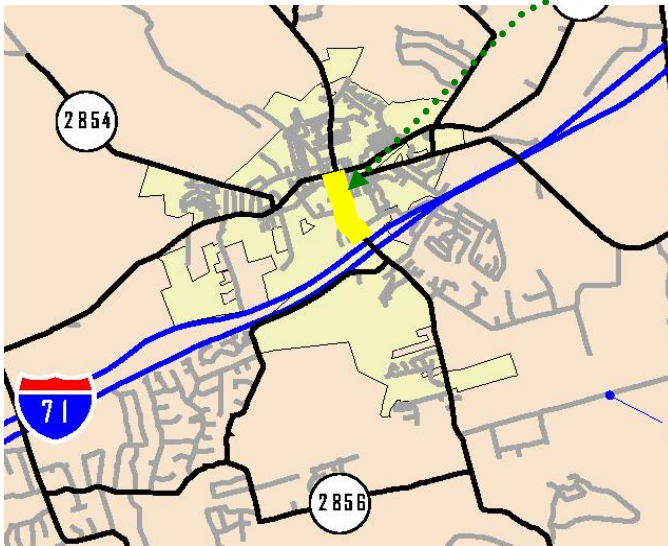
Roadway: KY 53
Length: 0.7 mile
Physical Description: Improve access management, upgrade signals and modify intersections along KY 53 from I-71 north to downtown LaGrange.

Summary Rankings

Improve System Service	High
Address Safety Concerns	High
Reduce Future Congestion	Med
Consider Public/Agency Support	High

Project Summary

Effective access management and intersection /signal improvements would provide relief to congestion problems along this portion of KY 53. Frequent access points along the route and multiple access points to certain business locations increase the opportunity for vehicle conflicts.



Access management techniques can often be used to maintain capacity along new routes or increase capacity on congested ones. Potential improvement techniques could include combination of access to adjacent properties, limitation of access to signals or major crossroads, and designation of access points with curbing or landscaping. Potential turn lane location and median improvements should also be considered. In addition, signal improvements to add turn lanes and adjust signal timing are envisioned as part of this program.

The cost estimate for this project includes design, environmental, earthwork, curb and gutter, sidewalks, signs, signals, lights, striping, and maintenance of traffic.

Estimated Cost: \$2.1 Million



Oldham County Major Thoroughfare Plan

US 42 Capacity Improvements



Project Location

Roadway: US 42
Length: 6.0 miles
Physical Description:
Reconstruction and widening of US 42 from Oldham/Jefferson County Line to KY 1694.

Summary Rankings

Improve System Service	Med
Address Safety Concerns	Med
Reduce Future Congestion	High
Consider Public/Agency Support	High

Project Summary

Congestion along this portion of US 42 has been identified as a key community concern and is expected to worsen in the future. Widening is proposed to provide 4 through lanes with turning lanes where needed, as well as pedestrian and bicycle facilities, from the Jefferson County line to KY 1793. Wider lanes, shoulders and turn lanes at key access points are proposed between KY 1793 and KY 1694 to increase capacity, reduce congestion and improve safety and mobility. By separating through and turning traffic, this portion of US 42 is expected to remain at an acceptable level of service in the future.

The majority of US 42 in Oldham County is designated as a scenic byway. Context sensitive design methods should be employed for any identified future improvements on US 42 to minimize right-of-way needs and to preserve the rural, scenic character of the corridor.



Estimated Cost: \$24.2 Million





Oldham County Major Thoroughfare Plan

KY 146 from KY 329B to KY 393



Project Location

Roadway: KY 146 from KY 329 B to KY 393

Length: 3.7 miles

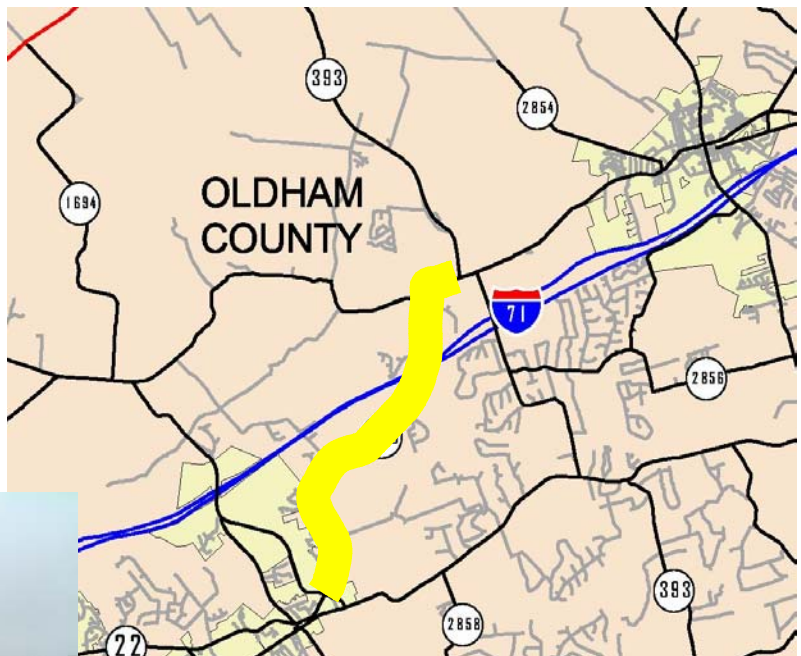
Physical Description: Widening to 4-lanes

Summary Rankings

Improve System Service	Med
Address Safety Concerns	Med
Reduce Future Congestion	High
Consider Public/Agency Support	Med

Project Summary

As part of the study process, KY 146 from KY 329 B in Crestwood to KY 393 in Buckner was identified as a route expected to have increasing levels of congestion in the future. This section of KY 146 is expected to carry about 36,000 vehicles per day in the future. Widening to 4-lanes is proposed to improve levels of service and reduce congestion along this route in the future.



Looking East along KY 146 between KY 329 and KY 393

Estimated Cost: \$15.3 Million



Oldham County Major Thoroughfare Plan

KY 53, KY 22 to I-71



Project Location

Roadway: KY 53, KY 22 to I-71
Length: 3.2 miles
Physical Description:
Reconstruction/Widening from KY 22 to I-71; Consider traffic signal at KY 53/Cherrywood Drive

Summary Rankings

Improve System Service	Med
Address Safety Concerns	Med
Reduce Future Congestion	High
Consider Public/Agency Support	Med

Project Summary

Reconstruction/Widening of KY 53 to 5 lanes (4 lanes with turning lanes where needed) from KY 22 to I-71 is likely to improve future congestion in LaGrange. Near LaGrange, this improved segment is expected to carry nearly 20,000 vehicles per day in the future at acceptable operating conditions. Without this improvement, traffic model results indicate that this portion of KY 53 could experience severe congestion.



Looking South along KY 53 at the KY 53/Cherrywood Intersection



View of the KY 53/Cherrywood Intersection from Cherrywood Drive

The 5-lane section of KY 53 south of I-71 in LaGrange currently carries about 9,000 vehicles per day. This high volume of traffic makes a left turn from Cherrywood Drive onto KY 53 a difficult movement. A traffic signal warrant study is recommended to consider congestion and safety improvements at this intersection.

Estimated Cost: \$15.2 Million



Oldham County Major Thoroughfare Plan

New North-South Connection from US 42 to KY 22



Project Location

Roadway: New Route in the area of Haunz Lane and Locke Lane

Length: 4.0 miles

Physical Description: New North-South Connection from US 42 to KY 22 in the area of Haunz Lane and Locke Lane

Summary Rankings

Improve System Service	High
Address Safety Concerns	N/A
Reduce Future Congestion	Med
Consider Public/Agency Support	Med

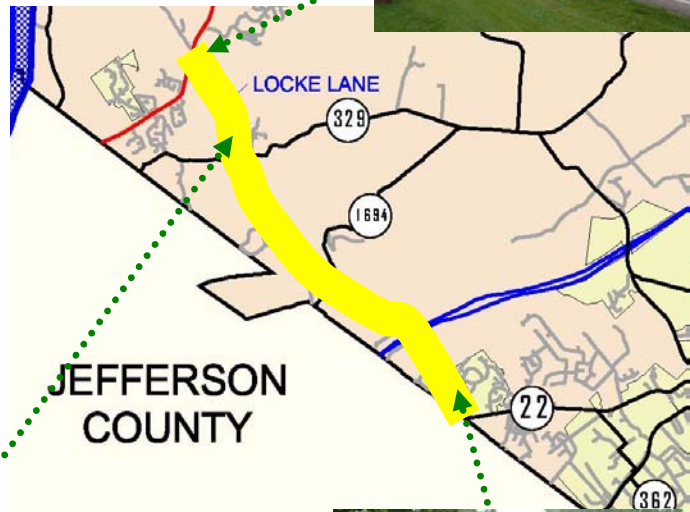
Project Summary

The desire for additional or improved north-south connections in this area has been identified as a key community concern. The proposed 2-lane Connector between US 42 and KY 22 would serve the growth areas of PeWee Valley and Crestwood, potentially reducing congestion along portions of KY 329. Such a connection is estimated to carry about 6,900 vehicles per day in the future.

I-71 Interchange:

An interchange with I-71 along this new connector increases the expected future average volume along this new connector to about 9,400 vehicles per day. An interchange increases the cost estimate to \$30.7 Million.

US 42/Locke Lane/
Mayo Lane



Typical Haunz
Lane Section



Locke Lane Typical Section

Estimated Cost: \$15.7 Million



Oldham County Major Thoroughfare Plan

New Connection - Southwest LaGrange



Project Location

Roadway: New Route
Length: 5.4 miles
Physical Description: New Connection in Southwest LaGrange from KY 146 to KY 2856 to KY 22

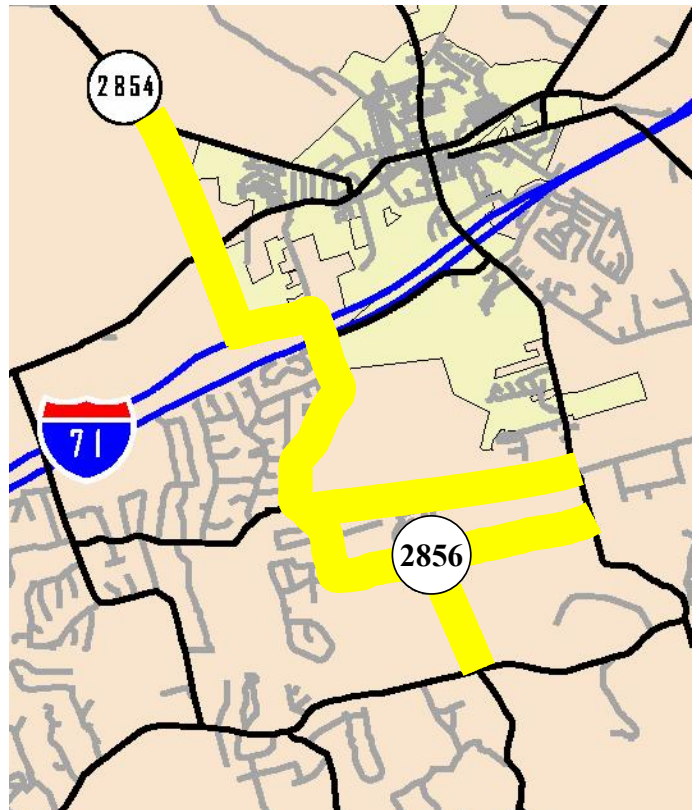
Summary Rankings

Improve System Service	High
Address Safety Concerns	Med
Reduce Future Congestion	Med
Consider Public/Agency Support	High

Project Summary

A desire for additional or improved north-south roadways through LaGrange has been identified as a key concern. This project would help address this concern by providing an alternative to KY 53 for north-south travel in LaGrange.

The potential route is expected to carry nearly 5,000 vehicles per day by the Year 2025. The proposed connection is a combination of the reconstruction of local roads north and south of I-71, as well as new segments both parallel and perpendicular to KY 2856.



Estimated Cost: \$18.6 Million



Oldham County Major Thoroughfare Plan KY 1818 and KY 1315



Project Location

Roadway: KY 1818 and KY 1315
Length: 7.9 miles
Physical Description: Extend KY 1818 to proposed Old Henry Road Bypass; Reconstruction/Widening of KY 1818 from 1408 to KY 1315; Reconstruction/Widening of KY 1315 from KY 1818 to KY 53

Summary Rankings

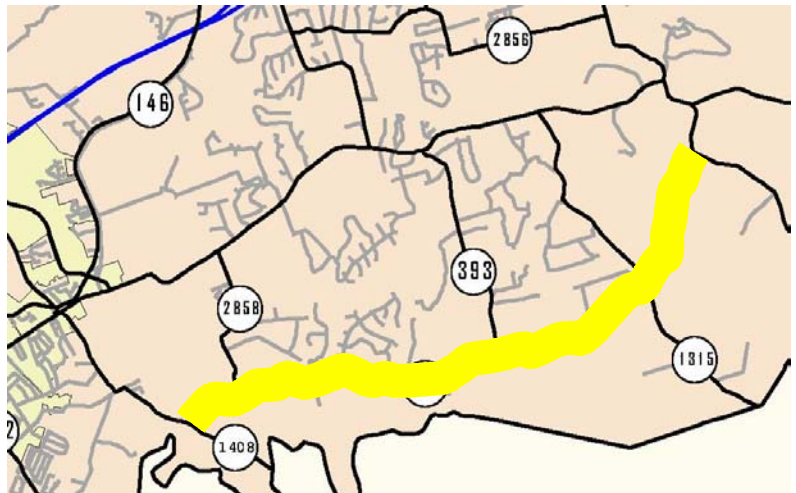
Improve System Service	Med
Address Safety Concerns	Med
Reduce Future Congestion	High
Consider Public/Agency Support	Med

Project Summary

A new connection from KY 1818 to the proposed Old Henry Road Bypass should help manage traffic growth expected in this area as a result of the new bypass. This connector alone is expected to carry 8,000 vehicles per day in the future.

Reconstruction and Widening of KY 1818 from KY 1408 to KY 1315 and of KY 1315 from KY 1818 to KY 53 should improve safety and avoid future congestion of these routes. These segments are expected to carry between 9,000 and 12,000 vehicles per day in the future, with the proposed Old Henry Road Bypass but, without the new connector mentioned above.

With all three of these improvements made in the future, the traffic model expects approximately 13,000 vehicles per day to travel this path.



Estimated Cost: \$31.6 Million



Oldham County Major Thoroughfare Plan

KY 146 from KY 393 to LaGrange



Project Location

Roadway: KY 146 from KY 393 to LaGrange
Length: 3.3 miles
Physical Description: Major Widening

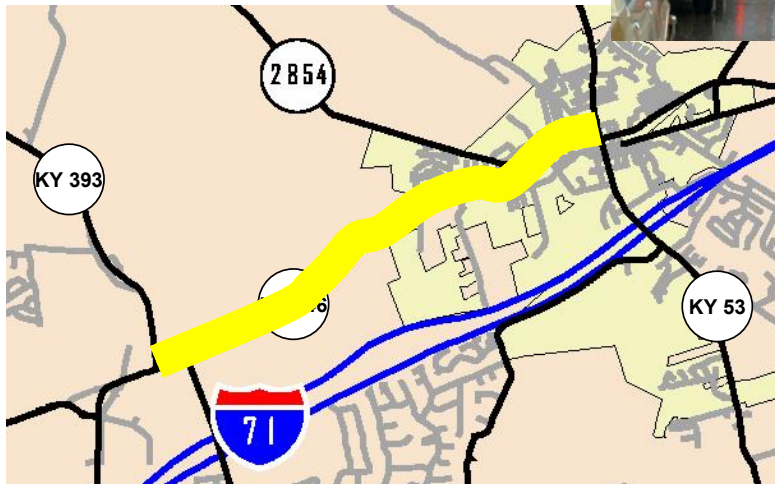
Summary Rankings

Improve System Service	Med
Address Safety Concerns	Med
Reduce Future Congestion	High
Consider Public/Agency Support	Med

Project Summary

The portion of KY 146 currently carries about 9,000 vehicles per day and is expected to carry approximately 22,000 vehicles per day in the future. The capacity of this two-lane facility is inadequate to meet the expected future need of this route.

Widening of this section to 3-lanes in urban areas (\$7.5 million) and 4-lanes in rural areas (\$13.5 million) is recommended.



KY 146 near Oldham County Middle and Parker Elementary West of LaGrange

Upgrades to KY 146 should also explore opportunities to improve RR crossing safety.

Estimated Cost: \$21.0 Million



Oldham County Major Thoroughfare Plan

KY 329 - Jefferson County to I-71



Project Location

Roadway: KY 329
Length: 7.0 miles
Physical Description:
Reconstruction with turning lanes
between Jefferson County and I-71

Summary Rankings

Improve System Service	High
Address Safety Concerns	High
Reduce Future Congestion	Med
Consider Public/Agency Support	Med

Project Summary

Reconstruction along this portion of KY 329 could serve to increase capacity and improve safety for motorists. There are several subdivisions along this route. Reconstruction would create an opportunity to provide left turn lanes at any of these subdivision entrances, thus, removing congestion from the route.

KY 329 between I-71 and KY 1817 should be considered a priority in this project, as this is the section where improvements are most necessary.



KY 329



Looking North along KY 329 at Nevel Meade Subdivision entrance

Estimated Cost: \$16.6 Million





Oldham County Major Thoroughfare Plan

US 42 Capacity Improvements



Project Location

Roadway: US 42
Length: 3.166 miles
Physical Description: Spot improvements between KY 1694 and KY 393.

Summary Rankings

Improve System Service	Low
Address Safety Concerns	Med
Reduce Future Congestion	Med
Consider Public/Agency Support	Med

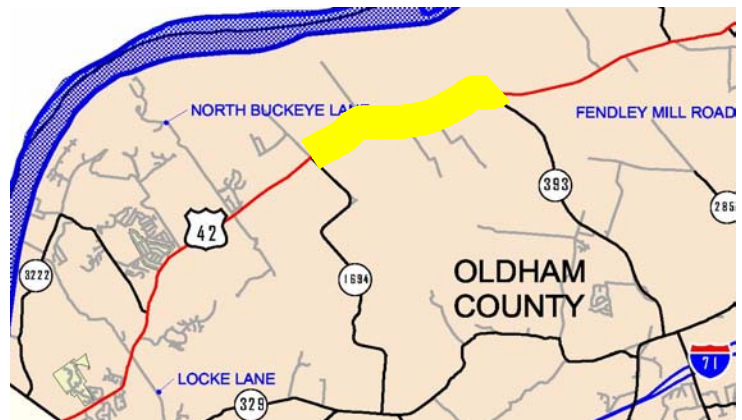
Project Summary

The addition of turn lanes along US 42 between KY 1694 and KY 393 should decrease travel delay, increase capacity, and improve safety. **Liberty Road**, the entrance to **Liberty School**, and **Axton Lane** should be considered as locations for turning lanes. With these improvements, traffic making left turns will not impede the flow of travel along US 42. The addition of turn lanes should help to maintain acceptable levels of service along US 42 in the future. As for safety, addition of a left turn lane removes traffic from the primary flow of travel, and thus from potential conflict.



Turn Lanes at Liberty Road and Liberty School could decrease congestion along US 42.

Please note that improvements to the US 42/KY 393 intersection are proposed as Project C.



Estimated Cost: \$0.9 Million



Oldham County Major Thoroughfare Plan

KY 53 from Shelby County to KY 22



Project Location

Roadway: KY 53 from Shelby County to KY 22
Length: 3.1 miles
Physical Description: 2-Lane reconstruction of the existing route from Shelby County to KY 22

Summary Rankings

Improve System Service	Med
Address Safety Concerns	High
Reduce Future Congestion	Low
Consider Public/Agency Support	Med

Project Summary

The reconstruction of KY 53 from Shelby County to KY 22 would provide an improved gateway to Oldham County. KY 53 is a 2-lane roadway characterized by sharp curves, steep grades, and poor sight distance. This project could enhance the safety and geometric standards of KY 53, while minimizing right-of-way needs for the project.

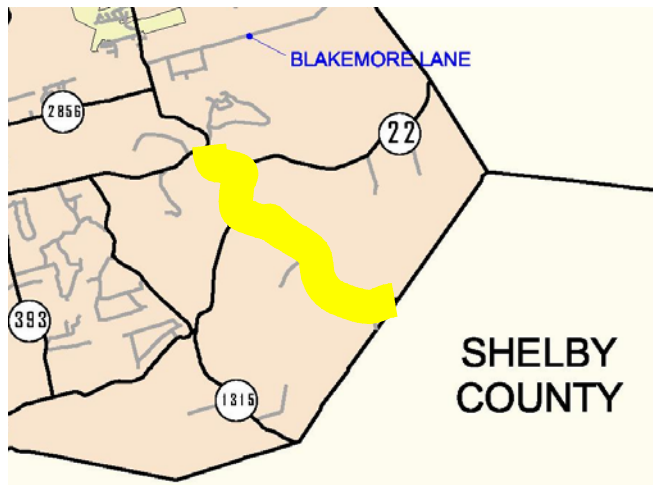
Two-lane improvements from the Shelby County line to KY 22 should also serve future traffic needs in this area.



Looking South along KY 53 at KY 53/KY 22W



Looking North along KY 53 just north of KY 53/KY22W



Estimated Cost: \$9.7 Million



Oldham County Major Thoroughfare Plan

KY 393 from KY 1818 to KY 22



Project Location

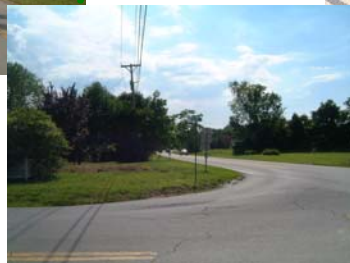
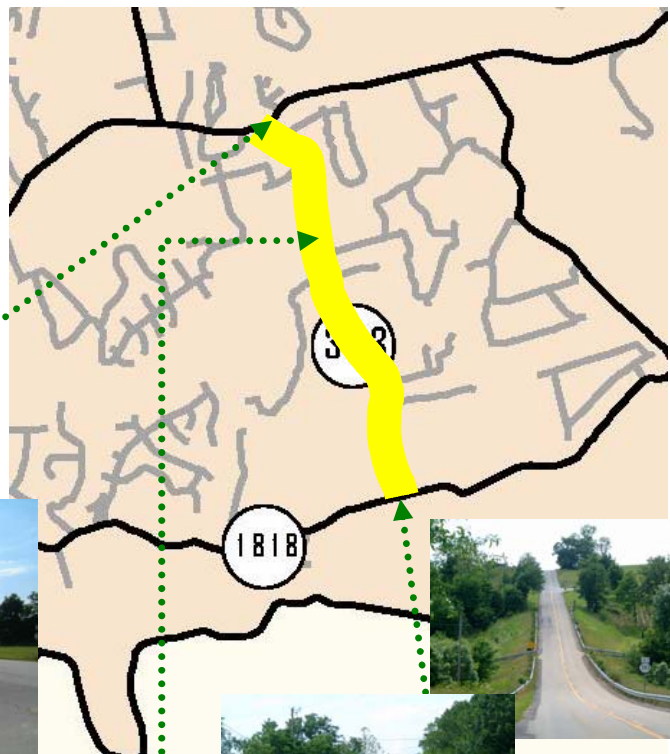
Roadway: KY 393
Length: 2.6 miles
Physical Description:
Reconstruction from KY 1818 to KY 22

Summary Rankings

Improve System Service	Med
Address Safety Concerns	High
Reduce Future Congestion	Low
Consider Public/Agency Support	Low

Project Summary

The reconstruction of KY 393, to provide wider lanes, shoulders, and turning lanes, should help to improve the quality of transportation in the southern portion of Oldham County. As traffic continues to increase along KY 22 and KY 1818, KY 393 may experience traffic growth and possible congestion. This improvement should help maintain acceptable operating and safety conditions along this route.



Estimated Cost: \$9.3 Million





Oldham County Major Thoroughfare Plan

US 42/Hayfield Way Intersection Improvements



Project Location

Roadway: US 42/Hayfield Way
Length: 0.25 mile
Physical Description: Improve the intersection of US 42 and Hayfield Way with turn lanes and appropriate signage and markings

Summary Rankings

Improve System Service	Low
Address Safety Concerns	High
Reduce Future Congestion	Med
Consider Public/Agency Support	High

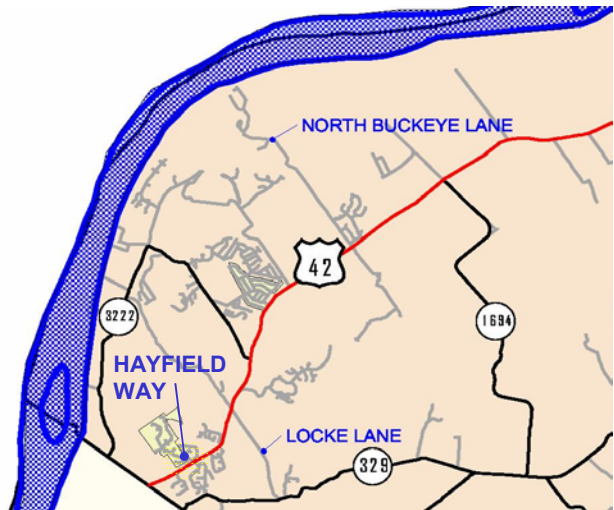
Project Summary

This project would provide turn lanes and appropriate safety improvements at the intersection of US 42 and Hayfield Way. This intersection currently serves school buses and other traffic, often with lengthy delays for left turns from US 42 onto Hayfield Way.

Reducing the congestion, delay and idling time at this intersection could limit future impacts on air quality, which may be particularly important with non-attainment status likely for this area.

The following recommendations should be considered:

- Widen to provide left turn lanes along US 42
- Re-stripe pavement to delineate turn lanes and tapers
- Paint stop line for Hayfield Way approach
- Consider the installation of flashing lights to improve safety, if warranted



The cost estimate for this project includes design, right of way, utility relocation, grading, signs, lighting, striping, and maintenance of traffic.

Estimated Cost: \$1.1 Million



Oldham County Major Thoroughfare Plan Downtown LaGrange Improvements



Project Location

Roadway: KY 53/KY 146 Intersection
Length: 0.5 mile
Physical Description: Consider signal warrant study and evaluation of intersection approaches

Summary Rankings

Improve System Service	Med
Address Safety Concerns	High
Reduce Future Congestion	Med
Consider Public/Agency Support	Med

Project Summary

A traffic signal warrant study could be undertaken for the KY 53/KY 146 intersection in LaGrange, KY. Signalization could optimize the effectiveness of this intersections, potentially resulting in reduced congestion in downtown LaGrange.

All intersection approaches should be evaluated with consideration given to the number of lanes, number of through lanes, and number of parking lanes along each.

It is anticipated that this project could be completed in conjunction with Project Q, which involves access management improvements from downtown to the I-71 interchange.

The cost estimate for this project includes design, right of way, utility relocation, curb and gutter, signs, signals, lights, striping, and maintenance of traffic.



KY 53/KY 146 Intersection



Estimated Cost: \$0.8 Million



Oldham County Major Thoroughfare Plan

Pedestrian Access in Crestwood



Project Location

Roadway: KY 22 and KY 329
Length: 1.0 mile
Physical Description: From the KY 329/KY 22 intersection north along KY 329 to the Crestwood City Limits and west along KY 22 to Park Woods Road

Summary Rankings

Improve System Service	Med
Address Safety Concerns	Low
Reduce Future Congestion	N/A
Consider Public/Agency Support	Med



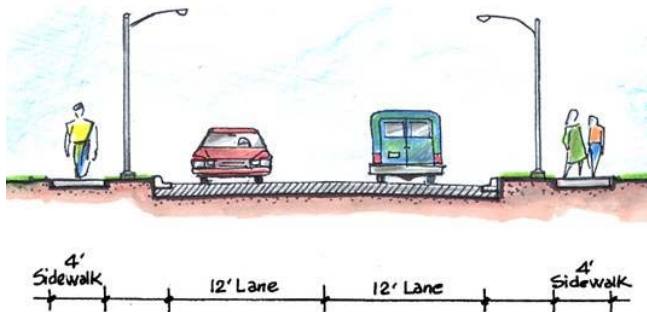
Looking South along KY 329 at Crestwood City Limits



Looking West along KY 22 from KY 22/KY 329 intersection

Project Summary

The citizens of Crestwood have expressed the need for pedestrian access and linkages along KY 22 and KY 329. These segments of sidewalk make a crucial link in Crestwood’s pedestrian transportation network. Sidewalks or pedestrian facilities would provide residents with a convenient, safe, and aesthetically pleasing alternative to auto travel, thus, helping to reduce auto trips on the existing Crestwood auto network.



Example Cross Section

Estimated Cost: \$1.6 Million

It is anticipated that this project be completed in conjunction with Project H, improvements to KY 22.



Oldham County Major Thoroughfare Plan

KY 393/US 42 Intersection Improvements



Project Location

Roadway: KY 393/US 42

Length: 0.25 mile

Physical Description: Improve the intersection of KY 393/US 42 with appropriate signage and markings

Summary Rankings

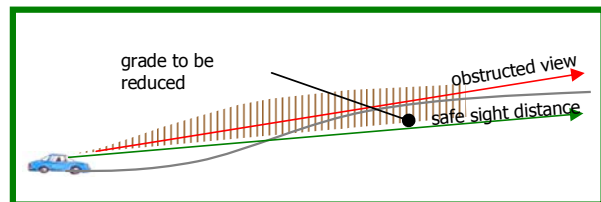
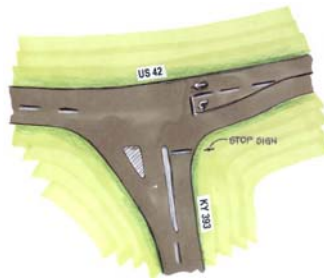
Improve System Service	Low
Address Safety Concerns	Med
Reduce Future Congestion	Low
Consider Public/Agency Support	Med

Project Summary

The intersection of KY 393 and US 42 is currently a stop controlled, unmarked, geometrically skewed intersection. The absence of adequate signage and pavement markings makes this intersection confusing to drivers and potentially dangerous. The following recommendations should be considered:

- Widen to provide left turn lane for US 42 WB
- Paint traffic island to delineate traffic
- Paint stop line for KY 393 approach
- Remove tree at corner of KY 393 and US 42 to improve sight distance
- Install flashing lights to improve safety if warranted
- Reduce grade along US 42, west of KY 393

A steep grade just west of KY 393 should be leveled in order to increase sight distance. According to the American Association of State Highway and Transportation Officials (AASHTO) publication "A Policy on Geometric Design of Highway and Streets," grades should be "as flat as practical." This publication also states that if such design objectives are not met, drivers may have difficulty detecting the movements of other drivers. Reducing this grade will allow drivers traveling on KY 393 and US 42, approaching the KY 393/US 42 intersection, to see traffic in advance, thus, allowing the approaching vehicles sufficient time to act accordingly.



Grade reduction along US 42 near KY 393 could increase safety by creating adequate sight distance

The cost estimate for this project includes design, right of way, utility relocation, grading, signs, flashing lights, lighting, striping, and maintenance of traffic.

Estimated Cost: \$1.1 Million





Oldham County Major Thoroughfare Plan

KY 22/Haunz Lane Intersection Improvements

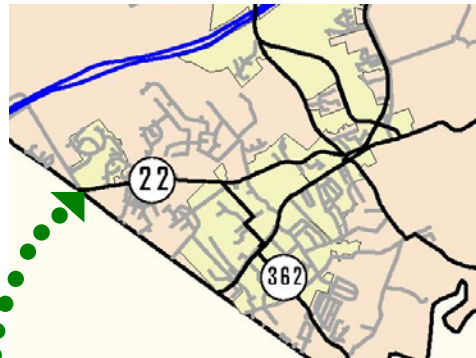
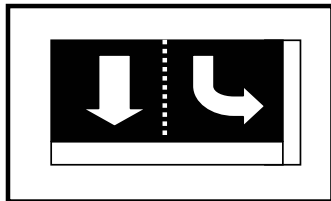


Project Location

Roadway: KY 22/Haunz Lane
Length: 0.25 miles
Physical Description: Add turn lanes along KY 22 and improve turning radius from Haunz Lane

Summary Rankings

Improve System Service	Med
Address Safety Concerns	Med
Reduce Future Congestion	Med
Consider Public/Agency Support	Med



Project Summary

By providing a left-turn lane onto Haunz Lane, traffic making left turns will not impede the flow of travel along KY 22. This improvement will increase safety by removing decelerating vehicles from the primary flow of travel.

A number of large trucks turn from Haunz lane onto KY 22. This intersection does not allow for trucks to safely make this movement. The Haunz lane approach should be widened to provide turning lanes on Haunz Lane and create an adequate turning radius for large trucks.

Flashing lights could be considered as part of these intersection improvements. Such a device would warn the nearly 8,000 vehicles per day that travel this portion of KY 22 of the upcoming intersection.



Looking West along KY 22 at KY22/Haunz Lane Intersection

Estimated Cost: \$0.7 Million



Oldham County Major Thoroughfare Plan

KY 22/KY 53 Intersection Improvements



Project Location

Roadway: KY 53/KY 22 Intersection
Length: 0.25 miles
Physical Description: Safety and Signage Improvements

Summary Rankings

Improve System Service	Med
Address Safety Concerns	High
Reduce Future Congestion	Low
Consider Public/Agency Support	Low

Project Summary

The intersection of KY 53 and KY 22 E can be confusing to motorists. KY 22 is currently the through street, while northbound KY 53 traffic is stop-controlled. KY 53 is a higher functional class highway and carries more traffic than KY 22. Therefore, it is logical to make KY 53 the through movement.

Making KY 53 the through street by relocating the KY 53 stop sign to the KY 22 westbound approach could prove to make this intersection easier to maneuver. Striping to improve channelization is also recommended as a portion of this project.

The cost estimate for this project includes design, signs, street lighting, striping, and maintenance of traffic.



Looking South along KY 53 at KY 53/KY 22E



Estimated Cost: \$21,000



Oldham County Major Thoroughfare Plan

KY 146 - PeWee Valley



Project Location

Roadway: KY 146
Length: 0.2 mile
Physical Description: Consider left turn lanes on KY 146 at Ash Avenue

Summary Rankings

Improve System Service	Med
Address Safety Concerns	High
Reduce Future Congestion	Med
Consider Public/Agency Support	High

Project Summary

Congestion in PeWee Valley has been mentioned as a key concern to the community. Motorists would like to see congestion reduced, capacity increased, and safety improved, all while minimizing adverse affects to this historic community.

The consideration of left turn lanes along KY 146 at Ash Avenue could improve safety by providing a storage area for left-turning vehicles along this portion of KY 146.

The cost estimate for this project includes design, right-of-way, utility relocation, curb and gutter, sidewalks, signage, signals, and markings.



Looking West along KY 146 at Ash Avenue/KY 146 Intersection

Estimated Cost: \$1.2 Million

D. Traffic Model Analysis of Recommended Plan

The Oldham County Travel Demand Model was developed as a tool that could be used to evaluate future travel demands and assess the impacts of alternative transportation improvements in Oldham County. As a result, a number of the identified transportation improvement projects and the final recommended plan were tested in the model.

Included in **Table 3** are various measures of effectiveness for the identified transportation improvements. Annual vehicle-miles of travel (VMT) and vehicle-hours of travel (VHT) savings are shown for the future network, each identified project and all of the projects together as the recommended plan. Level of service is also shown for area roadways, with and without the identified improvements. Results of the traffic model analysis indicate the following:

- Implementation of the individual transportation improvements yields various results, with most projects providing an increase of one or two levels of service along existing routes in the study area. Projects that are expected to provide the most system-wide improvement in traffic flow are 1) Project A, US 42 improvements; 2) Project E, New Connector with I-71 interchange; and 3) Project L, KY 146 improvements.
- Implementation of all recommended projects, or the Recommended Plan, saves about 26.4 million vehicle-miles of travel per year. This measure indicates that a driver can expect to travel a shorter distance from origin to destination as a result of the identified improvements.

The Recommended Plan also saves about 6.1 million vehicle-hours of travel per year. This measure indicates that a driver would require less time from origin to destination as a result of the identified improvements.

IV. HIGHWAY PROJECT COST ESTIMATES AND FUNDING

Implementation of any highway project recommended from the Oldham Major Thoroughfare Plan is dependent upon the availability of funds. The majority of highway projects constructed in Kentucky are built with federal highway funds, with a matching fund requirement, usually at a ratio of 80% Federal funds and 20% matching funds. Typically, the state's present policy is to provide the matching funds for federal-aid highway projects on the state-maintained system. However, funding for projects is dependent on two organizations, the state transportation agency and the metropolitan planning agency, and each has a formal process for the identification and prioritization of highway needs.

Planning for state and federal roadway improvements in the counties that make up the Louisville metropolitan area, including Oldham County, is conducted under the auspices of the Kentuckiana Regional Planning and Development Agency (KIPDA) and Kentucky Transportation Cabinet (KYTC), with input from local governments and the public. KIPDA is the state-designated and federally-approved metropolitan transportation planning organization (MPO) for the area. In that role, KIPDA is responsible for the development and update of the area's Long-Range Plan and Transportation Improvement Program (TIP), both required by federal directives to choose projects for implementation. It is important to note that the MPO planning responsibilities are not limited to state and federal roadway improvements.

A. Project Cost Estimates

Eighteen (18) roadway projects were identified as priorities for future improvement in this Major Thoroughfare Plan. **Table 4** displays the construction and total cost estimates for these improvements. Cost estimates are presented for four improvement categories: reconstruction, widening, new construction, and spot improvements (signs, markings, signals, and minor widening). In many of the projects, context-sensitive design principles are assumed to limit the right-of-way needed and/or to minimize potential impacts on communities or the landscape.

Planning level costs were based on recommended guidelines contained in *A Policy on Geometric Design of Highways and Streets 2001*. The following basic assumptions were used in estimating costs, with a few exceptions:

- Urban sections include: 12-foot lanes; curb and gutter; 5-foot sidewalks on each side with easements; and street lights.
- Rural sections include: 12-foot lanes and 10-foot shoulders.
- Construction estimates included pavement, drainage, earthwork, structures, signage, striping, signals (where needed), lighting, and maintenance of traffic.
- Design, right-of-way, and utilities costs are generally estimated based on a percentage of the construction cost.

B. Current Funding

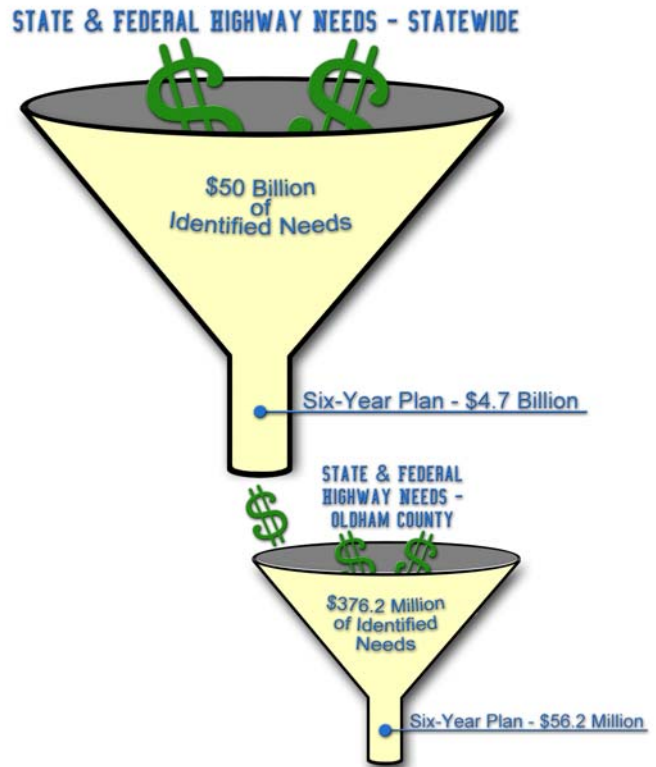
State and Federal roads in Oldham County compete for funding on a regional basis through the KIPDA metropolitan planning process and on a statewide basis through the Kentucky Transportation Cabinet (KYTC) statewide transportation planning process. There are many identified highway projects in the region and the state not yet scheduled for implementation, due to limitations on available funding.

Table 4. Preliminary Cost Estimates for Highway Improvements

Project Identification	Route / Location	Length	Rural/Urban	Description of Work	Total Construction Cost	Per Mile Const. Cost (\$/mile)	Total Cost	Per Mile Total Cost (\$/mile)
A	US 42, Jefferson Co. to KY 1694	6.1	Rural & Urban	Reconstruction/Widening	\$19,045,500	\$3,122,213	\$24,187,800	\$3,965,213
B	US 42, Liberty Lane/Elem. School	0.5	Rural	Construct Turn Lanes	\$720,100	\$1,440,200	\$900,100	\$1,800,200
C	US 42/KY 393 Intersection	0.3	Rural	Turn Lanes/Striping/Grade	\$846,700	\$3,386,800	\$1,058,400	\$4,233,600
E	New Connector, Haunz Ln. to Locke Ln. with I-71 interchange	4.0	Rural	Reconstruction & New Construction	\$25,243,500	\$6,310,875	\$30,732,200	\$7,683,050
F	KY 329, Jefferson Co. to I-71	7.0	Rural	Reconstruct with Turn Lanes	\$12,777,600	\$1,825,371	\$16,610,900	\$2,372,986
G	KY 22 at Haunz Lane	0.3	Rural	Turn Lanes/Turning Radii	\$552,400	\$1,841,333	\$718,100	\$2,393,667
H/I	KY 22, Jefferson Co. to KY 329	3.3	Urban	Reconstruction/Widening	\$12,732,000	\$3,858,182	\$15,975,200	\$4,840,970
K	KY 146/Ash Avenue	0.2	Urban	Consider Turn Lanes	\$848,300	\$4,241,500	\$1,208,800	\$6,044,000
L	KY 146, KY 329B to Buckner	3.7	Rural & Urban	Reconstruction/Widening	\$12,239,100	\$3,307,865	\$15,298,900	\$4,134,838
O	KY 146, KY 393 to LaGrange	3.6	Rural & Urban	Reconstruction/Widening	\$16,846,500	\$4,679,583	\$20,957,400	\$5,821,500
Q/P	KY 53 in LaGrange, N of I-71	0.7	Urban	Reconstruction/Widening	\$1,657,800	\$2,368,286	\$2,927,000	\$4,181,429
R	KY 53, KY 22 to I-71	2.1	Urban	Reconstruction/Traffic Signal	\$11,247,500	\$5,355,952	\$15,184,200	\$7,230,571
S	New Connector, LaGrange	5.4	Urban	Reconstruction & New Construction	\$14,036,500	\$2,599,352	\$18,598,400	\$3,444,148
T	KY 53, Shelby Co. to KY 22	4.2	Rural	Reconstruction/Widening	\$7,746,600	\$1,844,429	\$9,683,300	\$2,305,548
U	KY 22/KY 53 Intersection	0.3	Rural	Signs and Markings	\$19,400	\$77,600	\$20,400	\$81,600
V	KY 1818/1315	7.9	Rural	New Rt/Reconst./Widening	\$24,257,000	\$3,070,506	\$31,642,400	\$4,005,367
W	KY 393, KY 1818 to KY 22	2.6	Rural	Reconstruction/Widening	\$7,128,500	\$2,741,731	\$9,267,100	\$3,564,269
X	US 42/Hayfield Way Intersection	0.25	Urban	Turn Lanes/Safety Improvements	\$853,500	\$3,414,000	\$1,066,900	\$4,267,600
						Total	\$214,970,600	

Statewide, KYTC identified just under \$50 billion of unscheduled major construction project needs in calendar year 2000, the latest needs identification cycle. The KYTC Six Year Highway Plan normally includes about \$4.7 billion of state and Federal funds for the whole state, or about \$800 million per year. Of that \$800 million, about half is used for administration, operations, and maintenance; therefore, only about \$400 million per year is typically available for new construction projects throughout the state.

Oldham County's current portion of the Six Year Highway Plan is \$56.2 million for major construction projects, including the new Connector from the Old Henry Road and the Crestwood Bypass which is partially located in Jefferson County. There are also approximately \$295 million in Unscheduled Needs already identified in Oldham County through the regional and statewide transportation planning processes (as listed in **Chapter II**). In addition, the Major Thoroughfare Plan has identified up to \$50 million in additional needs not previously included. As a result, there is an approximate \$345 million funding shortfall for identified state and federal project needs in Oldham County, and Oldham County must compete with other interests at both the regional and state level for funding to meet its needs.



For future improvements in Oldham County, there are four key points to consider:

- The cost of currently identified statewide project needs is much greater than the available funding to meet those needs. At current funding levels, it would take up to 125 years to undertake all projects throughout the state that are already identified in the KYTC Unscheduled Needs List, and this does not even include additional needs that may be identified in the future.
- Major improvements along longer corridors generally are not constructed as a single project, but are separated into shorter construction sections, and implementation schedules for each section are based on the priority needs along the corridor. Therefore, it is important to consider improvements along a corridor as a long-term effort, while concentrating efforts to seek funding in the areas of greatest need.
- The Six Year Highway Plan does not just include project construction, but it also includes operations, maintenance, and various other phases of project development, i.e., planning,

Recommendations

The cost of currently identified statewide project needs is much greater than available funding.

Oldham County should seek funding in the Six Year Highway Plan for the areas of greatest need along priority corridors. The prioritization of highway improvements in this Major Thoroughfare Plan provides a starting point for funding requests.

design/environmental, right-of-way acquisition, and utilities relocation. Therefore, many projects listed in the Six Year Highway Plan are not fully funded in a single programming cycle.

- While the Six Year Plan does cover a six-year period, legislative approval only applies to the first two years of projects as part of the state budget. The Six Year Plan is resubmitted biennially to the General Assembly, and projects are added or deleted as new needs are identified and priorities change. Historically, however, most projects in the outer four years of the previous Six Year Plan usually continue to be carried forward into the latest version of the recommended plan.

C. Alternative Funding Sources

Recognizing that the scale of funding needed to meet the needs identified as part of this Plan greatly exceeds current resources, the following funding mechanisms could be explored. As described above, the transportation project needs far outweigh the current funding levels. With the federal funding levels and language of the TEA-21 Reauthorization Bill unknown, but anticipated to not increase significantly, the need to identify alternative funding sources becomes increasingly important, particularly at the local level.

There is a wide range of sources for revenue to be applied to transportation improvements. These involve mostly the public sector, but there is opportunity for private sector participation in a number of the funding alternatives. A more complete discussion of alternative funding sources is provided in the *Capacity Planning* document produced as part of this study effort.

V. TRANSIT, BICYCLE AND PEDESTRIAN TRANSPORTATION

Alternate modes of transportation were also given appropriate consideration as part of the Oldham County Major Thoroughfare Plan. The following sections discuss existing facilities and recommendations for improvements or additional facilities and service opportunities.

A. Transit Modes

Transit service to Oldham County is provided by the Transit Authority of River City (TARC) based in Louisville. TARC provides one express route into Oldham County, Route Number 64. This route follows Kentucky 146 from the Jefferson/Oldham County line through PeWee Valley, Crestwood, Buckner and in LaGrange to the Oldham Plaza. Service is provided on weekdays during morning and afternoon peak hours. A total of six (6) trips per day (three (3) outbound and three (3) inbound) are made along this route, which includes local/non-express routes in eastern Jefferson County. In eastern Jefferson County, this route serves major employment centers (e.g., the Ford Motor Company Plant) and joins I-71 at Brownsboro Road and proceeds into downtown Louisville.

Ridership on this route is approximately 108 persons per day, with approximately half of these originating in Oldham County. Costs to provide this service are covered by TARC, with revenue from occupational license fees. Other than user fees, no cost for this service is borne by Oldham County. Express service into Oldham County is partially justified because its users are typically employees of businesses in Jefferson County.

Transit Recommendations

During the public input process and as part of the study area analysis for the Major Thoroughfare Plan, the need for additional transit service that provides access to Jefferson County was identified. Implementation of additional transit service by TARC into Oldham County will likely require financial participation by governments within the county. Financial participation may be in the form of general funds designated for transit, grant funding or a combination of general funds and grants necessary to subsidize user fees to provide transit service.

A route to serve the US 42 corridor was mentioned as a particularly desirable route due to the existing and future urban development within the area. Other recommended potential transit improvements include:

- Develop more direct transit routes from Jefferson County to urban areas in Oldham County via I-71. Currently, the express route that serves Oldham County also utilizes local service routes in Jefferson County, increasing travel times for Oldham County users that would not occur with more direct service. Park and ride lots could be built along this direct service route to attract additional users and to reduce the number of necessary stops.
- In lieu of or in addition to providing more direct service, is the development of a single-stop in Oldham County at a centralized location. Such a location may be at the KY 393 interchange with I-71, which could include a park and ride lot.

Recommendations

Future transit considerations for Oldham County could include an express or single-stop TARC route, park and ride lots, and bus pull-offs. Implementation of additional transit service by TARC into Oldham County will likely require financial participation by governments within the county.

Long range options may include use of the CSX line or a light rail line into Jefferson County for commuter service.



Oldham County Major Thoroughfare Plan

Transit Opportunities

Project Location

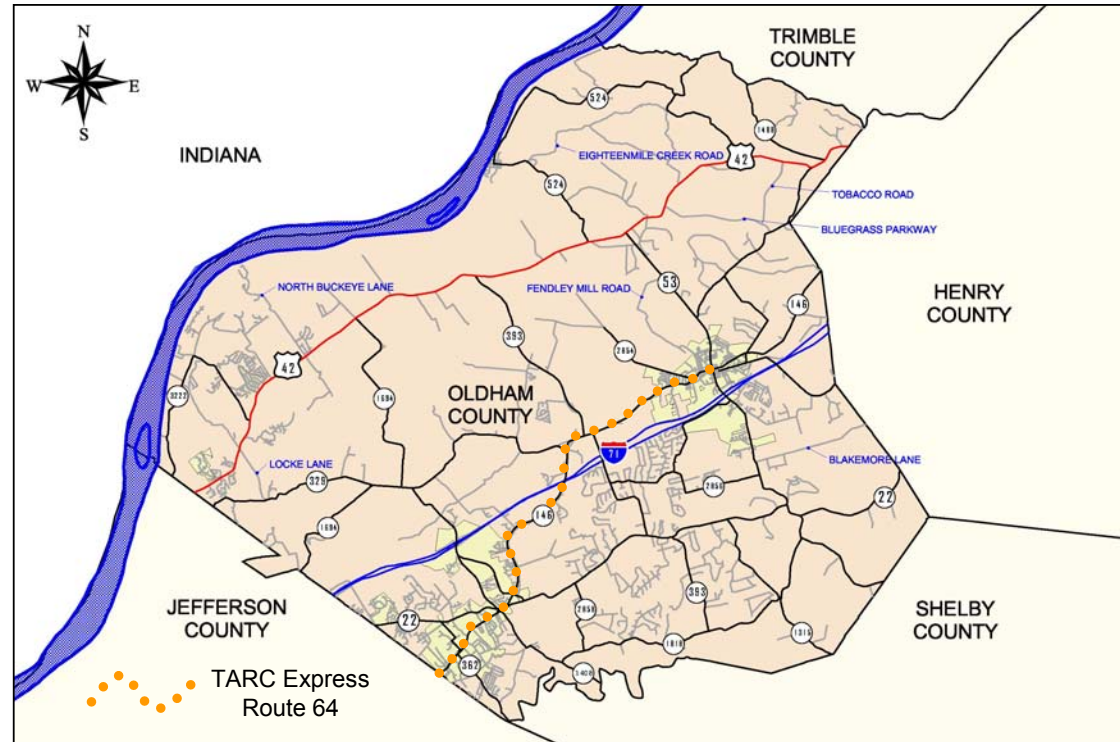
Roadway: Countywide
Physical Description: Identify locations for potential transit routes or amenities

Project Summary

The Transit Authority of River City (TARC) currently operates one bus route in Oldham County: the TARC Express Route 64 along KY 146 from Jefferson County to LaGrange. This route is shown in orange on the map to the right.

Public input as part of the Major Thoroughfare Plan indicates the need for additional transit options and amenities in Oldham County. Opportunities to promote commuter transit service to and from Oldham County could include:

- The development of a more direct service from the Louisville area to the urban areas of Oldham County, potentially using I-71.
- Another option would be a single-stop in Oldham County at a centralized location, potentially at the KY 393 interchange.



- Park-and-ride lots could be located along this direct route, or at a centralized location, to permit reduce the number of necessary stops.
- Opportunities for bus pull-offs along existing and future TARC routes could help to maintain capacity and reduce delays along area roadways.

Please note: The existing transit route operated by TARC in Oldham County is shown dotted in orange above.

- Bus pull-offs should be developed along all existing and future TARC routes to help maintain roadway capacity.
- Future options for long range transit service for Oldham County may include the use of the CSX rail line into Jefferson County. Service on this line or within the general vicinity may also include light rail or other similar rapid transit mode.

B. Bicycle and Pedestrian Travel

Bicycle transportation is currently limited in Oldham County to on-road facilities, which share lanes with other vehicles. Most roads within the county do not have adequate paved shoulders to allow bicyclists the opportunity to avoid using the driving lane. The *Horizon 2025, Regional Mobility Plan, Bicycle and Pedestrian Element* adopted in April 2003, identifies a number of state, federal and county routes for upgrading to accommodate bicycling. This plan identifies projects on a "Projects List" or on an "Illustrative List." Projects identified on the Projects List are those that are programmed (e.g., funding sources identified) or that have partial funding. The Illustrative List is an unscheduled needs list wherein the projects are not programmed have no funding or funding sources identified.

The "Projects List"

One bicycle and pedestrian project in Oldham County, the Interurban Greenway, which is a shared use trail, is identified on the Projects List. The group *Greenways for Oldham County* was formed in 1997 to plan and implement greenway and greenspace preservation for Oldham County. The organization is working closely with the Oldham County Fiscal Court in shepherding the Interurban Greenway. They also promote the use of conservation easements and maintain the county's nature preserve. The organization has been established as a 501(3) C non-profit and can receive funds and property donations that are tax exempt. To date, several financial and property gifts have been donated for the Interurban Greenway.

The Oldham County Interurban Greenway will be a shared use path utilizing the right-of-way of the Interurban rail line that once connected Oldham and Jefferson County. Other property, in addition to the Interurban right-of-way, will also be used to connect the route through areas where the right-of-way is no longer available for use. Much of the existing right-of-way is currently owned by TARC, who gained ownership when the Interurban ceased operations.

The total length of the Greenway, once complete, will be approximately thirteen (13) miles and will connect LaGrange, Buckner, Crestwood and PeWee Valley. The trail will be a ten-foot path with a paved asphalt surface. Construction is scheduled to begin in 2003 on the first section of the Greenway which will extend 0.6 miles from East Main Street to Sixth Street in LaGrange.

Greenways for Oldham County, in conjunction with the Oldham County Fiscal Court, has submitted an application for funding for Phase 2 and Phase 3 of the Greenway under the KYTC 2003 Transportation Enhancement Program. Phase 2 entails the construction of a sidewalk portion in Crestwood extending approximately 0.6 miles from the center of the city eastward to the KY 329 Bypass. This section of the Interurban Greenway will be seven (7) feet in width due to right-of-way constraints. The completion of this section includes connections with existing sidewalks in the City of Crestwood. Phase 3 contains two sections of the Greenway. The first section extends from the KY 329 Bypass eastward approximately 1.25 miles to Glenarm Road. The second section extends from the east side of the KY 146/I-71 overpass approximately 2.0 miles the soccer fields at the Wendell Moore Community Center. This section loops north of the existing Interurban right-of-way, using county and school board land on the Buckner School Campus, and connects the schools (Oldham County High School and Middle School) with the Wendell Moore Park.

The “Illustrative Needs List”

The remaining bicycle and pedestrian projects in the Horizon 2025 Plan identified in Oldham County are on the Illustrative Needs list.

In this plan, the only type of improvement specifically identified for bicycling is the widening of curb lanes by two (2) feet to better accommodate shared use by motor vehicles and bicyclists. These improvements are identified for the following locations:

- KY 22 from the Crestwood Bypass to KY 393;
- KY 329 from KY 146 to KY 22; and
- KY 393 from KY 22 to KY 146.

Other improvement options, such as bike lanes, are not specifically called out in this plan. These options should also be explored during construction of roadway improvements as a means of improving bicycle transportation.

Pedestrian improvements are identified along thirty-one (31) roads. In seven (7) locations, both pedestrian and bicycle improvements are identified along the same route. Pedestrian transportation facilities in Oldham County are currently limited to sidewalks in older areas of the cities and within newer subdivision developments. Even within the older more established communities, there are gaps in sidewalk access that must be linked to provide efficient pedestrian transportation. Sidewalks are required for new subdivision development per Section 8.6(E) of the Oldham County Subdivision Regulations.

Bicycle and Pedestrian Recommendations

Public input and study area analysis during the preparation of this plan identified several priorities for bicycle and pedestrian projects within Oldham County. The Oldham County Interurban Greenway project leads the list of projects to address bicycle and pedestrian transportation. This project, as previously described, once complete will link all the cities along the KY 146 corridor and provide a shared use path which will be suitable for both utilitarian and recreational bicycling and walking.

It is recommended that after the completion of Phase 2 and Phase 3, previously described, that emphasis be placed on connecting the City of LaGrange with the John Black Convention Center and aquatic complex.

Other bicycle and pedestrian recommendations include:

- Designate bicycle loops in the northwest section of the county in the vicinity of U.S 42 and Rose Island Road area. Roadways identified for designation are: 1) US 42, from KY 1793 to KY 1684; 2) KY 1684 to KY 329; 3) KY 329 to US 42 and KY 3222 (Rose Island Road) in Jefferson County; and 4) KY 3222 to KY 1793. Additional roadways within this vicinity may also be designated to lengthen this system.
- Provide additional pedestrian improvements in the urban area of Crestwood to better provide connections and to extend the existing pedestrian system. Phase 2 of the Interurban Greenway, previously described, includes part of this system.

Recommendations

The Oldham County Interurban Greenway project leads the list of projects to address bicycle and pedestrian transportation. Local support is recommended to connect LaGrange with the John Black Convention Center.

Other projects identified through the course of this Major Thoroughfare Plan include the designation of bicycle loops in the northwest County and additional pedestrian facilities in the urban area of Crestwood.



Oldham County Major Thoroughfare Plan

Bicycle Route Designation

Project Location

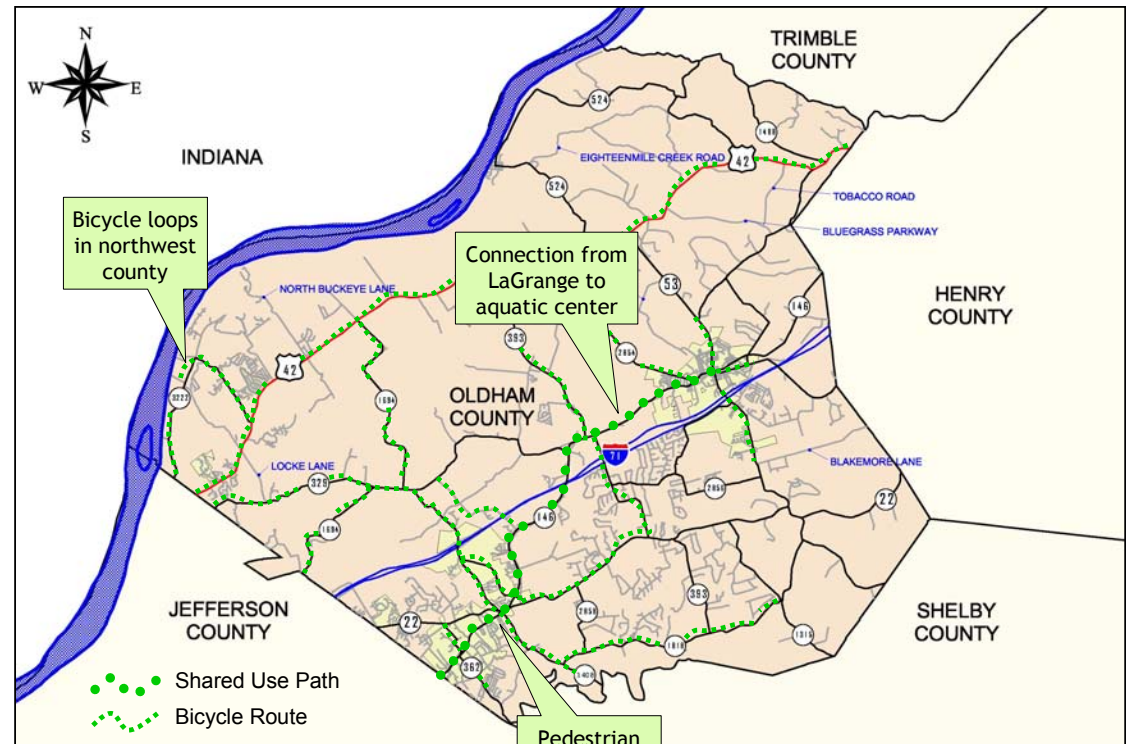
Roadway: Countywide
Description: Identify priorities for bicycle route designation along existing roadways.

Project Summary

The Kentuckiana Regional Planning and Development Agency (KIPDA) has recently recommended a number of bicycle and pedestrian facilities for Oldham County. A number of these routes are shown in green on the map to the right.

Through public involvement input and traffic analysis as part of the Major Thoroughfare Plan, several priorities have been identified for Oldham County:

- The Oldham County Interurban Greenway project leads the list of projects to address bicycle and pedestrian transportation. This project will link all the cities along the KY 146 corridor and provide a shared use path for both utilitarian and recreational bicycling and walking.



- Designate bicycle route loops in the northwest section of the county: US 42, KY 3222, KY 1684 and KY 329.
- Identify opportunities for pedestrian improvements in the urban area of Crestwood.
- Develop a bicycle/pedestrian route between the urban area of LaGrange and the John Black Convention Center and aquatic complex.

Please note:
The routes dotted in green represent the major shared use path and bicycle routes recommended as part of KIPDA's planning efforts for Oldham County.

To continue improvement in the pedestrian transportation system on a countywide basis, policies and programs should be established to encourage interconnecting of residential areas with sidewalks. This emphasis during the land development process should be complemented by efforts within established communities to construct missing sections of sidewalks. Furthermore, during roadway construction, options to provide for both bicycle and pedestrian facilities should be investigated per existing policy guidelines found in the *KYTC, Bicycle and Pedestrian Travel Policy*, adopted in 2002.

VI. FACILITY DESIGN GUIDELINES

A functional classification system provides a hierarchical organization of roadways, streets and highways based on their function and type of intended service. Such a classification enables the roadway system to operate independently as well as provide a progressive transition in the flow of traffic from the provision of access to the provision of movement in an interconnected network. The roadway system is generally classified into distinct groups. This enables a road designer to relate the geometric and structural design standards to the road under different classes. For a planner, it provides a basis for long term planning, where different priorities can be assigned to different classes.

A. Proposed Functional Classification System

A functional classification system was developed for recommendation as part of the Oldham County Major Thoroughfare Plan. The proposed functional classification system for Oldham County is shown in **Figure 3** and defined below:

Recommendations

It is recommended that the functional classification system identified in this study be adopted by Oldham County and its regulating bodies. The system establishes expectations for the County's existing and future roadway network.

1. Interstate

These facilities provide for rapid and efficient movement of large volumes of traffic to serve major activity centers and longest trip demands. They provide connectivity between regions, continuity for trips entering and leaving urban areas while carrying a high proportion of the total urban travel with a minimum of mileage. Parking, loading, and unloading of goods and pedestrian traffic are not permitted on the interstate.

In the study area, I-71 is the only facility with this classification, extending from the Jefferson County line to the Henry County line.

2. Primary Arterials

These facilities provide for swift and efficient movement of large volumes of traffic to serve major activity centers and a variety of trip demands. They provide connectivity between regions for a high proportion of the total urban travel. Parking, loading and unloading of goods are usually restricted and regulated, pedestrians are allowed to cross only at intersections.

In the study area, the following routes are classified as primary arterials: US 42, KY 53, KY 22, KY 146, KY 329, KY 329B, KY 393, and KY 1408. Project area routes are also classified as urban or rural in this category.

3. Secondary Arterials

These facilities typically serve as connections to primary arterials and facilitate movement of large traffic volumes over shorter distances compared to primary arterials. Secondary arterials provide more access to land and property than primary arterials, but direct access to abutting property is a minor function and should be carefully managed to avoid adverse impacts on the capacity of such facilities. In urban areas, secondary arterials distribute traffic to smaller geographic areas than those served by primary arterials. For example, they may accommodate local bus routes to provide intra-community continuity, but ideally they should not penetrate identifiable residential neighborhoods.

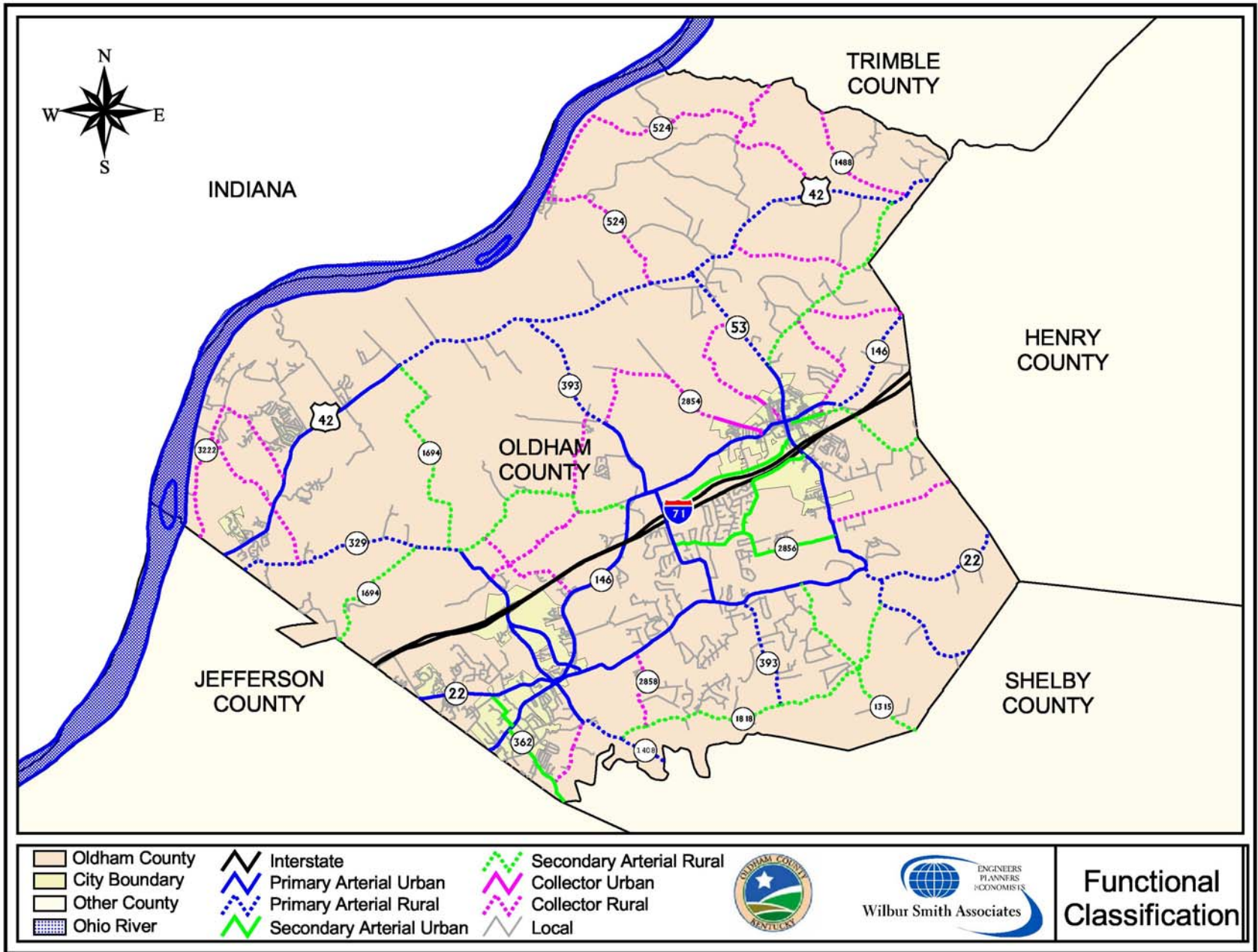


Figure 3. Proposed Functional Classification System

Study routes with this classification include: KY 362, KY 712, KY 1315, KY 1818, KY 1694, KY 1817, KY 2856, KY 2857, and KY 3223, and Commerce Parkway. Routes in this category are also classified as urban or rural.

4. Collectors

Collector streets provide for a balance of traffic movement and property access functions. Traffic movement is often internal to localized areas, with collectors connecting residential neighborhoods, parks, churches, commercial/industrial areas, etc. with the secondary arterials. Normally, full access is allowed on these streets from abutting properties. There are few parking restrictions except during peak hours. As compared to arterial streets, collectors accommodate smaller traffic volumes over shorter distances.

Routes in the study area with this classification include: KY 524, KY 1488, KY 1793, KY 2854, KY 2858, KY 3222, Bluegrass Parkway, Laundry Road, Zaning Road, Glenarm Road, Mayo Lane, Locke Lane, and Blakemoore Ratcliffe Road. Routes in this category are also classified as urban or rural.

5. Local Streets

A local street is primarily intended to provide access to residences, businesses or other abutting property. Such a street normally does not carry a large volume of traffic. The traffic carried either originates or terminates along its length. A local street may be residential, commercial or industrial, depending upon the prominent use of the adjoining land. A local street allows unrestricted parking and pedestrian movements.

All routes not classified above are considered local streets.

B. Roadway Design Standards

Roadway design standards typically specify roadway cross sections by functional classification, including the width of travel lanes, design speeds, width of medians, provision for parking, and other criteria. Standards recommended as part of the Oldham County Major Thoroughfare Plan are based on the guidelines established in *A Policy on Geometric Design of Highways and Streets 2001*, commonly called the *Green Book*, published by the American Association of State Highway and Transportation Officials.

Recommended roadway cross section standards for each of the functional classifications identified above are discussed in the following sections and illustrated in **Table 5**. This report does not include discussion about design standards for Interstates, which are controlled by the Kentucky Transportation Cabinet.

1. Cross Section Standards for Primary Arterials

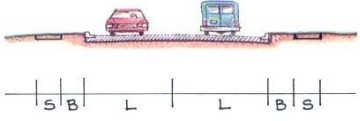
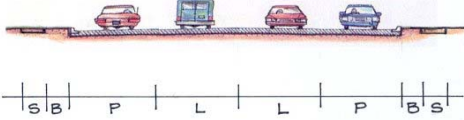
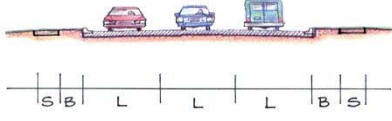
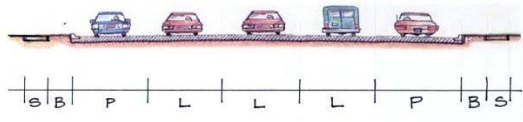
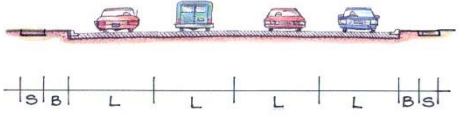
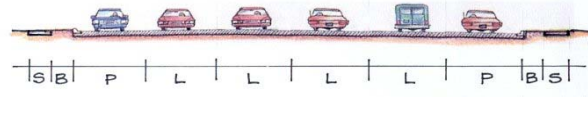
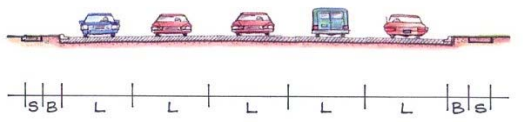
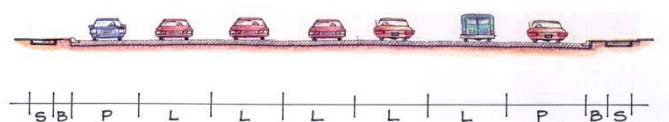
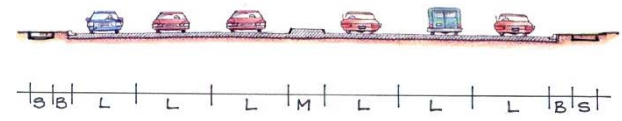
Recommended cross section standards for urban primary arterials preserve a right-of-way (ROW) ranging from 47 to 132 feet, depending on the projected traffic volumes and expected number of travel lanes. The typical roadway section for the minimum scenario of 47-foot ROW width includes sufficient width for two (2) 12-foot travel lanes, 2-foot curb and gutter, an 8-foot border area on each side, and a 5-foot sidewalk on one side.

Recommendations

Facility design guidelines are included in this chapter for the various roadway types in Oldham County. These guidelines are intended for the County's use in planning for new roadways and evaluating existing ones.

The general standards recommended in the following sections should be verified on a case-by-case basis by the county road engineer or other qualified body.

Table 5. Roadway Design Standards
URBAN

Section Type	Typical Section	Functional Classification	Dimensions (feet)						
			Curb to Curb Width*	Lane Width (L)	Parking (P)	Shoulders (Sh)	Median (M)	Border Area (B)	Sidewalks (S)
2-Lane		Local	24	11-12	-	-	-	5-10	4-8
		Collector	24-26	11-12	-	-	-	8-11	5-8
		Secondary/Primary Arterial	26	12	-	-	-	8-12	5-8
2-Lane with On-Street Parking		Local	32-42	11-12	8	-	-	5-10	4-8
		Collector	32-48	11-12	8-11	-	-	8-11	5-8
2-Lane with Center Turn Lane		Local	35-38	11-12	-	-	-	5-10	4-8
		Collector	35-38	11-12	-	-	-	8-11	5-8
		Secondary/Primary Arterial	36	12	-	-	-	8-12	5-8
2-Lane with Center Turn Lane and On-Street Parking		Local	43-54	11-12	8	-	-	5-10	5-8
		Collector	43-60	11-12	8-11	-	-	8-11	5-8
4-Lane		Collector	46-50	11-12	-	-	-	8-11	5-8
		Secondary/Primary Arterial	50	12	-	-	-	8-12	5-8
4-Lane with On-Street Parking		Collector	54-72	11-12	8-11	-	-	8-11	5-8
		Secondary/Primary Arterial	58-72	12	8-11	-	-	8-12	5-8
4-Lane with Center Turn Lane		Secondary/Primary Arterial	62	12	-	-	-	8-12	5-8
4-Lane with Center Turn Lane and On-Street Parking		Secondary/Primary Arterial	70-84	12	8-11	-	-	8-12	5-8
6-Lane		Primary Arterial	74	12	-	-	0-18	8-12	5-8

Source: *A Policy on Geometric Design of Highways and Streets 2001*, American Association of State Highway and Transportation Officials.

* From back of curb to back of curb, Includes 2 feet for curb and gutter

Table 5. Roadway Design Standards (continued)

RURAL

Section Type	Typical Section	Functional Classification	Dimensions (feet)						
			Shoulder to Shoulder Width	Lane Width (L)	Parking (P)	Shoulders (Sh)	Median (M)	Border Area (B)	Multi-use Path (MP)
2-Lane		Local	40	12	-	8	-	-	-
		Collector	40	12	-	8	-	-	-
		Secondary/Primary Arterial	40	12	-	8	-	-	-
2-Lane Scenic Corridor		Primary Arterial (US 42 Scenic Corridor)	110 ¹	12	-	8	-	10	10
4-Lane		Secondary Arterial	76-94	12	-	8	12-30	-	-
		Primary Arterial	89-114	12	-	8	25-50	-	-

Source: *A Policy on Geometric Design of Highways and Streets 2001*, American Association of State Highway and Transportation Officials.

1 - Includes 25' Clear Zone on either side for Greenspace

The typical roadway section for the maximum scenario of 132-foot ROW width includes sufficient width for three (3) 12-foot travel lanes in each direction, an 18-foot median, and 2-foot curb and gutter. The median provides sufficient space for a 12-foot continuous two-way left turn lane (CTWLTL), with a 6-foot median remaining. In addition, a 12-foot border area is preserved between the edge of the roadway and an 8-foot sidewalk on each side.

For rural sections, recommended cross section standards range from 40 to 114 feet. Travel lanes, 12 feet in width, are recommended, along with 8-foot shoulders. Median widths can vary from 0 to 50 feet, depending on traffic volumes and number of travel lanes.

2. Cross Section Standards for Secondary Arterials

Recommended roadway cross section standards for urban secondary arterials preserve a right-of-way width ranging from 47 to 124 feet, depending on the projected traffic volumes and expected number of travel lanes. The typical roadway section for the minimum scenario of 47-foot ROW width includes sufficient width for two (2) 12-foot travel lanes, 2-foot curb and gutter, an 8-foot border area on each side, and a 5-foot sidewalk on one side.

The typical roadway section for the maximum scenario of 124-foot ROW width includes sufficient width for five (5) 12-foot travel lanes, two (2) 11-foot parking lanes, and 2-foot curb and gutter. In addition, a 12-foot border area is preserved between the edge of the roadway and an 8-foot sidewalk on each side.

For rural sections, 12-foot lane widths and 8-foot minimum shoulder widths are recommended. Median widths range from 0 to 30 feet.

3. Cross Section Standards for Collectors

Since collectors generally carry higher traffic volumes than local streets, they typically require a wider roadway cross section and possibly added lanes at intersections with arterials to provide adequate capacity for both through traffic and turning movements. Recommended roadway cross section standards for collectors generally preserve 45 to 110 feet ROW.

Recommendations provide for several different cross section configurations including different combinations of 11 to 12-foot travel lanes, 8 to 11-foot parking lanes, 8 to 11-foot border area, and a 5 to 8-foot sidewalk on either side. Different cross section configurations should be applied in different areas, with the two-lane configuration used in low volume residential areas and the three-lane and four-lane configurations used in higher volume locations.

For rural collectors, the number of lanes and alignment should be consistent with the traffic demand and topography. Recommendations for the two-lane rural collector include 12-foot lanes and 8-foot shoulders.

4. Cross Section Standards for Local Streets

The recommended roadway cross section for local streets preserves a right-of-way ranging from 38 to 90 feet. The minimum scenario of 38-foot ROW width will provide sufficient width for two (2) 11-foot travel lanes, 2-foot curb and gutter, a 5-foot border area, and a 4-foot sidewalk. The maximum scenario of 90-foot ROW width provides for three (3) 12-foot lanes (two travel lanes with a center turn lane), two (2) 8-foot parking lanes, 2-foot curb and gutter, a 10-foot border area on each side, and 8 feet sidewalks. Through traffic and excessive speeds should be discouraged on local streets by using appropriate geometric designs, traffic control devices, curvilinear alignments, and discontinuous streets. Local streets should be designed for low speed traffic with an emphasis on providing access.

VII. ACCESS MANAGEMENT GUIDELINES

The overall goal of access management is to reduce traffic conflicts. Reduction of traffic conflicts will have the triple benefit of making travel smoother with less stop and go, decreasing accident potential, and reducing undesirable automobile emissions. Simply, traffic conflict can be reduced by:

- Limiting the number of conflict points that a vehicle may experience in its travel;
- Separating conflict points as much as possible (if they cannot be completely eliminated); and
- Removing the slower turning vehicles from the through traffic lanes as efficiently as possible.

Access management addresses each of these three strategies by coordinating transportation and land use decision making. From the transportation perspective access management means:

- Driveway control (curb cut management);
- Traffic operations (regulation and signal systems); and
- Geometric design (median turn lanes, etc).

From the land use perspective, access management means:

- Land Use Planning;
- Zoning Regulation/Subdivision Ordinances; and
- Site Planning Standards.

Highway access management is intended to preserve the capacity and function of highways to provide for smooth and safe vehicle flow especially on arterial roadways, and to afford abutting property an appropriate degree of access. The techniques employed should minimize the need for variances or exceptions that might confuse or violate driver expectancy. Importantly, driveways to major activity centers should be viewed as intersecting high-volume roads, rather than merely curb cuts.

The following sections provide a summary of techniques for managing access on arterial roadways, including driveways, turning options, site layout and design, and other management techniques.

A. Driveways

Driveways should be carefully located to minimize interference with normal highway traffic. Driveways should be constructed where sight distance in conjunction with driveway access would be adequate for safe traffic operations.

Conceptually, a hierarchy of desirable driveway management strategies ranges from elimination to redesign:

Recommendations

Access management techniques can be promoted in Oldham County through review and revision of Zoning Regulations and Subdivision Ordinances. Land use planning and site planning will also be important as additional development occurs throughout the County.

Some sample recommendations for access management in Oldham County are included in this chapter.

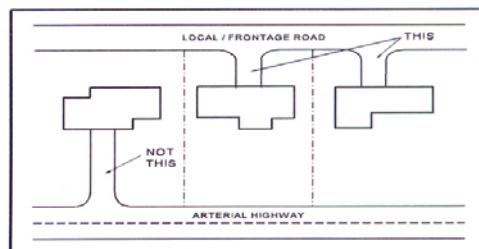


- Wherever possible, driveways should be eliminated. In some cases driveways are unnecessary or access could be provided alternatively from secondary roads or side streets;
- As a second choice, the number of driveways should be minimized. Strategies may include consolidation of driveways, sharing of joint driveways or cross property access (parking lot to parking lot);
- Third, driveways may require regulation by controlling turns in and out to prohibit left turns all day or during peak hour; and
- Finally, driveways may be designed to provide left turn lanes, deceleration lanes, or barriers to separate the potential conflicts.

Gaining Access to Property

Closely spaced, curb cuts for driveways should be discouraged. The desirable alternative is to eliminate driveways by shifting them to secondary roads. Minor side roads, service roads or frontage roads are more desirable access points than arterial highways.

Rows of residential driveways, or strip developments should be discouraged. In conjunction with redevelopment proposals or major highway reconstruction, providing an interior service or frontage road will result in a better roadside amenity and improve highway safety.



Spacing between Driveways

In order to minimize the number of access points which a driver must monitor, minimum distance should be established and maintained between driveways along the arterial. This will create a safer driving atmosphere and reduce the opportunities for conflicts and accidents.

Consideration should be given to establishing a frontage requirement that is consistent with the driveway spacing standard.

Number of Driveways per Lot

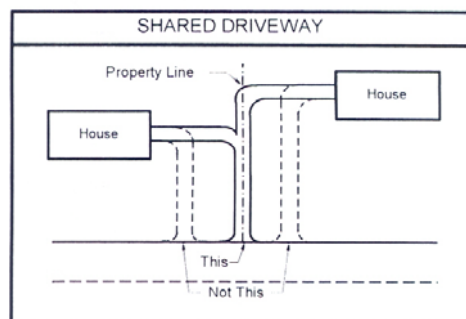
While it is mandatory to allow access to property, urban areas should limit the number of driveways permitted on any lot. This is the first step to limiting the number of conflict points and proving drivers more time and distance to execute their maneuvers.

The maximum number of driveways to a particular site depends on the type of traffic generator, and should be governed by the following:

- Not more than one (1) two-way access onto a single roadway for a low volume traffic generator, including single-family dwellings and complexes;
- Not more than two (2) two-way accesses or three (3) one-way accesses in total onto a single roadway for a medium or high volume traffic generator; and
- All driveways shall comply with the spacing requirements.

Joint and Cross Access (Shared Driveways)

Another means to eliminate driveways or minimize the number of driveways is through shared driveways for adjacent property or sites. This is an excellent strategy



for low volume driveways where spacing or site distance may be a problem. Some latitude regarding lot size and road frontage requirements should be given to developers who agree to provide common driveways, or when common driveways are located on a street or road other than an arterial.

Driveway Design

Conflicts are created when vehicles slow to make left or right hand turns from highway travel lanes. When driveways are properly designed, vehicles will turn into driveways more rapidly and fewer through vehicles will need to slow. By reducing this conflict driveway design will help preserve the traffic carrying capacity of an arterial and will keep traffic flowing smoothly and safely.

Driveways serving single family residences will typically be low volume and experience few turning movements. However, newer driveways or those at an oblique angle (less than 90 degrees) may cause vehicles to stop, creating the potential for a rear end collision. An adequate turning radius also helps drivers complete the maneuver quickly.

The driveway width for non-residential driveways should be adequate to accommodate the turn of larger vehicles. However, when the width of a driveway is excessive, the effect will be unsafe because drivers may have a hard time deciding where to position themselves.

The turning radius of a non-residential driveway is also important. The edge of the driveway is rounded to permit quicker entry and exit by turning vehicles. These two factors, driveway width and turning radius, will help slower-turning traffic exit the arterial more quickly.

Throat length is the depth of the formal entrance of a commercial driveway. Throat length is important, for two reasons. First, vehicles waiting to exit the driveway and enter the road will have adequate storage space. Second, and most importantly, when vehicles enter the driveway exiting the highway there will be adequate space so that all vehicles may pull entirely off of the highway. This throat length should be adequate so that stacking or queuing occurs on the site. This reduces driver confusion and traffic conflicts.

Throat length can only be determined on a case-by-case basis. A traffic impact study based on peak hour demand is the best way to determine the extent of potential queuing problems and how best to solve them. These studies should be required by the municipality to be submitted by the developer.

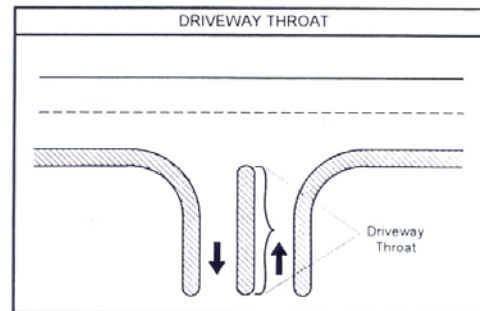
Turn-Around

Backing from a driveway onto a busy street is a hazardous maneuver that invites serious accidents. Private residential driveways as well as non-residential driveways should have a turn-around area to eliminate the need to back out. This turn-around area for a single vehicle should typically measure 8 feet wide by 15 feet long.

Recommendations

Oldham County should consider revising local subdivision ordinances to address property access issues.

One such revision could include subdivisions with 2-4 lots fronting rural collectors or arterials. Such developments should have shared driveway access per every 2 adjoining properties.



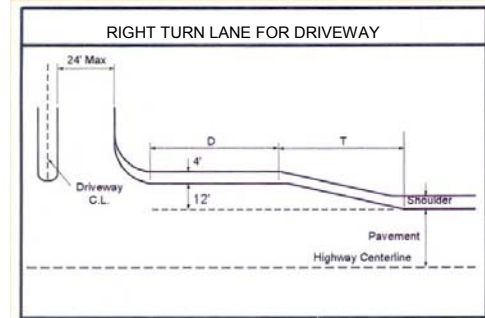
B. Turning Options

Right and left-turn options should be considered at driveway locations to reduce vehicle conflicts in as many locations as possible.

Right Turn Deceleration

Right turn lanes help remove turning vehicles from through traffic by providing an area for safe deceleration, typically reducing traffic delays and conflicts that would otherwise occur as through traffic brakes. The need for a right turn lane can be determined by level-of-service criteria, accident experience, existing traffic operations, or engineering judgment that indicates the potential for a hazard caused by right turning vehicles.

When the need for a deceleration right turn lane is determined, the length of full width storage (D) should be 50 feet for each 60 right turning vehicles in DHV, with minimum length of 50 feet.



The taper of the right turn lane is the area provided to allow drivers to pull smoothly from the traffic stream. The length of the taper (T) depends on the speed of the highway as follows:

follows:

Speed	Length (T)	Rate
30 mph	100 feet	8:1
40 mph	140 feet	12:1
50 mph	180 feet	15:1

Highway Left Turning Options

Left turns into and out of driveways or at intersections create conflicts with oncoming and crossing traffic. Directing and controlling left turns is an important element in enhancing the operational efficiency and safety of roads and streets.

At mid and high volume signalized intersections, left turn movements should be given special attention because they complicate the traffic signal phasing and may lengthen the cycle. The turning vehicles can back up (queue) onto the arterial travel lanes, increase delay, and lower the overall level of service. Left turns may be 1) Accommodated, 2) Prohibited, 3) Diverted or 4) Physically separated. Options include the following techniques:

- At intersections, dedicated lanes are the most straight forward way of accommodating left turns. Left turns can also be controlled through median barriers that allow left turns only at certain control points. Left turn lanes, or protected left turn lanes, are generally provided at signalized intersections wherever turns are permitted. These left turn lanes may be applied at intersections where exclusive left turn single phases may or may not be provided. In high volume situations, dual left turn lanes are desirable where peak turning movements exceed 350 vehicles per hour (vph) and where they require a protected (exclusive) traffic signal phase.
- After efforts have been made to eliminate driveways and minimize the number, it is still necessary in most cases to allow left turns into and out of driveways. On two lane roadways when through traffic volumes are heavy, it is important to separate turning traffic to reduce

conflicts. A strategy for managing these movements is the continuous left turn lane. This strategy is normally located between signalized intersections. Painted medians are generally installed, separating left turns from both directions of traffic and assigning a median storage area. These are found in commercial areas with heavy turning demand and high traffic volumes.

- In high traffic volume situations when sight distance is not adequate and median treatments are not installed, it may be necessary to prohibit left turns and allow only right turns in and out. This may either be an interim temporary solution or a permanent one. This solution is used as an alternative to left turns along high speed divided highways, or for site access where physical conditions preclude left turn lanes. Signing alone is not usually adequate to control turning, and physical barriers are often constructed. Because traffic must go right to turn left, it is important to plan for “U”-turns as motorists desire to reverse direction.
- The “U”-turn concept can be applied along multi-lane divided highways with narrow medians to remove left turns from intersections and driveways. It also can be used to allow reversal of direction along divided highways, especially where driveway or intersection traffic is limited to right turn movements. Where such U-turn locations are signalized, it is essential that the median opening be located or designed to minimize disruption of arterial traffic. These signals should be designed as part of an overall coordinated system of arterial traffic control.

C. Site Layout and Design

Merely controlling roadside access will prove fruitless unless it is part of a coordinated effort including comprehensive land use planning, zoning, and subdivision regulation. Transportation and community planning must be mutually supportive of the goal of eliminating, minimizing, and controlling roadside access. Access management programs should address commercial development along thoroughfares, flag lots, residential strips, and other issues related to the site layout and subdivision of land.

Flag Lot Standards

Flag lots are typified by long narrow access drives and buildable areas that spread out in the rear. They are especially prevalent along lakes, rivers, cul-de-sacs, and rural highways. While they are useful in areas where natural features or land division patterns create access problems, flag lots can proliferate in some areas where interior lots should instead be served by a private road.

Flag lots from arterial roads should not be permitted when their effect would be to increase the number of properties requiring direct and individual access connections to arterials or other major thoroughfares. Flag lots should only be permitted for residential development, when deemed necessary to preserve natural or historic resources.

Reverse Frontage

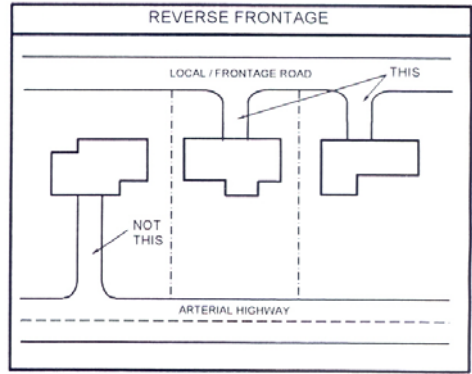
Double frontage lots, or through lots, are lots with frontage on two streets. Through lots should be required to obtain access on the street with the lower functional classification. When a residential subdivision is proposed that would abut an arterial, it should be designated to provide through lots along the arterial with access from the local road. This concept is known as reverse

Recommendations

Another potential revision to subdivision regulations involves subdivisions with 5 or more lots fronting rural collectors or arterials. Such developments should provide an access road built to rural local roadway standards.

frontage.

In cases where a frontage road or service road is to be constructed along a major arterial, it may be desirable to plan and design the road behind the immediately abutting property. In this manner, “reverse frontage” may protect the visual character of the streetscape.



Cross Property Access – Connectivity

Adjacent shopping centers or office parks are often not connected by a service drive and sidewalk. As a result, customers who wish to shop in both centers, or visit both sites, must exit the parking lot of one, travel a short distance on an arterial, and then access the next site. Cross access easements should be established whenever feasible and the building site must incorporate a unified access and circulation system.

A cross access drive provides an opportunity for pedestrian movement reduces traffic on the arterials and reduces safety hazards by reducing conflicts. This can have a positive business benefit by providing easy access from one site to another. It is also important that pedestrian cross accessibility be provided. In this manner, short walking trips may be substituted for a vehicle trip.

Recommendations

Oldham County subdivision regulations could also include a provision for adjacent development access. Adjacent developments should provide an internal access road or cross access easement.

Shared Access/Driveways

Sharing access by two or more properties is the most common sense way to reduce the number of driveways by 50% or more without increasing costs. Shared access requirements should provide for a unified on-site circulation plan and adequate driveway spacing along developing commercial corridors. Shared access should be encouraged for adjacent sites, in order to minimize the number of driveways along the arterial.

Because they can have the positive benefits of eliminating driveways or reducing the number, joint use driveways and cross property access easements should be encouraged wherever feasible. This approach will necessitate special attention to internal site circulation within commercial developments. A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles should be incorporated in the building site layout.

Width-to-Depth Ratios

Narrow elongated lots with minimum frontage will encourage the proliferation of driveways and create spacing problems. Minimum lot frontage and maximum lot width-to-depth ratios prevent the creation of long and narrow or irregularly shaped lots that can lead to access and circulation problems. This standard is especially useful in rural areas, to govern the dimensions of newly created lots and parcels. In rural areas, a maximum width-to-depth ratio of 1:4 is recommended. Urban or suburban areas may use maximum ratios of 1:2.5 or 1:3.

Private Roads

Private Roads can offer an effective means of access to small subdivisions in rural areas if they are properly regulated. Problems, such as emergency vehicle access, can persist with some private roads. These can be avoided through private road regulations that address design, construction, joint maintenance agreements, signs, and periodic inspection.

Private roads should be permitted for residential uses only when frequent access by the general public is not anticipated. Limitations (e.g., no more than four) should be placed upon the number of residences that may be served by a single access (private road) to a public road.

D. Other Factors

Other factors important for effective transportation and land use coordination include: 1) Parking and Loading Zones; 2) Signal Interconnection; and 3) Transit, Pedestrian and Bicycle Accessibility.

Parking and Loading Zones

On-street parking is generally desired by retail merchants and residents with limited off-street parking availability. On-street parking detracts from road capacity and creates the opportunity for conflicts during parking maneuvers. Conflicts with pedestrians produce safety hazards.

Municipalities can provide off-street parking facilities, especially in downtown areas, and can also limit on-street parking during peak hour volume. Businesses should provide off-street parking in all other areas, and local regulations should include provisions for buffers, access to and from individual parking stalls, and bumper and/or wheel stops.

Standards for loading bays and on-site maneuvers can be included by municipalities. On-street deliveries should be prohibited, but, when they are the only alternative, municipalities should prohibit peak hour deliveries and pick-ups.

Signal Interconnection

On high volume urban arterials, signal interconnection plays an important role in preserving the quality of traffic flow and safety. Proper spacing and timing of signals assures continuous, progressive movement and improved air quality.

Arterial capacity is affected by the quality of progression. The Highway Capacity Manual indicates that one of the most critical traffic characteristics to be quantified is quality of progression. Progression means the movement of vehicles, usually in groups or platoons, free of stopping and starting. Not only does signal progression offer the benefit of smoother arterial flow, but it also creates platoons, or gaps, in the flow that enable motorists on side streets and driveways to pull smoothly into traffic. In this manner, access management is closely related to signal system planning and design.

Transit, Pedestrian, and Bicycle Accessibility

A well planned and designed transportation system will consider the needs of all modes of transport. Arterial access management should address the special requirements of transit, pedestrian, and bicycle accessibility. Many of the access management techniques presented before also directly benefit these important highway users.

Some examples follow:

- Eliminating or reducing the number of driveways reduces roadside interference that is hazardous for bicyclists;
- Appropriate design of driveways with turning radius and with right turn or left run lanes enables bicyclists to complete turning maneuvers separated from high speed through traffic;
- Cross lot circulation creates opportunities for pedestrian trips being substituted for vehicles trips;
- Medians provide safe havens for pedestrians crossing busy arterial streets; and
- Regulation of left turns reduces pedestrian related conflicts at intersections and driveways.

APPENDIX A
MEETING MINUTES



Oldham County Major Thoroughfare Plan Project

Transportation Task Force Meeting No. 1

The project kick-off meeting for the **Major Thoroughfare Plan** project was held on February 14, 2003. **Judge/Executive Mary Ellen Kinser** opened the meeting with an overview of the make-up and purpose of the Task Force, in particular the importance of having elected leaders from Oldham communities participate in crafting this plan.

Judge/Executive Kinser also indicated that the County had selected a consultant to assist in preparing the Plan. She specifically mentioned the project summary format that **Wilbur-Smith & Associates** (WSA) had used for the Versailles-Midway-Woodford County Transportation Plan as one of the reasons for the selection of WSA. A similar format would be useful to Oldham County in pursuing funding for improvement projects through KIPDA and the Kentucky Transportation Cabinet.

Ms. Kinser introduced **Louise Allen, Administrator of the Oldham County Planning and Zoning Commission**. Ms. Allen explained the basis for this planning study and related its purpose to the recently adopted Comprehensive Plan and implementation of the "capacity planning" approach.

Marc Williams, Vice-President of WSA, introduced the consultant team members present, including **Samantha Wright, Keith Logsdon** and **R. Wayne Bennett**.

Task Force members were provided with a project folder that included: meeting agenda; a newsletter type **Project Overview**; a bulleted scope of work; project schedule; list of Task Force members; and, a post-it note exercise page.

The Task Force discussed several issues including: community concern about future development in Oldham County; how the "**capacity planning**" approach would be defined in this study process; the effectiveness of the "open house" style of meeting in providing participants with an assurance that their input will be considered; and, scheduling of future meetings to avoid conflicts with city council and fiscal court meeting. Task Force members also requested name tags for the next meeting.

The role of the Task Force was also discussed at length. **Wayne Bennett** suggested the Task Force would serve as a guide, acting by

Continued on Back Page....

Seven Categories of Issues

During the Task Force meeting, members were asked to write down their top choices of transportation issues, as well as specific roadway improvements. These choices were collected and are summarized below:

- *Capacity, congestion and concerns about future growth;*
- *Existing roadway widths and construction standards (substandard county and state roads);*
- *Roadway character and amenities (related to protecting Oldham's rural character)*
- *Planning tools such as development review, population forecasts and traffic modeling (balancing growth and requirements for services);*
- *Safety concerns;*
- *Public transportation (related to the relative lack of such services for Oldham residents);*
- *Specific roadway needs along routes such as KY 53, US 42, KY 22, KY 146 and KY 329*

Oldham County

Please Address Any Questions to:

Louise Allen, Director
 Oldham County Planning
 and Zoning
 110 W. Jefferson St.
 LaGrange, KY 40031

Phone: 502 222 1476
 Website: www.oldhamcounty.net
 Email: lallen@oldhamcounty.net

Next Task Force Meeting is Scheduled for Tuesday, March 25th, 4:00 P.M., Oldham County Convention and Aquatic Center....Public Workshop to follow at 7:00 P.M.

Task Force Member Name	Attending Meeting No. 1	Representing	Mailing Address	Phone No.	Email
Mary Ellen Kinser, Judge-Executive	X	Oldham County	100 W. Jefferson Street, LaGrange Ky. 40031	222-9357	
Michael Roppel, Mayor		City of Goshen	1201 Meadow ridge Trail, Goshen, Ky. 40026	228-3711	
Jim Burke, Mayor		City of Orchard Grass Hills	7205 Autumn Bent Way Crestwood, Ky. 40014	243-2968	
James Kramer, Mayor		City of Park Lake	6233 Camden Circle Crestwood	241-2600 or Home 243-0467	
Elsie Carter, Mayor		City of LaGrange	Jefferson Street LaGrange, Ky. 40031	222-1433	
Bryan J. Dillon, Mayor		City of River Bluff	13405 Elm Lane Prospect, Ky. 40059	228-3857	
Dennis Deibel, Mayor		City of Crestwood	7300 Cardinal Road Crestwood, Ky. 40014	241-4459 241-4459	
Clayton Stoess, Mayor		City of Pewee Valley	109 LaGrange Road Pewee Valley, Ky. 40056	241-1964 241-8494	
Duane Murner, Magistrate	X	Oldham County	8502 Todds Point Road Crestwood, Ky. 40014	241-5971	
Rick Rash, Magistrate	X	Oldham County	6803 Briar Hill Road Crestwood, Ky. 40014	241-5611	
Robert Leslie, Magistrate		Oldham County	2306 Running Brook Road LaGrange, Ky.	225-4441	
Harold Tull		Kentuckiana Regional Planning and Development Agency	11520 Commonwealth Drive Louisville, Ky. 40299	266-6084	
Joe Schoenbachler		Oldham County Chamber of Commerce	P.O. Box 366 LaGrange, Ky. 40031	222-1635	
Louise Allen	X	Oldham County Planning and Zoning	110 W. Jefferson Street LaGrange, Ky.	222-1476	

Continued from Front Page

consensus, for the development of the plan. Task Force members would be asked to help with the public workshops— assisting with facilitation of meetings and community education.

It was noted that the project schedule is very ambitious and the Plan would be completed by the end of June. The Consultant team would work quickly to develop the necessary tools that would identify future conditions and necessary improvements.

Minutes of all Task Force meetings, as well as the Public Workshops, would be prepared and distributed.



Oldham County

Major Thoroughfare Plan Project

Transportation Task Force Meeting No. 2

The second meeting of the Oldham County Transportation Task Force was held on March 25th, 2003 prior to the Public Input Meeting. Marc Williams and Judge-Executive Mary Ellen Kinser opened the meeting with a brief summary of the previous meeting and an overview of the Major Thoroughfare Plan and community involvement.

Marc Williams, Samantha Wright and Keith Logsdon, Wilbur Smith Associates, followed with an overview of completed project activities. This included: traffic model development; an initial level of service "scorecard" for existing County roads; a preliminary analysis of pavement width conditions for County roads developed from Kentucky Transportation Cabinet (KTC) data; and other maps assembled to depict an analysis of existing conditions and possible transportation issues for Oldham County.

In addition to the roadway information, Mr. Logsdon identified existing pedestrian, bicycle and transit services within the County and spoke briefly about the role these modes of transportation would play in the overall planning effort.

Mr. Williams distributed a project folder that included: meeting agenda;

summary of Meeting No. 1; and copies of the various maps and other presentation information.

Task Force members asked a number of questions about the transportation service and facility maps and data including: level of service categories; whether safety considerations were included in the definition of substandard pavement width for County roads; and, how the information may be used to develop a long-range transportation plan and funding program. Magistrate Murner expressed an interest in making sure that the community would be fully briefed about the meaning of the pavement width data in order to avoid misunderstandings. Mayor Stoess spoke about the importance of the Crestwood Bypass project to alleviate traffic congestion on KY 146. This initiated an extended discussion of the status of the Bypass project as well as potential alternatives (one involving Aiken Road in Jefferson County).

A slide program devoted to methods of "capacity planning" was presented by Wayne Bennett, Context Town Planning. It outlined the relationship of this type of planning with the County's _

Continued on Page 2

Highlights for the Next Task Force and Public Input Meetings

The next meeting of the Transportation Task Force and Public Input Workshop will be held on *April 24th, 3:00 P.M. and 7:00 P.M., respectively. The location will be the Old Methodist Church Building at 108 W. Jefferson St., LaGrange. Topics for these meetings include:*

- *Future transportation conditions and levels of service;*
- *Population and Employment projections for 2012 and 2025;*
- *Planned and Programmed Roadway, Pedestrian, Bicycle and Transit Service Improvements;*
- *Future roadway improvement issues;*
- *Capacity Planning options for Oldham County; and.*
- *Methods to address other issues identified at Public Input Workshop No. 1.*

Task Force Meeting No. 2 — Continued from Front Page

comprehensive Plan, and three possible approaches to capacity planning, including the purpose of each and some of the “tools” that might be used with each approach.

Discussion of the presentation included such topics as: preservation of private property rights; what could happen if a development proposal created adverse level of service conditions; and the role of the KTC in the capacity planning process. Mr. Bennett explained that an “Options Workbook” would be distributed to members for the next meeting. This workbook

would provide a series of choices to help guide the Task Force with development of a capacity planning model specific to Oldham County.

An overview of existing and future socioeconomic data for Oldham County followed. This task was not yet complete but Task Force members were informed that several existing forecasts were being combined in order to create one final set of population and employment forecasts that could be used not only for transportation planning but for school, sewer and water planning as well.

Mr. Williams concluded the Task Force meeting with a run through of the Public Input Meeting that was scheduled to begin at 7 P.M. Task Force members planning to attend were requested to be present and assist in facilitating discussion at the four issue tables titled: Roadway Character, Design & Safety; Traffic Congestion and Transportation Improvements; Community Information; and Alternative Transportation Modes. Meeting logistics were discussed, including whether or not to have an initial presentation to the entire group. The meeting was adjourned at 5:30 P.M.

Summary—Public Input Workshop No. 1

A public meeting/workshop was held at 7 p.m. on Tuesday, March 25, 2003 at the Oldham County Aquatic Center. The purpose of this meeting was to present information on the Oldham County Thoroughfare Plan and to receive early input from the public. Approximately 44 citizens registered their attendance at this meeting. One written comment was received. The citizens were in addition to Oldham County and Consultant Team Staff members who were also on-hand.

The format of the meeting included an overview presentation at the beginning of the meeting. This presentation summarized the purpose, objectives and schedule for the Oldham County Thoroughfare Plan. Following the

presentation, the public was invited to participate in a workshop activity in which four areas were provided for the discussion. These areas included:

- Roadway Character, Design and Safety
- Traffic Congestion and Transportation Improvements
- Community Information
- Alternative Transportation Modes

The workshop activity lasted for approximately 1 hour, providing the citizens with time to visit each of the stations, gather information, ask questions and offer comments. Consultant staff and representatives from Oldham County were on-hand at each workshop area to facilitate discussion with the public and

record the information that was received. Following the period of the workshop, the public meeting was reconvened and the citizens were briefed on the information that was received at each of the four areas. The following is a summary of the information that was received.

Roadway Character, Design and Safety

1. U.S. 42, Kentucky 146 and possibly other roads do not meet standards (e.g., narrow, no shoulders).
2. U.S. 42 is a designated scenic byway and improvements should be sensitive to the area context.
3. Input should be sought from sources such as: school bus

Continued at top of next page

Summary—Public Input Workshop No. 1 Continued

drivers, police and fire. The intent is to identify from these users where other problems may exist.

4. Speed limit, speed variation issues, and signal timing issues were identified along US 42.

5. Incident management for problems on I-71 diverts traffic onto other roads (Ky. 22, Ky. 146 and U.S. 42) where traffic is already an issue.

6. Other areas identified were:

- KY 22 near Jefferson County line – poor intersection alignment and sight distance;
- KY 146 – intersection improvements and possibly signalization at Ky. 362 (Ash Ave.);
- KY 22 – bridge east of Crestwood is an accident location;
- Railroad Crossing – all crossings, particularly along KY 146 corridor are a concern; and
- KY 22 and Haunz Lane is a problem intersection.

Traffic Congestion and Transportation Improvements

Several comments at this station were reflected at other stations and are not repeated here.

1. Traffic and congestion concerns were identified at the following locations:

- KY 53 through LaGrange and

north and south of I-71

- I-71 west from exit 14 (KY 329) toward Jefferson County (widening)
 - U.S. 42 on western end toward Jefferson County/Prospect
 - KY 22 through Crestwood
2. Suggestions for improvements included the following:
- Widen Aiken Road and KY 1408 to bypass Crestwood.
 - Improvements to KY 146 in Crestwood should be provided through the bypass around town, rather than through town.
 - Turn lanes along KY 146 through Pewee Valley would improve traffic flow (one example is Ash Avenue).
 - The US 42 and KY 393 intersection is skewed and could be improved for better sight distance.
 - KY 146 should be widened to provide for truck traffic in the area of the business park on the west side of LaGrange.
 - A new connection is needed from Oldham County directly to I-64.
 - A new interchange on I-71 in Jefferson County at KY 1694 should be constructed.
3. Other suggestions included:
- Develop tools to facilitate development planning and approval process.
 - Preserve character of rural

routes

Community Information

Several comments at this station were reflected at other stations and are not repeated here.

1. It was requested that the study team put comments onto the County's web site, which is already planned.

2. Concerns were expressed for preserving the historic character of cities in relation to this plan for transportation. This is slightly different perspective on context sensitive design than what we heard regarding the U.S. 42 scenic corridor.

3. Another comment is the concern than employers using county roads, such as for construction jobs, impact the roadway but do not contribute (directly) to its upkeep.

4. There was also a comment regarding how the process (i.e. modeling) will track new jobs and people traveling into Oldham County.

Alternative Transportation Modes

1. One of the most repeated comments is the regret that the inter-urban line into Louisville no longer exists. In this regard, however, there was support for a shared use path and it was suggested that this be extended to Louisville.

(Continued on Page 4)

Oldham County

Please Address Any Questions to:

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 LaGrange, KY 40031

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lallen@oldhamcounty.net

This newsletter as well as a Project Overview, Summaries of other Meetings and Workshops, and Consultant Work Products can be located and downloaded from the website referenced above.

2. Bicycling and pedestrian transportation should be accommodated. Sidewalks and bikeways should be required in subdivisions on both sides of streets. Sidewalks in Crestwood were raised as a concern also. This may be indicative that some older established areas may be lacking some pedestrian access as well.

3. Transit service is desired and pull-off areas should be constructed to provide for buses to pull completely out of travel lanes for picking-up/letting off riders. Park and ride lots were also mentioned, particularly along I-71 in the vicinity of the Oldham/Jefferson line.

Conclusion to Workshop

Following the summarization of information that was received, the public was advised that the next

workshop was tentatively scheduled for April 24th at 7:00 p.m. The meeting was adjourned at approximately 8:30 p.m.

Transportation Task Force Attendance for Mtg. 2

Task Force Member Name	Attending Meeting No. 2	Representing	Mailing Address	Phone No.
Mary Ellen Kinser, Judge-Executive	X	Oldham County	100 W. Jefferson Street, LaGrange Ky. 40031	222-9357
Michael Roppel, Mayor	X	City of Goshen	1201 Meadow ridge Trail, Goshen, Ky. 40026	228-3711
Jim Burke, Mayor		City of Orchard Grass Hills	7205 Autumn Bent Way Crestwood, Ky. 40014	243-2968
James Kramer, Mayor		City of Park Lake	6233 Camden Circle Crestwood	241-2600 or Home 243-0467
Elsie Carter, Mayor		City of LaGrange	Jefferson Street LaGrange, Ky. 40031	222-1433
Bryan J. Dillon, Mayor		City of River Bluff	13405 Elm Lane Prospect, Ky. 40059	228-3857
Dennis Deibel, Mayor	X	City of Crestwood	7300 Cardinal Road Crestwood, Ky. 40014	241-4459 241-4459
Clayton Stoess, Mayor	X	City of Pewee Valley	109 LaGrange Road Pewee Valley, Ky. 40056	241-1964 241-8494
Duane Murner, Magistrate	X	Oldham County	8502 Todds Point Road Crestwood, Ky. 40014	241-5971
Rick Rash, Magistrate	X	Oldham County	6803 Briar Hill Road Crestwood, Ky. 40014	241-5611
Robert Leslie, Magistrate	X	Oldham County	2306 Running Brook Road LaGrange, Ky.	225-4441
Harold Tull	X	Kentuckiana Regional Planning and Development Agency	11520 Commonwealth Drive Louisville, Ky. 40299	266-6084
Joe Schoenbachler	X	Oldham County Chamber of Commerce	P.O. Box 366 LaGrange, Ky. 40031	222-1635
Louise Allen	X	Oldham County Planning and Zoning	110 W. Jefferson Street LaGrange, Ky.	222-1476
Others Attending				
Jim Morse	X	Deputy Judge-Executive		222-3216
Orville Threlkeld	X	Oldham County Engineer		222-9357



Major Thoroughfare Plan Project

Transportation Task Force Meeting No. 3

The third meeting of the Oldham County Transportation Task Force was held on April 24th, 2003 prior to the Public Input Meeting. Marc Williams opened the meeting with a review of the minutes of Meeting No. 2.

Clayton Stoess, Mayor of Pewee Valley, requested that an amendment to the minutes be made to include reference to the discussion of the Highway 329 Improvement connecting to I-265 (Gene Snyder Freeway) in Jefferson County. The minutes were approved with this amendment.

Samantha Wright, WSA, provided an overview of the draft Existing Conditions Report transmitted to the Task Force. WSA has completed task of developing a traffic model for Oldham County. Validation tests of the model indicate that the it accurately reflects, within established standards, existing traffic conditions.

The overview of Existing Conditions also focused on numerous maps that depict traffic conditions and levels of service for Oldham roadways. Ms. Wright pointed out that a crash analysis (comparing Oldham to standards for similar communities) indicated that Oldham road segments were experiencing more accidents than would normally be expected. There was dis-

ussion of the reasons for this finding, including whether substandard pavement width and other conditions could lead to more accidents.

Committee discussion items included the LaGrange Bypass findings, the Old Henry Road/Highway 329 Project, KY 146 conditions, and KY 22 project status.

Duane Murner, Oldham County Magistrate, discussed the idea of a connection between Ash Avenue and Old Henry Road utilizing Aiken Road. This would provide another means to accomplish trips between southwest Oldham County and I-265, without further impacting KY 146 through Pewee Valley.

There was discussion of the benefits of this route and what improvements would be necessary to accomplish it. Another discussion topic was whether this alternative should replace the Highway 329/Old Henry project or simply provide interim relief to conditions along KY 146. The Committee did not reach any conclusions but directed the consulting team to show roads extending outside of Oldham County

Continued on Page 2

Upcoming Task Force and Public Input Meetings

The next meeting of the Transportation Task Force and Public Input Workshop will be held on May 29, 3:00 P.M. and 7:00 P.M., respectively. The location will be the John Black Convention Center, 1551 North Highway 393, north of the Oldham County High School. Topics for these meetings include:

- Review existing (2002) traffic conditions for Oldham roads
- Review projected (2012 and 2025) traffic conditions for Oldham roads;
- Review road improvement and planning suggestions from Public Input Meeting #2 (April 24, 2002);
- Discuss road improvements included in 2012 and 2025 projections of traffic conditions;
- Provide suggestions for improvements to be included in Oldham Plan;
- Review methods for prioritizing road improvements.

Task Force Meeting No. 3 — Continued from Front Page

to provide a better reference and also as support to consider improvement options outside the County.

Wayne Bennett followed Ms. Wright's presentation with a review of the population and employment forecasts for Oldham County. He explained the forecasts were prepared utilizing several sources including the 2000 Census, the Oldham County Board of Education forecasts, as well as forecasts prepared for the LaGrange Bypass Study and by KIPDA.

The forecast completed for this

Project indicates an Oldham population of 62,161 in 2012, increasing to 74,230 by 2025. Also, the projections indicate a growth in jobs located in the County to 26,882 by 2025. Much of the growth in jobs can be expected to occur as the Oldham Business Park develops and growth spreads out from Jefferson County along the I-71 corridor.

The final agenda item to be presented was the Capacity Planning Workbook. Mr. Bennett gave a brief overview of the purpose of the Workbook and the options. There

was a brief discussion of some of the elements and the involvement of the State in the planning process, but it was determined that more time was needed for review and discussion. The Committee determined to schedule a separate meeting for May 8th, a 2:00 P.M., in order to review the options more thoroughly. The capacity planning discussion led to a determination that this Task Force would be the best group to review and make

Continued on Page 4

Summary—Public Input Workshop No. 2

Marc Williams opened the workshop with a slide presentation to introduce consultant findings presented in the Interim Existing Conditions Report. The findings included existing traffic and level of service conditions on Oldham roadways, plans or projects related to pedestrian and bicycle travel, and current accident data, socioeconomic forecasts for 2012 and 2025.

Following this presentation, attendees were directed to three "stations" staffed by various members of the consultant team and County planning staff. The stations represented three geographic areas of the County—Southwest (Planning Zones 1,2,3), Southeast (Planning Zones 6,7,8) and Northern (Planning Zones 4,5). The remainder of this summary con-

tains the comments and suggestions that were recorded for each of the geographic areas.

Southwestern Oldham County

- Bridge Hill—KY 22
- Straighten the bridge/road offset
- Complete 329 Bypass to Old Henry
- Do not widen KY 146 through Pewee Valley
- Ash and Maple are problems
- Houston Lane—substandard
- Rest Cottage Rd.
- Six-lane I-71
- Historic Pewee—not Hurstbourne
- Duncan Memorial and Floydsburg—historic communities (cemetery DAR)

- Control growth to limit roadway problems
- Relieve KY 146—do not widen
- National Historic Preservation Society—Congestion will preserve character of community
- Do not continue the 329 bypass
- Shift LaGrange Bypass

Northern Oldham County

- Improve pedestrian access across I-71 on KY 53
- Concern with the ability to reasonably extend Locke Lane to I-71. Prohibitive Right-of-Way?

Continued on Page 3

- Traffic congestion on US 42 near Smith Lane—not expressed on Level of Service maps. Dangerous speeds.
- Traffic congestion on KY 53

Summary—Public Input Workshop No. 2 Continued

thru LaGrange

- Need for development of parallel roads along US 42..use subdivision regs to help implement.
- Need mapping showing terrain and waterways/streams.
- Subdivision needs light, improve grade, slow traffic farther out of town (referring to KY 53)

Southeastern Oldham County

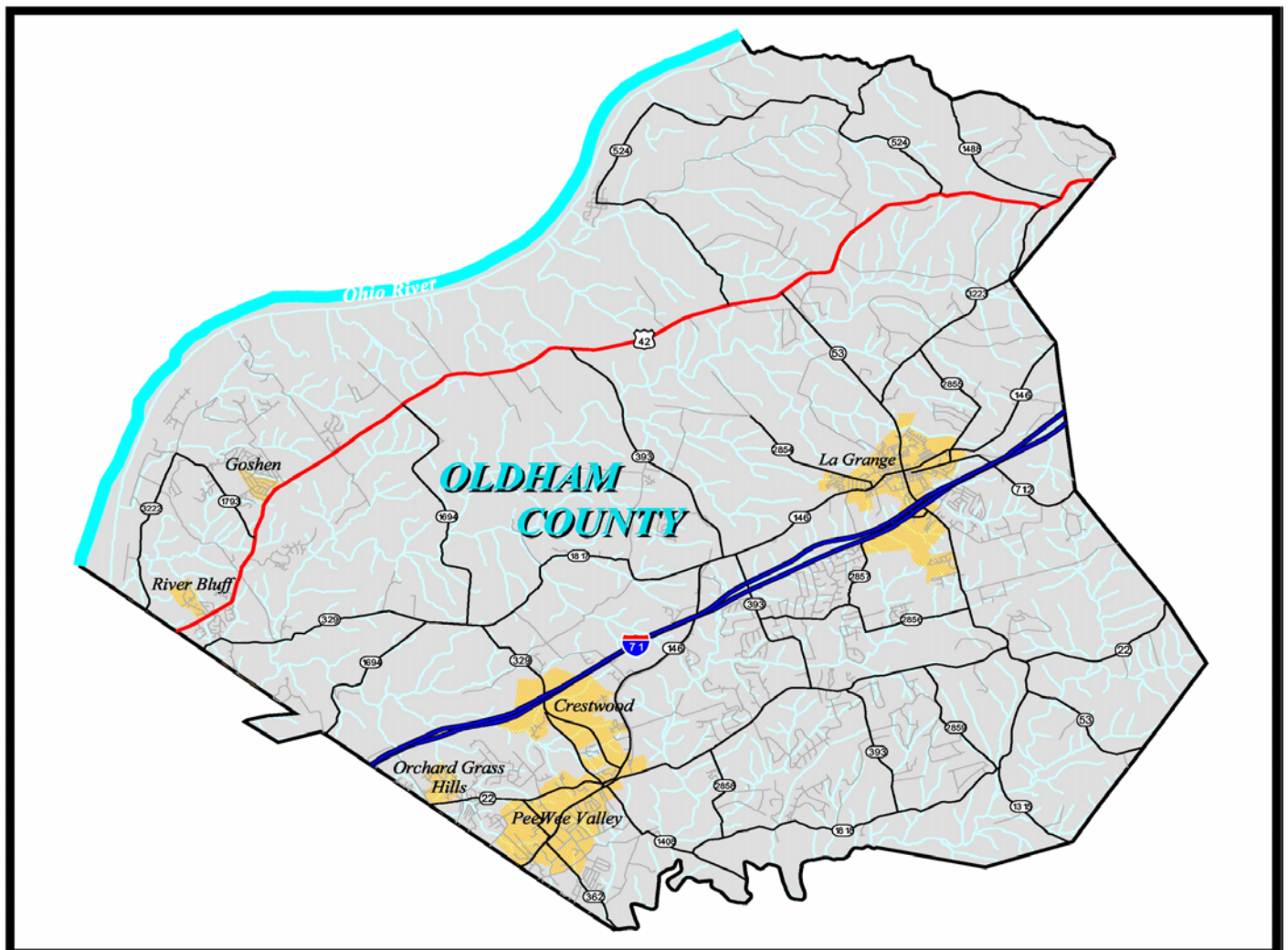
- Crestwood Bypass is a must.
- Accident location Bridgehill
- Homes as impacted as historic farmlands (referring to KY 22

widening proposal)

- Extend LaGrange Bypass connection to KY 53
- Parallel route to Moody
- New Walmart will make access out of Grange Drive impossible
- 94 homes on Cherrywood—impact on KY 53—need another access

- Homes vs Historic farms
- New school site
- New connector to serve residents north of KY 22

- Signals/New connections
- Accident site—KY 22
- Six lane I-71



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Continued from Page 2

Recommendations on transportation related capacity planning issues. However, the Growth Management Task Force should be contacted on this matter to determine their support for this decision.

The Task Force meeting concluded with an overview of the agenda for the Public Input Workshop scheduled for that evening. Marc Williams indicated that several tables would be set up and staffed, representing three major geographic subareas of the County. The public would be invited to circulate among the areas, providing input and suggestions about road problems and possible solutions. Magistrate

Murner asked a question about how the public presentation would be made and suggested that the consultant clarify some of the information in order not to misinform the public. The next Task Force meeting would be scheduled for May 29th. The meeting adjourned at approximately 5:30 P.M.

Transportation Task Force Attendance for Mtg. #3

Task Force Member Name	Attending Meeting No. 2	Representing	Mailing Address	Phone No.
Mary Ellen Kinser, Judge-Executive	X	Oldham County	100 W. Jefferson Street, LaGrange Ky. 40031	222-9357
Michael Roppel, Mayor		City of Goshen	1201 Meadow ridge Trail, Goshen, Ky. 40026	228-3711
Jim Burke, Mayor		City of Orchard Grass Hills	7205 Autumn Bent Way Crestwood, Ky. 40014	243-2968
James Kramer, Mayor		City of Park Lake	6233 Camden Circle Crestwood	241-2600 or Home 243-0467
Elsie Carter, Mayor		City of LaGrange	Jefferson Street LaGrange, Ky. 40031	222-1433
Bryan J. Dillon, Mayor		City of River Bluff	13405 Elm Lane Prospect, Ky. 40059	228-3857
Dennis Deibel, Mayor		City of Crestwood	7300 Cardinal Road Crestwood, Ky. 40014	241-4459 241-4459
Clayton Stoess, Mayor	X	City of Pewee Valley	109 LaGrange Road Pewee Valley, Ky. 40056	241-1964 241-8494
Duane Murner, Magistrate	X	Oldham County	8502 Todds Point Road Crestwood, Ky. 40014	241-5971
Rick Rash, Magistrate		Oldham County	6803 Briar Hill Road Crestwood, Ky. 40014	241-5611
Robert Leslie, Magistrate	X	Oldham County	2306 Running Brook Road LaGrange, Ky.	225-4441
Harold Tull		Kentuckiana Regional Planning and Development Agency	11520 Commonwealth Drive Louisville, Ky. 40299	266-6084
Joe Schoenbachler		Oldham County Chamber of Commerce	P.O. Box 366 LaGrange, Ky. 40031	222-1635
Louise Allen	X	Oldham County Planning and Zoning	110 W. Jefferson Street LaGrange, Ky.	222-1476
Others Attending Jim Morse Orville Threlkeld		Deputy Judge-Executive Oldham County Engineer		222-3216 222-9357



Major Thoroughfare Plan Project

Transportation Task Force Meeting No. 3A

The Oldham County Transportation Task Force held its fourth meeting on Thursday, May 8, 2003. The topic was **Capacity Planning Options**. In attendance were members, Judge-Executive Mary Ellen Kinser, Magistrate Duane Murner, Mayor Clayton Stoess, Joe Schoenbachler, Louise Allen, Mike Hill, Sarah Moser and Consultant Wayne Bennett.

Louise Allen began the meeting with a general discussion of the "Options Workbook" and the basis for capacity planning in the Oldham Comprehensive Plan. Duane Murner commented on the complexity of the workbook which led to a brief overview by Wayne Bennett of the workbook approach.

Judge-Executive Kinser talked about prior discussions of capacity planning and concerns that had been expressed about who would be responsible for establishing level of service standards. Many in the County felt that these standards should be determined locally and that was the intent of the capacity planning effort.

A wide-ranging discussion of various aspects of capacity planning followed including: specific road improvement issues in the County; the impacts of regulating development

according to the level of service on an individual road; how existing level of service deficiencies would be treated; the role that the state transportation cabinet would play in the process; prioritization of projects and the need for a on-going capital improvement program; and, impact fees and other road funding alternatives.

Joe Schoenbachler talked about some of the challenges to this process and the benefits of measuring and possibly managing development impacts on an area-by-area basis.

Clayton Stoess asked a number of questions about how alternative improvements would be identified, particularly for KY 146, and could there be a second round of alternatives tested once the results of the first model evaluation of alternative improvements is completed.

The group discussed the first three elements of the Options Workbook and indicated consensus support for: Option 2/Element 1; and, Option 2/Element 2. The Task Force will meet again on June 11th at 5:00 P.M., at the Fiscal Court Meeting Room to continue the discussion.

Upcoming Task Force and Public Input Meetings

The next meeting of the Transportation Task Force and Public Input Workshop will be held on May 29, 3:00 P.M. and 7:00 P.M., respectively. The location will be the John Black Convention Center, 1551 North Highway 393, north of the Oldham County High School.

Capacity Planning Elements

#1 Measuring the Impact, or Demand, of Development

#2 Determining the Availability of the Service

#3 Determining the Adequacy of the Service

#4 Mitigating Adverse Impacts

#5 Linking with other Planning Goals and Objectives



Major Thoroughfare Plan Project

Transportation Task Force Meeting IV

The Oldham County Transportation Task Force met for the fifth time on May 29, 2003 at 3:00 p.m. Attendees included Magistrate Duane Murner; Mayor Clayton Stoess; Mayor Dennis Deibel; Harold Tull with KIPDA; County Engineer Orville Threlkeld; Louise Allen, Sarah Moser, and Mike Hill from Oldham County Planning and Zoning; and consultant staff Marc Williams, Samantha Wright, Carl Dixon, and Amanda Ratliff from Wilbur Smith Associates. Samantha Wright began the meeting with a review of minutes from Task Force Meeting III and IIIA for any corrections or additions. It was suggested that KY 393 be corrected to read KY 329 white voting chips. A where mistakes exist in the minutes from Task Force Meeting III. Next, members to vote on their least favorite project. During this process it was decided that Project J, a spot improvement to KY 22 be removed from the potential project list, as it is part of a committed KYTC project. Mrs. Wright explained the scheduled events for the public meeting to follow and encouraged task force members to attend. With no further comments, the meeting adjourned at 4:30 p.m.

The task force agreed to support all KYTC committed projects as top priority in Oldham County. Marc Williams explained that the analysis of impacts of potential projects in the future considered currently committed projects to be complete. The task force was able to review all the potential projects and vote on their 1st, 2nd, and 3rd favorite projects, by use of blue, red, and

Public Meeting III

The third public meeting for the Oldham County Major Thoroughfare Plan was held at 7:00 p.m. on May 29, 2003, following Task Force Meeting IV. The purpose of this open house meeting was to present the 21 potential project improvements that were identified through previous task force and public meet-

FINAL TASK FORCE MEETING

The Final Meeting of the Transportation Task Force will be on **June 11, 2003 at 5:00 p.m.** in the Oldham County Fiscal Court. The purpose of this meeting is 1) to present preliminary project recommendations and prioritization 2) to finish the "Capacity Planning Options" discussion from Task Force Meeting IIIA, including "Mitigating Adverse Impacts" and "Linking with other Planning Goals and Objectives."

The potential project improvement boards shown at the task force and public meetings are now located in the Oldham County Planning and Zoning Office for the public to view and vote on the projects they favor most and least.

Public Meeting III (continued)

ings to the public. Consultant staff were available for questions while attendees viewed the various project boards. Project Boards provided a description of the project, a planning-level cost estimate, and supporting graphics to clarify the project. Attendees were given an opportunity to vote for the three projects they were most in favor of, as well as one in which they least favored, just as the task force had done earlier. With no further comment the meeting adjourned at 9:00 p.m.



Questions? Comments?

Please Contact:

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Transportation Task Force Attendance Meeting IV

Task Force Member	Attended Meeting IV	Representing	Mailing Address	Phone Number
Mary Ellen Kinser, Judge-Executive		Oldham County	100 W. Jefferson Street LaGrange, KY 40031	222-9357
Jim Burke, Mayor		City of Orchard Grass Hills	7205 Autumn Bent Way Crestwood, KY 40014	243-2968
James Kramer, Mayor		City of Park Lake	6233 Camden Circle Crestwood, KY	241-2600
Elsie Carter, Mayor		City of La-Grange	Jefferson Street LaGrange, KY 40031	222-1433
Bryan J. Dillon, Mayor		City of River Bluff	13405 Elm Lane Prospect, KY 40059	228-3857
Dennis Deibel, Mayor	X	City of Crestwood	7300 Cardinal Road Crestwood, KY 40014	241-4459
Clayton Stoess, Mayor	X	City of PeWee Valley	109 LaGrange Road PeWee Valley, KY 40056	241-1964
Duane Murner, Magistrate	X	Oldham County	8502 Todds Point Road Crestwood, KY 40014	241-5971
Rick Rash, Magistrate		Oldham County	6803 Briar Hill Road Crestwood, KY 40014	241-5611
Robert Leslie, Magistrate		Oldham County	2306 Running Brook Road LaGrange, KY	225-4441
Harold Tull	X	Kentuckiana Regional Planning and Development Agency	11520 Commonwealth Dr. Louisville, KY 40299	266-6084
Joe Schoenbachler		Oldham County Chamber of Commerce	PO Box 366 LaGrange, KY 40031	222-1635
Louise Allen	X	Oldham County Planning and Zoning	110 W. Jefferson Street LaGrange, KY	222-1476
Jim Morse		Deputy Judge-Executive		222-3216
Orville Threlkeld	X	Oldham County Engineer		222-9357



Major Thoroughfare Plan Project

Transportation Task Force Meeting V

The fifth meeting of the Oldham County Transportation Task Force was held on June 11th, 2003 at 5:00 PM. Samantha Wright, WSA Project Manager, opened the meeting with a brief review of the results of Public Workshop No. 3 held on May 29th. She summarized the input received on project priorities based on the "voting" procedure that was used.

Duane Murner, Oldham County Magistrate, commented about the attendance at the workshop noting the significant turnout from Pewee Valley. Project K, involving turn lanes in Pewee Valley, was a major point of discussion.

Clayton Stoess, Mayor of Pewee Valley, presented a petition with approximately 300 signatures, titled "Petition Opposing Widening of HWY 146 Thru Pewee Valley". Although other members of the Task Force indicated that Project K would provide some traffic relief, it was decided that Project K would be amended to consider turn lanes on KY 146 at Ash Avenue.

Samantha Wright presented Project "V", a new improvement in the southwest portion of the county, for consideration. This project would assume the completion of the Crestwood Bypass and would include three im-

provement sections: 1) a new 2-lane connection between the Crestwood Bypass and KY 1818; 2) 3-lane widening of KY 1818 from KY 1408 to KY 393; and, 3) 3-lane widening of KY 1818 and KY 1315 from KY 393 to KY 53. It was agreed that this project would be included in the final project recommendations.

Ms. Wright also presented modifications to Project "P" (Improvements to downtown LaGrange intersections), Project "S" (new LaGrange connector), Project I (pedestrian access to Crestwood) and Project "E" (new connector between KY 22 and US 42).

Ms. Wright explained that Project E was projected to carry about 8,300 vehicles per day with access to I-71. The Task Force felt this number should be higher. Additional traffic model analysis will be conducted to verify this future traffic estimate.

Mr. Wayne Bennett handed out a summary of recommendations for a capacity planning process. This summary was developed based on the "Options" previously identified and discussed by the Task Force. The recommendations included: 1) adopting LOS standards
Continued on Page 2

Final Task Force Meeting

The next meeting of the Transportation Task Force will be held on August 7, 2003, 1:00 P.M. The location will be Fiscal Court meeting room on the 3rd Floor of the Oldham County Government Center. Topics for this meeting include:

- ♦ Review Draft of Major Thoroughfare Plan and Improvement Recommendations;
- ♦ Review Draft of Final Report and Recommendations for Capacity Planning;
- ♦ Develop Task Force Recommendations

Copies of these Draft Final Reports can be obtained from the Oldham County website address listed on Page 2.

Oldham County

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Transportation Task Force Attendance for Meeting V

Task Force Member	Attending Meeting 5	Representing	Mailing Address	Phone Number
Mary Ellen Kinser, Judge-Executive	X	Oldham County	100 W. Jefferson Street, LaGrange Ky. 40031	222-9357
Jim Burke, Mayor		City of Orchard Grass Hills	7205 Autumn Bent Way, Crestwood, 40014	243-2968
James Kramer, Mayor		City of Park Lake	6233 Camden Cr. Crestwood	241-2600 or Home 243-0467
Elsie Carter, Mayor	X	City of LaGrange	Jefferson Street LaGrange, Ky.	222-1433
Bryan J. Dillon, Mayor		City of River Bluff	13405 Elm Lane Prospect, Ky.	228-3857
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Duane Murner, Magistrate	X	Oldham County	8502 Todds Point Road Crestwood, Ky.	241-5971
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Harold Tull	X	KIPDA	11520 Commonwealth Drive Louisville, Ky.	266-6084
Joe Schoenbachler		Oldham County Chamber of Commerce	P.O. Box 366 LaGrange, Ky.	222-1635
Louise Allen (also Sarah Moser and Mike Hill)	X	Oldham County Planning and Zoning	110 W. Jefferson St LaGrange, Ky.	222-1476
Jim Morse Orville Threlkeld		Deputy Judge-Executive Oldham County Engineer		222-3216 222-9357

For planning areas; 2) not requiring individual project traffic studies, focusing on updating MTP regularly; public sector responsibility for lane improvements funded through a system of user fees.

There was extensive discussion of methods of funding transportation improvements, but the Task Force did not reach any conclusions. Judge/Executive Kinser expressed interest in developing "partnerships" with developers to approach the State for funding of specific projects.

The Task Force decided that one additional meeting should be scheduled to review the Final Report and recommendations.



Major Thoroughfare Plan Project

Transportation Task Force Meeting VI

The sixth and final meeting of the Oldham County Transportation Task Force was held on August 7th, 2003 at 1:00 PM. Samantha Wright, WSA Project Manager, opened the meeting with a brief review of the Summary/Minutes from Meeting #5. Magistrate Murner requested that paragraph 3 of the minutes be changed to state, "...it was decided that Project K would be amended to consider turn lanes on KY 146 at Ash Avenue." With this change the minutes were approved by consensus and it was noted by Ms. Wright that the change will be made and the revised minutes will be included in the final project document.

The next agenda item involved the Major Thoroughfare Plan (MTP) recommendations. Discussion topics and Committee actions or recommendations included the following items:

1. Project K, involving turn lanes in Pewee Valley, should be amended to consider turn lanes on KY 146 at Ash Avenue only. This project should be given the lowest priority in the MTP. The project sheet discussion and cost estimate should be adjusted to reflect this change in Project K.
2. Project R, involving improvements to KY 53, should be amended to include 5-lane widening from the northern junction with KY 22 to I-71. The project sheet discussion, cost estimate and length should be adjusted to reflect this change in Project R.
3. Project T, also involving improve-

ments to KY 53, should be amended to include 2-lane widening from Shelby County to the northern junction with KY 22. The project sheet discussion, cost estimate and length should be adjusted to reflect this change in Project T.

4. A new project was proposed by Judge Kinser to identify safety and turn-lane improvements at the US 42 and Hayfield intersection. Although this intersection falls within Project A, it was decided that a separate listing and project sheet would call attention to this important improvement location. A project sheet and cost estimate will be prepared for this as Project X.

5. The identified projects for the recommended plan should be split into two lists: 1) Major Transportation Improvement projects and 2) Safety and Congestion Mitigation projects. Safety and intersection improvement projects should be shown on the Safety and Congestion Mitigation list, with Project X listed as the top priority.

6. In Chapter VI of the MTP, consideration should be given to adding street centerline setback recommendations to Table 5.

7. Throughout the MTP document, references to KY 2856 should be changed to Moody Lane. KY 2857 in LaGrange is New Moody Lane.

Continued on Page 2

Presentation to the Oldham County Planning and Zoning Commission

The Task Force recommended MTP will be presented to the Commission for its review and action on August 26th beginning at 9 A.M. The location will be the Fiscal Court meeting room on the 3rd Floor of the Oldham County Government Center. Topics for this meeting include:

- ♦ Review Draft of Major Thoroughfare Plan and Improvement Recommendations;
- ♦ Review Draft of Final Report and Recommendations for Capacity Planning;
- ♦

Copies of the Major Thoroughfare Plan and Capacity Planning Reports can be obtained from the Oldham County website address listed on Page 2.

Oldham County

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This newsletter as well as a Project Overview, Summaries of other Meetings and Workshops, and Consultant Work Products can be located and downloaded from the website referenced above.

subdivisions and rezoning applications; and the recommendation that the County manage the traffic impact study process, requiring studies when there are clear safety issues.

Mr. Tim Butler, President of Nexus Planning and Legal Services, provided a review of the concept of Transportation Improvement Districts as a non-traditional method of funding improvements that, in his opinion, would provide a legally viable method to create

additional funding for implementation of the MTP. These districts are very similar to sewer and water districts utilized in Kentucky, and would involve assessment of a property tax for transportation improvements.

The Task Force did not reach a final consensus about Capacity Planning Recommendations. The meeting adjourned at approximately 4 P.M.

Transportation Task Force Attendance

Task Force Member	Attending Meeting 6	Representing	Mailing Address	Phone Number
Mary Ellen Kinser, Judge-Executive	X	Oldham County	100 W. Jefferson Street, LaGrange Ky. 40031	222-9357
Jim Burke, Mayor		City of Orchard Grass Hills	7205 Autumn Bent Way, Crestwood, 40014	243-2968
James Kramer, Mayor		City of Park Lake	6233 Camden Cr. Crestwood	241-2600 or Home 243-0467
Elsie Carter, Mayor		City of LaGrange	Jefferson Street LaGrange, Ky.	222-1433
Bryan J. Dillon, Mayor		City of River Bluff	13405 Elm Lane Prospect, Ky.	228-3857
Dennis Deibel, Mayor	X	City of Crestwood	7300 Cardinal Rd. Crestwood, Ky.	241-4459 241-4459
Clayton Stoess, Mayor	X	City of Pewee Valley	109 LaGrange Road Pewee Valley, Ky.	241-1964 241-8494
Duane Murner, Magistrate	X	Oldham County	8502 Todds Point Road Crestwood, Ky.	241-5971
Rick Rash, Magistrate	X	Oldham County	6803 Briar Hill Rd. Crestwood, Ky.	241-5611
Robert Leslie, Magistrate		Oldham County	2306 Running Brook Road LaGrange, Ky.	225-4441
Harold Tull	X	KIPDA	11520 Commonwealth Drive Louisville, Ky.	266-6084
Joe Schoenbachler		Oldham County Chamber of Commerce	P.O. Box 366 LaGrange, Ky.	222-1635
Louise Allen (also Sarah Moser and Mike Hill)	X	Oldham County Planning and Zoning	110 W. Jefferson St LaGrange, Ky.	222-1476
Jim Morse Orville Threlkeld	X	Deputy Judge-Executive Oldham County Engineer		222-3216 222-9357

Continued from Page 1

Following discussion of the MTP recommended improvements, Wayne Bennett presented various elements of the Final Report and Recommendations for Capacity Planning.

It was noted that the Equivalent Residential Unit (ERU) cost listed beginning on Page 6 was incorrect and should be \$50 instead of \$500. This correction would also affect the ERU rates discussed on Page 7. Appropriate changes would be incorporated in the Final Document.

The Task Force discussed a number of aspects of the Report including: the County's ability to secure additional State funding; the legality and details of creating transportation impact fees; how areawide level of service standard would be used in the review and approval of

APPENDIX B

RECENT TRANSPORTATION STUDIES IN THE PROJECT AREA

RECENT TRANSPORTATION STUDIES IN THE PROJECT AREA

The Louisville Metropolitan Planning Organization (MPO), which is administered through the staff of the Kentuckiana Regional Planning and Development Agency (KIPDA), has recently undertaken a number of studies and initiatives that will directly or indirectly influence the implementation of Oldham's Major Thoroughfare Plan. Summaries of these initiatives are provided in the following sections.

A. Louisville-Southern Indiana: Ohio River Bridges Project - Ongoing

This major initiative represents a cooperative effort of the Kentucky and Indiana State Transportation Agencies to develop an Environmental Impact Statement and Preliminary Engineering Design for two Ohio River bridges. One of the bridges would be located in northern Jefferson County, forming a connection between I-265 in Kentucky and I-65 in Indiana. The proposed final alignment for the proposed East End Bridge is depicted below.

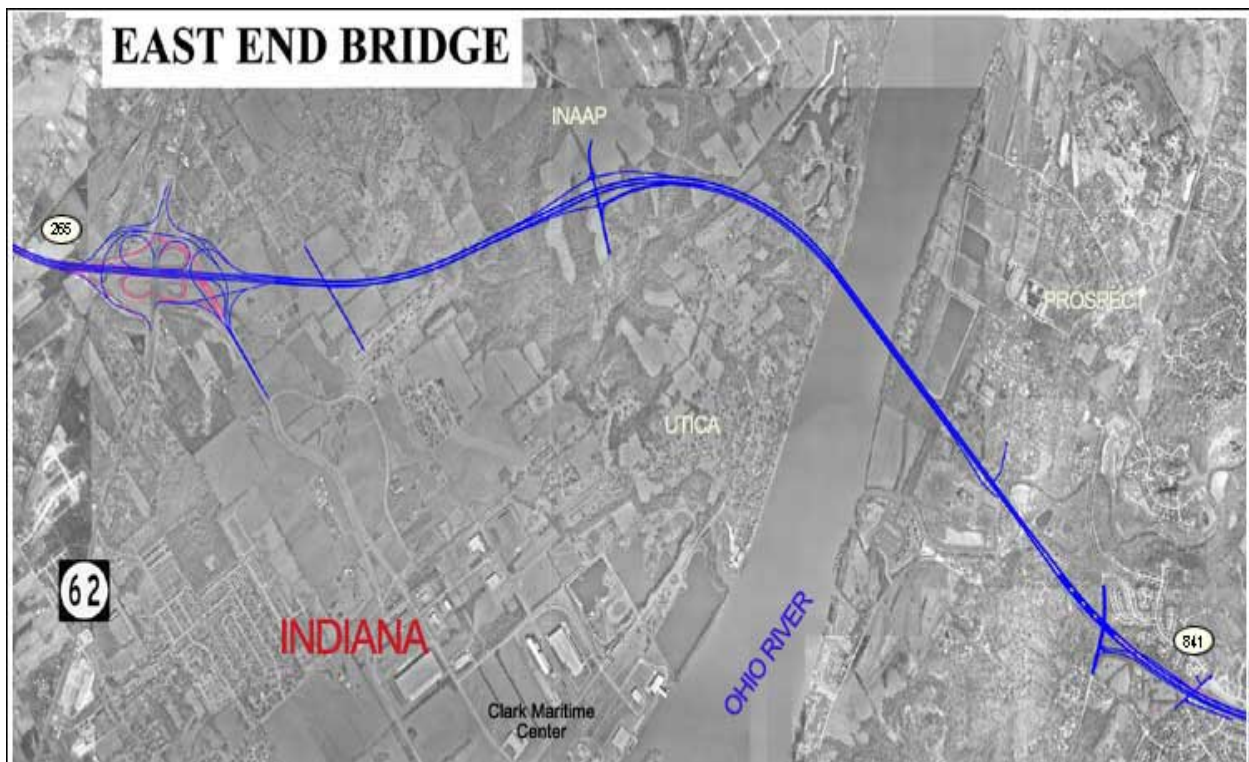


Figure S4-1 from Draft Environmental Impact Statement for Ohio River Bridges Project

The connection of I-265 and I-65 will create a major new traffic route in an area adjoining southwestern Oldham County. The route is not located within Oldham County but it may create land use and transportation service challenges that may go beyond the impacts contemplated by this Major Thoroughfare Plan. Although the construction of the East End Bridge is not expected to be completed until later in the next decade, the land use and transportation service challenges to Oldham County may include:

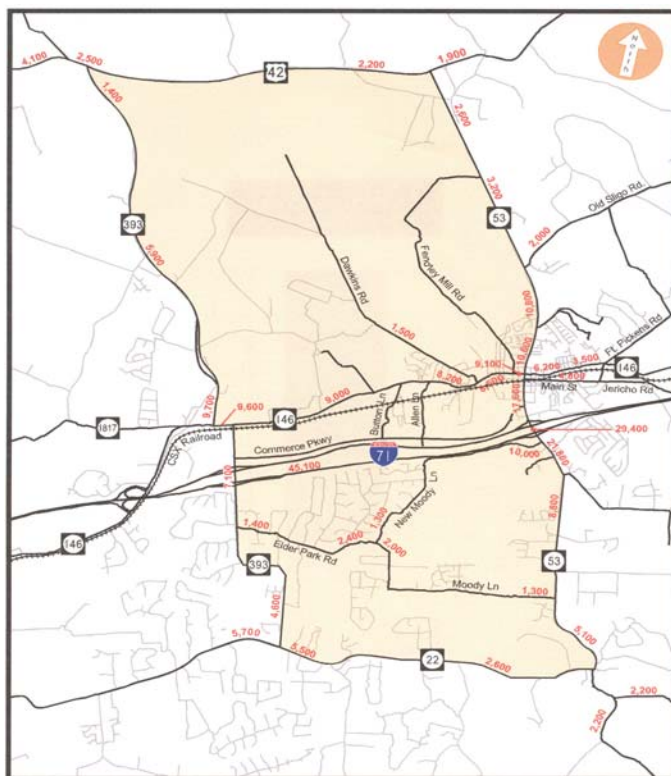
- A greater than expected rate of growth in the number of subdivision proposals (and traffic demand) in southwestern Oldham County along KY 22 and KY 42;
- Increasing private developer interest in large parcels along the Oldham portion of the I-71 corridor that can be planned for major employment or mixed use centers;

- The cost of the Bridge Project is likely to absorb a significant percentage of the total transportation improvement budgets for Kentucky and Indiana over the next two decades, increasing competition among members of the MPO (such as Oldham County) for dollars to fund improvements to state and county roadways; and
- Improvements to the supporting network of local thoroughfares that deliver traffic to and from this type of major facility (I-265 to I-65 connection) often lag well behind the initial project construction, resulting in declining levels of service.

With these potential impacts in mind, Oldham County should plan to revisit and update the land use, socioeconomic and transportation assumptions that support this Major Thoroughfare Plan as project development progresses.

B. LaGrange Bypass Study – 2002

The LaGrange Bypass Study was initiated to address observed transportation system deficiencies in the vicinity of LaGrange. The study encompassed a geographic area (shown here) generally bounded on the south by Kentucky 22, north by U.S. 42, east by Kentucky 53, and on the west by Kentucky 393. It is anticipated that growth and resulting traffic congestion within the area included in the study will be significant. As a result, the transportation system analysis from this study provides important background data for the Oldham County Thoroughfare Plan. Issues guiding the study included:



- The lack of alternative routes to Kentucky 53, especially northbound from I-71 through downtown LaGrange and congestion along this route in the vicinity of the I-71 interchange;
- Congestion, delay and safety concerns at specific intersections and road segments;
- Pedestrian and bicycle safety;
- Lack of turn lanes and shoulders;
- Trains blocking roadways/intersections;
- Inadequate sight distances; and,
- Need for new roadways to facilitate or accommodate orderly development.

Sixty-five (65) alternatives were initially evaluated based on projected/expected traffic conditions in the year 2025. All alternatives were grouped into three scenarios/categories: low-build; medium build; and high build. Low build alternative were those that could reasonably be addressed using transportation system management (TSM) type improvements. Medium and high build require higher costs, including rights-of-way.

The evaluation process identified eleven (11) low build TSM projects, five (5) medium build projects and eight (8) high build projects. The study noted that while the low and medium build projects were important improvements, they would not wholly address needs projected based on the year 2025 traffic conditions. The study indicated that only the high build projects provided the level of improvement necessary to sufficiently address or accommodate projected 2025 traffic volumes at reasonable levels of service. Following is the list of the eight (8) high build options:

- Improvements to KY 53 from Washington Street to the I-71 southbound ramp;
- Widening of KY 53 from New Moody Lane (KY 2857) to the KY 22/KY 53 split in Ballardsville;
- Extension of Elder Park Road from KY 53 to KY 393;
- Improvements to New Moody Lane (KY 2857) from KY 53 to the new overpass road south of I-71;
- Widening of Moody Lane (KY 2856) from KY 53 to west of KY 22;
- Construction of a new Corrections Access Roadway (Luther Lockett Collector);
- Widening of KY 146 from KY 393 to 6th Street; and,
- Consideration of a LaGrange Bypass on the west side of town. Efforts to identify the appropriate direction for this project continue among local officials in LaGrange.

Several of these high build recommendations listed above have been incorporated within the Major Thoroughfare Plan (MTP), including the improvement to KY 53 at the interchange with I-71, lane additions to KY 2856 and KY 146, and consideration of a LaGrange connector road. Traffic service improvements contemplated by several other recommendations were accomplished through alternative improvements considered and approved as part of the Major Thorough Plan process.

C. Old Henry Road Sub Area Plans – Oldham and Jefferson County - 1999/2000

Two plans were prepared to study this route, which would extend from I-265 in Jefferson County to its terminus at the KY 22/KY 329B intersection, on the west side of Crestwood in Oldham County. The purpose of the improvement would be to assist in alleviating anticipated traffic volumes on KY 22, KY 146 and other routes to Jefferson County, by providing additional access to I-265 at Old Henry Road.

The Jefferson County study focused on alignment and land use alternatives in the vicinity of I-265 to the Oldham County line. In Oldham County, the study also focused on land use issues, but also identified and evaluated three (3) alternate routes extending from the Oldham/Jefferson County line to the KY 22/KY 329B intersection. Land use issues in both plans dealt with concerns about type and location of non-residential land uses, access control and minimizing strip commercial development. Both studies emphasized the need to utilize "context sensitive" design for both the roadway and for land uses along the corridor. In Oldham County, the proposed alignments extend through areas of historic rural land uses. The desire to maintain the existing character of the area was a major emphasis in the study.

Objectives of the Oldham County Study were:

- To provide the public an opportunity for the expression of core values and a community vision regarding the Old-Henry Crestwood Connector;

- To protect and reinforce the character of Oldham County communities and neighborhoods affected by the proposed new roadway;
- To establish a framework for proactive management of growth and development pressures created in the Old Henry Road Corridor and the greater Crestwood area; and
- To assist the Kentucky Transportation Cabinet in developing a visually attractive roadway that will make a positive contribution to the community.

Land use recommendations presented in the Oldham County study were:

- Uniform Signage, Landscaping and Buffering Guidelines.
- Building Design Standards and Setback Standards to ensure the highest quality of architectural design, lighting, and landscaping.
- Access Management Guidelines to help protect the operational integrity of major roads and streets along redeveloping corridors and to allow for additional areas for landscaping and beautification.
- I-71 Interchange Development Guidelines to ensure high quality non-residential and mixed-use developments.
- Large Residential Districts with Conservation/Open Space guidelines that conserve open spaces and natural resources while still achieving development objectives

The Jefferson County study also served to highlight the significant differences in socioeconomic forecasts for 2020 based on the completion of the Old Henry Road Extension into Oldham County. For example, the non-resident employment forecast indicates a ten-fold increase from the previous 2020 forecast, much of which can be attributed to the recent growth of the Eastpoint Business Center in Jefferson County. Although these forecasts relate only to areas within Jefferson County, they were taken into consideration when preparing the forecasts upon which the Oldham County Major Thoroughfare Plan is based. The Extension project would not only provide a new and better route to I-71 but would also connect Oldham residential areas and workers with employment opportunities within the Eastpoint Business Center.

D. Louisville Urbanized Area Thoroughfare Plan: US 42 Sub-Area Plan – 1999

This sub-area plan, prepared in coordination with the Oldham County Planning Commission, KIPDA, and the Kentucky Transportation Cabinet, included the US 42 corridor from the Oldham/Jefferson County line to KY 393. Findings and recommendations in this report address the following mobility strategies.

Roadway Improvements

- Widen US 42 to a three-lane section, including an exclusive left turn lane, from the County line to just east of Countryside subdivision;
- Add full shoulders to US 42 from the County line to KY 393; and,
- Construct a new route to connect Locke Lane to KY 22.

Access Management

- Develop a corridor management overlay district for properties within 1000 feet of the centerline of US 42.
- Adopt open space zoning requirements with sliding scale requirements that limit the percentage of any parcel along the roadway that may be consumed for development.

- Purchase access rights or scenic easements in areas where access or development is not desired.
- Prepare selected area plans along US 42 that focus on subdivisions and access and preservation of scenic attributes.

Right-of-Way Preservation

- Implement centerline setback or right-of-way dedication requirements for the proposed US 42 and Locke Lane connector to preserve right-of-way for future improvements.

Alternative Modes

- Evaluate potential for express bus routes to serve the US 42 area.
- Develop Park 'n Tarc lots near existing schools to encourage transit use.
- Develop bicycle and pedestrian facilities to connect existing and proposed subdivisions outside of the US 42 right-of-way.

Several of the recommendations from this plan have been carried forward to the Oldham County Major Thoroughfare Plan, including all the roadway improvements suggested for KY 42 and the new connector to KY 22 as well as the bicycle and pedestrian facilities recommendation.

E. KY 22 Sub Area Plan – 1999

This sub area is located in northeast Jefferson County and southwest Oldham County. Encompassing approximately eight (8) square miles, the sub area is centered on the KY 22 corridor. The pace of development within this area, coupled with the announcement of the Norton Commons project and declining level of service for the Jefferson County portion of the KY 22 corridor, prompted local officials to undertake a land use and transportation study. Selected recommendations from the Plan include:

Roadway and Interchange Improvements

- Extend Murphy Lane as a 3-lane facility from KY 22 west to I-71 and construct a full access interchange with I-71.
- Reconstruct the existing Murphy Lane to add a lane for protected left turns at major intersections, incorporate a bicycle path and provide streetscape improvements appropriate to maintaining the residential character of the road corridor.
- Improve KY 22 to a five-lane section from existing Chamberlain Lane to Haunz Lane.

Access Management/Livability

- Limit access to improved KY 22, from Chamberlain Lane to Haunz Lane, to locations designated in facility design.
- Require, where feasible, future commercial and residential developments to be connected by joint use driveways, planned residential collectors or other means.
- The reconstruction of KY 22 should include design measures such as deflection curves, medians and landscaping to accomplish a level of traffic calming/travel speed moderation, and to provide a means of transitioning from an urban environment to a rural environment as the road moves from Jefferson to Oldham County.

Alternative Modes

- Evaluate the potential for a local area circulator bus that would serve major residential and employment concentrations and provide connection to express bus service routes.
- Incorporate bicycle and pedestrian facilities in design and improvements to KY 22 (from Haunz to Hurstbourne) and coordinate with parkway designation. The purpose of the facility would be to serve as a north-south connector for residential and employment concentrations within the corridor.

Following the completion of this Sub Area Plan, two additional studies were undertaken to begin implementation of plan recommendations. The first study to be authorized was a KYTC funded Preliminary Design and Engineering Study for KY 22, beginning at Herr Lane in Jefferson County and continuing to Crestwood in Oldham County. This study is currently in process and expected to be completed in 2003.

The second study was undertaken by Jefferson County Public Works and the objective was to evaluate alternative sites for a new interchange with I-71 in the vicinity of Haunz Lane, as well as potential connections between this interchange and KY 22 and KY 1694. This study is also currently in process and expected to be completed in 2003.

The Oldham County Major Thoroughfare Plan includes the proposed I-71 interchange improvement as well as future connections to KY 22 and KY 42. It also includes the widening of KY 22 from Haunz Lane to Crestwood.