



RETHINKING TRANSPORTATION

# Metropolitan Transportation Plan Major Update

**Oldham County  
Transportation Analysis District Report**



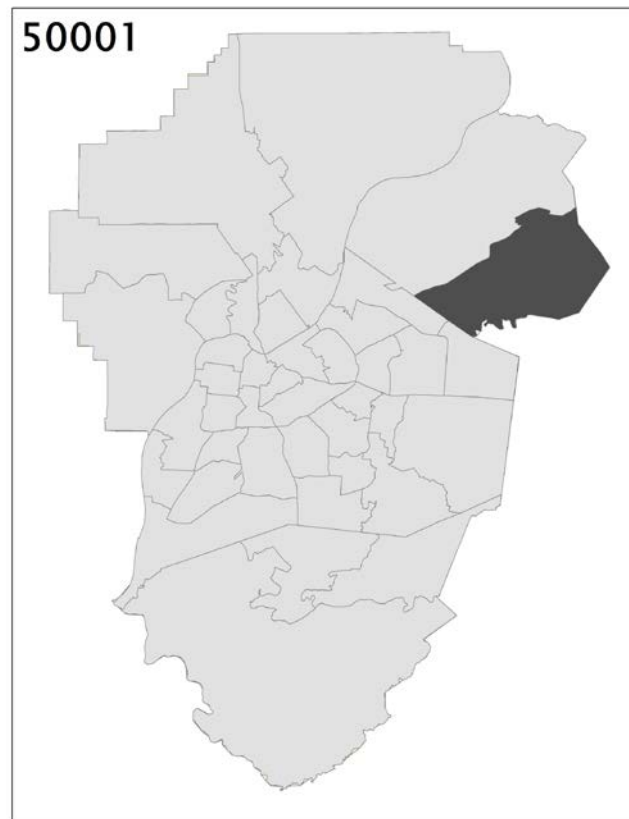




RETHINKING TRANSPORTATION

# Metropolitan Transportation Plan Major Update

## Transportation Analysis District 50001 Report







## Location & General Characteristics

Transportation Analysis District (TAD) 50001 is located in southern Oldham County and is bounded by Jefferson and Shelby counties as well as the northern portion of Oldham County. It contains the incorporated areas of Crestwood, Orchard Grass Hills, Pewee Valley, and the City of La Grange. Land use varies greatly within this TAD. In the area closest to Jefferson County development is largely suburban in nature, while the City of La Grange is fairly dense with a mixture of uses, including residential, commercial, and civic. Outside of these areas are large tracts of farmland or undeveloped land providing wide, sweeping vistas, especially to the south and eastern end of this TAD.

## Area and Socioeconomic Information

**Area:** Approximately 45,167 acres  
**Non-Group Quarters Population (2010):** 35,348  
**Number of Households (2010):** 12,664  
**Number of Jobs (2000):** 8,441

## Title VI/Environmental Justice

*The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern (July, 2006) does not identify any portions of TAD 50001 as a Title VI/Environmental Justice area.*

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

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

### Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-71* from the Jefferson County line to the KY 53 (La Grange) exit</li> </ul>
<b>Urban Principal Arterial – Freeway/Expressway</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• KY 53 from KY 146 to KY 2856</li> <li>• KY 146 from Button Lane to KY 53</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• KY 22 from the Jefferson County/Oldham County line to the eastern intersection of KY 22 and KY 393</li> <li>• KY 53 from Cedar Springs Parkway to KY 146</li> <li>• KY 53 from I-71 to KY 22</li> <li>• KY 146 from I-71 to the Jefferson County line</li> <li>• KY 329 from I-71 to KY 329B</li> <li>• KY 329 from KY 22 to KY 146</li> <li>• KY 329B from KY 329 to KY 22</li> <li>• KY 393 from KY 146 to KY 22</li> </ul>
<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>• Allen Lane from KY 146 to CR-1048 Commerce Parkway</li> <li>• Commerce Parkway from KY 393 to Parker Drive</li> <li>• Centerfield Drive from KY 393 to KY 22</li> <li>• Hawley Gibson Road from KY 362 to KY 1408</li> <li>• Parker Drive from Commerce Parkway to KY 53</li> <li>• KY 329 from KY 329B to KY 22</li> <li>• KY 362 from KY 22 to the Oldham County/Shelby County line</li> <li>• KY 712 from KY 2853 to Lakeview Avenue</li> <li>• KY 1408 from KY 146 to the Oldham County/Shelby County line</li> <li>• KY 2853 from KY 53 to KY 712</li> <li>• KY 2856 from KY 393 to KY 2857</li> <li>• KY 2857/New Moody Lane from KY 2856 to KY 53</li> <li>• KY 2858 from KY 22 to KY 1818</li> <li>• Village Green Boulevard from KY 362 to the Jefferson County/Oldham County line</li> </ul>
<b>Rural Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-71* from the La Grange exit to the Henry County line</li> </ul>
<b>Rural Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• KY 146 from I-71 to Button Lane</li> </ul>
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• KY 53 from northern boundary of the TAD to Cedar Springs Parkway</li> <li>• KY 53 from KY 2856 to Oldham County/Shelby County line</li> <li>• KY 22 from the easternmost intersection of KY 22 and KY 393 to the Henry County/Oldham County line</li> <li>• KY 393 from KY 146 to I-71</li> </ul>
<b>Rural Major Collector</b>	<ul style="list-style-type: none"> <li>• KY 22 from KY 53 to the Henry County/Oldham County line</li> </ul>
<b>Rural Minor Collector</b>	<ul style="list-style-type: none"> <li>• KY 393 from KY 22 to KY 1818</li> <li>• KY 712 from Duncan Avenue to the Henry County/Oldham County line</li> <li>• KY 1315 from KY 53 to the Oldham County/Shelby County Line</li> </ul>



	<ul style="list-style-type: none"> <li>• KY 1818 from KY 1408 to KY 1315</li> <li>• KY 2856 from KY 2857 to KY 53</li> </ul>
--	--

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

### Schools

- Camden Station Elementary School
- Centerfield Elementary School
- Crestwood Elementary School
- East Oldham Middle School
- Kenwood Station Elementary School
- La Grange Elementary School
- Locust Grove Elementary School
- Pewee Valley Junior Academy
- Saint Aloysius School
- South Oldham High School
- South Oldham Middle School

### Colleges & Universities

- N/A

### Parks

- Briar Hill Park
- Eddie Mundo, Jr. Park
- John T. Walsh Park
- Peggy Baker Park
- Wilborn Park

### Other Area of Interest/Significance

- La Grange Cemetery
- La Grange Woods Country Club

### Historic

- Albert E. Clore House
- Ashwood Avenue Historic District
- Bondurant-Hustin House
- Bradshaw-Duncan House
- Building at 301 La Grange Road
- Central Avenue Historic District
- Central La Grange Historic District
- Confederate Memorial in Pewee Valley
- D. W. Griffith House
- Dr. Thomas C. Peebles House
- Forrester-Duvall House
- George Miller House
- John Ritter House
- Joseph H. Ellis House
- McMahan House
- Pewee Valley Confederate Cemetery
- Russell Court
- Saint Aloysius Church
- Saint James Episcopal Church
- Spring Hill
- Tanglewood
- The Locust
- Tuliphurst
- Van Horn-Ross House
- Waldeck Farm
- Wesley Methodist Church
- William Alexander Smith House
- Woolridge-Rose House
- Yew Dell Farm
- Yewell-Snyder House

### Transit

TAD 50001 is currently served by TARC. The following routes pass through and have stops within the TAD, providing connections within and beyond the TAD:

- Route #67X – Oldham I-71 Express

TAD 50001 is also served by the Oldham County “Opie,” which has one route which circulates in Oldham County, primarily in La Grange.

Route #67X is an express service and operates between La Grange and downtown Louisville via I-71. Route #67X picks up passengers at Oldham Plaza on Parker Drive in La Grange, at the Buckner Park and TARC lot on Commerce Parkway near Exit 18, and at KY 329 near Exit 14 in Crestwood. This route does not operate on Saturdays, Sundays and holidays. This route provides a needed connection for commuters in and out of downtown Louisville. Oldham County "Opie" circulates in and around the City of La Grange. The route is referred to as the Red Route (La Grange Route). Opie connects with several of the Route #67X stops in Oldham County, providing the opportunity for residents and commuters to not only get around the City of La Grange, but also to downtown Louisville through these connections. Opie is currently transitioning to being operated by a 501(c)(3) agency to operation under the City of La Grange beginning July 1, 2013.

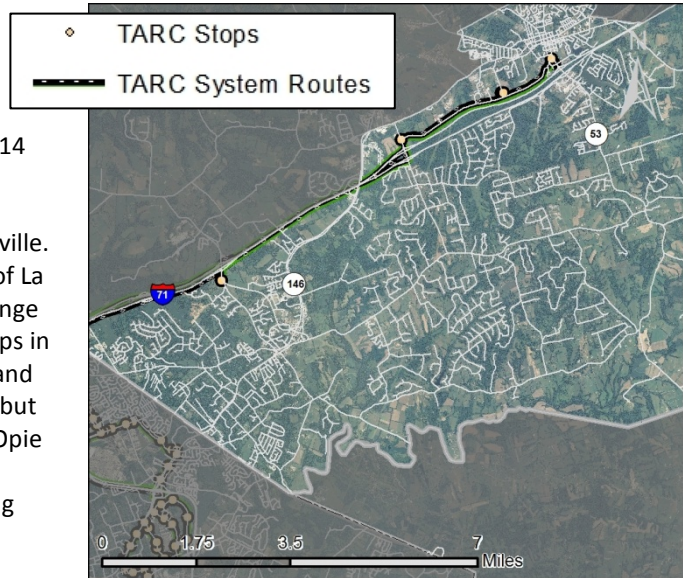


Figure 50001-A: Transit routes in TAD 50001.

### **Park and Ride**

There are three official Park and Ride Lots in TAD 50001:

- Crestwood
- Commerce Parkway (also served by Opie)
- Oldham Plaza Shopping Center (also served by Opie)

An additional Park and Ride Lot is currently underway in Oldham County, and it will include a Park and Ride facility with a parking lot, shelter, playground, bike lockers, walkways, and a 1,000' access road located on Apple Patch Way off of KY-329 near I-71 Exit 14 in Crestwood. This lot is anticipated to replace the Crestwood Park and Ride lot once it is completed (expected sometime in 2013).

### **Public Comments**

#### **Bikeways**

- Implement large lanes (long-distance bike lanes) on major highways.

#### **City Limits Signage**

- Signage to increase awareness of decreasing speed and increasing congestion of city traffic.

#### **Commerce Parkway/Parker Drive**

- Going straight on Parker Drive is dangerous.

#### **Connector Road**

- Need new regional road to connect La Grange to Shelbyville with direct access.

#### **I-71**

- Exit ramp at the Oldham Reserve – important! This interchange needs to be here.
- At the Buckner exit and schools bad congestion when schools are letting out.

#### **KY 22**

- KY 22 bridge curve needs to be straightened. Lots of crashes/fatalities.

#### **KY 53**

- New high school will increase congestion on KY 53 south.
- Needs more cycles for left turn at the McDonalds.
- The bus cannot easily pick up/drop off from KY 146 to Kroger south of I-71; bad congestion, especially during rush hour.

#### **KY 53/Commerce Corridor**

- From KY 146 to Kroger south of I-71 bad congestion, especially during rush hour.



**KY 53/New Moody Lane**

- Left turning lights need to be recalibrated.

**KY 329/KY 146**

- Difficult to turn left, immense traffic back up on KY 22 especially when school lets out.

**KY 393**

- Street marking on KY 393 to improve bike safety.

**KY 393/KY 146**

- Traffic backs up due to people turning left onto KY 146.

**Old Henry Road**

- Move forward on portion to Ash Avenue five-lane road.

**Safety**

1,972 crashes occurred in TAD 50001 in the three-year period between 2009 and 2011. Ten of those crashes resulted in a fatality, two involving pedestrians. One of the reported crashes involved a bicyclist and 13 involved pedestrians.

**Fatalities**

Of the ten crashes resulting in a fatality from 2009 through 2011, there are no overwhelming commonalities. All of these crashes occurred on different roadways. Two of the crashes involved pedestrians and two involved motorcyclists, which due to pedestrians and motorcyclists having typically less protection than a motor vehicle may offer some explanation why the crash resulted in a fatality, but not the underlying cause of the crash itself. Speed was cited in about half of the crashes, and six of the crashes involved a single vehicle, but distracted driving was only mentioned as an underlying cause in one of them; alcohol and other substances were not cited in any of these instances.

**High Crash Locations**

I-71 at KY 329

This interchange area saw 37 crashes within one-tenth of a mile of each other between 2009 through 2011. Nine of them, according to police report data, occurred on the I-71 northbound ramps to and from KY 329. 15 occurred on KY 329, and the remainder on I-71. This interchange provides access to a growing area of Oldham County, particularly to KY 329B, where new development has taken

place in the last decade or so. KY 329 also connects with KY 146, which runs southwest into Jefferson County and northeast to La Grange and beyond. Weaving movements along with traffic volumes and speeds may be contributing factors to the high number of crashes in this location.

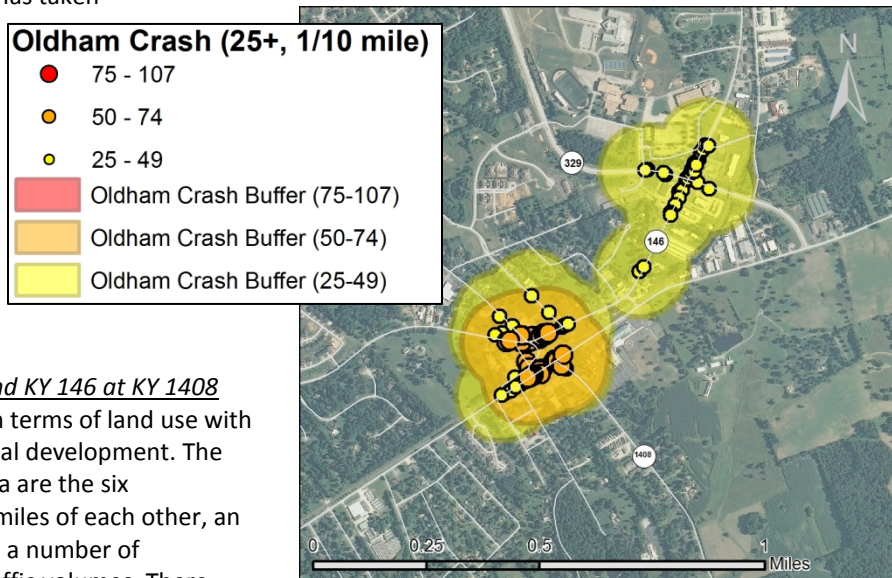


Figure 50001-B: High crash locations in the Crestwood area.

Crestwood Area: KY 22 at KY 329 and KY 146 at KY 1408

This area is fairly well established in terms of land use with commercial and suburban residential development. The compounding issues within this area are the six intersections within less than 0.20 miles of each other, an active rail line that parallels KY 146, a number of commercial driveways, and high traffic volumes. There were 74 crashes that occurred within 0.10 mile of each other at the following intersections/roadways from 2009 through 2011:

- KY 22 and KY 329

- KY 22 at Central Avenue
- Railroad Avenue and La Grange Road (the portion that runs between Stoess Ace Hardware and KY 146)
- KY 146 from Pryor Avenue to just east of KY 1408

There are a total of 20+ commercial driveways on KY 22 and KY 146 combined, with several others off of the intersecting roadways. Some of the commercial driveways that have been built as part of new development or redevelopment have well-defined access points, but some of the older sites suffer from frontage that allows a motor vehicle to pull in anywhere across the frontage, perhaps not providing a clear signal to other drivers as to when or where they are going. The active CSX rail line running parallel to KY 146 has been built up over the years by several feet in order to support the track, not allowing for full visual access concerning traffic matters on KY 22, although at the intersections of the railway and roadways, all surfaces are level, the rail line has created grade issues. The Level of Service (LOS) on the roadways within the area are currently operating at a LOS C or better, but by the year 2030, all of the roadways are anticipated to operate at a LOS D or worse without any mitigating projects, further congesting the area in addition to the crashes.

### Crestwood Area: KY 146 and KY 329B

59 crashes occurred within 0.10 mile of each other centered on the intersection of KY 146 and KY 329 in the Crestwood Area. All but nine occurred on the KY 146 corridor, which has the larger number of commercial destinations. This intersection is approximately a half-mile to the northeast of the other Crestwood high crash location. The commercial and suburban land use patterns are continued up the KY 146 corridor with the rail line moving further from the roadway. There has been new development at the intersection of KY 146 and KY 329; there are 24 driveways along 0.30 miles segment of KY 146 from Crestview Drive to Potts Road. The number of access points and the volume of traffic on both KY 146 and KY 329 may be contributing factors to the number of crashes at this location.

### KY 146 at KY 393

This high crash location (between 25-49 crashes within 0.10 mile from 2009 through 2011) is shared with TAD 50002. This is a signalized T-intersection, and the portion of KY 393 to the north in TAD 50002 provides access to several community amenities, such as Oldham County High School, Buckner Alternative School, Oldham County Animal Control, the John Black Aquatic Center, the Oldham County Board of Education, and several neighborhoods, resulting in a high number of turns onto and off of KY 393 from KY 146. There are also several commercial businesses abutting the intersection. The majority of crashes occurred on KY 146, slightly west of the intersection or at the intersection of KY 146 and KY 393. Only one occurred solely on KY 393, close to the commercial driveway of the convenience store/gas station at the corner. All of the crashes that occurred were reported as rear-end crashes, giving some indication that drivers were either stopping suddenly or drivers were not paying enough attention and/or following too closely to anticipate the vehicle in front of them stopping. Both KY 393 and KY 146 are two lanes (one travel lane in each direction) with no turning lanes. The lack of turning lanes may be a contributing factor to crashes in this area. Because of the proximity of the high school to this location, age was considered as a possible factor, but was ruled out as only six of the crashes involved persons aged 16 years to 19 years of age.

### KY 393 at I-71

This interchange area has been identified as a high crash location with between 25-49 crashes occurring within 0.10 mile of each other from 2009 through 2011. It is the northbound leg of I-71 (the interchange portion to south) that has been identified as the high crash area, rather than the entire interchange. The reason for the crashes as a whole is not clear; there were varying conditions for each. Some were rear-end collisions and others were side swipes. Most all of them involved other vehicles. Some drivers were trying to merge into traffic while others were turning. It appears to be reasonable, given the data, to attribute the number of crashes at this location to the volume of traffic (most of the attractions are to the south of the interchange as opposed to the north bringing higher volumes to that portion of the interchange) as well as the weaving movements on and off of the ramps as well as entering into traffic on KY 393. It may be useful to note there are no signals at either leg of this interchange; access from I-71 to KY 393 is controlled through stop and yield signage.

## KY 53 Corridor in La Grange

The KY 53 corridor in La Grange has been identified as a high crash location from Madison Street south to just south of Cherrywood Drive. There are also several intersecting streets that also fall into this category:

- Crystal Drive
- Grange Drive
- I-71 Interchange
- KY 146 (Jefferson Street)
- Main Street
- New Moody Lane
- Washington Street

427 crashes occurred on this segment of KY 53 and above-mentioned, intersecting roadways from 2009 through 2011. This area is well established in the downtown area of La Grange, which houses some government services including Oldham County Fiscal Court Building and La Grange City Hall, commercial, among other attractions. South of downtown, development is relatively newer, with the most recent development occurring south of the I-71 interchange, and includes a hospital, a Walmart Super Center and several other destinations. KY 53 also provides connections to surrounding roadways and communities.

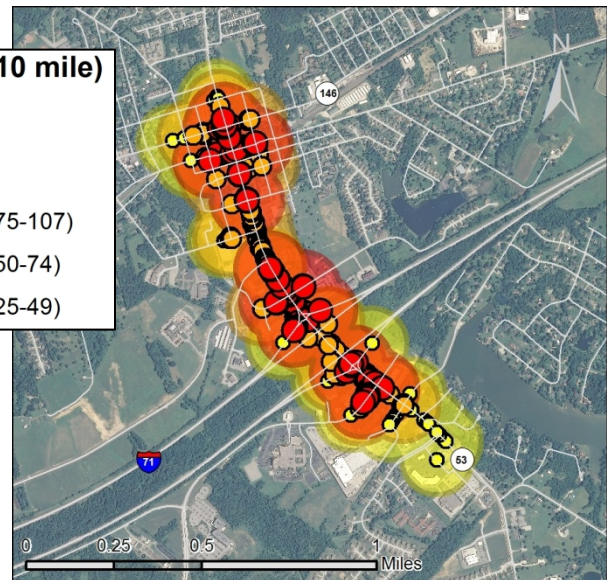
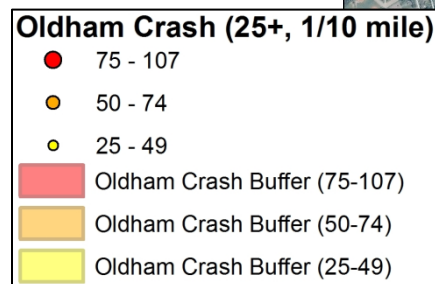


Figure 50001-C: High crash locations along the KY 53 corridor in La Grange.

KY 53 from Madison Street south to Jefferson Street is two travel lanes in each direction with on-street parking on both sides of the street. From Jefferson Street to Washington Street, the transition is made to two travel lanes in each direction with no on-street parking. The two travel lanes in each direction continue, but at Washington Street, a more suburban development pattern emerges: buildings move further away from the roadway and sidewalks until Adams Street, where buildings are set back even further, and there are a large number of wide commercial driveways into the businesses that line either side of KY 53. At New Moody Lane, KY 53 becomes a five lane roadway (two travel lanes in either direction with a center turn lane); this section continues until Cherrywood Drive, and then at Pine Ridge Road, KY 53 transitions back into a two-lane roadway.

The volume of traffic, the number of attractions in and around this segment of KY 53, and the lack of access management may all be contributing factors in the number of crashes that have occurred along this segment. This segment of KY 53 is approximately 1.2 miles. The other issue may be a lack of a center turn lane, especially between New Moody Lane and Adams Street as there are a number of destinations on both sides of the roadway.

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

There was only one crash reported involving a bicyclist between 2009 and 2011. This crash occurred at the intersection of North First Avenue and East Madison in downtown La Grange. There were no mitigating factors (driving under the influence, etc.) according to the police report. No injuries were reported as a result of this crash.

There were 13 crashes involving pedestrians between 2009 and 2011, fatalities resulting from two of them. None of the crashes involved a person under the influence of drugs or alcohol, according to police reports. Eight of the crashes occurred on roadway conditions considered to be straight and level, while the remaining five either involved a curve

and/or grade issue. The crashes involving pedestrians in TAD 5001 took place primarily at two locations: within a half-mile radius of the intersection of KY 146 and KY 53 in downtown La Grange (four of the crashes); and, five occurred within a mile radius of the intersection of KY 22 and KY 146. The remaining three crashes took place on KY 146, KY 2856, and KY 22, located somewhat in between the two locations with more crashes involving pedestrians. The lack of sidewalks and/or other pedestrian facilities, such as a wide shoulder in addition to low light levels (seven of these occurred after 6 p.m.) may be contributing factors in these crashes.

### Congestion

#### Current Level of Service (LOS)

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

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• I-71 from the Jefferson County line to KY 146</li> <li>• KY 146 from I-71 to KY 1817 (New Cut Road)</li> </ul>
---------------	---

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

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

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• KY 22 from KY 329 to KY 146</li> <li>• KY 22 from KY 393 to KY 393</li> <li>• KY 146 from KY 329B to Cedar Point Lane</li> <li>• KY 146 from KY 393 to Allen Lane</li> <li>• KY 393 from I-71 to KY 2856</li> </ul>
<b>LOS E:</b>	<ul style="list-style-type: none"> <li>• I-71 from KY 393 to KY 53</li> <li>• KY 22 from KY 146 to KY 329B</li> <li>• KY 53 from KY 146 (Jefferson Street) from I-71</li> <li>• KY 146 from KY 22 to KY 329B</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• I-71 from the Jefferson County Line to KY 393</li> <li>• KY 22 from the Jefferson County Line to KY 329</li> <li>• KY 22 from KY 329B to KY 393</li> <li>• KY 146 from the Jefferson County Line to KY 22</li> <li>• KY 146 from Cedar Point Lane to KY 393</li> <li>• Village Green Boulevard from the Jefferson County Line to KY 362</li> </ul>

Currently, there are two segments suffering from congestion in Oldham County: I-71 from the Jefferson County line to KY 146, and KY 146 from I-71 to Mattingly Road (around the Kentucky State Reformatory). By the year 2030 without any additional mitigating projects beyond what is shown in the current Transportation Improvement Program, that is expected to change a great deal with more of the major roadways operating at a LOS below a C. With the active train traffic in Oldham County in addition to the number of high crash locations, congestion is likely to delay commuters, residents, and truck traffic in Oldham County, especially in the areas south of La Grange all the way to the Jefferson County line.

### Access to Community Amenities

Community amenities are considered clustered when three or more community amenities (community centers open to the public, senior centers/nutrition sites, public libraries, museums, colleges/universities, schools, government buildings, shopping, entertainment venues, and parks) are located within a quarter-mile or less of each other. There are three such clusters in TAD 50001: centered around the KY 146/KY 329/329B/KY 22 intersections in Crestwood, and the KY 53 corridor in La Grange.



## ***Crestwood***

In this cluster, there are five schools and many service and retail establishments. The South Oldham Fire Department is also located within this cluster of amenities. Surrounding these establishments are a number of suburban residential areas. The roadways within the clustered area are primarily two-lane, with the exception of KY 329B, which features two travel lanes in both directions. None of the roadways feature dedicated bicycle facilities. There is no public transit service available within the Crestwood cluster of community amenities. KY 329B has no sidewalks, but does have shoulders within the clustered area. KY 329 features a sidewalk that runs along the newly developed Walgreen's site at the corner of KY 329 and KY 146, but has no other sidewalks. KY 22 features continuous sidewalks on the north side of the roadway from KY 329 to KY 146; however, the sidewalks on the south side are largely absent and sporadic. On KY 146, continuous sidewalks are present on the south side of the roadway from just west of Locust Lane to KY 22. The active CSX rail line parallels KY 146 on the north side of the roadway, so sidewalks are not necessary on the north side in that particular area. Upon reaching the intersection with KY 22, there are no pedestrian facilities over the railroad tracks nor are there any sidewalks again on KY 146 until beyond the intersection, at which time, they run along the north side of the roadway to Jacovino Drive, the entrance to Camden Station Elementary School. The sidewalks on the south side of KY 146 begin at the Sonic, southwest of the KY 329B intersection, and continue to the same stopping point: Jacovino Drive.

The sidewalks and shoulders do provide some means of pedestrian circulation throughout the cluster of amenities, but in places, sidewalks/shoulders do not exist at present, the roadway is narrow, and with traffic volumes, may present a less than desirable walking environment to the average pedestrian, much less children walking to one of the five schools. This issue is heightened specifically at the intersections that involve crossing the railroad as these areas are complex intersections with not only the rail, but also the junction of KY 22 and KY 146. KY 329 and KY 329B also lack sidewalks, inhibiting residents from those areas walking to destinations within the Crestwood area.

Currently, motor vehicle access within the cluster appears adequate, with some issues. The CSX rail line presents some challenges at times when a train is present. This area has also been identified as having several high crash locations, and by the year 2030 without any mitigating projects, is anticipated to suffer from lower Levels of Service, adding to any delays that may currently exist.

## ***KY 53 Corridor in La Grange***

The KY 53 segment that provides clusters of community amenities is almost identical to the same segment of KY 53 identified as a high crash location. Beginning in downtown La Grange, mostly on KY 53, KY 146 (Jefferson Street), and Main Street, there are a large number of community amenities, including the Oldham County Fiscal Court Building and associated offices, the La Grange City Hall, Commonwealth's Attorney Office, Sherriff's Office, Jail, and County Attorney's Office. In addition to the civic destinations, there are a number of retail and service sites that continue along the KY 53 corridor south to the Wal-Mart Super Center shopping area. There are no dedicated bicycle facilities within this cluster of community amenities. Public transit service is provided by the Oldham County Opie Red Route as well as TARC Route #67X, for those wishing to travel into or out of Oldham County from Jefferson County.

Sidewalks exist in the downtown area of La Grange within the clustered area, although there are small gaps in the system that prevent complete pedestrian connectivity. Sidewalks continue on both sides of KY 53 through the frontage of the La Grange Cemetery. A sidewalk continues on the east side of KY 53 until just north of the gas station close to I-71. There are no other sidewalks along KY 53 except for the frontage of a newly developed site that runs from New Moody Lane, almost to Grange Drive, and in front of the shopping center that houses Kroger.

Currently, motor vehicle access within the cluster appears adequate; however, the entire corridor has seen a high number of crashes. This corridor, by the year 2030, is anticipated to operate at a LOS E. The CSX rail line presents some challenges at times when trains are present.



---

## Access to Workplace

---

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

### **Major Employers**

- Baptist Hospital Northeast
- The Rawlings Group
- Walmart Super Center

The location of the three major employers coincides with one of the high density employment clusters as well as one of the high density shopping clusters, accessible primarily from New Moody Lane from KY 53 south of I-71. This makes this particular area a destination for workers, shoppers, and people needing to visit the hospital. The Oldham County Opie Red Route circulates through this area, and the TARC Route #67X connects with Opie in order to bring commuters in from Jefferson County to the area. There are no bicycle facilities within this cluster, nor are there sidewalks in most of the area, with the exception being on Eden Parkway, where the Rawlings Group is located, and in front of the shopping center with the Kroger on KY 53. The lack of sidewalks may make public transit a less-than desirable choice since sidewalks or other pedestrian facilities are typically required to complete the last leg of a transit trip. The automotive access in this area is adequate except for the number of crashes on KY 53 as well as the future projected LOS E on I-71. Eden Parkway currently only has one tenant, but is planned to hold several others, potentially worsening conditions without efforts to mitigate the congestion and crashes within the cluster.

La Grange, north of I-71, is home to a cluster of high density employment as well as high density shopping, and the clusters include and are surrounded by suburban residential land use. The Opie Red Route circulates through the area, providing public transit access to the various sites included in these clusters. There is a shared use path that begins at the intersection of Parker and West Crystal Drive that runs along Commerce Parkway, but it occurs mostly outside of the cluster of high density employment and shopping. At this time, it stops approximately a half-mile short of the intersection with KY 393 (and a Park and Ride Lot located close to the intersection). This corridor, according to socioeconomic forecasts developed in tandem with Oldham County for the 2030 Metropolitan Transportation Plan, is planned to develop commercially by 2030. The shared use path along the corridor was a proactive step towards the future. Other than this shared use path, there are no dedicated bicycle facilities within this cluster. Sidewalks in the downtown La Grange area are present on almost every downtown street with a few minor gaps, but become more scarce the closer you move toward I-71, notably on side streets, such as Crystal Drive, offering no fully-realized pedestrian network within this cluster, making it difficult for residents of the surrounding residential areas to connect to these destinations via walking. The active rail line, the high crash locations along the KY 53 corridor, and the projected LOS on KY 53 by the year 2030 may pose issues for motor vehicle traffic throughout this clustered area.

The remaining clustered area consists of high density shopping, and is located in Crestwood centered around the intersections of KY 22, KY 146, KY 329, and KY 1408. There are no dedicated bicycle facilities within this cluster, nor is there public transit service. The sidewalks and shoulders do provide some means of pedestrian circulation throughout the cluster of amenities, but in places sidewalks and shoulders do not exist at present, the roadway is narrow, lacking shoulders, and with traffic volumes may present a less than desirable walking environment to the average pedestrian. This issue is heightened specifically at the intersections that involve crossing the railroad as these areas are complex intersections with not only the rail, but also the junction of KY 22 and KY 146. KY 329 lacks sidewalks, inhibiting residents from the residential areas from walking to destinations within Crestwood.

---

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

---

The primary barrier to persons with disabilities and older adults or other person who do not drive a motor vehicle in this TAD is the lack of pedestrian facilities, especially in those areas with large concentrations of employment, shopping and other destinations as mentioned in the other sections contained in this report. Many of the roadways in the TAD are narrow and have little to no shoulder, so many lack an adequate and safe space for pedestrians. Baptist Hospital

Northeast is not accessible via sidewalk, although public transit service is available through Oldham County's Opie circulator. For residents living on the Opie Red Route, this public transit service provides connections to many of these destinations within the La Grange area, and Opie is a deviated fixed-route service, so it is able to leave the route if needed to pick up and drop off a transit rider closer (0.75 miles) to their destination than the transit stop. Sidewalks are also available in downtown La Grange on most of the roadways. Outside of these areas, the narrow roadways and lack of a gapless pedestrian network, either in the form of wide shoulders or sidewalks, presents a challenge.

## **Access to Education**

---

There are eleven schools within TAD 50001; there are six schools within 0.25 miles of each other which form a cluster. One cluster occurs within the Crestwood area, and the other is located off of KY 22 in the eastern portion of the TAD.

### ***Crestwood Cluster***

Camden Station Elementary, South Oldham Middle, South Oldham High, and Kenwood Elementary Schools are located on a large campus at the northwest corner of KY 329B and KY 146. All four corners of the intersection hold commercial development, including the northwest corner; the schools sit behind a copse of trees behind the commercial development at the corner. The schools have sidewalks surrounding the actual school buildings, but there are no sidewalks or pedestrian connections made from the roadways to the schools along the entrance driveways and roads, and there does not appear to be a clear means of pedestrian circulation throughout the campus area. In other words, there is not a way to walk from one school to another given the lack of sidewalks on the campus for internal circulation. Public transit service beyond school buses is not available in this area. The surrounding roadways and campus lack dedicated bicycle facilities. There are sidewalks on KY 146 from Jacovino Drive (the entrance to Camden Station Elementary School) to KY 329B, but no sidewalks beyond that to the surrounding residential areas, nor are there shared-use paths or pedestrian connections available from these residential areas to the schools, which basically requires any student or staff person at these schools to get on either KY 146 or KY 329B in a motor vehicle in order to access this campus if they do not use a school bus. This may become more of an issue in the future with the forecast LOS in 2030 to be a D and E. KY 146 and KY 329B has also been identified as a high crash location, further adding to the issues regarding campus access to one of these four schools.

### ***Locust Grove Elementary and East Oldham Middle School***

Locust Grove Elementary and East Oldham Middle Schools are located on KY 22 in the eastern portion of this TAD. This area is fairly rural; there are some neighborhoods surrounding this cluster of schools, but all but one is more than 0.25 miles away. The residential area within 0.25 miles has a roadway directly from the neighborhood to the school property, and being a residential street with low traffic volumes, should permit adequate opportunities for bicycling and walking. Access to both of these schools is directly from KY 22, which is narrow and lacks shoulders, or from the abutting neighborhood. The entrance leading to the schools lacks sidewalks and/or bicycle facilities, and there is no public transit available in this area outside of a school bus. Vehicular access appears to be adequate; this area has not been identified as a high crash location or as having current or future congestion.

### ***Pewee Valley Junior Academy and Saint Aloysius School***

Although these schools do not form a cluster (they are separated by a little over 0.40 miles), the conditions surrounding them are very similar. Pewee Valley Junior Academy is located at the corner of Friendship Lane and KY 146, while Saint Aloysius School is located about 0.40 miles to the northeast on Mount Mercy Drive, which runs parallel to KY 146 on the north side of the rail line. Both schools are located less than a mile from the Oldham County/Jefferson County line. The surrounding land uses are mostly rural residential with pockets of commercial along the south side of KY 146. There is no public transit service available in this area, nor are there dedicated bicycle facilities. Sidewalks are available from Foley Avenue west to beyond Locust Lane on the south side of KY 146, so pedestrian amenities appear to be adequate at Pewee Junior Academy from the south side of KY 146. There are no sidewalks on Mount Mercy Road, but not being a through-road, this may not present a barrier as traffic volumes and speeds on Mount Mercy Drive would remain relatively low, especially compared to KY 146. An active rail line runs parallel to KY 146 and Mount Mercy Drive, presenting a barrier to travel no matter the mode if a train is present, so it affects the automotive, pedestrian and bicycle access to these schools, and the rail line is somewhat elevated, potentially posing sight distance issues, although this area has not been identified as a high crash location. This segment of KY 146 is anticipated to operate at a LOS E by

the year 2030, so that coupled with the train tracks may pose the largest barriers to persons wishing to reach either school.

### ***Crestwood Elementary School***

Crestwood Elementary School is located close to the intersection of KY 146 and KY 22 in Crestwood Kentucky. The areas to the north and west of the school are developed with commercial and some suburban residential. There are a lot of retail and service industries located in Crestwood close to this intersection. In this area, KY 146 is parallel to the active rail line. There are no dedicated bicycle facilities along the roadways in the surrounding area, nor is public transit service available. Sidewalks are available on the south side of KY 146 to the west, beyond the quarter-mile radius of the school, which provides a connection to the residential areas to the southwest; however, pedestrian facilities do not continue to the east on KY 22, and the rail crossing which runs through the intersection of KY 146 and KY 22 at the school's most western entrance has no facilities specifically for pedestrians. The rail line and projected LOS E may pose issues for vehicular access to the school.

### ***Centerfield Elementary School***

Centerfield Elementary School is located on Centerfield Drive south west of La Grange. The surrounding land uses are agricultural and/or residential. Lot sizes are large and there is a lot of open green space surrounding the school. Centerfield Drive is a two-lane roadway that lacks shoulders, and is somewhat narrow. On Centerfield, south of the school's entrance, not only is the roadway narrow, but there are guardrails on both sides to prevent traffic from running off of the road into the creek. While good for automotive safety, this particular configuration does not allow for pedestrians and/or bicyclists on the roadway in this area as there is no place to go in order to get out of traffic. There is no public transit service to the school outside of school buses, nor are there dedicated bicycle facilities on Centerfield Drive. There are neither sidewalks or shoulders on Centerfield Drive nor are there shared use paths connecting to the school ground from the residential areas to the south, east and north. Vehicular access appears to be adequate; there are no current or foreseen congestion or crash issues.

### ***La Grange Elementary School***

La Grange Elementary School is situated in the perhaps most densely populated portion of TAD 50001 relative to the other schools. It is located on the western edge of La Grange at the corner of KY 146 (Jefferson Street) and Sixth Avenue, surrounded by fairly dense residential uses in addition to a smattering of commercial and civic uses. This area lacks dedicated bicycle facilities. Public transit service is not available outside of regular school bus service. As this site is located on the edge of downtown La Grange, all of the streets immediately surrounding the school feature sidewalks with the exception of North Sixth Avenue (which runs through the school's parking area), and most of the streets beyond have sidewalks, if not on both sides of the streets, at least one side. The school sits outside of the high crash location along KY 53 that extends to some streets intersecting KY 53, and is not currently affected by a low LOS, so vehicular access, especially given the entrances and grid network of the surrounding streets, appears to be adequate.

### **Access to Government Services**

The cluster of government services within this TAD are located in downtown La Grange, and include the Oldham County Fiscal Court Building, La Grange City Hall, Oldham County Jail, Oldham County Sheriff's Office, La Grange Fire and Rescue, Oldham County Attorney's Office, Commonwealth Attorney's Office, La Grange Police Department, La Grange Community Center, Circuit Clerk's Office, and a probation and parole office. These are peppered throughout downtown La Grange, largely off of KY 146 (Jefferson Street) and KY 53 (First Street). This area is served on the weekdays by the Oldham County Opie public transit. There are no dedicated bicycle facilities within the clustered area. Sidewalks are present on most every street in the downtown La Grange area with the exception of North Third and Fifth Streets, as well as minor gaps elsewhere. Vehicular access to sites within this cluster is not without issue: several intersections within the downtown area, primarily along KY 53 have been identified as high crash locations. An active rail line runs down Main Street, delaying access when a train is present. Congestion is not an issue at this time; however, by the year 2030, KY 53 from I-71 to KY 146 is anticipated to operate at a LOS E. This combination of issues poses some access concerns over time, unless otherwise mitigated.

---

## Access to Medical Facilities

The one cluster of medical facilities within TAD 50001 is centered around Baptist Hospital Northeast in La Grange, located at 1025 New Moody Lane (also known as KY 2857). This location is surrounded by fairly new commercial development to the east, and I-71 to the north. Additional commercial development is planned further down New Moody Lane. The clustered area is served by the Oldham County Opie public transit service. There are no dedicated bicycle facilities in the area. There are also no dedicated pedestrian facilities through the I-71/KY 53 interchange area or on New Moody Lane, making walking to the hospital or one of the other medical facilities in the area somewhat daunting, particularly if you happen to be a person with disabilities and/or an older adult. Challenges facing automotive access, including emergency vehicles, include the intersections of I-71 and KY 53, and KY 53 and New Moody Lane qualifying as high crash locations and the forecast future LOS of KY 53 and I-71 in this area is anticipated to be an E. Future congestion and the number of crashes along the KY 53 corridor may impede motor vehicle traffic to the hospital, including emergency response vehicles.

---

## Freight Access

Freight was examined on several levels for the purpose of analysis: cluster of major freight distribution sites within 0.50 miles of each other, commerce parks, freight and rail intermodal centers, and the locations of major freight distribution sites regardless of proximity to other such sites. Currently there are no clusters of major freight distribution sites, freight intermodal centers, or rail intermodal centers within this TAD, although it does include an active rail line that parallels KY 146, a few industrial areas and two major freight distribution sites.

There are two facilities identified as KIPDA Freight Corridors in this TAD:

- I-71 in its entirety in Oldham County
- KY 146 from I-71 north to Quality Place

Oldham County contains a total of five major freight distribution sites, all located along the KY 146 corridor, either in this TAD, or neighboring TAD 50002 to the north, west of the KY 146/I-71 interchange. The issues facing freight in TAD 50001 are the current LOS D on I-71 from the Jefferson/Oldham County line to KY 146, and on KY 146 from I-71 north to KY 1817 (New Cut Road); the future degraded LOS on I-71 and KY 146 (at times falling to a LOS F – please see the Congestion section), the other future lower LOS in the TAD for timely deliveries to retail and commercial locations; and, the identified high crash locations at the I-71/KY 329 interchange, the I-71 and KY 393 interchange, the I-71/KY 53 interchange, and the intersection of KY 146 and KY 393. Without mitigation, freight traffic will face delays due to higher levels of congestion and crashes, primarily along the I-71 corridor where most freight traffic travels in the TAD before reaching its final destination either within Oldham County or beyond.

---

## Future Socioeconomic Conditions

This TAD is anticipated to see levels of growth as a whole in terms of jobs, households, and non-group quarters population. These higher levels of population and employment are part of the equation concerning future Levels of Service throughout the TAD. Some of this anticipated growth is fairly significant, and occurs mostly along the I-71 corridor and in the southwest portion of TAD 50001.

---

## Issues and Opportunities

- Congestion and crashes on the I-71 corridor, left unmitigated, will contribute to more issues in the future given the anticipated significant growth forecast. This will add to the delay of commuters, freight traffic, and area residents.
- The high crash locations and congestion issues identified through GIS analysis are further supported by public comment.
- The lack of pedestrian facilities and dedicated bicycle facilities makes it difficult to utilize walking or biking as modes of transportation outside of downtown La Grange due to the lack of shoulders, traffic volumes on major roadways, and traffic speeds. This may become more of an issue given the socioeconomic forecasts for growth in Oldham County.

- Most of the schools in TAD 50001 lack bicycle and/or pedestrian facilities to and from the surrounding residential areas, making the school bus and car the two most likely modes to get to and from school in this TAD. The compounding issue is that the schools are mostly located on roadways that are expected to see degraded Levels of Service over time, causing additional congestion and delay if left unmitigated.

### Related Plans and Studies

---

- I-71 Overpass/Underpass Project (2012)
- KY 22 Scoping Study (2005)
- Old Henry Road Improvement and Extension DNA Study (2011)
- Oldham County Bicycle, Pedestrian and Greenway Trails Master Plan (2008)
- Oldham County Capital Improvement Transportation Program (2007)
- Oldham County Comprehensive Plan (2013)
- Oldham County Intersection Improvement Study (2011)
- Oldham County Interchange Justification Study (2011)
- Oldham County Major Thoroughfare Plan (2003)
- Oldham County Mobility Needs Assessment Study (2011)

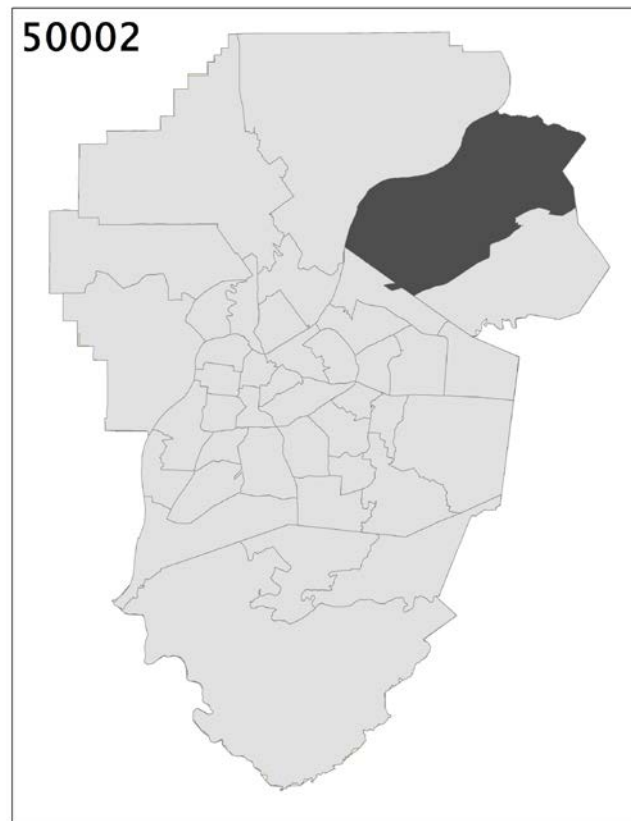




RETHINKING TRANSPORTATION

# Metropolitan Transportation Plan Major Update

## Transportation Analysis District 50002 Report







### Location & General Characteristics

Transportation Analysis District (TAD) 50002 is located in the northern portion of Oldham County, south of the Ohio River and Trimble County, west of Henry County, north of I-71, Howard Road, the CSX railroad, KY 146 (La Grange Road), KY 2855 (Fort Pickens Road), power line from Fort Pickens Road to KY 53 to Fendley Mill Road to KY 2854 (Dawkins Road), Dawkins Road, La Grange city limits, La Grange Road, and I-71, and east of Jefferson County. TAD 50002 is not well established in terms of development patterns with much of the development occurring in the last 20 to 30 years. Much of the recent development in this TAD is residential; however, most of the TAD is undeveloped, and there are other land uses prominent in various sections of the TAD. There are only a few locations of employment. Aside from the residential areas and the open spaces – such as parks, golf courses, and farms – there are several historic sites, government services locations, schools, and a library. With the exception of the historic sites, the parks, and golf courses, most of the non-residential locations are located in either the western portion of the TAD near Goshen or the south central portion near Buckner. For the most part, the golf courses are located along the western edge of the TAD or in the south central portion of the TAD near Buckner.

### Area and Socioeconomic Information

**Area:** Approximately 80,537 acres  
**Non-Group Quarters Population (2010):** 20,400  
**Number of Households (2010):** 6,767  
**Number of Jobs (2000):** 6,212

## Title VI/Environmental Justice

The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern (July, 2006) did not identify any Title VI/Environmental Justice areas in TAD 50002.

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

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

## Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-71* from Jefferson County to La Grange Road</li> </ul>
<b>Urban Principal Arterial – Freeway/Expressway</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• US 42 from Jefferson County to Goshen Lane</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>• KY 329 from Jefferson County to Fox Meadow Way</li> <li>• KY 1793 (South Highway) – from US 42 to KY 3222</li> <li>• KY 3222 (South Rose Island Road) from Jefferson County to KY 1793</li> </ul>
<b>Rural Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-71 from Howard Road to Henry County</li> </ul>
<b>Rural Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• La Grange Road from I-71 to east of Button Lane</li> </ul>
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• US 42 from Goshen Lane to Henry County</li> <li>• KY 53 from Cedar Springs Parkway to US 42</li> </ul>
<b>Rural Major Collector</b>	<ul style="list-style-type: none"> <li>• KY 329 from Fox Meadow Way to I-71</li> <li>• KY 393 from KY 146 to US 42</li> <li>• KY 1694 (Sleepy Hollow Road) from Jefferson County to KY 329</li> </ul>
<b>Rural Minor Collector</b>	<ul style="list-style-type: none"> <li>• KY 1694 (Gum Street) from KY 329 to US 42</li> <li>• KY 3223 (Old Sligo Road) from KY 53 to US 42</li> </ul>

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

## Schools

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Buckner Alternative High School</li> <li>• Buckner Elementary School</li> <li>• Goshen Elementary School</li> <li>• Harmony Elementary School</li> <li>• Liberty Elementary School</li> </ul> | <ul style="list-style-type: none"> <li>• North Oldham High School</li> <li>• North Oldham Middle School</li> <li>• Oldham County High School</li> <li>• Oldham County Middle School</li> <li>• Saint Francis of Goshen School</li> </ul> |
|--|--|

## Colleges & Universities

- N/A

---

## Parks

---

- Cardinal Harbor Subdivision Open Space
- Creasey Mahan Nature Preserve
- Glen Oaks Golf Course
- Harmony Landing Country Club
- Horner Wildlife Refuge
- Morgan Conservation Park
- Nevel Meade Golf Course
- Oldham County Country Club
- Oldham County Fairgrounds
- Oldham County Youth Soccer Complex
- Sleepy Hollow Golf Course
- Victory Lane Marina
- Wendell Moore Park
- Westport Park

---

## Other Area of Interest/Significance

---

- N/A

---

## Historic

---

- Ashbourne Farms
- Clifton
- Harrods Creek Baptist Church and Reverend William Keller House
- Ross-Hollenbach Farm
- Rueben Sale House
- The Hermitage
- Wildwood Farm
- William Ingram House

---

## Transit

---

There are no TARC routes which have stops in TAD 50002.

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

There are no identified Park and Ride lots in TAD 50002.

---

## Public Comments

---

### ***Brownsboro New Schools***

- 3 new schools plan to build here a will impact and increase traffic and development.

### ***City Limits Signage***

- Signage to increase awareness of decreasing speed, and increasing congestions of city traffic

### ***I-71***

- Interchange on Jefferson/Oldham County on I-71 and connection from US 42

### ***KY 329***

- Bike signage on Hwy 329 in Oldham County

### ***KY 1694***

- Road is in really bad condition, Pot holes, eroding edges to bad drop offs.

### ***US 42***

- Bike lanes needed on US 42

### ***US 42 Outside of Prospect***

- Very congested, slow due to traffic lights, and development

---

## Safety

---

831 crashes were reported in TAD 50002 in the three-year period from 2009 to 2011. There were 13 fatalities reported as a result of crashes from 2009-2011 (5 in 2009, 5 in 2010, and 3 in 2011). In the same time period, there were a total of 42 crashes resulting in injury in this TAD (12 in 2009, 13 in 2010, and 17 in 2011).

As might be expected, the larger number of crashes occurred on the roadways with the higher traffic volumes: I-71, US 42, KY 146, and KY 329. Collectively, 573 of the crashes in TAD 50002 occurred on one of these four roadways, and each



of them had in excess of 50 crashes. Additionally, KY 393, KY 1694, KY 1793, KY 524, KY 3222, and KY 53 each had between 10 and 30 crashes.

### Fatalities

There were 13 fatalities reported as a result of crashes from 2009-2011 (5 in 2009, 5 in 2010, and 3 in 2011).

### High Crash Locations

There are three areas within or at the border of TAD 50002 where the number of crashes within the 0.10 mile over the three-year (2009-2011) period has been in excess of 25 (high density areas). These locations are described below.

#### I-71 Interchange with KY 329

The crashes in this section of TAD 50002 tend to be most highly concentrated along KY 329 and the ramps from/to I-71 to/from KY 329 although there was a significant number of crashes along I-71. Most of the crashes actually occurred in TAD 50001, which is to the south of TAD 50002. The 57 crashes were geographically distributed such that there were 34 locations where there were 25 or more crashes within 0.10 mile. Of those 34 locations, only two were in TAD 50002, and three others were along the border between the two TADs. However, the discussion of the crashes in this area will consider the area included by the 57 crashes and the 34 locations and not just the portion occurring in TAD 50002. Of the crashes, 49% were rear-end crashes, 21% were single vehicle crashes, about 14% were angle crashes, and about 14% were sideswipe crashes. There were no fatalities or injuries associated with these crashes. A review of the crashes indicated that the types were not evenly distributed with respect to the roadways. Over 60% of the rear end crashes occurred on the ramps with the remainder evenly split between I-71 and KY 329. A greater percentage of the sideswipe and single vehicle crashes occurred along I-71 while all of the angle crashes occurred along KY 329. While the terrain and the slope of some of the roadway sections may have contributed to the high incidence of crashes in this area, distracted driving was also a major cause. Drivers in almost 60% of the crashes acknowledged being distracted.

#### US 42/River Bluff Area

The crashes in this section of TAD 50002 were concentrated along US 42 about 450 feet either side of River Bluff Road (see Figure 50002-A). There were 27 crash locations, and all of them were located where there were 25 or more crashes within 0.10 mile. Of the crashes, 24 of the 27 (89%) were rear-end crashes; there were two angle crashes and one single vehicle crash. A fatality occurred during one of the angle crashes; otherwise, there were no injuries associated with these crashes. The terrain near the intersection of River Bluff Road with US 42 is rolling. The roadway on either side of the intersection resembles a tree-lined rural roadway. This setting may be preventing drivers from being as alert as they should be. Drivers in more than 80% of the crashes acknowledged being distracted.

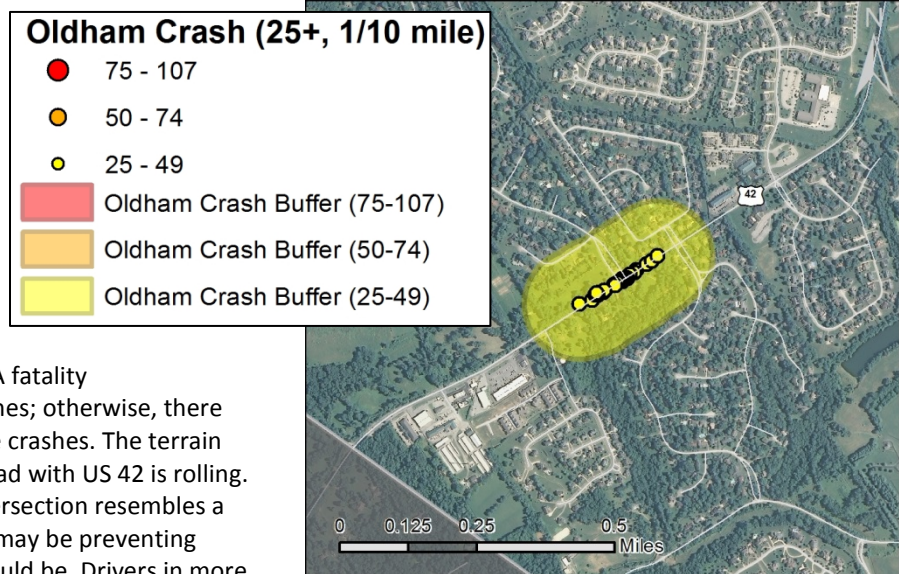


Figure 50002-A: High crash location at US 42 and River Bluff Road.

#### KY 146 and KY 393 (North)

The crashes in this section of TAD 50002 were concentrated along KY 146 and, to a lesser degree, KY 393. Because of the somewhat even geographic distribution of the crashes, it is difficult to determine a boundary for this area. The locations where there are 25 or more crashes within 0.10 mile include three along KY 393 and nine along KY 146 extending from the intersection of KY 146 and KY 393 about 300 feet to the southwest. For purposes of this analysis, the crashes to be considered will be those within that area and also those along KY 146 within approximately 300 feet northeast of the intersection. This includes 18 crashes, of which twelve are located where there were 25 or more

within 0.10 mile. Of the crashes, 15 of the 18 (83%) were rear-end crashes; there were also one angle, one head-on, and one rear-to-rear-crash. There were no fatalities associated with these crashes. However, there was an injury associated with the one head-on crash. The terrain near the intersection of KY 146 and KY 393 is relatively flat, and the area is moderately developed. It appears that much of the development adjacent to the roadway is related to the schools in the area and/or youth sporting events. When schools dismiss or sporting events conclude, the traffic attempting to access a roadway often increases significantly. This situation in combination with a lack of driver attention may result in a higher-than-average number of crashes. Drivers in more than 75% of the crashes acknowledged being distracted. Therefore, it appears that driver inattention is contributing to the number of crashes in this area.

### Bicycle and Pedestrian Crashes

During this the three-year (2009-2011) period, six of the reported crashes involved bicyclists, and one involved a pedestrian. None of the crashes involving bicyclists or pedestrians resulted in a fatality. Two of the crashes involving bicyclists and the crash involving a pedestrian each resulted in an injured individual. Of the crashes involving bicyclists and pedestrians, three occurred along KY 146. Of those three crashes, the crash involving a pedestrian and one of those involving a bicyclist occurred along the section of KY 146 between Cedar Point Lane and Old Cedar Point Road. No other roadway in this TAD had more than one crash involving a bicyclist or pedestrian.

### Congestion

#### Current Level of Service (LOS)

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

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• I-71 from Jefferson County to La Grange Road</li> <li>• US 42 from Jefferson County to South Highway</li> <li>• La Grange Road from I-71 to KY 1817 (Cedar Point Lane/New Cut Road)</li> </ul>
---------------	---

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

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

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• US 42 from South Highway to Buckeye Lane</li> <li>• La Grange Road from I-71 to KY 1817 (Cedar Point Lane/New Cut Road)</li> <li>• La Grange Road from KY 393 South to east of Button Lane</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• I-71 from Jefferson County to La Grange Road</li> <li>• US 42 from Jefferson County to South Highway</li> <li>• La Grange Road from KY 1817 (Cedar Point Lane/New Cut Road) to KY 393 South</li> </ul>

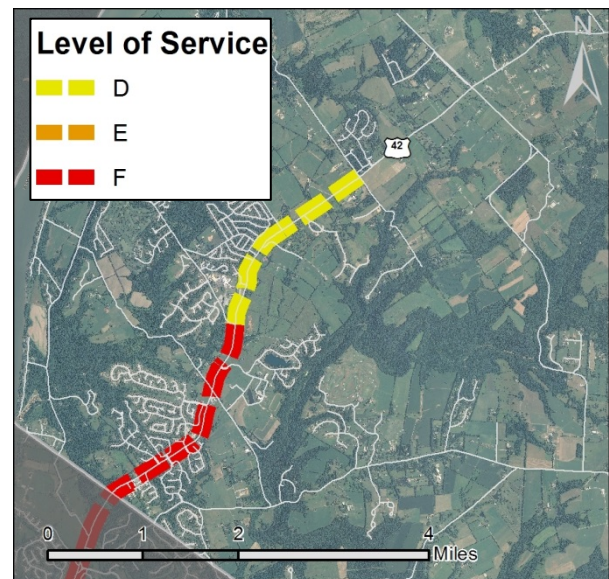


Figure 50002-B: Projected LOS in TAD 50002.

In summary, by 2030, a few sections of some of the major roadways in this TAD are expected to be congested at LOS D or LOS F. Projects to be implemented should consider the increasing level of congestion on these roadways and address it.

## Access to Community Amenities

Most of TAD 50002 is not well established in terms of development patterns, particularly with respect to built areas. Although there are a few subdivisions in the northwestern portion of the TAD, most of the residential area has a more rural character. There are no prominent areas with commercial activity. The closest areas with commercial activity are in TAD 50001 and in Jefferson County. The open space in the TAD includes several parks and golf courses. Other community amenities include: historic sites, a senior center (in Buckner), two community centers (in Buckner), a library (in Goshen), several schools, several government buildings, and several parks. Access to residences, commercial and shopping areas, community centers, historic sites, and the museum will be addressed in this section. Access to the other amenities such as the senior center, schools, library, government buildings, and parks and golf courses will be covered later in the sections concerning access for persons with disabilities and older adults, access to education, and access to government services.

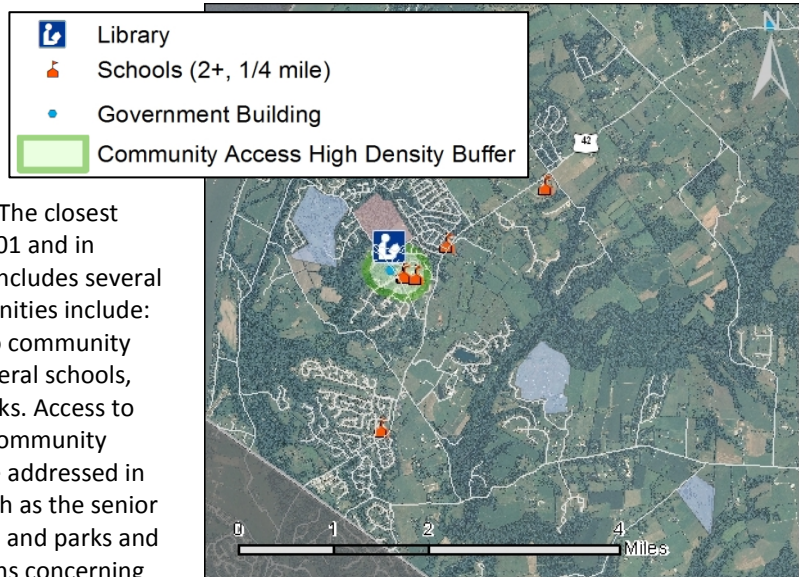


Figure 50002-C: Community amenities cluster in the US 42 corridor.

Access to many residences, local businesses, and historic sites in TAD 50002 is mostly limited to the use of roadways. There are no bikeways in this TAD. In addition, most of the roadways are rural in character and have no sidewalks. There are not any significant challenges with using vehicles as the mode of travel. At present, only I-71 and small portions of US 42 and KY 146 are experiencing any congestion. They are operating at LOS D; so their level of congestion is minimal. In the future, however, I-71 and the section of US 42 now operating at LOS D are projected to be operating at LOS F, and the section of KY 146 now operating at LOS D is projected to continue to do so. Additionally, adjacent sections of US 42 and KY 146 are expected to be operating at LOS D or LOS F. Thus, the extent and severity of congestion in TAD 50002 is expected to worsen. There is no transit service available in TAD 50002.

In summary, the residences, local businesses, historic sites, and community centers in TAD 50002 can be accessed mainly through the use of roadways. Further, there is presently little congestion on the roadways to limit their use. In the future, congestion on I-71, US 42, and KY 146 is expected to worsen to LOS F and/or expand to additional sections of the roadways. Access to some residences, local businesses, historic sites, and community centers in TAD 50002 could be affected. The primary means of access to community amenities in this TAD will likely be through the use of roadways.

## Access to Workplace

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

### Major Employers

- Kentucky State Corrections Facility

There are no clusters of high density employment within this TAD, nor is there a commerce park. There is also not an environmental justice area in TAD 50002.

Access to the major employer and any other employment locations in TAD 50002 is essentially limited to the use of roadways. There are no bikeways in this TAD. In addition, most of the roadways are rural in character and have no



sidewalks. There are not any significant challenges with using vehicles as the mode of travel. At present, only I-71 and small portions of US 42 and KY 146 are experiencing any congestion. They are operating at LOS D; so their level of congestion is minimal. In the future, however, I-71 and the section of US 42 now operating at LOS D are projected to be operating at LOS F, and the section of KY 146 now operating at LOS D is projected to continue to do so. Additionally, adjacent sections of US 42 and KY 146 are expected to be operating at LOS D or LOS F. Thus, the extent and severity of congestion in TAD 50002 is expected to worsen. Since the Kentucky State Corrections Facility is located along KY 146, the future congestion could affect access to it. No transit service exists to the Kentucky State Corrections Facility.

In summary, the employment locations in TAD 50002 can be accessed mainly through the use of roadways. Further, there is presently little congestion on the roadways to limit their use. In the future, congestion on I-71, US 42, and KY 146 is expected to worsen to LOS F and/or expand to additional sections of the roadways. Access to the employment locations in TAD 50002 could be affected.

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

---

There is a senior center (nutrition site) in TAD 50002. It is located east of KY 393 less than a mile north of KY 146 in the Buckner area. The other types of facilities that would be utilized by persons with disabilities and/or older adults are those also used by other persons and are discussed in the sections concerning access to community amenities, workplaces, government services, and medical facilities.

Access to the senior center (nutrition site) in TAD 50002 can be accomplished through the use of roadways. There is no transit service available in TAD 50002. There are no bikeways in this TAD. In addition, most of the roadways are rural in character and have no sidewalks. At present, there are not any significant challenges with using vehicles as the mode of travel. Presently, only I-71 and small portions of US 42 and KY 146 are experiencing any congestion. They are operating at LOS D; so their level of congestion is minimal. In the future, however, I-71 and the section of US 42 now operating at LOS D are projected to be operating at LOS F, and the section of KY 146 now operating at LOS D is projected to continue to do so. Additionally, adjacent sections of US 42 and KY 146 are expected to be operating at LOS D or LOS F. Thus, the extent and severity of congestion in TAD 50002 is expected to worsen. Since the senior center (nutrition site) is located along KY 393 near KY 146, the future congestion along KY 146 could affect access to it.

In summary, the senior center (nutrition site) in TAD 50002 can be accessed through the use of roadways. At present, there is little congestion to limit the use of roadways. In the future, congestion on I-71, US 42, and KY 146 is expected to worsen to LOS F and/or expand to additional sections of the roadways. Since the senior center (nutrition site) is located along KY 393 near KY 146, access to it could be affected.

### **Access to Education**

---

There are no post-secondary institutions in TAD 50002. However, there are ten elementary, middle, and high schools in the TAD. There are two clusters of schools. Harmony Elementary School, North Oldham Middle School, and North Oldham High School are clustered in the vicinity of US 42 in the Goshen area. Buckner Elementary School, Oldham County Middle School, Buckner Alternative High School, and Oldham County High School are clustered north of KY 146 and west of KY 393 in the Buckner area. All of the schools have parking lots, which appear to serve as locations where parents could drop off and pick up children or where driving-age students could park. There are also several parking lots for school buses which likely provide transportation for some of the students.

Access to the schools in TAD 50002 can be accomplished through the use of roadways. There is no transit service to schools outside of school buses. There are no bikeways in this TAD. In addition, most of the roadways are rural in character and have no sidewalks. For the cluster of schools in the vicinity of US 42, there are no transit routes. The possible modes of access for this cluster include private vehicles and school buses. For the cluster of schools north of KY 146 and west of KY 393, the possible modes of access include private vehicles and school buses. At present, there are not any significant challenges with parents or driving-age students using private vehicles as the mode of travel. School buses operating on the roadways provide an alternative for students without access to private vehicles or who choose to use the school buses. Presently, only I-71 and small portions of US 42 and KY 146 are experiencing any

congestion. They are operating at LOS D; so their level of congestion is minimal. In the future, however, I-71 and the section of US 42 now operating at LOS D are projected to be operating at LOS F, and the section of KY 146 now operating at LOS D is projected to continue to do so. Additionally, adjacent sections of US 42 and KY 146 are expected to be operating at LOS D or LOS F. Thus, the extent and severity of congestion in TAD 50002 is expected to worsen. Since a number of the schools are located in the Goshen area near US 42 or in the Buckner area near KY 146, the future congestion could affect access to them.

In summary, the schools in TAD 50002 can be accessed through the use of roadways—either by private vehicles or school buses. At present, there is little congestion to limit the use of roadways. In the future, congestion on I-71, US 42, and KY 146 is expected to worsen to LOS F and/or expand to additional sections of the roadways. Since the clusters of schools are located near US 42 and near KY 146, access to them could be affected.

## **Access to Government Services**

There are 28 government services facilities, parks, and golf courses in TAD 50002. The government services facilities include a library, two community centers, an emergency operations center, a law enforcement facility, five ambulance/fire stations, and four facilities associated with the Kentucky State Correctional Facility. There are four large parks, five smaller parks, and five golf courses. The library is located in the Goshen area, and the two community centers are located in the Buckner area. The emergency operations center and the law enforcement facility are clustered in the Buckner area along with one of the community centers. Of course, the four facilities associated with the Kentucky State Correctional Facility are located near it north of KY 146 between Buckner and La Grange. The five ambulance/fire stations are spread throughout the TAD with two in the Buckner area, one in the Goshen area, one in the Westport area, and one in the northern portion of the TAD near the middle in the east-west direction. As for the larger parks, there are two located in the western portion of the TAD, one located near Buckner, one near the eastern edge of the TAD. Two of the smaller parks are located in the Goshen area; one is in the Buckner area; one is near La Grange; and one is in Westport. Four of the five golf courses are located near the western edge of the TAD; the remaining golf course is located in Buckner.

Access to most of the governmental service facilities, parks, and golf courses in TAD 50002 is limited to the use of roadways. There are no bikeways and no transit service in this TAD. In addition, most of the roadways are rural in character and have no sidewalks. At present, there are not any significant challenges with using vehicles as the mode of travel. Presently, only I-71 and small portions of US 42 and KY 146 are experiencing any congestion. They are operating at LOS D; so their level of congestion is minimal. In the future, however, I-71 and the section of US 42 now operating at LOS D are projected to be operating at LOS F, and the section of KY 146 now operating at LOS D is projected to continue to do so. Additionally, adjacent sections of US 42 and KY 146 are expected to be operating at LOS D or LOS F. Thus, the expected future congestion could affect access to a number of the governmental service facilities, parks, and golf courses in TAD 50002. In particular, access to the North Oldham Public Library, the North Oldham Fire Protection District Station 2 Headquarters, the Creasey Mahan Nature Preserve, and the Harmony Landing Country Club (golf course) could be affected by the expected congestion along US 42. Although these facilities are located along KY 1793, access to that general area of TAD 50002 is likely via US 42. Likewise, access to the Oldham County Emergency Medical Services, the La Grange Fire and Rescue Department Station 2, the Oldham County Emergency Operations Center, the Oldham County Police Department, the Oldham County Youth Soccer Complex, Wendell Moore Park, the Oldham County Country Club (golf course), the Central Region Training Center, the Roederer Correctional Complex, the Kentucky State Reformatory, and the Oldham County Fairgrounds could be affected by the expected congestion along KY 146. Some of these facilities are located along KY 393 rather than KY 146, but access to that general area of TAD 50002 is likely via KY 146.

In summary, the governmental service facilities, parks, and golf courses in TAD 50002 can be accessed through the use of roadways. At present, there is little congestion to limit the use of roadways. In the future, congestion on I-71, US 42, and KY 146 is expected to worsen to LOS F and/or expand to additional sections of the roadways. Since a number of the governmental service facilities, parks, and golf courses are located near US 42 and near KY 146, access to them could be affected.



---

## Access to Medical Facilities

---

Aside from doctors' offices, there is not a hospital or other medical facility in TAD 50002. The nearest hospital for those in the eastern portion of the TAD is located along New Moody Lane in TAD 50001 about two miles south of the border between the two TADs. The nearest hospital for those in the western portion of the TAD is located in Jefferson County near the intersection of I-265 and KY 22 in TAD 40028. Likewise, there are no other medical facilities, except doctor's offices, located in TAD 50002. The nearest other medical facilities are located in La Grange in TAD 50001 and in Jefferson County.

The mode of access a patient of a hospital or other medical facility would use would normally depend on the service/treatment to be provided at the hospital or medical facility. The generally expected mode of access for a number of procedures would be by vehicle. In the case of TAD 50002, access to medical facilities for those residing in TAD 50002 is, for the most part, limited to the use of roadways. There are no bikeways or transit in this TAD. In addition, most of the roadways are rural in character and have no sidewalks. Further, the TAD is large; so access by walking is limited not only by lack of sidewalks but by distance, as well.

Presently there are not any significant challenges with using roadways as a means of access. Only I-71 and small portions of US 42 and KY 146 are experiencing any congestion. They are operating at LOS D; so their level of congestion is minimal. In the future, however, I-71 and the section of US 42 now operating at LOS D are projected to be operating at LOS F, and the section of KY 146 now operating at LOS D is projected to continue to do so. Additionally, adjacent sections of US 42 and KY 146 are expected to be operating at LOS D or LOS F. Thus, the extent and severity of congestion in TAD 50002 is expected to worsen. Since I-71 and US 42 are two of the routes most likely to be used by residents of the western portion of the TAD in accessing medical facilities, the future congestion could affect access to medical facilities for these residents.

In summary, access by residents of TAD 50002 to hospitals and other medical facilities will probably be through the use of roadways. At present, there is little congestion to limit the use of roadways. However, in the future, congestion on I-71, US 42, and KY 146 is expected to worsen to LOS F and/or expand to additional sections of the roadways.

---

## Freight Access

---

I-71 is the only roadway in TAD 50002 which is a part of the KIPDA Freight Network. Since it is an interstate facility, it connects the freight users and facilities in this TAD with the rest of the region, the interstate system, and the rest of the nation. There are no clusters of major freight users in this TAD, nor are there significant freight facilities. There are two freight distributors located in TAD 50002—both along or near KY 146 in the Buckner area.

Freight access by truck faces few challenges at present but may be more difficult in the future. At present, only I-71 and small sections of US 42 and KY 146 are experiencing any congestion. They are operating at LOS D; so their level of congestion is minimal. In the future, however, I-71 and the section of US 42 now operating at LOS D are projected to be operating at LOS F, and the section of KY 146 now operating at LOS D is projected to continue to do so. Additionally, adjacent sections of US 42 and KY 146 are expected to be operating at LOS D or LOS F. Thus, the extent and severity of congestion in TAD 50002 is expected to worsen. The worsening congestion along I-71 and KY 146 may be particularly problematic for the freight distributors, which are located along KY 146.

The main alternative to using trucks to move freight would be rail. However, rail is not used by most freight facilities. The main rail line is located in TAD 50001 across KY 146 from TAD 50002. As noted above, there are not a large number of freight facilities in TAD 50002, and most of them are somewhat distant from the main rail line. Only one of these facilities appears to have a siding; that facility is located west of KY 146 between the I-71 interchange and the intersection with KY 1817 in the Buckner area. Therefore, the use of rail to transport freight is an alternative of limited use.

In summary, there are not many freight facilities in TAD 50002, and most of them transport freight by truck. The main issue facing freight access in TAD 50002 involves congestion. At present, the congestion is limited to a few roadways

operating at LOS D. It does not present significant challenges at this time. In the future, congestion on I-71, US 42, and KY 146 is expected to worsen to LOS F and/or expand to additional sections of the roadways. Freight access by truck could be affected.

---

## Future Socioeconomic Conditions

Much of TAD 50002 is currently open space with some residential and commercial uses. Based on forecast (2030) socioeconomic data, TAD 50002, with a few exceptions, is not anticipated to see many changes by the year 2030. The three socioeconomic indicators are:

- Households: Low to moderate growth, with the greatest growth occurring in the southwest corner of the TAD
- Employment: No change
- Population: Low growth

This scenario is not unexpected given the current development has occurred in the relative recent past. Of the three socioeconomic indicators the increase in households in the southwest corner of the TAD raises the most interest. In general terms, growth is recognized as positive indicators for the TAD. Given the forecast congestion on I-71 and US 42, the forecast in households may negatively impact transportation and connections in the TAD if the issues are left unmitigated.

---

## Issues and Opportunities

- The main issue involving TAD 50002 is the projected congestion of certain roadways. Presently, only I-71 and small portions of US 42 and KY 146 are experiencing any congestion—operating at LOS D. In the future, however, congestion on I-71, US 42, and KY 146 is expected to worsen to LOS F and/or expand to additional sections of the roadways. Projects to be implemented in this TAD should consider the increasing level of congestion and address it.
- The other issue and the main opportunity involving TAD 50002 is the lack of alternatives to vehicle use. There are no bikeways or transit service in this TAD, and most of the roadways are rural in character and have no sidewalks. Projects to be implemented in this TAD should consider the development of alternative modes of transportation in addressing the transportation challenges of this TAD.

---

## Related Plans and Studies

- La Grange Bypass Study (2006)
- Old Henry Road DNA (2011)
- Oldham County Bicycle, Pedestrian, and Greenway Trails Master Plan (2008)
- Oldham County Capital Improvement Transportation Program (2007)
- Oldham County Comprehensive Plan (2007)
- Oldham County Interchange Justification Study (2011)
- Oldham County Intersection Improvement Study (2006)
- Oldham County Major Thoroughfare Plan (2004)
- Oldham County Mobility Needs Assessment Study (2011)