

Prospect Mobility Study

Final Report

February 2010



Prepared for:



Prepared by:



Prospect Mobility Study

Final Report



Prepared for:

The City of Prospect, Kentucky

and

**Kentuckiana Regional Planning
and Development Agency**

Prepared by:



February 2010



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EXECUTIVE SUMMARY

Introduction

The City of Prospect, Kentucky and the Kentuckiana Regional Planning and Development Agency (KIPDA) initiated the *Prospect Mobility Study* to examine and document the need for a more comprehensive and interconnected mobility network for city residents and visitors. Consultation services were provided by Qk4, a Louisville-based architecture/engineering/planning firm.

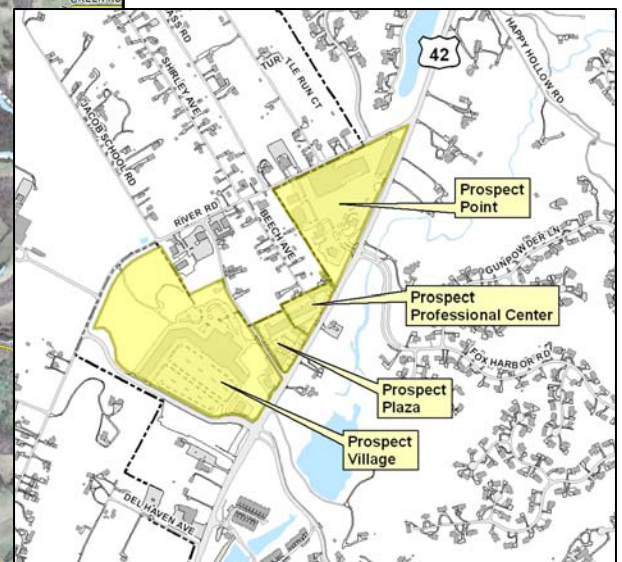
Planning Process and Project Goals and Study Area

The purpose of the *Prospect Mobility Study* is to develop a plan to improve vehicular, bicycle, and pedestrian interconnectivity in and around the city of Prospect, primarily between the residential areas and the commercial core referred to as the Prospect Village Center. The Village Center includes the adjacent commercial developments of Prospect Village, Prospect Plaza, Prospect Professional Center, and Prospect Point, which are bounded by Timber Ridge Drive, River Road, and US 42. The primary goal of the project is: “To provide a safe and efficient multimodal transportation network that connects the commercial Village Center to the surrounding residential areas and greater Prospect.” The area within and surrounding the



Prospect corporate limits comprises the study area for the *Prospect Mobility Study*. (Note: For the purposes of directional clarification in this study, North, South, East, and West will be referred to as they relate to the directional heading of US 42 and not cardinal compass headings. For example, eastbound US 42 leads to Oldham County, while westbound US 42 leads to downtown Louisville. Therefore, the Village Center is referred to lie on the north side of US 42, while City Hall lies on the south side.)

Figure ES 1: Study Area
(Prospect Village Center is highlighted in yellow and shown in the inset, below)



A steering committee approach was used, consisting of representatives from the City of Prospect, KIPDA, Louisville Metro, the Transit Authority of River City (TARC), the Kentucky Transportation Cabinet (KYTC), and the project consultant, Qk4. Steering Committee meetings were held on the following dates in 2009: May 19, September 1, and October 21. Public involvement activities included a stakeholder meeting, a public meeting, and an online public survey questionnaire accessible via the project website: www.prospecttransstudy.com.

Existing Conditions

Existing conditions data and stakeholder consultation input were utilized to identify potential alternative improvements. Also as part of producing the various alternatives, consideration was given to future planned projects such as the 100-mile-long multi-use trail (“Louisville Loop”) and the US 42 widening (KYTC ID # 05-972.00) from the Harrods Creek Bridge (mile point 9.628) to River Road (mile point 10.548) in Prospect. The recommended mobility improvements identified in the *Prospect Mobility Study* focus primarily on low-cost network improvements (e.g., the addition of bike lane striping and signage, the installation of traffic signals and sidewalks, etc.) and recommendations for future projects and policy adoptions. In addition to the recommendations contained in this report, an effort identified by the Steering Committee that can be implemented relatively quickly is a marketing campaign to raise public awareness of the local mobility enhancement effort. This initiative would highlight the pedestrian and bicycle connectivity elements that are being promoted and executed by the City of Prospect.

Recommended Alternatives

The recommended alternatives set forth in the *Prospect Mobility Study* have been ranked in terms of High, Medium, and Low priority. Projects were ranked according to input from the public, the steering committee, and the priorities of the City of Prospect. High priority projects have been identified to meet an immediate and pressing need regardless of long-/short-term timeframe or of estimated cost. The Medium and Low priority projects are less imperative; however, they may be listed as short-term due to the timeframe for possible implementation. The recommended projects are listed below according to rank and prioritization; therefore, the project identification numbers used for mapping purposes herein do not appear in sequential order.

➤ **High Priority Projects**

1. Sidewalk on the north side of US 42 from Carslaw Court to Fox Harbor Road

Sidewalk connectivity is needed from the existing sidewalk stub just east of Carslaw Court to the Fox Harbor Road intersection. This approximately 1,000-foot-long project would enable safer and more efficient pedestrian access to Prospect Plaza, Prospect Professional Center, and Prospect Point fronting US 42. Some drainage issues may exist that would need to be mitigated. Design plans for this project must be prepared in conjunction with the plans for US 42 reconstruction.

3. Multi-use trail connection from Fox Harbor Road to City Hall on south frontage of US 42

This trail connection has been identified as an element of the Louisville Metro planned 100-mile-long Louisville Loop fronting US 42 from Bridgepointe Boulevard to River Road and beyond. This 550-foot-long section would provide access from the Fox Harbor Road and subdivision to City Hall, the police department, and the library. The selected alignment should exhibit a meandering, park-like quality, and remain relatively close to the US 42 alignment to avoid encroaching more than necessary on the existing open green space.

9. Multi-use trail behind Prospect Village Center from a private drive to Carslaw Court

This multi-use trail (of similar typical section as the Louisville Loop; i.e., 8 to 10 feet wide, paved) would provide a safe and serene link for pedestrian and bike traffic immediately north of (behind) the Village Center. This alignment is located on private property and most likely could be constructed at the time of redevelopment of that property. The trail is proposed to connect near US 42 between Prospect Point and Prospect Professional Center and tie in to Carslaw Court. A possible perpendicular connection to this trail could be incorporated to provide pedestrian access between Prospect Plaza and Prospect Professional Center.

10. Sidewalk connecting Carslaw Court with Prospect Village Shopping Center

This 300-foot-long pedestrian access would extend from Carslaw Court (behind Circle K) to the existing sidewalk stub adjacent to McDonalds in the Prospect Village Shopping Center. This alignment traverses private properties; therefore, project implementation would require agreements with property owners.

11. Multi-use trail connection from Bridgepointe Boulevard to Timber Ridge Drive

This 4,500-foot-long section of multi-use trail is also a component of the Louisville Loop. This segment would provide the only non-vehicular connection between the Bridgepointe subdivision and the city core, and would give Bridgepointe residents direct access to the Village Center. The most costly aspect of this trail is the bridge over Harrods Creek that would be required to complete this trail section.

15A. Multi-use trail connection from Sutherland Farm Road to Eads Place

This 550-foot-long, non-vehicular connection for walkers and cyclists would provide a link between Innisbrook and Sutherland subdivisions via the Sutherland Farm. This connection would prevent pedestrians from having to exclusively use Sutherland Farm Road and, therefore, would provide more options for connectivity through the subdivisions and to the Village Center.

16. Vehicle connection from Carslaw Court to Prospect Village Shopping Center

Interconnectivity is strongly supported by many business owners as well as Prospect residents. An additional linkage is needed for vehicle access to, and between, the businesses in the Prospect Village Shopping Center and other businesses fronting US 42—most notably Circle K, Water Works Car Wash, McDonald’s, and Kroger. Currently, many vehicles visiting one business must re-enter US 42 to access the business next door. Additional connectivity would provide vehicles with access to nearby businesses without using US 42. This approximately 300-foot-long access would tie into Carslaw Court behind Circle K and provide access into the McDonald’s parking lot. This would be a narrow facility with horizontal curves to keep down speed and discourage high volume usage. This alignment traverses private properties; therefore, project implementation would require agreements with property owners.

17. Vehicle connection between Prospect Plaza and Prospect Professional Center

Currently, roadway connectivity within the Village Center is virtually non-existent. Barriers prevent vehicular and pedestrian access between the two commercial developments and among individual businesses within each. Connectivity is needed within the Village Center to reduce the need to use US 42 to reach the neighboring commercial developments and businesses. The project proposes using a fence cut, relocated lighting, and minor lot modification to improve vehicular flow between commercial areas. This convenient access would have the added benefit of increasing safety by reducing traffic entering US 42. This alignment traverses private properties; therefore, project implementation would require agreements with property owners.

19. Ordinance adoption for adequate interconnectivity of future redevelopment

In consideration of the lack of acceptable existing connectivity, it is recommended that the City adopt an ordinance to ensure adequate connectivity of future developments and redevelopments in the city of Prospect.

➤ **Medium Priority Projects**

2. Pedestrian crossing signal and striping at the west end of US 42 and Fox Harbor Road Intersection

The crossing enhancement, with an electronic count-down signal and curb cuts, would provide pedestrian connectivity from the Fox Harbor subdivision and the future multi-use trail on the south side of US 42 to the new sidewalk (Project # 1) fronting US 42 at Prospect Point on the north side. Consideration may be given to construction of a sidewalk on the bifurcated section of Fox Harbor Road to better accommodate residential access to the multi-use trail.

5. Timber Ridge Drive bike lane striping

Timber Ridge Drive currently has 15-foot-wide driving lanes and provides a bike link between US 42 and River Road. This project proposes striping a 4-foot-wide bike lane on both sides of Timber Ridge Drive, thereby providing 11-foot-wide driving lanes and a direct bicycle link between River Road and US 42.

6. Bass Road bike route signage

Bass Road is the direct link to Hays Kennedy Park from River Road, and has been identified as such by Louisville Metro in the preliminary Louisville Loop plans. Enhanced signage announcing the location of the park and available activities at the River Road intersection would provide higher profile recognition to encourage bicycle and pedestrian traffic. Although this project is recommended, it is outside the Prospect city limits; therefore, the final authority for undertaking the project would rest with Louisville Metro.

7. Pedestrian crossing at River Road and Sedgewicke Drive

This intersection experiences a high volume of pedestrian traffic (walkers and joggers) crossing River Road from Sutherland subdivision to access Prospect Point and other Village Center commercial areas. The crossing improvement would consist of providing warning signage directed at motorists and striping to direct the pedestrian traffic to the Village Center.

8. Hunting Creek Drive striping

Hunting Creek Drive from the Wythe Hill intersection to the roundabout currently features 17-foot-wide northbound and southbound driving lanes with no striping. The roadway is used by motorized vehicles (cars, trucks, buses, etc.), pedestrians, bicycles, and golf carts. Pavement striping is proposed to delineate 11-foot-wide motorized vehicle driving lanes, thereby creating 6-foot-wide outside lanes for use by pedestrians, bicyclists, and others. The separation of user types would improve safety for all, and encourage slower motorized vehicle speeds due to the narrower lanes' psychological effect on drivers.

12. Sidewalk connection from Timber Ridge Drive to Ken Carla Subdivision

A 1,400-foot-long sidewalk segment fronting the north side of US 42 would provide a pedestrian connection from the Ken Carla subdivision to the Prospect Village Center. Some drainage issues may exist that would need to be mitigated. Design and construction plans for this project must be prepared in conjunction with the plans for US 42 reconstruction.

13. Street furniture installed within the Village Center

As a cooperative effort between commercial property owners and the City of Prospect, the installation of street furniture such as benches and bike racks would serve as a beautification and pedestrian enhancement program for the Village Center.

14. Cooperative effort with TARC to provide bus shelters in the Village Center

Currently, no transit shelters exist in Prospect. A cooperative effort with TARC to locate and fund shelters would provide a significant enhancement for city residents who use transit services. A prime location for a shelter would be the Park & TARC lot in Prospect Point at the intersection of River Road and US 42.

15B. Vehicle connection from Sutherland Farm Road to Eads Place

When the development of Sutherland Farms occurs, the 550-foot-long, non-vehicular connection for walkers and cyclists between Innisbrook and Sutherland subdivisions (proposed as Project #15A), would be upgraded to local vehicular roadway standards. This connection would provide vehicular (and continue bicycle and pedestrian) access between the Innisbrook and Sutherland subdivisions. This would prevent vehicles from having to exclusively use Sutherland Farm Road and provide more options for connectivity through the subdivisions and to the Village Center, while reducing vehicle trips on US 42.

20. Conversion of *Hunting Creek South Wastewater Treatment Plant* to a pocket park and public creek access

Currently, there is no public access to Harrods Creek (a significant canoeing, kayaking, and fishing recreational resource) within the city of Prospect. The Hunting Creek South Wastewater Treatment Plant (WWTP), located on Harrods Creek just south of the Hunting Creek subdivision and accessible via Montero Drive, is anticipated by the Louisville/Jefferson County Metropolitan Sewer District (MSD) to be taken offline at some point in the future and offered to the City of Prospect. It is recommended that the City acquire the WWTP property for future conversion of this prime site into a pocket park featuring public access to the creek.

➤ **Low Priority Projects**

4. Multi-use trail connection from Timber Ridge Drive to Putney Pond Access Road

From its intersection with US 42, the existing Putney Pond Access Road will be closed to vehicular traffic and will be relegated to pedestrian and bicycle traffic, only. Therefore, a 175-foot-long segment of the Louisville Loop trail network is proposed to connect the existing Putney Pond Access Road to the pedestrian crossing at the intersection of Timber Ridge Road and US 42. The multi-use trail would parallel the south side of US 42 from Putney Pond Access Road and Timber Ridge Drive. This project will then provide a multi-use connection to the existing access road and the 25 acre Putney Pond natural area, owned by the City.

18. Village Center gateways along US 42

To provide a sense of arrival in the Village Center for US 42 traffic, decorative gateways could be placed along US 42, with possible placement locations being east of the River Road intersection for westbound traffic and west of Timber Ridge intersection for eastbound traffic. A local competition could be held for design submission and selection. Coordination with KYTC concerning the rebuilding of US 42 should be considered.

Alternative Prioritization Matrix

The recommended improvements are listed below in Table ES 1, *Alternative Prioritization Matrix*, which includes project type, lengths, cost, and short- or long-term classification.

Table ES 1: Alternative Prioritization Matrix

Rank	Project	Project and Type	Approx. Length in Feet	Cost per Liner Foot	Short / Long Term	2009 Cost Estimate	Project Description
Pedestrian and Bicycle Connectivity							
H	1	Sidewalk fronting US 42 from Carslaw Court to Fox Harbor Road	1,000	\$90	Short	\$90,000	The sidewalk would provide a pedestrian connection along US 42 within the Village Center from Carslaw Court to the Fox Harbor Road intersection at Prospect Point.
H	3	Multi-use trail from Fox Harbor Road to City Hall	550	\$120	Short	\$66,000	This section would provide access from Fox Harbor Subdivision to the City Hall / Library, fronting the south side of US 42.
H	9	Multi-use trail behind commercial property from private drive to Carslaw Court	750	\$120	Long	\$90,000	Connecting from US 42 to Carslaw Court, this multi-use trail would provide a safe, serene link for pedestrian and bike traffic immediately north of (behind) the Village Center.
H	10	Pedestrian connection from Carslaw Court to Prospect Village Shopping Center	300	\$90	Short	\$27,000	The sidewalk would link Carslaw Court and Prospect Village from the rear of Circle K, the car wash, and McDonald's/Kroger Center (all in Prospect Village).
H	11	Multi-use trail from Bridgepointe Boulevard to Timber Ridge Drive	4,500	\$530	Long	\$2,385,000	This segment of the multi-use trail (Louisville Loop) would connect the Bridgepointe subdivision with the Prospect Village Center. This section of the trail requires a bridge over Harrods Creek
H	15A	Multi-use trail from Sutherland Farm Road to Eads Place	550	N/A	Short	< \$10,000	This would provide a connection between the Sutherland and Innisbrook subdivisions for walkers and cyclists, and provide more options for connectivity through the subdivisions and to the Village Center. This should be designed for a future road conversion (Project #15B).
M	2	Pedestrian crossing signal and striping at the west end of US 42 and Fox Harbor Road intersection	N/A	N/A	Short	\$40,000	This involves a pedestrian countdown crossing signal, curb cuts, US 42 striping, and sidewalk connections from the multi-use trail on the south side of US 42 to the new sidewalk (Project #1) fronting the north side of US 42.
M	5	Timber Ridge Drive bike lane striping	1,400	\$1.25	Short	\$1,750	To provide a direct bicycle linkage between US 42 and River Road, stripe 4' bike lanes on Timber Ridge Drive in each lane (thereby reducing driving lanes to 11' in width).
M	6	Bass Road bike route signage/markings	N/A	N/A	Short	< \$2,000	To better identify the park, enhance park and bike route signage at the River Road intersection to encourage bicycle and pedestrian traffic.
M	7	River Road pedestrian crossing at Sedgewicke Drive	100	\$90	Short	< \$10,000	A striped River Road crossing from the sidewalk on Sedgewicke Drive to Prospect Point would enhance pedestrian safety for the walkers and joggers crossing River Road from the Sutherland subdivision.
M	8	Hunting Creek Drive lane striping	4,000	\$1.25	Short	\$5,000	The addition of 6' outside pavement striping to delineate an 11' vehicle lane from Wythe Hill to would provide more safety for pedestrians and cyclists while encouraging slower vehicular traffic due to a narrower lane.

Table ES 1: Alternative Prioritization Matrix (Continued)

Rank	Project	Project and Type	Approx. Length in Feet	Cost per Liner Foot	Short / Long Term	2009 Cost Estimate	Project Description
M	12	Sidewalk on the north of US 42 from Timber Ridge Drive to Ken Carla subdivision	1,400	\$90	Short	\$126,000	The sidewalk would provide a pedestrian connection along US 42 from Ken Carla Drive to the Village Center at Timber Ridge Drive. This project would continue to expand connectivity to the Village Center. Design must correlate with US 42 widening.
M	13	Install street furniture (seating, bike racks, etc.) within Prospect Village Center	N/A	N/A	Short	< \$10,000	Street furniture such as benches and bike racks would provide beautification and pedestrian enhancement for the Village Center.
M	14	Cooperation with TARC to provide bus shelters in key areas	N/A	N/A	Short	< \$10,000	A cooperative effort to locate and fund shelters would provide a significant enhancement for the city residents who use TARC.
L	4	Multi-use trail from Timber Ridge Drive to Putney Pond Access Road, fronting the south side of US 42	175	\$120	Short	\$21,000	This segment of the multi-use trail (Louisville Loop) would connect the existing Putney Pond Access Road to the pedestrian crossing at the intersection of Timber Ridge Drive and US 42.
Vehicle Access and Control							
H	16	Vehicular access from Carslaw Court to Prospect Village Shopping Center (connecting Circle K, Water Works Car Wash, and McDonald's)	300	\$500	Short	\$150,000	Construct a vehicular linkage connecting Carslaw Court to Prospect Village Shopping Center. This would give vehicles an access option other than US 42.
H	17	Vehicular access between Prospect Plaza and Prospect Professional Center	N/A	N/A	Short	< \$10,000	A fence cut, lighting relocation, and minor lot modification at this location within Prospect Plaza/Professional Center would allow increased vehicular flow between commercial areas to increase safety by reducing traffic entering US 42.
M	15B	Vehicular connection from Sutherland Farm Road to Eads Place	550	\$500	Long	\$275,000	A vehicular connection joining the stub roads of Sutherland Farm Road and Eads Place would provide connectivity to Innisbrook and Sutherland subdivisions
L	18	Village Center gateways along US 42	N/A	N/A	Short	\$20,000	Decorative gateways along US 42 would identify arrival at Prospect Village Center.
Policy							
H	19	Consider ordinance with an interconnectivity requirement for future redevelopment	N/A	N/A	Short	N/A	In anticipation of possible future redevelopment, an ordinance put in place by the City to require a minimum of pedestrian and vehicular connectivity may help mitigate otherwise problematic commercial plans.
M	20	Consider Hunting Creek South Wastewater Treatment Plant (WWTP) conversion to a pocket park and public creek access	N/A	N/A	Long	N/A	Once it is taken offline, the Hunting Creek South WWTP could be purchased by the City for conversion to a pocket park with public access to Harrods Creek.

1.0 INTRODUCTION

Seeking to provide a comprehensive and interconnected mobility network for its residents and visitors, the City of Prospect, Kentucky and the Kentuckiana Regional Planning and Development Agency (KIPDA) initiated the *Prospect Mobility Study* with consultation services provided by Qk4, a Louisville-based architecture/engineering/ planning firm.

1.1 Study Area

The study area for the *Prospect Mobility Study* comprises the area in and around the city of Prospect corporate limits, in far eastern Jefferson County. The main arterial corridor in the study area is US 42, classified as a major urban arterial. Two state highways are present within the study area: KY 329 (Covered Bridge Road) and KY 3222 (Rose Island Road). The focus of the vehicular aspect of the study centered on US 42 and the connectivity status of the several subdivisions and land uses within the city. In addition, multi-modal facilities,

sidewalks, and transit facilities were evaluated throughout the city. There are seven primary subdivisions in Prospect: Bridgepointe, Harrods Landing, The Landings, Fox Harbor, Hunting Creek, Sutherland and Innisbrook. The study area is illustrated below in Figure 1 and in Exhibit 1, Appendix A. The subdivisions and existing sidewalks are shown in Exhibit 2, Appendix A.

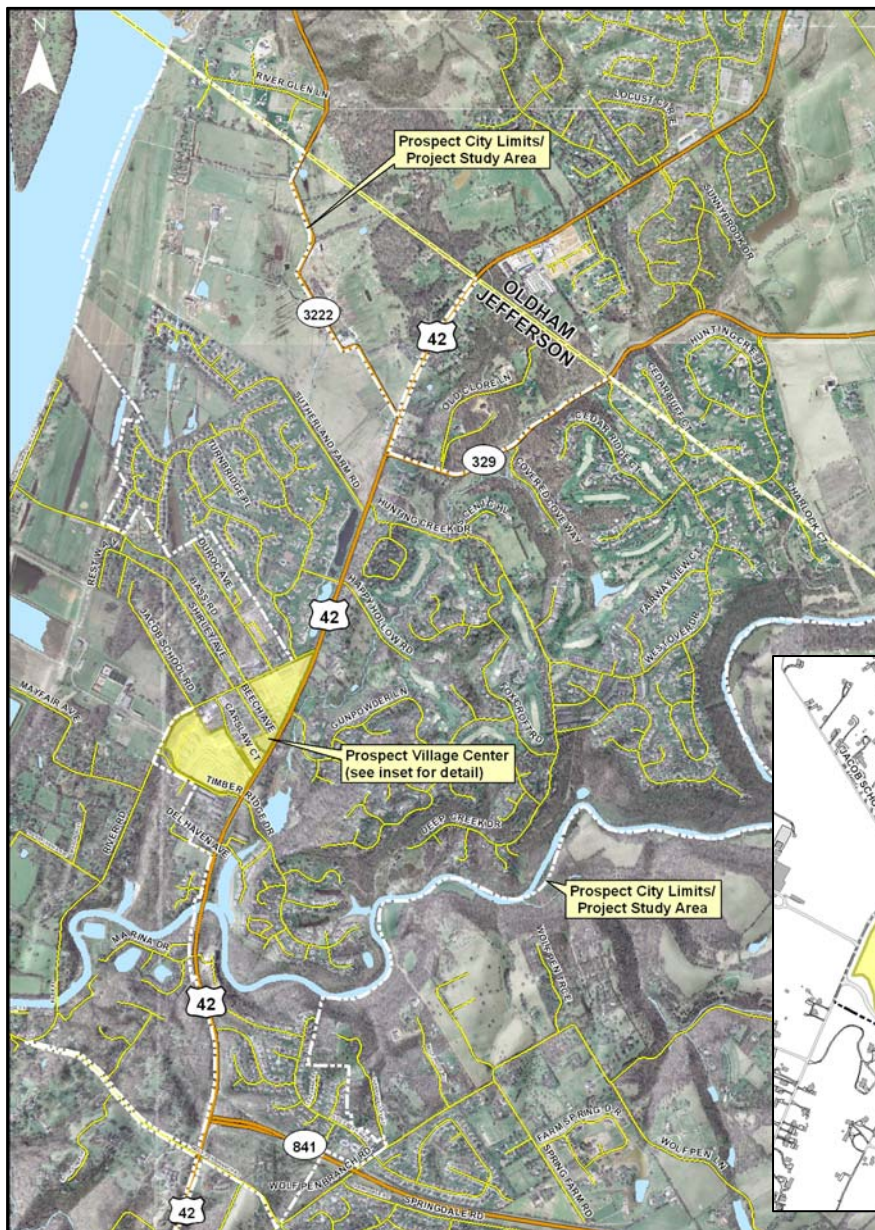
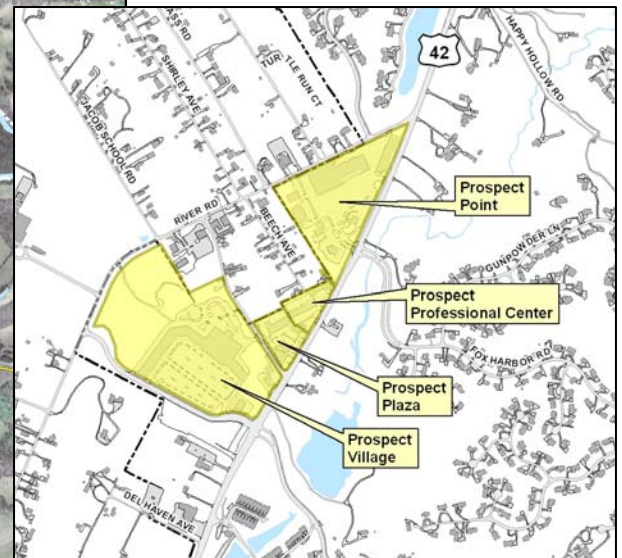


Figure 1: Study Area (Prospect Village Center is highlighted in yellow and shown in the inset, below)



Land use is primarily residential with the commercial nucleus situated on US 42, approximately in the middle of town. Multiple variations of residential and commercial zoning exist in Prospect; however, the majority of the city is overlain by a Village Form District. A Village Form District as defined by the Louisville Metro Comprehensive Plan, *Cornerstone 2020*, is a type of neighborhood with open space or farmland at the edge and a village center with shops, services, and civic space. Also included within the Prospect corporate boundary in a limited amount is a Neighborhood Form District. *Cornerstone 2020* defines a Neighborhood Form District as a compact residential area integrated with public spaces such as parks, playgrounds or schools, and shops located at certain intersections. Land usage is illustrated in Exhibit 3, Appendix A.

Demographics within the city of Prospect as determined by U.S. Census data from 1990 and 2000 indicate that the general population has increased 67%, from 2,788 in 1990 to 4,657 in 2000. Children ages 0 to 17 years old in 1990 totaled 704 and 1,281 in 2000, an increase of 82%. Adults aged 18 and over increased from 2,084 to 3,376 during the same time period, an increase of 62%. Housing units totaled 1,847 in 2000, up from 1,089 in 1990, an increase of 70%. The population estimate for 2008 is 5,802, which reflects an estimated increase of 25% from the 2000 figure of 4,657.

Currently, developable land within the corporate limits of Prospect is an extremely limited commodity, which translates to a very limited population growth rate for the city. However, Oldham County is and will continue to grow at a significant pace. This factor is important since many Oldham County residents work in Louisville and commute via US 42 to and through Prospect. Another consideration is the planned I-265 bridge over the Ohio River. Although scheduling is uncertain at this time, this new cross-river connection will affect to some degree future traffic patterns in and around Prospect.

1.2 Planning Purpose and Process

The purpose of the *Prospect Mobility Study* is to improve vehicular, bicycle, and pedestrian transportation in and around the City of Prospect. The goal of the project is: “To provide a safe and efficient multimodal transportation network that connects the commercial Village Center to the surrounding residential areas and greater Prospect.” For the purposes of this study, the Prospect Village Center is defined as the triangular-shaped commercial core of the City of Prospect, roughly bounded by US 42 on the south, River Road on the north, and Timber Ridge Drive on the east. Adjacent commercial developments of Prospect Village, Prospect Plaza, Prospect Professional Center, and Prospect Point comprise the Prospect Village Center commercial developments.

The study includes an evaluation of existing traffic conditions, solicitation of public input, and identification of potential improvements that would increase multi-modal connectivity between the residential subdivisions and the commercial Prospect Village Center. Efforts to reduce congestion and improve safety in the short term (within the next 10 years), and possible projects for the long term (beyond 10 years) were identified. Of primary interest was the connectivity of the current bicycle and pedestrian facilities to the commercial and residential areas of Prospect, as well as accessibility to transit service in the area.

A steering committee approach was used, consisting of representatives from the City of Prospect, KIPDA, Louisville Metro, the Transit Authority of River City (TARC), the Kentucky Transportation Cabinet (KYTC), and the project consultant, Qk4. Steering Committee meetings were held on the following dates in 2009: May 19, September 1, and October 21. Minutes for these meetings are included in Appendix C. Public involvement activities included a stakeholder meeting held on July 23, 2009 and a public meeting held October 8, 2009.

The recommendations identified in the *Prospect Mobility Study* focus primarily on low-cost network improvements (e.g., the addition of bike lane striping and signage, and the installation of traffic signals and sidewalks) and recommendations for future projects and policy adoptions. Existing conditions data and stakeholder consultation efforts were used to identify potential alternative improvements. In addition to these measures, future planned projects such as the 100-mile-long multi-use trail referred to as the “Louisville Loop” and the US 42 improvements were taken into account in producing the various alternatives.

1.3 Project Goals and Strategies

The city of Prospect is a unique community in Jefferson County that prides itself on its high quality of life for its residents. Prospect is a vibrant and growing city not only because of its location and natural beauty, but also because of the many opportunities for dining, shopping, housing styles, recreation, and social interaction. At present, however, mobility alternatives within the city are limited. Motor vehicles provide the primary access not only to and from the city, but also to and from destinations within the city. There are few sidewalks or defined biking/walking trails within Prospect, and neither the roadways nor the existing trails offer the safety and convenience of sufficient interconnectivity.

“TO PROVIDE A SAFE AND EFFICIENT MULTIMODAL TRANSPORTATION NETWORK THAT CONNECTS THE COMMERCIAL VILLAGE CENTER TO THE SURROUNDING RESIDENTIAL AREAS AND GREATER PROSPECT.”

Currently, residents have little choice in travel to the Village Center other than to use a vehicle. Providing more mobility alternatives and interconnectivity between residential and commercial land uses within the city would reduce dependence on motor vehicles for intra-city trips (and reduce related tailpipe emission), provide time-saving convenience, increase opportunities for healthful and safe exercise, and improve vehicular and pedestrian safety along US 42 and local roads. The projects herein would provide Prospect’s residents and businesses with these benefits and more.

It was determined that the primary goal of the project is: “To develop a plan to provide a safe and efficient multimodal transportation network that connects the commercial Village Center to the surrounding residential areas and greater Prospect.” In maintaining that basic premise, the general project goals were identified among the Steering Committee and stakeholders as:

- **INCREASE SAFETY FOR THE TRAVELING PUBLIC**
- **REDUCE VEHICLE TRIPS TO REDUCE CONGESTION, IMPROVE AIR QUALITY, AND PROMOTE A HEALTHIER LIFESTYLE**
- **INCREASE MULTIMODAL (BICYCLE AND PEDESTRIAN) INTERCONNECTIVITY BETWEEN AND WITHIN THE RESIDENTIAL SUBDIVISIONS AND THE COMMERCIAL VILLAGE CENTER**
- **PROVIDE BETTER DEFINED BICYCLE AND PEDESTRIAN ACCESS TO HAYS KENNEDY PARK**
- **PROMOTE UNIQUE URBAN CHARACTER**
- **COORDINATE PEDESTRIAN AND BIKE ROUTES WITH TARC FACILITIES**

Initial strategies identified by the Steering Committee members as well as the stakeholders include:

- **CONSTRUCT SIDEWALKS AND MULTI-USE TRAILS IN KEY LOCATIONS TO PROVIDE CONNECTIONS TO THE COMMERCIAL VILLAGE CENTER**
- **PROVIDE ACCESS WITHIN THE COMMERCIAL AREAS TO HELP REDUCE CONGESTION ON US 42**
- **PROMOTE BASS LANE AS A BIKE AND PEDESTRIAN PATH TO HAYS KENNEDY PARK**
- **ESTABLISH TIMBER RIDGE DRIVE AS A BICYCLE FRIENDLY CONNECTOR BETWEEN RIVER ROAD AND US 42**
- **TO PROVIDE A SENSE OF PLACE, INSTALL GATEWAYS AND LANDSCAPING IMPROVEMENTS AT THE ENTRANCES TO THE VILLAGE CENTER ON US 42**
- **COORDINATE WITH OLDHAM COUNTY TO PROVIDE COHESION AS THEY UPDATE THEIR THOROUGHFARE PLAN**

2.0 EXISTING CONDITIONS

2.1 Inventory and Analysis Methodology

The approach to collecting the existing conditions data has included an inventory and analysis using the available Louisville Metro LOJIC mapping data base, supplemented by field data collection and verification of existing conditions. Field research included multiple site reconnaissance inspections documented by digital photography and various mapping exhibits.

Existing data includes the inventory of average daily traffic (ADT), level of service (LOS), percentage of truck traffic, number and widths of travel lanes and shoulders, and functional classification for US 42, KY 329 (Covered Bridge Road), and KY 3222 (Rose Island Road). Crash information including accident type and rates is provided for US 42. Inventory efforts included the identification of transit service routes, as well as existing bicycle and pedestrian facilities.

Detailed field surveys and turning movement counts were conducted on US 42 in the study area. Highway Capacity Software (HCS) was used to determine LOS and crash data. Future (2030) ADT and LOS figures were determined to better illustrate the conditions on US 42, KY 329, and KY 3222 if no changes are made. Traffic volume is projected to significantly increase over the next 20 years. On US 42 in the vicinity of the Prospect Village Center, traffic volumes nearly double from 2009 to 2030. LOS in this area is predicted to rate an F. Existing and projected traffic data are shown below in Table 1 and in Exhibit 4, Appendix A. It is noted that future ADT is determined using historic KYTC count data and is not capacity constrained.

Table 1: Existing and Projected Roadway Conditions

Begin MP	End MP	2009 ADT	2030 ADT *	2009 LOS	2030 LOS	Number of Lanes	Lane Width	Posted Speed	Median	Truck %	Rural/Urban	Shoulder Width
US 42												
8.80	8.96	19,000	37,000	B	D	4	12	45**	none	3.8%	U	10
8.96	9.27	31,100	60,000	D	F	4	12	45**	none	9.6%	U	10
9.27	10.62	31,100	60,000	D	F	4	11	45**	none	9.6%	U	6
10.62	11.222	31,100	60,000	D	F	4	11	45	none	9.6%	U	6
11.222	11.835	17,700	34,000	B	D	4	11	45	none	9.6%	U	6
KY 329, Covered Bridge Road												
0	0.785	3,740	6,280	E	E	2	8	35	none	N/A	U	1
KY 3222, Rose Island Road												
0	1.057	2,030	2,500	E	E	2	8	55	none	N/A	U	3
* Growth rates found using the KYTC's CTS spreadsheet to determine 2030 traffic volumes.												
**Posted speed limits reflect actual signage; however KYTC Highway Information System (HIS) indicates 35 MPH												

2.2 Average Daily Traffic (ADT)

Throughout the study area on US 42, the current (year 2009) ADT ranges from 17,700 vehicles per day (vpd) to 31,100 vpd, while the percentage of truck traffic ranges from 3.8% to 9.6%. Traffic volumes on US 42 peak at 31,100 vpd within the 2.26 miles between KY 841 and KY 329, which includes most of the city of Prospect. The sections of KY 329 and KY 3222 within the study area exhibit 3,740 vpd and 2,030 vpd, respectively.

2.3 Level of Service (LOS)

Level of service (LOS) is a qualitative measure of expected traffic conflicts, delay, driver discomfort, and congestion. Levels of service are described according to a letter rating system ranging from LOS A (free flow, minimal or no delays—best conditions) to LOS F (stop and go conditions, very long delays—worst conditions). To determine highway LOS, the Highway Capacity Manual states that a multilane highway is characterized by three performance measures: speed, density, and volume to capacity ratio. Each of these measures indicates how well the highway accommodates traffic flow; however, density is the primary performance measure for estimating LOS.

LOS C is often considered the threshold for desirable traffic conditions in smaller cities such as Prospect. Typically, levels of service below this threshold are noted as undesirable and warrant improvement. In LOS C, the influence of traffic density on operations becomes notable. The ability to maneuver within the traffic flow is affected by other vehicles. Relatively minor disruptions may cause deterioration in service, while significant disruptions will cause the formation of traffic queues.

The sections of US 42, KY 329, and KY 3222 in the study area exhibiting the lowest levels of service are primarily those segments cited above with relatively high traffic volumes: US 42 between KY 841 and KY 329, and both KY 329 and KY 3222 from their respective intersections with US 42 to the Oldham County Line.

2.4 Crash Data

The crash data detailed in the *Prospect Mobility Study* is for the section of US 42 in the study area, beginning with mile point (MP) 8.800 to MP 11.835, and was collected from between 2004 to 2008. Total number of accidents during this period was 273 throughout the 3.035-mile stretch of US 42 that was analyzed for this report, with an average ADT of 26,440 vpd. Of those 273 accidents, 221 resulted in property damage only, 51 resulted in one or more injuries, and one resulted in one or more fatalities. However, this section of US 42 does not exhibit a high crash rate as is evidenced by the Critical Rate Factor (CRF) of 0.42. A CRF greater than 1.00 indicates that the segment of roadway has had a statistically significant number of crashes and they are likely not occurring randomly. Table 2A, *US 42 Crash Data*, shows this information.

Table 2A: US 42 Crash Data

Begin MP	End MP	Length (Miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	ACCIDENTS				Critical Rate Factor
							Fatal	Injury	PDO	Total	
US 42, Jefferson County											
8.800	11.835	3.035	26,440	4	U	432.00	1	51	221	273	0.42

Table 2B, *Crash Type Statistics*, compares factors about the reported crashes on US 42. The data reveals that the majority of crashes (75%) are occurring on dry roads, which minimizes the significance of weather conditions as a major contributing factor affecting the safety on US 42 in Prospect. In addition, about 77% of crashes are occurring during daylight hours, which reduces the importance of low light conditions as a contributing factor affecting safety. Rear end crash types are the most common at 58%, which can largely be attributed to the lack of left-turn storage capacity on US 42. Opposing left-turn, single vehicle, and angle type crashes are the second most common type of crashes, each representing 11% of all crashes.

Table 2B: US 42 Crash Type Statistics

Begin MP	End MP	Length (miles)	Total Crashes	Crashes			Type of Crash					
				During Daylight Hours	Clear	On Dry Roadway	Head On	Rear End	Side-swipe	Opposing Left Turn	Single Vehicle	Angle
US 42, Jefferson County												
8.800	11.835	3.035	273	77%	66%	75%	2%	58%	6%	11%	11%	11%

2.5 Turning Movement Counts

To better understand traffic flow in the Village Center, turning movement counts were conducted at the three key intersections (River Road, Fox Harbor Road, and Timber Ridge Drive) on US 42. The counts were conducted from May 12 to May 14, 2009. Turning movements are illustrated in Appendix A, Exhibit 4.

Table 3: Turning Movement Counts

Intersection	Time of Day	
	AM	PM
US 42 @ River Road		
US 42 westbound through	1,639	885
US 42 westbound turning right to River Road	84	62
US 42 eastbound through	551	1,068
US 42 eastbound turning left to River Road	20	31
River Road turning left to eastbound US 42	37	163
River Road turning right to westbound US 42	43	25
US 42 @ Fox Harbor Road		
US 42 westbound turning left to southbound Fox Harbor Road	29	14
US 42 westbound through	1,591	903
US 42 westbound turning right to northbound Fox Harbor Road	7	9
US 42 eastbound turning right to southbound Fox Harbor Road	69	94
US 42 eastbound through	594	1,117
US 42 eastbound turning left to northbound Fox Harbor Road	28	94
Fox Harbor Road southbound turning left to eastbound US 42	18	29
Fox Harbor Road southbound through	3	17
Fox Harbor Road southbound turning right to westbound US 42	98	119
Fox Harbor Road northbound turning right to eastbound US 42	4	4
Fox Harbor Road northbound through	10	10
Fox Harbor Road northbound turning left to westbound US 42	111	53
US 42 @ Timber Ridge Drive		
US 42 westbound turning left to southbound Timber Ridge Drive	2	12
US 42 westbound through	1,354	990
US 42 westbound turning right to northbound Timber Ridge Drive	140	188
US 42 eastbound turning right to southbound Timber Ridge Drive	4	59
US 42 eastbound through	579	1,357
US 42 eastbound turning left to northbound Timber Ridge Drive	368	330
Timber Ridge Drive southbound turning left to eastbound US 42	53	111
Timber Ridge Drive southbound through	3	15
Timber Ridge Drive southbound turning right to westbound US 42	363	211
Timber Ridge Drive northbound turning right to eastbound US 42	9	11
Timber Ridge Drive northbound through	11	9
Timber Ridge Drive northbound turning left to westbound US 42	51	23

It should be noted that at the time these traffic counts were conducted, River Road was closed at Harrods Creek due to the reconstruction of the Harrods Creek Bridge on that facility. Therefore, traffic volumes on US 42 may be higher than when River Road is open to traffic. Despite the fact that River Road was closed to commuters during the traffic counts, the peak-hour traffic volumes show a standard commuter pattern of high traffic volumes traveling west on US 42 to Louisville during the AM peak hours (6:00–8:00) and returning in the evening during the PM peak hours (5:00–7:00).

2.6 Speed and Volume

A three-day speed and volume count was also conducted on US 42 to analyze the average speed of free-flow traffic. The traffic analysis was conducted on the outside lanes on US 42 at approximately MP 10.20, from July 6 through July 10, 2009. Total data collected is presented in Appendix B.

The following figures are produced from the data collected during the three 24-hour periods from July 7 to July 9, 2009. On the average, traffic in the eastbound outside lane of US 42 at MP 10.20 travelled at an average speed of 37.8 miles per hour (mph). The 85th percentile speed averaged 44.8 mph. The 85th percentile speed is the speed at which 85% of the motorists are traveling at or below. Similarly, traffic in the westbound outside lane travelled at an average speed of 37.5 mph. The 85th percentile speed averaged 44.0 mph. One vehicle on each of the three days of observation was travelling at a speed greater than 65 mph.

The total ADT of 31,015 vpd was determined from the data gathered on US 42 for the travel lanes of both eastbound and westbound traffic. The total weekday average traffic for eastbound and westbound US 42 was 15,354 vpd and 15,661 vpd, respectively. In the morning, peak traffic for both westbound lanes averaged 1,500 vehicles at an average peak time of 9:00 AM. In the evening, both lanes of eastbound traffic volumes peaked at an average of 1,521 vehicles at an average time of 7:00 PM. This indicates a standard commuter schedule of Prospect residents traveling to and from work in Downtown Louisville (i.e., the Louisville Central Business District).

2.7 Transit Service and Pedestrian Facilities

TARC Service

The city of Prospect is served on weekdays by two Transit Authority of River City (TARC) Routes: Prospect Express Route 68 and River Road Local Route 59. Prospect Express Route 68 provides express service from Hunting Creek to Downtown Louisville via US 42 and I-71. This route operates during weekday morning and afternoon peak hours only. Route 59 provides local service from Downtown Louisville to Prospect via River Road and US 42 during weekday non-peak hours only. This route serves Butchertown, Glenview, Harrods Creek, the Water Tower, and Prospect Point shopping center. There is no transit service to Prospect on weekends or holidays. To complement the local transit service, a Park & TARC lot is located adjacent to the intersection of River Road and US 42.

Route 59 averages 45 boardings per weekday on three round trips. This route is largely for reverse commuters (those commuting to work in Prospect from Downtown Louisville) with the schedule built for that purpose. There are a handful of students attending schools in the downtown area that also utilize the route, mainly on the afternoon route. Route 68 averages about 40 boardings per weekday, with a schedule designed more for regular commuters (those commuting to work in Downtown Louisville from Prospect). TARC stops are illustrated in Exhibit 5, Appendix A.

Pedestrian and Bicycle Access (Sidewalks and Bike Lanes)

Pedestrian accessibility within the general study area is inconsistent. In general, primary pedestrian facilities exist for many of the developments and the more urbanized sections in the study area. However they typically do not provide connectivity with the village core and/or many of the subdivisions. Sidewalks do exist in the village core in limited quantity with limited connectivity. They are much more limited within the more rural parts of the study area. No sidewalk currently exists on River Road despite moderate pedestrian activity along this route, primarily near the Village Center.

There are currently no bicycle facilities serving the study area. However, a major initiative being conducted by Louisville Metro—the 100-mile-long “Louisville Loop” project to construct a multi- (shared) use trail around Jefferson County—is being planned for the US 42 and River Road corridors in the future. The Louisville Loop is a paved, 8- to 10-foot-wide, shared use path for bicycles and pedestrians. Currently, 25 miles of the 100-mile Louisville Loop is completed. This section is now in use in the north and western parts of the county and enables a pedestrian or cyclist to travel between Downtown Louisville and Riverside, the Farnsley

Moorman Landing. A map depicting the planned route throughout the county is included in Exhibit 6, Appendix A. More information on the Louisville Loop can be found at Louisville Metro’s website: www.louisvilleky.gov/MetroParks/cityofparks/metro_loop_trail.htm.

2.8 Connectivity Assessments

Many of the subdivisions including the commercial Village Center in Prospect are not connected to one another by pedestrian facilities. However, The Hunting Creek and Fox Harbor subdivisions are connected by local streets, and Harrods Landings and The Landings subdivisions are connected via a local road intersecting with Timber Ridge Drive. Innisbrook, Sutherland, and Bridgepointe are completely isolated from other developments, no matter if the travel mode is vehicular or pedestrian. For the most part, the only mobility option for residents and visitors to Prospect is via the automobile, and that most often involves using US 42. Prospect subdivisions and existing sidewalks are illustrated below in Figure 2 and in Exhibit 2, Appendix A.

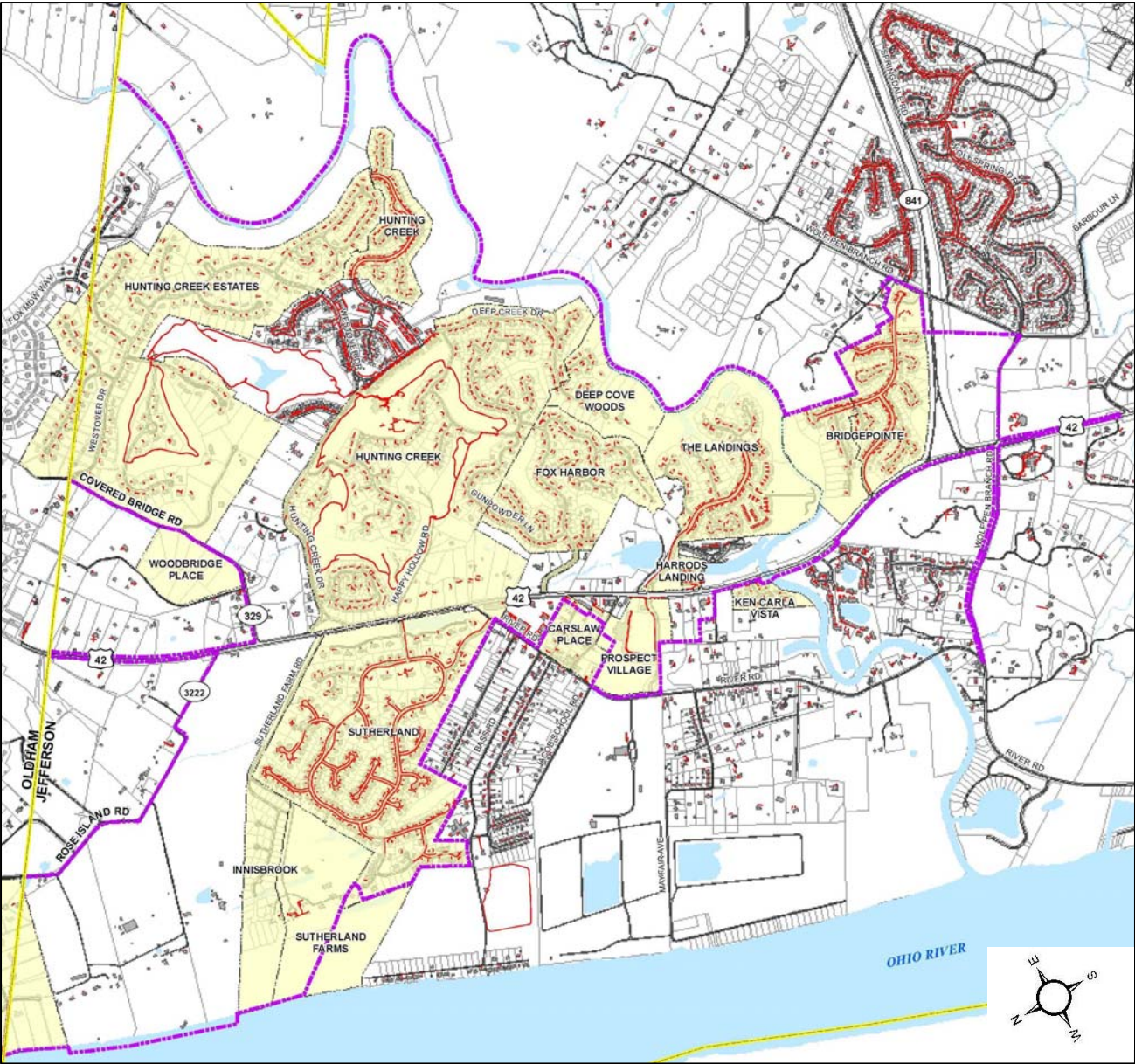


Figure 2: Prospect Subdivisions (sidewalks and pedestrian paths are illustrated in red)

3.0 STAKEHOLDER CONSULTATION

Stakeholder and public input was obtained via a multi-tiered system consisting of one group meeting, one public meeting, and a project website with a survey questionnaire. Project stakeholders were consulted via a stakeholder meeting held on July 23, 2009, an open house style public meeting held on October 8, 2009, and the survey questionnaire on the project website (www.prospecttransstudy.com), intended for all Prospect residents. Through these consultation efforts, a sense of the existing problems and potential improvements was gained. All public comments received, public meeting notices, and sign-in sheets are included in Appendix D.

3.1 Stakeholder Meeting

A stakeholder meeting was held on July 23, 2009. The attendants represented neighborhood associations, commercial interests, Prospect police, and concerned citizens-at-large. Minutes for this meeting is included in Appendix D. Below is the list of those stakeholders who were present at the stakeholder meeting.

Todd Eberle	City of Prospect
Ann Simms	City of Prospect
Marvin Wilson	Prospect City Police
Dennis Wine	Prospect City Police
Becky Medley	Stock Yards Bank
Linda Schaber	Stock Yards Bank
Olie Mueller	Sutherland Subdivision
Dan McNair	Hunting Creek Subdivision
Walt & Bev Anderson	Fox Harbor Subdivision
Susan & Nick Nicholson	Fox Harbor Subdivision
Michael Jones	Doric Real Estate/Highland Cleaners

Four display board maps were provided at the meeting to illustrate environmental constraints, land use, zoning, form districts, TARC routes, turning movements, and current and projected traffic volumes. The meeting attendees were given a handout that provided an overview of the *Prospect Mobility Study* as well as nine questions regarding the current state of transportation facilities in the Prospect area. These questions are the same asked on the online survey questionnaire. Meeting attendees were urged to provide answers to the questions on the handout and to turn in the handout after the meeting. The questions are listed below as well as the general comments provided via group discussion by the meeting attendees. The comments in *italics* however, were not verbal contributions at the meeting, but were submitted at the end of the meeting on two completed handout sheets. Additional responses continued to be received by regular mail and electronic mail several days after the meeting. All responses are included in Appendix D.

- Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?
 - Westbound on US 42 turning left onto Fox Harbor Road, because eastbound US 42 traffic turning left going to Dairy Queen blocks view of oncoming traffic.
 - Eastbound on US 42 turning into Dairy Queen.
 - Eastbound on US 42 turning into the Sutherland subdivision.
 - Westbound on US 42 turning into Bridgepointe Blvd.
 - Eastbound US 42 turning onto River Road.
 - Entering eastbound US 42 from any of the businesses in the Village Center.
 - Because US 42 is a four lane highway it is often difficult to see activity in all of the lanes when one is trying to turn. Bicycles on US 42 and other roads.*

2. Are there specific areas of heavy congestion?
 - Timber Ridge Drive at the US 42 intersection.
 - US 42 in front of Circle K.
 - *US 42 at Timber Ridge, Fox Harbor Road, River Road traffic signals especially at “rush” hour.*

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?
 - In the Village Center due to lack of sidewalks and walls/fences.
 - Hunting Creek Drive is dangerous.
 - Speed humps and traffic calming for safer pedestrian mobility.
 - Hunting Creek Drive at US 42 - speeding traffic and poor sight distance due to landscaping
 - *Fox Harbor Drive.*
 - *All along US 42. A connector between strip malls and shopping centers would help. More sidewalks/biking or walking paths connection City Hall with Fox Harbor Road.*

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?
 - Sidewalks should be wider in the Village Center.
 - Need the multi-use trail from Bridgepointe to Hunting Creek.
 - Sidewalks on the north (river) side of US 42.
 - *Fox Harbor Drive.*
 - *More for pleasure or exercise paths around Putney Pond.*

5. Are there specific locations where signage needs to be placed, replaced, or altered?
 - At various intersections with US 42, signage should be placed instructing drivers to “use signal when turning.”
 - Speed limit sign should be placed for eastbound US 42 traffic descending the hill into the city.
 - *Signs to indicate cross streets on US 42, River Road, KY 329 (Covered Bridge) could be more visible and readable.*

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?
 - Clarification of where golf carts are permitted and not permitted.
 - *We must plan for the continued development of areas in Oldham County. Better access to I 71 from Oldham Co. would help our situation. We need more options for bicycles*

7. What transportation issue(s) in the City of Prospect are most important to you personally?
 - Multi-use paths and turn lanes on US 42.
 - Bike lanes on the roadway as well as multi-use trail for pedestrians and recreational bikers.
 - *Speeding = lack of turning lanes.*
 - *Left turns on/off US 42.*

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city’s residents and/or commercial entities as a whole?
 - Lack of access to commercial in the Village Center due to lack of left-turn lanes.
 - U-turns should be permitted when turn lanes are incorporated into US 42 redesign.
 - Left turns from the Village Center onto eastbound US 42 should be restricted.
 - *Bridges.*
 - *Timing of lights on US 42, turn lanes on US 42, enforcement of traffic rules (speed, stop signs) on side streets. Mass transit (rail) would be great but no one will pay for “rich” people to commute.*

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?
- The group's primary concerns were lack of pedestrian and bike facilities and the need for left-turn lanes on US 42.
 - *Install Roundabouts.*
 - *Boulevard with roundabouts on US 42 with turn lanes. All projects should be done with making Prospect as attractive as possible. A village.*

3.2 Public Meeting

The public meeting for the *Prospect Mobility Study* was held on October 8, 2009, at the Harrods Creek Fire House, 8905 US 42 in Prospect, from 5:30 PM to 7:30 PM. A public meeting flyer inviting local citizens was posted on the project website and in the Prospect newsletter, and sent out to project stakeholders and those residents on the City of Prospect's email blast list. Prior to the public meeting, KIPDA purchased an ad in the Courier-Journal featuring the public meeting flyer. In addition, the Courier-Journal newspaper published an article in the Northeast Neighborhood section on October 6, 2009, referring to the upcoming project meeting. The flyer and article are included in Appendix D.

A staffed information table with a sign-in sheet was present at the entrance, and two handouts were provided to the 33 attendees. The first handout included a map illustrating the projects, a tabular list of the projects, and general project information. The second handout was a survey questionnaire consisting of the questions available on the project website survey, offering respondents the opportunity to provide answers regarding the transportation issues in Prospect. Six of the survey questionnaire forms consisting of the questions available on the project website survey were returned at the end of the meeting. These responses are included in Appendix D.

The purpose of the public meeting was twofold: 1) inform the public regarding the status of the study, and 2) receive input on the alternatives being considered. The attendees were given the opportunity to view exhibits and ask questions about the proposed improvements. A Power Point presentation depicting the study area, project issues and goals, and proposed projects was presented to meeting attendees. An open question and answer session with the attendees followed the presentation. Staff members from KYTC, KIPDA, Prospect and Qk4 were available to answer questions and elicit comments and discussion.

Table 4: Project List for Public Meeting

Table 4 at right lists the recommended project alternatives by number and description as they were numbered and presented at the public meeting. During final review and analysis by the Steering Committee, several projects were added and the list subsequently renumbered. Table 5 below, represents the projects presented at the public meeting, and ranked as determined from the dot exercise, described below.

Pedestrian and Bicycle Connectivity	
1	Construct a section of sidewalk on north side of US 42 from Carslaw Ct. to Fox Harbor Road.
2	Install pedestrian crossing signal and striping at the west end of US 42 and Fox Harbor Intersection.
3	Construct a section of multi-use trail from Fox Harbor to City Hall on the south side of US 42.
4	Construct a section of multi-use trail from Timber Ridge Dr. to Putney Pond Access Rd. on the south side of US 42.
5	Stripe Timber Ridge Dr. for bike lanes.
6	Install bike route signage/Markings markings on Bass Rd.
7	Install a pedestrian crossing at River Rd. and Sedgewicke Dr. intersection.
8	Stripe Hunting Creek Dr. for bike/pedestrian lanes.
9	Construct a section of multi-use trail north of (behind) the Village Center from the private drive (at US 42) to Carslaw Ct.
10	Construct a sidewalk to connect Carslaw Ct. with the sidewalk stub between McDonald's and the former Blockbuster (behind Circle K and the car wash).
11	Construct a section of multi-use trail from Bridgepointe Blvd. to Timber Ridge Dr., on the south side of US 42.
Vehicle Access and Control	
12	Construct access from Carslaw Ct. to McDonald's (connecting Circle K, car wash, and McDonald's)
13	Provide access between Prospect Plaza and Prospect Professional Center.
14	Construct a connection from Sutherland Farm Rd. and Eads Pl.
15	Construct Village Center gateways along US 42.
Policy	
16	Consider parking lot interconnectivity requirement for future redevelopment.
17	Consider Hunting Creek South WWTP conversion to pocket park and public access to Harrods Creek.

The attendees were asked to complete the survey questionnaire at the meeting, and six were returned. Display boards showing the study area on aerial maps and boards listing the proposed alternatives were available for review. The attendees were given colored adhesive dots (one each of red, yellow, and blue) and asked to place a dot on the board next to his/her preferred project with the corresponding color. However, some dots were placed next to projects of a different color. The results are illustrated in Table 5, below, in order of rank. (Note: project number 8 received two dots on which were written negative comments.)

Table 5: Public Meeting Project Ranking

Rank	1	2	3	4	5	6	7	8	9	10
Dots	11	10	7	6	5	3	2	1	0	-2
Project	17	12	13	3	16	7	9	11	1	10

3.2.1 Verbal Comments Received at Public Meeting

In addition to the public comment forms submitted by meeting attendees, a summary of comments received during the question and answer session are as follows:

- Extend crosswalk access from the future multi-use trail across US 42 to the Fire Department.
- Bicycling on Hunting Creek is a safety concern.
- Erect bike signage in the vicinity of Gunpowder Lane (Tallwood Road/Rockingham Road) connecting Fox Harbor and Hunting Creek.
- Make Timber Ridge Drive a bike lane facility.
- Change the signal timing at Timber Ridge Drive and US 42 to prevent left-turn conflicts with pedestrians.
- Street lighting on Timber Ridge Drive and US 42 is recommended to increase visibility and safety.
- In the interim, consider the connection of Innisbrook and Sutherland (Project #14) to be a pedestrian or bike facility until it can be constructed for vehicular connectivity.
- Use a material other than blacktop for multi-use trail surfaces.
- Consider pathways along Harrods Creek.
- Put benches and bike racks in the Village Center area.
- What percentage of the adult population of Prospect that rides bikes?
- Consider a marketing plan to promote biking and walking enhancement.
- Widen Bass Avenue to accommodate bike lanes.
- Clarify the legality of golf cart operation on US 42. (It was noted that golf cart operation is unlawful on US 42).

3.3 Comments from email

The City of Prospect received a comment via email on August 22, 2009, from Rea T. Alsup, Ed.D. (who responded to the traffic survey online and attended the public meeting). Dr. Alsup wrote to relate an incident that had occurred involving medical personnel being hindered (by lack of interconnectivity between the commercial developments) in response to an emergency. The primary concern expressed in the email was that both vehicle and pedestrian access is badly needed within the commercial developments that comprise the Prospect Village Center.

Additionally, a second email was received by the City on October 26, 2009, from Sandy Wilson. Ms. Wilson stated that she walks to businesses in the Village Center and consequently is forced to walk in grass and parking lots. She inquired as to the City's future plans for additional sidewalks connecting the residential areas with the Village Center. These emails are included in Appendix D.

3.4 Comments from Online Survey Questionnaire

Accessible via the *Prospect Mobility Study* project website (www.prospecttransstudy.com), a web-based survey form was voluntarily completed on-line by Prospect residents. The survey was made available on July 23, 2009. Through a series of nine questions (same as in Section 3 that were presented to the stakeholder group), this form solicited feedback from Prospect residents regarding areas that were perceived as problems by local individuals. There were a total of 164 surveys submitted by area residents. These individual submissions are included in Appendix D.

4.0 ALTERNATIVES DEVELOPMENT

Upon review of the existing conditions and the public and stakeholder input, various improvements were suggested based on increasing safety and improving bicycle and pedestrian travel connectivity in the area. Considering the current and projected conditions on US 42 through Prospect, it is of great importance to provide alternatives to vehicular mobility in an effort to mitigate congestion and improve air quality, thereby contributing to the health and well being of residents and visitors. Recommended alternative improvements at various areas in and around the Village Center consist of sidewalk construction, multi-use trail construction, and the addition of bike lane signage and striping.

4.1 Other Planning Efforts

In addition to existing conditions data, future planned projects such as the 100-mile Louisville Loop multi-use trail and the US 42 improvements (see below) were considered during the alternatives development process.

- The KYTC current Six Year Highway Plan (FY-2008-2014) includes a widening project for US 42 (ID # 05-972.00). This project is to construct a fifth (center turn) lane on US 42 through Prospect from the Harrods Creek Bridge—B00004 (MP 9.630) to River Road (MP 10.548) and could have potential impacts on many of the recommended alternatives listed in the *Prospect Mobility Study*. As of this writing, however, final design has not been initiated. Therefore, recommended pedestrian and bicycle alternatives are suggested with various US 42 reconstruction options in mind, and the design and timing of projects recommended herein are not intended to conflict with the KYTC project. Page 76 of the Six Year Highway Plan, which lists the US 42 widening project, is included in Appendix E.
- Five projects involve the construction of a multi-use trail in various locations in and around the City of Prospect. Three of those projects (Projects 3, 11, and 4) involve a multi-use trail that follows the alignment of US 42. The route of these three projects has been previously identified by Louisville Metro as part of the “100-mile Louisville Loop” a project to construct a multi-use trail around Jefferson County. The Louisville Loop is a paved, 8- to 10-foot-wide, shared use path for bicycles and pedestrians. A map depicting the planned route throughout the county is included in Exhibit 6, Appendix A. More information on the Louisville Loop can be found at this website: (www.louisvilleky.gov/MetroParks/cityofparks/metro_loop_trail.htm). These three projects were identified in this report to illustrate the City of Prospect’s prioritization of these specific segments of the Louisville Loop trail and as a sign of cooperation with Louisville Metro to achieve this goal. The typical section of the Louisville Loop and the multi-use trail projects recommended in this report is illustrated below in Figure 3.

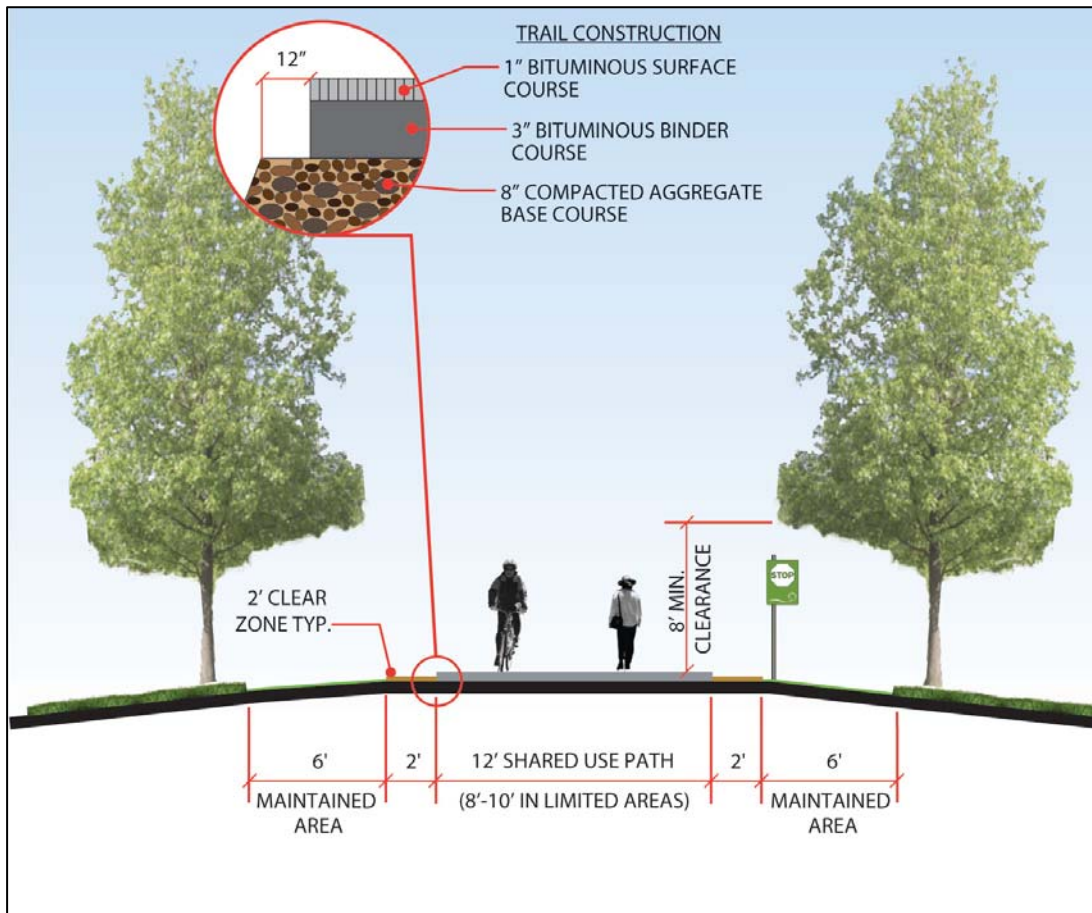


Figure 3: Louisville Loop (Multi-Use Trail) Typical Section

4.2 Summary of Recommended Alternatives

The recommended improvements set forth in the *Prospect Mobility Study* have been ranked in terms of High, Medium, and Low priority. Projects were ranked according to input from the public, the steering committee, and the priorities of the City of Prospect. High priority projects have been identified to meet an immediate and pressing need regardless of long/short term time-frame or of estimated cost. The medium and low priority projects are not as imperative as others, however may be listed as short-term due to the timeframe of possible implementation. Project locations are illustrated on Exhibit 5 in Appendix A.

In addition to the recommendations contained in this report, an effort that was identified by the Steering Committee that can be implemented relatively quickly is a marketing campaign to raise public awareness of the local mobility enhancement effort. This initiative would highlight the pedestrian and bicycle connectivity elements that are being promoted and executed by the City of Prospect.

The recommended projects are listed below according to rank and prioritization, therefore, the corresponding project identification numbers remain consistent and do not appear in numerical order.

4.2.1 High Priority Projects

1. Sidewalk on the north side of US 42 from Carslaw Court to Fox Harbor Road

Sidewalk connectivity is needed from the existing sidewalk stub just east of Carslaw Court to the Fox Harbor Road intersection. This approximately 1,000-foot-long project would enable safer and more efficient pedestrian access to Prospect Plaza, Prospect Professional Center, and Prospect Point fronting US 42. Some drainage issues may exist that would need to be mitigated. Design plans for this project must be prepared in conjunction with the plans for US 42 reconstruction.



Current sidewalk stub looking eastbound on US 42 from just east of Carslaw Court.



Looking eastbound on US 42 at the Dairy Queen sign and Fox Harbor Road intersection.



Looking westbound on US 42 from the Prospect Professional Center development at the site of the proposed sidewalk.



Looking eastbound on US 42 from the Prospect Professional Center development at the site of the proposed sidewalk.

3. Multi-use trail connection from Fox Harbor Road to City Hall on south frontage of US 42

This trail connection has been identified as an element of the Louisville Metro planned 100-mile-long Louisville Loop fronting US 42 from Bridgepointe Boulevard to River Road and beyond. This 550-foot-long section would provide access from Fox Harbor Road and Fox Harbor subdivision to City Hall, the police department, and the library. Since connection exists via local roads to Fox Harbor subdivision, this trail section may benefit Hunting Creek residents as well. The selected alignment should exhibit a meandering, park-like quality, and remain relatively close to the US 42 alignment to avoid encroaching more than necessary on the existing open green space.



Green space adjacent to US 42, looking towards City Hall from Fox Harbor Subdivision.



Green space adjacent to US 42, looking towards Fox Harbor Subdivision from City Hall.

Illustrated below is a multi-use trail similar to that recommended herein. This example is located at Thurman Hutchins Park on River Road in Louisville.



Paved multi-use trail at Thurman Hutchins Park at River Road in Louisville, much like the multi-use trail proposed for Prospect.

9. Multi-use trail behind Prospect Village Center from a private drive to Carslaw Court

This multi-use trail (of similar typical section as the Louisville Loop; i.e., 8 to 10 feet wide, paved) would provide a safe and serene link for pedestrian and bike traffic immediately north of (behind) the Village Center. This alignment is located on private property and most likely could be constructed at the time of redevelopment of that property. The trail is proposed to connect near US 42 between Prospect Point and Prospect Professional Center and tie in to Carslaw Court. A possible perpendicular connection to this trail could be incorporated to provide pedestrian access between Prospect Plaza and Prospect Professional Center.



North of (behind) Prospect Village Center looking east from Beech Avenue at possible multi-use trail alignment.



North of (behind) Prospect Village Center looking west from Beech Avenue at possible multi-use trail alignment.

10. Sidewalk connecting Carslaw Court with Prospect Village Shopping Center

This 300-foot-long pedestrian access would extend from Carslaw Court (behind Circle K) to the existing sidewalk stub adjacent to McDonalds in the Prospect Village Shopping Center. This alignment traverses private properties; therefore, project implementation would require agreements with property owners.



Site of possible sidewalk connection at Carslaw Court providing pedestrian access to Prospect Village Shopping Center, looking at rear of Circle K from Carslaw Court.



Looking east at site of possible sidewalk connection at existing sidewalk adjacent to McDonald's in the Prospect Village Shopping Center.

11. Multi-use trail connection from Bridgepointe Boulevard to Timber Ridge Drive

This 4,500-foot-long section of multi-use trail is also a component of the Louisville Loop. This segment would provide the only non-vehicular connection between the Bridgepointe subdivision and the city core, and would give Bridgepointe residents direct access to the Village Center. The most costly aspect of this trail is the bridge over Harrods Creek that would be required to complete this trail section.



Looking westbound on US 42 from Timber Ridge Drive intersection at location of multi-use trail.



Looking eastbound on US 42 from the Bridgepointe Boulevard intersection towards Prospect Village Center.

15A. Multi-use trail connection from Sutherland Farm Road to Eads Place

This 550-foot-long, non-vehicular connection for walkers and cyclists would provide a link between Innisbrook and Sutherland subdivisions via the Sutherland Farm. This connection would prevent pedestrians from having to exclusively use Sutherland Farm Road and, therefore, would provide more options for connectivity through the subdivisions and to the Village Center.



Looking at the Sutherland Farm Road stub to be the tie in for a multi-use trail connecting Eads Place stub across Sutherland Farm property.



Looking at the Eads Place stub to be the tie in for a multi-use trail connecting Sutherland Farm Road stub across Sutherland Farms property.

16. Vehicle connection from Carslaw Court to Prospect Village Shopping Center

Interconnectivity is strongly supported by many business owners as well as Prospect residents. An additional linkage is needed for vehicle access to, and between, the businesses in the Prospect Village Shopping Center and other businesses fronting US 42—most notably Circle K, Water Works Car Wash, McDonald’s, and Kroger. Currently, many vehicles visiting one business must re-enter US 42 to access the business next door.

Additional connectivity would provide vehicles with access to nearby businesses without using US 42. This approximately 300-foot-long access would tie into Carslaw Court behind Circle K and provide access into the McDonald's parking lot. This would be a narrow facility with horizontal curves to keep down speed and discourage high volume usage. This alignment traverses private properties; therefore, project implementation would require agreements with property owners.



From behind Circle K, looking at the site of vehicular connection to the Water Works Car Wash lot.



From behind the Water Works Car Wash, looking at the site of vehicular connection to McDonald's.



From behind Water Works Car Wash, looking at the site of vehicular connection from the back of Circle K



From behind McDonald's, looking at the site of vehicular connection from the back of the Water Works Car Wash.

17. Vehicle connection between Prospect Plaza and Prospect Professional Center

Currently, roadway connectivity within the Village Center is virtually non-existent. Barriers prevent vehicular and pedestrian access between the two commercial developments and among individual businesses within each. Connectivity is needed within the Village Center to reduce the need to use US 42 to reach the neighboring commercial developments and businesses. The project proposes using a fence cut, relocated lighting, and minor lot modification to improve vehicular flow between commercial areas. This convenient access would have the added benefit of increasing safety by reducing traffic entering US 42. This alignment traverses private properties; therefore, project implementation would require agreements with property owners.



From Prospect Plaza, looking at the vehicular barrier towards Prospect Professional Center.



From Prospect Professional Center, looking at the vehicular barrier towards Prospect Plaza.

19. Ordinance adoption for adequate interconnectivity of future redevelopment

In consideration of the lack of acceptable existing connectivity, it is recommended that the City adopt an ordinance to ensure adequate connectivity of future developments and redevelopments in the city of Prospect. An example of a model ordinance of this type has been provided by KYTC and is included in Appendix F.

4.2.2 Medium Priority Projects

2. Pedestrian crossing signal and striping at the west end of US 42 and Fox Harbor Road Intersection

The crossing enhancement, with an electronic count-down signal and curb cuts, would provide pedestrian connectivity from the Fox Harbor subdivision and the future multi-use trail on the south side of US 42 to the new sidewalk (Project # 1) fronting US 42 at Prospect Point on the north side. Consideration may be given to construction of a sidewalk on the bifurcated section of Fox Harbor Road to better accommodate residential access to the multi-use trail.



Looking south at the Fox Harbor Road and US 42 intersection from Prospect Point.



Looking north at the Fox Harbor Road and US 42 intersection from Fox Harbor subdivision.

5. Timber Ridge Drive bike lane striping

Timber Ridge Drive currently has 15-foot-wide driving lanes and provides a bike link between US 42 and River Road. This project proposes striping a 4-foot-wide bike lane on both sides of Timber Ridge Drive, thereby providing 11-foot-wide driving lanes and a direct bicycle link between River Road and US 42.



Looking south at the Timber Ridge Drive and US 42 intersection.



Looking north at Timber Ridge Drive from just north of the US 42 intersection.

6. Bass Road bike route signage

Bass Road is the direct link to Hays Kennedy Park from River Road, and has been identified as such by Louisville Metro in the preliminary Louisville Loop plans. Enhanced signage announcing the location of the park and available activities at the River Road intersection would provide higher profile recognition to encourage bicycle and pedestrian traffic. Although this project is recommended, it is outside the Prospect city limits; therefore, the final authority for undertaking the project would rest with Louisville Metro.



Looking westbound on River Road at the signage at the Bass Avenue intersection,



Looking northbound on Bass Avenue towards Hays Kennedy Park,

7. Pedestrian crossing at River Road and Sedgewicke Drive

This intersection experiences a high volume of pedestrian traffic (walkers and joggers) crossing River Road from Sutherland subdivision to access Prospect Point and other Village Center commercial areas. The crossing improvement would consist of providing warning signage directed at motorists and striping to direct the pedestrian traffic to the Village Center.



Looking at Sedgewicke Drive and sidewalk at the River Road intersection from Prospect Point.



Looking at the driveway into Prospect Point (and Java Brewing Company) from Sedgewicke Drive at the River Road intersection.

Illustrated below is an example of the same type of pedestrian crossing as the recommended project, located on the mainline without a stop condition for vehicular through movement. This example is located at the intersection of Brownsboro Road (KY 22) and Thornhill Road, immediately across from Ballard High School.



Looking eastbound on Brownsboro Road at the pedestrian crossing linking Thornhill Road and the sidewalk at Ballard High School.



Looking westbound on Brownsboro Road at the pedestrian crossing linking Thornhill Road and the sidewalk at Ballard High School.

8. Hunting Creek Drive striping

Hunting Creek Drive from the Wythe Hill intersection to the roundabout currently features 17-foot-wide northbound and southbound driving lanes with no striping. The roadway is used by motorized vehicles (cars, trucks, buses, etc.), pedestrians, bicycles, and golf carts. Pavement striping is proposed to delineate 11-foot-wide motorized vehicle driving lanes, thereby creating 6-foot-wide outside lanes for use by pedestrians, bicyclists, and others. The separation of user types would improve safety for all, and encourage slower motorized vehicle speeds due to the narrower lanes’ psychological effect on drivers.



Hunting Creek Drive showing the width and lack of striping.



Hunting Creek Drive looking north towards US 42.

12. Sidewalk connection from Timber Ridge Drive to Ken Carla Subdivision

A 1,400-foot-long sidewalk segment fronting the north side of US 42 would provide a pedestrian connection from the Ken Carla subdivision to the Prospect Village Center. Some drainage issues may exist that would need to be mitigated. Design and construction plans for this project must be prepared in conjunction with the plans for US 42 reconstruction.



Looking eastbound on US 42 at the proposed tie in at the existing sidewalk stub just west of the Timber Ridge Drive intersection.



Looking eastbound on US 42 at the entrance to Ken Carla subdivision from Ken Carla Drive, at the proposed sidewalk tie-in fronting US 42.

13. Street furniture installed within the Village Center

As a cooperative effort between commercial property owners and the City of Prospect, the installation of street furniture such as benches and bike racks would serve as a beautification and pedestrian enhancement program for the Village Center.



An example of park bench (left) and a modern bike rack (above) and a traditional bike rack (right).

14. Cooperative effort with TARC to provide bus shelters in the Village Center

Currently, no transit shelters exist in Prospect. A cooperative effort with TARC to locate and fund shelters would provide a significant enhancement for city residents who use transit services. A prime location for a shelter would be the Park & TARC lot in Prospect Point at the intersection of River Road and US 42.



An example of a typical bus stop shelter (above) and a green bus stop with rooftop vegetation (right).

15B. Vehicle connection from Sutherland Farm Road to Eads Place

When the development of Sutherland Farms occurs, the 550-foot-long, non-vehicular connection for walkers and cyclists between Innisbrook and Sutherland subdivisions (proposed as Project #15A), would be upgraded to local vehicular roadway standards. This connection would provide vehicular (and continue bicycle and pedestrian) access between the Innisbrook and Sutherland subdivisions. This would prevent vehicles from having to exclusively use Sutherland Farm Road and provide more options for connectivity through the subdivisions and to the Village Center, while reducing vehicle trips on US 42.



Looking at the Sutherland Farm Road stub (left) and the Eads Place stub (right), the proposed tie in points for the previously proposed (see #15A) multi-use trail. The trail would be converted to local neighborhood connector road, providing connectivity between Sutherland and Innisbrook subdivisions.

20. Conversion of *Hunting Creek South Wastewater Treatment Plant* to a pocket park and public creek access

Currently, there is no public access to Harrods Creek (a significant canoeing, kayaking, and fishing recreational resource) within the city of Prospect. However, The Hunting Creek South Wastewater Treatment Plant (WWTP), located on Harrods Creek just south of the Hunting Creek subdivision and accessible via Montero Drive, is anticipated by the Louisville/Jefferson County Metropolitan Sewer District (MSD) to be taken offline at some point in the future and offered to the City of Prospect. It is recommended that the City acquire the WWTP property for future conversion of this prime site into a pocket park featuring public access to the creek.



The Hunting Creek South Wastewater Treatment Plant is well situated on the banks of Harrods Creek and easily accessible from Montero Drive.

4.2.3 Low Priority Projects

4. Multi-use trail connection from Timber Ridge Drive to Putney Pond Access Road.

As part of a previously planned and unrelated project, the existing Putney Pond Access Road will be closed to vehicular traffic from its intersection with US 42, and will be relegated to pedestrian and bicycle traffic only. Therefore, a 175-foot-long segment of the Louisville Loop trail network is proposed to connect the existing Putney Pond Access Road to the pedestrian crossing at the intersection of Timber Ridge Road and US 42. The multi-use trail would parallel the south side of US 42 from Putney Pond Access Road and Timber Ridge Drive. This project will then provide a multi-use connection to the existing access road and the 25 acre Putney Pond natural area owned by the City.



Looking eastbound on US 42 from Timber Ridge Drive at the Putney Pond Access Road. The grassy area is the site of the proposed multi-use trail section.



Looking southbound down Timber Ridge Drive towards The Landings subdivision. The existing sidewalk would tie into the multi-use trail.

18. Village Center gateways along US 42

To provide a sense of arrival in the Village Center for US 42 traffic, decorative gateways could be placed along US 42, with possible placement locations being east of the River Road intersection for westbound traffic and west of Timber Ridge intersection for eastbound traffic. A local competition could be held for design submission and selection. Coordination with KYTC concerning the rebuilding of US 42 should be considered.



The design possibilities for city gateways range from the traditional (right) to the very modern and abstract (left).



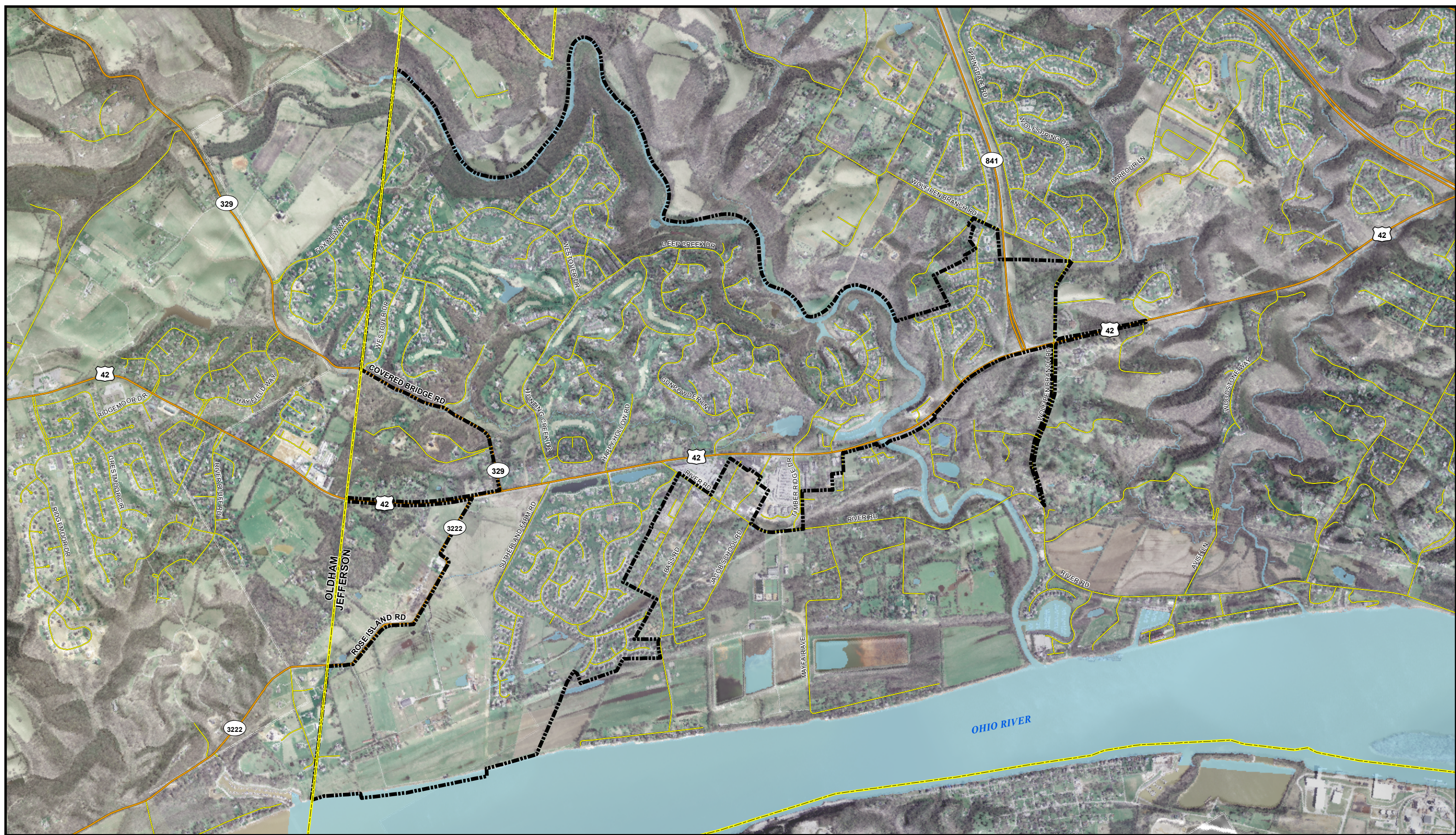
4.3 Alternative Prioritization Matrix

Provided on the following pages is Table 6, *Alternative Prioritization Matrix*. It lists the recommended alternatives in tabular form and includes approximate length (if applicable), estimated cost per linear foot, short- or long-term status, and a planning level cost estimate in 2009 dollars. Projects that could be constructed within the next 10 years are listed as short term. Projects that will depend heavily on future site development and/or have high cost, and would need to be incorporated in to any applicable development plans are listed as long term.

Table 6 – Alternative Prioritization Matrix



Rank	Project	Project and Type	Approx. Length (Feet)	Cost / Linear Feet	Short / Long Term	2009 Cost Estimate	Project Description
Pedestrian and Bicycle Connectivity							
H	1	Sidewalk fronting US 42 from Carslaw Court to Fox Harbor Road	1,000	\$90	Short	\$90,000	The sidewalk would provide a pedestrian connection along US 42 within the Village Center from Carslaw Court to the Fox Harbor Road intersection at Prospect Point.
H	3	Multi-use trail from Fox Harbor Road to City Hall	550	\$120	Short	\$66,000	This section would provide access from Fox Harbor Subdivision to the City Hall / Library, fronting the south side of US 42.
H	9	Multi-use trail behind commercial property from private drive to Carslaw Court	750	\$120	Long	\$90,000	Connecting from US 42 to Carslaw Court, this multi-use trail would provide a safe, serene link for pedestrian and bike traffic immediately north of (behind) the Village Center.
H	10	Pedestrian connection from Carslaw Court to Prospect Village Shopping Center	300	\$90	Short	\$27,000	The sidewalk would link Carslaw Court and Prospect Village from the rear of Circle K, the car wash, and McDonald's/Kroger Center (all in Prospect Village).
H	11	Multi-use trail from Bridgepointe Boulevard to Timber Ridge Drive	4,500	\$530	Long	\$2,385,000	This segment of the multi-use trail (Louisville Loop) would connect the Bridgepointe subdivision with the Prospect Village Center. This section of the trail requires a bridge over Harrods Creek
H	15A	Multi-use trail from Sutherland Farm Road to Eads Place	550	N/A	Short	< \$10,000	This would provide a connection between the Sutherland and Innisbrook subdivisions for walkers and cyclists, and provide more options for connectivity through the subdivisions and to the Village Center. This should be designed for a future road conversion (Project #15B).
M	2	Pedestrian crossing signal and striping at the west end of US 42 and Fox Harbor Road intersection	N/A	N/A	Short	\$40,000	This involves a pedestrian countdown crossing signal, curb cuts, US 42 striping, and sidewalk connections from the multi-use trail on the south side of US 42 to the new sidewalk (Project #1) fronting the north side of US 42.
M	5	Timber Ridge Drive bike lane striping	1,400	\$1.25	Short	\$1,750	To provide a direct bicycle linkage between US 42 and River Road, stripe 4' bike lanes on Timber Ridge Drive in each lane (thereby reducing driving lanes to 11' in width).
M	6	Bass Road bike route signage/markings	N/A	N/A	Short	< \$2,000	To better identify the park, enhance park and bike route signage at the River Road intersection to encourage bicycle and pedestrian traffic.
M	7	River Road pedestrian crossing at Sedgewicke Drive	100	\$90	Short	< \$10,000	A striped River Road crossing from the sidewalk on Sedgewicke Drive to Prospect Point would enhance pedestrian safety for the walkers and joggers crossing River Road from the Sutherland subdivision.
M	8	Hunting Creek Drive lane striping	4,000	\$1.25	Short	\$5,000	The addition of 6' outside pavement striping to delineate an 11' vehicle lane from Wythe Hill to would provide more safety for pedestrians and cyclists while encouraging slower vehicular traffic due to a narrower lane.

Rank	Project	Project and Type	Approx. Length (Feet)	Cost/ Linear Feet	Short / Long Term	2009 Cost Estimate	Project Description
M	12	Sidewalk on the north of US 42 from Timber Ridge Drive to Ken Carla subdivision	1,400	\$90	Short	\$126,000	The sidewalk would provide a pedestrian connection along US 42 from Ken Carla Drive to the Village Center at Timber Ridge Drive. This project would continue to expand connectivity to the Village Center. Design must correlate with US 42 widening.
M	13	Install street furniture (seating, bike racks, etc.) within Prospect Village Center	N/A	N/A	Short	< \$10,000	Street furniture such as benches and bike racks would provide beautification and pedestrian enhancement for the Village Center.
M	14	Cooperation with TARC to provide bus shelters in key areas	N/A	N/A	Short	< \$10,000	A cooperative effort to locate and fund shelters would provide a significant enhancement for the city residents who use TARC.
L	4	Multi-use trail from Timber Ridge Drive to Putney Pond Access Road, fronting the south side of US 42	175	\$120	Short	\$21,000	This segment of the multi-use trail (Louisville Loop) would connect the existing Putney Pond Access Road to the pedestrian crossing at the intersection of Timber Ridge Drive and US 42.
Vehicle Access and Control							
H	16	Vehicular access from Carslaw Court to Prospect Village Shopping Center (connecting Circle K, Water Works Car Wash, and McDonald's)	300	\$500	Short	\$150,000	Construct a vehicular linkage connecting Carslaw Court to Prospect Village Shopping Center. This would give vehicles an access option other than US 42.
H	17	Vehicular access between Prospect Plaza and Prospect Professional Center	N/A	N/A	Short	< \$10,000	A fence cut, lighting relocation, and minor lot modification at this location within Prospect Plaza/Professional Center would allow increased vehicular flow between commercial areas to increase safety by reducing traffic entering US 42.
M	15B	Vehicular connection from Sutherland Farm Road to Eads Place	550	\$500	Long	\$275,000	A vehicular connection joining the stub roads of Sutherland Farm Road and Eads Place would provide connectivity to Innisbrook and Sutherland subdivisions
L	18	Village Center gateways along US 42	N/A	N/A	Short	\$20,000	Decorative gateways along US 42 would identify arrival at Prospect Village Center.
Policy							
H	19	Consider ordinance with an interconnectivity requirement for future redevelopment	N/A	N/A	Short	N/A	In anticipation of possible future redevelopment, an ordinance put in place by the City to require a minimum of pedestrian and vehicular connectivity may help mitigate otherwise problematic commercial plans.
M	20	Consider Hunting Creek South Wastewater Treatment Plant (WWTP) conversion to a pocket park and public creek access	N/A	N/A	Long	N/A	Once it is taken offline, the Hunting Creek South WWTP could be purchased by the City for conversion to a pocket park with public access to Harrods Creek.



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 Prospect City Limits/Project Study Area
 County Boundary

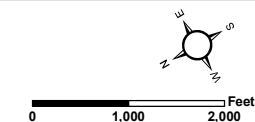
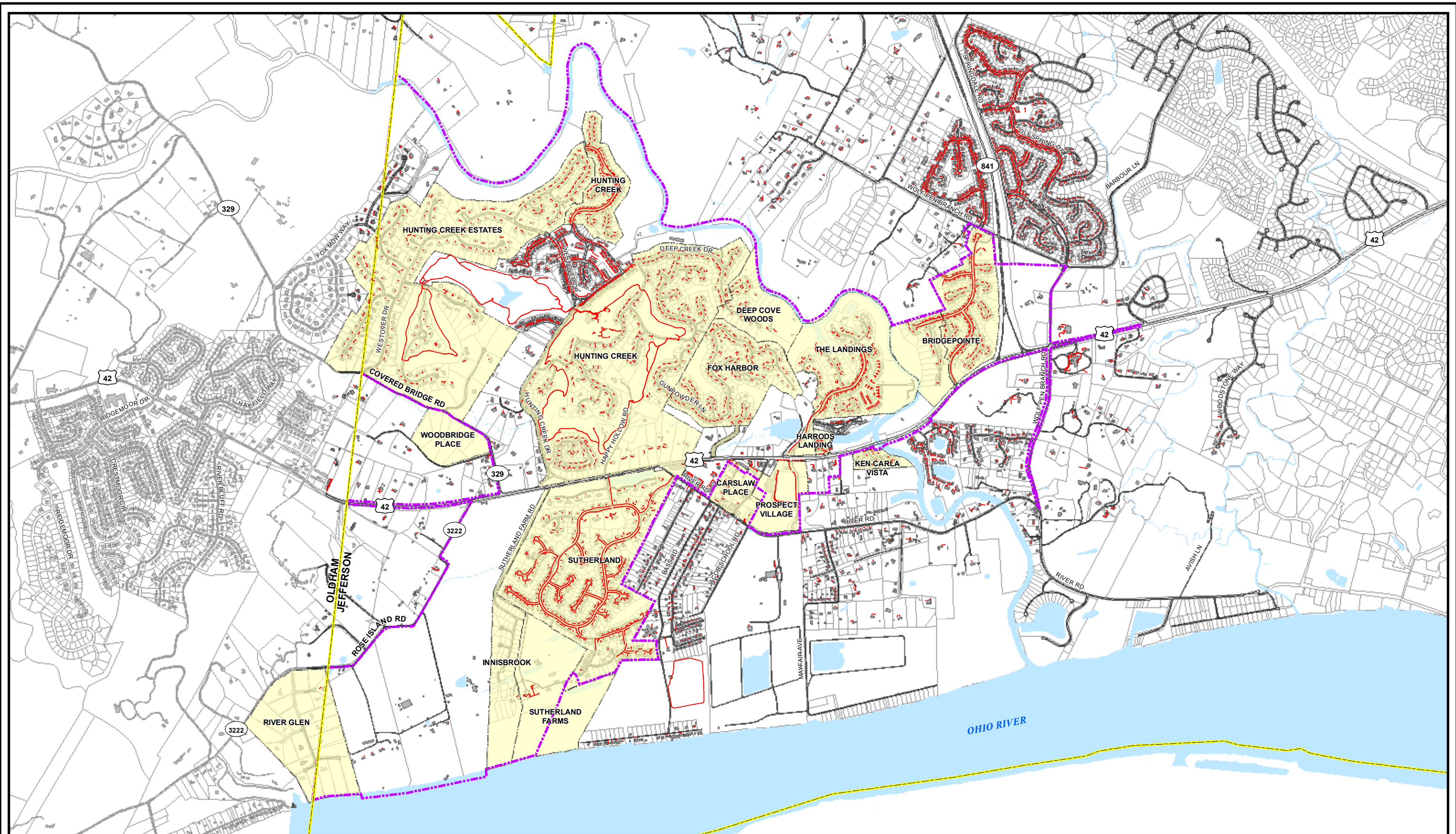


Exhibit 1
 Project Study
 Area



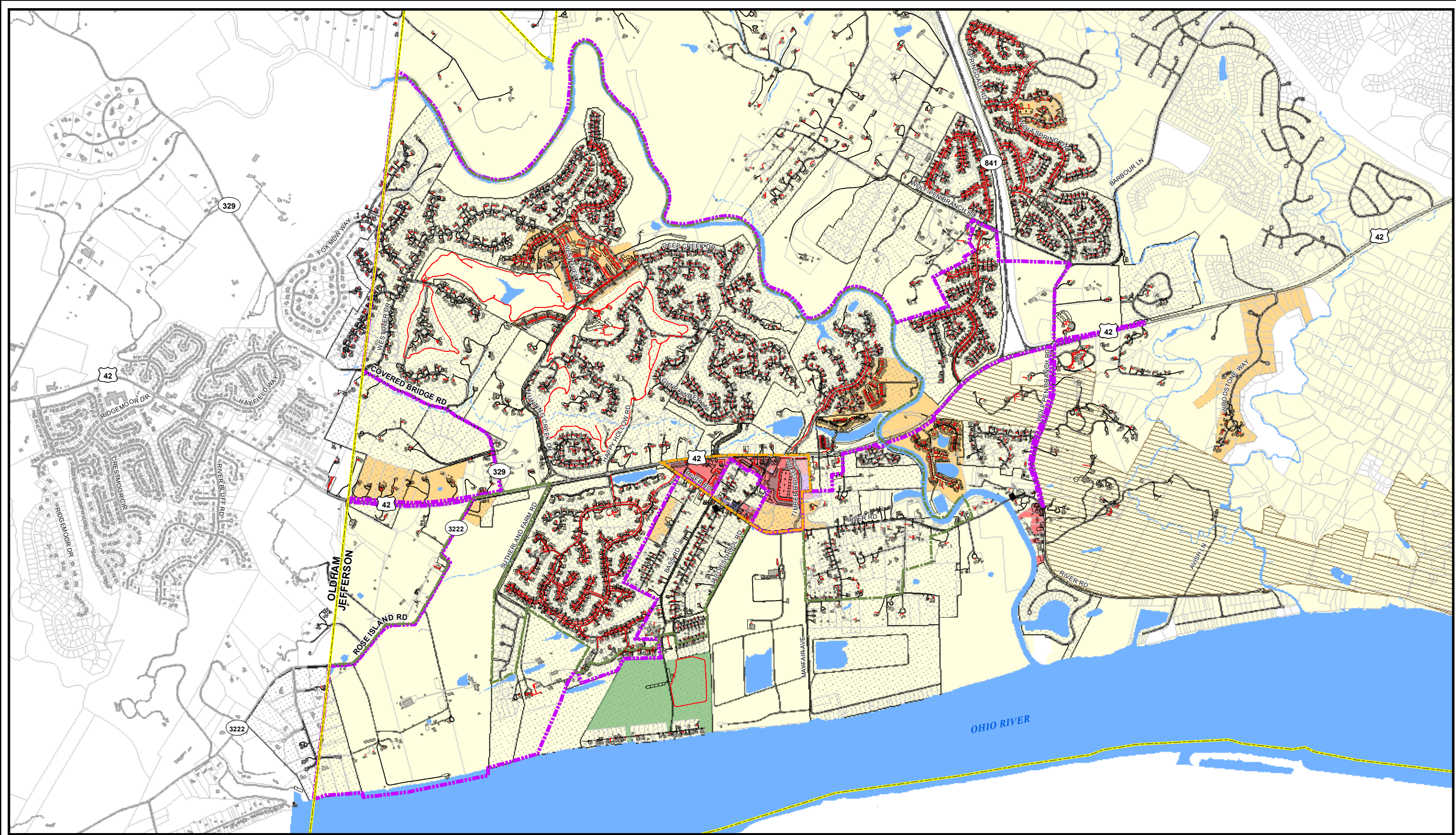
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- Existing Subdivision
- Pedestrian Walk
- City Limits/Project Study Area
- County Boundary



0 1,000 2,000 Feet

Exhibit 2
Existing Subdivisions
and Pedestrian Access



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- | | |
|---------------------------|--------------------------------|
| Commercial | Village Center Form District |
| Neighborhood Commercial | Village Form District |
| Industrial | Existing Metro Park |
| Manufacturing | Existing Subdivision |
| Office/Residential | Historic Landmark |
| Office/Tourist Facility | Historic Property |
| Planned Employment | City Limits/Project Study Area |
| Single Family Residential | County Boundary |
| Multi-Family Residential | |

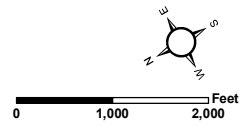
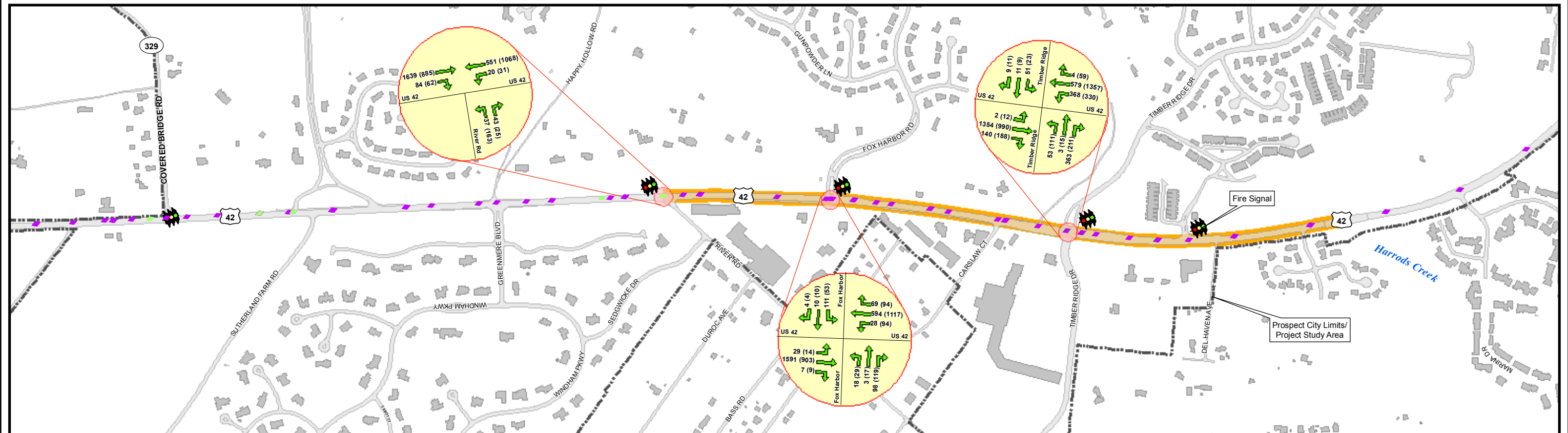
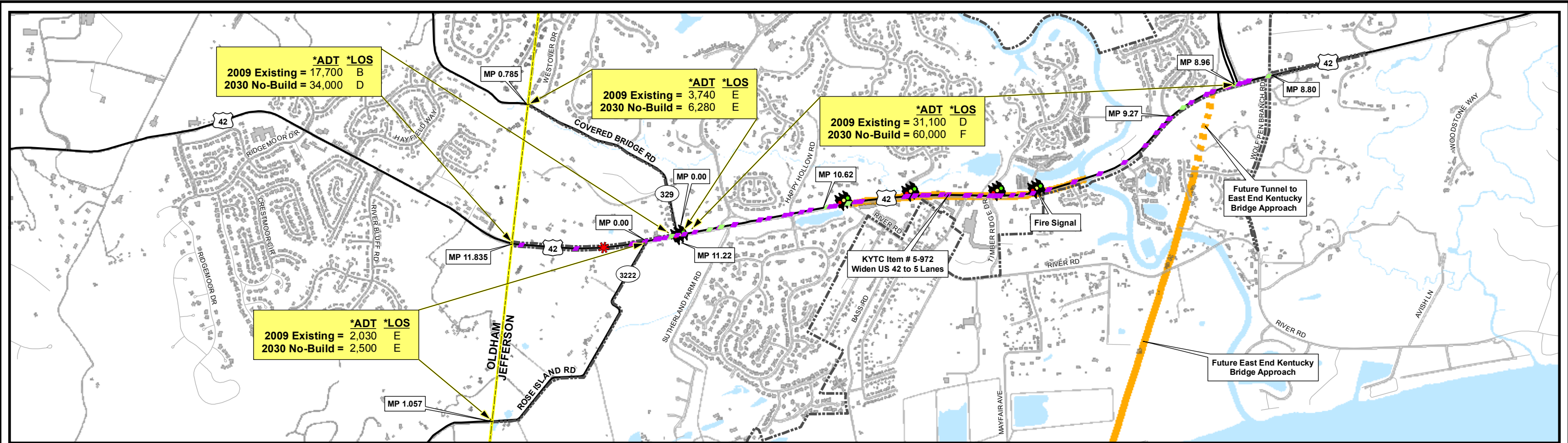


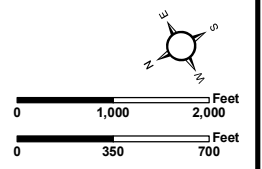
Exhibit 3
Study Area
Zoning

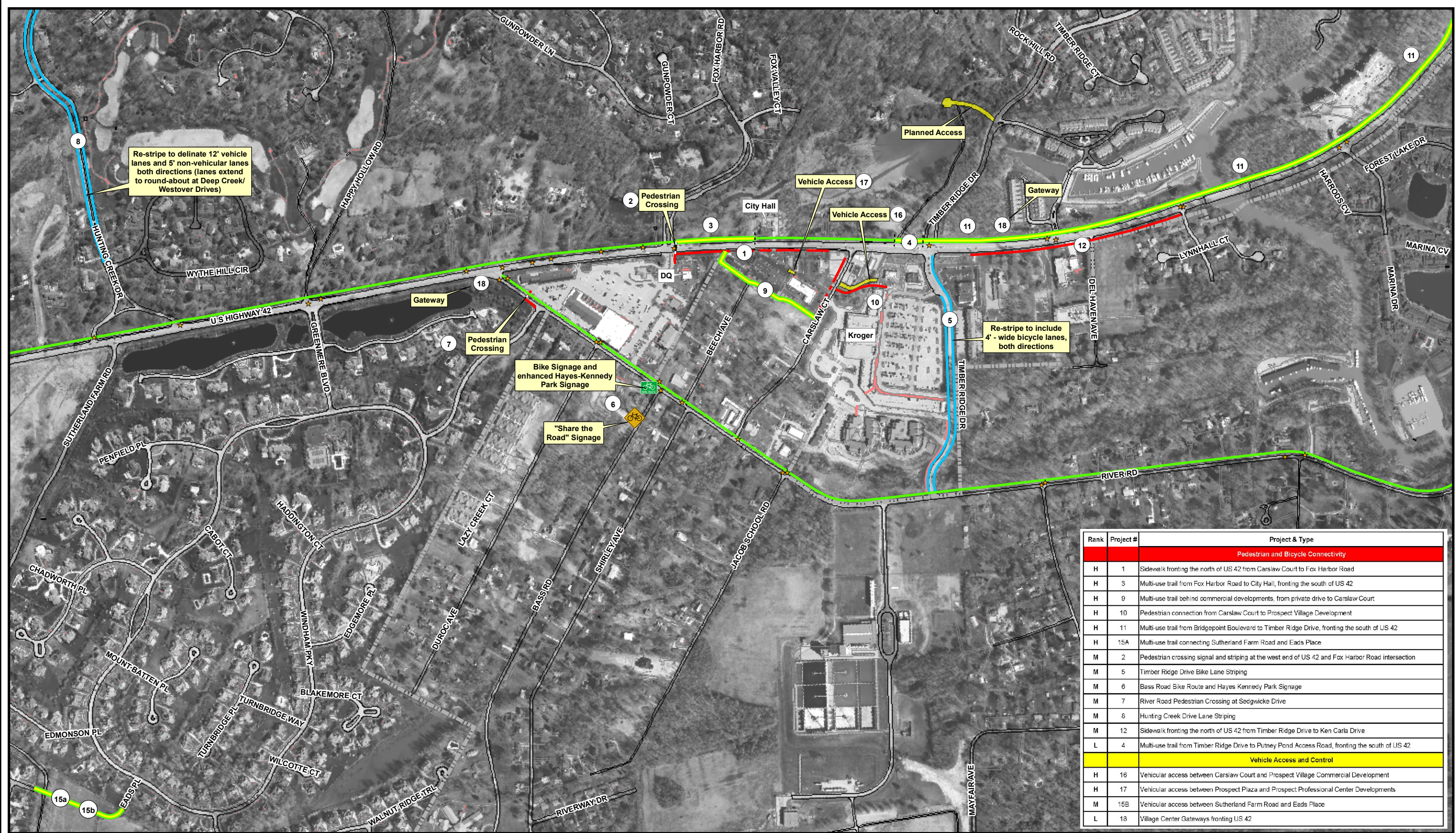


*ADT = Average Daily Traffic
 *LOS = Level of Service
 Existing Traffic - 2009
 Crash Data - 2004-2008
 Turning Movements - AM(PM)

NOTE:
 These counts were conducted when River Road was closed at Harrod's Creek due to bridge reconstruction at that location.

Crash by type
 * Fatal
 ♦ Injury
 ♦ PDO





Rank	Project #	Project & Type
Pedestrian and Bicycle Connectivity		
H	1	Sidewalk fronting the north of US 42 from Carslaw Court to Fox Harbor Road
H	3	Multi-use trail from Fox Harbor Road to City Hall, fronting the south of US 42
H	9	Multi-use trail behind commercial developments, from private drive to Carslaw Court
H	10	Pedestrian connection from Carslaw Court to Prospect Village Development
H	11	Multi-use trail from Bridgepoint Boulevard to Timber Ridge Drive, fronting the south of US 42
H	15A	Multi-use trail connecting Sutherland Farm Road and Eads Place
M	2	Pedestrian crossing signal and striping at the west end of US 42 and Fox Harbor Road intersection
M	5	Timber Ridge Drive Bike Lane Striping
M	6	Bass Road Bike Route and Hayes Kennedy Park Signage
M	7	River Road Pedestrian Crossing at Sedgwick Drive
M	8	Hunting Creek Drive Lane Striping
M	12	Sidewalk fronting the north of US 42 from Timber Ridge Drive to Ken Carla Drive
L	4	Multi-use trail from Timber Ridge Drive to Putney Pond Access Road, fronting the south of US 42
Vehicle Access and Control		
H	16	Vehicular access between Carslaw Court and Prospect Village Commercial Development
H	17	Vehicular access between Prospect Plaza and Prospect Professional Center Developments
M	15B	Vehicular access between Sutherland Farm Road and Eads Place
L	18	Village Center Gateways fronting US 42



- ★ TARC Stop
- Existing Pedestrian Access
- Multi-Use Trail Connectivity
- Bike Lane Connectivity
- Sidewalk Connectivity
- Louisville Loop (METRO)
- Pedestrian Crossing
- Vehicle Connectivity
- City Limits/Project Study Area

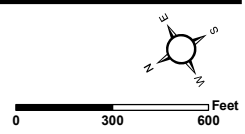


Exhibit 5
Recommended Mobility
Improvements

The goal of the Louisville Loop is to construct an approximately 100-mile shared use path system around Louisville.

The Louisville Loop will:

- Improve mobility for non-motorized travel for pedestrians, bicyclists, transit users and equestrians;
- Connect neighborhoods, schools, parks, workplaces and shopping areas to the Loop where possible;
- Encourage a wide range of users, including families, children, people with disabilities and athletes, to improve their health and fitness;
- Celebrate the natural and cultural history of Louisville;
- Enrich our lives with public art;
- Serve as a catalyst for economic development by increasing property values near the Loop, encouraging tourism, and providing amenities for neighborhoods and workplaces near the trail.



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0 1.125 2.25 Miles

Exhibit 6
The Louisville
Loop Overview

Eastbound
outside lane

QK4
FREQUENCY HISTORGRAM
MON 07/06/2009

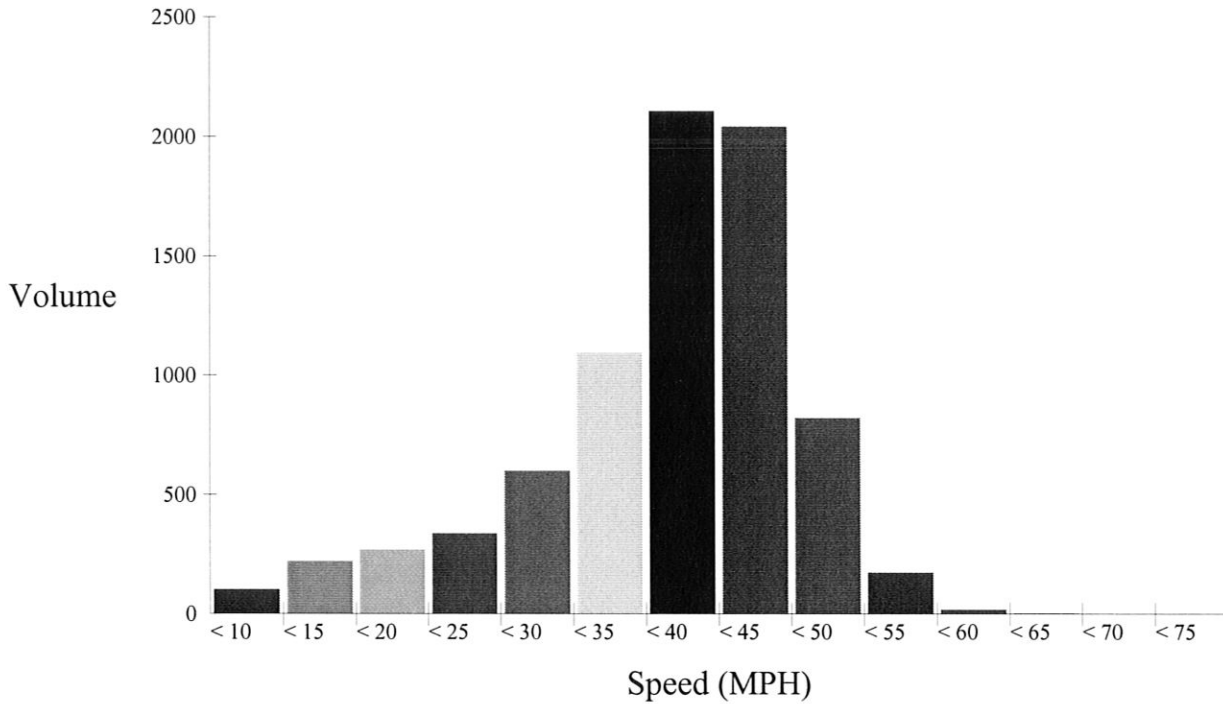
APPENDIX B
Page: 1

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

07/06/2009 - Monday Lane 1 - POSIT



Statistical Information...

15th Percentile Speed
27.0 Mph

85th Percentile Speed
44.6 Mph

Median Speed
38.0 Mph

Average Speed
36.3 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
4148 vehicles in pace
Representing 53.2% of the total vehicles

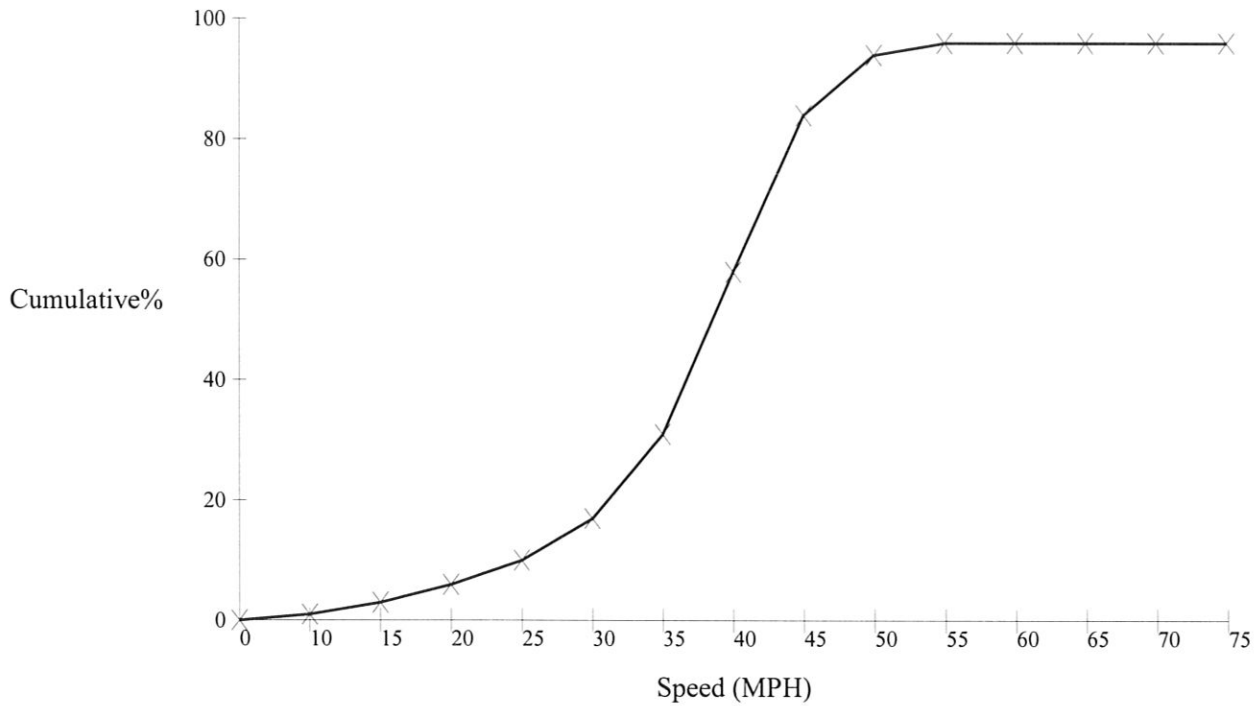
Vehicles > 65 MPH
0

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
27.0 Mph

85th Percentile Speed
44.6 Mph

Median Speed
38.0 Mph

Average Speed
36.3 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
4148 vehicles in pace
Representing 53.2% of the total vehicles

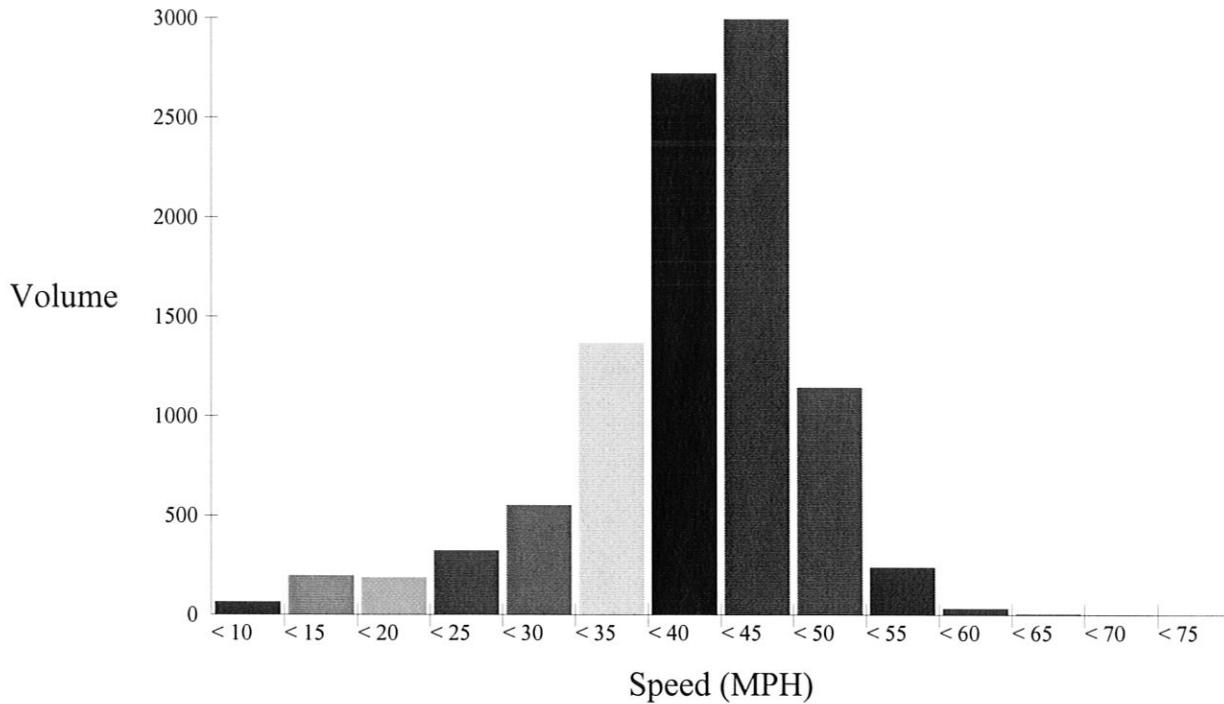
Vehicles > 65 MPH
0

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

07/07/2009 - Tuesday Lane 1 - POSIT



Statistical Information...

15th Percentile Speed
30.5 Mph

85th Percentile Speed
44.9 Mph

Median Speed
39.1 Mph

Average Speed
37.8 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5718 vehicles in pace
Representing 58.1% of the total vehicles

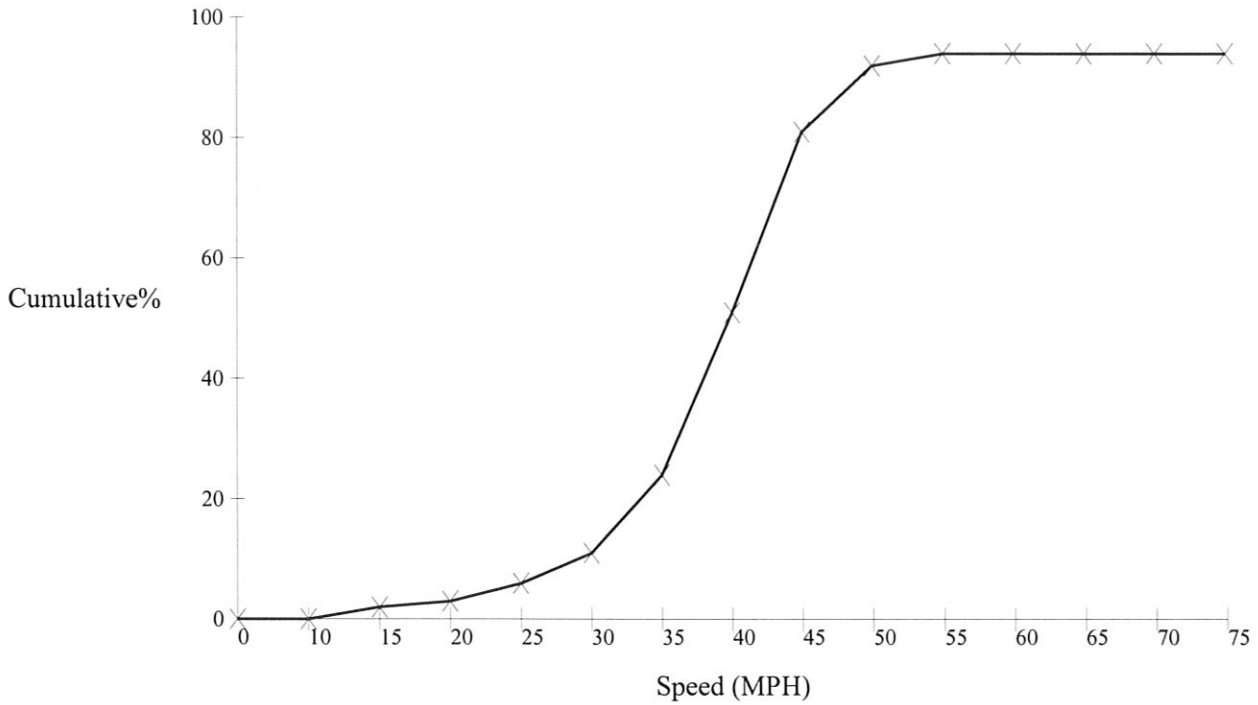
Vehicles > 65 MPH
2

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
30.5 Mph

85th Percentile Speed
44.9 Mph

Median Speed
39.1 Mph

Average Speed
37.8 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5718 vehicles in pace
Representing 58.1% of the total vehicles

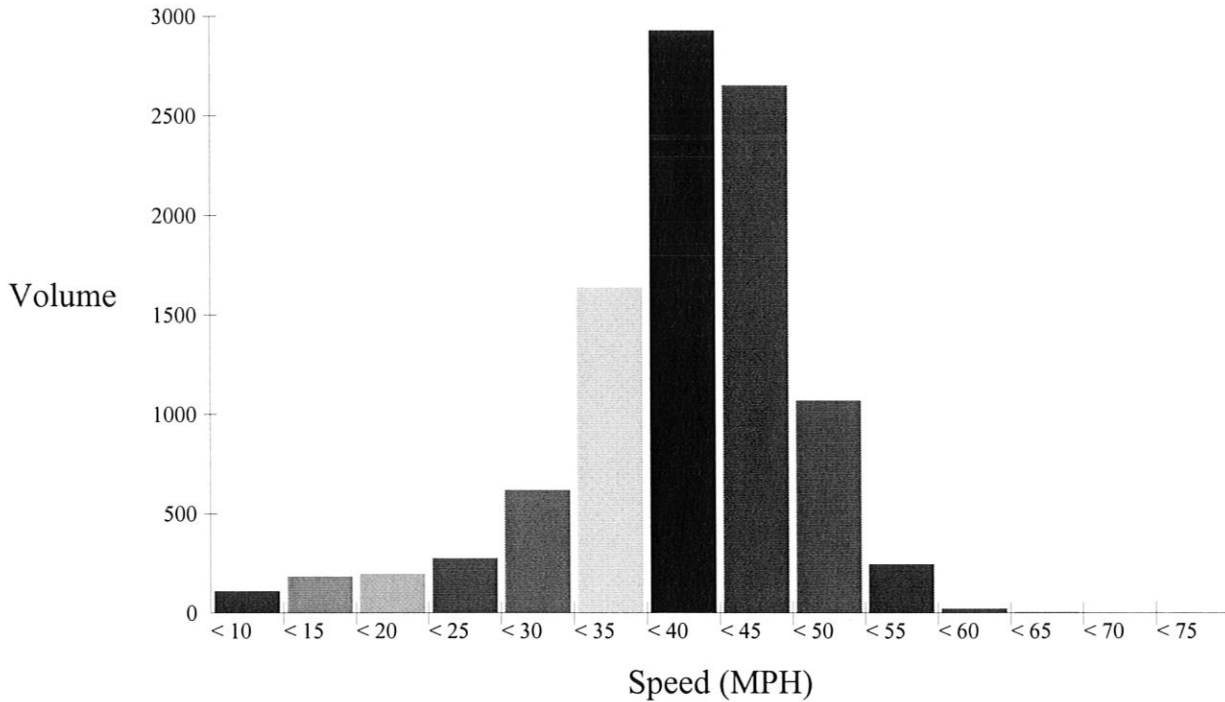
Vehicles > 65 MPH
2

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

07/08/2009 - Wednesday Lane 1 - POSIT



Statistical Information...

15th Percentile Speed
30.3 Mph

85th Percentile Speed
44.7 Mph

Median Speed
38.3 Mph

Average Speed
37.3 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5581 vehicles in pace
Representing 56.1% of the total vehicles

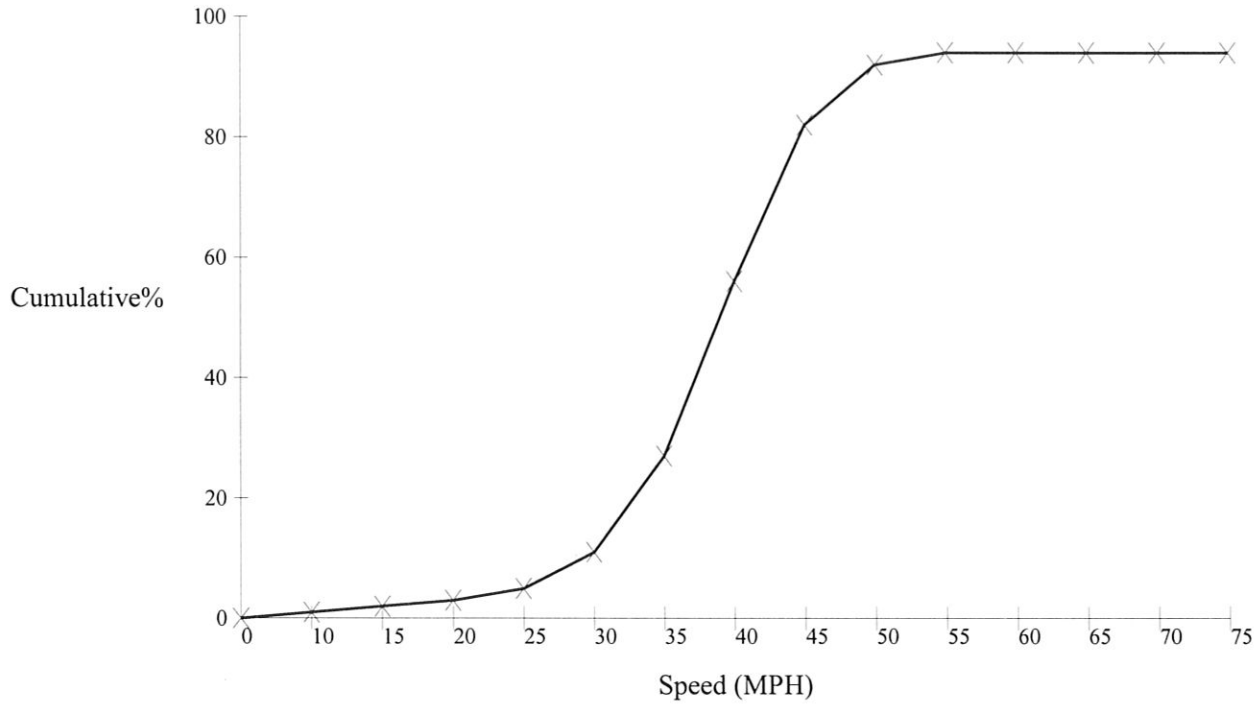
Vehicles > 65 MPH
0

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
30.3 Mph

85th Percentile Speed
44.7 Mph

Median Speed
38.3 Mph

Average Speed
37.3 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5581 vehicles in pace
Representing 56.1% of the total vehicles

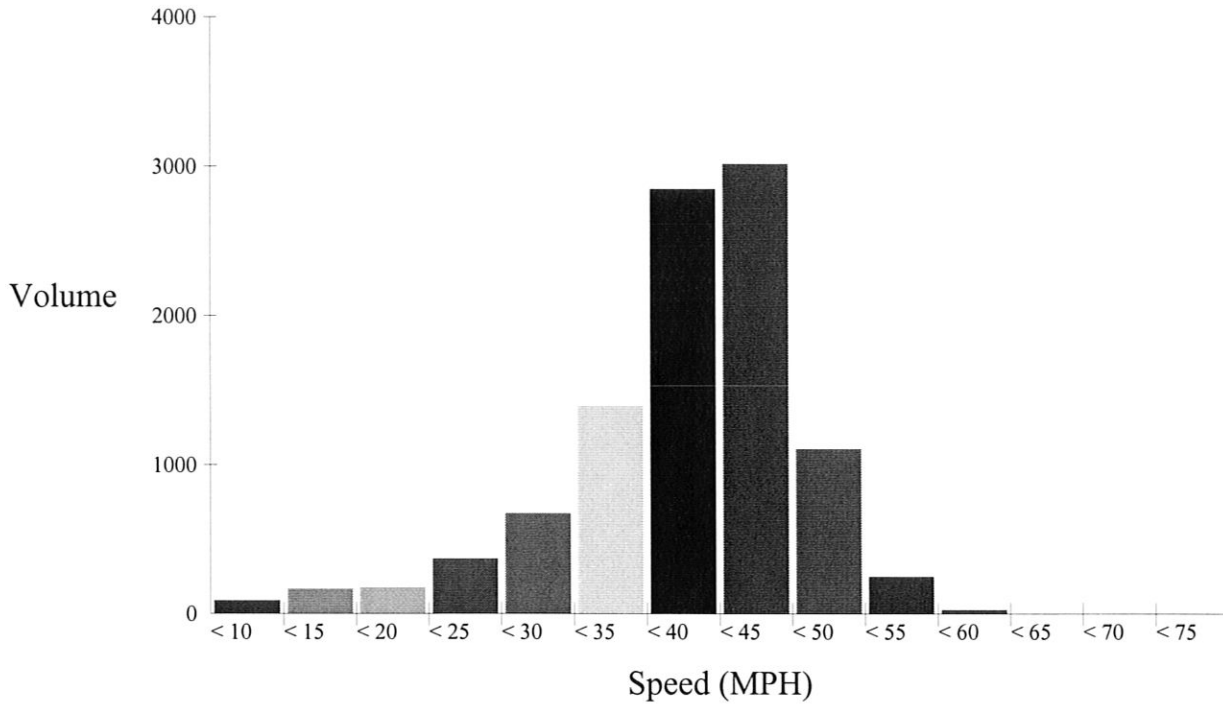
Vehicles > 65 MPH
0

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

07/09/2009 - Thursday Lane 1 - POSIT



Statistical Information...

15th Percentile Speed
30.1 Mph

85th Percentile Speed
44.8 Mph

Median Speed
38.9 Mph

Average Speed
37.6 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5866 vehicles in pace
Representing 57.9% of the total vehicles

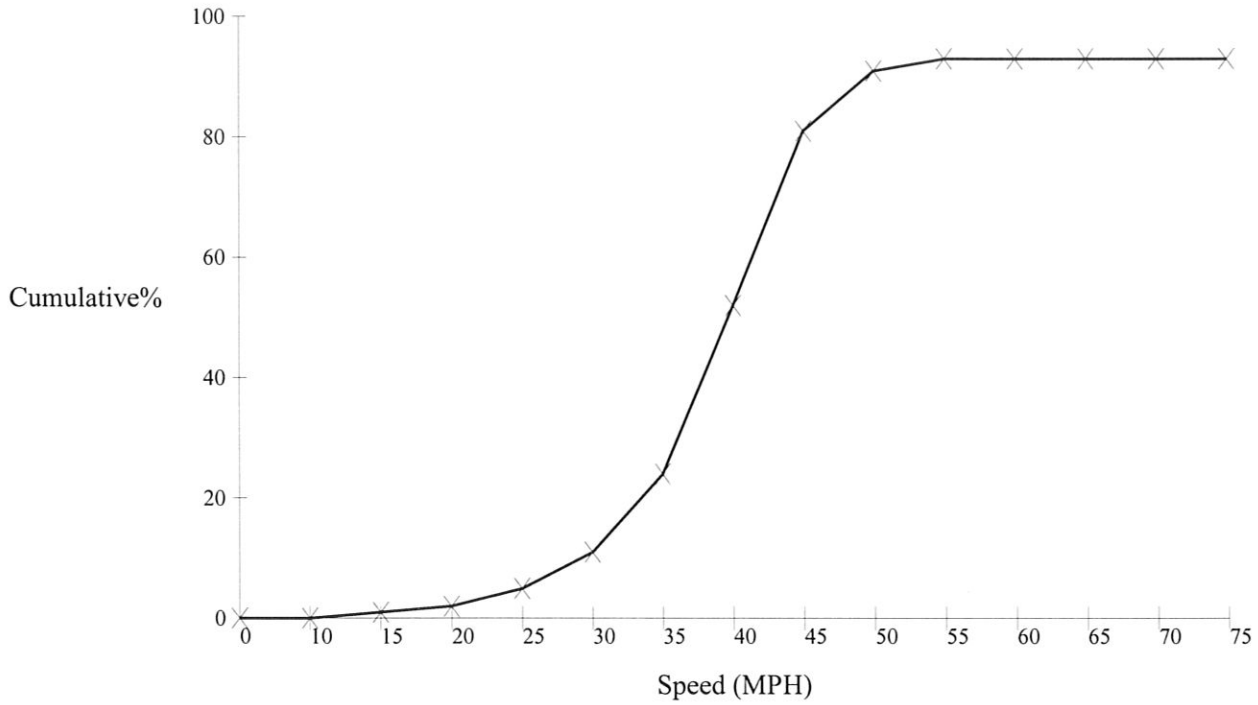
Vehicles > 65 MPH
0

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
30.1 Mph

85th Percentile Speed
44.8 Mph

Median Speed
38.9 Mph

Average Speed
37.6 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5866 vehicles in pace
Representing 57.9% of the total vehicles

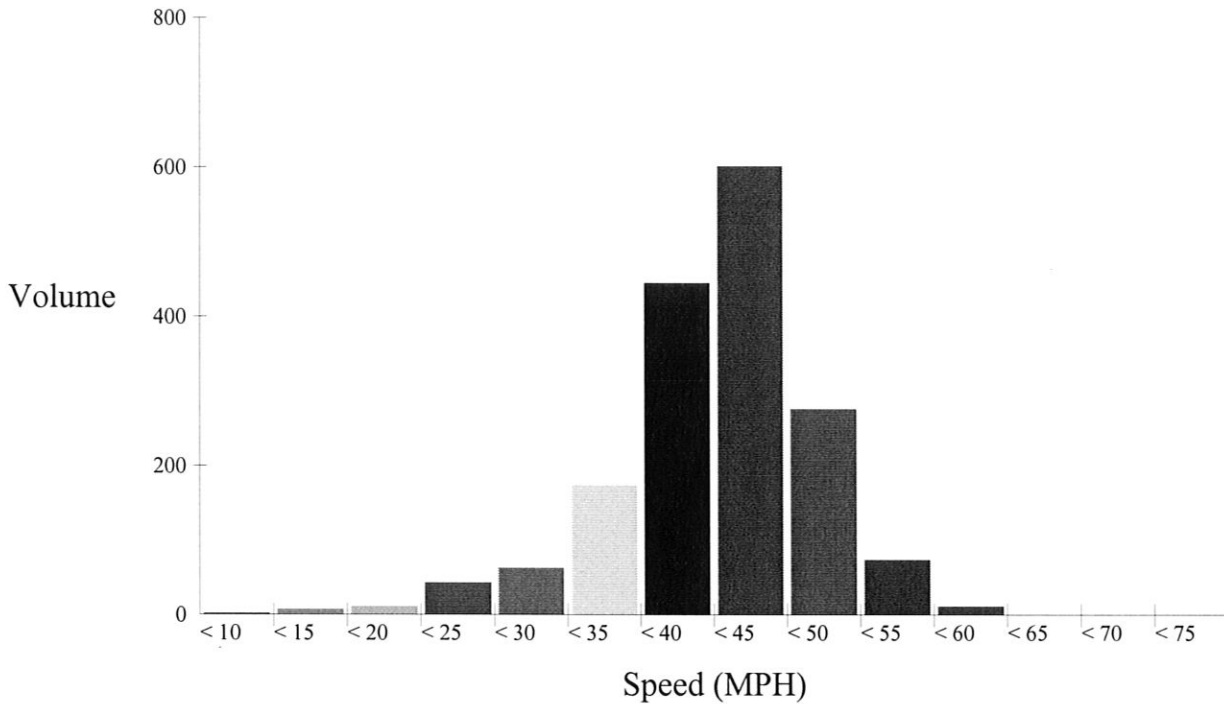
Vehicles > 65 MPH
0

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

07/10/2009 - Friday Lane 1 - POSIT



Statistical Information...

15th Percentile Speed
33.8 Mph

85th Percentile Speed
46.9 Mph

Median Speed
40.9 Mph

Average Speed
40.1 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
1047 vehicles in pace
Representing 61.2% of the total vehicles

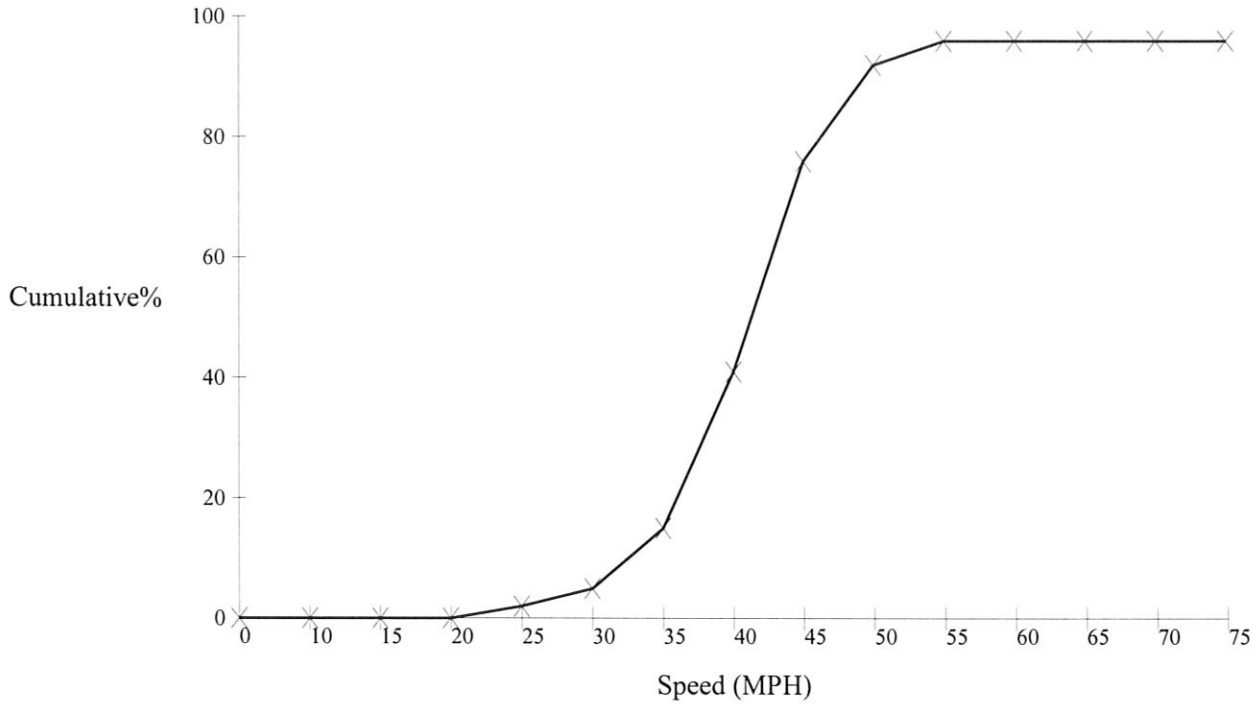
Vehicles > 65 MPH
0

Cntr # : 000000000111
Site ID : 000000000111
Location: ON US 42 0.10 MI E OJEFFERSON

PROSPECT

File: D0706005.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
33.8 Mph

85th Percentile Speed
46.9 Mph

Median Speed
40.9 Mph

Average Speed
40.1 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
1047 vehicles in pace
Representing 61.2% of the total vehicles

Vehicles > 65 MPH
0

QK4
SPEED SUMMARY
MON 07/06/2009

*Eastbound
outside lane*

Cntr #: 000000000111
Site ID: 000000000111
Location: ON US 42 0.10 MI E OF TIMBER RIDGE
Direction: POSIT
Lane: 1

File: D0706005.prn
City: PROSPECT
County: JEFFERSON

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
12:00	1	0	3	15	23	79	121	113	71	21	4	0	0	0	451
13:00	0	0	1	3	11	49	181	198	81	17	2	0	0	0	543
14:00	0	2	2	5	24	94	190	204	46	17	0	0	0	0	584
15:00	1	0	0	9	26	92	193	199	65	18	5	0	0	0	608
16:00	1	5	3	14	41	113	193	188	87	14	1	0	0	0	660
17:00	3	5	28	43	91	158	225	173	70	10	1	0	0	0	807
18:00	45	77	45	73	155	180	198	116	28	4	1	0	0	0	922
19:00	52	131	185	161	170	120	119	39	13	3	0	0	0	0	993
20:00	0	0	0	8	23	65	192	222	94	18	0	0	0	0	622
21:00	0	0	0	3	16	66	198	160	75	17	0	0	0	0	535
22:00	0	0	1	1	15	51	159	200	70	15	1	2	0	0	515
23:00	0	0	0	1	4	16	109	142	62	12	1	0	0	0	347
24:00	0	0	0	0	0	10	28	88	60	8	2	1	0	0	197
DAY TOTAL	103	220	268	336	599	1093	2106	2042	822	174	18	3	0	0	7784
PERCENTS	1.4%	2.9%	3.5%	4.4%	7.7%	14.0%	27.0%	26.2%	10.5%	2.2%	0.2%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
27.0 Mph

85th Percentile Speed
44.6 Mph

Median Speed
38.0 Mph

Average Speed
36.3 Mph

10 MPH Pace Speed
35MPH to 45MPH
4148 vehicles in pace
Representing 53.2% of the total vehicles

Vehicles > 65 MPH
0
0%

QK4
SPEED SUMMARY
TUE 07/07/2009

Cntr #: 000000000111
Site ID: 000000000111
Location: ON US 42 0.10 MI E OF TIMBER RIDGE
Direction: POSIT
Lane: 1

File: D0706005.prn
City: PROSPECT
County: JEFFERSON

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
01:00	0	0	0	3	1	1	8	42	37	13	1	1	0	0	107
02:00	0	0	0	0	1	2	5	17	14	5	2	0	1	0	47
03:00	0	0	1	0	0	1	10	9	8	1	0	1	0	0	31
04:00	0	0	0	2	0	0	1	10	4	3	0	0	0	0	20
05:00	0	0	0	0	0	0	3	6	5	0	0	0	0	0	14
06:00	0	0	0	0	0	1	3	7	4	3	0	0	0	0	18
07:00	0	0	0	0	1	2	12	21	13	13	2	0	0	0	64
08:00	0	0	1	0	1	9	32	81	42	13	3	0	0	0	182
09:00	0	0	1	8	9	39	88	155	75	14	2	0	0	0	391
10:00	0	0	0	22	26	94	151	144	54	16	4	0	0	0	511
11:00	1	0	2	8	13	50	109	142	48	19	2	0	1	0	395
12:00	0	0	1	9	15	45	148	178	56	14	2	0	0	0	468
13:00	0	0	0	4	26	94	179	176	84	11	2	1	0	0	577
14:00	0	4	2	7	26	107	164	210	76	14	0	0	0	0	610
15:00	0	0	3	4	9	64	218	246	63	18	0	1	0	0	626
16:00	0	0	0	9	12	92	218	221	77	14	2	0	0	0	645
17:00	5	6	17	44	69	162	200	209	66	6	3	0	0	0	787
18:00	14	32	52	73	132	212	251	131	41	5	0	0	0	0	943
19:00	45	147	90	109	161	146	182	98	23	3	0	0	0	0	1004
20:00	1	8	18	19	27	90	217	217	99	14	1	0	0	0	711
21:00	0	1	0	0	11	55	160	232	81	14	2	0	0	0	556
22:00	0	0	0	2	9	60	159	201	65	14	1	0	0	0	511
23:00	0	0	0	0	2	34	154	155	56	7	2	0	0	0	410
24:00	0	0	0	1	1	8	51	87	53	6	1	1	0	0	209

DAY TOTAL	66	198	188	324	552	1368	2723	2995	1144	240	32	5	2	0	9837
PERCENTS	0.7%	2.1%	2.0%	3.3%	5.7%	13.9%	27.6%	30.4%	11.6%	2.4%	0.3%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
30.5 Mph

85th Percentile Speed
44.9 Mph

Median Speed
39.1 Mph

Average Speed
37.8 Mph

10 MPH Pace Speed
35MPH to 45MPH
5718 vehicles in pace
Representing 58.1% of the total vehicles

Vehicles > 65 MPH
2
.02%

QK4
SPEED SUMMARY
WED 07/08/2009

Cntr #: 000000000111
Site ID: 000000000111
Location: ON US 42 0.10 MI E OF TIMBER RIDGE
Direction: POSIT
Lane: 1

File: D0706005.prn
City: PROSPECT
County: JEFFERSON

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
01:00	0	0	1	0	1	3	10	49	42	8	3	2	0	0	119
02:00	0	0	0	0	0	0	4	16	27	8	3	0	0	0	58
03:00	0	0	0	0	0	0	6	9	4	3	0	0	0	0	22
04:00	0	0	0	0	0	1	2	11	7	3	0	0	0	0	24
05:00	0	0	0	1	0	0	3	4	6	2	1	0	0	0	17
06:00	0	0	0	0	1	1	3	4	6	0	0	0	0	0	15
07:00	0	0	0	0	0	2	12	28	17	7	1	0	0	0	67
08:00	0	0	0	1	2	9	41	80	37	9	3	0	0	0	182
09:00	0	0	1	1	7	44	119	106	55	9	0	0	0	0	342
10:00	0	0	5	27	41	89	166	122	34	2	1	0	0	0	487
11:00	0	0	0	3	12	69	148	141	72	18	1	0	0	0	464
12:00	0	0	0	9	26	74	157	137	70	18	0	0	0	0	491
13:00	0	0	7	10	24	107	182	169	56	11	0	0	0	0	566
14:00	0	0	2	3	43	83	229	178	69	17	2	0	0	0	626
15:00	1	1	0	6	38	115	207	198	81	18	1	0	0	0	666
16:00	0	0	0	9	22	111	223	205	71	15	0	0	0	0	656
17:00	0	2	7	35	93	174	230	179	52	13	1	0	0	0	786
18:00	15	13	40	53	118	255	297	123	38	9	0	0	0	0	961
19:00	89	151	109	70	122	179	159	69	14	2	0	0	0	0	964
20:00	4	16	17	33	29	103	226	193	68	13	2	0	0	0	704
21:00	0	0	1	9	19	88	154	219	84	19	1	0	0	0	594
22:00	2	1	5	3	13	77	182	178	50	14	1	1	0	0	527
23:00	0	1	0	1	7	34	124	142	50	12	0	0	0	0	371
24:00	0	0	1	0	0	20	44	93	60	15	0	0	0	0	233

DAY TOTAL	111	185	196	274	618	1638	2928	2653	1070	245	21	3	0	0	9942
PERCENTS	1.2%	1.9%	2.0%	2.8%	6.3%	16.5%	29.4%	26.6%	10.7%	2.4%	0.2%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
30.3 Mph

85th Percentile Speed
44.7 Mph

Median Speed
38.3 Mph

Average Speed
37.3 Mph

10 MPH Pace Speed
35MPH to 45MPH
5581 vehicles in pace
Representing 56.1% of the total vehicles

Vehicles > 65 MPH
0
0%

QK4
SPEED SUMMARY
THU 07/09/2009

Cntr #: 000000000111
Site ID: 000000000111
Location: ON US 42 0.10 MI E OF TIMBER RIDGE
Direction: POSIT
Lane: 1

File: D0706005.prn
City: PROSPECT
County: JEFFERSON

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
01:00	0	0	0	1	1	0	20	41	40	12	2	0	0	0	117
02:00	0	0	0	0	0	0	8	36	22	5	0	0	0	0	71
03:00	0	0	0	0	0	1	7	9	8	3	1	0	0	0	29
04:00	0	0	0	1	0	0	3	6	5	1	0	0	0	0	16
05:00	0	0	0	0	0	0	1	7	4	0	1	0	0	0	13
06:00	0	0	0	0	0	1	2	6	6	2	0	0	0	0	17
07:00	0	0	0	1	0	2	9	22	20	3	0	0	0	0	57
08:00	0	0	0	0	2	7	30	80	40	24	2	0	0	0	185
09:00	0	1	0	6	17	40	81	153	59	11	2	0	0	0	370
10:00	0	0	6	19	22	47	188	173	55	11	3	0	0	0	524
11:00	2	0	0	3	5	40	127	167	70	25	2	0	0	0	441
12:00	0	0	2	3	5	58	135	179	79	19	3	0	0	0	483
13:00	0	2	0	10	27	70	219	191	53	7	1	0	0	0	580
14:00	1	0	4	15	30	92	202	184	88	12	0	0	0	0	628
15:00	5	1	6	22	42	99	178	197	71	13	1	0	0	0	635
16:00	1	8	2	21	41	103	215	204	68	13	1	0	0	0	677
17:00	3	7	17	63	125	153	230	162	48	7	0	0	0	0	815
18:00	34	54	57	80	113	179	237	160	30	9	0	0	0	0	953
19:00	42	89	73	94	136	188	185	116	26	4	1	0	0	0	954
20:00	3	5	10	24	70	119	214	220	79	13	0	0	0	0	757
21:00	0	0	0	1	12	43	157	221	88	27	4	0	0	0	553
22:00	0	0	0	3	14	87	184	209	53	6	0	0	0	0	556
23:00	0	0	0	0	10	50	158	175	39	12	0	0	0	0	444
24:00	0	0	0	2	3	14	58	100	54	12	2	0	0	0	245
DAY TOTAL	91	167	177	369	675	1393	2848	3018	1105	251	26	0	0	0	10120
PERCENTS	0.9%	1.7%	1.8%	3.7%	6.7%	13.8%	28.1%	29.8%	10.9%	2.4%	0.2%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
30.1 Mph

85th Percentile Speed
44.8 Mph

Median Speed
38.9 Mph

Average Speed
37.6 Mph

10 MPH Pace Speed
35MPH to 45MPH
5866 vehicles in pace
Representing 57.9% of the total vehicles

Vehicles > 65 MPH
0
0%

QK4
SPEED SUMMARY
FRI 07/10/2009

Cntr #: 000000000111
Site ID: 000000000111
Location: ON US 42 0.10 MI E OF TIMBER RIDGE
Direction: POSIT
Lane: 1

File: D0706005.prn
City: PROSPECT
County: JEFFERSON

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
01:00	0	0	0	0	0	2	18	61	37	11	0	0	0	0	129
02:00	0	0	0	0	0	0	12	22	18	7	0	0	0	0	59
03:00	0	0	0	0	0	0	7	20	14	2	2	0	0	0	45
04:00	0	0	0	1	1	0	5	12	8	3	0	0	0	0	30
05:00	0	0	0	0	0	1	2	12	7	2	0	0	0	0	24
06:00	0	0	0	1	0	3	4	5	7	2	0	0	0	0	22
07:00	0	0	0	0	0	3	9	29	17	7	0	0	0	0	65
08:00	0	1	0	0	1	12	20	61	40	11	4	0	0	0	150
09:00	0	0	1	14	5	23	107	135	59	18	4	0	0	0	366
10:00	1	3	8	21	36	79	159	133	50	6	0	0	0	0	496
11:00	1	3	2	6	20	51	102	112	19	5	1	0	0	0	322
DAY TOTAL	2	7	11	43	63	174	445	602	276	74	11	0	0	0	1708
PERCENTS	0.2%	0.5%	0.7%	2.6%	3.7%	10.1%	26.0%	35.2%	16.1%	4.3%	0.6%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
33.8 Mph

85th Percentile Speed
46.9 Mph

Median Speed
40.9 Mph

Average Speed
40.1 Mph

10 MPH Pace Speed
35MPH to 45MPH
1047 vehicles in pace
Representing 61.2% of the total vehicles

Vehicles > 65 MPH
0
0%

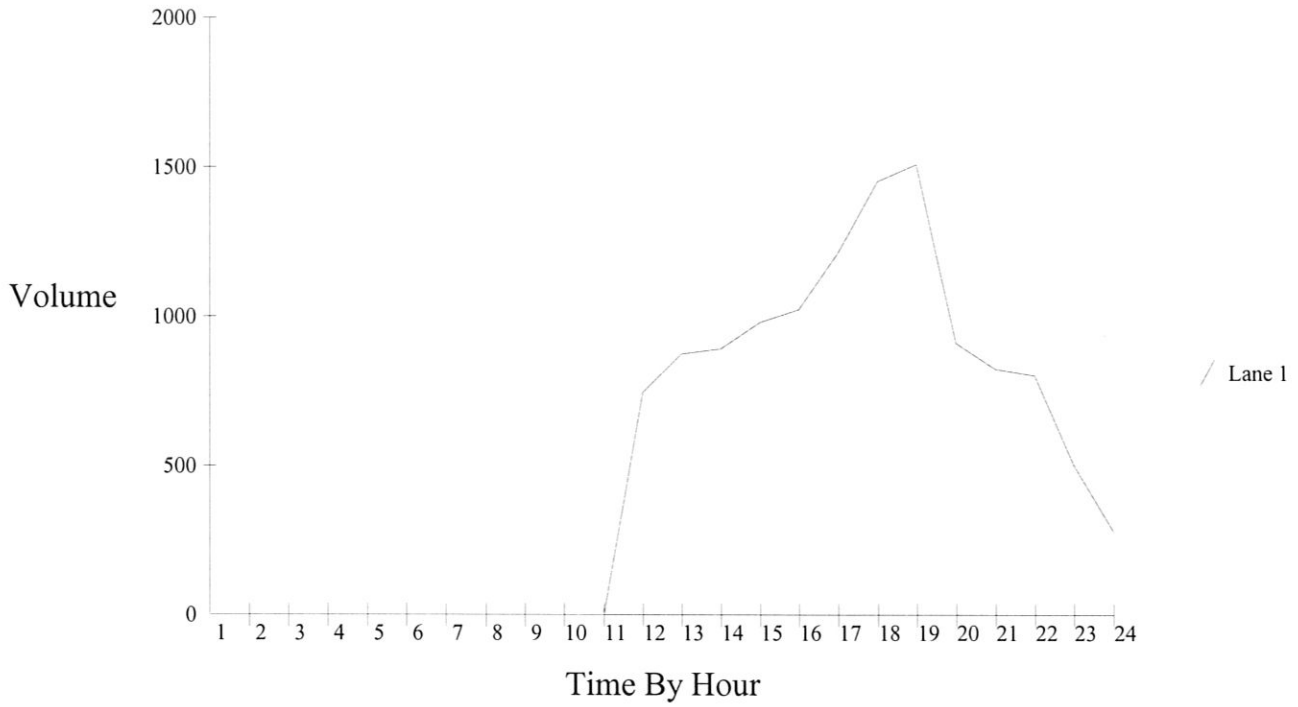
GRAND TOTAL	373	777	840	1346	2507	5666	11050	11310	4417	984	108	11	2	0	39391
PERCENTS	1.0%	2.0%	2.2%	3.5%	6.4%	14.4%	28.0%	28.7%	11.2%	2.4%	0.2%	0.0%	0.0%	0.0%	100%

Eastbound
both lanes

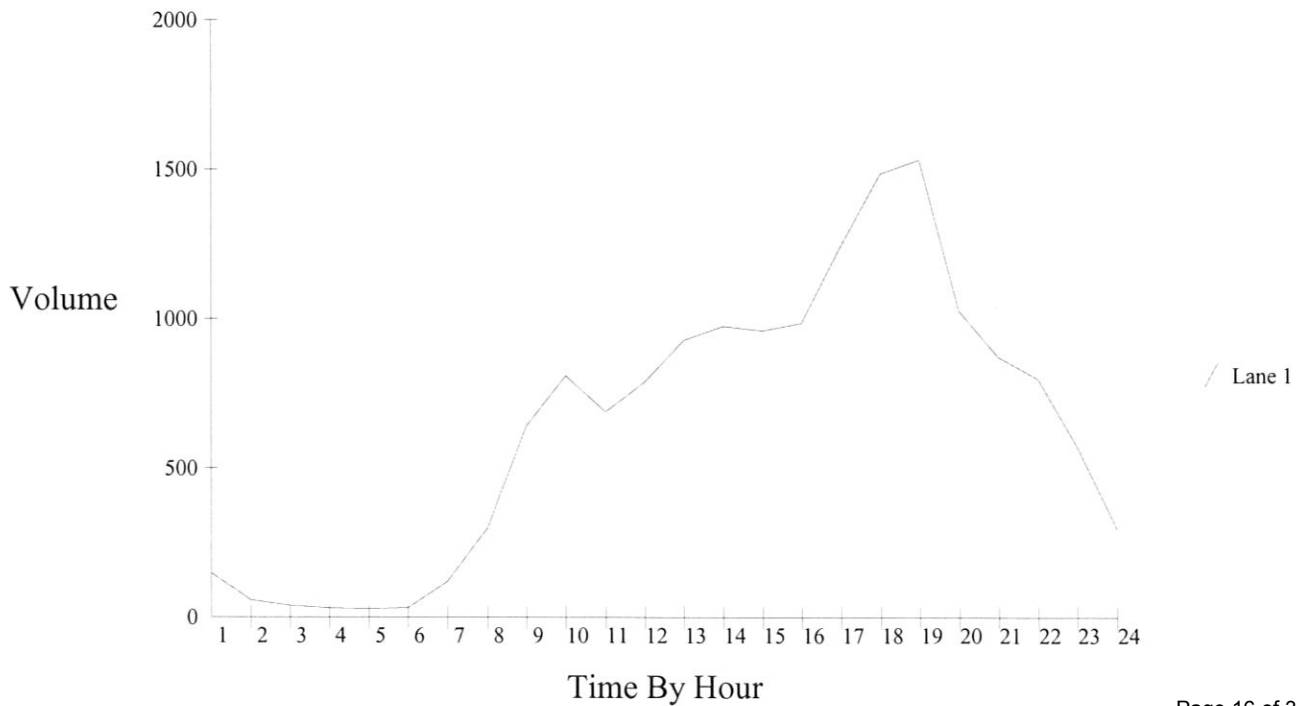
Cntr # : 000000000211
Site ID : 000000000211
Location: ON US 42 0.10 MI E OF TIMBER RIDGE

File: D0706003.prn
User:

07/06/2009 - Monday



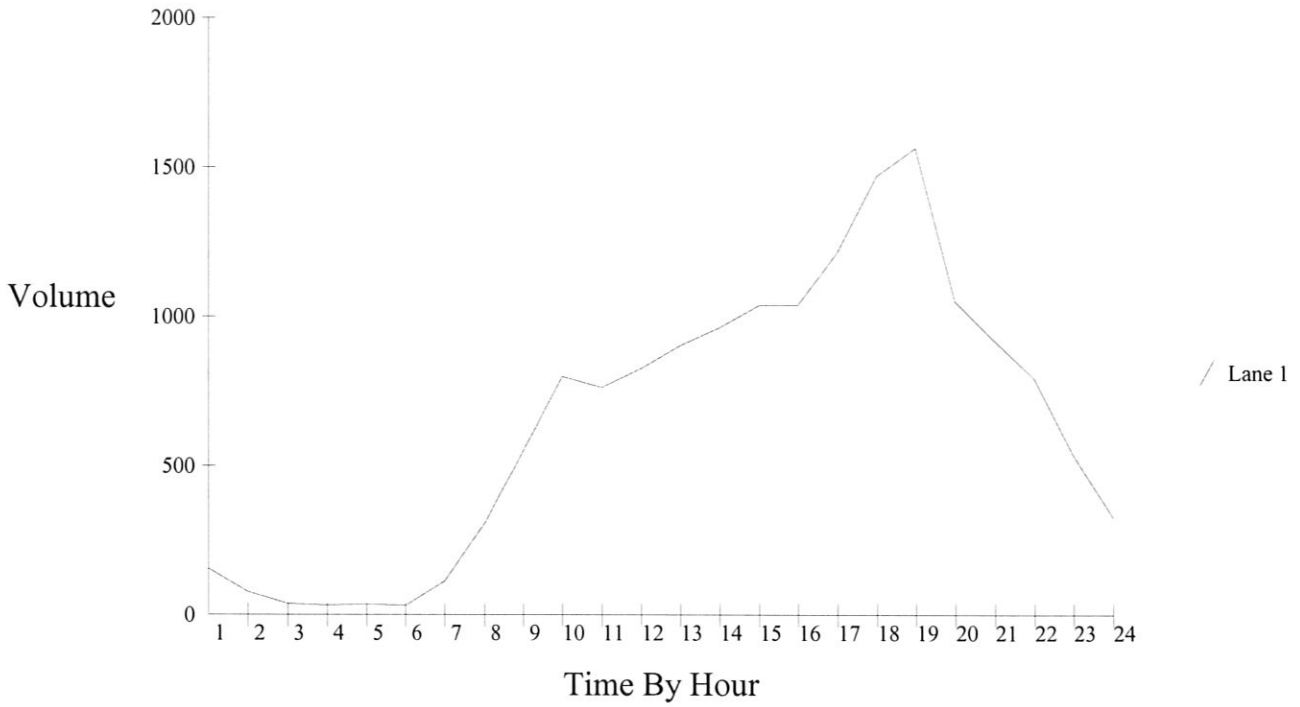
07/07/2009 - Tuesday



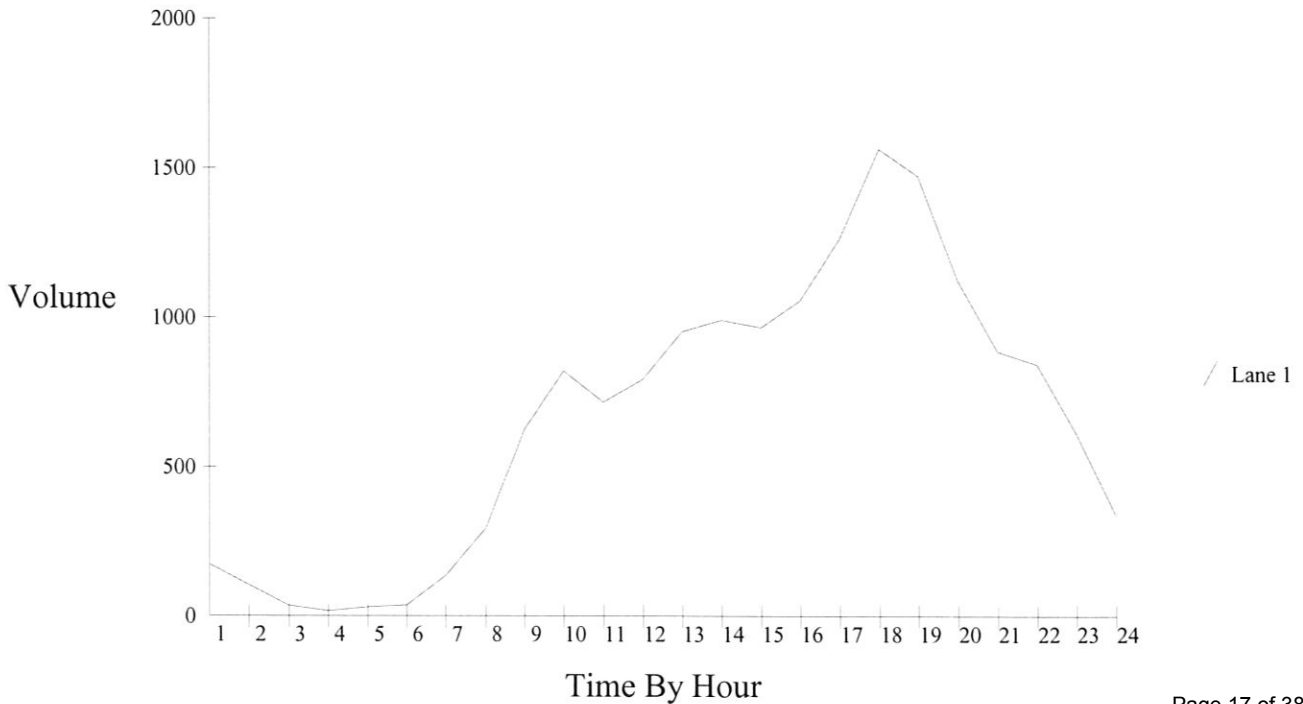
Cntr # : 000000000211
Site ID : 000000000211
Location: ON US 42 0.10 MI E OF TIMBER RIDGE

File: D0706003.prn
User:

07/08/2009 - Wednesday



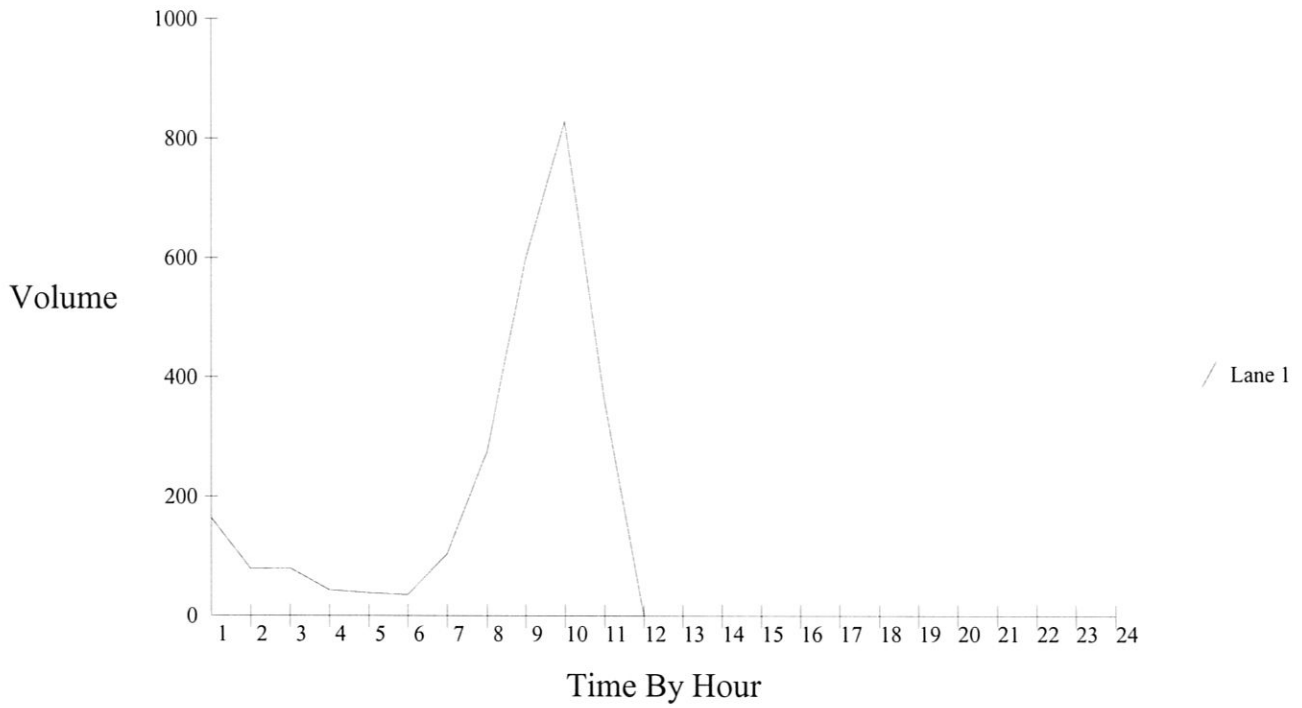
07/09/2009 - Thursday



Cntr # : 000000000211
Site ID : 000000000211
Location: ON US 42 0.10 MI E OF TIMBER RIDGE

File: D0706003.prn
User:

07/10/2009 - Friday



Eastbound
Both lanes

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 7/6/09

Page: 1

Cntr #: 000000000211
Site ID: 000000000211
Location: ON US 42 0.10 MI E OF TIMBER RIDGE
Direction: POSIT

File: D0706003.prn
City: PROSPECT
County: JEFFERSON

TIME	MON 06	TUE 7	WED 8	THU 9	FRI 10	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		150	156	174	165	161			161	645
02:00		59	78	105	79	80			80	321
03:00		41	39	35	80	48			48	195
04:00		31	32	17	44	31			31	124
05:00		28	35	30	39	33			33	132
06:00		32	31	36	36	33			33	135
07:00		121	113	136	104	118			118	474
08:00		299	305	293	275	293			293	1172
09:00		642	550	626	598	604			604	2416
10:00		810	799	821	829	814			814	3259
11:00		689	763	717	363	633			633	2532
12:00	747	790	826	793		789			789	3156
13:00	875	930	904	953		915			915	3662
14:00	893	976	964	991		956			956	3824
15:00	982	962	1038	967		987			987	3949
16:00	1025	987	1039	1057		1027			1027	4108
17:00	1214	1245	1216	1264		1234			1234	4939
18:00	1454	1488	1473	1564		1494			1494	5979
19:00	1511	1534	1565	1475		1521			1521	6085
20:00	912	1029	1051	1124		1029			1029	4116
21:00	825	873	920	888		876			876	3506
22:00	804	800	794	843		810			810	3241
23:00	504	574	537	613		557			557	2228
24:00	280	298	329	338		311			311	1245
TOTALS	12026	15388	15557	15860	2612	15354	0	0	15354	61443
% AVG WKDY	78.3	100.2	101.3	103.2	17					
% AVG WEEK	78.3	100.2	101.3	103.2	17					
AM Times	12:00	10:00	12:00	10:00	10:00	10:00			10:00	
AM Peaks	747	810	826	821	829	814			814	
PM Times	19:00	19:00	19:00	18:00		19:00			19:00	
PM Peaks	1511	1534	1565	1564		1521			1521	

Total ADT: 31,015

Westbound

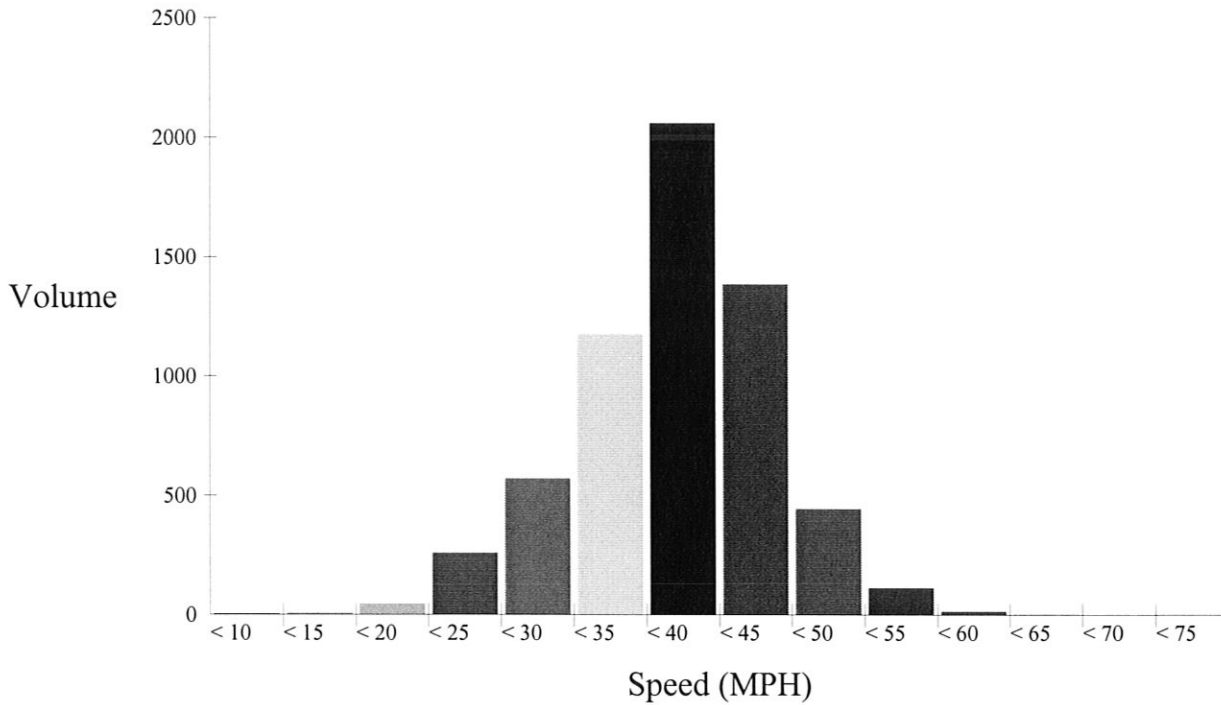
Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

outside lane

Prospect

File: D0706002.prn
User:

07/06/2009 - Monday Lane 1 - NEGAT



Statistical Information...

15th Percentile Speed
30.1 Mph

85th Percentile Speed
43.8 Mph

Median Speed
37.4 Mph

Average Speed
37.0 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
3443 vehicles in pace
Representing 56.6% of the total vehicles

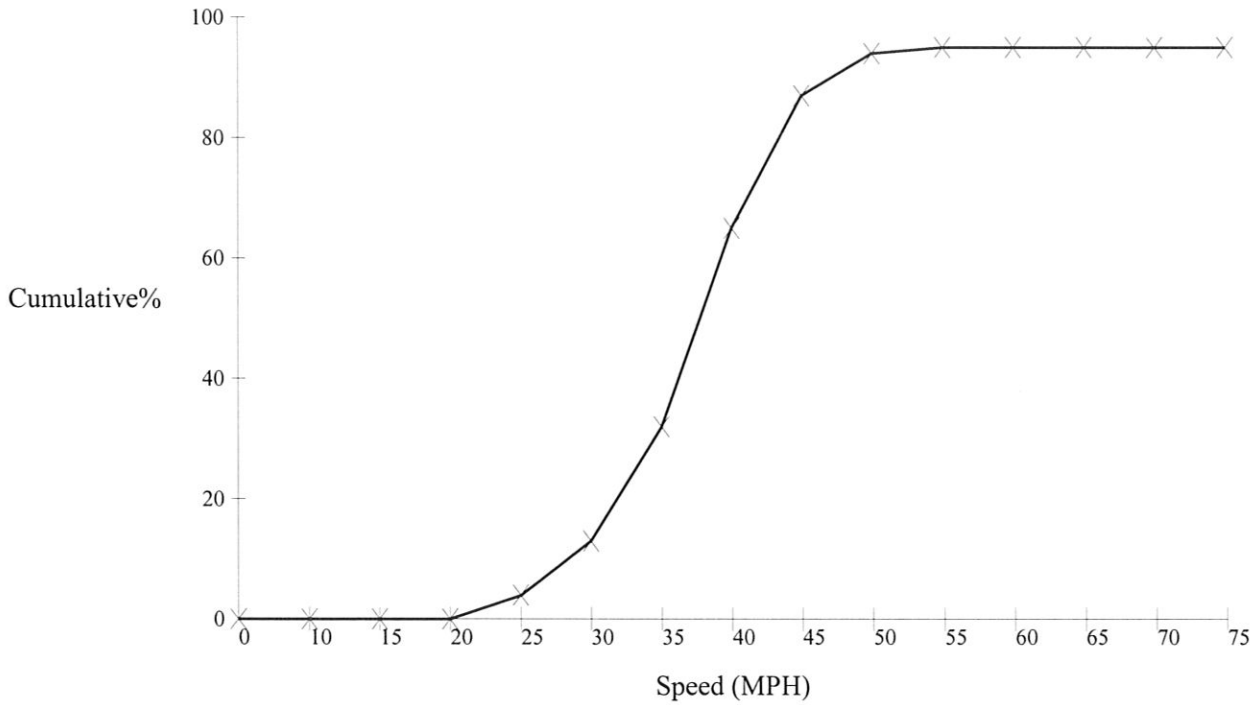
Vehicles > 65 MPH
0

Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

Prospect

File: D0706002.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
30.1 Mph

85th Percentile Speed
43.8 Mph

Median Speed
37.4 Mph

Average Speed
37.0 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
3443 vehicles in pace
Representing 56.6% of the total vehicles

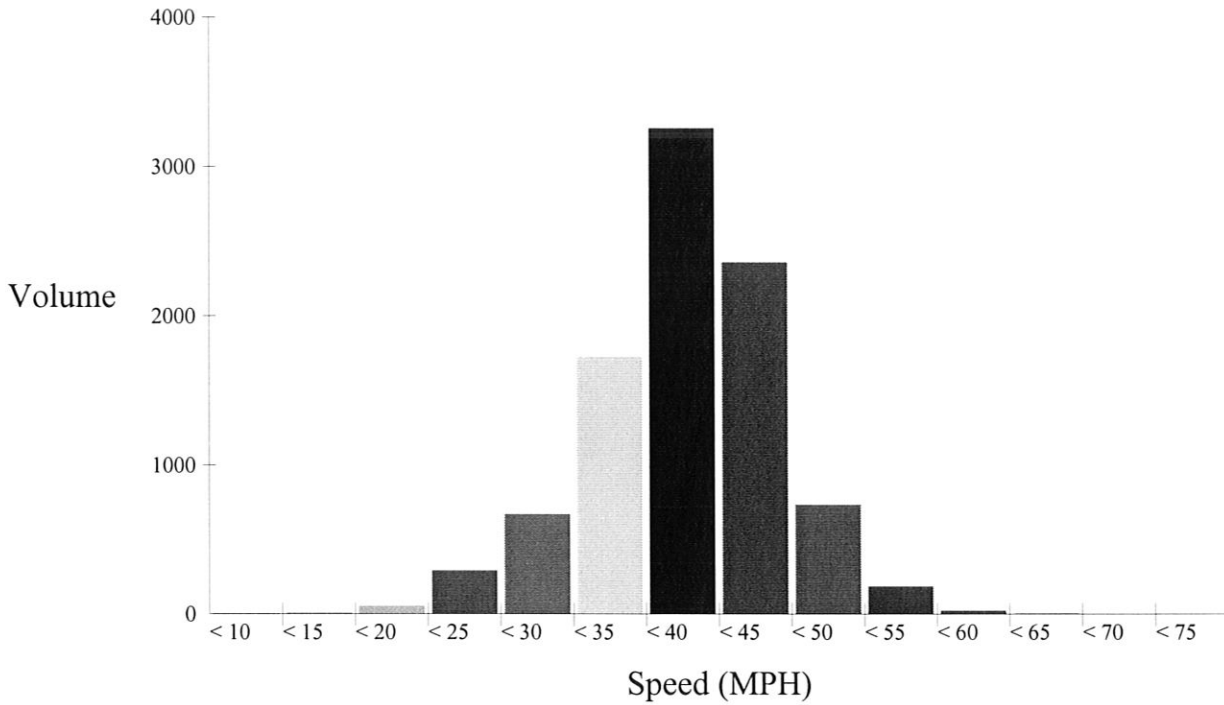
Vehicles > 65 MPH
0

Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

Prospect

File: D0706002.prn
User:

07/07/2009 - Tuesday Lane 1 - NEGAT



Statistical Information...

15th Percentile Speed
31.1 Mph

85th Percentile Speed
44.1 Mph

Median Speed
37.9 Mph

Average Speed
37.7 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5618 vehicles in pace
Representing 60.3% of the total vehicles

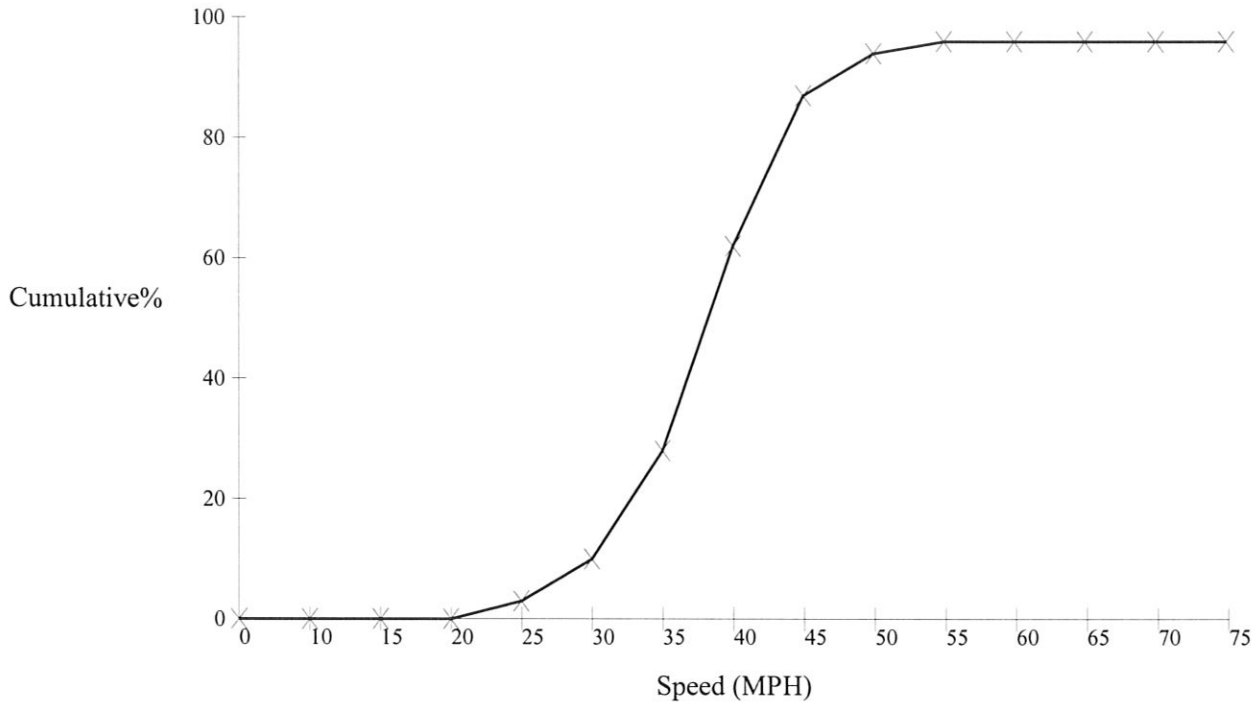
Vehicles > 65 MPH
1

Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

Prospect

File: D0706002.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
31.1 Mph

85th Percentile Speed
44.1 Mph

Median Speed
37.9 Mph

Average Speed
37.7 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5618 vehicles in pace
Representing 60.3% of the total vehicles

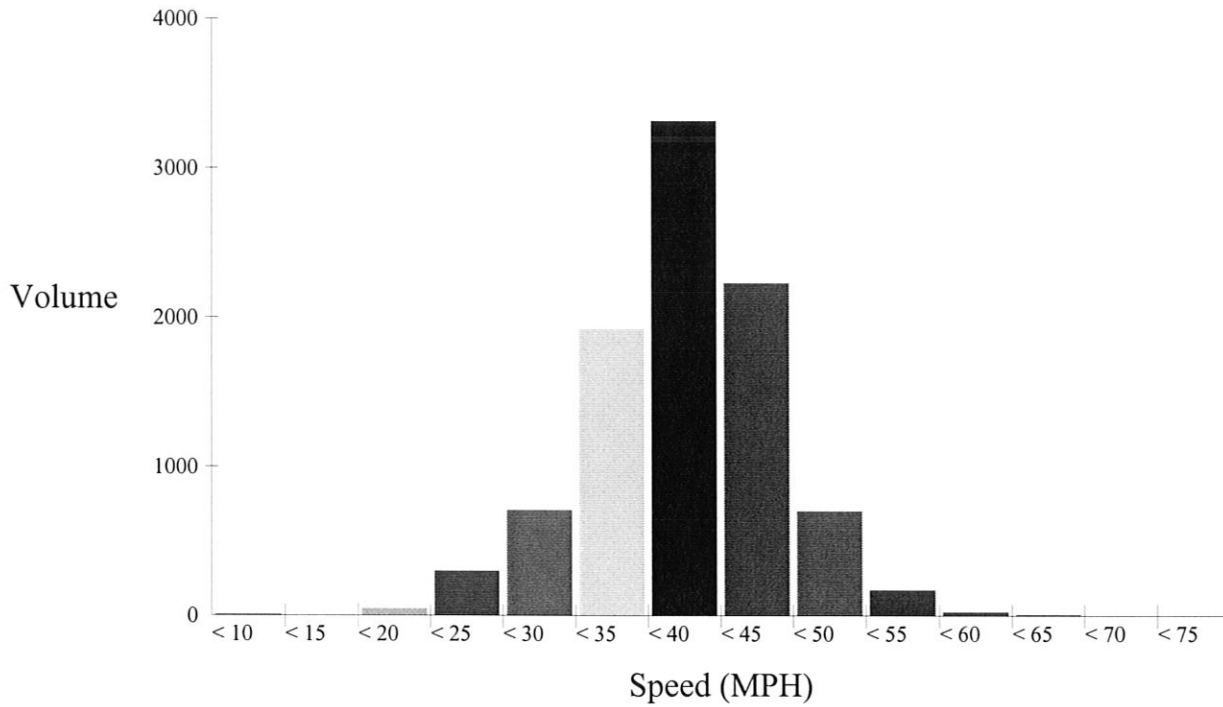
Vehicles > 65 MPH
1

Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

Prospect

File: D0706002.prn
User:

07/08/2009 - Wednesday Lane 1 - NEGAT



Statistical Information...

15th Percentile Speed
30.9 Mph

85th Percentile Speed
43.9 Mph

Median Speed
37.6 Mph

Average Speed
37.4 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5546 vehicles in pace
Representing 58.7% of the total vehicles

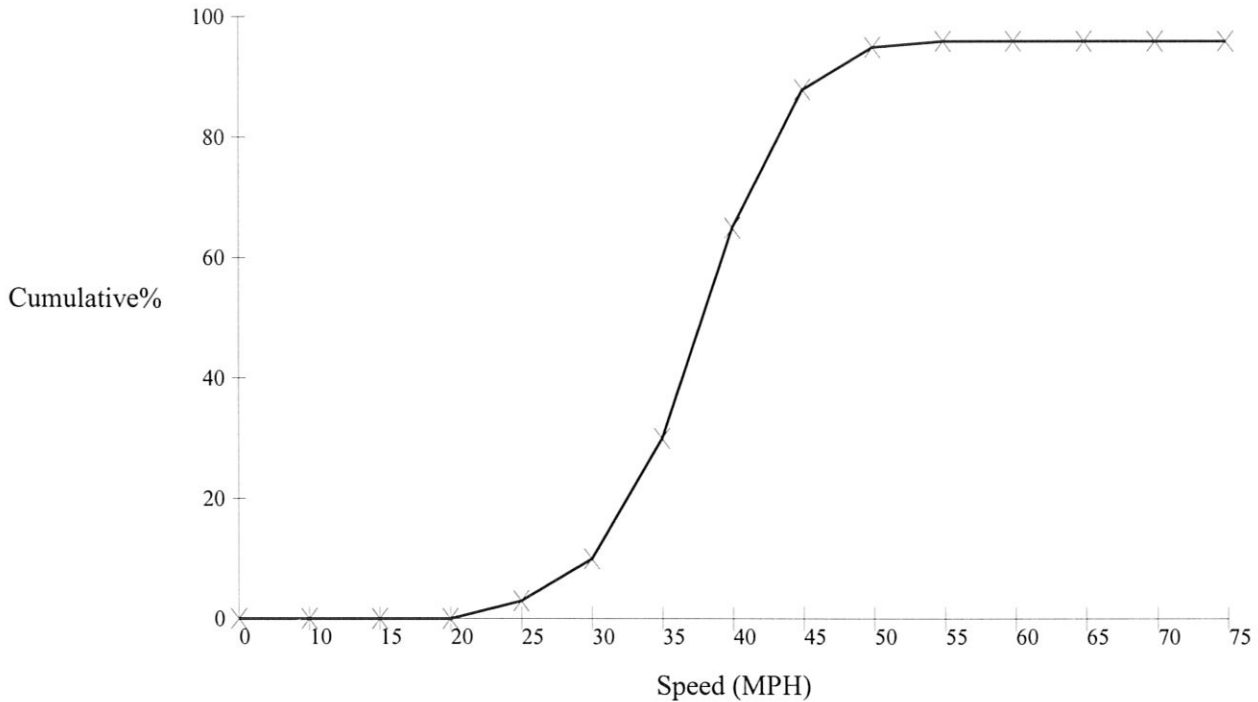
Vehicles > 65 MPH
1

Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

Prospect

File: D0706002.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
30.9 Mph

85th Percentile Speed
43.9 Mph

Median Speed
37.6 Mph

Average Speed
37.4 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5546 vehicles in pace
Representing 58.7% of the total vehicles

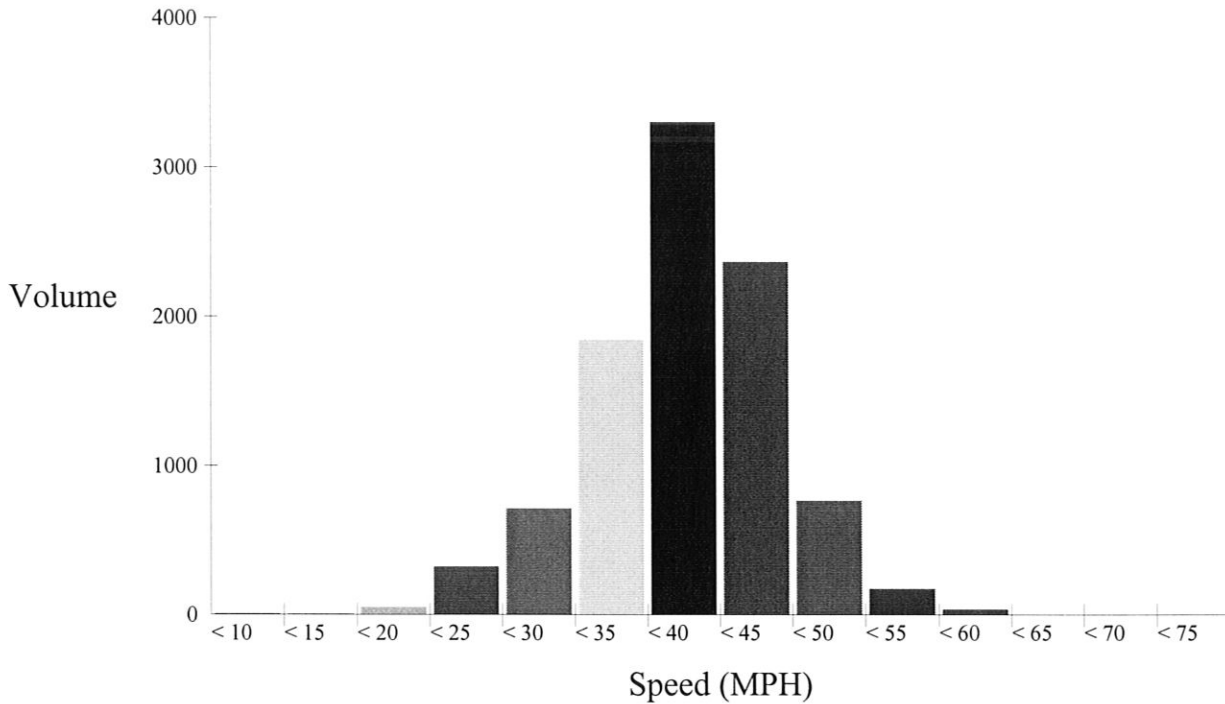
Vehicles > 65 MPH
1

Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

Prospect

File: D0706002.prn
User:

07/09/2009 - Thursday Lane 1 - NEGAT



Statistical Information...

15th Percentile Speed
30.9 Mph

85th Percentile Speed
44.0 Mph

Median Speed
37.8 Mph

Average Speed
37.6 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5668 vehicles in pace
Representing 59.0% of the total vehicles

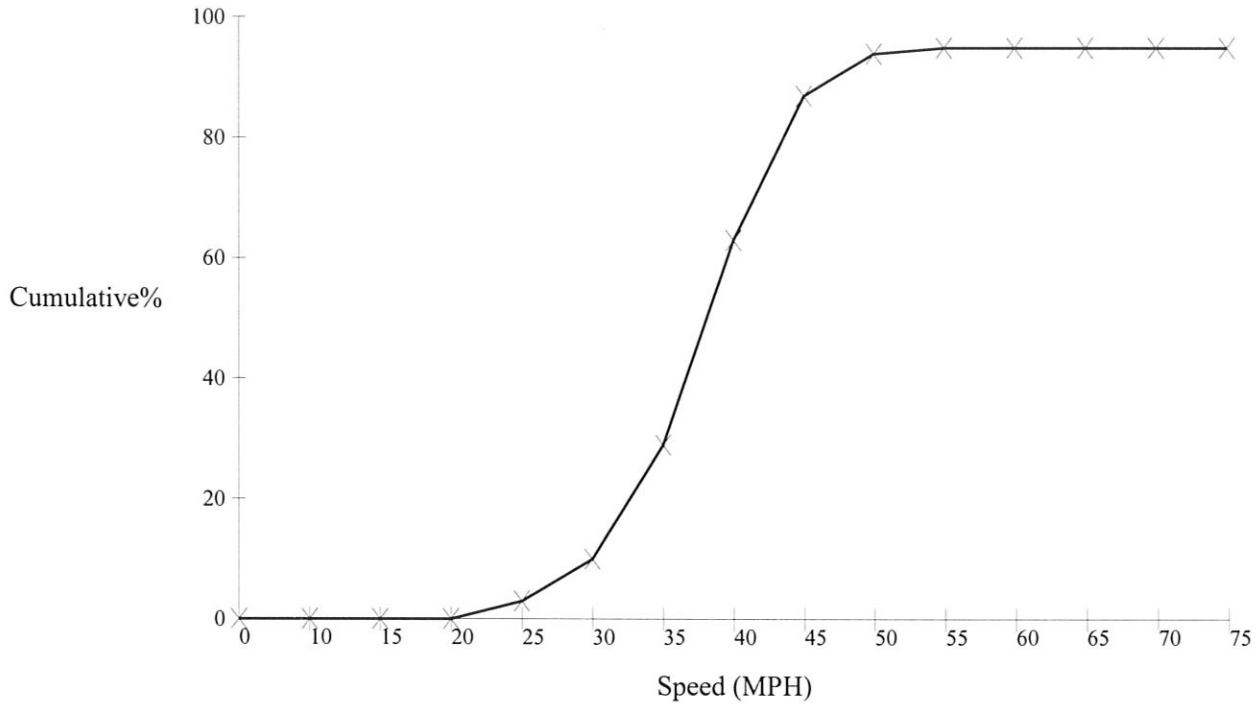
Vehicles > 65 MPH
1

Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

Prospect

File: D0706002.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
30.9 Mph

85th Percentile Speed
44.0 Mph

Median Speed
37.8 Mph

Average Speed
37.6 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
5668 vehicles in pace
Representing 59.0% of the total vehicles

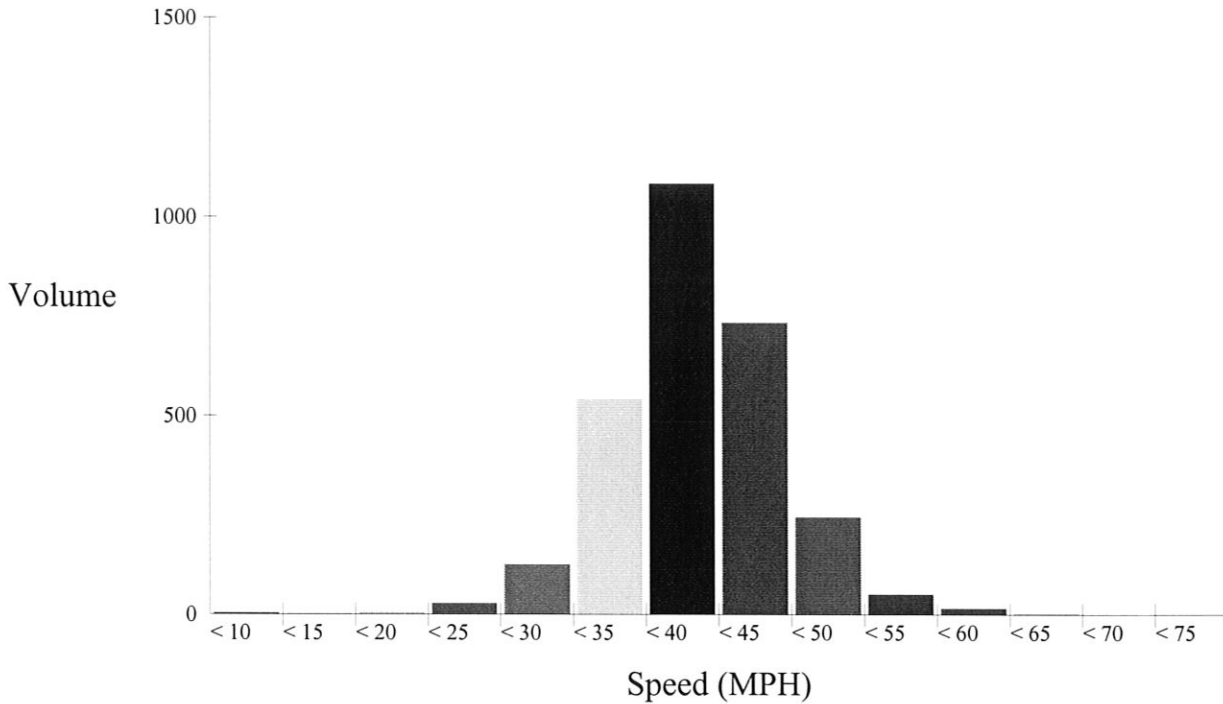
Vehicles > 65 MPH
1

Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

Prospect

File: D0706002.prn
User:

07/10/2009 - Friday Lane 1 - NEGAT



Statistical Information...

15th Percentile Speed
32.4 Mph

85th Percentile Speed
44.3 Mph

Median Speed
38.3 Mph

Average Speed
38.4 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
1817 vehicles in pace
Representing 64.0% of the total vehicles

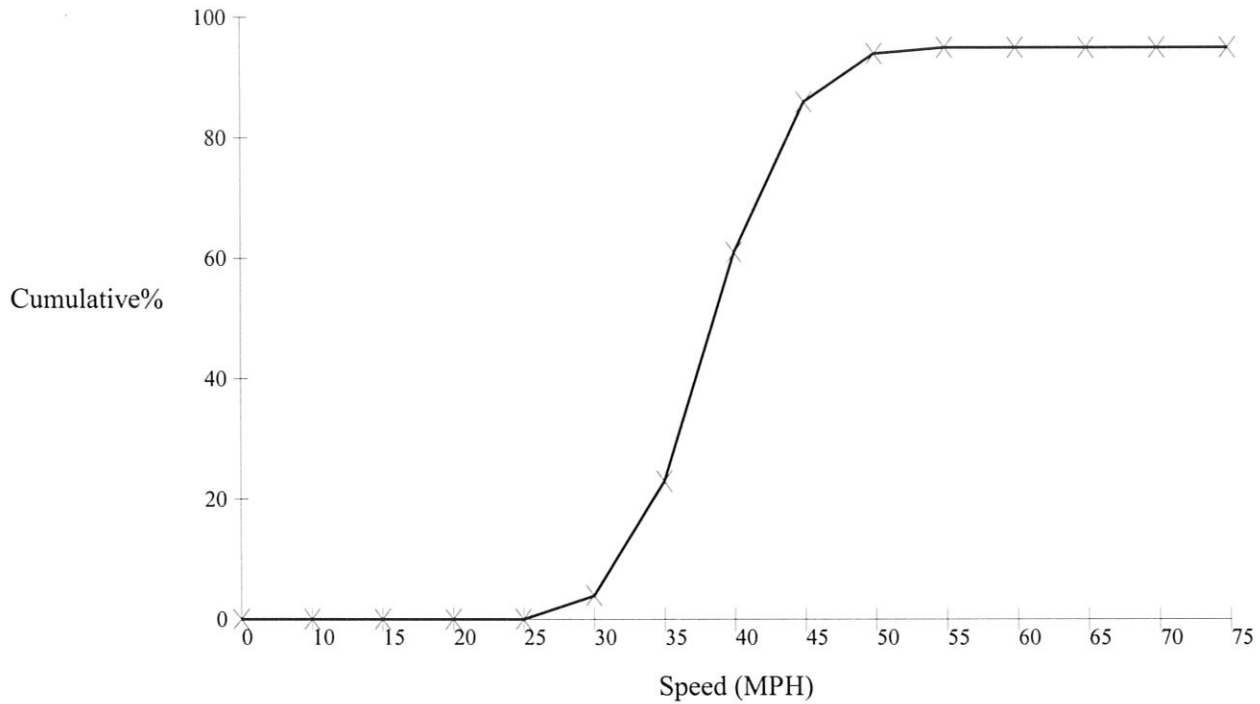
Vehicles > 65 MPH
0

Cntr # : 000000000133
Site ID : 000000000133
Location: ON US 42 0.10 MI N OJefferson

Prospect

File: D0706002.prn
User:

Cumulative Percent vs. Speed Graph



Statistical Information...

15th Percentile Speed
32.4 Mph

85th Percentile Speed
44.3 Mph

Median Speed
38.3 Mph

Average Speed
38.4 Mph

10 MPH Pace Speed
35 MPH to 45 MPH
1817 vehicles in pace
Representing 64.0% of the total vehicles

Vehicles > 65 MPH
0

QK4
SPEED SUMMARY
MON 07/06/2009

Westbound
outside lane

Cntr #: 000000000133
Site ID: 000000000133
Location: ON US 42 0.10 MI N OF TIMBER RIDGE
Direction: NEGAT
Lane: 1

File: D0706002.prn
City: Prospect
County: Jefferson

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
12:00	3	1	5	37	60	124	198	108	46	11	0	0	0	0	593
13:00	0	0	5	49	98	151	208	119	31	7	0	0	0	0	668
14:00	0	1	11	44	84	112	210	122	39	11	0	0	0	0	634
15:00	0	0	5	27	59	146	203	114	36	5	1	0	0	0	596
16:00	0	0	6	32	62	162	195	112	34	8	1	0	0	0	612
17:00	0	0	4	13	61	162	205	116	31	7	1	1	0	0	601
18:00	0	4	3	15	53	109	254	121	31	9	0	0	0	0	599
19:00	0	0	1	12	44	91	196	168	43	12	2	0	0	0	569
20:00	0	0	4	15	30	44	146	138	33	15	1	0	0	0	426
21:00	0	0	0	10	11	33	104	114	43	4	2	0	0	0	321
22:00	0	0	0	4	7	34	81	79	35	2	2	0	0	0	244
23:00	0	0	0	0	2	7	32	55	26	12	4	1	0	0	139
24:00	0	0	0	1	0	3	27	18	16	10	0	0	0	0	75
DAY TOTAL	3	6	44	259	571	1178	2059	1384	444	113	14	2	0	0	6077
PERCENTS	0.1%	0.1%	0.8%	4.3%	9.4%	19.4%	33.9%	22.7%	7.3%	1.8%	0.2%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
30.1 Mph

85th Percentile Speed
43.8 Mph

Median Speed
37.4 Mph

Average Speed
37.0 Mph

10 MPH Pace Speed
35MPH to 45MPH
3443 vehicles in pace
Representing 56.6% of the total vehicles

Vehicles > 65 MPH
0
0%

QK4
SPEED SUMMARY
TUE 07/07/2009

Cntr #: 000000000133
Site ID: 000000000133
Location: ON US 42 0.10 MI N OF TIMBER RIDGE
Direction: NEGAT
Lane: 1

File: D0706002.prn
City: Prospect
County: Jefferson

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
01:00	0	0	0	0	0	3	4	16	9	3	2	0	0	0	37
02:00	0	0	0	0	0	2	2	6	2	2	0	0	0	0	14
03:00	0	0	0	0	0	1	0	3	0	3	0	0	0	0	7
04:00	0	0	0	0	0	0	3	3	6	2	0	0	0	0	14
05:00	0	0	0	0	1	0	3	5	10	3	0	0	0	0	22
06:00	0	0	0	0	0	2	13	33	13	9	0	2	0	0	72
07:00	0	0	1	1	7	10	88	106	57	16	2	0	0	0	288
08:00	0	0	7	21	47	121	270	170	53	8	2	0	0	0	699
09:00	1	3	3	17	45	158	362	173	62	13	0	0	0	0	837
10:00	0	0	1	11	32	131	281	183	47	7	2	0	0	0	695
11:00	0	0	1	20	29	136	194	133	46	14	0	0	0	0	573
12:00	0	0	8	37	68	105	188	132	45	12	2	0	0	0	597
13:00	0	1	8	62	84	175	186	123	21	8	1	0	0	0	669
14:00	0	0	3	29	50	128	226	119	41	8	0	0	0	0	604
15:00	0	0	2	10	53	113	193	146	34	8	0	1	0	0	560
16:00	0	0	4	25	47	127	217	122	35	2	1	0	0	0	580
17:00	1	0	1	7	51	126	225	137	33	3	1	0	0	0	585
18:00	0	0	2	14	59	110	223	147	24	6	1	0	0	0	586
19:00	0	2	6	21	49	116	185	162	39	13	2	0	0	0	595
20:00	0	1	4	6	19	57	133	148	43	15	0	0	1	0	427
21:00	0	0	0	3	22	42	102	98	41	9	0	0	0	0	317
22:00	0	0	1	4	3	37	98	103	24	10	0	0	0	0	280
23:00	0	0	0	0	3	22	49	61	31	7	1	0	0	0	174
24:00	0	0	0	2	2	5	12	32	19	6	5	1	0	0	84
DAY TOTAL	2	7	52	290	671	1727	3257	2361	735	187	22	4	1	0	9316
PERCENTS	0.1%	0.1%	0.6%	3.2%	7.3%	18.5%	34.9%	25.3%	7.8%	2.0%	0.2%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
31.1 Mph

85th Percentile Speed
44.1 Mph

Median Speed
37.9 Mph

Average Speed
37.7 Mph

10 MPH Pace Speed
35MPH to 45MPH
5618 vehicles in pace
Representing 60.3% of the total vehicles

Vehicles > 65 MPH
1
1.0%

QK4
SPEED SUMMARY
WED 07/08/2009

Cntr #: 000000000133
Site ID: 000000000133
Location: ON US 42 0.10 MI N OF TIMBER RIDGE
Direction: NEGAT
Lane: 1

File: D0706002.prn
City: Prospect
County: Jefferson

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
01:00	0	0	0	0	0	1	6	12	11	5	0	0	0	0	35
02:00	0	0	0	0	0	0	2	4	4	0	1	0	0	0	11
03:00	0	0	0	0	0	2	0	2	2	1	0	0	0	0	7
04:00	0	0	0	0	0	1	1	4	2	5	0	0	0	0	13
05:00	0	0	0	0	0	2	3	4	11	4	0	0	0	0	24
06:00	0	0	0	1	0	5	8	32	28	11	2	0	0	0	87
07:00	0	0	0	1	3	13	75	127	47	25	2	0	0	0	293
08:00	0	0	1	5	40	176	244	149	35	3	2	1	0	0	656
09:00	0	0	2	18	78	209	348	157	41	7	0	0	0	0	860
10:00	0	0	3	30	73	174	256	112	38	8	1	0	0	0	695
11:00	1	0	2	13	37	129	218	156	36	4	2	0	0	0	598
12:00	0	1	7	23	49	144	279	124	33	7	0	0	0	0	667
13:00	1	0	12	47	65	182	210	127	27	1	1	0	0	0	673
14:00	0	0	2	29	76	138	193	124	29	5	0	0	0	0	596
15:00	0	0	5	20	47	138	205	126	35	9	1	0	0	0	586
16:00	0	0	2	32	57	139	197	124	26	2	1	3	0	0	583
17:00	0	0	1	25	55	83	198	158	50	10	0	0	0	0	580
18:00	1	0	8	7	41	114	211	161	41	6	0	0	0	0	590
19:00	1	0	1	22	40	104	209	141	39	5	0	0	0	0	562
20:00	0	0	1	11	23	63	167	114	42	11	2	1	0	0	435
21:00	0	0	0	12	15	49	106	97	43	16	4	0	1	0	343
22:00	0	0	0	4	6	36	109	85	31	10	3	0	0	0	284
23:00	0	0	0	0	2	14	51	60	38	12	1	0	0	0	178
24:00	0	0	0	0	2	5	20	30	14	7	1	1	0	0	80
DAY TOTAL	4	1	47	300	709	1921	3316	2230	703	174	24	6	1	0	9436
PERCENTS	0.1%	0.1%	0.5%	3.2%	7.6%	20.4%	35.1%	23.6%	7.4%	1.8%	0.2%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
30.9 Mph

85th Percentile Speed
43.9 Mph

Median Speed
37.6 Mph

Average Speed
37.4 Mph

10 MPH Pace Speed
35MPH to 45MPH
5546 vehicles in pace
Representing 58.7% of the total vehicles

Vehicles > 65 MPH
1
1.0%

QK4
SPEED SUMMARY
THU 07/09/2009

Cntr #: 000000000133
Site ID: 000000000133
Location: ON US 42 0.10 MI N OF TIMBER RIDGE
Direction: NEGAT
Lane: 1

File: D0706002.prn
City: Prospect
County: Jefferson

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
01:00	0	0	0	0	1	1	5	17	8	3	0	0	0	0	35
02:00	0	0	0	0	0	1	2	6	2	3	1	0	0	0	15
03:00	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
04:00	0	0	0	0	0	1	1	1	4	0	0	0	0	0	7
05:00	0	0	0	0	0	1	3	6	8	2	0	0	0	0	20
06:00	0	0	0	0	1	2	9	33	22	8	4	0	0	0	79
07:00	0	0	1	0	3	20	63	119	69	17	2	0	0	0	294
08:00	0	0	0	3	38	83	242	193	78	8	1	0	0	0	646
09:00	1	5	2	12	51	218	381	155	35	6	0	0	0	0	866
10:00	0	0	3	27	49	151	284	137	35	8	3	0	0	0	697
11:00	0	0	3	16	43	115	198	168	38	10	0	0	0	0	591
12:00	0	0	3	27	57	125	217	149	39	4	2	0	0	0	623
13:00	0	0	9	60	108	145	211	100	34	5	0	0	0	0	672
14:00	0	0	7	41	65	170	217	106	26	4	1	0	0	0	637
15:00	0	0	5	32	60	125	197	110	33	12	1	0	0	0	575
16:00	1	0	2	20	52	158	202	127	29	7	1	0	0	0	599
17:00	0	0	6	17	49	102	221	170	39	5	0	0	0	0	609
18:00	0	0	0	19	47	149	193	162	39	8	3	0	0	0	620
19:00	0	0	2	14	30	108	188	170	52	11	3	0	0	0	578
20:00	1	0	1	11	24	48	122	145	48	20	3	0	0	0	423
21:00	0	0	5	15	16	37	138	109	41	17	4	0	0	0	382
22:00	0	2	0	4	12	66	124	82	20	2	0	1	0	0	313
23:00	1	0	0	4	5	17	65	79	43	9	6	0	0	0	229
24:00	0	0	0	0	2	5	19	19	24	6	1	0	1	0	77

DAY TOTAL	4	7	49	322	713	1848	3302	2366	767	176	36	1	1	0	9592
PERCENTS	0.1%	0.1%	0.6%	3.4%	7.5%	19.3%	34.4%	24.6%	7.9%	1.8%	0.3%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
30.9 Mph

85th Percentile Speed
44.0 Mph

Median Speed
37.8 Mph

Average Speed
37.6 Mph

10 MPH Pace Speed
35MPH to 45MPH
5668 vehicles in pace
Representing 59.0% of the total vehicles

Vehicles > 65 MPH
1
1.0%

QK4
SPEED SUMMARY
FRI 07/10/2009

Cntr #: 000000000133
Site ID: 000000000133
Location: ON US 42 0.10 MI N OF TIMBER RIDGE
Direction: NEGAT
Lane: 1

File: D0706002.prn
City: Prospect
County: Jefferson

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	71+	Total
01:00	0	1	0	0	0	1	11	21	7	6	0	1	0	0	48
02:00	0	0	1	1	0	1	2	3	7	0	0	0	0	0	15
03:00	0	0	0	0	0	0	3	3	4	1	1	1	0	0	13
04:00	0	0	0	0	2	1	3	3	1	1	0	0	0	0	11
05:00	0	0	0	1	0	0	4	11	5	2	1	0	0	0	24
06:00	0	0	0	1	2	1	12	32	29	7	3	0	0	0	87
07:00	0	0	0	4	5	11	63	105	54	14	2	0	0	0	258
08:00	0	0	0	5	19	82	263	195	73	16	4	0	0	0	657
09:00	0	0	0	7	31	194	338	180	39	3	3	0	0	0	795
10:00	3	1	4	7	59	206	293	155	21	1	1	0	0	0	751
11:00	0	0	0	2	8	44	91	26	6	0	0	0	0	0	177
DAY TOTAL	3	2	5	28	126	541	1083	734	246	51	15	2	0	0	2836
PERCENTS	0.2%	0.1%	0.2%	1.0%	4.5%	19.1%	38.2%	25.9%	8.6%	1.7%	0.5%	0.0%	0.0%	0.0%	100%

Statistical Information...

15th Percentile Speed
32.4 Mph

85th Percentile Speed
44.3 Mph

Median Speed
38.3 Mph

Average Speed
38.4 Mph

10 MPH Pace Speed
35MPH to 45MPH
1817 vehicles in pace
Representing 64.0% of the total vehicles

Vehicles > 65 MPH
0
0%

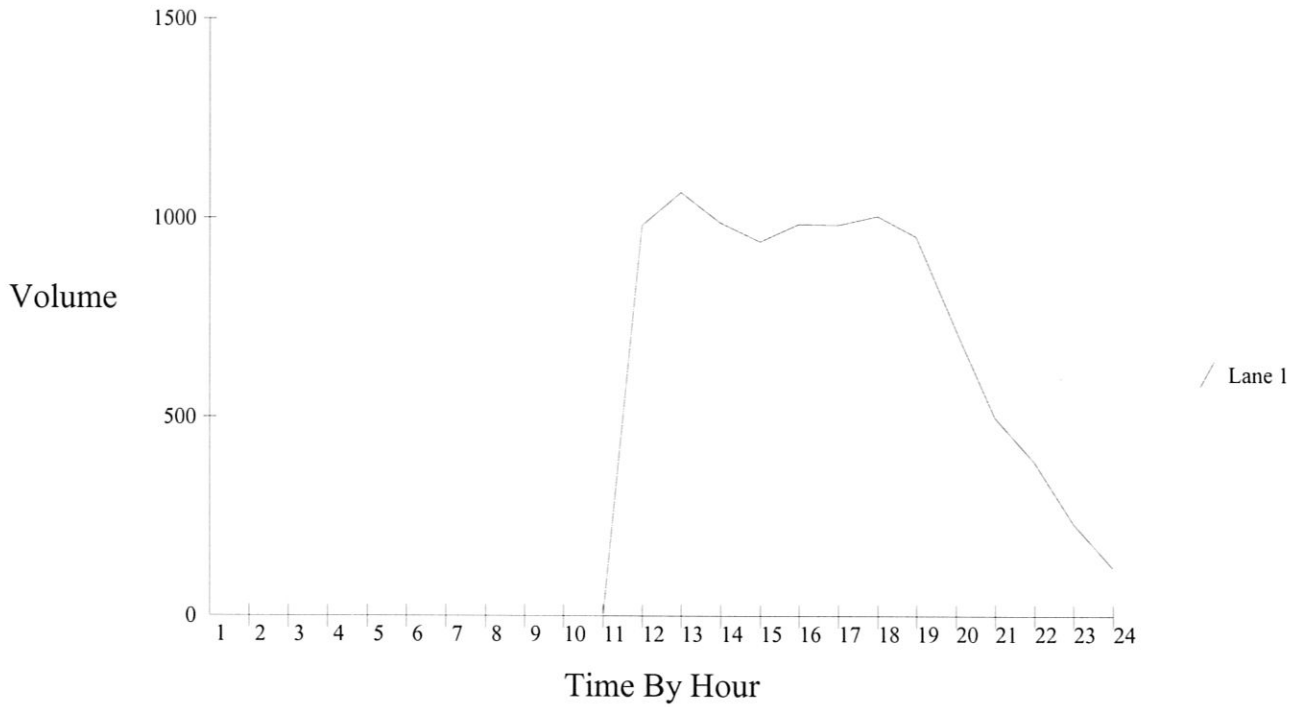
GRAND TOTAL	16	23	197	1199	2790	7215	13017	9075	2895	701	111	15	3	0	37257
PERCENTS	0.1%	0.1%	0.6%	3.3%	7.5%	19.4%	35.0%	24.3%	7.7%	1.8%	0.2%	0.0%	0.0%	0.0%	100%

westbound
both lanes

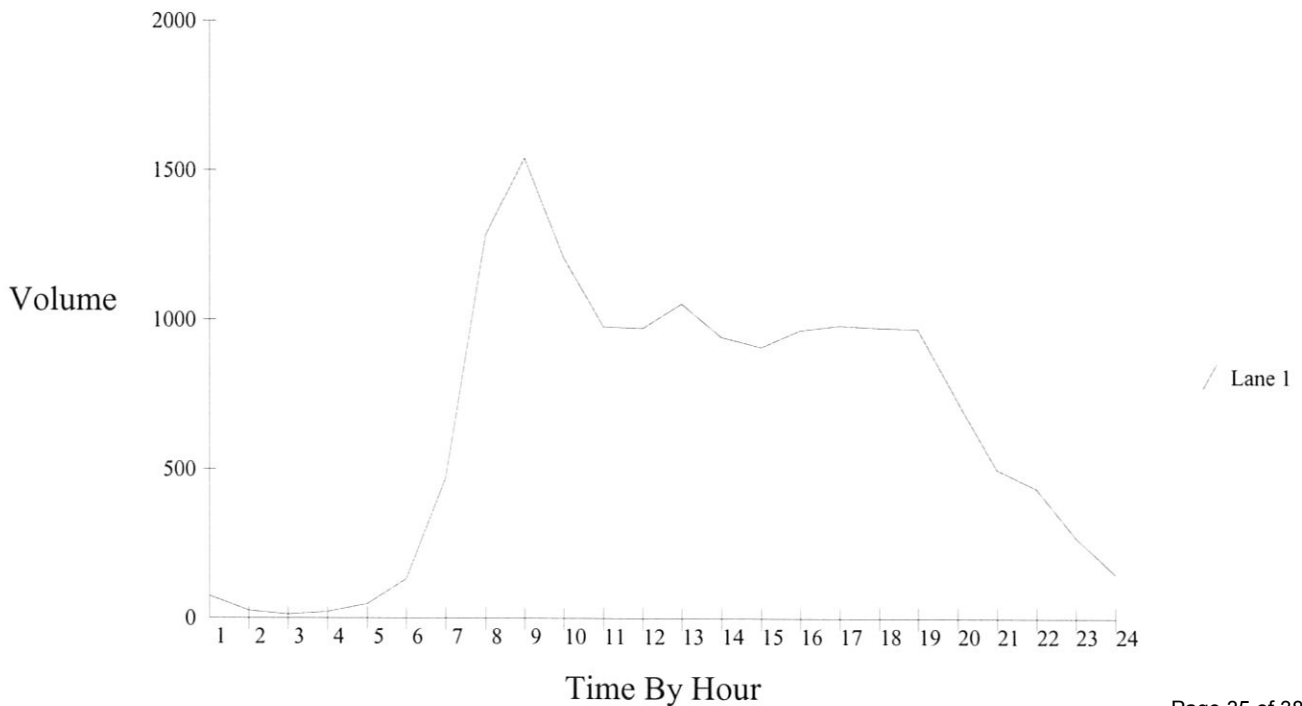
Cntr # : 000000000233
Site ID : 000000000233
Location: ON US 42 0.10 MI E OF TIMBER RIDGE

File: D0706006.prn
User:

07/06/2009 - Monday



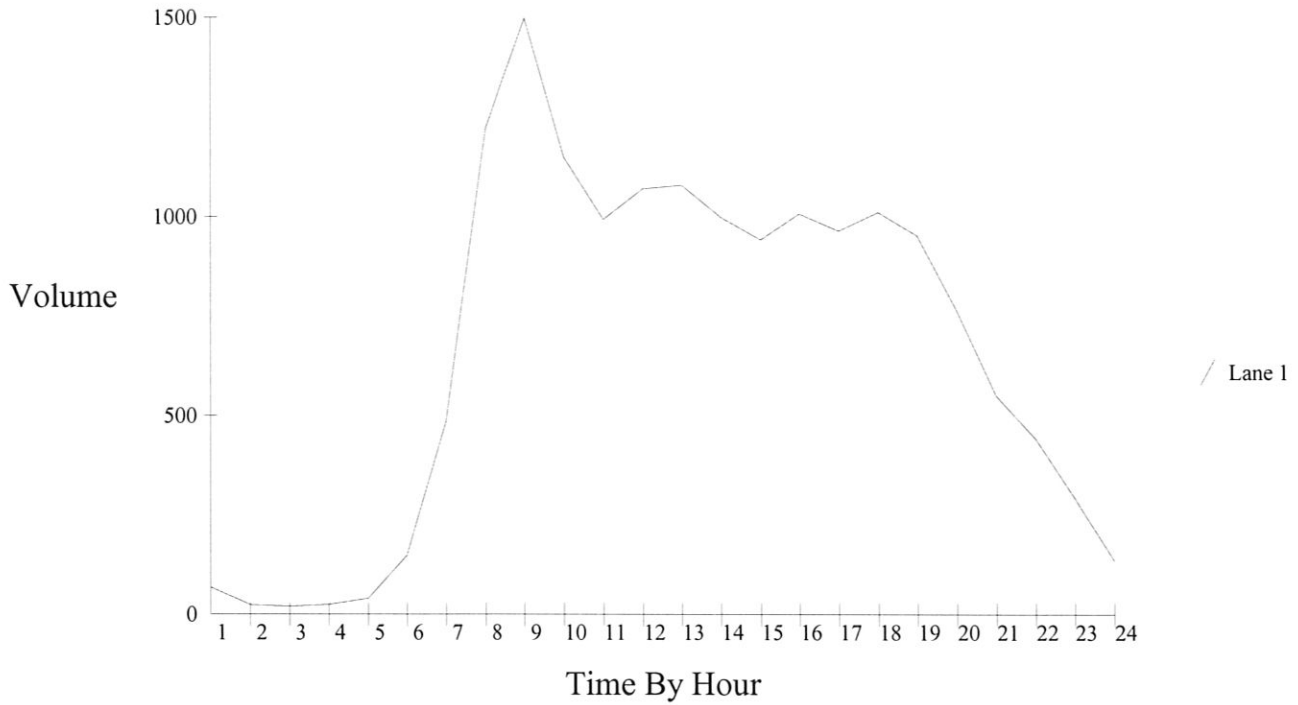
07/07/2009 - Tuesday



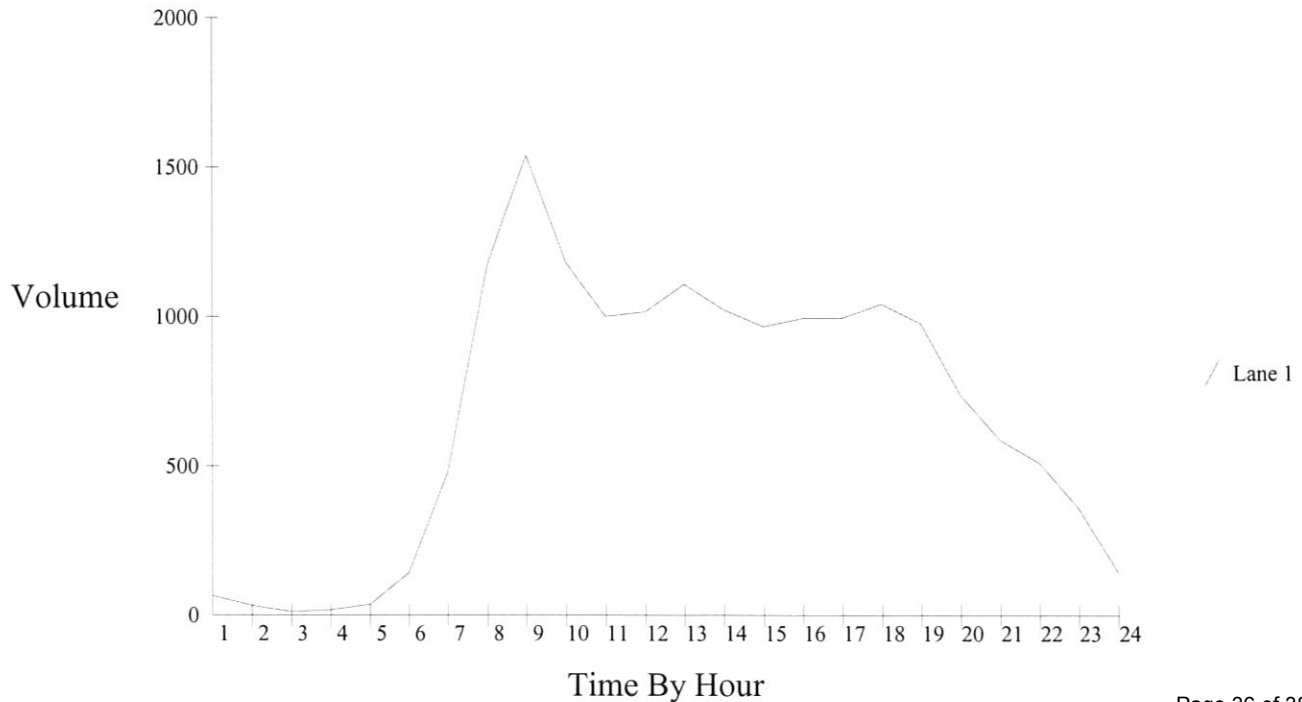
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File: D0706006.prn
User:

07/08/2009 - Wednesday



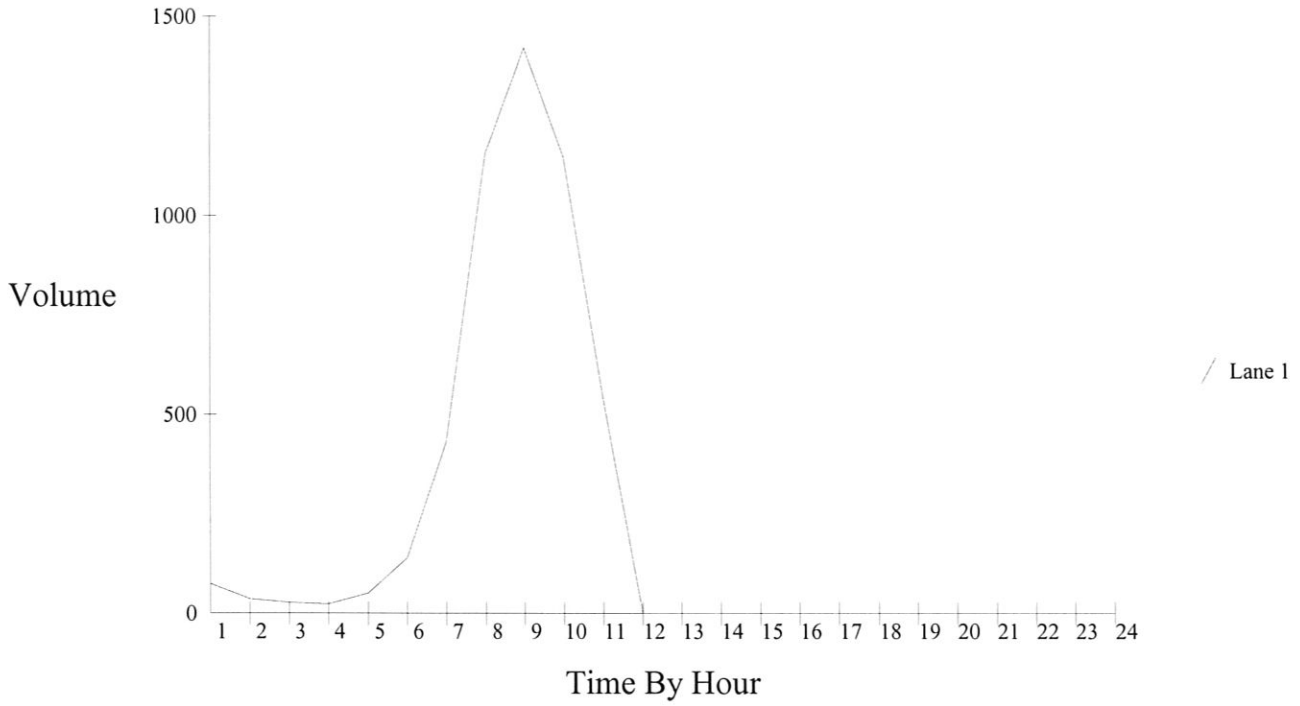
07/09/2009 - Thursday



Cntr # : 000000000233
Site ID : 000000000233
Location: ON US 42 0.10 MI E OF TIMBER RIDGE

File: D0706006.prn
User:

07/10/2009 - Friday



westbound
both lanes

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 7/6/09

Cntr #: 000000000233
Site ID: 000000000233
Location: ON US 42 0.10 MI E OF TIMBER RIDGE
Direction: NEGAT

File: D0706006.prn
City: PROSPECT
County: JEFFERSON

TIME	MON 06	TUE 7	WED 8	THU 9	FRI 10	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		76	69	66	75	71			71	286
02:00		26	24	32	37	29			29	119
03:00		13	20	12	27	18			18	72
04:00		22	25	18	23	22			22	88
05:00		49	41	36	51	44			44	177
06:00		133	149	143	139	141			141	564
07:00		471	486	480	431	467			467	1868
08:00		1285	1224	1175	1158	1210			1210	4842
09:00		1542	1498	1541	1422	1500			1500	6003
10:00		1209	1149	1182	1148	1172			1172	4688
11:00		979	993	1002	542	879			879	3516
12:00	983	973	1070	1017		1010			1010	4043
13:00	1065	1055	1079	1109		1077			1077	4308
14:00	989	945	999	1024		989			989	3957
15:00	942	910	943	968		940			940	3763
16:00	986	967	1008	996		989			989	3957
17:00	984	983	965	997		982			982	3929
18:00	1006	975	1012	1044		1009			1009	4037
19:00	955	971	953	979		964			964	3858
20:00	723	731	766	740		740			740	2960
21:00	500	501	551	588		535			535	2140
22:00	388	438	443	511		445			445	1780
23:00	233	273	294	360		290			290	1160
24:00	122	151	136	144		138			138	553
TOTALS	9876	15678	15897	16164	5053	15661	0	0	15661	62668
% AVG WKDY	63	100.1	101.5	103.2	32.2					
% AVG WEEK	63	100.1	101.5	103.2	32.2					
AM Times	12:00	09:00	09:00	09:00	09:00	09:00			09:00	
AM Peaks	983	1542	1498	1541	1422	1500			1500	
PM Times	13:00	13:00	13:00	13:00		13:00			13:00	
PM Peaks	1065	1055	1079	1109		1077			1077	

MEETING MINUTES

Project: Prospect Transportation Study
Purpose: Steering Committee Meeting #1
Place: Prospect City Hall, Prospect, Kentucky
Meeting Date: May 19, 2009 1:00 p.m. (EST)
Prepared By: Doug Heberle
In Attendance:

Todd Eberle	City of Prospect
Ann Simms	City of Prospect
Marvin Wilson	Prospect City Police
Chris Phillips	Metro Public Works
Milana Boz	Metro Parks
Chris Aponte	Harrods Creek Fire Department
Larry Chaney	KIPDA
Andy Rush	KIPDA
Brian Meade	KYTC D5
Tom Hall	KYTC D5
Tom Springer	Qk4
Doug Heberle	Qk4

INTRODUCTIONS: Mayor Eberle began the first steering committee meeting by providing a project overview, brief explanation of the city’s character, layout, and demographics as well as the desire for increased multimodal interconnectivity between the neighborhood subdivisions and the village core (commercial) in the center of town. Handouts including an agenda, Scope of Work, conceptual future maps of the city, and a list of potential stakeholders were provided. Four large map exhibits showing an aerial of Prospect, environmental constraints, land use, and current and projected traffic were also provided for the attendees.

PROJECT SCOPE AND OVERVIEW: Tom Springer explained that the proposed project is a transportation study in and around the City of Prospect, in Jefferson County. The study will examine improvement strategies and evaluate alternatives to address both current and future transportation needs. The study time is projected to last eight months. Some types of proposed improvements include, but are not limited to: increased connectivity, multi-modal facilities, signage, signals, turning lanes, sight distance improvements, and corridor improvements.

There is desire for increased connectivity, including but not limited to, the following areas:

- Sutherland and Innesbrook Subdivisions
- Commercial areas in Prospect Village Center
- Harrods Creek
- Hayes-Kennedy Park at the riverfront

EXISTING CONDITIONS: Doug Heberle presented the existing conditions of the area depicted on the display exhibits. This information included environmental constraints, land use, zoning, form districts, TARC routes, turning movements, and current and projected traffic volumes.

Other Area Projects were recognized and discussed: The future East End Bridge, US 42 widening, planned Prospect Multi-Use trail, Louisville Loop and its connections, and Putney's Pond Connector from Timber Ridge Drive.

PROJECT GOALS: Tom Springer facilitated the exercise to develop the project goals and the mission statement of the Prospect Transportation Plan: "A multimodal transportation network that connects the village components within Prospect, and Prospect with the surrounding metropolitan area." The major elements of the plan were also determined:

- Transit
- Arterials (US 42)
- Collectors and Local Roads
- Bicycles
- Pedestrians

For each element, goals, potential barriers, critical success factors, and strategies were discussed throughout the meeting.

For the US 42 Corridor the identified goals were:

- Increase Safety
- Increase multimodal interconnectivity
- Reduce Travel Speed (without induced congestion)
- Promote unique urban character
- Ped/Bike Routes coordinated with TARC stops

Identified strategies include:

- Signal Timing/Synchronization for a 35 MPH travel speed
- Gateways, Landscaping
- Neighborhood Scale Development, only, to reduce travel demand
- State/City Maintenance Agreement of roadway amenities
- Coordinate with Oldham County as they update their thoroughfare plan

For other roads, goals and strategies included:

- Increase interconnectivity between the subdivisions and the village core via more collector streets, multi use paths, and sidewalks
- Utilize Bass Lane as a bike path to Hayes-Kennedy Park
- Timber Ridge Drive serves as a cut through connector between River Road and US 42 and has the potential to support bike lanes
- The Bridgetpointe Subdivision needs a cross creek connection with the balance of the city. This is planned to be addressed in the Prospect Multi use trail plan.
- Consider increased access to Harrods Creek. This could possibly be done utilizing the Hunting Creek South WWTP when it does go offline.

PUBLIC, STAKEHOLDERS, AND STEERING COMMITTEE INVOLVEMENT: Doug Heberle presented the preliminary list of stakeholders to be involved in the study. The stakeholder involvement will consist of individual meetings with neighborhood groups and selected commercial interests, such as the Chamber of Commerce, to inform them of project status and receive their input.

One public meeting will be held about 75% of the way through the planning process to introduce the public to the potential alternatives.

NEXT STEPS:

- Qk4 will supply meeting minutes to the Steering Committee.
- The second Steering Committee Meeting will be scheduled tentatively for July
- Prospect will provide stakeholder contact information to Qk4; who will begin to contact and interview those stakeholders to obtain input on the project.

END OF MEETING MINUTES

Agenda

Prospect Transportation Study Steering Committee Meeting # 1

DATE: MAY 19, 2009

TIME: 1:00 PM

LOCATION: PROSPECT CITY HALL

A. INTRODUCTIONS

B. PROJECT SCOPE AND OVERVIEW

C. EXISTING CONDITIONS

1. MAP EXISTING CONDITIONS

- ENVIRONMENTAL CONSTRAINTS
- ROAD LAYOUT & LAND USE
- BIKE, PEDESTRIAN, & TRANSIT FACILITIES
- TRAFFIC VOLUMES (ADT) & LEVEL OF SERVICE (LOS) (2008-2030)
- CRASH DATA

2. CONNECTIVITY ASSESSMENT

- BICYCLE, PEDESTRIAN, & TRANSIT FACILITIES
- ROADWAY NETWORK

D. OTHER AREA PROJECTS

1. US 42 WIDENING (KYTC ITEM # 5-972)
2. PROSPECT MULTI-USE TRAIL
3. EAST END BRIDGE
4. PUTNEY'S POND ACCESS

E. PROJECT GOALS

F. PUBLIC INVOLVEMENT PLAN

1. STAKEHOLDER INTERVIEWS
2. PUBLIC MEETING (75% THROUGH THE STUDY PROCESS)

Prospect Transportation Study
Steering Committee Meeting
May 19, 2009

NAME	REPRESENTING	PHONE #	EMAIL	INITIAL
Andy Rush	KIPDA	266-6084	andrush@ky.gov	AR
Todd Heberle	QKH	585-2222	theberle@qk4.com	TH
MARVIN Wilson	City of Prospect	228-1150	chief@prospectky.com	MW
Chris Phillips	Metro Public Works	574-3888	chris.phillips@louisvilleky.gov	CP
Chris Aponte	Harrods Creek FD	228-1351	caponte@hcfld.org	CA
LARRY CHANEY	KIPDA	266-6084	lchane@ky.gov	LC
TOM HALL	KYTC DS	210-5479	tom.hall@ky.gov	TH
John Swanson	City of Prospect	228-1124	cityadmin@prospectky.com	JS
Brian Meade	KYTC OS	210-5414	brian.meade@ky.gov	BM
MILANA BOZ	Metro Parks	456-8141	MILANA.BOZ@Louisvilleky.gov	MB
Tom Springs	QKH	585-2222	tsprings@qk4.com	TS
Todd Heberle	Prospect	228-1124	theberle@prospectky.com	TH

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MEETING MINUTES

Project: Prospect Transportation Study
Purpose: Steering Committee Meeting #2
Place: Prospect City Hall, Prospect, Kentucky
Meeting Date: September 1, 2009 1:00 p.m. (EDT)
Prepared By: Doug Heberle
In Attendance: Todd Eberle City of Prospect
 Ann Simms City of Prospect
 Marvin Wilson Prospect City Police
 Milana Boz Metro Parks
 Chris Aponte Harrods Creek Fire Department
 Larry Chaney KIPDA
 Andy Rush KIPDA
 Brian Meade KYTC D5
 Tom Springer Qk4
 Doug Heberle Qk4

INTRODUCTIONS:

Doug Heberle began the meeting by providing an overview of the project status and the agenda. Handouts including an agenda, responses to the online questionnaire, meeting minutes from the 7/23/09 Stakeholder Meeting, proposed alternatives shown collectively on an aerial map. He also provided a power point presentation, detailing the preliminary list of recommended project alternatives.

There were 142 online questionnaire responses submitted from members of the public. Most comments centered on the need for pedestrian and bicycle facility connectivity as well as ample left turn access into the village center (commercial).

The 15 individual projects were presented on the power point and on the large aerial handout maps and discussed collectively by the group. Comments and notes identified by the group on the projects include:

RECOMMENDED PROJECTS:

Project # 1: Sidewalk on the north of US 42 from Carlaw Ct. to Fox Harbor Rd.

This recommended sidewalk project will either be abandoned or advanced, depending on if or how the US 42 project is advanced by KYTC.

Project # 2: Install pedestrian crossing signal and striping at the west end of US 42 and Fox Harbor intersection. Extra safety devices will be needed, including striping to improve visual safety of crosswalk.

Project # 3: Multi-use trail from Fox Harbor to City Hall on south side of US 42

At present, people walk opposite of traffic to the library from Fox Harbor, as so do some bicyclists. This would be the City's highest priority segment of the multi-use trail, and the land is all city owned.

Project # 4: Multi-use trail from Timber Ridge Dr. to Putney Pond Access Rd., fronting US 42

(No comments were noted)

Project # 5: Timber Ridge Drive bicycle lane striping

(No comments were noted)

Project # 6: Bass Road Bike Route Signage/Markings

In addition to adding "share the road" bicycle sign and bicycle route signs, consider traffic calming devices. All improvements will need to be proposed to Louisville Metro, as Bass Road is outside of Prospect.

Project # 7: River Road Pedestrian Crossing at Sedgwick Dr. /sidewalk extension

Consider advanced warning signs regarding pedestrian crossing for traffic turning from southbound US 42 onto River Road, also consider other location options.

Project # 8: Hunting Creek Drive Bike/Pedestrian lane striping

The striping would need to stop at Wythe Hill Circle.

Project # 9: Multi use trail behind commercial from private drive to Carslaw Ct.

(This project will require further coordination with the landowners)

Project # 10: Sidewalk connecting Carslaw Ct. with the sidewalk stub between McDonalds and the former Blockbuster (Prospect Village)

(This project will require further coordination with the landowners)

Project # 11: Vehicle access from Carslaw Ct. to McDonalds (connecting Circle K, Car Wash, and McDonalds)

(This project will require further coordination with the landowners)

Project # 12: Vehicle access between Prospect Plaza and Prospect Professional Center

(This project will require further coordination with the landowners)

Project #13: Village Center Gateways along US 42

A city-wide competition can be held to identify a preferred design

Project #14: Require parking lot interconnectivity for future redevelopment

As an educational tool, provide in the report information on the benefits of improved access on public health and safety and emergency response, and increase business activity and success. In the policy statement, include improved access for both vehicle and pedestrian traffic.

Project # 15: Harrods Creek WWTP conversion to pocket park and public creek access

MSD has agreed to turn over the property to the City of Prospect for \$1.00.

Note: Since the conclusion of the meeting, two previously identified projects were recommended to be included in this report.

- The first is the segment of the previously identified and recommended Prospect multi-use trail (which will eventually be incorporated with Louisville Metro 100 mile loop) which will connect Brigepointe Blvd. to Timber Ridge Road. This will provide bike and pedestrian access from Bridgepointe Subdivision to the Prospect village center.
- The other recommended project is a vehicular connection joining the stub roads of Sutherland Farm Road and Eads Place. This would provide connectivity to Innisbrook and Sutherland Subdivisions. Construction of this project would be recommended at the time of the development of the Sutherland Farm property located between Innisbrook and Sutherland Subdivision.

NEXT STEPS:

Public Meeting:

- To be held October 8, 2009 at the Fire House from 5:30 to 7:30, with a presentation at 6:00.
- Qk4 will develop a flyer for the City and Prospect to use as a notice for the public meeting
- City will email residents via their “email blast”, and include a notice in the September newsletter.
- Stakeholders will be sent the flyer.
- Both the City web page and the Project web page will be updated with the meeting information.

The format of the meeting will be as follows:

- 5:30-6:00 Open House
- 6:00-6:30 Presentation
- 6:30-7:00 Public Comments and Responses
- 7:00-7:30 Open House with Dot Exercise

The presentation will be updated to include a map of each project.

The room will have three stations, each with maps of the project and a board listing the projects.

The handout will be an 11x17 page, with the map on the inside, and the outside will be divided into three columns: a blank comment form, a list of the projects for the citizens to rank, and a description of the projects/public meeting on the cover.

The redevelopment of US 42 will not be a part of this planning study, and that will be communicated to the public in order to manage their expectations about the purpose of the project.

Various agency representatives will be available to answer questions one-on-one after the presentation regarding other issues, such as TARC service, US 42 and River Road, Louisville Loop, etc.

Other notes:

Qk4 to post the following onto the Project web page:

- on-line survey results
- meeting minutes

- maps of the projects
- the list of projects
- the revised power point presentation (once complete)

The next Steering Committee Meeting will be held Wednesday October 21 at 1:30 at City Hall.

END OF MEETING MINUTES

Agenda
Prospect Transportation Study
Steering Committee Meeting # 2

DATE: SEPTEMBER 1, 2009

TIME: 1:00 PM

LOCATION: PROSPECT CITY HALL

A. INTRODUCTIONS

B. PUBLIC SURVEY RESULTS

C. PROPOSED ALTERNATIVES

- **PEDESTRIAN & BICYCLE CONNECTIVITY**
- **VEHICLE ACCESS & CONTROL**
- **POLICY**

D. PROJECT RANKING: HIGH, MEDIUM, LOW

E. NEXT STEPS

PUBLIC MEETING

Prospect Transportation Study
 Steering Committee Meeting # 2
 September 1, 2009

NAME	REPRESENTING	PHONE #	EMAIL	INITIAL
LARRY CHANEY	KIPDA	266-6084	larry.chaney@ky.gov	LC
Doug Heberle	CRK4	585-2222	dheberle@ghet.com	
Tom Springer	CRK4	585-2222	tspringer@ghet.com	
Chris Aramba	Harrods Creek FPD	728-0881	ccamba@hctd.com	CA
Brian Meade	KUTC DS	210-5414	Brian.meade@ky.gov	BM
Andy Rush	KIPDA	266-6084	andy.rush@ky.gov	AR
Ashley Summers	Prospect	228-1121	cityadm@prospectky.com	AS
MARVIN Wilson	Prospect	228-1150	chief@prospectky.com	MW

MEETING MINUTES

Project: Prospect Transportation Study
Purpose: Steering Committee Meeting #3
Place: Prospect City Hall, Prospect, Kentucky
Meeting Date: October 21, 2009 1:00 p.m. (EDT)
Prepared By: Doug Heberle
In Attendance: Todd Eberle City of Prospect
 Ann Simms City of Prospect
 Milana Boz Metro Parks
 Andy Rush KIPDA
 Tom Springer Qk4
 Doug Heberle Qk4

INTRODUCTIONS:

Doug Heberle began the meeting by providing an overview of the public meeting that was held on October 8, 2009. Handouts included an agenda, a public meeting summary, and the proposed alternatives ranked by the public meeting attendees. The power point presentation from the public meeting was also provided.

The Steering Committee reviewed the public ranking of the presented projects as well as public comments provided at the meeting. A revised list of 21 projects was then created, ranked, and renumbered by the committee and is listed below, with the new additions in red.

RECOMMENDED PROJECTS:

Project # 1: Sidewalk on the north of US 42 from Carlaw Ct. to Fox Harbor Rd.
Rank: HIGH

Project # 2: Install pedestrian crossing signal and striping at the west end of US 42 and Fox Harbor intersection.
Rank: MEDIUM

Project # 3: Multi-use trail from Fox Harbor to City Hall on south side of US 42
Rank: HIGH

Project # 4: Multi-use trail from Timber Ridge Dr. to Putney Pond Access Rd., fronting US 42
Rank: LOW

Project # 5: Timber Ridge Drive bicycle lane striping
Rank: MEDIUM

Project # 6: Bass Road Bike Route Signage/Markings

Rank: MEDIUM

Project # 7: River Road Pedestrian Crossing at Sedgwick Dr. /sidewalk extension

Rank: MEDIUM

Project # 8: Hunting Creek Drive Bike striping to delineate vehicular lane and separating non-motorized traffic

Rank: MEDIUM

Project # 9: Multi use trail behind commercial from private drive to Carslaw Ct.

Rank: HIGH

Project # 10: Sidewalk connecting Carslaw Ct. with the sidewalk stub between McDonalds and the former Blockbuster (Prospect Village)

Rank: HIGH

Project # 11: Multi use trail from Bridgepoint Blvd. to Timber Ridge Drive

Rank: HIGH

Project # 12: Sidewalk on the north of US 42 from Timber Ridge Road (west of Walgreens) to Ken Carla Subdivision

Rank: MEDIUM

Project # 13: Cooperate with commercial property owners to install street furniture (benches, bike racks) within the Village Center

Rank: MEDIUM

Project # 14: Consult with TARC to provide bus shelters at key locations

Rank: MEDIUM

Project # 15A: Multi use trail connection between Sutherland Farm Road and Eads Place

Rank: HIGH

Project # 15B: Vehicle connection between Sutherland Farm Road and Eads Place; modification of the multi use trail to a vehicle roadway once development of Sutherland Farms occurs

Rank: MEDIUM

Project # 16: Vehicle access from Carslaw Ct. to Prospect Village (connecting Circle K, Car Wash, and McDonalds)

Rank: HIGH

Project # 17: Vehicle access between Prospect Plaza and Prospect Professional Center

Rank: HIGH

Project #18: Village Center Gateways along US 42

Rank: LOW

Project #19: Require parking lot interconnectivity for future redevelopment
Rank: HIGH

Project # 20: Harrods Creek WWTP conversion to pocket park and public creek access
Rank: MEDIUM

An additional effort that was discussed that can be implemented relatively quickly and with little effort is a public awareness/marketing campaign. This initiative would highlight the pedestrian and bicycle connectivity effort that is being promoted and executed by the City of Prospect.

NEXT STEPS:

Provide Steering Committee members with a draft of the final report when complete.

END OF MEETING MINUTES

Agenda
Prospect Transportation Study
Steering Committee Meeting # 3

DATE: OCTOBER 21, 2009

TIME: 1:00 PM

LOCATION: PROSPECT CITY HALL

A. INTRODUCTIONS

B. PUBLIC MEETING RESULTS

C. SELECT & RANK RECOMMENDED ALTERNATIVES

D. NEXT STEPS

DRAFT REPORT PRESENTATION/REVIEW

Prospect Transportation Study
Steering Committee Meeting # 3
October 21, 2009

NAME	REPRESENTING	PHONE #	EMAIL	INITIAL
MILANA BOZ	MEYRO PARKS	4568141	MILANA.BOZ@louisville.ky.gov	MB
Doug Heberle	OK4	992-2929	dheberle@ok4.com	DH
Andy Rush	KIPPA	266-6084	andyrush@ky.gov	AR
Tom Springer	OK4	992-2891	t.springer@ok4.com	TS
Andrew Johnson	City of Prospect	558-7121	cityadmin@prospectky.com	AJ
Judith Blunk	City of Prospect	228-1121	mzypor@prospectky.com	JB

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Architecture

Engineering

Construction

MEETING MINUTES

Project:	Prospect Transportation Study	
Purpose:	Stakeholder Meeting	
Place:	Prospect City Hall, Prospect, Kentucky	
Meeting Date:	July 23, 2009 6:30 p.m. (EDT)	
Prepared By:	Doug Heberle	
In Attendance:	Todd Eberle	City of Prospect
	Ann Simms	City of Prospect
	Marvin Wilson	Prospect City Police
	Dennis Wine	Prospect City Police
	Becky Medley	Stock Yards Bank
	Linda Schaber	Stock Yards Bank
	Olie Mueller	Sutherland Subdivision
	Dan McNair	Citizen
	Walt & Bev Anderson	Citizens
	Susan & Nick Nicholson	Citizens
	Michael Jones	Doric Real Estate
	Tom Springer	Qk4
	Doug Heberle	Qk4

INTRODUCTIONS: Mayor Eberle began the stakeholder meeting by providing a project overview, brief explanation of the city's character and layout as well as the desire for increased multimodal interconnectivity between the neighborhood subdivisions and the village core (commercial) in the center of town. Handouts including a description of the project with questions for attendees to answer, maps of the city, conceptual future plans. Four large map exhibits showing an aerial of Prospect, environmental constraints, land use, and current and projected traffic were also provided for the attendees.

Tom Springer then explained the format of the meeting, that it would end approximately 7:30, and asked everyone to introduce themselves and state his/her most important transportation issue in the city. Issues as stated by each attendee are as follows:

Mayor Eberle: Places to gather and stroll.

Olie Mueller: On and off-road bike paths.

Michael Jones: Safe and easy access on US 42.

Dan McNair: Pedestrian and bike connectivity joining residential and businesses across US 42.

Chief Wilson: Public Safety, traffic calming, and connectivity.

Lt. Wine: Public Safety.

Becky Medley: Safe and efficient access to businesses and design aesthetics.

Linda Schaber: Safe and efficient access to businesses and design aesthetics.

Nick Nicholson: Safety and noise abatement.

Susan Nicholson: Pedestrian and bike accessibility. Fox Harbor access is sufficient.

Bev Anderson: Walking opportunities to build community interaction. Speed of traffic on US 42 and in neighborhoods.

Walt Anderson: Traffic calming, safety, and left turning lanes for US 42.

PROJECT SCOPE AND OVERVIEW: Doug Heberle explained that the proposed project is a transportation study in the City of Prospect. The study will examine improvement strategies and evaluate alternatives to address both current and future transportation needs. Some types of proposed improvements may include increased connectivity, multi-modal facilities, signage, signals, turning lanes, sight distance improvements, and corridor improvements.

EXISTING CONDITIONS: Doug Heberle presented the existing conditions of the area depicted on the display exhibits. This information included environmental constraints, land use, zoning, form districts, TARC routes, turning movements, and current and projected traffic volumes. Other Area Projects were recognized and discussed: The future East End Bridge, US 42 widening, the planned Prospect Multi-Use trail, Louisville Loop and its connections.

STAKEHOLDER INPUT: A project website has been established to provide continuous project updates to stakeholders and any other interested citizens (www.prospecttransstudy.com). Included on the website is a brief questionnaire with nine (9) questions designed to gather feedback from the public in identifying problem areas and potential solutions. A handout provided to the attendees included those same nine (9) questions. Tom Springer and Doug Heberle facilitated the exercise to identify proposed alternatives from the meeting attendees by orally reviewing those questions provided in the handout and seeking group input. The questions and group responses were:

1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?
 - Westbound on US 42 turning left onto Fox Harbor Road, because eastbound US 42 traffic turning left going to Dairy Queen blocks view of oncoming traffic
 - Eastbound on US 42 turning into Dairy Queen
 - Eastbound on US 42 turning into Sutherland
 - Westbound on US 42 turning into Bridgepointe
 - Eastbound US 42 turning onto River Road
 - Entering eastbound US 42 from any of the businesses in the village center
2. Are there specific areas of heavy congestion?
 - Timber Ridge Drive at the US 42 intersection
 - US 42 in front of Circle K
3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?
 - In the village center due to lack of sidewalks and walls/fences
 - Hunting Creek Drive is dangerous
 - Speed humps and traffic calming for safer pedestrian mobility

- Hunting Creek Drive at US 42; speeding traffic and poor sight distance due to landscaping
4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?
 - Sidewalks should be wider in the village center
 - Need the multi-use trail from Bridgepointe to Hunting Creek
 - Sidewalks on the north (river) side of US 42.
 5. Are there specific locations where signage needs to be placed, replaced, or altered?
 - At various intersections with US 42, signage should be placed instructing drivers to “use signal when turning”
 - Speed Limit sign should be placed for eastbound US 42 traffic descending the hill into the City
 6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?
 - Clarification of where golf carts are permitted and not permitted
 7. What transportation issue(s) in the City of Prospect are most important to you personally?
 - Multi use paths and turn lanes on US 42
 - Bike lanes on the roadway as well as multi-use trail for pedestrians and recreational bikers
 8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city’s residents and/or commercial entities as a whole?
 - Lack of access to commercial in the village center due to lack of left turn lanes
 - U turns should be permitted when turn lanes are incorporated into US 42 redesign
 - Left turns from the village center onto eastbound US 42 should be restricted
 9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?
 - The group’s primary concerns were lack of pedestrian and bike facilities and the need for left turn lanes on US 42.

Meeting attendees were reminded to visit the project website frequently and to fill out the online questionnaire. When there were no more questions or comments the meeting was adjourned.

END OF MEETING MINUTES

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

Fox Harbor Dr.

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

Fox Harbor Drive

5. Are there specific locations where signage needs to be placed, replaced, or altered?

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

7. What transportation issue(s) in the City of Prospect are most important to you personally?

Speeding = lack of turning lanes

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

Bridges

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

Install Roundabouts

Build The Bridge - !!!

Get River Road Bridge replaced & open

Prospect Transportation Study

The purpose of this gathering is to inform the stakeholders in the City of Prospect of the Prospect Transportation Study.

This is a transportation study focusing on areas in and around the City of Prospect to examine improvement strategies and evaluate alternatives to address both current and future transportation needs, with special attention being paid to the issue of network connectivity. Based on the existing conditions, anticipated traffic growth patterns and future land use, as well as public and agency input, recommendations for improvements will be developed. These recommendations will focus on low cost, operational improvements (for example, the adjustment of signal timing, the addition of turning lanes, or the addition of sidewalks and/or shared use pathways) and suggest priorities to guide potential long-term widening or rebuild projects.

All modes of transportation are being reviewed, including; vehicular, transit, bike, and pedestrian.

This study is being managed by a project team consisting of representatives from the City of Prospect, Metro Louisville, TARC, KIPDA, KYTC, and Qk4. Qk4 is a Louisville based engineering, architectural, and planning firm that has been hired by the City of Prospect as the project consultant.

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A project website (www.prospecttransstudy.com) has been activated that provides a brief project overview, study documents, and an electronic questionnaire that we invite residents to complete and submit. The same questions are also listed below. Please feel free to provide feedback here or submit your responses online.

- 1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

Because US42 is a four lane highway it is often difficult to see activity in all of the lanes when one is trying to turn. Bicycles on US42 & other roads.

- 2. Are there specific areas of heavy congestion?

US42 at Timberidge Fox Harbor Rd., River Road traffic signals especially at "rush" hour.

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

All along US 42, a connector between strip malls & shopping centers would help. More sidewalks, biking or walking paths connecting City Hall w/ Fox Harbor Road

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

5. Are there specific locations where signage needs to be placed, replaced, or altered?

Signs to indicate cross streets on US 42, River Road, KY 329 (Covered Bridge) could be more visible & readable.

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

We must plan for the continued development of areas in Oldham Co. Better access to I 71 from Oldham Co. would help our situation. We need more options for bicycles.

7. What transportation issue(s) in the City of Prospect are most important to you personally?

Left turns on US 42.

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

Timing of lights on US 42, turn lanes on US 42, enforcement of traffic rules (speed, stop sign) on side streets. Mass transit (rail) would be great but no one will pay for "rich" people.

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

Boulevard with roundabouts on US 42 with turn lanes.

All projects should be done with making Prospect as attractive as possible - a village.

PLEASE RETURN COMPLETED SURVEY TO:

PROSPECT TRANSPORTATION STUDY
P.O. Box 1
PROSPECT, KENTUCKY 40059

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Not many. Turning out of Bridgepointe or the Overlook gives some difficulty. Left turns out of commercial areas where there are no signals (from Timber Ridge to Fox Harbor should be banned.

2. Are there specific areas of heavy congestion?

Timber Ridge at US 42 is the ~~worst~~ ^{worst} problem. Also very heavy from Timber Ridge at 42 all the way out to Oldham County.

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

Anything along U.S. 42 is extremely dangerous for walking or bicycling. It is impossible. The danger effectively eliminates any non-vehicle movement to or from commercial areas,

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

Along U.S. 42 (both sides) from Bridgepoint to the Hunting Creek / Innisbrook / Sutherland areas. Some types of route connecting the commercial areas - now blocked is needed.

5. Are there specific locations where signage needs to be placed, replaced, or altered?

None except lower speed limit signs through the center of the city on U.S. 42 - at least from Timber Ridge to the Hunting Creek / Innisbrook entrances. We want to shop!

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

Think of walkability! Pedestrian and bicycle paths along U.S. 42 and a pedestrian, bicycle connect off away from U.S. 42 behind businesses to connect Prospect Point (Post Office) with Prospect Village (Kroger) to enhance commercial viability. Also TARC shelters would be nice.

7. What transportation issue(s) in the City of Prospect are most important to you personally?

Connections between and among neighborhoods and connective access to commercial areas. Slower speeds on U.S. 42

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

Same as #7 as I can tell talking to friends and residents - Neighborhood and commercial connections for walking. Slower speeds on U.S. 42.

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

Solve the lack of pedestrian and bicycle paths connecting neighborhoods and commercial areas and within the commercial area.

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1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

No

2. Are there specific areas of heavy congestion?

US 42 thru Prospect into Oldham Co.

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

Crossing US 42 at stop light, Timber Ridge light gives pedestrians very little time. Drivers often ignore pedestrians crossing.

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

Need complete sidewalk from Timber Ridge to Prospect Pt.

5. Are there specific locations where signage needs to be placed, replaced, or altered?

No

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

Get the bicycles off US 42 and River Rd. If bicycling is encouraged, build a separate bicycle lane. Enforce their observance of highway laws. They often go thru red lights.

7. What transportation issue(s) in the City of Prospect are most important to you personally?

A connector road along the Oldham-Lefferson line to the Crestwood exit on I 71 would relieve rush hour congestion in Prospect.

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

traffic congestion on US 42.

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

Encourage/educate drivers in the Kroger or Prospect Point shopping areas wishing to travel to other shopping areas to use River Road. This would reduce congestion at lights and cut the number of cars left turning on US 42 going east.

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1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

2. Are there specific areas of heavy congestion?

When making a left turn on to Timber Ridge Dr. from the Prospect Village Shopping Center - (near Republic Bank)

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

Anywhere along Hwy 42 - In those neighborhoods that do not have sidewalks.

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

A walk-way connecting the shopping plaza's would be useful - Also a walking route between City Hall and the Putney Pond area

5. Are there specific locations where signage needs to be placed, replaced, or altered?

- a "do not litter" sign at the entrance to Fox Harbor may be helpful

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

Do not allow bicycles and motor vehicles to share road ways. Provide separate pathways for bikes.

7. What transportation issue(s) in the City of Prospect are most important to you personally?

Coping with increased congestion on Route 42

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

The proposed widening of Route 42 - If not managed correctly ^{en} could cause more problems than it solves.

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

making left hand turns off of 42.

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*Turning left off of Foxcroft Rd onto Hunting Creek Drive,
Traffic coming down H.C. Drive just seems too
quickly —*

2. Are there specific areas of heavy congestion?

*Turning left off of US 42 into Prospect Pkwy.
There should be an arrow giving left-hand
turners a little leeway rather than waiting
through several cycles for traffic coming down US 42*

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

5. Are there specific locations where signage needs to be placed, replaced, or altered?

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

7. What transportation issue(s) in the City of Prospect are most important to you personally?

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

Too much traffic coming out of Goshen

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

Too much traffic coming out of Goshen

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1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

- turning left at 6909 W PBL - speeding 35 mph *oncoming from Green Spring*
 - traffic exiting 841 not stopping ^{but} merging ~~of~~ into oncoming (green light) traffic -

2. Are there specific areas of heavy congestion?

Light at Walston and Hwy 42 is greatly improved even though the wait at light is longer - (much safer!)

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

Walking across Half Pen Branch Road
near 6909 - church's school -

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

~~XXXX~~ River Road

5. Are there specific locations where signage needs to be placed, replaced, or altered?

35 mph sign ignored from Greenspring
W.P.B.Rd at Halphen & River Road ???
Blind view

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

Safe Biking and adequate mass transit -
To the old store on 42 -

7. What transportation issue(s) in the City of Prospect are most important to you personally?

- failure to stop behind the wide white line at traffic lights - blocking view (left) for those waiting to turn right!

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

- proper left turn lanes for businesses -
(45mph)
- Speeding on 42 and 841 (55mph)

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

- from Prospect speeding up the hill and passing on the right! - - cruising through a stop here on red sign

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- Passing / speeding at merge lane toward Adams County line!

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Coming toward Prospect from the Snyder traffic at Outlook extremely dangerous for left turns out of there. Left turns except at traffic lights difficult & dangerous.

2. Are there specific areas of heavy congestion?

Yes, US 42 is very heavily traveled, esp during peak hours. Left turns into businesses or residential areas cause lockup in traffic at any time of day. Would like to see turn lanes, roundabouts, & anything that SLOWS down traffic speed!

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

Everywhere! There's a strong need to connect the shopping areas together & provide safe walking/bike paths. Currently US 42 is only alternative. Very dangerous!

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

Yes, both sides of US 42. We are not a walking friendly city. We do not connect between our subdivisions nor our businesses.

5. Are there specific locations where signage needs to be placed, replaced, or altered?

Would like to see Reduce Speed Ahead signs placed at Wolf Pen Branch and at Oldham Co. line coming into Prospect. People drive too fast!!!

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

Sidewalks or multiuse paths, covered bus stops to protect from weather, bike racks at shopping locations.

7. What transportation issue(s) in the City of Prospect are most important to you personally?

Connectability between businesses and neighborhoods, reduction in speed, and a more beautiful roadway thru our city. Slow down & see what Prospect has to offer.

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

Difficulty in moving from one location to another. Inability to walk in a safe environment.

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

Connect commercial establishments to avoid using US 42. Connect subdivisions via a multiuse path or sidewalk.

PLEASE RETURN COMPLETED SURVEY TO:

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P.O. Box 1
PROSPECT, KENTUCKY 40059**



Public Meeting



Thursday, October 8, 2009

5:30PM to 7:30PM

Harrods Creek Fire House

8905 US 42

Prospect, Kentucky 40059

Prospect Mobility Study

The City of Prospect and KIPDA invite you to participate in the Prospect Mobility Study by attending this public meeting.

This meeting is being held to present to the public the suggested improvement alternatives to enhance walking and biking connectivity in the city. You are invited to comment on and rank these improvement options.

Agenda

5:30 - 6:00PM	Open House
6:00 - 6:30PM	Presentation
6:30 - 7:00PM	Public Comments and Responses
7:00 - 7:30PM	Open House with Dot Exercise

Questions? Call Doug Heberle at (502) 992-2929

In accordance with the Americans with Disabilities Act, people needing special assistance should contact KIPDA with the requirements at kipda.trans@ky.gov. They may also contact Josh Suiter at (502)266-6084 or 11520 Commonwealth Drive, Louisville, KY 40299.



October 6, 2009

Ideas sought to better Prospect's footpaths , bike lanes

Residents can share views at meeting

By *Melissa Poore*
mpoore@courier-journal.com

A public meeting Thursday will focus on improving pedestrian and bicycle travel in Prospect.

Participants can weigh in on proposed improvements such as extending sidewalks and adding bike lanes. One suggestion under study is adding bike lanes on Timber Ridge Drive.

Connie Clark lives on Timber Ridge and said she'd be happy to have a bike lane on her street.

"That would be perfect," she said. "A lot of people bike and walk out here in Prospect."

Clark runs at least four times a week and goes for bike rides with her husband. She said a designated bike lane might curb some of the animosity cyclists receive from drivers.

"There have been some problems," she said. "I'm glad the city is getting behind this effort."

The city of Prospect and the Kentuckiana Regional Planning and Development Agency are working on the project with consultants from Qk4, a Louisville engineering firm. They have met several times, but this is the first public meeting on the topic.

Prospect is paying \$60,000 for the study. Most of the money is from a KIPDA grant.

Doug Heberle, a transportation planner with Qk4, said the main focus of the study is to identify ways to improve paths to commercial areas for people walking or biking from their homes.

"We've noticed people are walking on grass; there is no pedestrian safe delineated path," on U.S. 42, he said. "We are identifying areas that can be improved through bicycle and pedestrian networks."

While there are plans to widen U.S. 42, this study does not look at that, nor does it address any bridge issues, Heberle said.

QK4 set up a Web site — www.prospecttransstudy.com — with a nine-question survey about the issue. As of last week, 145 people had responded.

The survey also is available at Prospect City Hall, 9200 U.S. 42.

The meeting will be Thursday, from 5:30 to 7:30 p.m. at Harrods Creek Fire House, 8904 U.S. 42, Prospect.

Reporter Melissa Poore can be reached at (502) 582-4117.

Mobility study

public meeting

Additional Facts

What: Improving pedestrian and bicycle travel in Prospect

When: 5:30 to 7:30 p.m. Thursday

Where: Harrods Creek Fire House, 8904 U.S. 42

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Public Meeting Summary
Thursday, October 8, 2009
Harrods Creek Fire House

Prospect Mobility Study

A public meeting was held on Thursday, October 8, 2009 at the Harrods Creek Fire House from 5:30 p.m. to 7:30p.m. A total of 33 citizens and 4 staff members signed in at the meeting. Two handouts were provided to those signing in; these handouts included a map illustrating the projects, a tabular list of the projects, and general project information. The second handout was a survey questionnaire consisting of the questions available on the project website survey, offering respondents the opportunity to provide answers regarding the transportation issues in Prospect.

The main purpose of the public meeting was to 1) inform the public regarding the status of the study; and 2) receive input on the alternatives being considered. The bulk of the meeting was conducted in an “open house” format. The attendees were given the opportunity to view exhibits and ask questions about the various proposed improvements. A Power Point presentation depicting the study area, project issues and goals, and proposed projects was presented for meeting attendees.

Before the presentation at the meeting, Prospect Mayor Todd Eberle provided brief opening comments and then introduced Tom Springer and Doug Heberle of the consulting engineering firm Qk4, Brian Meade of KYTC, Dirk Gowin of Metro Louisville, and Andy Rush of KIPDA. Doug Heberle of Qk4 narrated the Power Point presentation.

Alternative concepts were shown on aerial photos and members of the public were asked to comment on those shown. The members of the public were engaged to discuss issues related to the study and the possible improvement alternatives. Comments posed by attendees are indicated below.

- Need to extend a crosswalk access from the future Multi-use trail across US 42 to Fire Department.
- Bicycling on Hunting Creek has a safety concern
- Bike signage needs to be erected in the vicinity of Gunpowder Lane (Tallwood Road/Rockingham Road) connecting Fox Harbor and Hunting Creek.
- Timber Ridge Drive needs to be a bike lane facility
- Recommend signal timing change at Timber Ridge Dr. and US 42 to better to prevent left turn conflicts with pedestrians.
- Recommend street lighting at Timber Ridge Dr. and US 42 to increase visibility and safety.
- In the interim, consider the connection of Innesbrook and Sutherland (Project 14) to be a pedestrian or bike facility until it can be constructed as vehicle connectivity.

- Multi Use Trail surface should be a material other than blacktop.
- Consider pathways along Harrods Creek
- There is a need for benches and bike racks in the commercial village center.
- The inquiry was made as to the percentage of the adult population of Prospect that rides bikes.
- A marketing plan to promote biking and walking enhancement would be helpful
- Bass Avenue may be widened to accommodate bike lanes.
- Golf Cart policy was questioned; golf cart operation is unlawful on US 42.

The attendees were asked to complete the survey questionnaire at the meeting, and six (6) were returned. Display boards showing the study area on aerial maps and boards listing the proposed alternatives were available for review. The attendees were given colored adhesive dots and asked to place a dot on the board next to his/her preferred project with the corresponding color.

The results of the ranked projects are as follows, first by project, then by rank:

Project	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Dots	2	0	6	1	0	1	3	-2	3	2	3	10	7	2	0	5	11
Rank	7	9	4	8	9	8	6	10	6	7	6	2	3	7	9	5	1

Rank	1	2	3	4	5	6			7			8		9		10	
Dots	11	10	7	6	5	3			2			1		0		-2	
Project	17	12	13	3	16	7	9	11	1	10	14	4	6	2	5	15	8

The meeting was adjourned at approximately 7:15 p.m.

**PROSPECT MOBILITY STUDY
PUBLIC MEETING SIGN-IN SHEET
October 8, 2009**

NAME	REPRESENTING	ADDRESS	PHONE NUMBER
76) Nick Nielson		6801 Compander	228 302
77) ADAM CHAMBERS	my family	3200 Bull Run	819-8560
78) Carol McAllister	myself	7102 Fox Harbor Rd.	290-4732
79) John HEWLEY	GRESHAM, SMITH	101 S. 5 th , Suite 1400, floor 2	627-8937
80) Jimmy & Joe Casey	my family	9610 US Hwy 42	228-5724
81) Stuart Miles	city of Prospect	7302 Fox Harbor Rd	777-5042
82) John Embury	self	8008 Weymouth Ct.	742-4937
83) Andrea Leonard	self	7302 Edgemore	228-6657
84) Linda Cebardell	self	7910 Statherland Farm Rd	749-5351
85) Sarah Lilly	self	7245 Fox Harbor Rd	292-3001
86) David Kelly	self	7245 Fox Harbor Rd	292-3001
87)			
88)			
89)			
90)			



**PROSPECT MOBILITY STUDY
PUBLIC MEETING SIGN-IN SHEET**

October 8, 2009

NAME	REPRESENTING	ADDRESS	PHONE NUMBER
46) Brian Mease	KYTC		210-5414
47) Dirk Gowin	Louisville Metro		574-5925
48) Karen Waite	Resident	7204 Doe Crest Court	
49) Ken Rogers	RESIDENT	7802 CEDAR RIDGE CT.	228-2393
50) RAY SCHOLFE	RESIDENT	6517 HARRODS VIEW CIR	228-1503
51) Anda John Alexander	"	8505 Harrods Bridge Way #192	292-0774
52) Sonja Leubardt	Residen	5604 Timber Ridge Dr.	228 7517
53) Gwendolene	Resident	7215 Fox Harbor Rd	292-3059
54) Marvin Wilson	Prospect Police	9200 US Hwy 42	228-1150
55) Michael Brown	Resident	6512 Harrods View Cir	228-6082
56) Joy Brown	"	"	
57) Joan Jackson	"	7014 Rock Hill Hwy	228-6600
58) LEE JUCEY	RES/DENT	7301 Fox Bluff	228-6200
59) Peg Alsop	"	6005 Harrods Landing	228-8616
60) Alan Simson	BOSSWORTH CITY Council	6212 Dorr Court	228-8661



**PROSPECT MOBILITY STUDY
PUBLIC MEETING SIGN-IN SHEET
October 8, 2009**

NAME	REPRESENTING	ADDRESS	PHONE NUMBER
1) <i>Loisette Eitel</i>	<i>City of Prospect</i>		<i>228-9858</i>
2) <i>horetta Telenko</i>	<i>City of Prospect</i>	<i>7206 Doe Crest Ct.</i>	<i>228-3837</i>
3) <i>Penelope Morton</i>		<i>9118 US HW 42</i>	<i>228-0682</i>
4) <i>Lynn GRANGER</i>		<i>7204 WYNBARK CT</i>	<i>228 9728</i>
5) <i>Susan Nicholson</i>	<i>Resident</i>	<i>6801 Gunpowder</i>	<i>228-3002</i>
6)			
7)			
8)			
9)			
10)			
11)			
12)			
13)			
14)			
15)			



**PROSPECT MOBILITY STUDY
PERSONNEL - PUBLIC MEETING SIGN-IN SHEET**

October 8, 2009

NAME	REPRESENTING	ADDRESS	PHONE NUMBER
1) Doug Heberle	Qk4	815 W-MARKET ST.	992-2929
2) Andy Rush	KIPPA	11520 Commonwealth A. Louisville, KY 40299	266-6084
3) Tom Springer	Qk4		
4) Helen White	Qk4		
5)			
6)			
7)			
8)			
9)			
10)			
11)			
12)			
13)			
14)			
15)			



Prospect Mobility Study

Proposed Alternatives

The *Prospect Mobility Study* Steering Committee has proposed various alternatives to increase mobility and connectivity in and around the Prospect Village Center.

Pedestrian and Bicycle Connectivity	
1	Construct a section of sidewalk on north side of US 42 from Carlsaw Ct. to Fox Harbor Road
2	Install pedestrian crossing signal and striping at the west end of US 42 and Fox Harbor Intersection
3	Construct a section of multi-use trail from Fox Harbor to City Hall on the south side of US 42.
4	Construct a section of multi-use trail from Timber Ridge Dr. to Putney Pond Access Road on the south side of US 42.
5	Stripe Timber Ridge Dr. for Bike Lanes
6	Install Bike Route Signage/Markings on Bass Road
7	Install a pedestrian crossing at River Rd. and Sedgwick Dr. Intersection
8	Stripe Hunting Creek Drive for Bike/Pedestrian Lanes
9	Construct a section of multi-use trail north of (behind) the Village Center from the private drive (at US 42) to Carlsaw Ct.
10	Construct a sidewalk to connect Carlsaw Ct. with the sidewalk stub between McDonalds and the former Blockbuster (behind Circle K and the car wash)
11	Construct a section of multi-use trail from Bridgepoint Blvd. to Timber Ridge Drive, on the south side of US 42
Vehicle Access and Control	
12	Construct access from Carlsaw Ct. to McDonalds (connecting Circle K, Car Wash, and McDonalds)
13	Provide access between Prospect Plaza and Prospect Professional Center
14	Construct a connection from Sutherland Farm Road and Eads Place
15	Construct Village Center Gateways along US 42
Policy	
16	Consider parking lot interconnectivity requirement for future redevelopment
17	Consider Harrods Creek WWTP conversion to pocket park and public access to Harrods Creek

Prospect Mobility Study

Project Goal: "To provide a safe and efficient multimodal transportation network that connects the commercial village center within Prospect to the surrounding residential areas."

The purpose of the Prospect Mobility Study is to improve vehicular, bike, and pedestrian transportation in and around the City of Prospect. This plan is being conducted by the Kentuckiana Regional Planning and Development Agency (KIPDA) and the City of Prospect with consultation services provided by the Louisville engineering firm, Qk4.

The Prospect Mobility Study Steering Committee features representation from the following agencies:

- City of Prospect
- Kentuckiana Regional Planning and Development Agency
- Louisville Metro
- TARC
- Kentucky Transportation Cabinet
- Qk4

Public input is a highly valued and encouraged element of the plan that is crucial in the development of recommended alternatives. We invite Prospect residents to provide their input and comments to the project team at this meeting and via the project website.

Please visit the *Prospect Mobility Study* project website: www.prospecttransstudy.com

For other ongoing plans that overlap our study area:
www.louisvilleky.gov/MetroParks/civtoparks/metro_loop_trail.htm
www.louisvilleky.gov/PublicWorks/Engineering/completestreets/river_road.htm



Thank you for your time!

Prospect Mobility Study



Public Meeting



Thursday, October 8, 2009

5:30PM to 7:30PM

Harrods Creek Fire House

8905 US 42

Prospect, Kentucky 40059

Prospect Mobility Study

The City of Prospect and KIPDA invite you to participate in the Prospect Mobility Study by attending this public meeting.

This meeting is being held to present to the public the suggested improvement alternatives to enhance walking and biking connectivity in the city. You are invited to comment on and rank these improvement options.

Agenda

- 5:30 - 6:00PM Open House
- 6:00 - 6:30PM Presentation
- 6:30 - 7:00PM Public Comments and Responses
- 7:00 - 7:30PM Open House with Dot Exercise

Questions? Call Doug Heberle at (502) 992-2929

In accordance with the Americans with Disabilities Act, people needing special assistance should contact KIPDA with the requirements at kipsa@transky.gov. They may also contact Josh Suller at (502) 266-6084 or 11520 Commonwealth Drive, Louisville, KY 40260.





Prospect Mobility Study Public Meeting

Thursday, October 8, 2009 - 5:30pm at Harrods Creek Fire House

The purpose of this public meeting is to present the preliminary alternatives for the *Prospect Mobility Study* to you and to gather your input.

The *Prospect Mobility Study* focuses on areas in the City of Prospect and examines improvement strategies and evaluates alternatives to address both current and future transportation needs, with special attention being paid to the issue of bike and pedestrian network connectivity.

This study does not address the planned redesign of US 42, Harrods Creek Bridge on River Road, nor the Ohio River Bridges Project.

This study is being managed by a project team consisting of representatives from the City of Prospect, Metro Louisville, TARC, KIPDA, KYTC, and Qk4. Qk4 is a Louisville based engineering, architectural, and planning firm that has been hired by the City of Prospect as the project consultant.

A project website (www.prospecttransstudy.com) has been activated that provides a brief project overview, study documents, and an electronic questionnaire that we invite residents to complete and submit. The same questions are also listed below. Please feel free to provide feedback here or submit your responses online.

(Please turn in your answers at the end of this meeting or at Prospect City Hall)

1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

2. Are there specific areas of heavy congestion?
on 42 in front of the shopping centers.

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?
all along 42 and river road. It is also difficult to walk from Kroger to DQ.

(Over)

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

All along 42.

5. Are there specific locations where signage needs to be placed, replaced, or altered?

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

If you are having pedestrian cross walks, how safe will they be?

7. What transportation issue(s) in the City of Prospect are most important to you personally?

I would like to have the bike paths on River Road. It is so dangerous on River Road with the bike rider. Also I would like turning lanes on 42 and sidewalks.

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

Turning lanes on 42.

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

It would be nice if the City had a little more character. There could be center islands with trees and ~~flowers~~ flowers (more scenic). Turn lanes on 42. would be nice too.

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(Please turn in your answers at the end of this meeting or at Prospect City Hall)

1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

2. Are there specific areas of heavy congestion? *On Rt 42 near all businesses.*

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous? *On Rt 42 at businesses.*

(Over)

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed? *All along Rt. 42.*
5. Are there specific locations where signage needs to be placed, replaced, or altered?
6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?
7. What transportation issue(s) in the City of Prospect are most important to you personally? *Too many speeders trying to beat the traffic lights. Reopening of Bridge on River Road.*
8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?
No turn lanes on Rt. 42 where all these businesses are. Too much speeding on Rt. 42 coming from Goshen area.
9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?
Need turn lanes in front of businesses on Rt. 42.

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(Please turn in your answers at the end of this meeting or at Prospect City Hall)

1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

2. Are there specific areas of heavy congestion? *STOP 42 back*

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

(Over)

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?
5. Are there specific locations where signage needs to be placed, replaced, or altered?
6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?
7. What transportation issue(s) in the City of Prospect are most important to you personally?
8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?
9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

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(Please turn in your answers at the end of this meeting or at Prospect City Hall)

1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

ALMOST ANYWHERE ON 42 CURVES AND
TREES IN SEASON.

2. Are there specific areas of heavy congestion?

US. 42 & FOX HARBOR Rd.

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

ANYWHERE ON 42 ^{ALSO} ~~OR~~ TIMBER RIDGE DR
NO TURN SIGNALS ARE USED.

(Over)

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

~~N.G.T.A.~~

NOT QUALIFIED TO ANSWER

5. Are there specific locations where signage needs to be placed, replaced, or altered?

WELCOME TO PROSPECT SIGNS

Need To Add SPEED LIMIT* STRICTLY ENFORCED

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

N.G.T.A. (see 4)

7. What transportation issue(s) in the City of Prospect are most important to you personally?

RAMPANT SPEEDING, LACK OF TURN SIGNALS
TURNING FROM 42 TO Timber Ridge DR.

RECKLESS DRIVING INTO MCDONALD'S DRIVE IN
WINDOW

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

SAME AS #7

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

See #7

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(Please turn in your answers at the end of this meeting or at Prospect City Hall)

1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

2. Are there specific areas of heavy congestion?

US 42 between River Rd + Wolf Pen.

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

*~~Most subdivision streets are too narrow to allow~~
Bikes should be banned Covered Bridge Rd (329) should not be too narrow, hilly
and curvy.
from*

(Over)

4. Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?

5. Are there specific locations where signage needs to be placed, replaced, or altered?

6. What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?

7. What transportation issue(s) in the City of Prospect are most important to you personally?

Heavy congestion on US 42 between River Road and Wolf Pen Branch.

8. What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?

Ability to turn into ~~businesses~~ and out of businesses along U.S. 42. Making left turns are difficult, it not impossible to do safely.

9. If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?

Put street lights on north side of intersection of US 42 & Timber Ridge drive. Would improve safety for drivers turning left onto Timber Ridge Drive & also for pedestrians crossing US 42.

Prospect Mobility Study Public Meeting

Thursday, October 8, 2009 - 5:30pm at Harrods Creek Fire House

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(Please turn in your answers at the end of this meeting or at Prospect City Hall)

1. Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?

Any place you need to turn left on US 42 without the aid of traffic lights.

2. Are there specific areas of heavy congestion?

3. Are there specific locales or areas where walking and/or biking is difficult or dangerous?

Along US 42

(Over)

Heberle, Doug

From: Todd Eberle [mayor@prospectky.com]
Sent: Monday, August 24, 2009 11:17 AM
To: Springer, Tom; Heberle, Doug
Subject: FW: Message to Mayor Eberle

Tom & Doug -

A message I just received noting the need for some connectivity among our several "unconnected" commercial areas. Thought you may like this in conjunction with the Traffic Survey,

Todd

From: Ron Cundiff
Sent: Monday, August 24, 2009 7:54 AM
To: Todd Eberle; Ann Simms; Marvin Wilson
Subject: FW: Message to Mayor Eberle

From: REA ALSUP [mailto:reaalsup@bellsouth.net]
Sent: Saturday, August 22, 2009 11:09 PM
To: Ron Cundiff
Subject: Message to Mayor Eberle

Dear Mayor Eberle: My wife and I are Prospect residents and homeowners at 6005 Harrods Landing Drive. I recently responded to your Traffic Survey via email. I wish to relate to you now a timely incident which illustrates a change needed for safety in our community.

We were sitting in the Prospect McDonalds facing US 42 a few days ago in mid-morning. An EMS vehicle was parked outside and the two med techs were inside having a coffee break. Suddenly a person burst in, getting their attention and pointed to the car wash next door. One of the med techs rushed out, got his kit from the vehicle and ran over to the car wash. The second one went to the truck-ambulance and obviously was trying to take it to the car wash, perhaps to rush an ill or injured person to hospital. Apparently new to the area, he drove back and forth through the McDonald's area and out to the Kroger area seeking to find quick access to the car wash--which was just next door. No luck, he met with curbs, walls and barriers everywhere. Finally he took the circuitous route back out of the area between Walgreen's and a bank to US 42. There he faced heavy traffic from all directions and a traffic light which some drivers thought gave them preference over a speeding ambulance. In total, he spent perhaps 15 to 20 minutes to reach an emergency scene which was no more than 50 feet from his bumper when he started! We witnessed all this through the windows. I don't know the outcome; we surmised that perhaps a customer at the unattended carwash had a stroke or heart attack, since a vehicle remained there unmoving, as we left the scene.

My point is this: both vehicle and pedestrian access is badly needed among/between the many businesses and offices on the north side of US 42 in Prospect. I believe that the cost and the fear of sharing parking spaces (among businesses) are unrealistic in comparison to the potential for increased patronage of the businesses by Prospect citizens. The increased safety and convenience for all is obvious as traffic on US 42 mounts and moves faster and faster. ----Respectfully, Rea T. Alsup, Ed.D.

Heberle, Doug

From: Todd Eberle [mayor@prospectky.com]
Sent: Monday, October 26, 2009 2:38 PM
To: Heberle, Doug; Springer, Tom
Cc: Ann Simms
Subject: FW: sidewalks

FYI

A response to a recent (unrelated) e-mail blast which would pertain to the Mobility Study.

Todd

From: Ron Cundiff
Sent: Monday, October 26, 2009 10:51 AM
To: Todd Eberle
Subject: FW: sidewalks

From: Sandy Wilson [mailto:kyornurse@insightbb.com]
Sent: Monday, October 26, 2009 1:31 PM
To: Ron Cundiff
Subject: sidewalks

Thanks, I do not need pumpkins, but have a question.

I do not always read the minutes to the meetings, therefore this question may have already been decided. I am attempting to start exercising and -plan to walk more. One of the ways I am planning to accomplish this goal is to walk to errands in our city. This am I had business in both two of the shopping areas---the 2 farthest ones. I had to walk in grass and parking lots, since there are not sidewalks all along highway 42. Are there plans to complete sidewalks in the future?

Thank you for your assistance.

Sandy Wilson
 8007 Harrods Landing Drive

----- Original Message -----

From: [City Mail](#)
To: kyornurse@insightbb.com
Sent: Monday, October 26, 2009 11:57 AM
Subject: Free Pumpkins



NEWS AND INFORMATION FROM YOUR
PROSPECT CITY HALL

Hello Sandy ,

The City has a small number of pumpkins left over from the "Punkin' Paintin'" Celebration this

weekend.

As a special offer to our "City Mail" subscribers, these pumpkins are available at no cost to Prospect City residents

on a *first come, first serve basis*. You may pick up your free pumpkin behind Prospect City Hall while supplies last.

The City of Prospect follows a strict anti-spam policy. If you are receiving this e-mail it is because you have signed up for the "City Mail" e-mail alerts from the City of Prospect. To stop receiving these e-mails simply reply to this e-mail with the word "remove" in the subject line.

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Prospect Mobility Study [Survey]

Are there specific places on or near roadways or streets where oncoming or turning traffic is difficult to see?		Response Count
		116
<i>answered question</i>		116
<i>skipped question</i>		49

Response Text		
1	no	Jul 28, 2009 9:31 PM
2	on Foxcroft turning onto Hunting Creek Drive.	Jul 29, 2009 3:49 PM
3	No	Jul 29, 2009 3:58 PM
4	Nothing comes to mind.	Jul 29, 2009 4:03 PM
5	Most left turns on US42 when traffic is going north.	Jul 29, 2009 4:09 PM
6	wolf pen and river road	Jul 29, 2009 4:11 PM
7	Wolfe Pen Branch.	Jul 29, 2009 4:17 PM
8	No	Jul 29, 2009 4:17 PM
9	Exiting Bridgepointe onto 42. Exiting Paramount onto 42. Turning East from Covered Bridge Rd.	Jul 29, 2009 4:31 PM
10	yes US 42 & Covered Bridge (329); US 42 and Rose Island; US42 and Just past Thornton's; Sev. places along River Road; Wolf Pen Branch is a nightmare	Jul 29, 2009 4:35 PM
11	yes...Autumn Hill Crt Exit to Westover	Jul 29, 2009 5:02 PM
12	I can't legally turn left into Hungting Creek off of 42 if I am driving from Oldham County.	Jul 29, 2009 5:03 PM
13	No	Jul 29, 2009 5:08 PM
14	Wolf Pen at 42	Jul 29, 2009 5:15 PM
15	usually not if driving the speed limit	Jul 29, 2009 5:20 PM
16	Turning left into Bridgepointe from US 42 is very dangerous due to no turn lane.	Jul 29, 2009 5:24 PM
17	Covered Bridge as you enter US42.	Jul 29, 2009 5:29 PM
18	Hunting Creek Dr and Foxcroft Shadwell and Narrow Creek Court	Jul 29, 2009 5:37 PM

Response Text		
19	Gunpowder Lane - cars drive really fast down this hill. How about building some walk ways in Fox Harbor?	Jul 29, 2009 5:39 PM
20	US 42 and Timber Ridge, US 42 and River Road	Jul 29, 2009 6:13 PM
21	Exiting Foxcroft Road onto Hunting Creek Drive	Jul 29, 2009 6:19 PM
22	River Road and timber ridge	Jul 29, 2009 6:22 PM
23	Autumn Hill Court and Westover	Jul 29, 2009 6:25 PM
24	Turning left from 42 onto River Road, really needs an advanced turning light	Jul 29, 2009 6:30 PM
25	Yes. With tree becoming more mature, it is becoming difficult to see traffic in the Kroger parking lot.	Jul 29, 2009 6:39 PM
26	YES- COMING OUT OF BUSINESS AREA WHERE PROSPECT JEWELER ,HIGHLAND CLEANERS, & NATIONAL CITY ARE AND TURNING LEFT	Jul 29, 2009 6:48 PM
27	Main entrance to Bridgepointe on US Hwy 42	Jul 29, 2009 7:08 PM
28	Road between J Harrods/Jacuzzi company and River Road; road by Frank Otte's and River Road.	Jul 29, 2009 7:14 PM
29	no not that I can think of.	Jul 29, 2009 7:26 PM
30	VERY difficult to turn out of prospect latin school. because of the no left turn rule, people pull out into the far left lane, then immediately stop and signal to turn left. this results in either a) someone coming at 45mph having to slam the brakes, or swerve into the right lane-possibly hitting a right lane car or b) the car coming from the light at kroger is not paying attention or looking for a light or a left turn car and is happy to have a green and speeding up to 45 or 60mph to get up the hill and boom. you need a policeman there or a light at the fire station blinking yellow. also, all down 42 when people make lefts not at lights there is (and I've seen many actual accidents) a chance of an accident. LOWER THE SPEED LIMIT TO 35. this is a town with moms,families, babies in cars.	Jul 29, 2009 7:39 PM
31	No	Jul 29, 2009 7:45 PM
32	yes hyw 42 at almost all intersections in the heart of Porspect	Jul 29, 2009 7:49 PM
33	Corner of Tidewater Court and Rockingham Road	Jul 29, 2009 8:02 PM
34	Hwy 42	Jul 29, 2009 8:42 PM
35	Turning left onto US 42 from Timber Ridge in The Landings. You cannot see cars lined up on the other side to cross US 42 into The Landings until they are first at the light.	Jul 29, 2009 8:42 PM
36	Exiting Bridgepoint at US 42. Exiting The Landings at US 42.	Jul 29, 2009 8:45 PM
37	noi	Jul 29, 2009 8:47 PM
38	Wolfpen Branch; southbound US 42 at Bridgepointe entrance	Jul 29, 2009 9:58 PM
39	No	Jul 29, 2009 9:59 PM
40	not that i can think of	Jul 29, 2009 10:10 PM
41	I have a problem on U.S. 42 right at the light of 42 and River Road. It is also very hard to see bikers riding along between River Road and 42 towards Oldham County.	Jul 29, 2009 10:16 PM
42	Sometimes a little difficult at Prospect Point onto River Road near the Baptist Church.	Jul 29, 2009 10:52 PM
43	Not been a problem for me.	Jul 30, 2009 12:20 AM
44	FOX HARBOR AND HWY 42	Jul 30, 2009 12:41 AM

Response Text		
45	turning into sutherland from US 42	Jul 30, 2009 12:45 AM
46	US 42 coming down the hill into Prospect, traffic turning into/out of Bridgepointe has trouble seeing the traffic coming over top of the hill. Although I've been told that we cannot have a traffic signal there, I know that in hilly and curvy places there are traffic signals that have an early signal to warn traffic of the signal up ahead. Perhaps this would work here. And it is hard to get a break in the traffic coming over the hill due to the continuous right turn from 841.	Jul 30, 2009 1:08 AM
47	Entrance from Bridgepointe onto US42.	Jul 30, 2009 1:25 AM
48	It is difficult to turn into Bridgepointe subdivision or the two condo complexes before Harrods Creek. A turn lane would be much safer. It is also difficult to turn into Stock Yards and National City banks and the stores in the same area. Again, a turn lane would be so very helpful.	Jul 30, 2009 1:27 AM
49	1-U.S. Highway 42 and Timber Ridge Drive coming onto 42 from TRD. 2-River Road and the road that intersects which is between Stock Yards Bank and Circle K. 3-River Road and Timber Ridge Drive	Jul 30, 2009 2:14 AM
50	No	Jul 30, 2009 2:40 AM
51	No	Jul 30, 2009 2:42 AM
52	Out of Foxcroft Rd onto Hunting Creek Drive, it is hard to make a left hand turn because of the angle. There needs to be a conscience effort to trim trees back from the corners of roads so that you can see oncoming traffic every where in the city.	Jul 30, 2009 10:35 AM
53	Hunting Creek Drive at Wythe Hill Circle and at Foxcroft Road - traffic entering Hunting Creek Drive cannot see oncoming traffic to the right.	Jul 30, 2009 12:13 PM
54	no	Jul 30, 2009 12:28 PM
55	Outside of Henry's Ark	Jul 30, 2009 12:48 PM
56	Not that I am aware of	Jul 30, 2009 2:31 PM
57	Turning left from Paramont neighborhood onto US 42.	Jul 30, 2009 3:08 PM
58	Riding Ridge Road and Hunting Creek Drive	Jul 30, 2009 4:02 PM
59	yes. almost everywhere in Hunting Creek due to overgrown trees and shrubbery obscuring vision at intersections. Also, at night due to lack of lighting of intersection of Timber Ridge Drive and US 42 this makes turning onto Timber Ridge Drive very dangerous.	Jul 30, 2009 4:47 PM
60	Exit from Innisbrook, looking left.	Jul 30, 2009 6:02 PM
61	Yes	Jul 30, 2009 9:03 PM
62	Timber Ridge to River Road,	Jul 30, 2009 9:27 PM
63	Autumn Hill Ct to Westover, landscaping blocks visibility	Jul 31, 2009 12:20 AM
64	Top of Gunpowder and Rockingham. The brush on the golf course needs to be cut back. Also, trees in Kroger parking lot make it difficult to see cars in the parking lot. Leaving Timberlake and turning left onto 42 it is hard to see oncoming traffic from The Landings.	Jul 31, 2009 2:19 AM
65	not where I drive in Prospect	Jul 31, 2009 1:19 PM

Response Text		
66	Coming out of Fox Harbor onto US 42, looking left to be sure the cars have stopped. Also, coming out of Tidewater Court and also Hunting Harbor Road to turn either left or right onto Rockingham Road. And again at Gunpowder Lane, trying to turn left onto Tallwood Road - the rise in land makes it very difficult to see on-coming traffic.	Aug 2, 2009 12:16 AM
67	Traffic entering River Road from Hwy.42 do so at the 45 mph rate and cars entering River Road from the adjoining business parking lot and Sutherland Subdivision (Sedgewick) are caught off guard.	Aug 2, 2009 3:08 AM
68	Not to my knowledge	Aug 2, 2009 5:20 AM
69	No	Aug 2, 2009 1:12 PM
70	US 42 at Marina Drive	Aug 2, 2009 3:17 PM
71	difficulty turning left into Fox Harbor from Goshen. Unable to turn left onto US 42 towards Goshen from shopping areas in Prospect. No middle turn lane.	Aug 2, 2009 11:25 PM
72	Bridgepointe Blvd. onto US 42. This is an extremely dangerous intersection	Aug 6, 2009 6:19 PM
73	TEST	Aug 6, 2009 6:39 PM
74	Entrance at Bridgepointe	Aug 6, 2009 7:01 PM
75	Turning out of Innisbrook neighborhood onto turning left onto 42. Turning lanes are a must. They need to be added, there are too frequent an accident trying to turn into a neighborhood and being hit from behind.	Aug 6, 2009 7:28 PM
76	Westbound vehicles on US 42 making left turns into Bridgepointe subdivision are often difficult if not impossible to see when there is a line of traffic behind the turning vehicle, due to the uphill grade of the road. It is difficult to see what is happening more than 2-3 vehicles ahead of your own. A turning lane there would be great.	Aug 6, 2009 7:35 PM
77	1. If traveling W on US 42 and you want to turn left onto Fox Harbor Road oncoming traffic is impossible to see if there is someone going East on 42 waiting to turn left into Prospect Point shopping center. 2. If traveling south on Timberridge and want to turn left to travel east on 42 it is difficult to see oncoming traffic coming out of the ILandings subdivision	Aug 6, 2009 7:57 PM
78	Bridgepointe main entrance at US 42	Aug 6, 2009 10:12 PM
79	No	Aug 6, 2009 10:21 PM
80	Some places by Thorntons with the hills can give you a short warning about oncoming traffic	Aug 6, 2009 11:23 PM
81	River Road is very winding.	Aug 7, 2009 2:42 AM
82	Going east on Hwy42 and trying to turn left on any street in Prospect	Aug 7, 2009 2:54 AM
83	no	Aug 7, 2009 11:16 AM
84	no	Aug 7, 2009 12:23 PM
85	42 lights around Gene Snyder and Wolf Pen Branch needed to be better synchronized	Aug 7, 2009 1:49 PM
86	exiting convenient store or car wash	Aug 7, 2009 3:23 PM
87	turning left out of Fox Harboure Rd onto US 42	Aug 7, 2009 3:27 PM
88	Traffic coming off I-265 onto 42 very fast	Aug 7, 2009 8:11 PM
89	Autumn Hill Court and Westover Westover and the traffic Circle. ther shold be no parking on the circle	Aug 7, 2009 9:08 PM
90	none	Aug 8, 2009 1:45 AM

Response Text		
91	No one will turn on their turning single when after heading norht on Brownsboro Rd and making a left hand turn to go to Kroger's Prospect. They will speed up the road but know one knows if they are turning into Kroger or going straight. Wy can't these people put down their cell phones and obey traffic rules?	Aug 8, 2009 2:50 AM
92	Exiting Fox Harbor Road onto U.S. 42, the Fox Harbor signage was built too tall. You have to pull up into the right of way onto U.S. 42 to look for oncoming traffic even with the traffic light. That light is notoriously run by cars on U.S.42.	Aug 8, 2009 4:08 PM
93	Intersection of US42 and Timber Ridge Dr/Rd. Can't tell you the number of times I've been cutoff when going straight thru intersection from Timber Ridge Dr by people turning left on to US42 from Timber Ridge Rd.	Aug 8, 2009 4:12 PM
94	Intersection of Walgreen parking lot, Kroger parking lot & Timber Ridge Rd	Aug 9, 2009 4:37 PM
95	Not so much difficult to see as a traffic hazard, and that is turning left into Bridgepointe subdivision off Hwy. 42. Traffic travels "fast and furious" and many times swerve at the last minute before rear-ending the left-turning vehicle, leaving the car behind that to slam on brakes or swerve as well. "Accident waiting to happen..." area.	Aug 10, 2009 2:31 PM
96	Carslow Court onto River Road	Aug 13, 2009 6:53 PM
97	turning out of city hall onto hwy 42; turning right out of Kroger onto the side road to go to 42--trees in the way	Aug 14, 2009 6:48 PM
98	No	Aug 15, 2009 2:06 AM
99	Yes: Timber Ridge Drive	Aug 15, 2009 7:15 PM
100	at bridge point entrance i have had cars turning left onto 42 pull out in front of me like they can't see me.. recently that has happened 3 times.	Aug 17, 2009 10:15 AM
101	N/A	Aug 17, 2009 12:17 PM
102	Yes, coming out of the Kroger parking lot onto Timber Ridge Drive at the entrance where there is a bank and McDonald's near Hwy. 42 the roadway is curved. It is always difficult to see traffic, motorcycles, bicycles, etc., when they are in a curve or be able to make an accurate judgment on their rate of speed and whether or not you should attempt to enter the roadway and if so where the lane of the roadway is located due to the sharpness of the curve and lack of markings. This road is the product of poor engineering design because it suffers from an attempt to be more "scenic" rather than using proper 90 degree roads which are much safer and more practical. Also, coming out of the Goshen Veterinary Clinic their driveway is on a hill and Hwy. 42 is on a hill at the River Bluff entrance and cars come speeding over the hill going south sometimes over the 45 mph limit and they are difficult to see in time. It is a disaster waiting to happen.	Aug 27, 2009 7:42 PM
103	Business district on Route 42	Sep 2, 2009 11:54 PM
104	42 and Bridgepointe Blvd - there is no traffic light there	Sep 11, 2009 9:59 PM
105	Yes, most of the entrances to 42 between Timber Ridge Drive and River Road as well as the entrance onto River Road near J Harrods. Kroger/Walgreen traffic onto Timber Ridge Drive.	Oct 6, 2009 7:10 PM
106	None that I am aware of.	Oct 6, 2009 7:30 PM
107	River Road East Bound onto U.S. Hwy 42.	Oct 6, 2009 7:50 PM
108	Yes. Intersection of Gunpowder Lane and Gunpowder Court.	Oct 6, 2009 8:24 PM
109	US 42 and Carslow Ct	Oct 6, 2009 9:17 PM
110	no	Oct 6, 2009 9:37 PM
111	not that I know of	Oct 7, 2009 10:37 AM

Response Text		
112	on some of the side road exits from subdivisions.	Oct 7, 2009 4:21 PM
113	Not so much as turning lanes needed from through Prospect to the Snyder...dangerous turns are made throughout the day.	Oct 8, 2009 12:47 AM
114	crossing 42 and the entrance of Kroger along Timber Ridge	Oct 8, 2009 10:49 PM
115	Making a left hand turn out of Bridgepointe Subdivision (Bridgepointe Blvd) onto westbound U.S. 42	Oct 14, 2009 4:36 PM
116	Turning left out of the Bridgepointe neighborhood onto 42, or turning left off US42 south into the same neighborhood is dangerous due to speed of traffic on 42	Oct 16, 2009 7:39 PM

Prospect Mobility Study [Survey]

Are there specific areas of heavy congestion?		Response Count
		133
<i>answered question</i>		133
<i>skipped question</i>		32

Response Text		
1	us 42 and timber ridge	Jul 28, 2009 9:31 PM
2	Only when there are accidents are overflow of the creek	Jul 29, 2009 3:43 PM
3	right lane of US 42 at 5 - 6 pm	Jul 29, 2009 3:49 PM
4	Between River Rd and Wolf Pen Branch	Jul 29, 2009 3:58 PM
5	Trying to turn left into Prospect Point off Hwy 42 and trying to turn left out of Bridgepointe, as well as turning left into Bridgepointe. It is only a matter of time before a fatal accident occurs there.	Jul 29, 2009 4:03 PM
6	Wolf Pen and U.S. 42	Jul 29, 2009 4:09 PM
7	bridgepoint	Jul 29, 2009 4:11 PM
8	US 42 from the Snyder Freeway through the city of Prospect to Oldham County.	Jul 29, 2009 4:16 PM
9	All along US 42	Jul 29, 2009 4:17 PM
10	yes	Jul 29, 2009 4:17 PM
11	Due to Harrod's Creek Bridge being shut-down - Wolf Pen Branch Road and 42 between River Rd and Wolf Pen Branch Rd.	Jul 29, 2009 4:31 PM
12	yes42 & Hunting Creek/42 and 329; 42 and kroger shopping center;	Jul 29, 2009 4:35 PM
13	at the light at wolf pen and again at timberridge and fox harbor	Jul 29, 2009 4:57 PM
14	Wolf Pen Branch	Jul 29, 2009 4:59 PM
15	Yes, Left hand turn to Dairy Queen	Jul 29, 2009 5:02 PM
16	42 is congested in the morning and afternoons during rush hour and it is getting worse.	Jul 29, 2009 5:03 PM
17	US 42	Jul 29, 2009 5:08 PM
18	River Road to the Gene Snyder	Jul 29, 2009 5:15 PM
19	highway 42 due to harrods creek bridge closure	Jul 29, 2009 5:18 PM

Response Text		
20	hwy 42- at times- around the built up areas in Prospect. We really need a turn lane!	Jul 29, 2009 5:20 PM
21	US42 during morning and evening rush hours.	Jul 29, 2009 5:29 PM
22	How about getting that bridge opened up? One accident and Prospect is crippled for hours!	Jul 29, 2009 5:39 PM
23	US 42	Jul 29, 2009 6:13 PM
24	All of highway 42 in Prospect area	Jul 29, 2009 6:19 PM
25	Hwy 42!	Jul 29, 2009 6:22 PM
26	Us 42 at Timber Ridge-US 42 and Interstate US 42 and WolfPen-Light are way too long at the last 2. Ludicrous to close the Harrods Creek Bridge	Jul 29, 2009 6:25 PM
27	Highway 42 most of the time but especially morning and afternoon.	Jul 29, 2009 6:30 PM
28	RT 42 in the morning and afternoon rush hours.	Jul 29, 2009 6:39 PM
29	RT 42 & Timber Ridge Rd., Rt 42 & Fox Hollow, Rt 42 & River Rd.; Rt 42 & entrance to Sutherland neighborhood; left hand turns off Rt. 42 into shopping centers/strip malls without traffic lights (e.g. Circle K, National City Bank, Prospect Pediatrics, Prospect Jewelers)	Jul 29, 2009 6:43 PM
30	ALL THRU THE CITY BUSINESS DISTRICT--MEDIAN AND TURNING LANE ARE NEEDED	Jul 29, 2009 6:48 PM
31	Main entrance to Bridgepointe on US Hwy 42	Jul 29, 2009 7:08 PM
32	Timber Ridge and US42; River Road & US42	Jul 29, 2009 7:14 PM
33	yes	Jul 29, 2009 7:26 PM
34	Us 42 and Fox harbor rd at rush hours	Jul 29, 2009 7:29 PM
35	No	Jul 29, 2009 7:45 PM
36	yes hwy 42 in heart of Prospect	Jul 29, 2009 7:49 PM
37	U.S. 42 through downtown prospect	Jul 29, 2009 8:34 PM
38	Hwy 42 also River Road	Jul 29, 2009 8:42 PM
39	The traffic light on US 42 at Wolf Pen Branch.	Jul 29, 2009 8:42 PM
40	1. Along the commercial corridor of US 42 with left-turning traffic--especially during rush hours. 2. Cars turning left into Bridgepointe in the morning. 3. Wolf Pen Branch at US 42 in the evening with the River Rd. bridge closed (don't know if this is in Prospect).	Jul 29, 2009 8:45 PM
41	yes...main drag in front of city hall	Jul 29, 2009 8:47 PM
42	stoplights through prospect	Jul 29, 2009 9:24 PM
43	most of US 42 between Bridgepointe and Old. Co. line	Jul 29, 2009 9:58 PM
44	Not particularly considering the traffic	Jul 29, 2009 9:59 PM
45	stop light in front of Kroger on 42	Jul 29, 2009 10:10 PM
46	US 42 thru the city	Jul 29, 2009 10:15 PM
47	Yes, Going up the hill on 42 towards towards U.S. 841	Jul 29, 2009 10:16 PM

Response Text		
48	Trying to turn left (east, towards Oldham County) from the 'strip' centers on the North side of Hwy 42 in Prospect. I have had to resort to turning right and turning around in the Kroger shopping center parking lot in order to catch the signal light to turn left.	Jul 29, 2009 10:20 PM
49	Well right now, Wolf Pen, but thank goodness the bridge is underway. Yeah bridge, boo the preservationists.	Jul 29, 2009 10:52 PM
50	US 42 through Prospect. I thought a center turn lane was to be constructed this summer, but so far have seen nothing. This would really help. I also think it would be a good idea to include sidewalk and/or bike trails at the same time down US 42 and throughout Prospect.	Jul 29, 2009 11:26 PM
51	Near the firehouse on 42 as one enters prospect	Jul 30, 2009 12:08 AM
52	Varies, not usually anything consistently.	Jul 30, 2009 12:20 AM
53	All left turn areas from Hwy 42. If Oldham Co. is included, the area thru Goshen is a mess. Traffic lights stop traffic on Hwy 42 and no cross traffic is there???	Jul 30, 2009 12:41 AM
54	by kroger-get the bridge fixed!	Jul 30, 2009 12:45 AM
55	From the signal at Walgreens to the signal at Dairy Queen, we need a left turn lane. However, please do so without ruiing the tree canopy along 42 if possible...ALSO-Wolf Pen Branch at US 42. Since the light timing was changed there traffic is backed up in all directions and it is horrible!	Jul 30, 2009 1:08 AM
56	Yes, US42	Jul 30, 2009 1:25 AM
57	The area of Prospect between Timberwood Circle and River Road is heavily congested.	Jul 30, 2009 1:27 AM
58	Timber Ridge Drive and U.S. 42	Jul 30, 2009 2:14 AM
59	No	Jul 30, 2009 2:40 AM
60	At the US 42/River Road Intersection.	Jul 30, 2009 2:42 AM
61	All along 42 from Goshen to the Watterson Expressway since the Harrods Creek Bridge has been closed!!!!!!	Jul 30, 2009 10:35 AM
62	Once the bridge (lord willing) is repaired, at rush hour the traffic lines up on river road to turn on to 42. This makes it difficult to get out of the Prospect Subdivision.	Jul 30, 2009 12:28 PM
63	I think it is very congested near US 42 and Bridgepointe Subdivision. Without a light there it makes it very difficult and dangerous to turn into the subdivision.	Jul 30, 2009 2:31 PM
64	Wolfpen Branch Rd. turning onto US 42; US 42 to Wolfpen Brand Rd. due to HUGE detour from using River Rd because of bridge closure. There are no turning lanes at that intersection.	Jul 30, 2009 3:08 PM
65	No	Jul 30, 2009 4:02 PM
66	US 42 between Covered Bridge Rd and Wolf Pen Branch rd	Jul 30, 2009 4:47 PM
67	Highway 42 is often very busy and people trying to make left turns create congestion everywhere except for the dedicated turn lanes at Timber Ridge Rd.	Jul 30, 2009 5:03 PM
68	Of course, caused by the left turns through the middle of town on 42. Traffic gets backed up esp. thru rush hours. We need left turn lanes through town.	Jul 30, 2009 6:02 PM
69	Yes	Jul 30, 2009 9:03 PM
70	Wolf Pen Branch Road, River Road, US 42 by Sutherland/Hunting Creek and by River Road area	Jul 30, 2009 9:27 PM

Response Text		
71	Timber Ridge Drive & US 42 and inside of the area, including the turns incorporated in and out of Timber Ridge, in and out of Walgreens and out of the Prospect Shopping Center. It is an accident waiting to happen. Also when the light changes to green for the drivers to leave Timber Ridge onto 42, the drivers straight across who are turning left do not wait and yield, but turn immediately as though they have the right of way to do so. It is a very dangerous area.	Jul 30, 2009 11:06 PM
72	Harrods Landing to River Road, needs median with turning lanes, not more lights.	Jul 31, 2009 12:20 AM
73	Hwy 42 all the way through Prospect in morning and afternoon commute. Leaving Kroger and turning onto Timberlake between 42 and Walgreens.	Jul 31, 2009 2:19 AM
74	hwy 42	Jul 31, 2009 3:12 AM
75	Left turning vehicles on Hwy 42 (ie into Ken Carla or Prospect Point) during afternoon rush hour, Need Left hand turn lanes.	Jul 31, 2009 10:44 AM
76	yes, the corridor between the Kroger shopping center and the light at 42 and River Road. People making left turns really need a left turn lane so that two lanes are clear for through traffic. Also, it takes 20 minutes most weekdays to get through the light at 42 and wolf pen. Hopefully, the new bridge will help	Jul 31, 2009 1:19 PM
77	US 42 from I264 to Hunting Creek during morning rush and afternoon rush.	Aug 1, 2009 1:02 PM
78	US 42 and sometimes coming out of the main entry of Hunting Creek. Also, the same intersection mentioned above - too many streets come together (Hunting Harbor, Tidewater, Gunpowder, Rockingham) without speed signs/appropriate stop or yield signs.	Aug 2, 2009 12:16 AM
79	Hwy. 42, during rush hours.	Aug 2, 2009 3:08 AM
80	Prospect and Holiday Manor area north and south of the Waterson on US 42	Aug 2, 2009 5:20 AM
81	in the downtown area it is very difficult to make left turns from shopping centers that do not have stoplights...yet I don't want more stoplights!	Aug 2, 2009 1:12 PM
82	yes - all around light at Wolf Pen and 42	Aug 2, 2009 7:58 PM
83	US 42	Aug 6, 2009 6:19 PM
84	US 42 3-6PM	Aug 6, 2009 6:29 PM
85	TEST 2	Aug 6, 2009 6:39 PM
86	Getting on 42 from 264	Aug 6, 2009 7:01 PM
87	Rush hour is very congested by the lights at Timber Ridge, Gene Snyder and Wolf Pen Branch. Also an issue are the numerous light from Thortons to mayo lane.	Aug 6, 2009 7:28 PM
88	Until the Harrods Creek bridge reopens it's difficult to know whether some of the current problem areas will remain. The area of the intersection of Wolf Pen Branch and U.S 42 is a mess now.	Aug 6, 2009 7:35 PM
89	42 between River Road and Timberridge at rush hour, particularly with the one lane bridge closed. It is virtually impossible to turn left out of any of the shopping centers without lights (Circle K or Stock Yards Bank or Highland cleaners safely	Aug 6, 2009 7:57 PM
90	Bridgepointe main entrance at US 42	Aug 6, 2009 10:12 PM
91	Highway 42 needs to be 4 lanes plus a turn lane - all the way to Hillcrest	Aug 6, 2009 10:21 PM
92	Around Krogers is probably the worst	Aug 6, 2009 11:23 PM
93	Since the bridge at Harrods Creek has been closed, traffic on HWY 42 has been overly congested	Aug 7, 2009 1:48 AM

Response Text		
94	Surrounding area's such as Oldham Co. is building up very quickly. Traffic on 42 has become very heavy. Need a turning light at DQ.	Aug 7, 2009 2:42 AM
95	Hwy 42	Aug 7, 2009 2:54 AM
96	yes	Aug 7, 2009 11:16 AM
97	At traffic lights with no turn signals 1. going to the bank, post office etc. 2. River Road entrance	Aug 7, 2009 12:23 PM
98	42	Aug 7, 2009 1:49 PM
99	Fire station to River Rd on US 42. We need turning lanes badly to avoid accidents due to left turns from US 42 in to shopping areas.	Aug 7, 2009 3:27 PM
100	all of 42 especially near Bridgepointe Subdivision	Aug 7, 2009 8:11 PM
101	US 42	Aug 7, 2009 9:08 PM
102	US42 Rush hour. Also wrecks on IS71 when the trucks enter through LaGrange and travel south. Also 42 Northbound during rush at night	Aug 8, 2009 1:45 AM
103	Yes, going south past Kroger on Brownsboro Road. Bridgepointe left exit is rather difficult.	Aug 8, 2009 2:50 AM
104	Currently and even since the bridge on River Road has been close the lights at Wolf Pen Branch Road through the Gene Snyder lights are backed up long before rush hour congestion. If there is a problem anywhere (I-71, Gene Snyder, Watterson, whatever) the congestion is overwhelming. The area from Timberwood (Kroger light) up to the Fox Harbor light is very congested and not moving because there is no left turn lane which would allow two lanes to move in each direction.	Aug 8, 2009 4:08 PM
105	Timber Ridge & 42	Aug 9, 2009 4:37 PM
106	Around traffic intersection of Kroger shopping center and at times the intersection of Hwy 42 and the Snyder expressway.	Aug 10, 2009 2:31 PM
107	highway 42 intersections	Aug 10, 2009 3:07 PM
108	US-42 and Wolf Pen Branch rush hours US-42 and Snyder Interchange rush hours	Aug 11, 2009 6:15 PM
109	Route 42, from Covered Bridge Road to Timber Ridge Drive.	Aug 11, 2009 8:51 PM
110	Wolf Pen Branch Rd. and 42	Aug 12, 2009 1:15 AM
111	center of Prospect during morning and evening rush; Wolf Pen Branch intersection with US42	Aug 13, 2009 6:53 PM
112	Hwy 42 and Timber Ridge Rd.	Aug 14, 2009 7:33 PM
113	Obviously, 42 during rush hour.	Aug 15, 2009 2:06 AM
114	Yes: US 42 from Timber Ridge east to River Road	Aug 15, 2009 7:15 PM
115	U.S. 42 corridor between Timber Ridge and the Hillcrest area	Aug 17, 2009 12:17 PM
116	42 and wolf pen!!!	Aug 19, 2009 1:35 AM

Response Text		
117	<p>Yes. Coming out of the Kroger parking lot onto Timber Ridge Drive at the bank entrance you have one intersection with multiple feeds meaning you have people attempting to go straight or turn all the while in a curve and having no clear judgment on who has the right of way or where the road even goes. At rush hour this is not only heavily congested but also terribly confusing.</p> <p>There is also an area of heavy congestion on Hwy. 42 going north before the entrance to River Bluff which has a light. However, the area preceding it where the road narrows with multiple shops and a Thornton's gas station all the way north to the Goshen Veterinary Clinic it should be widened to at least having a middle lane to allow cars to merge from the shopping areas and clinic and the speed limit lowered to 35 mph. It is difficult to enter the roadway from the businesses or clinic with traffic congestion due to only two lanes in that area. It is extremely dangerous with cars going too fast for the amount of traffic and merging.</p>	Aug 27, 2009 7:42 PM
118	Business district on Route 42	Sep 2, 2009 11:54 PM
119	42 and Bridgepointe Blvd - there is no traffic light there	Sep 11, 2009 9:59 PM
120	Of course, Timber Ridge Drive & 42. Northbound traffic (moving towards Goshen) trying to make a left turn at the gas station/car wash; the shopping area that houses Bearno's/the Mexican place/Subway... basically any area where there isn't a light. Also, there is often a MAJOR bottleneck where the Kroger traffic and Walgreens traffic try to merge onto Timber Ridge Drive to get to the light.	Oct 6, 2009 7:10 PM
121	Yes. Highway 42 desperately needs a turning lane down it's center, from at least the Harrods Creek Bridge to Rose Island Road. It is a particular problem during the morning and late afternoon / early evening rush hours.	Oct 6, 2009 7:30 PM
122	Timber Ridge to Wolf Pen on U.S. 42 in the a.m./p.m. peak	Oct 6, 2009 7:50 PM
123	Yes. HWY 42 from HWY 841 to River Road.	Oct 6, 2009 8:24 PM
124	US-42 near the Jefferson Co./Oldham Co. line is always heavy, but particularly during rush hour.	Oct 6, 2009 9:17 PM
125	Timber Ridge and river road .. timber ridge and us 42	Oct 6, 2009 9:17 PM
126	wolf pen branch	Oct 6, 2009 9:37 PM
127	42 and Timber Ridge	Oct 7, 2009 10:37 AM
128	Along the Highway 42 corridor. Some of these problems involve timing of the redlights at the subdivision entrances/exits	Oct 7, 2009 4:21 PM
129	At various points throughout the day heavy traffic can be found from the Snyder to the county line (and beyond to Hwy 1793).	Oct 8, 2009 12:47 AM
130	The entire stretch of 42 from Timber Ridge Drive to Covered Bridge Road is always congested in evening rush hour traffic due to motorists making left turns into shopping centers and subdivisions along that stretch.	Oct 8, 2009 1:33 PM
131	42 and when river rd. when the bridge reopens	Oct 8, 2009 10:49 PM
132	Bridgepointe subdivision entrance at U.S 42 during morning and evening rush hours.	Oct 14, 2009 4:36 PM
133	Wolf Pen Branch and 42 - needs a right turn lane on the northbound side onto wolfpen branch to ease evening traffic	Oct 22, 2009 2:12 PM

Prospect Mobility Study [Survey]

Are there specific locales or areas where walking and/or biking is difficult or dangerous?		Response Count
		145
	<i>answered question</i>	145
	<i>skipped question</i>	20

Response Text		
1	All along 42 where there are no sidewalks	Jul 28, 2009 9:31 PM
2	Riding bikes from 42 to the Summit, EP Sawyer. 42 to Krogers from Bridgepointe and to River Rd.	Jul 29, 2009 3:43 PM
3	Anywhere along US 42 is dangerous as there are limited sidewalks	Jul 29, 2009 3:58 PM
4	US Hwy 42, if there was a sidewalk or path for pedestrians and bikers it would encourage people to use this form of transportation to local shopping and subdivisions. I would much rather walk or bike to the local shops than drive.	Jul 29, 2009 4:03 PM
5	With no sidewalks... everywhere but especially along HWY 42	Jul 29, 2009 4:05 PM
6	Anywhere on US 42	Jul 29, 2009 4:09 PM
7	US 42 is too dangerous for bike or pedestrian traffic. Estates of Hunting Creek as well as many neighborhoods lack sidewalks.	Jul 29, 2009 4:16 PM
8	US 42 and River Road. Sidewalks would be nice in all subdivisions to make walking and biking safer for children. Right now not every subdivision has sidewalks	Jul 29, 2009 4:17 PM
9	All of Prospect. I lived in Fairfax County, VA before this and loved biking or walking to many errands which is never possible here.	Jul 29, 2009 4:17 PM
10	Highway 42.	Jul 29, 2009 4:29 PM
11	River Road, 42 and Covered Bridge Rd. In other words, the most scenic (and heavily traveled) roads need bike paths at a minimum.	Jul 29, 2009 4:31 PM
12	River Road !!!!! almost any of it - Bikers are not "sharing" on River Road - they "take it all"	Jul 29, 2009 4:35 PM
13	All along 42	Jul 29, 2009 4:54 PM
14	anywhere along 42	Jul 29, 2009 4:57 PM
15	Hiway 42	Jul 29, 2009 5:02 PM
16	There are few sidewalks in Hunting Creek Estate Section and few in Hunting Creek - it is always more dangerous to walk on the street.	Jul 29, 2009 5:03 PM

Response Text		
17	US 42	Jul 29, 2009 5:08 PM
18	All of #42 in Prospect	Jul 29, 2009 5:15 PM
19	highway 42 is very dangerous due to increased amount of traffic w/bridge closure. Especially from Wolf Penn Branch road through Gene Snyder junction going into Prospect.	Jul 29, 2009 5:18 PM
20	All along hwy 4; and also cut-through residential streets like Rockingham Road where cars often drive too fast and people like to walk for exercise or walk their dogs	Jul 29, 2009 5:20 PM
21	You cannot walk safely from Bridgepointe to anywhere in Prospect.	Jul 29, 2009 5:24 PM
22	US42, Covered Bridge and Hunting Creek Drive	Jul 29, 2009 5:29 PM
23	US-42. You really need to look at adding sidewalks throughout the neighborhoods.	Jul 29, 2009 5:39 PM
24	All of Prospect and surrounding areas. There are no bike paths in the City. Many streets do not have sedewalks. For most of US 42 through Prospect, there is no easy way to cross. River Road is a disaster waiting to happen. The road is much too narrow for both cars and bikes, just painting a bike line does not begin to address the problem.	Jul 29, 2009 6:13 PM
25	All of highway 42 in Prospect are	Jul 29, 2009 6:19 PM
26	Walkers need sidewalks -- bikers need bike lanes. Sharing the road with cars is always dangerous.	Jul 29, 2009 6:22 PM
27	All of US 42 and River Road Bicyclists try to hold up traffic and do not obey traffic laws esp on river Road-It is game with them. Need a bike path the entire length of river Road	Jul 29, 2009 6:25 PM
28	I would like to see a sidewalk on US Highway 42 and on River Road.	Jul 29, 2009 6:27 PM
29	Rt, 42, Covered Bridge Road and River Road. Covered Bridge Road is the most dangerous.	Jul 29, 2009 6:39 PM
30	Rt 42; River Rd.	Jul 29, 2009 6:43 PM
31	COVERED BRIDGE ROAD, WESTOVER DRIVE, AND BUSINESS DISTRICT ON 42	Jul 29, 2009 6:48 PM
32	Along US Hwy 42, Wolfpen Branch Rd, Springdale Rd, Barbour Ln	Jul 29, 2009 7:08 PM
33	Anywhere on River Road; anywhere on US42 where there are no sidewalks/paved pathways.	Jul 29, 2009 7:14 PM
34	On 42 in general	Jul 29, 2009 7:26 PM
35	Anywhere on 42	Jul 29, 2009 7:29 PM
36	all along 42 in prospect, you need a sidewalk to walk along from prospect point to kroger shopping center from at least in front of innisbrook/hunting creek. also, a sidewalk or pedestrian crossing at river road and 42 is necessary.	Jul 29, 2009 7:39 PM
37	Along 42	Jul 29, 2009 7:45 PM
38	yes hwy 42 and river road	Jul 29, 2009 7:49 PM
39	to Walgreens and to Kroger on Timber Ridge Dr. because there is no sidewalk where the Rep. bank is.	Jul 29, 2009 8:18 PM
40	same as #2	Jul 29, 2009 8:34 PM
41	Hwy 42 also River Road	Jul 29, 2009 8:42 PM
42	River Road and US 42. Walkers and bikers risk life and limb on both roads.	Jul 29, 2009 8:42 PM

Response Text		
43	Yes! All along US 42 and the entry roads to every subdivision(except Sutherland). The Hunting Creek and Fox Harbor entry roads from US 42 are especially dangerous.	Jul 29, 2009 8:45 PM
44	?	Jul 29, 2009 8:47 PM
45	Covered Bridge Road, River Road, Goshen lane, Highwat 1793	Jul 29, 2009 9:24 PM
46	wherever there is no sidewalk on US 42; River Road	Jul 29, 2009 9:58 PM
47	Biking is dangerous anywhere on 42.	Jul 29, 2009 9:59 PM
48	hwy 42, Covered Bridge Road, There is really not an area where this in NOT a problem. We really need bike paths!!	Jul 29, 2009 10:10 PM
49	US 42 and River Road	Jul 29, 2009 10:15 PM
50	Between BridgePointe and Timberwood Drive on U.S, 42	Jul 29, 2009 10:16 PM
51	There are no sidewalks in older section of Hunting Creek or Fox Harbor - we have to walk in the street. Plus, pedestrians don't seem to know to walk 'facing' the traffic coming from the direction they are walking to, which causes problems.	Jul 29, 2009 10:20 PM
52	There is some nut who thinks she can walk on Hwy 42 or River Raod right on the edge of the road. Those areas are too dangerous for walking.	Jul 29, 2009 10:52 PM
53	River Road is dangerous because it is too narrow for bikers and automobile traffic. Bike lanes are needed. Also bikers need to follow established rules and precedents. It's bad when several ride together and "hog" an entire side of the road while defying automobiles to go around them.	Jul 29, 2009 11:26 PM
54	along 42	Jul 30, 2009 12:08 AM
55	All main roads. Really need dedicated bike path on 42 & River Road. Subdivisions pretty manageable. Question while subdivision sidewalks not maintained (Hunting Creek).	Jul 30, 2009 12:20 AM
56	Hwy 52 trying to get from any sub division to shopping centers	Jul 30, 2009 12:41 AM
57	Would LOVE a sidewalk from sutherland to both shopping areas. Scary for kids to ride their bikes to DQ, McDonalds, kroger.	Jul 30, 2009 12:45 AM
58	All along US 42.	Jul 30, 2009 1:08 AM
59	Not familiar	Jul 30, 2009 1:25 AM
60	I feel that walking or biking on 42 from Wolf Pen to River Road is both dangerous and extremely difficult.	Jul 30, 2009 1:27 AM
61	The light at DQ--need a turning lane there.	Jul 30, 2009 2:14 AM
62	Hunting Creek. Most of Prospect is designed for cars. It would be nice to be able to safely walk or bicycle to shopping and restaurants	Jul 30, 2009 2:40 AM
63	Along US 42; Covered Bridge Road; River Road	Jul 30, 2009 2:42 AM
64	Yes, in Hunting Creek and Fox Harbor there are no sidewalks; people walk in the road.On Tallwood people walk side by side and it is hard to see on coming traffic on the hill going toward Gunpowder. Plus when it snows everyone parks on that road to sled down Number 13 on HCCC. Actually there are no sidewalks along 42 either.	Jul 30, 2009 10:35 AM
65	Along 42, Along River Road, Along Timber Ridge Drive	Jul 30, 2009 12:28 PM
66	River Road	Jul 30, 2009 12:48 PM
67	river road. bikers are endangered and traffic is blocked. need dedicated bike/ walking lane.	Jul 30, 2009 1:03 PM

Response Text		
68	Westover Drive Cars speeding	Jul 30, 2009 1:42 PM
69	Walking alongside US 42 should be prohibited. This is routinely done and someone is going to get killed.	Jul 30, 2009 2:31 PM
70	Covered Bridge Road- tons of bikers, but cars are going way too fast. Also difficult to pass bikers in some places	Jul 30, 2009 2:39 PM
71	River Road and US 42	Jul 30, 2009 3:08 PM
72	unknown	Jul 30, 2009 4:02 PM
73	All along Highway 42. Bicycles should not be allowed on 42; the road is too busy and the speed limit too high for bicycles to be operated safely.	Jul 30, 2009 5:03 PM
74	Along 42. We need bike lanes and/or multiuse pathways along that road. up to the Snyder.	Jul 30, 2009 6:02 PM
75	Yes	Jul 30, 2009 9:03 PM
76	River Road, US 42 by BridgePointe	Jul 30, 2009 9:27 PM
77	You cannot walk across the frontside of US 42 where the shopping centers are located. It would be great if we had a sidewalk that was continuous in front of those areas which are strip mall fronts to the light at Java Brewing from Timber Ridge. People would be more likely to walk than take cars, especially if we could extend the sidewalk area into a circle from Java Brewing entrance down River Road to Timber Ridge to us 42. I believe that would promote walking and cut down on local heavy congested traffic in those areas.	Jul 30, 2009 11:06 PM
78	US 42 & River Road	Jul 31, 2009 12:20 AM
79	Hwy 42	Jul 31, 2009 2:19 AM
80	river road	Jul 31, 2009 3:12 AM
81	I would love to be able to ride a bike on #42, but I'm too frightened. For example, if there was a bike lane from the light at Hunting Creek to River Road/42, people could get to River Road more safely.	Jul 31, 2009 1:19 PM
82	along us 42	Jul 31, 2009 6:52 PM
83	US 42 and any road in Hunting Creek or Fox Harbor that is not a cul-de-sac. Everyone drives too fast and, without sidewalks, if two cars pass each other at the same time someone is walking/riding, the pedestrian/rider is forced onto the adjoining lawn.	Aug 2, 2009 12:16 AM
84	Yes; River Road and Hwy. 42	Aug 2, 2009 3:08 AM
85	anywhere on US 42 and biking should not be allowed	Aug 2, 2009 5:20 AM
86	Hwy 42, River Rd, Covered Bridge, Rose Island	Aug 2, 2009 1:12 PM
87	Along most of US 42	Aug 2, 2009 3:17 PM
88	US42 near Bridgepointe subdivision. No sidewalks. No safe way to catch bus.	Aug 6, 2009 6:19 PM
89	US 42	Aug 6, 2009 6:29 PM
90	TEST 3	Aug 6, 2009 6:39 PM
91	N/A	Aug 6, 2009 7:01 PM
92	Us 42 and River Rd	Aug 6, 2009 7:22 PM
93	Fox Harbor road where it turns to two lanes and goes down to US 42. All along US 42.	Aug 6, 2009 7:26 PM

Response Text		
94	There is a true need for bike path or sidewalk running through Prospect. 42 is too dangerous because of the speed and congestion for bikers on the road. However, if we had bike paths and sidewalks the congestion could be better because there would be alternative methods of transportation from neighborhoods to the shopping, eating areas of prospect.	Aug 6, 2009 7:28 PM
95	Anywhere on U.S. 42 where there is little or no shoulder.	Aug 6, 2009 7:35 PM
96	42 anytime and River Road anytime. Gunpowder Lane and Fox Harbor Lane are dangerous to walk on when cars speed.	Aug 6, 2009 7:57 PM
97	US 42, Wolfpen Branch Road, Springdale Road	Aug 6, 2009 10:12 PM
98	all major roads. There is no bike lane or a SHOULDER. Very dangerous.	Aug 6, 2009 10:21 PM
99	On US 42 and River Rd. However, that is where most of the bikers are!	Aug 6, 2009 11:23 PM
100	Covered Bridge Road bwteen Hwy 42 and the first enty drive to the estate section of Hunting Creek	Aug 7, 2009 1:48 AM
101	Bikes should not be allowed on River Rd or Wolf Pen Branch between the hours of 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. for the safety of the people driving home from work and the bicycle riders. Both roads are too narrow and winding.	Aug 7, 2009 2:42 AM
102	Along Hwy 42. Along River Road	Aug 7, 2009 2:54 AM
103	yes	Aug 7, 2009 11:16 AM
104	All along 42 there should be no bikes allowed also: after heavy rain some of the right side of the street just before Hunting Creek gets flooded and cars veer to the inside lane.	Aug 7, 2009 12:23 PM
105	From Innisbrook to River road. Dangerous to walk. A sidewalk would be helpful	Aug 7, 2009 1:49 PM
106	All of US 42 and River Rd	Aug 7, 2009 3:27 PM
107	all along 42	Aug 7, 2009 8:11 PM
108	Us 42 and river Road	Aug 7, 2009 9:08 PM
109	42, River Road, and especially Barbour Lane are especially dangerous. Biking should be banned on barbour lane.	Aug 8, 2009 1:45 AM
110	No one and I mean no one should walk or bike on Brownsboro Rd. especially from Hoilda Mannor thru Prospect.	Aug 8, 2009 2:50 AM
111	U.S. 42; Fox Harbor Road, Rockingham Road, Deep Creek. Basically cars are traveling way too fast (including police cars) and do not give any consideration to walking traffic, bicycles, children, etc. Why is there a double yellow line on Rockingham Road and not on Deep Creek which carries at least as much or more traffic than Rockingham?	Aug 8, 2009 4:08 PM
112	Anywhere on US42	Aug 8, 2009 4:12 PM
113	Along River Rd	Aug 9, 2009 4:37 PM
114	Same as above.	Aug 10, 2009 2:31 PM
115	most of highway 42	Aug 10, 2009 3:07 PM
116	Areas of no sidewalks along US-42	Aug 11, 2009 6:15 PM
117	See #2. Also along River Road.	Aug 11, 2009 8:51 PM
118	River Road and Covered Bridge Rd.	Aug 12, 2009 1:15 AM

Response Text		
119	along US42; along River Road	Aug 13, 2009 6:53 PM
120	walking is difficult on River Road--very little shoulder; bikers are scary on 42 and River Road, I guess they're entitled to the road, but they sure are slow and in the way	Aug 14, 2009 6:48 PM
121	Not that I've seen.	Aug 15, 2009 2:06 AM
122	Yes: Same as #2 above; Need sidewalks on both sides of US 42 and enforcement of car stops for walkers	Aug 15, 2009 7:15 PM
123	all along 42 biking is scary	Aug 17, 2009 10:15 AM
124	U.S. 42, Covered Bridge Road, River Road	Aug 17, 2009 12:17 PM
125	42, covered bridge road	Aug 19, 2009 1:35 AM
126	I do not walk anywhere along Hwy. 42 because it is too dangerous.	Aug 27, 2009 7:42 PM
127	Business district on Route 42	Sep 2, 2009 11:54 PM
128	Do not know	Sep 11, 2009 9:59 PM
129	The entire length of 42 through town is very dangerous for both walkers AND bikers.	Oct 6, 2009 7:10 PM
130	I will not ride a bicycle or walk on the section of Hwy 42 anywhere from Wolf Pen Branch Road to Fox Harbor Road.	Oct 6, 2009 7:30 PM
131	n/a	Oct 6, 2009 7:50 PM
132	Any place on HWY 42. Also on Fox Harbor Drive just past the pull over and community map.	Oct 6, 2009 8:24 PM
133	Anywhere along US 42, River Road and Rose Island Road is extremely difficult and dangerous.	Oct 6, 2009 9:17 PM
134	us 42 from river road to wolf pen branch road ... river road from us 42 to harrods creek bridge to wolf pen branch road	Oct 6, 2009 9:17 PM
135	river road, wolf pen branch, covered bridge road, rose island road	Oct 6, 2009 9:37 PM
136	Highway 42. Rose Island Road River Road	Oct 7, 2009 10:37 AM
137	US 42, River Rd , Fox Harbor Rd and Rd to Kennedy Hayes Pk	Oct 7, 2009 12:09 PM
138	All along US-42	Oct 7, 2009 2:16 PM
139	between sub-divisions, schools and along the Highway 42 corridor	Oct 7, 2009 4:21 PM
140	All of US 42.	Oct 7, 2009 8:41 PM
141	All along US 42 there is a real need for bike/pedestrian lanes...there are many health conscious users of public roads as it is, even with traffic hazards (I am a runner).	Oct 8, 2009 12:47 AM
142	It is impossible to walk safely on 42. I live in Innisbrook and there is no access to any other areas of Prospect. It would be nice if there was a path connected to Sutherland which would allow us to get to other areas since it connects directly to River Road. River Road is also difficult to walk since there is basically no shoulder on the road.	Oct 8, 2009 1:33 PM
143	crossing 42 , running along 42	Oct 8, 2009 10:49 PM
144	All areas along U.S. 42	Oct 14, 2009 4:36 PM
145	along 42	Oct 22, 2009 2:12 PM

Prospect Mobility Study [Survey]

Are there specific places where sidewalks or other types of pedestrian pathways are insufficient or need to be constructed?		Response Count
		134
<i>answered question</i>		134
<i>skipped question</i>		31

Response Text		
1	All along US 42 to connect the few shopping areas	Jul 28, 2009 9:31 PM
2	continued from the Hurstbourne Pkwy to 42 42 to Prospect Shopping	Jul 29, 2009 3:43 PM
3	From Hunting Creek to Wolf Pen Branch should have sidewalks	Jul 29, 2009 3:58 PM
4	Same comment as 3.	Jul 29, 2009 4:03 PM
5	Along Hwy 42	Jul 29, 2009 4:05 PM
6	Bike lanes or paths on River Rd. and on US 42	Jul 29, 2009 4:09 PM
7	As noted above pedestrian pathways are needed in areas of Hunting creek, Fox Harbor, and Sutherland. Side walks/Bikepaths are needed on US 42.	Jul 29, 2009 4:16 PM
8	Fox Harbor and Hunting Creek	Jul 29, 2009 4:17 PM
9	Yes. From Bridgepointe subdivision to any place and all around Prospect. Taking a bus to downtown involves crossing a bus, uncontrolled state highway(42).	Jul 29, 2009 4:17 PM
10	River Road	Jul 29, 2009 4:31 PM
11	Not on 42 and not in Hunting Creek.	Jul 29, 2009 4:35 PM
12	All along 42	Jul 29, 2009 4:54 PM
13	along 42, along river road	Jul 29, 2009 4:57 PM
14	Residents walk throughout Hunting creek - mostly on the street. I think it is particularly dangerous along Hunting Creek Drive.	Jul 29, 2009 5:03 PM
15	US42	Jul 29, 2009 5:08 PM
16	see above	Jul 29, 2009 5:15 PM
17	River Road	Jul 29, 2009 5:18 PM

Response Text		
18	Hwy 42 and Hunting Creek Rd/Deep Creek Rd is traveled by city busses- sidewalks here would be most useful.	Jul 29, 2009 5:20 PM
19	US42 is dangerous to walk or ride a bike.	Jul 29, 2009 5:29 PM
20	There aren't any sidewalks in my neighborhood. I live in a community of houses where people don't interact because you have to walk in the street!	Jul 29, 2009 5:39 PM
21	All public roadways should have sidewalks or other pedestrian pathways.	Jul 29, 2009 6:13 PM
22	Along Hwy 42	Jul 29, 2009 6:22 PM
23	Along River Road and parts of US 42	Jul 29, 2009 6:25 PM
24	I would like to see a sidewalk on US Highway 42 and on River Road. There are a lot of shopping centers and it would be great to be able to safely walk to them from our home.	Jul 29, 2009 6:27 PM
25	River Road is a great place to walk as it is so scenic but far to dangerous as the traffic and lack of sidewalks.	Jul 29, 2009 6:30 PM
26	No	Jul 29, 2009 6:39 PM
27	along Rt. 42; along River Rd.	Jul 29, 2009 6:43 PM
28	ALONG 42 WOULD BE NICE	Jul 29, 2009 6:48 PM
29	Parts of US42 - 1 side would be nice to be completely sidewalks/paved pathways	Jul 29, 2009 7:14 PM
30	no	Jul 29, 2009 7:26 PM
31	Anywhere on 42	Jul 29, 2009 7:29 PM
32	see 3.	Jul 29, 2009 7:39 PM
33	Along 42, River Road	Jul 29, 2009 7:45 PM
34	yes	Jul 29, 2009 7:49 PM
35	WHAT SIDEWALKS?	Jul 29, 2009 8:02 PM
36	pedestrian pathways should connect The Landings, Fox Harbor, Huntingcreek, all the way to Naoh's Arch and some traffic lights for pedestrian to cross the road.	Jul 29, 2009 8:18 PM
37	same as #2	Jul 29, 2009 8:34 PM
38	Hwy 42 also River Road	Jul 29, 2009 8:42 PM
39	Same as #3	Jul 29, 2009 8:42 PM
40	My belief is that there should be multi-use paths along every road in the City. At present, many subdivisions have no sidewalks along the entry roads and there are no walkways connecting subdivisions to each other.	Jul 29, 2009 8:45 PM
41	?	Jul 29, 2009 8:47 PM
42	along US 42 (ie, from Innisbrook/Sutherland to Kroger/Walgreens, etc.)	Jul 29, 2009 9:58 PM
43	From entrance of Fox harbor to the shopping center	Jul 29, 2009 9:59 PM
44	Along 42 in front of the shopping centers	Jul 29, 2009 10:10 PM
45	US 42 and River Road	Jul 29, 2009 10:15 PM
46	I would think between the second entrance of Hunting Creek and The Landings	Jul 29, 2009 10:16 PM
47	Yes, the main streets of Fox Harbor and Hunting Creek.	Jul 29, 2009 10:20 PM

Response Text		
48	Would be nice, I guess on Hwy 42 and River Road. On both, maybe to Timber Ridge?	Jul 29, 2009 10:52 PM
49	Sidewalks are needed in many places in Hunting Creek -- especially through the Estate Section. The roads are wide and accommodate users, but sidewalks would be nice.	Jul 29, 2009 11:26 PM
50	Seem to be more walkers in areas adjacent to shopping, but not sure an issue.	Jul 30, 2009 12:20 AM
51	Hwy 42 along shopping centers	Jul 30, 2009 12:41 AM
52	PLEASE put a sidewalk from sutherland to the shopping areas!! This could be on River road or US 42, PLEASE!!!!!!	Jul 30, 2009 12:45 AM
53	All along US 42; do so without ruining the beautiful forested nature of the area.	Jul 30, 2009 1:08 AM
54	Generally adequate	Jul 30, 2009 1:25 AM
55	Sidewalks from Timberwood to River Road would make walking from stores in that area much more friendly and encourage walking instead of driving.	Jul 30, 2009 1:27 AM
56	Need a walk all the way from Timber Ridge Drive to the JAVA Brewing Company.	Jul 30, 2009 2:14 AM
57	See response to number three above. Specifically it would be nice to be able to safely walk along hwy 42	Jul 30, 2009 2:40 AM
58	Along US 42 from Covered Bridge Road down 42 towards Wolf Pen Branch	Jul 30, 2009 2:42 AM
59	In Hunting Creek and Fox Harbor there are no sidewalks. Everyone is walking in the street and are not paying attention to cars.	Jul 30, 2009 10:35 AM
60	Along 42, Along River Road, Along Timber Ridge Drive	Jul 30, 2009 12:28 PM
61	Highway 42 needs sidewalks from Kroger to Dairy Queen	Jul 30, 2009 12:48 PM
62	connect shopping areas with walking or bike paths	Jul 30, 2009 1:03 PM
63	Not aware of any	Jul 30, 2009 2:31 PM
64	love to see some bike lanes on some of the more scenic roads	Jul 30, 2009 2:39 PM
65	US 42	Jul 30, 2009 3:08 PM
66	Bicycle traffic on US 42 and on Covered Bridge Rd should not be allowed. Too congested, narrow, curvy and poor visibility makes this dangerous for bicyclists and motorists.	Jul 30, 2009 4:47 PM
67	A sidewalk on the west side of Highway 42 would be useful; if should run from River Rd to at least Timber Ridge Rd	Jul 30, 2009 5:03 PM
68	Along 42, inc. Sutherland	Jul 30, 2009 6:02 PM
69	Yes, definitely	Jul 30, 2009 9:03 PM
70	River Road, US 42 by Bridgepointe, Covered Bridge Road	Jul 30, 2009 9:27 PM
71	Sorry, I answered that as part of question 3.	Jul 30, 2009 11:06 PM
72	US 42	Jul 31, 2009 12:20 AM
73	along Hwy 42, Fox Harbor hill, Deep Creek Drive	Jul 31, 2009 2:19 AM
74	river road and hwy 42	Jul 31, 2009 3:12 AM
75	See answer to #3	Jul 31, 2009 1:19 PM
76	Yes, on the areas I listed above - all need sidewalks constructed. Hunting Creek Drive, Fox Harbor Road, Foxcroft Road, Rockingham Road/Tallwood Road and Gunpowder Lane.	Aug 2, 2009 12:16 AM
77	Yes: River Road and Hwy.42	Aug 2, 2009 3:08 AM

Response Text		
78	Not aware of any.	Aug 2, 2009 5:20 AM
79	Most important would be a bike path along River Road.	Aug 2, 2009 1:12 PM
80	Bridgepointe to Timber Ridge	Aug 2, 2009 3:17 PM
81	along 42 from Walgreens to River Rd.	Aug 2, 2009 11:25 PM
82	Near Bridgepointe subdivision.	Aug 6, 2009 6:19 PM
83	TEST 4	Aug 6, 2009 6:39 PM
84	N/A	Aug 6, 2009 7:01 PM
85	Fox Harbor road where it turns to two lanes and goes down to US 42. All along US 42. From US 42 to the Gazebo along Hunting creek Drive	Aug 6, 2009 7:26 PM
86	On 42 from the marathon/five star station & Rose Island Road all the way to Timber Ridge drive. There should be sidewalks at least on one side if not both sides.	Aug 6, 2009 7:28 PM
87	A sidewalk running along the north (river) side of U.S. 42 from the main entrance of Sutherland to Timber Ridge Drive would be wonderful and would allow many residents to walk or bike to area shops and restaurants.	Aug 6, 2009 7:35 PM
88	From Hunting Creek to Prospect center and Kroger area, along Hwy 42.	Aug 6, 2009 7:46 PM
89	42 to connect the shopping centers and River Road to allow those coming out of Sutherland the ability to walk or ride bikes to timberridge	Aug 6, 2009 7:57 PM
90	Pathways needed between neighborhoods and to Prospect business district	Aug 6, 2009 10:12 PM
91	Pathways from Harrods creek to River road along hwy 42 would allow biking or walking to Krogers. Maybe take it to Hunting Creek.	Aug 6, 2009 10:21 PM
92	Can't think of any	Aug 6, 2009 11:23 PM
93	It would nice to have sidewalks around the retail area of Prospect across from the Kroger Shopping Center	Aug 7, 2009 1:48 AM
94	It would be great to have sidewalks on 42. Also if you can't restrict bicycle travel on River Road or Wolf Pen Branch, then you need a special lane for bicycles.	Aug 7, 2009 2:42 AM
95	Along Hwy 42. Last two blocks of Fox Harbor close to Hwy 42	Aug 7, 2009 2:54 AM
96	yes	Aug 7, 2009 11:16 AM
97	With so many walkers and joggers there should be safer options than the unprotected roadsides for their pleasure	Aug 7, 2009 12:23 PM
98	from shopping center to shopping center, not on 42	Aug 7, 2009 3:23 PM
99	US 42 and River Rd	Aug 7, 2009 3:27 PM
100	Same as #3	Aug 7, 2009 8:11 PM
101	US 42 and River road	Aug 7, 2009 9:08 PM
102	no	Aug 8, 2009 1:45 AM
103	See Brownsboro Rd. Very dicey.	Aug 8, 2009 2:50 AM
104	Sidewalks from River Road along U.S. 42 to Harrods Creek at a minimum; preferably from Covered Bridge to beyond Bridgepoint.	Aug 8, 2009 4:08 PM

Response Text		
105	Anywhere on US42	Aug 8, 2009 4:12 PM
106	Along River Rd	Aug 9, 2009 4:37 PM
107	Areas south of Harrods Creek Bridge to Gene Snyder interchange insufficient for pedestrian traffic. Bridgepointe seems to be "left out" of Prospect planning, sorry to say.	Aug 10, 2009 2:31 PM
108	highway 42	Aug 10, 2009 3:07 PM
109	Same; at least, on one side of US-42	Aug 11, 2009 6:15 PM
110	bike paths on Route 42 and River Road.	Aug 11, 2009 8:51 PM
111	Prospect Village to Prospect Point. See Village Center of Prospect Small Area Plan (draft, 2003).	Aug 14, 2009 7:33 PM
112	No.	Aug 15, 2009 2:06 AM
113	See #3 above	Aug 15, 2009 7:15 PM
114	i think there should be a side walk from timber ridge road all the way to prospect center.	Aug 17, 2009 10:15 AM
115	U.S. 42, Covered Bridge Road, River Road	Aug 17, 2009 12:17 PM
116	It would be a benefit to have a sidewalk along Hwy 42 connecting the shopping centers.	Aug 27, 2009 7:42 PM
117	Business district on Route 42	Sep 2, 2009 11:54 PM
118	Do not know	Sep 11, 2009 9:59 PM
119	A sidewalk the length of 42 from River Road through Timber Ridge Drive	Oct 6, 2009 7:10 PM
120	See #3 above.	Oct 6, 2009 7:30 PM
121	n/a	Oct 6, 2009 7:50 PM
122	Most of us do not have sidewalks - particularly those of us living in Fox Harbor and Hunting Creek.	Oct 6, 2009 8:24 PM
123	Insufficient and/or need to be constructed in The Landings.	Oct 6, 2009 9:17 PM
124	us 42 from river road to wolf pen branch road ... river road from us 42 to harrods creek bridge to wolf pen branch road	Oct 6, 2009 9:17 PM
125	river road, wolf pen branch, covered bridge road, rose island road	Oct 6, 2009 9:37 PM
126	42,42 and 42 one trail/sidewalk would connect the entire town	Oct 7, 2009 10:37 AM
127	US 42, River Rd and Rd to Kennedy Hayes Pk	Oct 7, 2009 12:09 PM
128	All along US-42	Oct 7, 2009 2:16 PM
129	between sub-divisions, schools and along the Highway 42 corridor.	Oct 7, 2009 4:21 PM
130	US 42.	Oct 7, 2009 8:41 PM
131	Throughout - especially on Hwy 42 from the Snyder to Hwy 1793.	Oct 8, 2009 12:47 AM
132	River Road and Hwy 42.	Oct 8, 2009 1:33 PM
133	Most areas along U.S. 42 particularly from Bridgepointe subdivision to the Prospect commercial center	Oct 14, 2009 4:36 PM
134	It would be wonderful to have a sidewalk connecting Bridgepointe and downtown prospect and/or the Louisville loop	Oct 22, 2009 2:12 PM

Prospect Mobility Study [Survey]

Are there specific locations where signage needs to be placed, replaced, or altered?		Response Count
		76
<i>answered question</i>		76
<i>skipped question</i>		89

Response Text		
1	no	Jul 29, 2009 3:43 PM
2	No	Jul 29, 2009 3:58 PM
3	None I can think of.	Jul 29, 2009 4:03 PM
4	The maps in the Landing and Fox Harbor always looks bad.	Jul 29, 2009 4:17 PM
5	Probably.	Jul 29, 2009 4:17 PM
6	don't know	Jul 29, 2009 4:31 PM
7	I'll ghave to think on that.	Jul 29, 2009 4:35 PM
8	the stop sign at fox cove court seems unnecessary	Jul 29, 2009 4:57 PM
9	Unknown	Jul 29, 2009 5:03 PM
10	No	Jul 29, 2009 5:08 PM
11	not that I can think of	Jul 29, 2009 5:20 PM
12	Gunpowder Lane - maybe putting in some speed bumps. I am amazed that we have not had a really bad accident on this road.	Jul 29, 2009 5:39 PM
13	All street signs should be readable at night - which may be a lighting issue rather than a signage issue.	Jul 29, 2009 6:13 PM
14	Hidden entrance at Autumn Hill court sign is missing and needs a stop sign on Westover at that point. Completely blind when turning out and City doesn't care	Jul 29, 2009 6:25 PM
15	No	Jul 29, 2009 6:39 PM
16	Not that I know of.	Jul 29, 2009 7:14 PM
17	no	Jul 29, 2009 7:26 PM
18	No	Jul 29, 2009 7:45 PM
19	yes	Jul 29, 2009 7:49 PM

Response Text		
20	Hwy 42 also River Road	Jul 29, 2009 8:42 PM
21	Unsure--I can't think of any signage issues.	Jul 29, 2009 8:45 PM
22	no	Jul 29, 2009 8:47 PM
23	None particularly	Jul 29, 2009 9:59 PM
24	not that I can think of	Jul 29, 2009 10:10 PM
25	I would have to go out and look for these. At this time I can't think of any	Jul 29, 2009 10:16 PM
26	Am ok with current signage.	Jul 30, 2009 12:20 AM
27	NO Right Turn on Red from 841. ADD right turn lanes from US 42 onto Wolf Pen Branch both directions (the paved space is already there). Coming out of the Kroger/bank/McDonalds entrance to Timber Creek Drive across from Walgreens, there is no signage for going straight across, only right or left turn marked on the lanes.	Jul 30, 2009 1:08 AM
28	No	Jul 30, 2009 2:40 AM
29	Not sure.	Jul 30, 2009 10:35 AM
30	At Hunting Creek exit, the frequently ignored stop sign should be reinforced with a speed hump.	Jul 30, 2009 12:13 PM
31	In Sutherland Subdivision - the way they installed signs you cannot see cross streets if you go around Windham Parkway to the Left. So we must send everyone new to the main entrance then to the right at the stop sign.	Jul 30, 2009 12:28 PM
32	need stop signs on Westover Drive to slow traffic	Jul 30, 2009 1:42 PM
33	Not aware of any	Jul 30, 2009 2:31 PM
34	The signs are ok but the roadbed directional arrows and stripes need to be painted and kept painted.	Jul 30, 2009 5:03 PM
35	Unsure about this	Jul 30, 2009 9:03 PM
36	YES! Locally, there are trees in the way of speed limit signs and one is currently down, I believe on the strip on the back side of Republic Bank that says 15 MPH.???? I will drive around and pin point the othes and get back to you at the City office. I have noticed them when walking to the park.	Jul 30, 2009 11:06 PM
37	not aware of any	Jul 31, 2009 12:20 AM
38	/Fox HArbor and Fox Hunt Ct.	Jul 31, 2009 2:19 AM
39	signal in front of sutherland main entrance	Jul 31, 2009 3:12 AM
40	none that I can think of	Jul 31, 2009 1:19 PM
41	entrence to HuntingCreek off of us 42	Jul 31, 2009 6:52 PM
42	Signage needs to be enhanced at the intersection of Tidewater, Rockingham Road, Hunting Harbor and also at the Tallwood Road/Gunpowder Lane intersection. Tidewater Court needs a NO OUTLET sign, as cars speed down it, thinking it is Hunting Harbor and then have to slam on their brakes when they get to the cul-de-sac end. It's dangerous driving and unsafe for residents on Tidewater Ct.	Aug 2, 2009 12:16 AM
43	On Hwy. 42 (as traffic turns right onto River Road) to warn that the speed limit is reduced to 35 mph.	Aug 2, 2009 3:08 AM
44	No	Aug 2, 2009 5:20 AM
45	Near Bridgepointe subdivision. Our only sign says "Ice possible in road." !	Aug 6, 2009 6:19 PM
46	TEST 5	Aug 6, 2009 6:39 PM

Response Text		
47	People continue to make left turns onto U.S. 42 exiting the right-turn-only lane located immediately adjacent to the dry cleaners in the Prospect Point shopping center. There is a small sign prohibiting left hand turns but it is routinely ignored.	Aug 6, 2009 7:35 PM
48	Lots of left turn only are needed if turning lanes are added where needed. i.e. turning in and out of the subdivisions from 42	Aug 6, 2009 7:57 PM
49	Warn US 42 drivers of Bridgepointe entrance and vehicles attempting to enter the highway	Aug 6, 2009 10:12 PM
50	No	Aug 6, 2009 10:21 PM
51	Can't think of any	Aug 6, 2009 11:23 PM
52	No suggestions	Aug 7, 2009 1:48 AM
53	Turning light at DQ/Post Office	Aug 7, 2009 2:42 AM
54	Not that I know of.	Aug 7, 2009 2:54 AM
55	yes	Aug 7, 2009 11:16 AM
56	See above. We need turn signals at both the post office/bank/ Dairy Queen and River Rd entrances	Aug 7, 2009 12:23 PM
57	no	Aug 7, 2009 8:11 PM
58	Other than cutting down trees branches that obscure , no	Aug 8, 2009 1:45 AM
59	No, don't think so. A light will be needed at the bottom of Wolf Pen and River Rd. Why has the one lane bridge been closed so long?	Aug 8, 2009 2:50 AM
60	I noticed that the sign at Tallwood Court is hanging by one end. Also, all signage needs to be reviewed to make sure it is readable. It is often pointing in the direction which is not readable for cars traveling on the road from outside the subdivision to get into the subdivision locations. Obviously, when new cars come into the area they are the ones that should be able to read the signs. It would mean in some cases pointing them 180 degrees in the opposite direction from which they now point.	Aug 8, 2009 4:08 PM
61	Timber Ridge Drive at Route 42 - confusion about middle lane. Is it for going straight across only, or also for left hand turns? There should be 2 left hand turn lanes to ease traffic.	Aug 11, 2009 8:51 PM
62	Speed control on Timber Ridge Drive - especially after bridge reopens	Aug 14, 2009 7:33 PM
63	No.	Aug 15, 2009 2:06 AM
64	Yes: At Dairy Queen (entrance to shopping center) need turn lanes on US 42 and turn arrows on traffic light.	Aug 15, 2009 7:15 PM
65	N/A	Aug 17, 2009 12:17 PM
66	Where you are entering the Snyder Expressway going south from 42 there is a sign that says to merge to the right when the lane change is clearly traffic from the right merging to the left. Also, there should be a cautionary sign on Hwy. 42 at Goshen Vet Clinic for people entering 42 from the clinic since people with animals in their cars need to drive more slowly. There should be flashing yellow lights installed and a lower speed limit enforced. Also, in the same area going north just before the vet clinic where lanes abruptly drop off to 2 lanes on Hwy 42 this should be marked more clearly.	Aug 27, 2009 7:42 PM
67	Do not know	Sep 11, 2009 9:59 PM
68	Make specific left turn lanes for ANY light on 42	Oct 6, 2009 7:10 PM
69	None that I am aware of.	Oct 6, 2009 7:30 PM

Response Text		
70	n/a	Oct 6, 2009 7:50 PM
71	Not that I know of.	Oct 6, 2009 8:24 PM
72	need to get the road closed signs at the bridge taken down	Oct 6, 2009 9:37 PM
73	not aware of any	Oct 7, 2009 10:37 AM
74	a sign identifying turning rights at the Kroger store in shopping center. Numerous accidents have occurred at this intersection	Oct 7, 2009 4:21 PM
75	No	Oct 8, 2009 1:33 PM
76	crossing 42 people dont watch for foot trafic , i run 5 days a week and have had some close calls	Oct 8, 2009 10:49 PM

Prospect Mobility Study [Survey]

What kinds of vehicular, mass transit, bicycle, or pedestrian services and facilities, if any, should be considered as part of this study?		Response Count
		135
<i>answered question</i>		135
<i>skipped question</i>		30

Response Text		
1	Walking, bicycle paths and lanes, roundabouts	Jul 28, 2009 9:31 PM
2	Bicycle and pedestrian walking are running.	Jul 29, 2009 3:43 PM
3	All of the above	Jul 29, 2009 3:58 PM
4	Bicycle and pedestrian.	Jul 29, 2009 4:03 PM
5	Where bikes don't meet motor vehicles.	Jul 29, 2009 4:05 PM
6	Bicycle	Jul 29, 2009 4:09 PM
7	All forms for transport	Jul 29, 2009 4:17 PM
8	Walking and biking paths from city limit to city limit. Way to cross 42 to safely get to the bus.	Jul 29, 2009 4:17 PM
9	Sidewalks on 42.	Jul 29, 2009 4:29 PM
10	More sidewalks connecting the shopping centers.	Jul 29, 2009 4:31 PM
11	Bike lane and/or walking path along River Rd. Bike path along 42.	Jul 29, 2009 4:31 PM
12	Mass transit is down the road a bit, I believe for our area. But, vehicular, bicycle and limed pedestrian within the "heart of the city" which is only a short stretch on US 42.	Jul 29, 2009 4:35 PM
13	Pedestrian walkways and bicycle lanes along 42	Jul 29, 2009 4:54 PM
14	there needs to a turning lane throughout Prospect on 42. There needs to be a green arrow installed at Prospect center so that traffic heading to oldham county does not bottleneck there.	Jul 29, 2009 4:57 PM
15	Open the Bridge!!!	Jul 29, 2009 4:59 PM
16	Covered Bridge Road and River Road should not allow bicycles - it is dangerous and impacts traffic when riders ride two abreast - either widen the roads to include a decent bike lane or eliminate the bicycles.	Jul 29, 2009 5:03 PM
17	Bike Lane and Sidewalks	Jul 29, 2009 5:08 PM

Response Text		
18	Mass transit, more buses or rail. At this time pedestrian and bike lanes are just too dangerous.	Jul 29, 2009 5:15 PM
19	Public bike racks at Prospect Point/Kroger	Jul 29, 2009 5:18 PM
20	pedestrian access and safety, mass transit	Jul 29, 2009 5:20 PM
21	As we attempt to use less energy, we should consider electric vehicles similar to golf carts we legal as transportation within the city.	Jul 29, 2009 5:29 PM
22	Bicycle lanes on US 42	Jul 29, 2009 5:37 PM
23	There are no bike paths anywhere - we need to build some now.	Jul 29, 2009 5:39 PM
24	Bicycle, pedestrian traffic and the use of motorized wheel chairs should be incorporated into the study. Mass transit planning needs to be done at a higher level of government.	Jul 29, 2009 6:13 PM
25	Like many other communities around the country, Prospect could become golf cart and moped friendly	Jul 29, 2009 6:19 PM
26	I like mass transit but it has to be regularly scheduled equipment -- not one or two a day.	Jul 29, 2009 6:22 PM
27	mass transit is insufficient it onlycomes twice a day each way. So unless you are a maid it has no purpose	Jul 29, 2009 6:25 PM
28	More sidewalks on US Highway 42.	Jul 29, 2009 6:27 PM
29	Keep bikes and runners off of Covered Bridge Rd and RT 42	Jul 29, 2009 6:39 PM
30	walk/bicycle from all Prospect neighborhoods to the shopping along Rt 42 between River Rd. and Timber Ridge Rd.	Jul 29, 2009 6:43 PM
31	SIDEWALKS AND BIKE LANES NEEDED ALONG HWY 42	Jul 29, 2009 6:48 PM
32	Pathways between subdivisions linking to Prospect's business district	Jul 29, 2009 7:08 PM
33	vehicular, bicycle, and pedestrian roadways where all could be combined and safe.	Jul 29, 2009 7:14 PM
34	More TARC and get the bridges completed....to IN and on River Rd.	Jul 29, 2009 7:26 PM
35	All	Jul 29, 2009 7:29 PM
36	all.	Jul 29, 2009 7:39 PM
37	Leave it alone. It is ok as it is.	Jul 29, 2009 7:45 PM
38	saftey	Jul 29, 2009 7:49 PM
39	Prospect should be a safe place to bike and walk with children.	Jul 29, 2009 8:18 PM
40	Hwy 42, need left turn lanes and arrows also River Road	Jul 29, 2009 8:42 PM
41	bike paths and sidewalks	Jul 29, 2009 8:42 PM
42	I think the City needs safe pathways for pedestrians and cyclists that will encourage residents to leave their cars home and reduce vehicular traffic. Once pathways are present, I hope that area business will install bike racks.	Jul 29, 2009 8:45 PM
43	bicycle trail along river road	Jul 29, 2009 8:47 PM
44	bike lanes	Jul 29, 2009 9:24 PM
45	bike path on River Road? sidewalks on US 42?	Jul 29, 2009 9:58 PM
46	I'd like to see bike paths all over the city- not really necessary in the subdivisions themselves.	Jul 29, 2009 9:59 PM
47	There HAS to be bike lanes put in on all roads!! Sidewalks to shopping areas would be nice so we could walk to shop instead of driving our car.	Jul 29, 2009 10:10 PM

Response Text		
48	bike lane/sidewalks	Jul 29, 2009 10:15 PM
49	I had proposed a letter to the City many years ago, in regards to a pedestrian and bike path along river road from U.S. 42 towards town.	Jul 29, 2009 10:16 PM
50	Bicycle and pedestrian walkways/bike paths.	Jul 29, 2009 10:20 PM
51	Everything that will be using the roads.	Jul 29, 2009 11:26 PM
52	Would like to see bicycle lanes on 42 and to River Road.	Jul 30, 2009 12:08 AM
53	As noted earlier, bike paths (hope big enough that could be used by runners, walkers).	Jul 30, 2009 12:20 AM
54	Sync the traffic signals along Hwy 42	Jul 30, 2009 12:41 AM
55	bike lanes on river road would be so helpful.	Jul 30, 2009 12:45 AM
56	Sidewalks would defintiley be useful to get to the city center from the neighborhoods.	Jul 30, 2009 1:08 AM
57	Alternatives to reduce vehicle speed on US42. It is similar to a superhighway in terms of vehicle speed. Need more police enforcement.	Jul 30, 2009 1:25 AM
58	A middle turn lane from Wolf Pen through River Road as well as sidewalks from Timberidge through River Road would be a most favorable addition both safety-wise and as a welcome addition to the community.	Jul 30, 2009 1:27 AM
59	Bicycle, pedestrian, large trucks.	Jul 30, 2009 2:14 AM
60	In all future planning and zoning consider pedestrian access and bicycle access as real goals	Jul 30, 2009 2:40 AM
61	Bicycle and Pedestrian	Jul 30, 2009 2:42 AM
62	Not sure what would be good since Prospect is pretty scattered. We have TARC. I guess Sidewalks should be consider for the areas that don't have them.	Jul 30, 2009 10:35 AM
63	Bicycle lanes separate from the road!!!! we have tons of kids here. We would all get a lot more use out of bike paths to the shopping areas and to the park on River Road (at least from Sutherland). We are desperate for a bike path down River Road for safety of all the morning biker and commuters.	Jul 30, 2009 12:28 PM
64	Cars, bikes, and pedestrians	Jul 30, 2009 12:48 PM
65	pedestrian and bike paths	Jul 30, 2009 1:03 PM
66	sidewalks down US 42	Jul 30, 2009 1:42 PM
67	There must be a bike path constructed along US 42 and River Roads. Many bikers like to ride during rush hour and on weekends which cause huge delays and traffic. Mass transit from Prospect to the center of downtown (Main and 6th Street) needs to be considered. Pedestrians can not walk from the Paramount neighborhood the half mile it is to North Oldham campus because there are no sidewalks, lights at the neighborhood intersection or crosswalks.	Jul 30, 2009 3:08 PM
68	Bicycle traffic	Jul 30, 2009 4:02 PM
69	Reprogramming traffic lights on US 42 to avoid having to stop at every light. Figure out a way to make is safer to pull out of shopping centers along US 42 when going across 2 or 3 lanes of traffic.	Jul 30, 2009 4:47 PM
70	A mass transit, probably small bus, system should be considered for operation through the neighborhoods and going to the Kroger shopping center -- perhaps it could run the route a few times during the day -- say 8 or 9 AM, noon, 2Pm and 5PM. I am opposed to bicycles operating on the same roadway with autos and trucks -- bicycles cannot keep up with traffic and are a hazard to everyone. Prefer that bicycles use sidewalks as opposed to streets.	Jul 30, 2009 5:03 PM

Response Text		
71	Should be easy to walk or bike throughout Prospect. Need to attach to 100-mile Metro loop.	Jul 30, 2009 6:02 PM
72	Car, bicycle, canoeing and walking. I do NOT believe that bikes should be allowed in traffic lanes for cars. They should have their own lane.	Jul 30, 2009 9:03 PM
73	car, bus, bike	Jul 30, 2009 9:27 PM
74	This may be off the wall, but it would be nice to have like a small bus or Trolley to circle the areas of Prospect's city. We have a lot of elderly, and this would be beneficial to them, as they would not have to drive, and to the rest of us, for that matter. Again, I believe it would cut down on vehicular congestion in our city. Granted, the pick up areas would have to be well marked and safely set. This is a lovely city, and I believe it would add to the quaintness of it, also.	Jul 30, 2009 11:06 PM
75	Light rail to downtown Louisville, bike lanes on River Road. Still too dangerous on US 42	Jul 31, 2009 12:20 AM
76	Bike paths	Jul 31, 2009 2:19 AM
77	none that I can think of	Jul 31, 2009 1:19 PM
78	walking dogs areas	Jul 31, 2009 6:52 PM
79	Bike paths, sidewalks, and bus service to/from Louisville	Aug 1, 2009 1:02 PM
80	White lines to separate traffic need to be put on all main roads (non cul-de-sacs) in all subdivisions that do not have them. Bike lane lines would be nice, too. Designated bus stops are not recognizable anywhere (if there are any) except on Hunting Creek Drive.	Aug 2, 2009 12:16 AM
81	All aspects would be beneficial to the entire community.	Aug 2, 2009 3:08 AM
82	Rapid public transport?	Aug 2, 2009 5:20 AM
83	All but pedestrian is important. this is not a city that invites walking (see 9). Many people would like to be able to walk from the subdivisions to a "downtown".	Aug 2, 2009 1:12 PM
84	Sidewalks badly needed. Many developments are land-locked and there is no safe way for pedestrians to reach shopping areas.	Aug 2, 2009 3:17 PM
85	Bus service and light rail to downtown. Sidewalks.	Aug 6, 2009 6:19 PM
86	TEST 6	Aug 6, 2009 6:39 PM
87	Vehicular & mass transit	Aug 6, 2009 7:01 PM
88	Bike ways along US42 and River Rd	Aug 6, 2009 7:22 PM
89	Bike, pedestrian, and rollerblades	Aug 6, 2009 7:26 PM
90	Virtually all of the property in the city center along the south side of U.S. 42 is residential (with the exception of City Hall). Virtually all property on the north (river) side of the highway is commercial (or in the case of Sutherland, consists of common area not occupied by homes). For this reason, a pedestrian and bike path should be located on the north side of the highway. That would allow residents to get on and off the path without having to cross the highway. Residents living on the south side of U.S. 42 would only have to cross the highway once to access the path, and residents living on the north side would not have to cross the highway at all. All of our shops and restaurants are on the north side and presumably that's where most everyone will be going to and from. Putting a path on the south side of the highway would require users to cross the road multiple times if, for example, they want to visit Prospect Point shopping center and then move on to Prospect Village (or any place in between). Also, a path on the south side would likely require the removal of many trees and other vegetation that line parts of the highway and that contribute toward the "park like" image our city enjoys.	Aug 6, 2009 7:35 PM

Response Text		
91	There are probably not as many people using mass transportation as there should be. Lots of us travel downtown by car and should either take the bus or car pool	Aug 6, 2009 7:57 PM
92	Pathways needed between neighborhoods and to Prospect business district	Aug 6, 2009 10:12 PM
93	There should be extensive bike paths all the way to downtown. I am also a big proponent of rail- subway-train service	Aug 6, 2009 10:21 PM
94	Bike paths along 42 or River Rd.	Aug 6, 2009 11:23 PM
95	Thought as to parking areas to catch mass transit. I know that there is a express Tarc that runs downtown. Is Prospect Point an official parking area to leave your car?	Aug 7, 2009 1:48 AM
96	Already mentioned above.	Aug 7, 2009 2:42 AM
97	Don't know what you're asking. Give examples	Aug 7, 2009 2:54 AM
98	Bypass from Hillcrest subdivision to I 71 & hwy 22	Aug 7, 2009 11:16 AM
99	There is a need to safely accomodate walkers and cyclists	Aug 7, 2009 12:23 PM
100	All of the above	Aug 7, 2009 3:07 PM
101	maybe some kind of tram? OR SMALL TYPE BIKE	Aug 7, 2009 3:23 PM
102	Bike and walking paths on US 42 and River Rd	Aug 7, 2009 3:27 PM
103	Multi use paths along 42, bypass around Prospect for through traffic, service road connecting strip shopping centers	Aug 7, 2009 8:11 PM
104	more bus service needed	Aug 7, 2009 9:08 PM
105	TARC is good I assume (don't use it, but I see that it's used). Our city is used off of our major road, 42, so pedestrian issues don't arise	Aug 8, 2009 1:45 AM
106	I don't want to cut back anymore of Brownsboro Rd., even for bike paths. Maybe we could hav buss'es or rapid transport to a gathering place closer to the city and then everyone transfer to where they want to go.	Aug 8, 2009 2:50 AM
107	Bicycle paths and pedestrian walk ways for the short term. Shuttle services from within the subdivisions to the shopping areas on U.S. 42 on a regular shedule would be a plus. Long term a review of mass transit improvements on a more regular basis is needed. A BRIDGE ACROSS THE OHIO RIVER IN MY LIFETIME WOULD BE NICE.	Aug 8, 2009 4:08 PM
108	I'd love to see more sidewalks on Hwy 42 and bike/walking paths throughout the city. Also, a trolley type public transport might be practical and a nice touch.	Aug 10, 2009 2:31 PM
109	multi use paths on highway 42	Aug 10, 2009 3:07 PM
110	bike paths on route 42 and River Road.	Aug 11, 2009 8:51 PM
111	bike lanes	Aug 12, 2009 1:15 AM
112	bicycle lanes along River Road	Aug 13, 2009 6:53 PM
113	Paths/sidewalks which will link our community	Aug 14, 2009 7:33 PM
114	Nothing to mention.	Aug 15, 2009 2:06 AM
115	Pedestrian-friendly access among the many small shopping strips along US 42--this would eliminate MUCH vehicular driving on multiple errands.	Aug 15, 2009 7:15 PM
116	bikes	Aug 17, 2009 10:15 AM
117	motor vehicles, i.e. Cars, motorcycles, scooters, bicycles, runners, walkers (pedestrian traffic)	Aug 17, 2009 12:17 PM

Response Text		
118	If you'd just get the Harrods Creek bridge open it certainly would take care of my mass transit problem right away.	Aug 27, 2009 7:42 PM
119	Turn lanes are needed in Business district	Sep 2, 2009 11:54 PM
120	bicycle	Sep 11, 2009 9:59 PM
121	sidewalks & bike lanes	Oct 6, 2009 7:06 PM
122	A bike lane OFF THE HIGHWAY would be nice as well as a sidewalk along 42. The bikers and walkers can share an "enhanced" sidewalk	Oct 6, 2009 7:10 PM
123	Bicycle paths along Hwy 42 from at least Fox Harbour Road to at least Wolf Pen Branch Road. And another bicycle path or 3 feet wider lanes in both directions of River Road from Hwy 42 to at least the Harrods Creek Bridge.	Oct 6, 2009 7:30 PM
124	n/a	Oct 6, 2009 7:50 PM
125	All but mass transit.	Oct 6, 2009 8:24 PM
126	bicycle/pedestrian paths seperate from vehicular	Oct 6, 2009 9:17 PM
127	none	Oct 6, 2009 9:37 PM
128	just the path	Oct 7, 2009 10:37 AM
129	Clearly designated walking paths on US 42, River Rd , Fox Harbor Rd , Shopping areas and Rd to Kennedy Hayes Pk. Also install Bus shelters.	Oct 7, 2009 12:09 PM
130	Separate bicycle paths instead of bike lanes which, if too close to motor traffic, are not safe. Sidewalks that could be used by bicycle riders as well as pedestrians..	Oct 7, 2009 2:16 PM
131	safe pathways for all non-motorized uses, bicycle, walking, Segways and other non-polluting methods.	Oct 7, 2009 4:21 PM
132	Bicycle and pedestrian pathways	Oct 7, 2009 8:41 PM
133	Bike lanes and sidewalks along 42	Oct 8, 2009 12:47 AM
134	Multi-use trails, safe cross walks possible pedestrian / bike bridge or tunnel over/under U.S. 42 at the commercial district.	Oct 14, 2009 4:36 PM
135	Would welcome bike and pedestrian paths linking neighborhoods to downtown Prospect especially from Bridgepointe	Oct 16, 2009 7:39 PM

Prospect Mobility Study [Survey]

What transportation issue(s) in the City of Prospect are most important to you personally?		Response Count
		141
<i>answered question</i>		141
<i>skipped question</i>		24

Response Text		
1	Safe access between our few business districts for cars and pedestrians	Jul 28, 2009 9:31 PM
2	Physical activites as walking, running, bicycling	Jul 29, 2009 3:43 PM
3	Beautification of US 42 possibly with a grassy/treed well planted boulevard down the middle	Jul 29, 2009 3:58 PM
4	Not being able to leave Bridgepointe safely because of the gate at the rear entrance blocking anyone without a sticker. It requires guest to drive completely around this subdivision to enter through the front and forces most guest to leave through the dangerous front entrance. It is a stupid and complicated process to get out the back gate, one must be home to answer a phone call to activate the gate the moment they leave.	Jul 29, 2009 4:03 PM
5	A nice bike path out of traffic areas would be great	Jul 29, 2009 4:05 PM
6	Cycling	Jul 29, 2009 4:09 PM
7	vehicular	Jul 29, 2009 4:11 PM
8	Widening US42 and possibly reducing the speed limit through the city. Also better traffic light synchronization is needed to improve traffic flow.	Jul 29, 2009 4:16 PM
9	Having more then one exit out of the city like it currently has. There is not enough public transit. The City should put in nice waiting areas for buses. That way more people would use them. It would be nice to have shelter from the rain while you wanted for a bus.The City needs bike paths. It's not have having bikers and walkers on US 42. We need a walkway along 42.	Jul 29, 2009 4:17 PM
10	No bypass for the through traffic not shopping or living in Prospect.	Jul 29, 2009 4:17 PM
11	Safety. Reduce speed limit on Highway 42 from Oldham County Line to Wolf Pen Branch Road to 35 mph.	Jul 29, 2009 4:29 PM
12	Re-opening of Harrod's Creek Bridge without further delay. Inexplicable that the bridge has been shut down since last fall and little progress on a solution.	Jul 29, 2009 4:31 PM
13	Working, coordinated traffic lights; potholes in the streets; It would be nice to have some limited trolley or interior transportation from subdivisions to the shopping center, if one is unable to drive there (about a 2-mile area)	Jul 29, 2009 4:35 PM
14	Pedestrian walkways	Jul 29, 2009 4:54 PM

Response Text		
15	Fixing River road bridge and improving the flow of traffic on 42. Future Ohio river bridges	Jul 29, 2009 4:57 PM
16	Open the Bridge!!!	Jul 29, 2009 4:59 PM
17	Traffic.	Jul 29, 2009 5:03 PM
18	Walkways	Jul 29, 2009 5:08 PM
19	Speed and congestion	Jul 29, 2009 5:15 PM
20	harrods creek bridge closure lack of speed limit enforcement on river road	Jul 29, 2009 5:18 PM
21	heavier traffic congestion in the city due to more housing development and commercial development- we do need a turn lane down hwy 42- this is a safety issue	Jul 29, 2009 5:20 PM
22	Trying to turn left out of Bridgepointe onto US 42 is very difficult/dangerous.	Jul 29, 2009 5:24 PM
23	safety. Widening of US42	Jul 29, 2009 5:29 PM
24	Turning Lanes on US 42	Jul 29, 2009 5:37 PM
25	Sidewalks, bike paths - go out to Anchorage and look what they did. It would make Prospect the place to be and a sense of community. We have parks and there is no way to get to them unless you drive which defeats the purpose.	Jul 29, 2009 5:39 PM
26	Congestion on major roadways. Part of this could be alleviated by a cut-through to I 71 in Oldham County.	Jul 29, 2009 6:13 PM
27	I live on highway 42 and getting out of my own driveway is difficult. The timing of the stop lights at River Road and Hunting Creek Drive does not make things any easier.	Jul 29, 2009 6:19 PM
28	Hwy 42 -- build the roundabouts!	Jul 29, 2009 6:22 PM
29	Increase residential speed limits to 30 throughout. Not consistent in different areas and too slow	Jul 29, 2009 6:25 PM
30	More sidewalks on US Highway 42.	Jul 29, 2009 6:27 PM
31	General safety,	Jul 29, 2009 6:30 PM
32	Traffic on Rt 42	Jul 29, 2009 6:39 PM
33	accidents and congestion on Rt 42 - especially for left hand turns into shopping centers/strip malls	Jul 29, 2009 6:43 PM
34	SPEED BUMPS OR STOP SIGNS ALONG WESTOVER DRIVE FROM COVERED BRIDGE THRU THE ESTATES--AS IN FOX HARBOUR	Jul 29, 2009 6:48 PM
35	Traffic signal at Main entrance to Bridgepointe on US Hwy 42	Jul 29, 2009 7:08 PM
36	a. Speeding on US42. b. Traffic congestion on US42 and the need to have different options other than US42 to access shopping/commercial areas. c. Left turns off US42 onto River Road and other stoplight intersections.	Jul 29, 2009 7:14 PM
37	Bridges - TO IN and River Rd.	Jul 29, 2009 7:26 PM
38	inter subdivision and shopping access	Jul 29, 2009 7:29 PM
39	speed limit in town.	Jul 29, 2009 7:39 PM
40	Things are ok as they are. Don't change it and create more problems.	Jul 29, 2009 7:45 PM

Response Text		
41	Traffic flow	Jul 29, 2009 7:49 PM
42	Reopening one lane bridge. Maybe a light or stop sign on Timber Ridge Drive / River Road.	Jul 29, 2009 8:18 PM
43	Center turn lanes on U.S. 42 through downtown prospect including left turn lanes at stoplight intersections. Do not at this time need left turn lights, just a lane to get them out of the 2 existing ones.	Jul 29, 2009 8:34 PM
44	Hwy 42 also River Road	Jul 29, 2009 8:42 PM
45	People frequently run red lights; need more policing at dangerous intersections like US 42 and Timber Ridge.	Jul 29, 2009 8:42 PM
46	1. A safe way to walk or bicycle to the commercial corridor. 2. A safe way for all residents to walk or bicycle to other neighborhoods. 3. Left turn lane on US 42 all the way through the city.	Jul 29, 2009 8:45 PM
47	?	Jul 29, 2009 8:47 PM
48	abundance of bikes on roads with limited field of vision for passing	Jul 29, 2009 9:24 PM
49	1) Turning L from northbound 42 to many businesses or onto River Rd. is dangerous and almost impossible (2) would love to walk to more businesses or restaurants in Prospect, but it's just too treacherous; 3) cars waiting to turn L from southbound 42 into Bridgepointe are a hazard in L lane	Jul 29, 2009 9:58 PM
50	In general, I believe the city does a great job with these issues.	Jul 29, 2009 9:59 PM
51	Bike paths and sidewalks	Jul 29, 2009 10:10 PM
52	Left turn lanes is the city	Jul 29, 2009 10:15 PM
53	SAFTEY FIRST!!!! We need a turning light at the intersection of Fox Harbor and Prospect Point shopping center. Traffic gets held up, people get frustrated and make wrong decisions. We have alot of accidents in that area.	Jul 29, 2009 10:16 PM
54	Pedestrians having to walk on the street versus a sidewalk (because there are none in many parts of the city.	Jul 29, 2009 10:20 PM
55	A center turn lane on US 42 to speed traffic on its way through Prospect as well as bike paths.	Jul 29, 2009 11:26 PM
56	bicycle and pedestrian services	Jul 30, 2009 12:08 AM
57	Earlier information on lane widening and dedicated turn lanes from the city would be a big plus (especially by Circle K, eastbound).	Jul 30, 2009 12:20 AM
58	See Items 1-5	Jul 30, 2009 12:41 AM
59	SIDEWALKS!!!!!!!!!!!!!!!!!!!!!!	Jul 30, 2009 12:45 AM
60	SPEED! It is ridiculous for the speed limit through Prospect to be 45mph. It should be reduced to 35mph from Wolf Pen Branch to Rose Island Road to make it easier for traffic to make safe turns entering and leaving US 42. Congestion from people waiting to turn.	Jul 30, 2009 1:08 AM
61	Limit congestion, and significantly reduce vehicle speed below current interstate highway speed of many drivers	Jul 30, 2009 1:25 AM
62	For me personally, a turn lane from Wolf Pen to River Road would be my top priority.	Jul 30, 2009 1:27 AM
63	The 45 mph needs to be reduced to 35 mph in Prospect proper.	Jul 30, 2009 2:14 AM
64	No issues	Jul 30, 2009 2:40 AM
65	Bicycle and Pedestrian pathways	Jul 30, 2009 2:42 AM

Response Text		
66	The closure of the Harrod's Creek Bridge in my opinion is a major potential lawsuit for the River Field's Group and Prospect. It effects me every day since that is my route to work. I now have to wait in traffic to and from an additional 30 minutes a day. After the motorcycle accident closed down all of Prospect and the closest exit was Covered Bridge Rd.; everyone in Prospect was cut off from the Fire Dept and Emergency equipment until the road was reopened. Traffic was jammed all over 71 and Covered Bridge Road of everyone trying to get in and get out of Prospect. It took me over an hour and a half to get home in Hunting Creek. I hate to think what would have happened if my house caught fire or someone in my house was in a life threatening situation. It is ridiculous that River Fields has been able to control our city as it has, and something needs to be done now!	Jul 30, 2009 10:35 AM
67	Bike Paths, FIX THE BRIDGE!!!!, and add a right turn lane to on River Road turning on to 42.	Jul 30, 2009 12:28 PM
68	Sidewalks	Jul 30, 2009 12:48 PM
69	pedestrian and bike paths	Jul 30, 2009 1:03 PM
70	US 42 turning lanes	Jul 30, 2009 1:42 PM
71	I would like to see a light into my subdivision (Bridgepointe) and US 42.	Jul 30, 2009 2:31 PM
72	YOU HAVE GOT TO FIX THE HARRODS CREEK BRIDGE -- I DON'T CARE IF IT'S STILL A ONE LANE BRIDGE - JUST FIX IT!!!!!! The detour around that end of River Road is 3.5 miles and 4 lights and takes me an extra 10-15 minutes. This is ridiculous. And I'm sure the business owners along the closed section of River Rd. have lost a great deal of business with no end or recovery in sight. We are not Possibility City with this stuff going on.	Jul 30, 2009 3:08 PM
73	Turning Lane	Jul 30, 2009 4:02 PM
74	Alleviation of congestion on US 42.	Jul 30, 2009 4:47 PM
75	The most important to me is the noise generated by a relatively small number of individual autos and trucks -- the noise isn't just the loud radio/stero systems but just as annoying is the exhaust noise from either damaged muffler systems or "custom" muffler systems that create noise rather than muffle it.	Jul 30, 2009 5:03 PM
76	See above	Jul 30, 2009 6:02 PM
77	Being a part of the Louisville Loop. Also, have a public paddle boat dock. Also, do NOT lower the speed limit on Route 42.	Jul 30, 2009 9:03 PM
78	Traffic on River Road, speeding issues -- people drive too fast on 42 and in neighborhoods - there are a lot of children, walkers, runners, bikers in Prospect	Jul 30, 2009 9:27 PM
79	Congestion is really key for me. Too many vehicle trying to do too many things at once in such a small area. As far as bicyclists, they are more of an encumbrance, as well as a danger to themselves and others, I believe, in regular city traffic. To build special bike ways just for them would be expensive. In addition, with the amount of congestion and the speeding on US 42 and River Road, we are inviting more trouble. I realize a lot of people like to bicycle, but we have a very lovely park area, a couple actually, that not enough bicyclists take advantage of, if their goal is for exercise.	Jul 30, 2009 11:06 PM
80	Mass transit downtown	Jul 31, 2009 12:20 AM
81	improving the traffic flow on 42	Jul 31, 2009 1:19 PM
82	bike paths	Jul 31, 2009 6:52 PM
83	Ensuring traffic and patterns do not get out of hand.	Aug 1, 2009 1:02 PM

Response Text		
84	The congestion on US 42 (and the danger associated with turning left, especially out of Fox Harbor) and the inability to walk safely in Hunting Creek (except for that small part of Westover with sidewalks and Hunting Creek Drive in front of the townhouses) and Fox Harbor because of cars driving in the middle of the road and too fast. The lighting in the neighborhood also makes it even more difficult to walk at night - and forget it if you need to get a dog off the road in the day or night to avoid being hit!	Aug 2, 2009 12:16 AM
85	My husband uses River Road exclusively to get to work downtown and since the Harrods Creek Bridge has been closed, it adds 20 to 30 min. to his commute each way every day.	Aug 2, 2009 3:08 AM
86	People should be forced to use their turning singles, especially when turning into the Kroger Store on the right by McDonalds. 90% do not use their turning singles and they are mostly idiots to involved with their cell phones and texting. I wish they would be cited for traffic tickets. If I try to turn left out of Krogers, these ignorant drivers never let me know if they are driving straight ahead or turning into Krogers. They are yacing on their cell phones!	Aug 2, 2009 5:20 AM
87	see 9	Aug 2, 2009 1:12 PM
88	Safety and beauty.	Aug 6, 2009 6:19 PM
89	TEST 7	Aug 6, 2009 6:39 PM
90	Bridgepointe entrance to 42 from down town Prospect. Car fly and you are stopped to turn. Some times they cannot move to the other lane	Aug 6, 2009 7:01 PM
91	Volumn of Through flow of traffic to and from Oldham County	Aug 6, 2009 7:22 PM
92	Connecting the neighborhoods with each other and with the business district so people can bike and walk to get around Prospect rather than having to get in their cars.	Aug 6, 2009 7:26 PM
93	The congestion, the fact that the one lane bridge on River Road is STILL not in operation which has added much more congestion and headache to morning commutes to school and work. I would like to see sidewalks and bike paths for residents to use to hayes Kennedy Park and the shopping areas. This is my largest compliant and main reason why we would leave Prospect to move into town where places, parks, etc.. are more accessible.	Aug 6, 2009 7:28 PM
94	Avoiding any widening of U.S. 42 between Fox Harbor Road and River Road (particularly if it involves the creation of a center median). Unless the widening was limited toward the north side of the road, it would result in a taking a part of my property. A median would also prevent left hand turns from my driveway onto westbound U.S. 42. We would have to make a right turn and then figure out a way to reverse direction.	Aug 6, 2009 7:35 PM
95	The ability to safely ride my bike or walk throughout the shopping area. The ability to travel on beautiful River Road by bike or on foot	Aug 6, 2009 7:57 PM
96	Bridgepointe main entrance at US 42	Aug 6, 2009 10:12 PM
97	Bike paths and enforcement of stop lights	Aug 6, 2009 10:21 PM
98	Opening the bridge on River Road	Aug 6, 2009 11:23 PM
99	I think, eventually, your going to have to look at widening 42. You probably already know that.	Aug 7, 2009 2:42 AM
100	Need for bike paths on Hwy 42. Bike paths on River Road. Congestion on Hwy 42.	Aug 7, 2009 2:54 AM
101	5 lanes on hwy 42	Aug 7, 2009 11:16 AM
102	Install cameras at traffic signals to catch all the dangerous drivers who cross on RED	Aug 7, 2009 12:23 PM
103	Harrods Creek Bridge	Aug 7, 2009 1:49 PM

Response Text		
104	Heavy through traffic on US42 at rush hour. Running red lights has caused many problems	Aug 7, 2009 3:27 PM
105	Entering and exiting Bridgepointe, through traffic, pedestrian paths	Aug 7, 2009 8:11 PM
106	Traffic too slow in subdivisions 30 is slow enough. Shoudl keep 42 at 45 mph	Aug 7, 2009 9:08 PM
107	US 42 is horrible. I drive delivery every day and travel 42 100 miles a day at max. The road is "washboard" of bumps caused by prior bad design and environmental effects. This road needs to be completely milled and resurfaced in Prospect. Also Prospect needs to widen 42 for turnlanes. People turning onto any of the SD's off of US 42 pose incredible risk.	Aug 8, 2009 1:45 AM
108	Idiots on cell phones and texting. Please use turning singles and slow down.	Aug 8, 2009 2:50 AM
109	The horrendous situation/congestion on U.S 42 is of the utmost priority.	Aug 8, 2009 4:08 PM
110	Diverting traffic from 42 to River Rd and or I71	Aug 9, 2009 4:37 PM
111	Traffic issues at entrance/exit to Bridgepointe (dangerous) and the upcoming issues related to the Bridges Project.	Aug 10, 2009 2:31 PM
112	Safety and flow of traffic	Aug 11, 2009 8:51 PM
113	center turn lane on US42 through heart of Prospect; adding a left turn arrow from outboard US42 onto River Road	Aug 13, 2009 6:53 PM
114	turning left onto River Road on 42 coming from heart of Prospect can be impossible---when the bridge is open--so much traffic from way down 42--it needs a light.	Aug 14, 2009 6:48 PM
115	Traffic control on Hwy 42. Intersection of of 42 and Timber Ridge.	Aug 14, 2009 7:33 PM
116	Speeding along 42.	Aug 15, 2009 2:06 AM
117	Control of speeding cars; enforce STOP before turn right on red light; and SIDEWALKS--all on US 42	Aug 15, 2009 7:15 PM
118	bike path, safely	Aug 17, 2009 10:15 AM
119	to be able to safely move around in all modes of transportation....right now it seems as a car is the only safe way...and even then the way people fly down U.S. 42 that does not seem safe at times	Aug 17, 2009 12:17 PM
120	car traffic in and out of prospect. there is only one route. a single accident can prevent mobility for hours	Aug 19, 2009 1:35 AM
121	I certainly do not want a "round-a-bout" circle placed in the middle of Hwy. 42 in Prospect. There is no need for this obstructive speed bump to delay my progress any longer than is absolutely necessary in getting to my location in Prospect or in passing through it. Prospect does not need the addition of more car emissions coming from cars delayed in their travel through the city. The most important thing to me is the practical approach to common sense safety changes. Wherever there are cars pulling out of shopping areas onto Hwy. 42 there needs to be an additional "safety" lane in which to pull in the middle so you can wait for clearing traffic in the opposite direction before proceeding. I do not think it is necessary to have much ornamental greenery to take up space needed for merging or that which would obstruct my view of oncoming traffic. My concern is one of practicality and safety first which is glaringly absent at the present time and has been ignored for far too long.	Aug 27, 2009 7:42 PM
122	Being able to turn safely in and out of businesses on Route 42	Sep 2, 2009 11:54 PM
123	safety issues	Sep 11, 2009 9:59 PM
124	Vehicle traffic moving smoothly through town at high volume times.	Oct 6, 2009 7:10 PM
125	Hwy 42 turning lanes and bicycle paths.	Oct 6, 2009 7:30 PM

Response Text		
126	Congestion to and from the downtown area daily.	Oct 6, 2009 7:50 PM
127	Congestion on HWY 42.	Oct 6, 2009 8:24 PM
128	Safe biking along US-42 and River Road.	Oct 6, 2009 9:17 PM
129	sidewalks to get to the various shops w/o needing to drive a car a short distance	Oct 6, 2009 9:17 PM
130	get the bridge fixed getting bicyclist off the road and into their own lane	Oct 6, 2009 9:37 PM
131	bike/walk/run path	Oct 7, 2009 10:37 AM
132	Safety of children trying to have access to their neighborhood. Safely being able to walk to shopping areas and Park. Being safe waiting for a bus, in a city this nice it is rather shameful not to have bus shelters.	Oct 7, 2009 12:09 PM
133	Separate left turn lanes, bike paths.	Oct 7, 2009 2:16 PM
134	reducing the need for motorized transportation to move between location located within walking distance of each other.	Oct 7, 2009 4:21 PM
135	Living in an area where so many of my daily outings are within a mile of my home, I would enjoy riding my bike or walking to the grocery, the post office, my neighbor's house, etc. Those options would be another attractive reason to live in Prospect.	Oct 7, 2009 8:41 PM
136	Traffic relief and safe lanes for bikes/pedestrians	Oct 8, 2009 12:47 AM
137	The safety of 42 is a big issue for me. With no turning lane, rear end accidents are common since there are so many people that make left turns off that road. It's also nearly impossible to make a left onto 42 from a side street with no light.	Oct 8, 2009 1:33 PM
138	biking and running	Oct 8, 2009 10:49 PM
139	Safe traffic and pedestrian access along U.S. 42 Increased connectivity.	Oct 14, 2009 4:36 PM
140	Traffic congestion and difficulty truning out of Bridgepointe.	Oct 16, 2009 7:39 PM
141	Sidewalks and access to parks and trails	Oct 22, 2009 2:12 PM

Prospect Mobility Study [Survey]

What transportation issues in the City of Prospect do you perceive are of the greatest concern to the city's residents and/or commercial entities as a whole?		Response Count
		130
<i>answered question</i>		130
<i>skipped question</i>		35

Response Text		
1	Safe connection to our businesses all located on the North side of US 42	Jul 28, 2009 9:31 PM
2	Physical activites as walking, running, bicycling	Jul 29, 2009 3:43 PM
3	To make the city more walkable.	Jul 29, 2009 3:58 PM
4	Same as 7.	Jul 29, 2009 4:03 PM
5	Turning across US 42 into commercial businesses	Jul 29, 2009 4:09 PM
6	vehicular	Jul 29, 2009 4:11 PM
7	The access and traffic control on US42	Jul 29, 2009 4:16 PM
8	Having more then one road in and out of the city.	Jul 29, 2009 4:17 PM
9	Route 42 becoming an unofficial freeway with not plans for a bypass. Refusal to put lights on 42 to help people safely exit some neighborhoods. Ability to have a choice to saefely walk or bike around the area.	Jul 29, 2009 4:17 PM
10	Re-opening Harrod's Creek Bridge. Adding bike lanes to scenic bi-ways.	Jul 29, 2009 4:31 PM
11	Get the Harrods Creek Bridge OPEN forRiver Road traffic -1 or 2 lanes - doesn't matter..just get that traffic flowing again.	Jul 29, 2009 4:35 PM
12	Getting traffic moving along river road to/from downtown is critical to businesses and people who travel that way to work.	Jul 29, 2009 4:57 PM
13	Open the Bridge!!!	Jul 29, 2009 4:59 PM
14	Traffic and unsafe conditions due to excessive speed and crazy drivers - better law enforcement would help.	Jul 29, 2009 5:03 PM
15	Walkways and Bike Paths	Jul 29, 2009 5:08 PM
16	River Road bridge	Jul 29, 2009 5:15 PM
17	Harrods creek bridge closure	Jul 29, 2009 5:18 PM
18	concern about how the interchange will affect local traffic and residents of Prospect when/if an east end bridge is built over the Ohio River; also the closing of the one-lane bridge on River Road- very inconvenient and very delayed in resolution	Jul 29, 2009 5:20 PM

Response Text		
19	The speed on US 42.	Jul 29, 2009 5:24 PM
20	making left hand turns into shopping areas along US42	Jul 29, 2009 5:29 PM
21	The Amount of Through Traffic from Oldham County	Jul 29, 2009 5:37 PM
22	SAFETY WHEN WALKING!	Jul 29, 2009 5:39 PM
23	General traffic flow evolved over many years and no comprehensive planning has been done. Going through the City or into businesses in the City requires patience and, in many instances, is dangerous.	Jul 29, 2009 6:13 PM
24	I have and will always believe that the speed limit on 42 should be 35 MPH, not 45 MPH. Also, in the subdivisions, I feel it is very confusing that some intersections have yield signs and some have stop signs. I feel they should be one or the other.	Jul 29, 2009 6:19 PM
25	We need a link between Oldham county and I71 to ease the load on Hwy 42	Jul 29, 2009 6:22 PM
26	Safety and access on US 42 in commercial area	Jul 29, 2009 6:25 PM
27	I would like to see a turn lane on 42 onto River Road or a turn signal.	Jul 29, 2009 6:27 PM
28	Traffic on Rt 42	Jul 29, 2009 6:39 PM
29	lack of public transportation anywhere except to downtown Louisville - i.e. include the Summit, Holiday Manor area	Jul 29, 2009 6:43 PM
30	POSSIBLE HEAD ON ACCIDENTS	Jul 29, 2009 6:48 PM
31	Same as #7b & 7c.	Jul 29, 2009 7:14 PM
32	Little access and departure because there are no bridges to get in and out.	Jul 29, 2009 7:26 PM
33	inter subdivision and shopping access	Jul 29, 2009 7:29 PM
34	speed limit in town. lives are absolutely at stake.	Jul 29, 2009 7:39 PM
35	Don't mess up what works fairly well now.	Jul 29, 2009 7:45 PM
36	traffic flow and safety	Jul 29, 2009 7:49 PM
37	River Road - one lane Bridge.	Jul 29, 2009 8:18 PM
38	same as 7 above	Jul 29, 2009 8:34 PM
39	Hwy 42, need left turn lanes and arrows Prospect & Louisville are in the dark ages as far as streets & highways go! Check out KC, Chicago, Minneapolis/St Paul, LA, etc	Jul 29, 2009 8:42 PM
40	Excessive speed.	Jul 29, 2009 8:42 PM
41	Pathways that connect the neighborhoods. A more pedestrian friendly environment.	Jul 29, 2009 8:45 PM
42	re-open harrods creek bridge entering 42 from businesses along 42	Jul 29, 2009 8:47 PM
43	Roads, turning lanes, etc., no longer seem sufficient to serve the amount of traffic in Prospect.	Jul 29, 2009 9:58 PM
44	Ingress/egress has been problematic during heavy snowfalls, otherwise no problems to speak of.	Jul 29, 2009 9:59 PM
45	Lack of bike paths	Jul 29, 2009 10:10 PM
46	left turn lanes and bike lanes	Jul 29, 2009 10:15 PM
47	I think we need to widen the road on 42 to accommodate the traffic flow from Oldham County coming in.	Jul 29, 2009 10:16 PM
48	see # 7	Jul 29, 2009 11:26 PM

Response Text		
49	vehicular and pedestrian services	Jul 30, 2009 12:08 AM
50	Some of the shopping areas can be hard to get out of if not light (left turn from areas with Los Aztecas or Prospect Jewelers).	Jul 30, 2009 12:20 AM
51	Too much traffic NOW that will increase as additional sub divisions of homes are added in Oldham County on Hwy 42	Jul 30, 2009 12:41 AM
52	sidewalks!	Jul 30, 2009 12:45 AM
53	the above	Jul 30, 2009 1:08 AM
54	Excessive speed and congestion.	Jul 30, 2009 1:25 AM
55	The turn lane and sidewalks are my opinion of the greatest concerns as a whole.	Jul 30, 2009 1:27 AM
56	Speed in the main stretch.	Jul 30, 2009 2:14 AM
57	Wish we had a nice downtown area but that probably can't happen at this point.	Jul 30, 2009 2:40 AM
58	Again the Harrod's Creek Bridge. That is the only other quick way out of Prospect; Covered Bridge Rd. is too far away.	Jul 30, 2009 10:35 AM
59	Repairing the Harrods Creek Bridge in order to lighten up the traffic on 42 and ease the cummute.	Jul 30, 2009 12:28 PM
60	keep excess advertising to a minimum	Jul 30, 2009 1:03 PM
61	US 42 turning lanes	Jul 30, 2009 1:42 PM
62	Same as #7 above.	Jul 30, 2009 3:08 PM
63	Need turning lane from Timberlake to River Road	Jul 30, 2009 4:02 PM
64	Congestion on US 42. Adding residential and commercial properties which increase number of people and vehicles without providing more and wider roads for access and egress.	Jul 30, 2009 4:47 PM
65	Ledft turns on Highway 42.	Jul 30, 2009 5:03 PM
66	Difficulty getting through town at rush hours. Harrods Creek Bridge.	Jul 30, 2009 6:02 PM
67	The new bridge. I don't want it. Not sure if it's needed or not. Do NOT lower the speed limit on Route 42	Jul 30, 2009 9:03 PM
68	access in and out of the city with bridge down is very limited and one tree falls on 42 and we're all stuck either in our out of Prospect	Jul 30, 2009 9:27 PM
69	Congestion and access.	Jul 30, 2009 11:06 PM
70	Impact of Ohio River Bridge	Jul 31, 2009 12:20 AM
71	making Hwy 42 safe - add sidewalks	Jul 31, 2009 2:19 AM
72	see #7	Jul 31, 2009 1:19 PM
73	The fast driving, lack of appropriate directional signs, and congestion on US 42. The difficulty of residents to get into the shopping centers safely and their non-adjoinment to each other makes one less likely to want to shop in Prospect. I'm sure that is a concern to business owners - it certainly is to residents.	Aug 2, 2009 12:16 AM
74	The runners and bikers on River Road and Hwy. 42, we feel, are in great danger. They really need their own protected areas to enjoy their sports.	Aug 2, 2009 3:08 AM
75	Kroger jerks!	Aug 2, 2009 5:20 AM

Response Text		
76	see 9	Aug 2, 2009 1:12 PM
77	Need center turn lanes in many areas from the Snyder to Covered Bridge	Aug 2, 2009 3:17 PM
78	getting Harrods Creek Bridge opened ASAP	Aug 2, 2009 7:58 PM
79	Safety and ease of congestion	Aug 6, 2009 6:19 PM
80	TEST 8	Aug 6, 2009 6:39 PM
81	Add some turn lanes	Aug 6, 2009 7:01 PM
82	Turning lanes left of US 42 into shopping areas	Aug 6, 2009 7:22 PM
83	The inability to go anywhere in Prospect safely without having to get in your car.	Aug 6, 2009 7:26 PM
84	The bridge, not having turning lanes and sidewalks.	Aug 6, 2009 7:28 PM
85	Currently, the closing of the Harrods Creek bridge on River Road.	Aug 6, 2009 7:35 PM
86	The expected traffic as Oldham County grows	Aug 6, 2009 7:57 PM
87	The Upper River Road bridge over Harrods Creek needs to be restored to service regardless of the number of traffic lanes or the concerns of River Fields	Aug 6, 2009 10:12 PM
88	A turn lane on hwy 42 and red stop light enforcement.	Aug 6, 2009 10:21 PM
89	Bicycles riding in dangerous areas. Something horrible is going to happen one day.	Aug 6, 2009 11:23 PM
90	At this point teh Harrod Creek Bridge	Aug 7, 2009 1:48 AM
91	Bicycle's on Wolf Pen and River Road	Aug 7, 2009 2:42 AM
92	Congestion on Hwy 42	Aug 7, 2009 2:54 AM
93	Complete the bridge over the Ohio river	Aug 7, 2009 11:16 AM
94	Too many cars practically disregard traffic lights turning yellow or even red	Aug 7, 2009 12:23 PM
95	Harrods Creek bridge	Aug 7, 2009 1:49 PM
96	It is very difficult to make a left turn out of commercial areas as traffic volume increases. Examples are leaving Highland Cleaners,etc. as there isn't a traffic light to help.	Aug 7, 2009 3:07 PM
97	Increasing traffic which US 42 can not handle and no bike and walking paths.	Aug 7, 2009 3:27 PM
98	See #7	Aug 7, 2009 8:11 PM
99	bad access on 42 and the closed bridge.	Aug 7, 2009 9:08 PM
100	Changing 45 mph to 35 mph on 42 is just stupid. If there are problems speeding the get the cops out and make fines.	Aug 8, 2009 1:45 AM
101	See above.	Aug 8, 2009 2:50 AM
102	No turning lane on U.S. 42. I have no understanding of the benefit of the traffic circles that have been discussed. Seems like a waste of money to me. The inability to make left hand turns from the shopping areas onto 42.	Aug 8, 2009 4:08 PM
103	Rebuilding of River Rd bridge	Aug 9, 2009 4:37 PM

Response Text		
104	Traffic coming through the city has increased significantly since we moved here 16 years ago, and people are driving faster and more recklessly (cell phones, texting, everyone in a hurry, etc.). We used to see more police/traffic patrol presence on Hwy 42 (used to have a "reputation" for getting ticketed if you were speeding through Prospect), but now not so much, I believe. Also am very concerned about the continued growth out into Oldham County area of Hwy 42 and the amount and nature (driving speeds, large commercial vehicles, etc) coming through Prospect. Those concrete trucks just go way too fast through the City!	Aug 10, 2009 2:31 PM
105	Congestion in buisness district. A center turn lane is desperately needed.	Aug 11, 2009 8:51 PM
106	overall amount of traffic on roads not designed to handle it	Aug 13, 2009 6:53 PM
107	Wish there was a way for left turn lane into Bridgepointe, when coming from the heart of the city; people are hurrying to Snyder and a left into B'pointe seems to catch them by surprise	Aug 14, 2009 6:48 PM
108	see 7,	Aug 14, 2009 7:33 PM
109	To keep the speed limit down on 42.	Aug 15, 2009 2:06 AM
110	SAFETY and access among businesses without crossing and recrossing US 42	Aug 15, 2009 7:15 PM
111	biking.	Aug 17, 2009 10:15 AM
112	no safe ingress or egress to business and development along U.S. 42. Need a turn lane from Timer Ridge out to Hillcrest	Aug 17, 2009 12:17 PM
113	congestion on 42	Aug 19, 2009 1:35 AM
114	I am very concerned that the Harrods Creek bridge is closed and I would like to see it opened and widened to at least 2 lanes as soon as possible. It is absolutely imperative to have a viable secondary route to enter and exit the city should Hwy 42 need to be closed for any reason. An emergency route is critical. Having a one lane bridge simply is not workable due to the increased traffic demands of not only Prospect but all of the new subdivisions springing up further out Hwy 42. Using a design reminiscent of the old bridge should be sufficient for all concerns.	Aug 27, 2009 7:42 PM
115	Turn lanes on Route 42	Sep 2, 2009 11:54 PM
116	Heavy congestion at times and no alternative route around the business areas of Prospect.	Sep 11, 2009 9:59 PM
117	sidewalks and bike lanes	Oct 6, 2009 7:06 PM
118	Better traffic control devices.... more strategically placed lights with left turn lanes & arrows.	Oct 6, 2009 7:10 PM
119	Hwy 42 turning lanes.	Oct 6, 2009 7:30 PM
120	Turning accessibility from Hwy 42 to certain businesses between Timber Ridge and Dairy Queen.	Oct 6, 2009 7:50 PM
121	Congestion on HWY 42.	Oct 6, 2009 8:24 PM
122	Cycler's impeding traffic on US-42 and River Road.	Oct 6, 2009 9:17 PM
123	connect the commercial entities with sidewalks/pathways	Oct 6, 2009 9:17 PM
124	cyclists and the bridge	Oct 6, 2009 9:37 PM
125	Safety of people who are not in vehicles.	Oct 7, 2009 12:09 PM
126	Safe access to destinations in Prospect for pedestrians and bicycle riders. Left turn lanes. Smart traffic lights.	Oct 7, 2009 2:16 PM
127	movement between sub-divisions to attend schools with out the need for bus/car transportation and being able to feel safe when walking.	Oct 7, 2009 4:21 PM

Response Text		
128	Of course, right now the bridge.	Oct 7, 2009 8:41 PM
129	Improved connectivity = improved quality of life.	Oct 14, 2009 4:36 PM
130	Speed on US42	Oct 16, 2009 7:39 PM

Prospect Mobility Study [Survey]

If you were able to change one current characteristic of, or problem related to transportation within the City of Prospect, what would it be?		
		Response Count
		143
		answered question 143
		skipped question 22

Response Text		
1	Connect the business districts without traveling on US 42 both for cars and pedestrians	Jul 28, 2009 9:31 PM
2	bike paths, walking and running trails	Jul 29, 2009 3:43 PM
3	put more lanes or a turning lane on us 42. Also us 42 into oldham county is especially congested and needs a turning lane at river bluffs and other places. Too congested and slow at rush hour.	Jul 29, 2009 3:49 PM
4	Connecting all residential and commercial areas with park like walking facilities.	Jul 29, 2009 3:58 PM
5	Same as 7.	Jul 29, 2009 4:03 PM
6	Left Turn signals at Prospect Point and US 42	Jul 29, 2009 4:09 PM
7	light at bridgepoint	Jul 29, 2009 4:11 PM
8	Do something to help the pedestrian and bicycle traffic.	Jul 29, 2009 4:16 PM
9	If I had to do it all over over again I would not have moved to Prospect! It's not street friendly and it's not worth the price of the houses.	Jul 29, 2009 4:17 PM
10	Bypass and walking/biking paths. yes I know that is 2 but we are soso far behind what most pleasant communities have!!	Jul 29, 2009 4:17 PM
11	A turn lane and turn signals at 42 and Prospect Point Shopping Center would be a real plus.	Jul 29, 2009 4:29 PM
12	Left turn arrow at Fox Harbor going toward Goshen. It's almost impossible to turn without running the light.	Jul 29, 2009 4:31 PM
13	Widening 42 between Thornton's and HillCrest.	Jul 29, 2009 4:31 PM
14	River Road bridge outage. Get it fixed!	Jul 29, 2009 4:35 PM
15	Pedestrian walkways	Jul 29, 2009 4:54 PM
16	Sidewalks along 42 in addition to a turning lane along the 42 corridor from Bridgpointe to Hunting Creek	Jul 29, 2009 4:57 PM
17	Open the Bridge!!!	Jul 29, 2009 4:59 PM
18	Less traffic on 42.	Jul 29, 2009 5:03 PM
19	Add sidewalks	Jul 29, 2009 5:08 PM

Response Text		
20	Lower the speed limit	Jul 29, 2009 5:15 PM
21	overall lack of cycle friendly environment and motorists	Jul 29, 2009 5:18 PM
22	turn lane on hwy 42 - especially between the 841 and River Road	Jul 29, 2009 5:20 PM
23	Widen US42 and have sidewalks wide enough for electric carts.	Jul 29, 2009 5:29 PM
24	Access Road between Shopping Centers on the North Side of US 42	Jul 29, 2009 5:37 PM
25	How about a sticker that could be placed on the cars that would indicate that someone is an actual resident of PROSPECT? Anchorage has these. It would create a better sense of community and also help LAW ENFORCEMENT connect with the residents and identify those who are visitors or passing through. THIS NEEDS TO HAPPEN!	Jul 29, 2009 5:39 PM
26	I would put multi-paths throughout the City so people could walk to stores and I would reconfigure the ingress and egress of most of the strip malls so that cars do not have to pull into US 42. Left turns only on egress do not work. Also I would put 5 roundabouts on US 42 to slow traffic while adding a decorative element to the roadway.	Jul 29, 2009 6:13 PM
27	As I said, reduce the speed limit on highway 42.	Jul 29, 2009 6:19 PM
28	Close 42 by building a bypass.	Jul 29, 2009 6:22 PM
29	Change the bus service	Jul 29, 2009 6:25 PM
30	More sidewalks!	Jul 29, 2009 6:27 PM
31	Enforce proper driving habits, far too many drivers speed thru red lights,	Jul 29, 2009 6:30 PM
32	Traffic on RT 42 and the increasing number of bikes on Rt 42, Covered Bridge RD and River RD,	Jul 29, 2009 6:39 PM
33	add left turn lanes &/or signals along Rt. 42	Jul 29, 2009 6:43 PM
34	ADD MEDIANS BETWEEN INCOMING AND OUTGOING TRAFFIC TO HELP PREVENT HEAD ON COLLISIONS	Jul 29, 2009 6:48 PM
35	Convenient access to I-71 for residents in Goshen, KY so US42 traffic would be lessened.	Jul 29, 2009 7:14 PM
36	Build BRIDGES!	Jul 29, 2009 7:26 PM
37	US 42 needs a turn lane!	Jul 29, 2009 7:29 PM
38	speed limit.	Jul 29, 2009 7:39 PM
39	Remove the gate near pool at the Bridgepointe subdivision.	Jul 29, 2009 7:45 PM
40	Turn lanes should be put in at major intersections	Jul 29, 2009 7:49 PM
41	Close River Road on Sunday morning for car, except people who live on that road, so riding your bicycle could be safe and car drivers would not be annoyed.	Jul 29, 2009 8:18 PM
42	see 7 above	Jul 29, 2009 8:34 PM
43	Hwy 42, need left turn lanes and arrows. River Road should be widened to 4 lanes through Prospect. If you are from Kentucky, you won't even know what I am talking about, sorry.	Jul 29, 2009 8:42 PM
44	More ticketing of speeders and red light runners.	Jul 29, 2009 8:42 PM
45	I would make sure there were multi-use trails throughout the city to encourage pedestrian and bicycle traffic.	Jul 29, 2009 8:45 PM
46	#8	Jul 29, 2009 8:47 PM
47	bikes	Jul 29, 2009 9:24 PM
48	turning left from northbound 42	Jul 29, 2009 9:58 PM

Response Text		
49	I'd love to see less thru traffic on 42, but don't know how you address that.	Jul 29, 2009 9:59 PM
50	Install bike paths and sidewalks	Jul 29, 2009 10:10 PM
51	left turn lanes	Jul 29, 2009 10:15 PM
52	Turning Signal at the intersection of Fox Harbor and also U.S. 42 and River Road	Jul 29, 2009 10:16 PM
53	Sidewalks to be installed at least on the main streets of Hunting Creek and Fox Harbor Drive.	Jul 29, 2009 10:20 PM
54	I would increase the speed limit in Hunting Creek. No one wants to drive 25 and you're really "pushed" when you do. How about increasing it to 35 mph.	Jul 29, 2009 11:26 PM
55	Would put in Bicycle lanes and cross walk paths everywhere.	Jul 30, 2009 12:08 AM
56	Turn lanes could be major benefit, especially if included landscaped medians for charm (xeriscape plants).	Jul 30, 2009 12:20 AM
57	Add left turn lane into ALL shopping areas	Jul 30, 2009 12:41 AM
58	sidewalks!	Jul 30, 2009 12:45 AM
59	SPEED limit should be reduced to 35.	Jul 30, 2009 1:08 AM
60	Enforce the speed limits. No new laws are required, simply enforce the current laws, including speed limits. The city does a poor job in this area and it represents a source of revenue from fines for speeding. Anchorage is an example of great enforcement.	Jul 30, 2009 1:25 AM
61	I would wish for the center turn lane.	Jul 30, 2009 1:27 AM
62	1-Intersection of US 42 and Timber Ridge Drive 2-Reduce speed in the main stretch to 35 mph	Jul 30, 2009 2:14 AM
63	Add sidewalks and bike trails that go from neighborhoods to shopping and restaurants and coffee shops	Jul 30, 2009 2:40 AM
64	Build the two lane Harrod's Creek Bridge 2 years ago! Then we would be in this mess!	Jul 30, 2009 10:35 AM
65	I would add bike/walking paths wide enough for moms with multiple kids. (BTW, I love the dog doo dispensers in Sutherland! What a great idea. Would be nice to have those along the new walks too!)	Jul 30, 2009 12:28 PM
66	dedicated bike and pedestrian lanes and connections	Jul 30, 2009 1:03 PM
67	Would have completely redesigned the US 42 corridor in Prospect due to commercial development	Jul 30, 2009 1:42 PM
68	Same as #7 above.	Jul 30, 2009 3:08 PM
69	Turning Lane. See (8)	Jul 30, 2009 4:02 PM
70	Disallow bicycle traffic on US 42 and Covered Bridge Rd. Change timing of traffic lights on US 42.	Jul 30, 2009 4:47 PM
71	Enforce laws against excessive noise from stereo and muffler systems. A close second would be a major reduction in allowable left turns on 42.	Jul 30, 2009 5:03 PM
72	Travel thru downtown.	Jul 30, 2009 6:02 PM
73	Have a path for walking and biking access going right through the middle of the business district - from Kroger to River Road.	Jul 30, 2009 9:03 PM
74	access roads	Jul 30, 2009 9:27 PM

Response Text		
75	More specific turn lights in order to better control congestion and prohibit accidents. That is the most important. I appreciate the extra patrolling that is being done, also, but it can't fix the congestion that is the major contributor to our traffic problems. I have tried to address ways to cut down on just that. Thanks for listening. Kathy Sadler	Jul 30, 2009 11:06 PM
76	Change Ohio River Bridge to a tunnel	Jul 31, 2009 12:20 AM
77	bike path on river road and hwy 42	Jul 31, 2009 3:12 AM
78	see #7	Jul 31, 2009 1:19 PM
79	speed limits during morning rush hours should be enforced	Jul 31, 2009 6:52 PM
80	Put sidewalks in all the neighborhoods.	Aug 2, 2009 12:16 AM
81	I'd fix the Harrods Creek Bridge asap. Since it's closing, we've noticed bikers and joggers at greater risk due to increased traffic congestion.	Aug 2, 2009 3:08 AM
82	Quit building new homes and new business's in Prospect. It's built up too much as it is!	Aug 2, 2009 5:20 AM
83	The biggest problem is the way the shopping areas are designed. You can't go from one shopping area to the next without getting on Hwy 42. There needs to be a way to navigate the shopping centers that allows you to go from one to the next without getting back on the highway. The design was extremely poor originally, making Prospect look like a bunch of strip malls.	Aug 2, 2009 1:12 PM
84	Desperately need a traffic light at US 42 and Marina; it would also help slow down traffic in both directions between the Snyder and the shopping areas.	Aug 2, 2009 3:17 PM
85	getting HC Bridge opened.	Aug 2, 2009 7:58 PM
86	There is a total lack of pedestrian access to any place in Prospect, except within some subdivisions. It degrades the quality of life in Prospect.	Aug 6, 2009 6:19 PM
87	Close US 42 at Oldham Co. line.	Aug 6, 2009 6:29 PM
88	TEST 9	Aug 6, 2009 6:39 PM
89	Traffic from 264 unto 42	Aug 6, 2009 7:01 PM
90	Create a multiuse path that paralleled US 42 and also create connections from that path to each of the subdivision in prospect.	Aug 6, 2009 7:26 PM
91	1) Get the bridge fixed 2) Turning lanes on 42 from Gene Snyder to Rose Island Road. 3) Sidewalks and bike paths	Aug 6, 2009 7:28 PM
92	Lower the speed limit on U.S. 42 from Harrods Creek bridge to Covered Bridge Road.	Aug 6, 2009 7:35 PM
93	Center line in street from traffic circle down Westover towards Estate section. People seem to have a real problem with parked cars. With cars parked on both sides they think the street is one lane and drive down the center!	Aug 6, 2009 7:46 PM
94	Speeding cars and the inability to safely travel on bike or on foot throughout the city	Aug 6, 2009 7:57 PM
95	Bridgepointe main entrance at US 42	Aug 6, 2009 10:12 PM
96	A turn lane on hwy 42 from bridgepoint to Hillcrest.	Aug 6, 2009 10:21 PM
97	More turning lanes on US 42.	Aug 6, 2009 11:23 PM

Response Text		
98	Let's build some pedestrian walkways and some bicycle lanes	Aug 7, 2009 2:42 AM
99	Need for Bike/pedestrian paths on Hwy42.	Aug 7, 2009 2:54 AM
100	Prorp to 5 lanes on 42, extend the turn lane in front of bank, car wash down to turn lane in front of McDonalds	Aug 7, 2009 11:16 AM
101	Turn signals at above mentioned sights would help traffic flow greatly.	Aug 7, 2009 12:23 PM
102	Open Harrods Creek bridge to 4 lanes.	Aug 7, 2009 1:49 PM
103	Inadequate street lighting at entrance to Kroger shopping center. It is hard to see where to turn in off 42 at night. 42	Aug 7, 2009 3:07 PM
104	THE ENTRANCE AND EXITS TO THE K MART AND THE CAR WASH	Aug 7, 2009 3:23 PM
105	Reduce the speed limit on US42 to 25mph and add turning lanes at all intersections and lights.	Aug 7, 2009 3:27 PM
106	Bypass for through traffic	Aug 7, 2009 8:11 PM
107	increase subdivision seed limits	Aug 7, 2009 9:08 PM
108	Have cops write more tickets. I see people hurling throught stop lights and speeding 65 plus on US 42. The cops of Prospect, in my opion, are not enforcing the rule. Yes, they park on 42 to "show presence", but that's the not same as writing tickets. The City has to slow down these drivers. They have to stop the from illegal turns on 42 that cause accidents and incredible backups on investitgations and removal.	Aug 8, 2009 1:45 AM
109	See above.	Aug 8, 2009 2:50 AM
110	See No. 7 above.	Aug 8, 2009 4:08 PM
111	Finish River Rd bridge	Aug 9, 2009 4:37 PM
112	Re-opening of River Road	Aug 11, 2009 6:15 PM
113	Unsafe congestion on Route 42 - need center turn lane.	Aug 11, 2009 8:51 PM
114	Need a turning light at the Dairy Queen shopping center	Aug 12, 2009 1:15 AM
115	add a righthand turn lane off of River Road onto inbound US42 (by Java Coffee)	Aug 13, 2009 6:53 PM
116	There'd be a left arrow at River Road and 42; and a left arrow off of 42 at the entrance into Prospect Point	Aug 14, 2009 6:48 PM
117	Widen Hwy 42 and provide turning lanes. Control access.	Aug 14, 2009 7:33 PM
118	Keep the traffic as minimal as possible and prevent speeding.	Aug 15, 2009 2:06 AM
119	Can I name two?? (1)Add needed left turn lanes (2) Add sidewalks	Aug 15, 2009 7:15 PM
120	bike path in the area to use.	Aug 17, 2009 10:15 AM
121	no safe ingress or egress to business and development along U.S. 42. Need a turn lane from Timer Ridge out to Hillcrest. And adjust speed limit down a bit and ENFORCE it on a routine basis....you will slow traffic speed down.	Aug 17, 2009 12:17 PM
122	more access options to the city. 42 only is not acceptable	Aug 19, 2009 1:35 AM

Response Text		
123	<p>Get rid of the curve in the road and straighten out Timber Ridge Drive at the entrance to Kroger, the bank and McDonald's and make another entrance for Kroger down further in the block more in the middle of Kroger's parking lot on Timber Ridge Drive rather than at the multi-congested Hwy. 42 entrance. This is a constant irritation nightmare of congestion almost daily.</p> <p>The characteristic I would most like to see changed is the attitude of "Let's build a park in the middle of Hwy. 42 in Prospect." I don't think anyone is going to want to sit on a park bench on a median in the middle of Hwy. 42. It is a highway. The rest of the community has grown up around Prospect and commuters will be passing through and accommodations should be made and not obstacles thrown into their path with round-a-bouts, trees, etc. to hamper the flow of traffic. There is a limited amount of road space that should be utilized for the purpose of safe, easy accessible travel. I have already seen what the engineers can ruin with the design of the curve at Timber Ridge Drive at Hwy. 42. Please do not do it again.</p> <p>Maybe River Road could be utilized more in the Prospect Point area to accommodate local traffic and the shopping centers made more user friendly by having attractive entrances from River Road for local access and businesses that would also remove some of the congestion from Hwy. 42. Middletown kept its charm that way by using a bypass for the heavy traffic while keeping local business on another pathway.</p> <p>Opening up the Harrods Creek bridge will take me off of Hwy. 42 in my transit to and from work which will be a welcome relief from all the congestion. There should definitely be a dedicated lane to turn right off of Hwy 42 south onto Wolf Pen Road west going toward River Road.</p>	Aug 27, 2009 7:42 PM
124	Add turn lanes in business district	Sep 2, 2009 11:54 PM
125	Not sure.	Sep 11, 2009 9:59 PM
126	sidewalks & bike lanes	Oct 6, 2009 7:06 PM
127	Rerouting bicyclers from 42 and River Road onto a bike path that removes them from vehicle traffic.	Oct 6, 2009 7:10 PM
128	Hwy 42 turning lanes, from at least the Harrods Creek Bridge to Rose Island Road.	Oct 6, 2009 7:30 PM
129	n/a	Oct 6, 2009 7:50 PM
130	I would widen HWY 42 and if that isn't possible, I would configure a turning left turning lane on HWY 42 at Fox Harbor.	Oct 6, 2009 8:24 PM
131	DESIGNATED BICYCLE LANES.	Oct 6, 2009 9:17 PM
132	same as 8 above .. too many cars entering us 42 to go a short distance	Oct 6, 2009 9:17 PM
133	synchronizing the lights on 42	Oct 6, 2009 9:37 PM
134	lack of sidewalk/paths	Oct 7, 2009 10:37 AM
135	Make the whole city safely accessible for pedestrians. Connecting subdivisions Fox Harbor & The Landing and the connect the shopping areas so we don't always have to be on US 42 to get anywhere in the city.	Oct 7, 2009 12:09 PM
136	Smart traffic lights	Oct 7, 2009 2:16 PM

Response Text		
137	My biggest concern is the inability of non-vehicular movement within subdivisions and on surrounding roadways. Specifically bicycle and pedestrian movement between the subdivisions but also between local cities including Louisville. A pathway to move from Prospect/Oldham county area where bicyclists and motorists do not impede the flow of traffic for both, would be ideal. If this could also be linked into the currently existing bicycle/pedestrian path in Louisville, that would reduce the amount of automobile traffic between Louisville and Oldham County. I once recommended that River Road be closed down and made into a "River Walk" type of access. This would allow non-motorized traffic to move from Prospect to the South end and Dixie Highway area of Louisville without a need for buses, automobiles, or motorcycles and could be a boon to merchants who might want to set up establishments along the road for people to shop. Currently we have a roadway that is not convenient for retail establishments due to the danger of automobile traffic. This would also tie in downtown with more pedestrian traffic and could be made into a great park along our waterfront where land is available for the establishment of retail enterprises.	Oct 7, 2009 4:21 PM
138	Connect the three main retail plazas along 42 by walkways. It should be possible to walk from the Java Brewing Company plaza to the Kroger plaza without having to cut across traffic.	Oct 7, 2009 7:15 PM
139	My Prospect neighbors will be mad at me, but the speed limit on US42 from the light at Krogers up to the light on Covered Bridge is too fast. Especially when I am traveling by a bike rider and the occasionally walker, I shudder to think how they must feel when people are speeding by at 45 - 50 mph.	Oct 7, 2009 8:41 PM
140	Add a turning lane and a sidewalk to 42 through the city.	Oct 8, 2009 1:33 PM
141	42 and river road	Oct 8, 2009 10:49 PM
142	Introduce a center turn lane along US 42	Oct 14, 2009 4:36 PM
143	the right turn lane onto wolf pen branch from US 42 and sidewalks connecting Bridgepointe to downtown	Oct 22, 2009 2:12 PM

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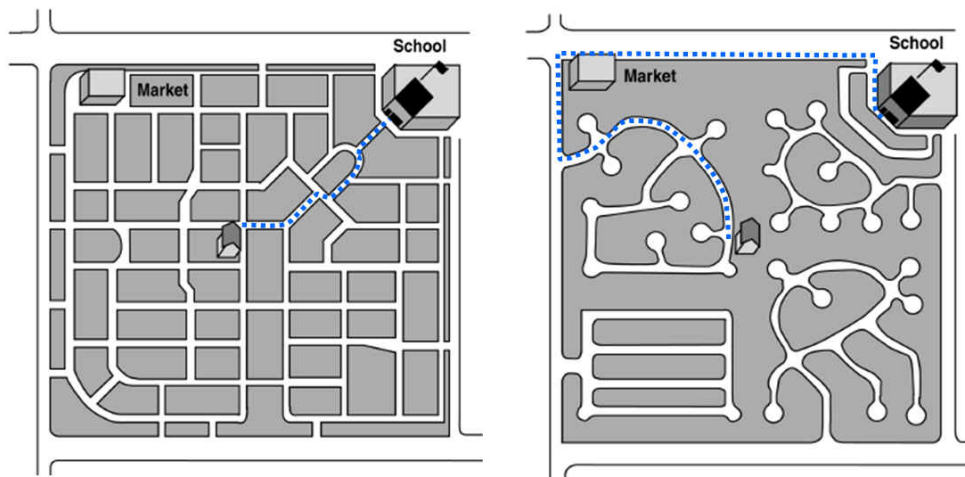
KENTUCKY TRANSPORTATION CABINET
SIX YEAR HIGHWAY PLAN

FY - 2008 THRU FY - 2014

COUNTY	ITEM NO. & PARENT NO.	ROUTE	LENGTH	DESCRIPTION	FUND-SCHEDULING INFORMATION			
JEFFERSON	2008 05 . 965.15	-		DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL Milepoints: From: To: Purpose and Need: RELIABILITY / MATCHED FED FUNDS(O)	FUNDING	PHASE	YEAR	AMOUNT
	2008 05 . 965.15				SLO	C	2013	\$6,800,000
					Total \$6,800,000			
JEFFERSON	2008 05 . 965.16	-		DEDICATED FEDERAL AID STP FUNDS EARMARKED FOR LOUISVILLE URBANIZED AREA AND SUBJECT TO MPO CONTROL Milepoints: From: To: Purpose and Need: RELIABILITY / MATCHED FED FUNDS(O)	FUNDING	PHASE	YEAR	AMOUNT
	2008 05 . 965.16				SLO	C	2014	\$12,800,000
					Total \$12,800,000			
JEFFERSON	1998 05 . 972.00	US-42	1.000	US 42, ADD FIFTH (5TH) LANE FOR LEFT TURNS FROM HARRODS CREEK BRIDGE TO RIVER ROAD. Milepoints: From:9.628 To: 10.548 Purpose and Need: SAFETY / SAFETY-HAZARD ELIM(P)	FUNDING	PHASE	YEAR	AMOUNT
	1996 99 . 134.00				SP	R	2010	\$3,150,000
					SP	U	2010	\$1,040,000
					SP	C	2012	\$3,790,000
					Total \$7,980,000			
JEFFERSON	1996 05 . 1012.12	-		LOUISVILLE INCIDENT MANAGEMENT PROGRAM (TRIMARC) CONSTRUCTION. (KYTC SHARE) Milepoints: From: To: Purpose and Need: RELIABILITY / CONGESTION MITIGTN(O)	FUNDING	PHASE	YEAR	AMOUNT
	1996 05 . 1012.01				CM	C	2008	\$1,410,000
					Total \$1,410,000			
JEFFERSON	2004 05 . 1044.00	CR-1002L	.100	REPLACE BRIDGE AND APPROACHES ON CR-9999 OVER BEAR CAMP RUN (C08). (SR=4.0) Milepoints: From:.137 To: .141 Purpose and Need: RELIABILITY / BRIDGE REPLACEMENT(P)	FUNDING	PHASE	YEAR	AMOUNT
	2004 05 . 1044.00				BRZ	R	2008	\$270,000
					BRZ	U	2008	\$210,000
					BRZ	C	2009	\$320,000
					Total \$800,000			
JEFFERSON	2004 05 . 1047.00	CR-1037H	.100	REPLACE BRIDGE AND APPROACHES ON ECHO TRAIL OVER BRUSH RUN (C48) 200 FT. NORTH OF JCT. KY-1819. (SR=32.2) Milepoints: From:.033 To: .041 Purpose and Need: RELIABILITY / BRIDGE REPLACEMENT(P)	FUNDING	PHASE	YEAR	AMOUNT
	2004 05 . 1047.00				BRZ	R	2008	\$110,000
					BRZ	U	2008	\$70,000
					BRZ	C	2011	\$550,000
					Total \$730,000			
JEFFERSON	2004 05 . 1048.00	CS-1020C	.100	REPLACE BRIDGE AND APPROACHES ON WOOD ROAD OVER MIDDLE FORK OF BEARGRASS CREEK (C163) 0.2 MILE NORTH OF WHIPPS MILL. (SR=22.8) Milepoints: From:.35 To: .45 Purpose and Need: RELIABILITY / BRIDGE REPLACEMENT(P)	FUNDING	PHASE	YEAR	AMOUNT
	2004 05 . 1048.00				BRZ	R	2008	\$50,000
					BRZ	U	2008	\$60,000
					BRZ	C	2010	\$460,000
					Total \$570,000			
JEFFERSON	2004 05 . 1049.00	CR-1010C	.100	REPLACE BRIDGE AND APPROACHES ON OLD LAGRANGE ROAD OVER BRANCH OF GOOSE CREEK (C88) 0.3 MILE EAST OF LYNDON LANE (KY-2050). (SR=4.0) Milepoints: From:.34 To: .344 Purpose and Need: RELIABILITY / BRIDGE REPLACEMENT(P)	FUNDING	PHASE	YEAR	AMOUNT
	2004 05 . 1049.00				BRZ	R	2008	\$70,000
					BRZ	U	2008	\$80,000
					BRZ	C	2009	\$440,000
					Total \$590,000			

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Street Connectivity Zoning and Subdivision Model Ordinance



Prepared by
Division of Planning
Kentucky Transportation Cabinet

March 2009



Street Connectivity Zoning and Subdivision Model Ordinance

Background & Purpose

The term “street connectivity” suggests a system of streets with multiple routes and connections serving the same origins and destinations. Connectivity not only relates to the number of intersections along a segment of street, but how an entire area is connected by the transportation system. A well-designed, highly-connected network helps reduce the volume of traffic and traffic delays on major streets (arterials and major collectors), and ultimately improves livability in communities by providing parallel routes and alternative route choices. By increasing the number of street connections or local street intersections in communities, bicycle and pedestrian travel also is enhanced. A well-planned, connected network of collector roadways allows a transit system to operate more efficiently.

Over the last forty to fifty years, residential and non-residential development patterns have been created that lack internal vehicular and pedestrian connectivity. The lack of connectivity has created a physical environment that lacks mobility options and pedestrian friendly features. Development trends during the 1960s and '70s encouraged building residential communities with few street connections and numerous cul-de-sacs. It was assumed that communities built with this type of street design had less traffic and fewer traffic delays on neighborhood streets. A recent Metro Portland study found these assumptions to be false. Residential subdivisions that are dominated by cul-de-sacs provide discontinuous street networks, reduces the number of sidewalks, provides few alternate travel routes and forces all trips onto a limited number of arterial roads.

Figure 1 illustrates a more traditional, interconnected development pattern compared to a disconnected, development pattern of the late 20th century.

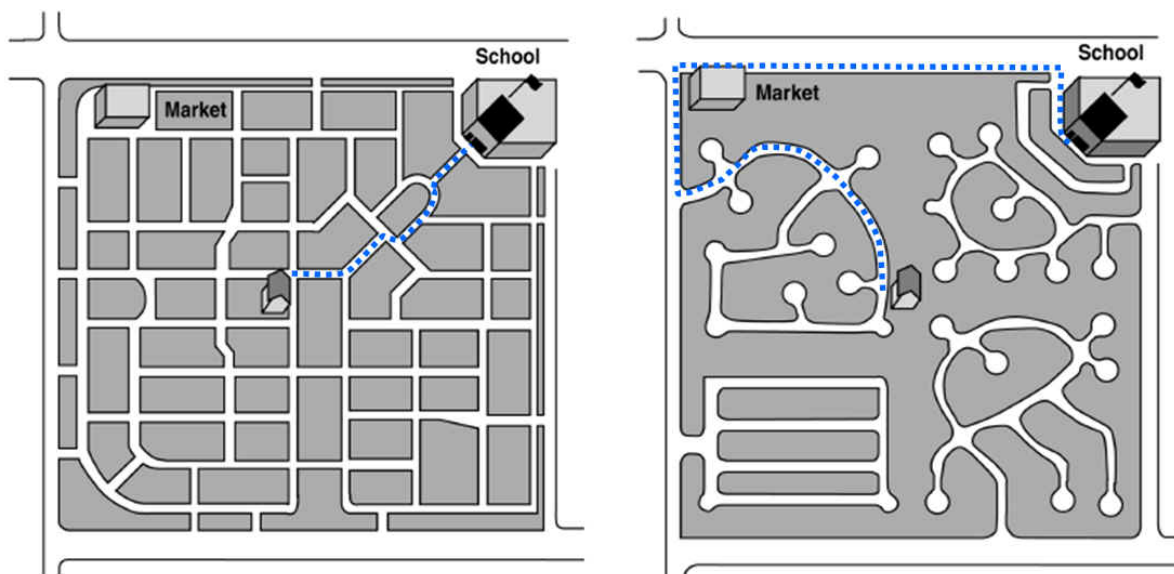


Figure 1: Shorter trip distance with connected network

The blue, dashed line represents the travel path a vehicle or pedestrian would have to take from home to school under the two different configurations. The path in the second scenario is two and a half times the length and requires travel on the major streets.

Local street connectivity provides for both intra- and inter-neighborhood connections to knit developments together, rather than forming barriers between them. The street configuration within each parcel must contribute to the street system of the neighborhood.

Research has shown that high roadway connectivity can result in:

- Reduction in travel distance (VMT) for drivers
- Reduction in travel times for drivers;
- Better and redundant emergency vehicle access;
- More efficient public services access (mail, garbage, transit)
- Improved bicycle and pedestrian routes and accessibility.
- Higher percentage mode share for transit, bicycling an walking
- Safer roads

A 2008 study of California cities compared “safe” road networks (fatal/severe rates less than 1/3 state average) to “less safe” networks (fatal/severe crash rates close to the state average). The results, shown in Table 1, demonstrate that with a higher intersection density i.e., higher connectivity, mode share for transit and non-motorized modes is higher while the fatality rate due to automobile crashes is much lower.

	Less safe	Safe
Average intersection density (#/square mile)	63	106
Walking/bicycling/transit mode share (%)	4	16
Fatality rate per 100,000 population	10.5	3.2

Table 1

In addition to the following connectivity ordinance, it is recommended that cities and counties plan their transportation network to have an acceptable roadway (arterials, collectors and sub-collectors) network density. It is recommended that through streets be spaced no more than ½ mile apart, although spacing of sub-collectors (through-streets that feed collectors typically with volumes less than 500 vehicles per day) at ¼ mile spacing is even better (Figure 2). Lower densities result in a higher strain on the existing highway system, often resulting in needed capacity improvements and inefficient operations.

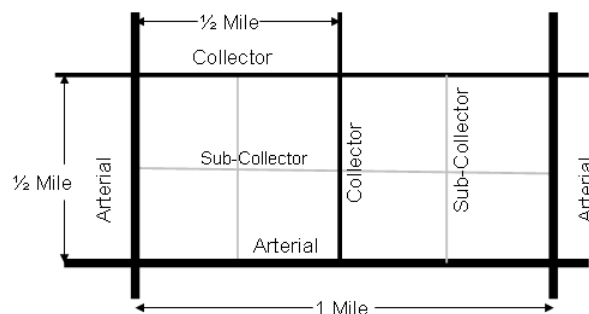


Figure 2: Arterial & collector road density

Connectivity Model Ordinance

The following model ordinance may be adopted in whole or amended to fit local conditions by a planning commission or local government. It consists of two primary components: the internal and external connectivity requirements. Both are critical to ensuring an efficient roadway system.

Purpose

The *[elected body]* hereby finds and determines that an interconnected street system is necessary in order to protect the public health, safety, and welfare in order to ensure that streets will function in an interdependent manner, to provide adequate access for emergency and service vehicles, to connect neighborhoods, to promote walking and biking, to reduce miles of travel that result in lower air emissions and wear on the roadway, and to provide continuous and comprehensible traffic routes.

General Standards

1. A proposed development shall provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets.
2. Each development shall incorporate and continue all collector or local streets stubbed to the boundary of the development plan by previously approved but unbuilt development or existing development.

Connectivity Index (Internal)

1. To provide adequate internal connectivity within a subdivision or planned development, the street network shall have a minimum connectivity index of *[1.40]*. The desired minimum connectivity index is *[1.60]*. The connectivity index is defined as the number of street links divided by the number of nodes and link ends (including cul-de-sacs and sharp curves with 15 mph design speed or lower).

Commentary: The higher the connectivity index, the more connected the road network. A connectivity index of 1.40 is a reasonable standard to ensure a connected roadway network; however, there are some cities that require a smaller index, sometimes as low as 1.20. Figures 3 and 4 demonstrate how to calculate the connectivity index.

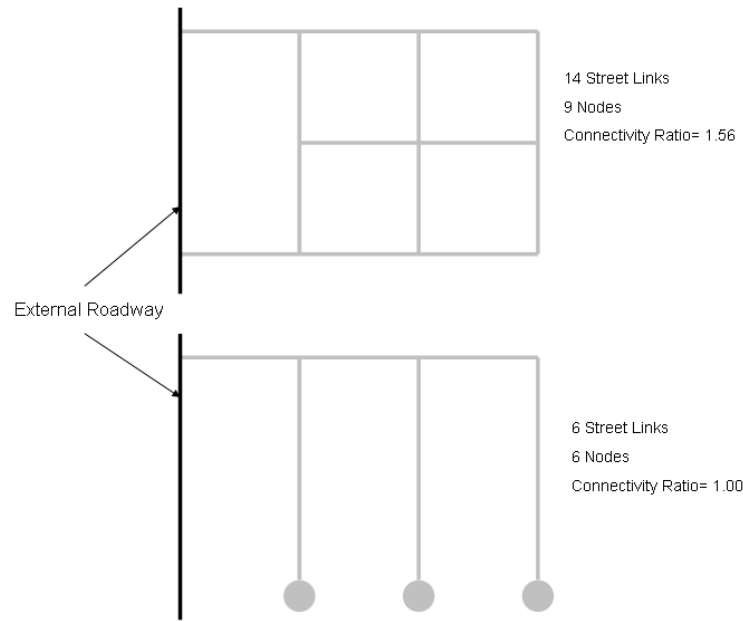


Figure 3: Example Connectivity Index Calculation

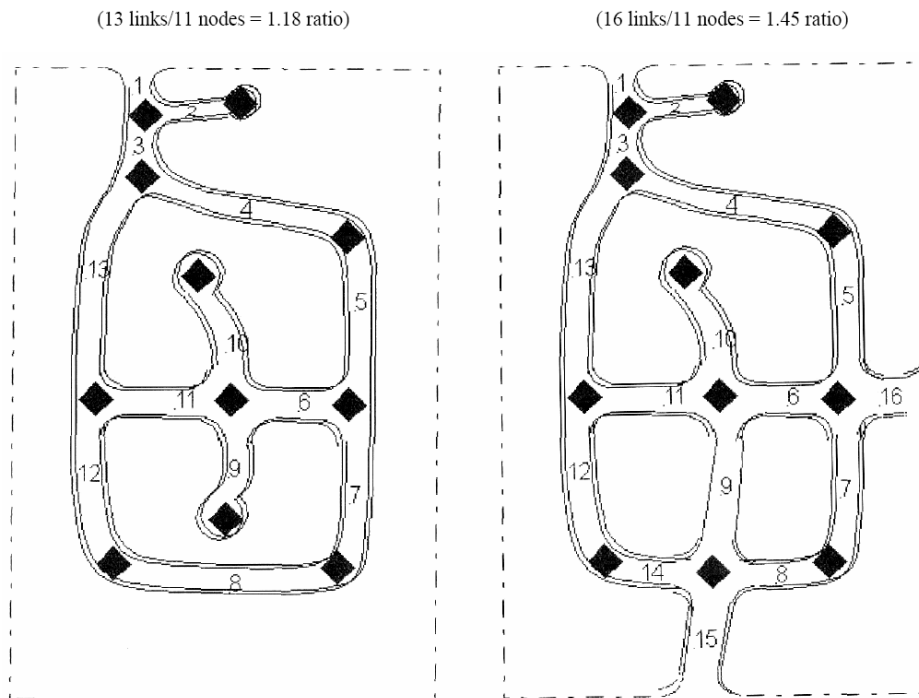


Figure 4: Example Connectivity Index Calculation

2. A link is defined as a segment of road between two intersections or from an intersection to a cul-de-sac/stub-out. This includes road segments leading from the adjoining highway network or adjacent development.
3. Nodes are defined as intersections and cul-de-sacs. They do not include the end of a stub-out at the property line or intersection with the adjoining highway network.
4. No dead-end streets shall be permitted except in cases where such streets are designed to connect with future streets on abutting land, in which case a temporary turnaround easement at the end of the street with a diameter of at least *[one hundred (100)]* feet must be dedicated and constructed.
5. Cul-de-sacs shall only be permitted if they are:
 - a. less than *[four hundred (400)]* feet in length (See Figure 5 on how to measure cul-de-sac length.) or
 - b. less than *[six hundred sixty (660)]* feet in length and have a pedestrian connection from the end of the cul-de-sac to another street. (See Figure 6.)

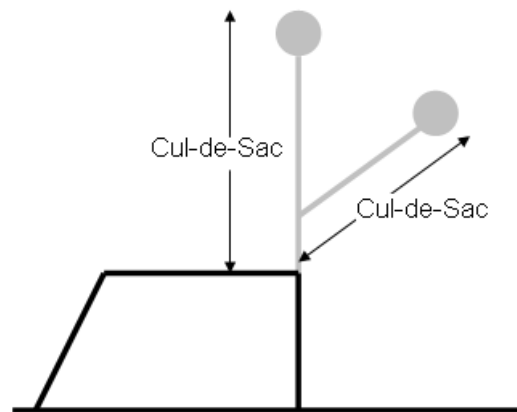


Figure 5: Measuring cul-de-sac length

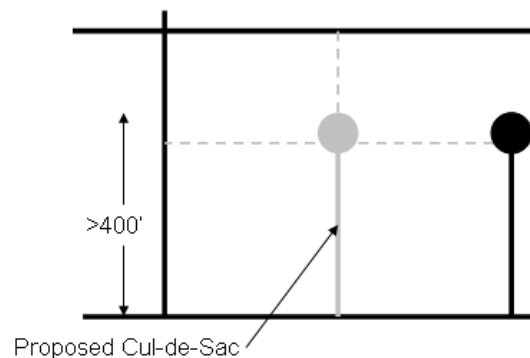


Figure 6: Providing pedestrian connections from cul-de-sac

Connectivity (External)

1. To ensure future street connections where a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to all abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with temporary turn-around or cul-de-sacs and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

Commentary: A street stub may either be a local road, collector, or frontage road. The planning director and developer should take into account the purpose of each stub and future traffic patterns that may exist once adjacent land develop occurs and a street connection is made. Cut-through traffic and speeding on local residential streets should be discouraged through proper location and inclusion of traffic calming measures. In contrast, collectors and frontage roads should have logical, direct routes that make cross parcel driving possible. This may include a road that traverses the land from one property line to the opposite property line.

2. Streets within and contiguous to the subdivision shall be coordinated with other existing or planned streets within the general area as to location, widths, grades, and drainage. Such streets shall be aligned and coordinated with existing or planned streets in existing or future adjacent or contiguous to adjacent subdivisions. All streets, alleys, and pedestrian pathways in any subdivision or site plan shall connect to other streets and to existing and projected streets outside the proposed subdivision or other development.
3. Street connections shall be spaced at intervals not to exceed *[six hundred sixty (660)]* feet (1/8 mile) along each boundary that abuts potentially developable or redevelopable land. Blocks longer than *[four hundred (400)]* feet in length shall have a mid-block pedestrian pathway connecting adjacent blocks. See Figure 7.

Commentary: Minimizing the block length of local streets allows better access for pedestrians, bicyclists and automobiles. The number may be changed to lower than 660 feet. The appropriate length may be determined based from a typical block length based on historical precedence in the area. It is common for American cities to have block lengths between 200 and 400 feet.

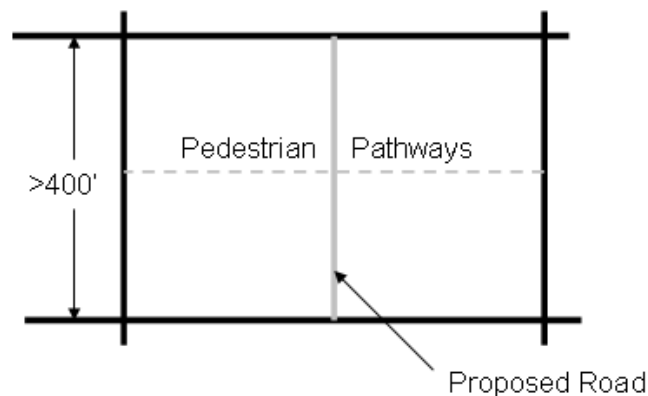


Figure 7: Mid-block pedestrian pathways

4. The *[City Engineer]* may require any limited movement collector or local street intersections to include an access control median or other acceptable access control device. The *[City Engineer]* may also allow limited movement intersection to be initially constructed to allow full movement access.

Commentary: Local and state access management regulations will regulate the minimum spacing and design. Full intersection access on an arterial should be between ¼ and ½ mile. Partial intersection access, controlled by a median, may be at shorter distances. More frequent access improves overall roadway connectivity but may impact the operations on an arterial roadway.

5. Gated street entryways into residential developments shall be prohibited.

References

1. Street Connectivity: An Evaluation of Case Studies in the Portland Region, Metro Regional Government, June, 2004.
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4. Model Street Connectivity Standards Ordinance, Washington Department of Transportation , 2006.
5. Unified Development Ordinance, Section 31-612, Street Improvement Standards, City of Suffolk, Virginia. (from website August 2008)
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7. Fort Collins, Colorado, Land Use Code, Division 3.6, Transportation and Circulation. (from website August 2008; last changes to regs in 2006)
8. Connectivity, Safe Routes to Schools Guide, Pedestrian and Bicycle Information Center (from website August 2008).
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