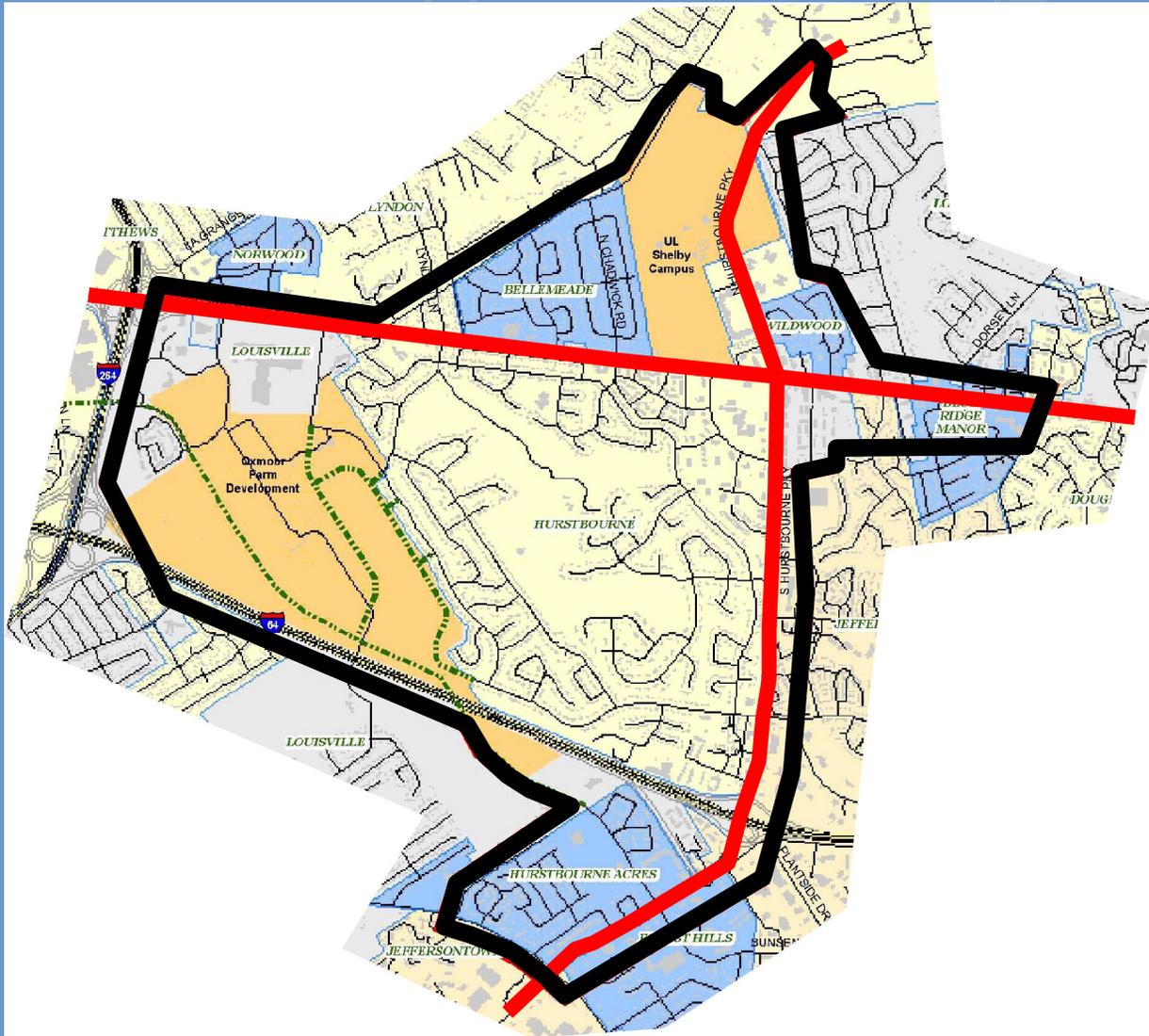


Agenda

- Welcome/History
- Land Use Recommendations (15 minutes)
- Community Character (15 minutes)
- Mobility (30 minutes)
- Next Steps (5 minutes)
- Question/Answer

Study Area Boundaries



November, 2006

Gresham, Smith & Partners

Hurstbourne Transportation Study and Small Area Plan

The study was initiated by Councilwoman Julie Raque Adams due to concerns over:

- Traffic congestion
- Impacts of planned major developments
- Cut-through traffic in neighborhoods
- Need for a collective vision

Study Advisory Team



- District 18 Office
- Louisville Metro
 - Planning & Design Services
 - Works Department
- Kentucky Transportation Cabinet
- TARC
- Oxmoor Farm
- University of Louisville
- Hurstbourne Representatives
- Neighborhood Representatives
- Homebuilders Association

November, 2006

Gresham, Smith & Partners

Public Participation Process

- Stakeholder Interviews
- District 18 Resident Survey
- Neighborhood Meetings
- SAT Meetings
- Public Hearing



Councilwoman Adams invites you to a Public Open House
regarding the District 18 Small Area Transportation Study

Give us your thoughts and feedback on the transportation issues you face each day.

When: Tuesday, November 1st
Where: The Founders Building
U of L Shelby Campus
2nd Floor, Room 218
Time: 6 p.m. to 8 p.m.

The meeting will be an Open House format. A presentation will be given at 6:30 p.m. Feel free to stop by any time between 6 p.m. and 8 p.m.

We want to hear from you!
Call 574-1118 for more information

District 18 Resident Survey

Thank you for completing this questionnaire. When you have finished please mail it to: Councilwoman Julie Raque Adams, 601 W. Jefferson Street, Louisville, KY 40202.

Traffic Flow Please rate the quality of traffic flow in the study area for ...

1. Major Roads
2. Residential Streets

What are your top three concerns regarding traffic flow on major roads?

1. _____
2. _____
3. _____

What are your top three concerns regarding traffic flow on residential streets?

1. _____
2. _____
3. _____

Safety Please rate the safety of your neighborhood streets regarding ...

1. Cars
2. Pedestrians
3. Bicyclists

What are your top three concerns regarding safety?

1. _____
2. _____
3. _____

Use Issues/Pending Developments

How do you think the future development in the Hurstbourne and Shelbyville Road corridor will affect the quality of life in adjacent residential neighborhoods?

1. _____
2. _____
3. _____



November, 2006

Gresham, Smith & Partners

The Plan



©METRO
Louisville



Hurstbourne Transportation Study and Small Area Plan



October, 2006

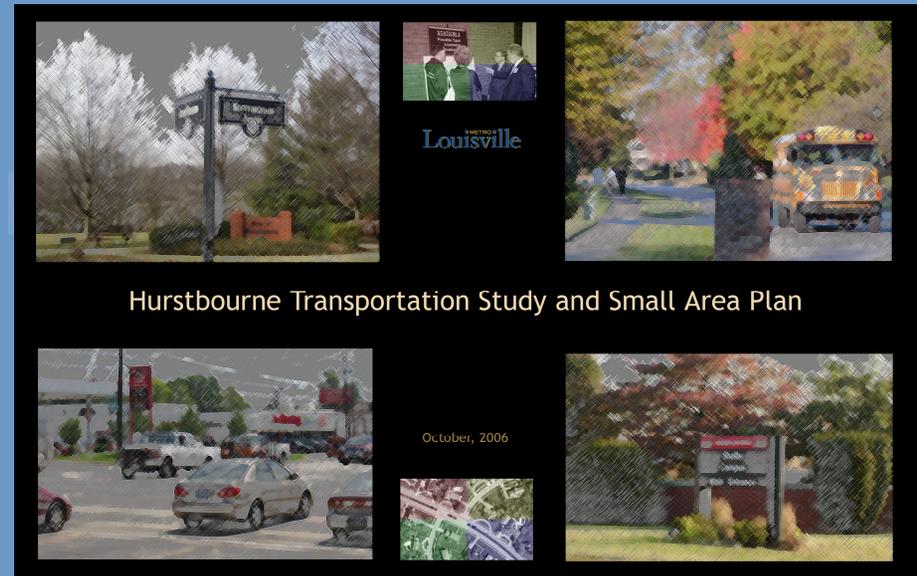


November, 2006

Gresham, Smith & Partners

Plan Components

- Plan Area Identity
- Vision Statement
- Land Use
- Mobility
- Community Character
- Implementation
- Executive Summary



The Plan will provide recommendations to:

- *Improve the character and function of the corridors*
- *Strengthen and preserve the residential neighborhoods*
- *Create better transitions between the two*

Planning Process

- Appointment of Study Advisory Team
- Obtain / Review Existing Information
- Data Collection
 - Land Use Analysis
 - Traffic/Transportation Analysis
 - Streetscape/Bicycle/Pedestrian/Transit
- Analyses of Improvement Alternatives
- Study Recommendations

Expectations

Things To Remember:

- Large Scale Study Area (over 5 square miles)
- Complex Issues

What The Study Doesn't Provide:

- Quick Fixes/Silver Bullet Solutions
- Lot by Lot Land Use Recommendations
- Final Designs

What The Study Provides:

- Proposed Recommendations for:
 - Land Use
 - Community Character
 - Mobility
- General to Specific Implementation Measures
- Guidelines For Future Improvements

Recommendations

Recommendation	Implementation Responsibility/Agency Involvement	Timeframe
----------------	--	-----------

Cornerstone 2020/LDC

Policy/Programmatic

Infrastructure

Land Use

Cornerstone
2020

Land
Development
Code

Community Vision
Guiding Growth

Implements Many 2020
Goals, Objectives, Plan Elements

Establishes Zoning Districts
& Form Districts

Standards for Zoning Districts
& Form Districts

Zoning Districts = Land Uses & Densities
Form Districts = Design Standards

Form District Standards Address
Character, Compatibility

Land Use

Regional Marketplace Center:
High intensity; mixed use; regional market area

Town Center:
Mixed use; center of activity; larger scale than neighborhood ctrs.

Suburban Marketplace Corridor:
Major roads; med.-high intensity mixed use; defined beginning/end

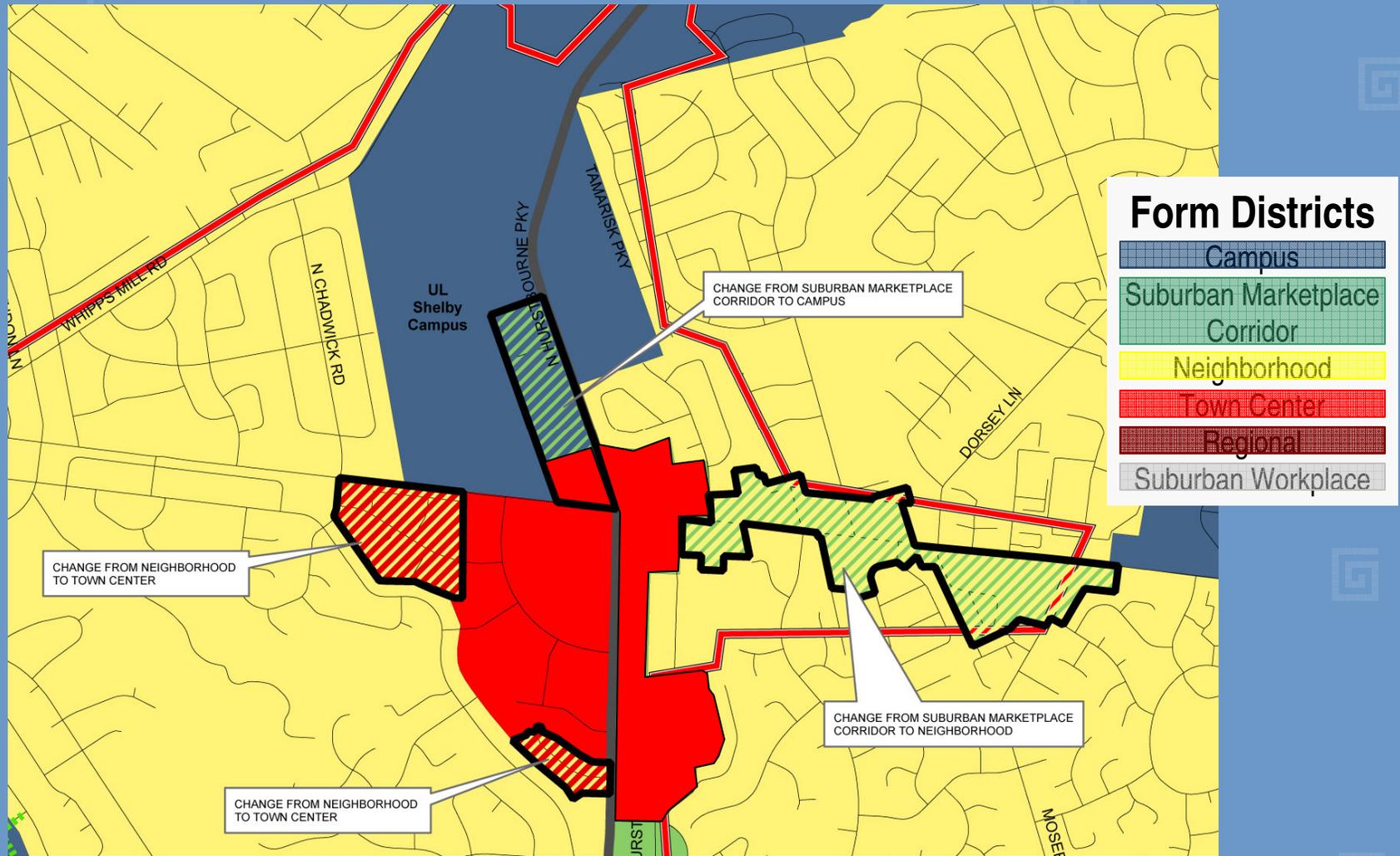
Campus:
Mixed use w/predominant function; compact/walkable

Neighborhood:
Predominantly residential; varies in density

Suburban Workplace:
Predominately industrial/office; large-scale; set back from street

LU – 1, 3 & 4

Cornerstone 2020/LDC

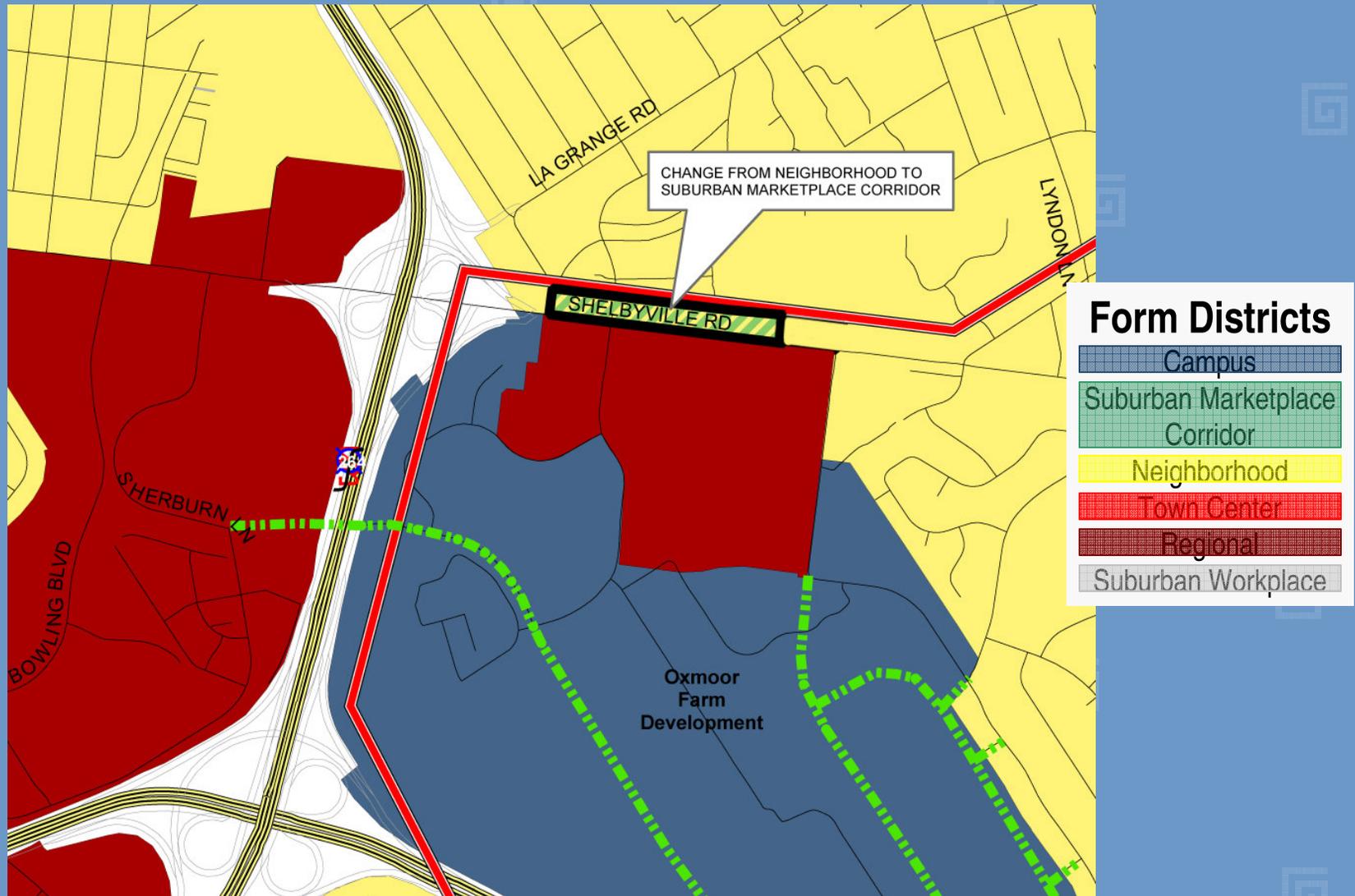


November, 2006

Gresham, Smith & Partners

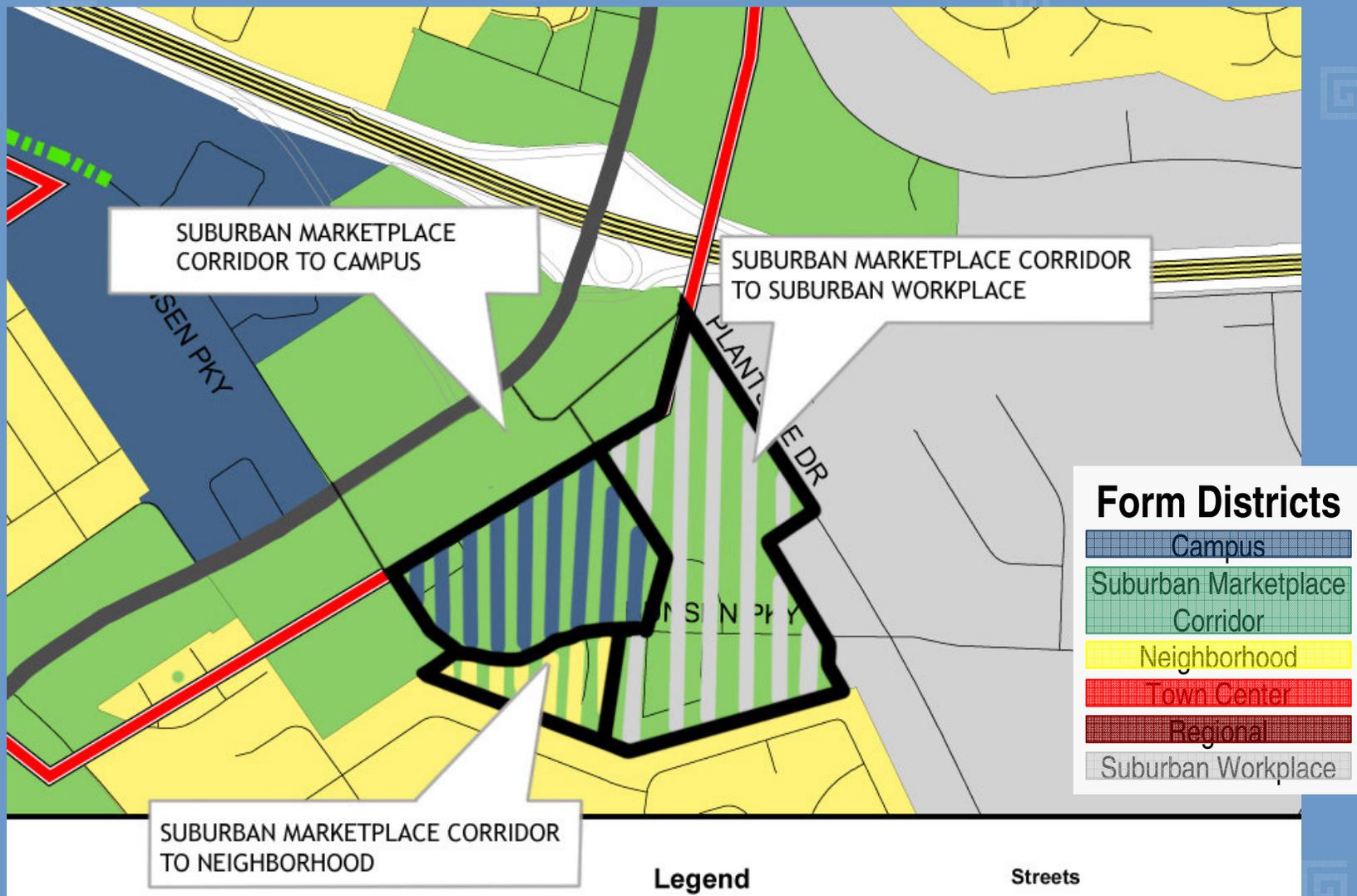
LU - 2

Cornerstone 2020/LDC



LU-5

Cornerstone 2020/LDC



November, 2006

Gresham, Smith & Partners

LU -6

Cornerstone 2020/LDC

Encourage new development at Shelby Campus to include a mix of uses to promote more internal trip capture and balance peak hour trips

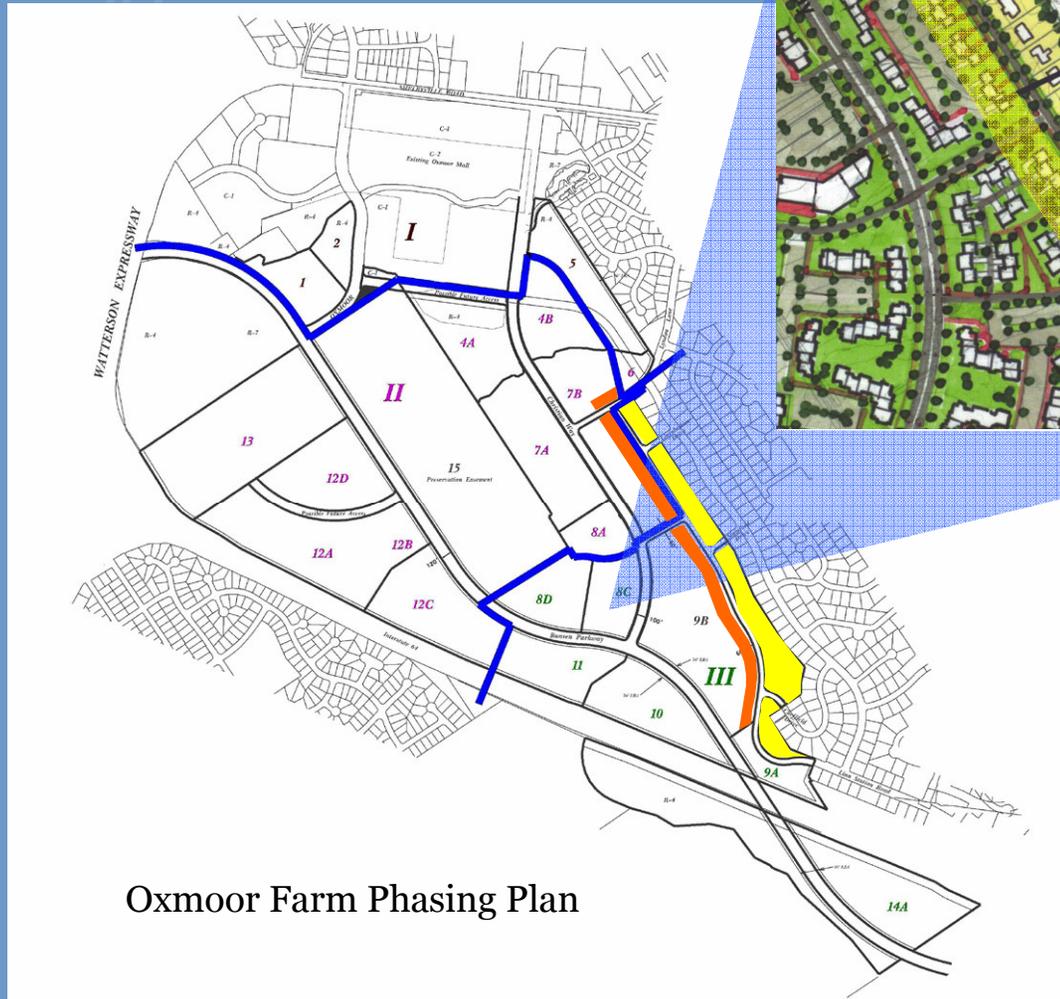


November, 2006

Gresham, Smith & Partners

LU-7

Cornerstone 2020/LDC



Oxmoor Farm Phasing Plan



**“Attached
Village Homes”**

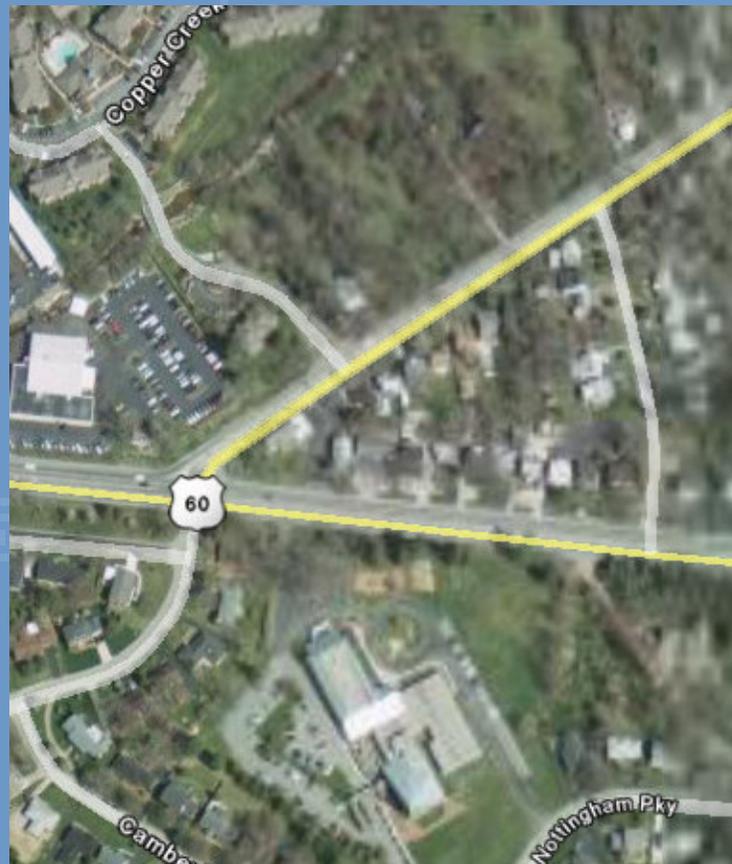
**“Single Family
Estates”**

As Oxmoor Farm develops, use single-family detached homes (parcel 9A) followed by a single row of attached homes (townhouse, condominiums or patio homes) facing and closest to Linn Station Road with higher density residential further west on parcels 7C and 9B, as a transition from the City of Hurstbourne to the higher density multi-family, retail, and office uses proposed

LU – 8

Cornerstone 2020/LDC

Continue the Planning Commission policy recommendation drafted in 1986 establishing Whipps Mill Road as the eastern edge for linear retail development along Shelbyville Road; recognizing the triangular land area formed by Whipps Mill, Shelbyville Road and Lyndon Lane as appropriate for transitional land uses while maintaining residential character.



November, 2006

Gresham, Smith & Partners

LU – 9

Cornerstone 2020/LDC

Require new or significantly expanded institutional uses to match residential forms (height, setbacks, and spacing)
In any Neighborhood Form District



November, 2006

Gresham, Smith & Partners

Community Character

November, 2006

Gresham, Smith & Partners

CC – 1

Cornerstone 2020/LDC

Develop streetscape schematic plan & construction plans detailing landscaping, buffering, setbacks, signage and street furniture based on corridor specific recommendations for Hurstbourne Parkway and Shelbyville Road that strengthens the residential or mixed use character of each roadway segment



November, 2006

Gresham, Smith & Partners

CC – 3

Cornerstone 2020/LDC

Develop a gateway and landscape master plan as part of the planned Shelby Campus improvements to help create a unique identity for the project while ensuring compatibility with its surroundings



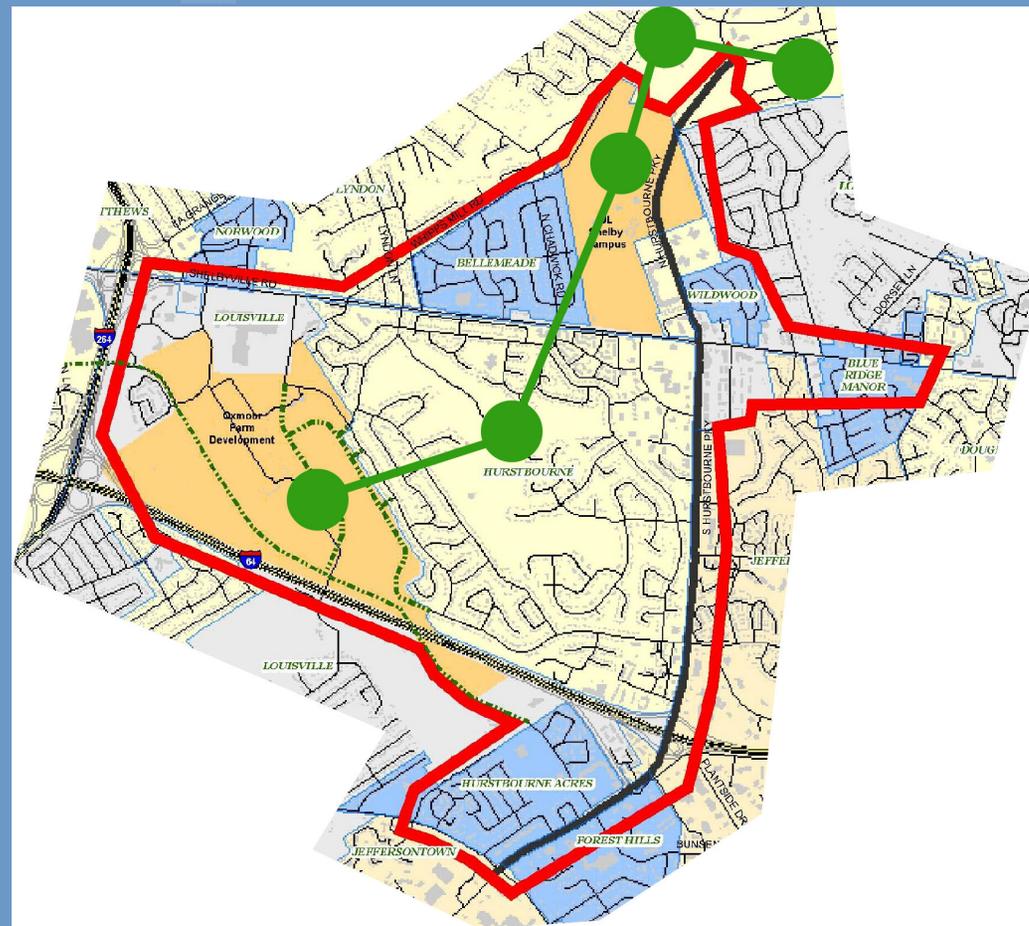
November, 2006

Gresham, Smith & Partners

CC - 4

Cornerstone 2020/LDC

Develop a Greenway Master Plan to link the planned Oxmoor Farm and Shelby Campus planned open space networks with A.B. Sawyer Park, Forest Green greenway, and MSD's Whipps Mill basin



November, 2006

Gresham, Smith & Partners

CC – 5 & 6

Policy/Programmatic

Develop a program to install street trees in existing verge areas along Shelbyville Road and Hurstbourne Parkway to help unify the character of each corridor and create a more inviting pedestrian environment



Prepare a maintenance and replacement plan for existing and new vegetation to preserve the character along Shelbyville Road

CC – 8

Policy/Programmatic

Develop a community-wide program to identify and educate the public on areas of historical, cultural, or environmental significance through unified design elements such as historic markers or informational plaques promoting their importance to the community. Use these interpretive elements to help visually and functionally link the complete transportation network (road corridors, walking paths/greenways, and bike lanes)



CC – 9

Infrastructure

Develop “Gateway” plans at Whittington and Shelbyville Road, Whittington and Hurstbourne Parkway, and Shelbyville Road and Hurstbourne Parkway to Strengthen the Town Center identity



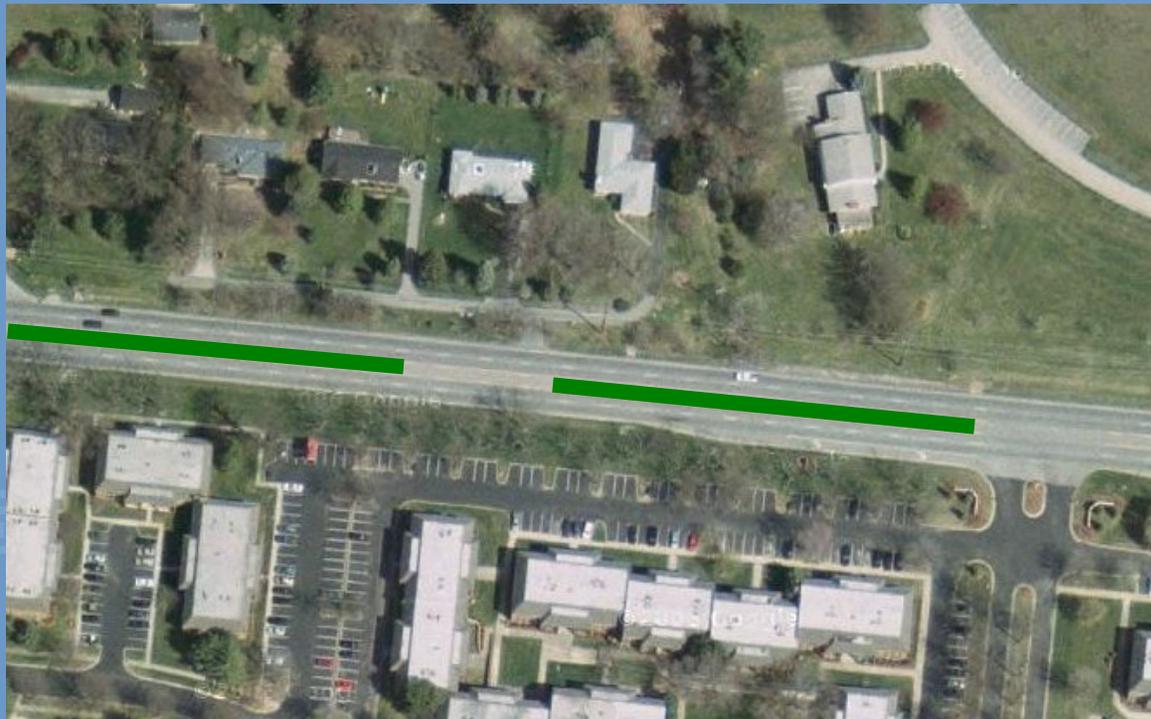
November, 2006

Gresham, Smith & Partners

CC – 10

Infrastructure

Develop phasing plan to implement landscape islands in center of Shelbyville Road where left turn movements are not needed (this recommendation may be modified to accommodate future Bus Rapid Transit – see Mobility recommendation M – 12)



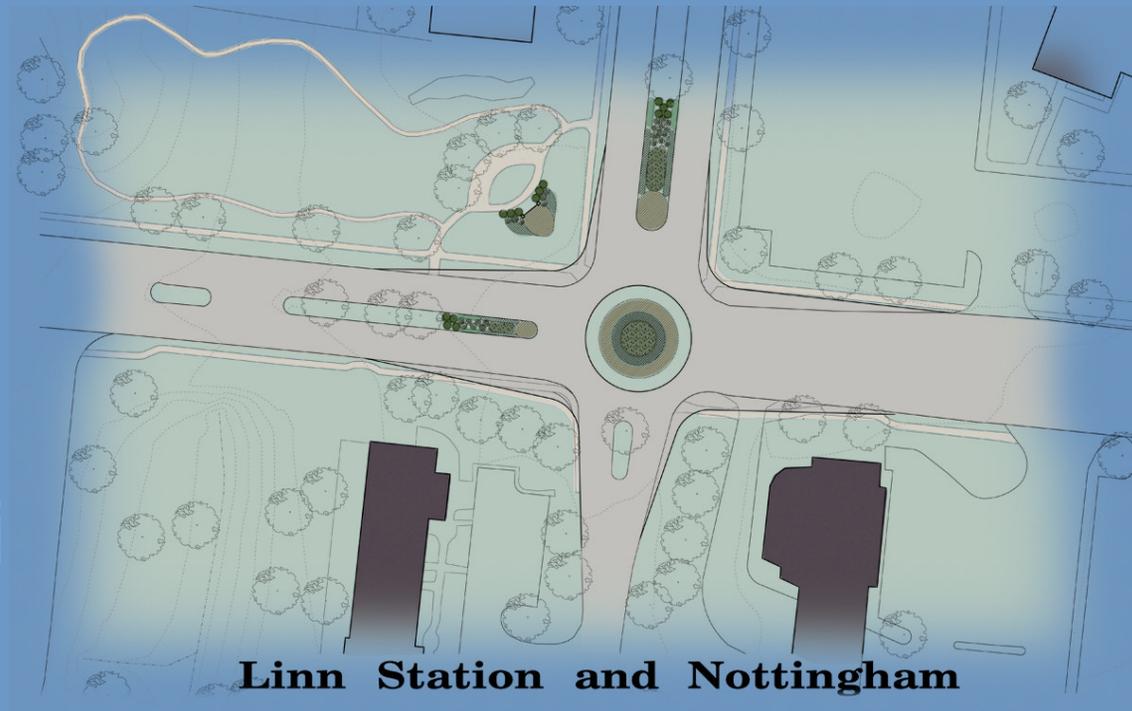
November, 2006

Gresham, Smith & Partners

CC – 11

Infrastructure

Develop “Gateway” plans where Linn Station, Leesgate, and Seaton Spring intersect with Nottingham Parkway to create a more visual transition between non-residential and residential areas of Hurstbourne



Mobility

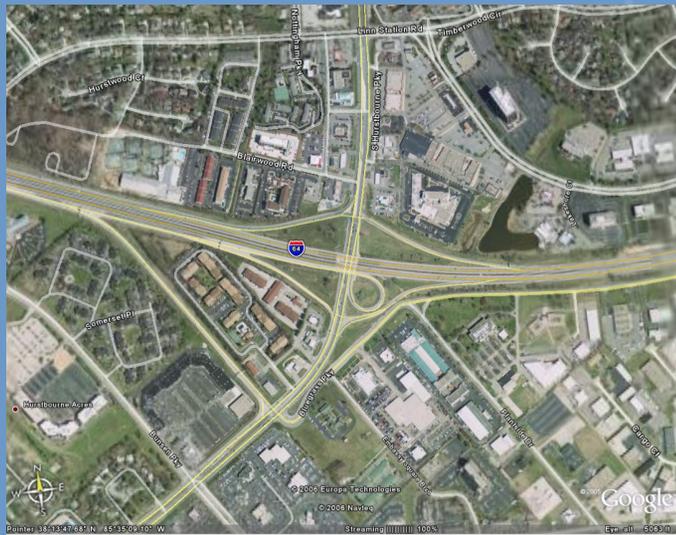
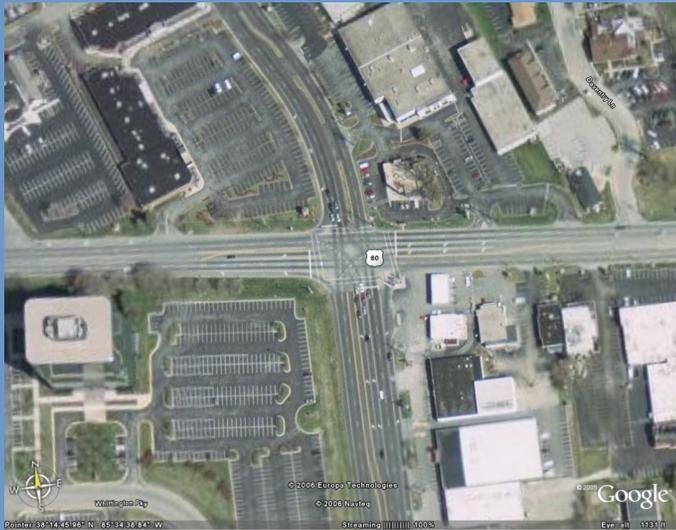


November, 2006

Gresham, Smith & Partners

Mobility

Construct Hurstbourne Parkway improvements Shelbyville Road to I-64



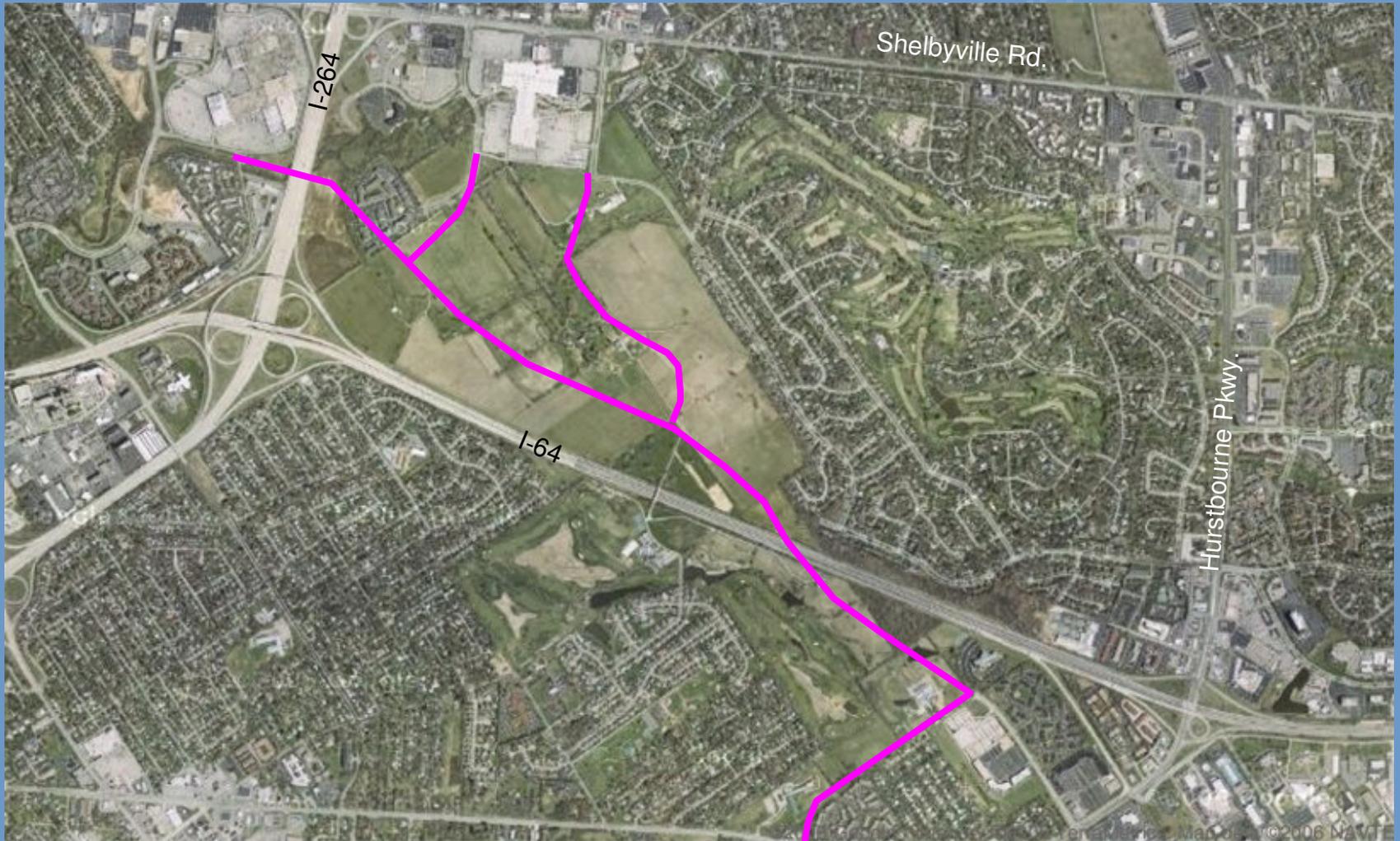
- Intersection of Shelbyville and Hurstbourne
- Hurstbourne southbound Widening
- Hurstbourne / I-64 Interchange
- I-64 westbound to I-264 westbound Ramp Widening
- Westport Rd. Widening
- Westport / I-264 Interchange

November, 2006

Gresham, Smith & Partners

Mobility

Construct Bunsen Parkway extension in one phase

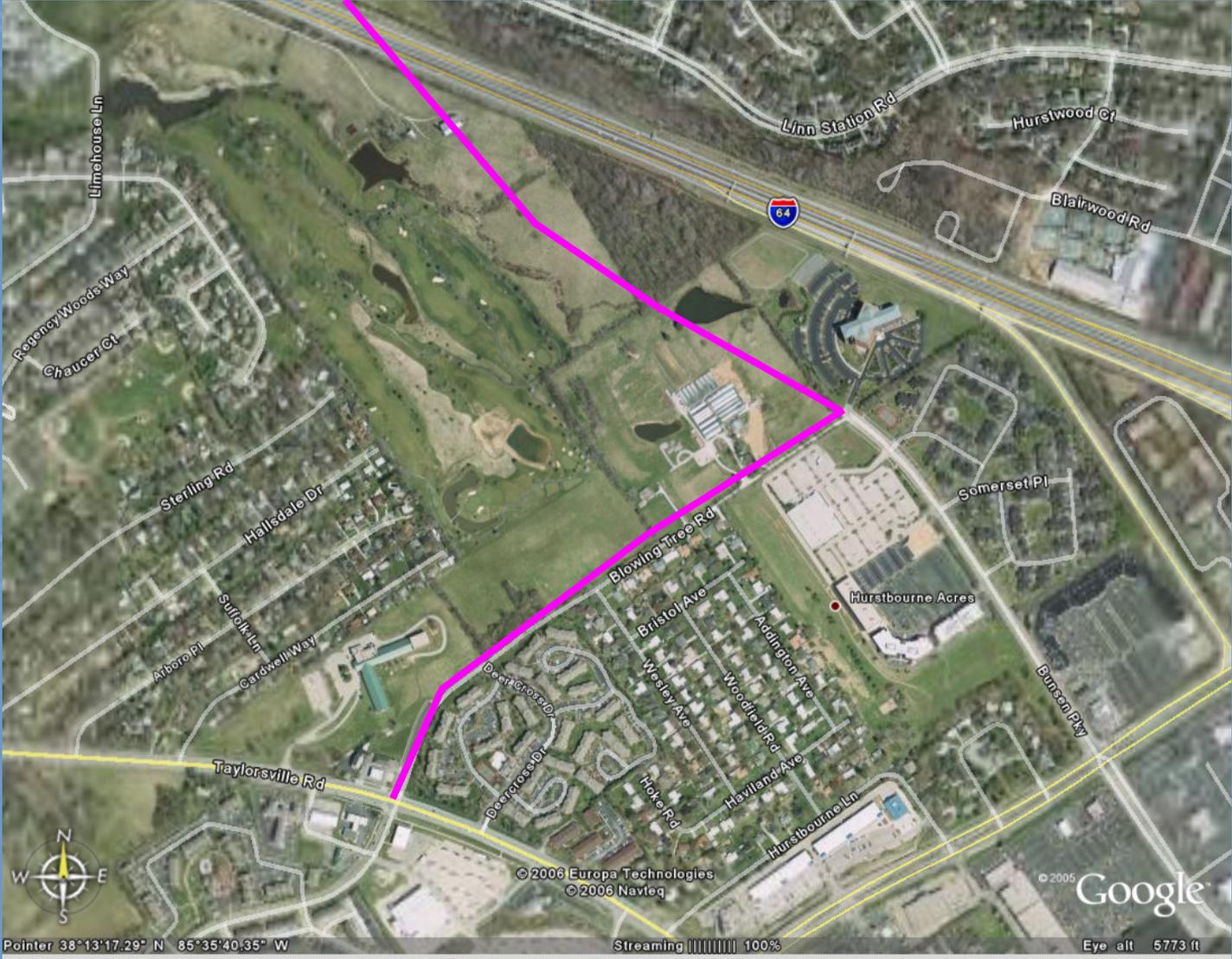


November, 2006

Gresham, Smith & Partners

Mobility

Evaluate Bunsen Pkwy. / Taylorsville Rd. connection alternatives along Blowing Tree Rd.

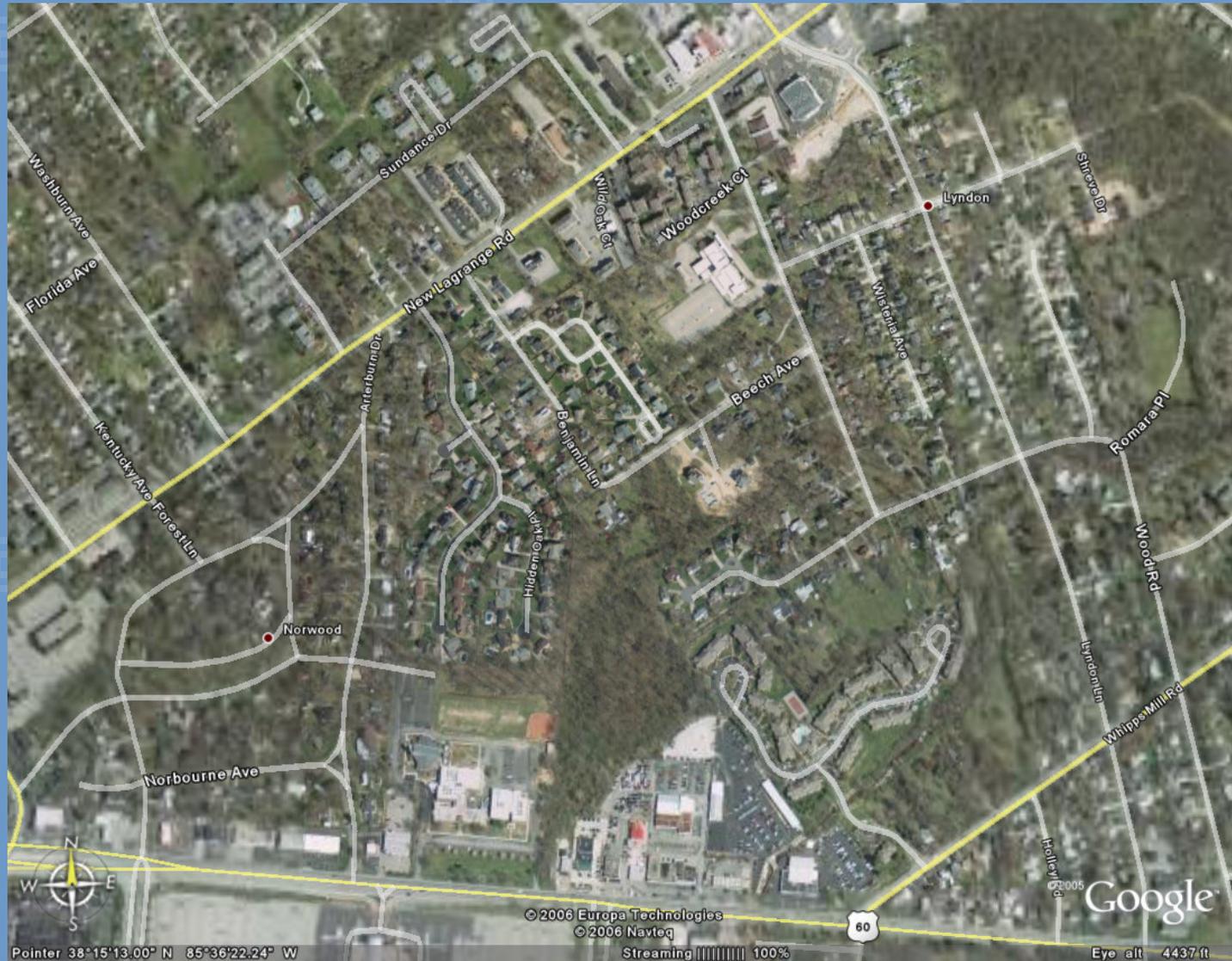


November, 2006

Gresham, Smith & Partners

Mobility

Extend Christian Way north across Shelbyville Road and make more connections

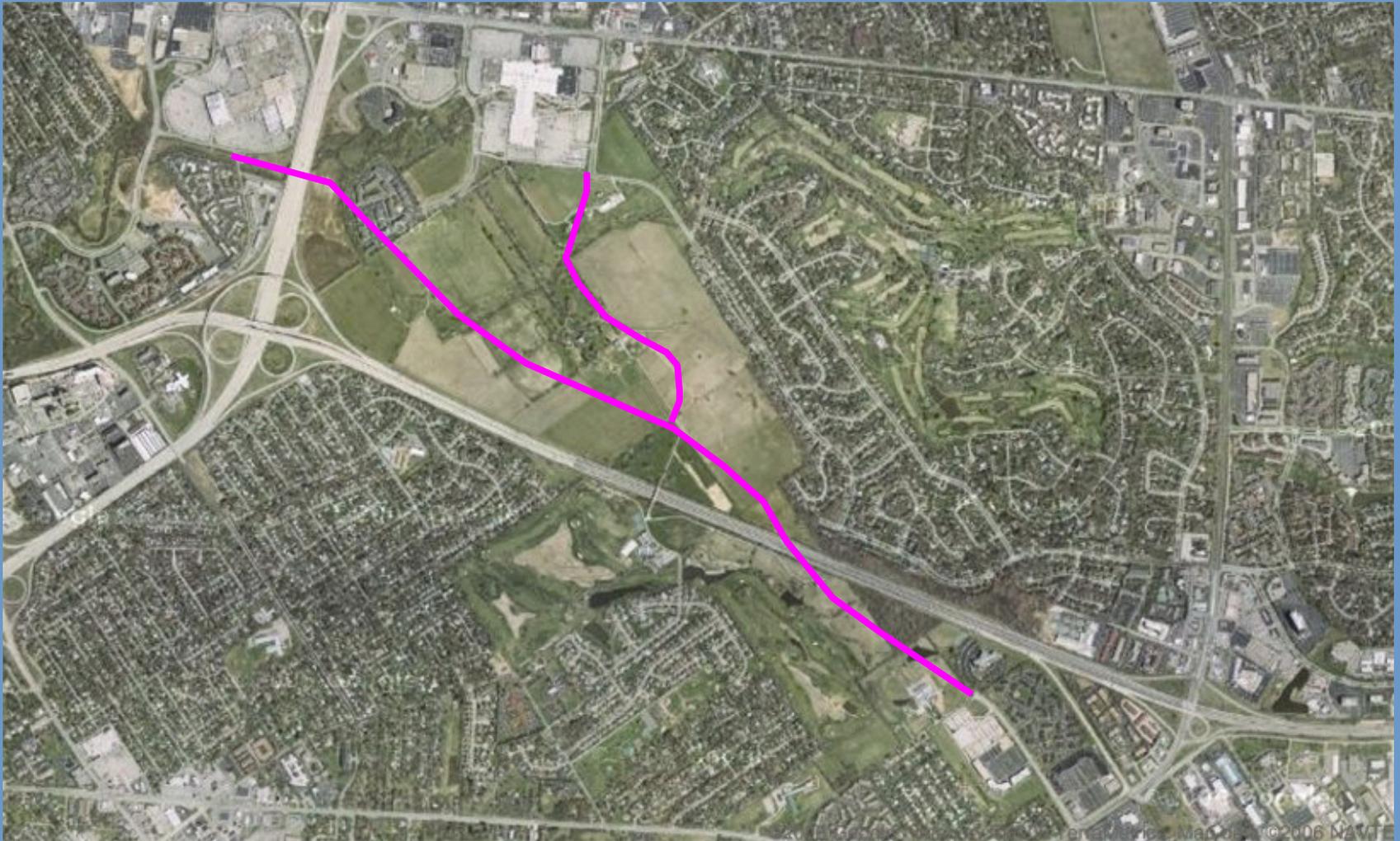


November, 2006

Gresham, Smith & Partners

Mobility

Extend Christian Way South across I-64 and make connections

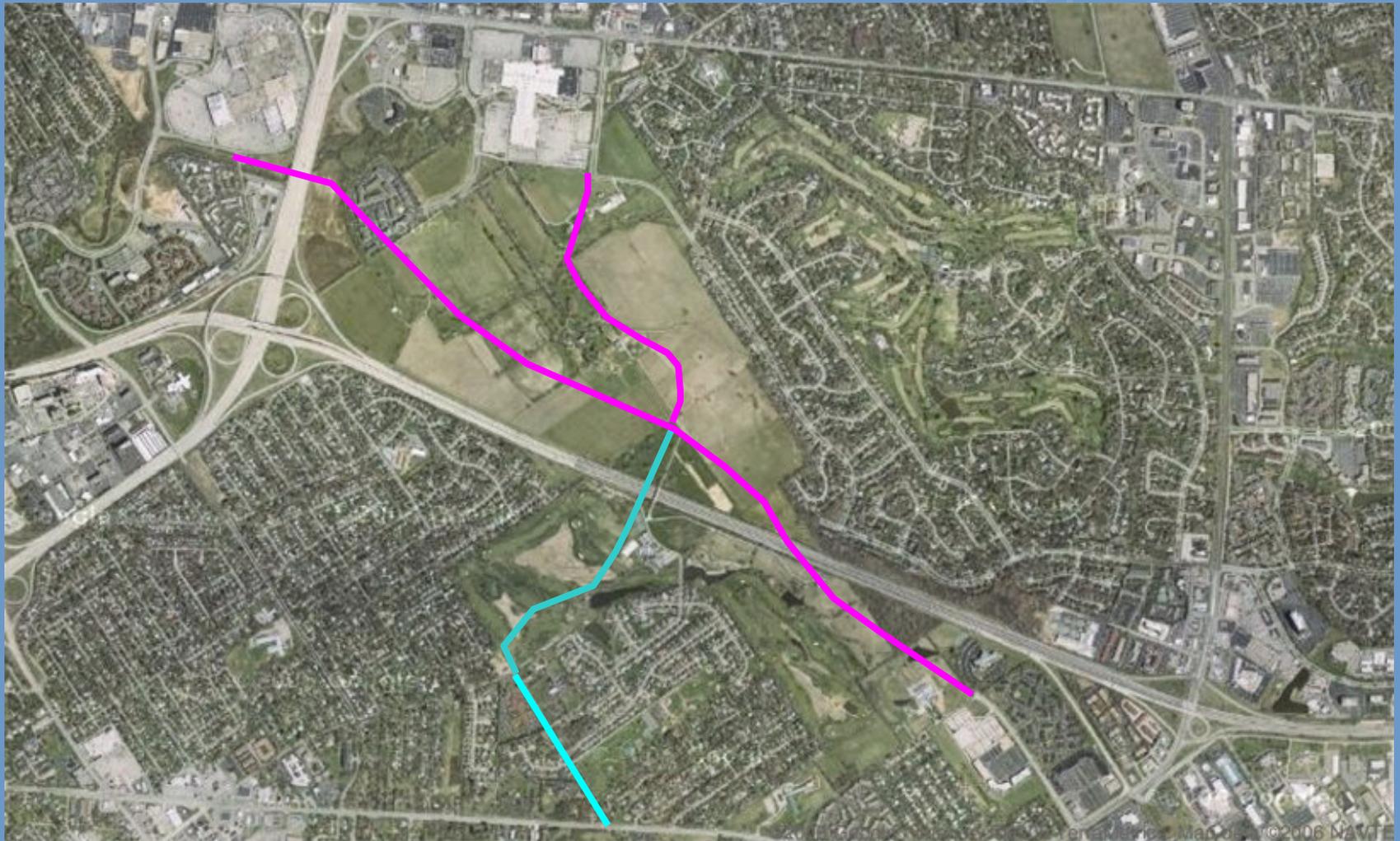


November, 2006

Gresham, Smith & Partners

Mobility

Start a Scoping and Interchange Justification Study for an interchange on I-64 between I-264 and Hurstbourne Parkway



November, 2006

Gresham, Smith & Partners

Mobility

Planned Whipps Mill / Hurstbourne Pkwy. / Shelbyville Rd. connection through Shelby Campus

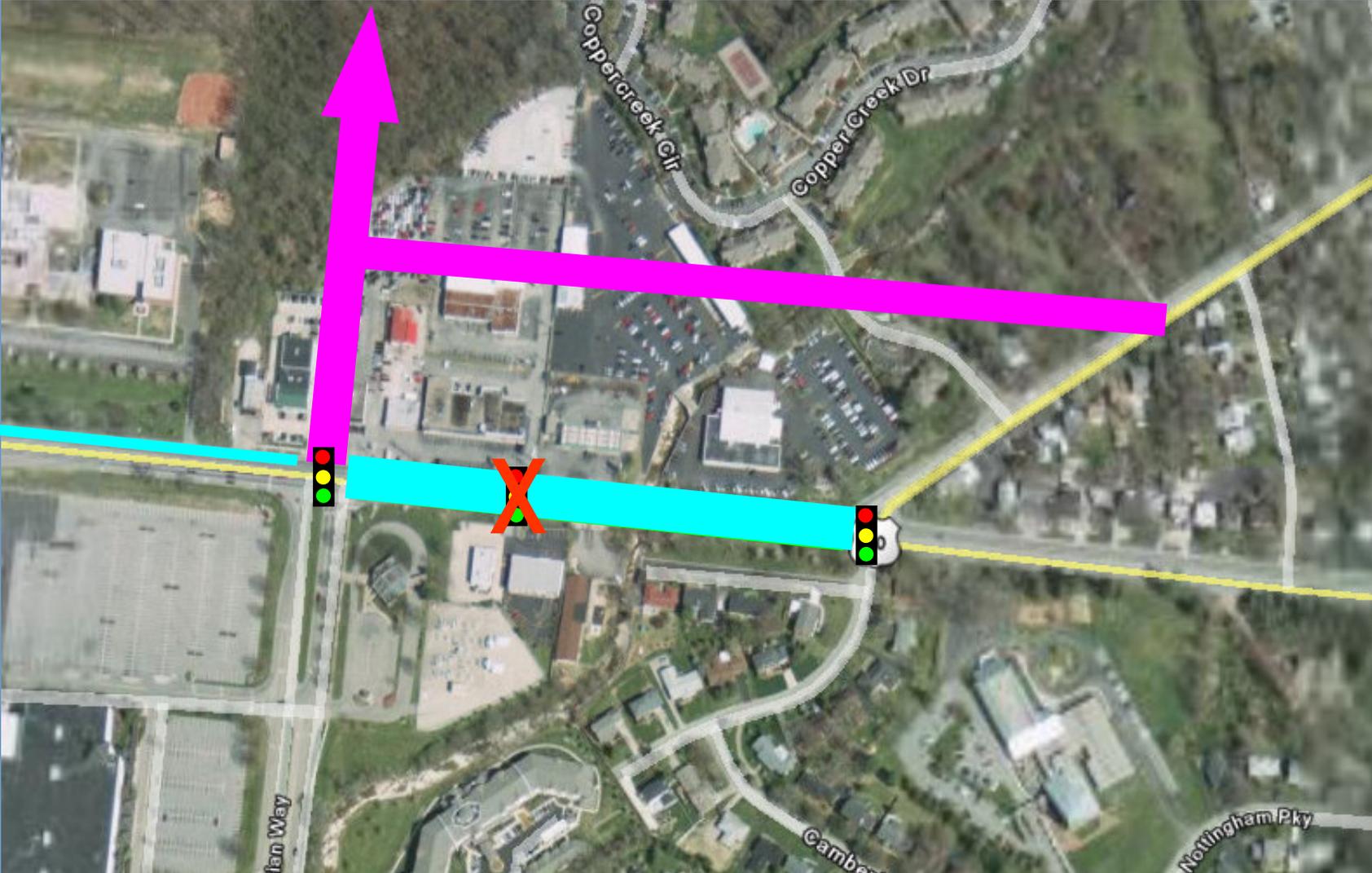


November, 2006

Gresham, Smith & Partners

Mobility

Christian Way / 8 Mile Center / Whipps Mill

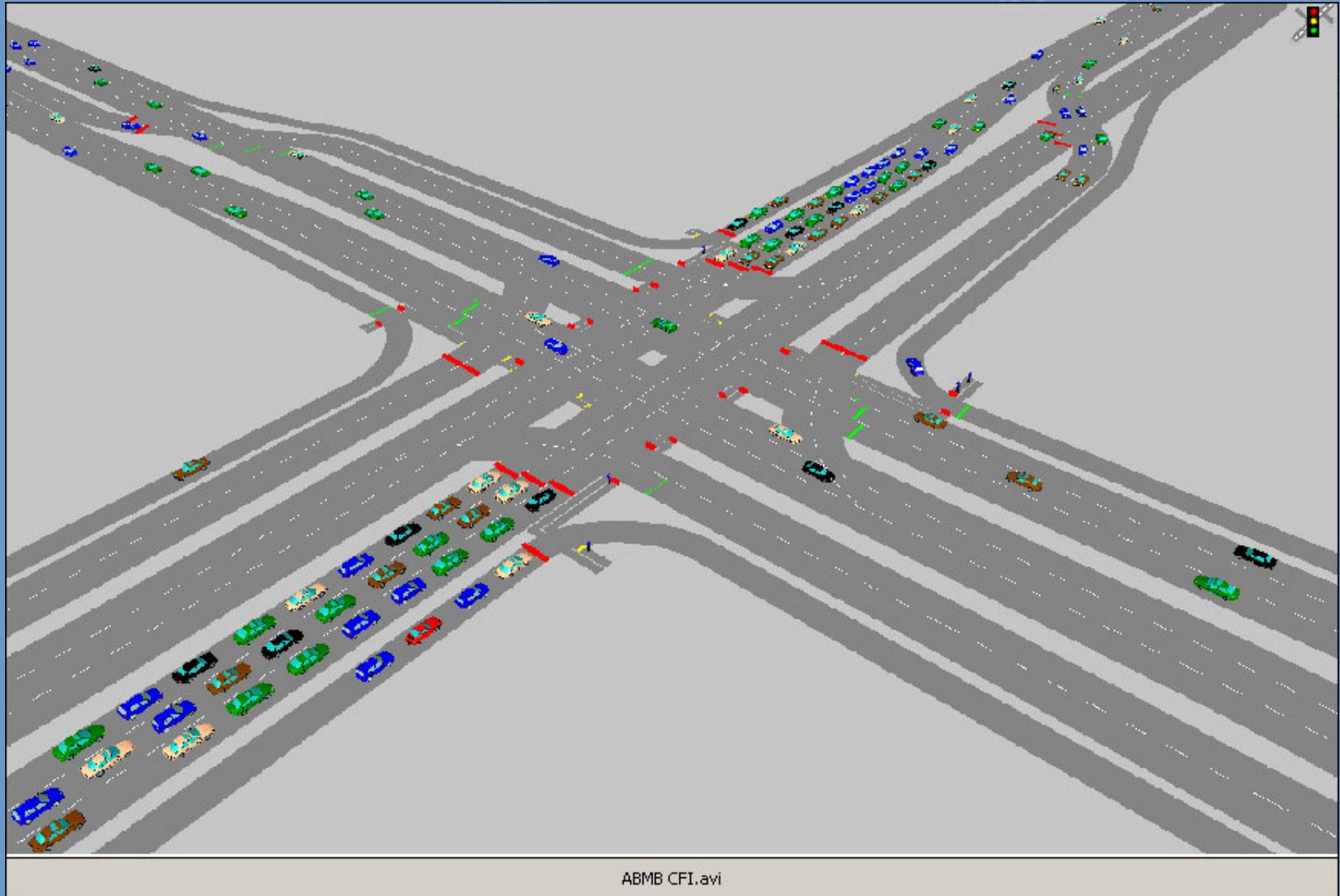


November, 2006

Gresham, Smith & Partners

Mobility

Begin a feasibility study for a Continuous Flow Intersection (CFI) including a cost/benefit analysis

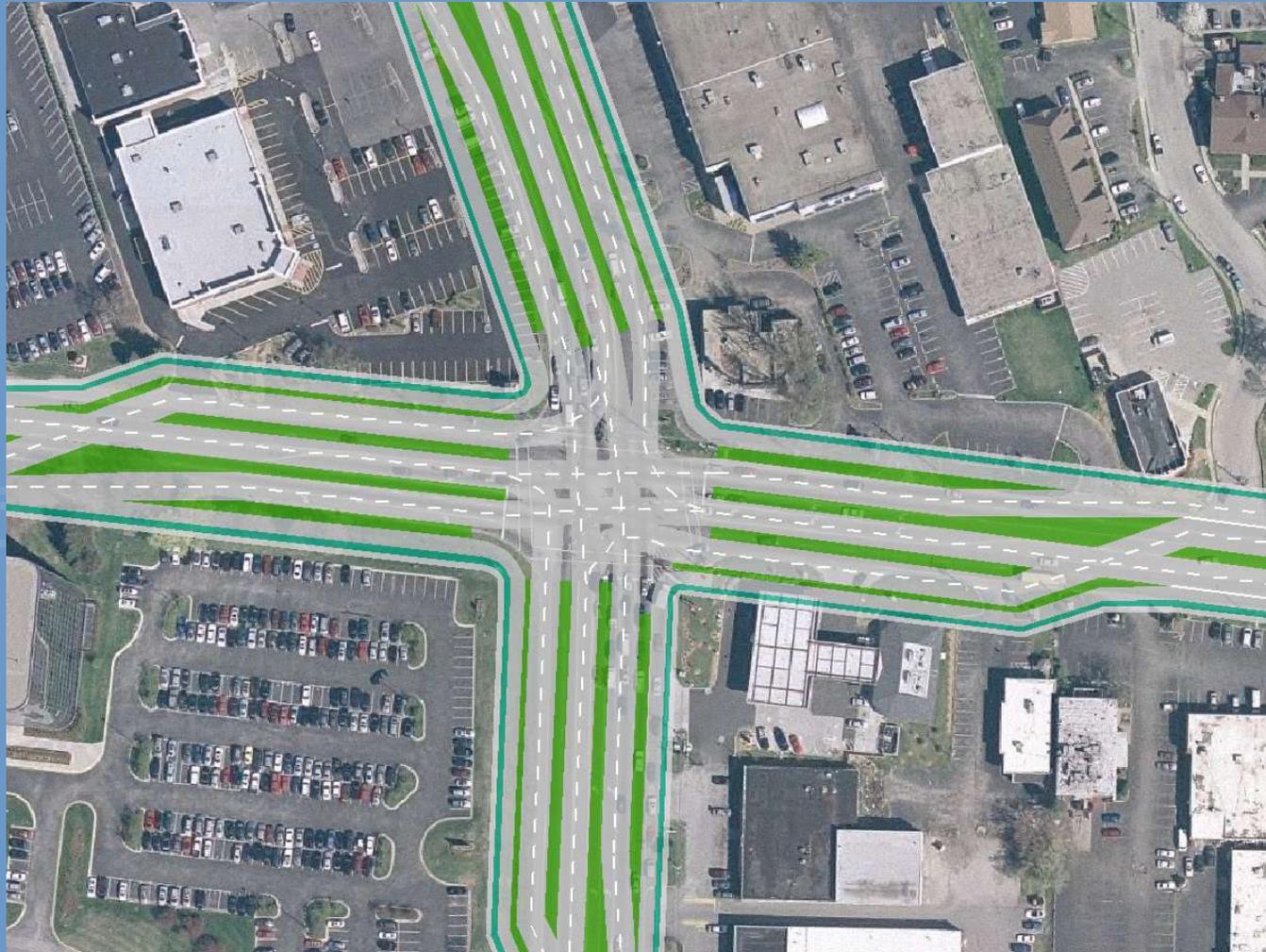


November, 2006

Gresham, Smith & Partners

Mobility

Begin a feasibility study for a Continuous Flow Intersection (CFI) including a cost/benefit analysis



November, 2006

Gresham, Smith & Partners

Mobility

Restrict westbound left turns to Blue Ridge Road or Relocate Blue Ridge Road

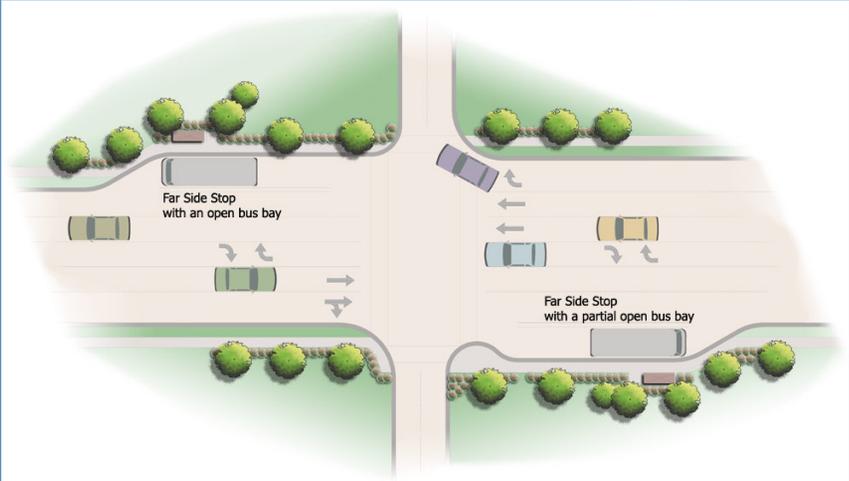


November, 2006

Gresham, Smith & Partners

Mobility

Improve TARC facilities along all routes in the study area

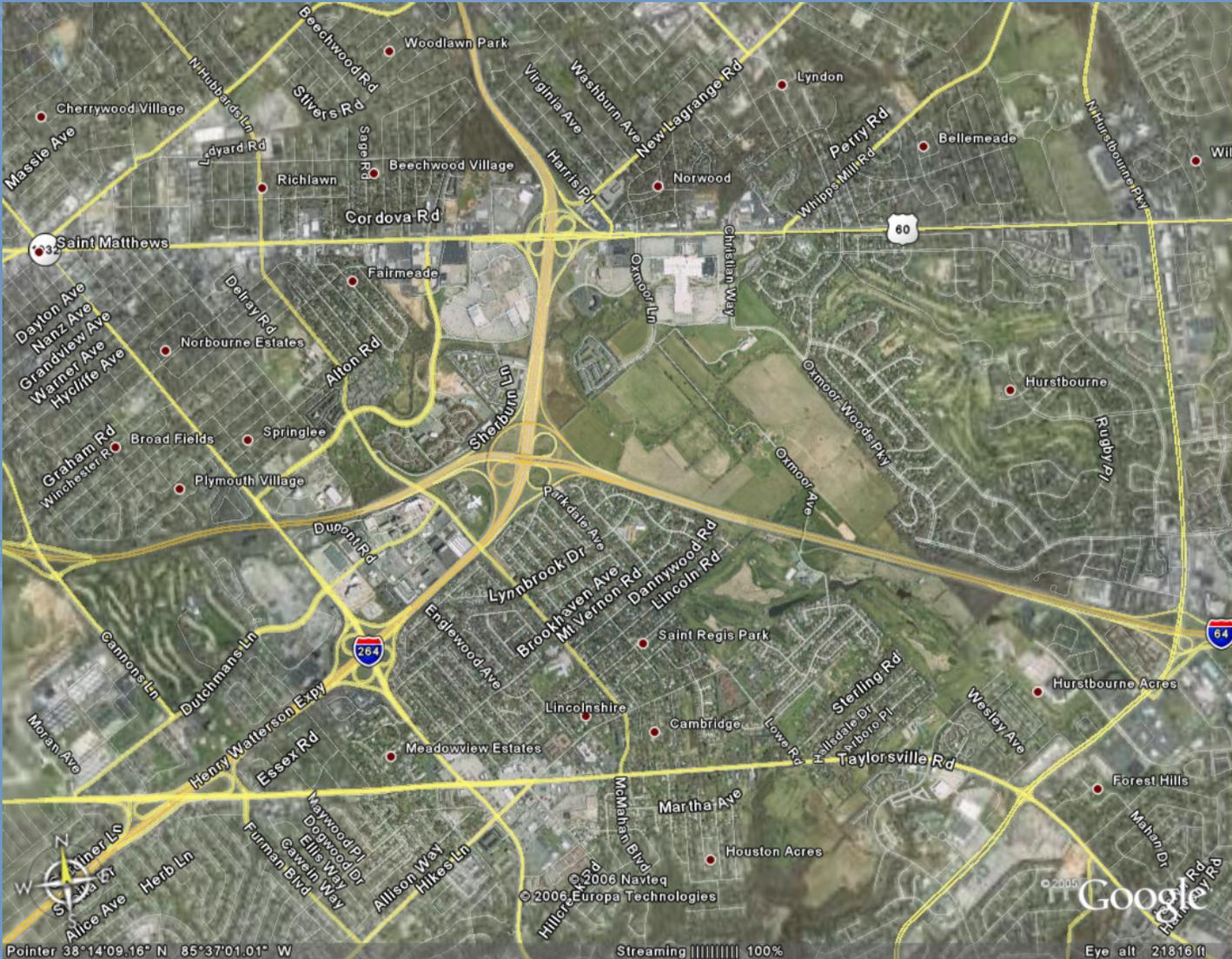


November, 2006

Gresham, Smith & Partners

Mobility

Create a TARC circulator route serving the commercial areas along Shelbyville Road and Hurstbourne Parkway

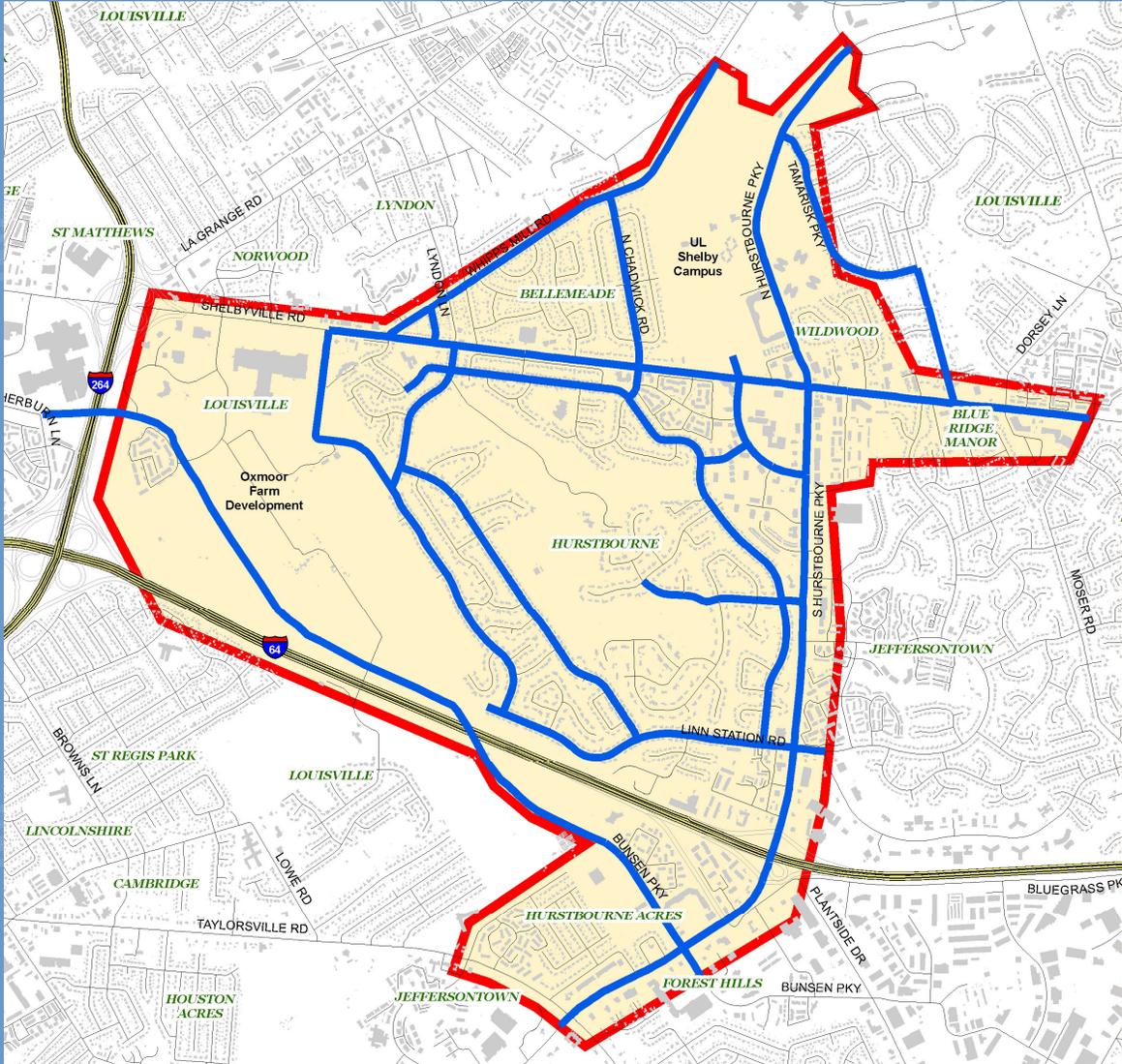


November, 2006

Gresham, Smith & Partners

Mobility

Create a network of bicycle and pedestrian facilities throughout the study area



Mobility

Develop Transportation Demand and System Management Programs

Transportation Demand Management Program (TDM)

Alternatives to the Single Occupant Vehicle

- Transit alternatives
- Carpooling
- Van pooling
- Improved Pedestrian Facilities
- Improved Bicycle facilities
- Improved site development design to better accommodate pedestrian and bicycle transportation

Incentives and Disincentives

- Employer Support measures
- Preferential HOV Treatments
- Transit and Ridesharing Incentives by Employers

Alternative Work Arrangements

- Variable work hours
- Alternative work schedules
- Telecommuting/Work-at-Home options

Transportation System Management Program (TSM)

Signal Phasing and Timing

Signal Coordination

- KYTC consider expansion of the existing Shelbyville Road system to Lyndon Lane and expansion of the existing Hurstbourne Pkwy. system to include nearby signals on Shelbyville Road

ITS applications (better traffic monitoring and information to travelers thru detectors, cameras, DMS, Highway Advisory Radio, etc)

Reversible Lanes

Incident Management (detecting, responding to, and clearing incidents)

- Expand the TRIMARC monitoring and freeway management program to include Shelbyville Road and Hurstbourne Parkway

Access Management (driveway location and design, signal location, median location and design, etc)

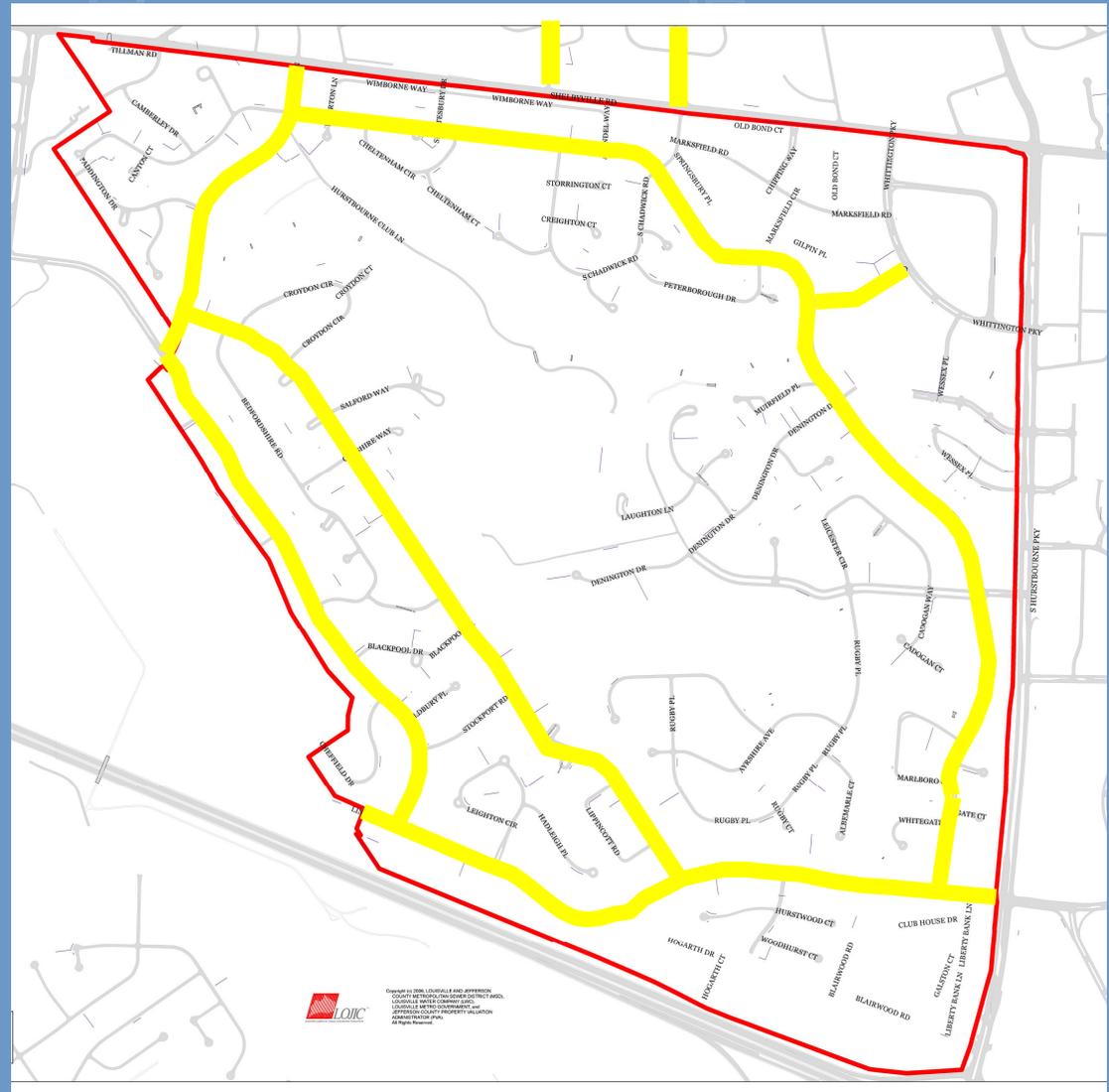
- Implement an access management program to control, monitor, and implement access management recommendations

Ramp Metering

Mobility

Develop neighborhood traffic calming plans

- Lyndon Lane
- Nottingham Parkway
- Leesgate Lane
- Linn Station Road
- Colonel Anderson Parkway
- Oxmoor Woods Parkway
- Chadwick Road
- Bellemeade



November, 2006

Gresham, Smith & Partners

Mobility

Traffic Calming Techniques Recommended for Consideration

Speed Control

- Revised or reinforced signing
- Raised cross walk
- Narrowing with bike lanes
- Lateral shifts or curves
- Narrowing intersections
- Traffic circles



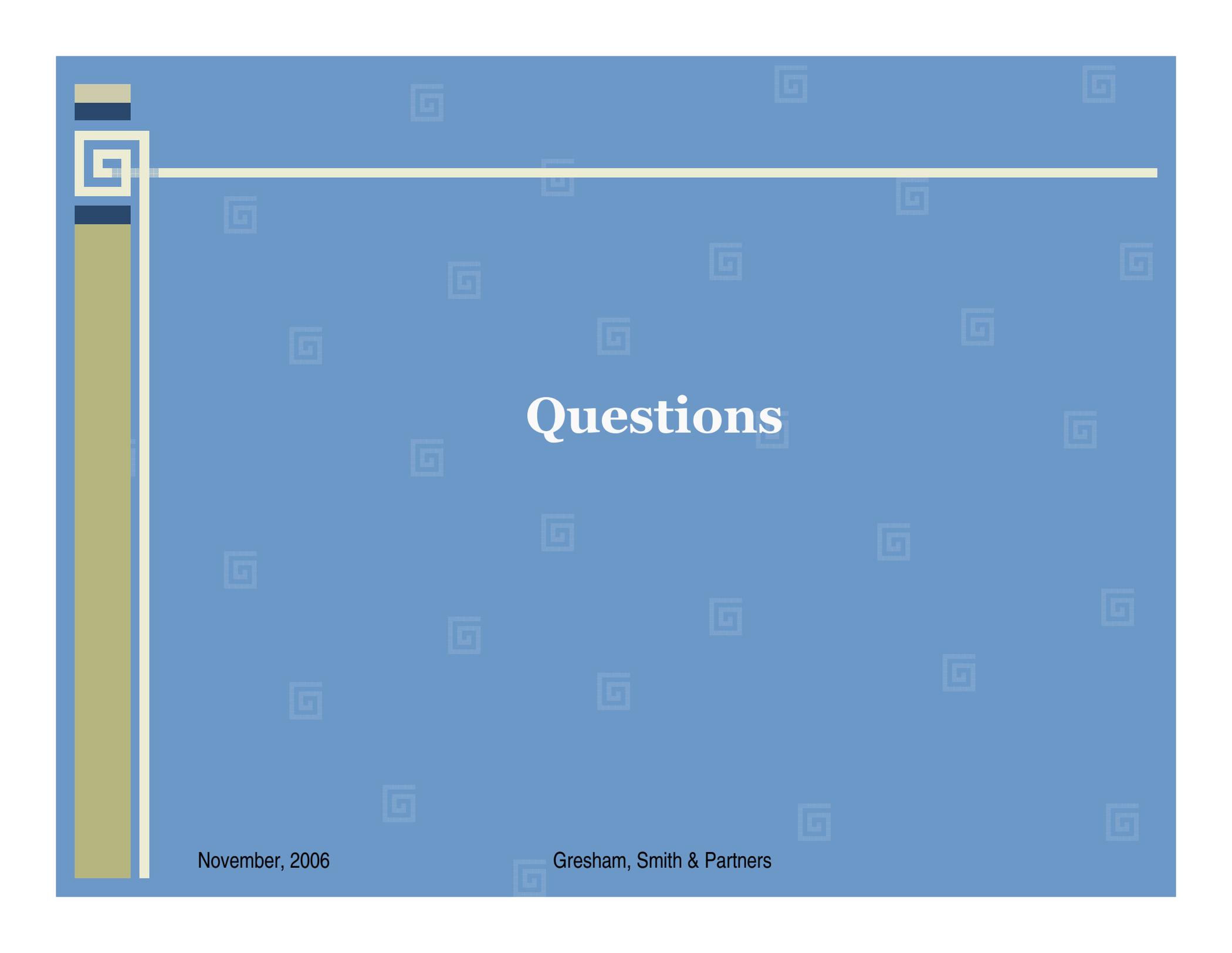
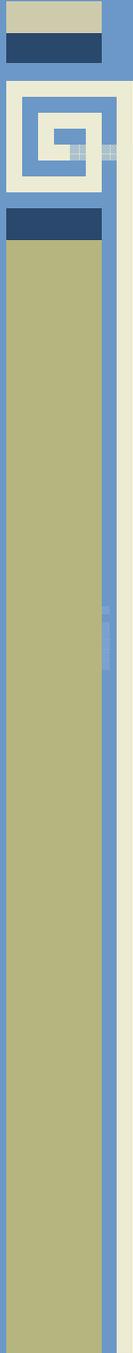
Volume Control

- Gateway treatments
- Random roadblocks
- Strategically placed full and partial street closures



Next Steps

- **Planning Commission Public Hearing**
- **Metro Council Adoption**



Questions

November, 2006

Gresham, Smith & Partners