

## St Germain, Dante

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**From:** dianebzim@att.net  
**Sent:** Friday, March 17, 2023 1:23 PM  
**To:** lkfrazier01@gmail.com  
**Cc:** Stuber, Beth; St Germain, Dante  
**Subject:** RE: Aiken Road and Johnson Road Vicinity TIS

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Mr. Frazier,

As requested by Metro Public Works and Transportation Planning, the approved plan shows the improvements of the intersection of Johnson Road and Aiken Road as described. Additionally see note 19 on the plan about improvements as referenced in the TIS for the project.

The case number is 21-ZONE-0001 and the approved plan in Accela is dated 9/28/21.

**Diane B. Zimmerman, P.E.**

502.648.1858

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**From:** lkfrazier01@gmail.com <lkfrazier01@gmail.com>  
**Sent:** Friday, March 17, 2023 12:29 PM  
**To:** dianebzim@att.net  
**Cc:** 'Stuber, Elizabeth W.' <Elizabeth.Stuber@louisvilleky.gov>; 'St Germain, Dante' <Dante.St.Germain@louisvilleky.gov>  
**Subject:** RE: Aiken Road and Johnson Road Vicinity TIS

Ms. Zimmerman,

I do have an additional question. In the report it states on Page 7 in the Analysis that "The 2031 No Build includes the improvements shown on the Aiken North plan for the intersection of Aiken Rd with Johnson Road by the Aiken North subdivision."

That 2/23/21 Aiken North Subdivision study said in the conclusion "A left turn lane on Aiken Road will be required at each entrance. The study anticipates a traffic signal will be warranted for the intersection of Aiken Road and Johnson Road". But these improvements were never adopted. There are no planned improvements for the intersection of Aiken Rd with Johnson Rd.

The only binding element adopted was an improvement to the Aiken Rd/Arnold Palmer intersection and in talking with my representatives, there are no planned road improvements for this intersection at this time.

What improvements to the intersection of Aiken Rd with Johnson Rd were included in the 11/21/22 TIS?

Thank you again for your time and help with this report.

Lucas Frazier

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**From:** [dianeblz@att.net](mailto:dianeblz@att.net) <[dianeblz@att.net](mailto:dianeblz@att.net)>  
**Sent:** Wednesday, March 15, 2023 4:27 PM  
**To:** [lkfrazier01@gmail.com](mailto:lkfrazier01@gmail.com)  
**Cc:** 'Stuber, Elizabeth W.' <[Elizabeth.Stuber@louisvilleky.gov](mailto:Elizabeth.Stuber@louisvilleky.gov)>; 'St Germain, Dante' <[Dante.St.Germain@louisvilleky.gov](mailto:Dante.St.Germain@louisvilleky.gov)>  
**Subject:** RE: Aiken Road and Johnson Road Vicinity TIS

The capacity of the movement is 0 because the analysis procedure says there will not be enough gaps in the traffic on Shelbyville Road for any vehicles southbound on Johnson Road to enter Shelbyville Road, especially because there is only a single exit lane on Johnson Road and no ability for a right turn vehicle to go around a thru or left vehicle.

**Diane B. Zimmerman, P.E.**  
502.648.1858

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**From:** [lkfrazier01@gmail.com](mailto:lkfrazier01@gmail.com) <[lkfrazier01@gmail.com](mailto:lkfrazier01@gmail.com)>  
**Sent:** Wednesday, March 15, 2023 3:49 PM  
**To:** [dianeblz@att.net](mailto:dianeblz@att.net)  
**Cc:** 'Stuber, Elizabeth W.' <[Elizabeth.Stuber@louisvilleky.gov](mailto:Elizabeth.Stuber@louisvilleky.gov)>; 'St Germain, Dante' <[Dante.St.Germain@louisvilleky.gov](mailto:Dante.St.Germain@louisvilleky.gov)>  
**Subject:** RE: Aiken Road and Johnson Road Vicinity TIS

Thank you for such a quick reply!

Why would the southbound approach have a capacity of 0?

What do you calculate would be the delay in 2031 if there is no traffic signal at this Southbound intersection? This is a critical number. Since the 2017 report there have been over 1,300 dwelling units approved along this corridor that will be traveling to the new Middle School, the full-size grocery, or any of the other developments that have populated in Eastwood since 2017.

Thank you again,  
Lucas Frazier

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**From:** [dianeblz@att.net](mailto:dianeblz@att.net) <[dianeblz@att.net](mailto:dianeblz@att.net)>  
**Sent:** Wednesday, March 15, 2023 3:26 PM  
**To:** [lkfrazier01@gmail.com](mailto:lkfrazier01@gmail.com)  
**Cc:** 'Stuber, Elizabeth W.' <[Elizabeth.Stuber@louisvilleky.gov](mailto:Elizabeth.Stuber@louisvilleky.gov)>; 'St Germain, Dante' <[Dante.St.Germain@louisvilleky.gov](mailto:Dante.St.Germain@louisvilleky.gov)>  
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Mr. Frazier,

Table 4 has no delay times listed because the delay is unable to be calculated because the southbound approach has a capacity of 0 in 2031. The detail of this is shown on pages 28 and 29. The 2031 No Build and Build results are if the intersection remains as it operates today, with stop signs on Johnson Road. The improved column is the level of service and delay calculations for a traffic signal at the intersection. This recommendation is listed on Page 9.

Figure 6 has an error. There should have been 70 vehicles northbound on Johnson Road to Aiken and I used 59. I cannot explain why I used 59, except to say that it an error. See Figure 5 on page 6 of the study for the intersections of the development for distribution to the north and south.

I will note that the number of units was decreased to 102 single family and 100 apartments. This will reduce the trip generation of the development as shown below.

Land Use	A.M. Peak Hour			P.M. Peak Hour		
	Trips	In	Out	Trips	In	Out
Single Family (130 units)	76	19	57	101	64	37
Multifamily (126 units)	54	13	41	64	40	24
<b>TOTAL</b>	<b>130</b>	<b>32</b>	<b>98</b>	<b>165</b>	<b>104</b>	<b>61</b>

Thank you for your interest.

**Diane B. Zimmerman, P.E.**

502.648.1858

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**From:** [lkfrazier01@gmail.com](mailto:lkfrazier01@gmail.com) <[lkfrazier01@gmail.com](mailto:lkfrazier01@gmail.com)>  
**Sent:** Wednesday, March 15, 2023 2:07 PM  
**To:** [dianezbim@att.net](mailto:dianezbim@att.net)  
**Cc:** 'Stuber, Elizabeth W.' <[Elizabeth.Stuber@louisvilleky.gov](mailto:Elizabeth.Stuber@louisvilleky.gov)>; 'St Germain, Dante' <[Dante.St.Germain@louisvilleky.gov](mailto:Dante.St.Germain@louisvilleky.gov)>; 'Lucas Frazier' <[lkfrazier01@gmail.com](mailto:lkfrazier01@gmail.com)>  
**Subject:** Aiken Road and Johnson Road Vicinity TIS

Ms. Zimmerman,

As a resident off Johnson Rd I am concerned about the exponential growth we are seeing along this corridor. In looking over the attached 11/21/22 TIS I have a couple questions regarding Johnson Rd Southbound and the 1614 Johnson Rd (22-msub-0004) impact.

**Why are there no delay times or Level of Service grades provided for Johnson Rd Southbound PM for the 2031 Build/No Build in Table 4 of the study?**

This number is arguably the most important number in the study for residents using this road. In 2017 a study was conducted where the PM Delay in seconds per vehicle number was predicted to increase to 1431 in 2025, but in the 2022 study that number is missing. In comparison, the 2017 study showed the AM Johnson Rd Southbound delay time was 211.6, and in the 2022 study it shows a delay time of 548, a 160% increase. Are we to expect a similar pattern for the PM delay times? This would make the residents trying to leave Johnson Rd Southbound during the PM to have a delay time of over 62 minutes.

Since Table 4 indicates the 2031 Improved delay time will be 43.1, I assume the improvement number is based off the known actual number. **What is the actual delay in seconds for this Johnson Rd. Southbound 2031 Build PM?**

My other question is regarding a confusion I have involving vehicles leaving the proposed 1614 Johnson Rd development in the morning.

Figure 4 (No Build) AM has a total number of vehicles leaving Johnson Rd (via Shelbyville Rd and Aiken Rd) at 533 vehicles.

Table 3 states that 117 vehicles will be generated by this proposed 1614 Johnson Rd development in the AM.

Figure 6 (Full Build) AM has a total number of vehicles leaving Johnson Rd (via Shelbyville Rd and Aiken Rd) at 639 vehicles.

The difference between Full Build and No Build is 106 vehicles, but the development is expected to generate 117 vehicles during the AM peak hour.

**In the modelling, where are the 11 vehicles (approx. 9%) not leaving via Shelbyville Rd and Aiken Rd allocated to go?**

Thank you for your time and helping to clarify some of these things.

Lucas Frazier