



# Eastwood Village Council

May 1, 2015

To Whom It May Concern:

The Eastwood Village Council is requesting a delay in the next BOZA hearing for the "15Variance1014" plans related to the variance and waivers requested for the newest Eastwood/Springdale Automotive development plans. Last Tuesday, a new plan was introduced to the Eastwood Village Council that improved the building design to better conform with Eastwood's village form district design patterns. What has not been remedied in the new plan is the new Shelbyville Road cut, which is to be used as the new front entrance to the property instead of the existing property entrance from the Eastwood Cut Off Road.

The Eastwood Village Council finds the Shelbyville Road cut indicated in the newest Springdale Automotive plans, poses a particular traffic safety hazard in a section of Shelbyville Road that already has a history of many accidents, close calls and even a fatality. As recently as this week an accident occurred adjacent to the proposed cut, involving a school bus, truck and car. A delay in the BOZA hearing is requested to provide the Eastwood Village Council time to review a traffic report that has just been issued, which shows 7 injury accidents and 25 non-injury accidents occurring on the stretch of road that would be impacted by the new Springdale Automotive plans. Additionally the delay would provide KYT District 5 time to review the Shelbyville Road cut, now that new construction drawings and the traffic report are both available.

In response to the Springdale Automotive plans for the development of their property along Shelbyville Road and the Eastwood Cut Off, the Eastwood Village Council has the following traffic safety related observations and concerns:

1. Shelbyville Road decreases in speed from the east and from the west from 55 MPH to 45 MPH with speeding a consistent concern.
2. Shelbyville Road reduces from three lanes to two lanes for vehicles traveling west just before the Johnson Road/Shelbyville Road intersection.

3. When traveling east, Shelbyville Road reduces from four lanes to two lanes, which includes a blind curve, just before the Johnson Road/Shelbyville Road intersection, which is less than 300 feet from the new proposed cut to the property.

4. There is increased traffic flow in both directions along this two lane section of Shelbyville Road due to: subdivisions east of Eastwood, travel to and from the new Simpsonville Outlet Mall, opening of a back entrance to Polo Fields accessed by turning onto Johnson Road from Shelbyville Road, the use of the Shelbyville Road stretch from the Gene Snyder to Simpsonville as an alternate route for I64 when there is a bottleneck due to an I64 accident, construction or other traffic issues

5. Further traffic congestion on Shelbyville Road due to the Gardiner Park development with expected construction to begin this summer.

6. Frequent traffic back ups on the blind curve and in front of the proposed Springdale Automotive property entrance when cars attempt to turn north onto Johnson Road from Shelbyville Road, blocking the proposed Springdale property entrance to their customers.

7. The proposed entrance for Springdale Automotive is less than 300 feet from the Johnson Road/Shelbyville Road entrance used by Polo Fields residents to access their back entrance to Johnson Road.

8. The Johnson Road/Shelbyville Road intersection becomes blocked when eastbound traffic cannot turn north onto Johnson Road backing up traffic across the entrance to the proposed Springdale Automotive entrance, and west bound customers then cannot turn into the Springdale Automotive entrance due to the eastbound traffic back up causing backup across the intersection with westbound traffic and creating gridlock at that intersection.

It is our recommendation that no new cuts should be allowed along the two-lane stretch of Shelbyville Road between the ends of the Eastwood Cut Off due to traffic safety considerations and as proposed in the Eastwood Neighborhood Plan.

Best regards,

Deb DeLor  
Chairwoman

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