

## Luckett, Jay P

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**From:** Stuber, Elizabeth W.  
**Sent:** Thursday, November 7, 2019 3:40 PM  
**To:** marvbdg@aol.com; Luckett, Jay P  
**Cc:** Marchal, David  
**Subject:** FW: 19-DDP-0045 422 eMain

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Marv,

Transportation still has concerns with the number of proposed entrances to the 422 eMain project. According to the LDC, the propose of access management is to balance the right of reasonable access to private property with the right of the citizens of Louisville Metro to safe and efficient travel. As you know, each entrance to your site is producing a low volume intersection or conflict point with the surrounding arterial roadways. East Main and E Market are major arterials and S Jackson is a minor arterial. According to the LDC, Appendix 6A, driveway spacing along a lower speed arterial should be no closer than 400 feet. There is also a best engineering practice of not placing a driveway within 200 feet of a major intersections. These practices reduce conflicts with through traffic and pedestrians. However, we realize that some deviation is needed in tight confines like downtown. The applicant should try to use the existing alleys and cross access as much as possible.

For the two entrances on E Main St and the entrance and truck dock on S. Jackson, the development is creating an excess amount of conflict points with pedestrians and also the established traffic on those roads. We can accept an entrance on Main and the truck dock on S. Jackson if there are restrictions on the times the dock can be used. The site can be reached by using the alley from Jackson.

The entrance from E Market St is creating a private driveway right next to two other existing driveways that are midblock. Westbound traffic to the site would turn at S. Jackson before reaching the proposed entrance and Eastbound traffic would be making a left hand turn midblock on an arterial when they could proceed about 200 feet to an intersection to make the left. Coming from the proposed entrance, traffic would have sight distance issues related parked cars and street trees. Cross access with the Colbolt building next door should be looked at. According to Jeff Brown, Assistance Director of Public Works, the access at E Market St should be removed. It made sense when it lead to the second story of the garage but now the alley access to the surface level will be adequate.

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