



COMPLETE STREETS ABRIDGED CHECKLIST

This section should be completed whether the entire Complete Streets Checklist is going to be completed.

Database Information

METRO ID: -

PROJECT NAME: Aiken Rd and Arnold Palmer Roundabout

PROGRAM CATEGORY: -

Other (explain):

PROBLEM TYPE: -

Other (explain):

LINK TO PROJECT FOLDER: G:\PW-Eng\Projects\01 Capital & Council Projects\JM - Aiken and Arnold Palmer Roundabout

PROJECT MANAGER: James Maynard

PM CONTACT INFORMATION: james.maynard@louisvilleky.gov

DATE LAST UPDATED: 12-1-2023

Project Area Map





<i>Complete Streets Performance Measures</i>	
LANE MILES OF ADDITIONAL ACTIVE TRANSPORTATION:	0 miles new roadway
LANE MILES OF ACTIVE TRANSPORTATION IMPROVED:	0.25 miles existing roadway improved
NUMBER OF NEW CURB RAMPS INSTALLED:	4 new curb ramps
NUMBER OF CROSS WALK AND INTERSECTION IMPROVEMENTS:	4 crosswalks
PERCENTAGE OF FUNDING ALLOCATED TO PROJECTS THAT INCLUDE PEDESTRIAN, BICYCLE, AND/OR TRANSIT INFRASTRUCTURE:	TBD

<i>Complete Streets Exclusions</i>	
Exclusion	Explanation
Specific complete streets principles are prohibited by law, such as bicycle and pedestrian facilities within access-restricted highway corridors;	None
“Routine maintenance” that does not change the roadway geometry or operations;	None
Emergency repairs to streets and sidewalks due to broken utility lines or natural disasters.	None
The cost of complying with Policy on a project would substantially exceed the public value to be realized, taking into consideration the need and probable use of the project;	None
Compliance with Policy would substantially impair unique characteristics of great public value, such as historical importance or sensitive environmental or cultural characteristics.	None
The project progressed to final design before the Complete Streets Checklist was implemented internally.	None



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<i>Complete Streets Elements</i>			
Category	Subcategory	Included (Y/N)	Explanation
Bike Facilities	Protected Bike Lanes	N	Modifications only being made to intersection, additional improvements would not be appropriate.
	Bike Lane	N	Modifications only being made to intersection, additional improvements would not be appropriate.
	Shared Use Path	Y	Utilize shared use path at intersection to accommodate pedestrian and bicycle movements.
	Bicycle Boulevard	N	A bike boulevard needs low ADT, and more of a neighborhood street to be an appropriate condition.
	Other	N	
Pedestrian Accessibility	New Sidewalk where none existed	Y	New sidewalk and crosswalk across Aiken Rd
	Sidewalk Repair/Replacement	Y	Replace sidewalk where removed with new alignment
	Sidewalk width expansion	Y	Expand width of sidewalk to include shared use path at intersection
	New ADA Curb ramps	Y	New curb ramps
	Other	N	
Traffic Calming			
Pinch Point	Curbside Painted Buffers	N	Not appropriate for roundabout project.
	Median	N	Modifications only being made to intersection. Central island and splitter island will be raised.
	Chicane	N	Modifications only being made to intersection. Not appropriate for roundabout project.
	Curb Extensions	N	Modifications only being made to intersection. Not appropriate for roundabout project.
Surface Treatment	Raised Pedestrian Crossing	N	Not appropriate for this intersection. Generally used for low-speed urban areas since they may increase single vehicle crashes.
	Speed Tables	N	Not appropriate for roundabout project.
	Speed Humps	N	Not appropriate for roundabout project.
Intersection	Curb Extension	N	Not appropriate for roundabout project. Note that roundabout geometry will be designed to make roadway as narrow as feasible for design vehicles.
	Diagonal Diverter	N	Not appropriate for this type of intersection.
	Traffic Circle	N	Not appropriate for this type of intersection.
	Roundabout	Y	New Roundabout
Transit	Bus Bay	N	N/A, no bus route



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	Bus Shelter	N	N/A, no bus route
	Wheelchair landing pad	N	N/A, no bus route
	Other	N	



EXPANDED COMPLETE STREETS CHECKLIST

This section should only be completed if the project doesn't meet the exemptions listed above.

<i>Elected Representation</i>	
METRO COUNCIL DISTRICT(S):	District 19 Anthony Piagentini
STATE SENATE DISTRICT(S):	District 36 Julie Adams
STATE HOUSE DISTRICT(S):	District 36 John Hodgson
CONGRESSIONAL DISTRICT(S):	District 4 Thomas Massie
OTHER MUNICIPALITY:	
NEIGHBORHOOD(S):	Downtown CBD

<i>Project Description</i>	
PROBLEM TO BE CORRECTED:	Improve safety and connectivity at Aiken Rd and Arnold Palmer Blvd intersection.
PROJECT PROPOSED TO BE CONSTRUCTED:	Aiken Rd and Arnold Palmer Blvd intersection.



Previous Studies and Plans

NEIGHBORHOOD PLAN:	No
MOVE LOUISVILLE:	No
VISION ZERO LOUISVILLE SAFETY REPORT (2021):	No
BIKE MASTER PLAN (2020):	No
OTHER PLANS:	No
SPEED STUDY:	No
PARKING IMPACT STUDY:	No
SPEED HUMP STUDY:	No
SIGNAL REMOVAL STUDY:	No
OTHER STUDIES:	N/A

Inaction Analysis

IS PROJECT IN A JUSTICE 40 AREA:	No
DESCRIBE THE ADDED COST OF COMPLETE STREETS FEATURES AND THE ADDED BENEFIT:	TBD



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<i>Existing Transportation Network Characteristics</i>	
CORRIDOR:	Aiken Rd
TERMINI (BEGIN):	At Palmer Blvd intersection
TERMINI (END):	At Palmer Blvd intersection
NETWORK TYPE:	Suburban Collector
Other (explain):	
STATE OR LOCAL ROW:	Metro ROW
WIDTH OF PAVEMENT:	Varies
WIDTH OF ROW:	Varies
ZONING:	Residential
LAND USE:	Residential
NOTABLE DESTINATIONS:	Lake Forest
WALKWAYS (CARDINAL):	Palmer Blvd both sides
WALKWAYS (NON-CARDINAL):	Palmer Blvd (N, S)
BIKE FACILITIES (CARDINAL):	N/A
BIKE FACILITIES (NON-CARDINAL):	N/A
ON-STREET PARKING:	N/A
SPEED LIMIT:	Aiken Rd 35 mph – Palmer Blvd 25 mph
AVERAGE SPEEDS:	N/A
TRAFFIC COUNT:	Aiken Rd 8,000 ADT – Palmer Blvd 2,000 ADT
TRANSIT ROUTE:	No



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<i>Vision Zero Assessment</i>	
CRASH HISTORY:	N/A
CRASH HISTORY MAP:	N/A



Detailed Description of Project:

The project includes the installation of a roundabout at the Aiken Rd and Arnold Palmer Blvd intersection to improve safety and neighborhood connectivity.

The existing geometry at both the Aiken Road and Arnold Palmer Boulevard and Aiken Road and Bush Farm Road intersections is minor street stop control. At the Aiken Road and Arnold Palmer Boulevard intersection, the northbound Arnold Palmer Boulevard approach operates at LOS F in both the AM and PM peaks. Additionally, in the PM peak, the southbound approach on Arnold Palmer Boulevard operates at LOS E. At the Aiken Road and Bush Farm intersection, the northbound Aiken Road approach operates at LOS F in both the AM and PM peaks.

Traffic volumes were adjusted according to the 0.5% growth rate for the design year of 2045. All the roundabout approaches in both the AM and PM peaks operate at LOS B or better with the exceptions of the westbound Aiken Road in the AM peak and eastbound Aiken Road in the PM peak which both operate at LOS C.

Crash data for Aiken Road and Arnold Palmer Boulevard was collected from the Kentucky State Police Collision Data dashboard. From 2018 to 2022, the intersection saw a total of nine crashes reported to the police. All nine crashes were listed as property damage only. Eight of nine crashes were classified as right-angle collisions. Roundabouts are a proven countermeasure to reduce right angle crashes.

A Crash Modification Factor (CMF) was obtained from the CMF Clearinghouse which is a database of CMFs for many countermeasures. The CMF name is "Conversion of Stop-Controlled Intersection into Single Lane Roundabout" and is equal to 0.28. This value indicates that studies have shown the countermeasure could result in up to a 72 percent reduction in crashes.



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<i>Funding and Prioritization</i>	
COST ESTIMATE:	\$500,000 Design – Construction TBD
IN A METRO BUDGET:	\$500,000
KIPDA ID:	N/A
IN CURRENT TIP:	No
STATE ID:	N/A
IN KYTC SIX YEAR PLAN:	No
IN CURRENT MTP:	No
SUPPORTED BY COUNCIL:	Yes
SUPPORTED BY MAYOR:	Yes
SUPPORTED BY OTHER ELECTED OFFICIALS:	Yes
SUPPORTED BY ADVOCACY GROUPS:	N/A
CAN THIS PROBLEM BE ADDRESSED BY TRAVEL CONTROL MEASURES: (Carpooling, Ridesharing, Telecommuting, etc.)	No



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Public Works Leadership Review

**TRANSPORTATION PLANNER
SUPERVISOR:** Not yet reviewed.

**TRANSPORTATION DIVISION
MANAGER:** Not yet reviewed

**TRAFFIC ENGINEERING
MANAGER:** Not yet reviewed

**ASSISTANT DIRECTOR OF
ENGINEERING:** Not yet reviewed.

**DIRECTOR OF PUBLIC WORKS
& ASSETS:** Not yet reviewed.

**COMPLETE STREETS
COALITION:** Not yet reviewed.



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<i>Approval to Move to Next Phase of the Project Delivery Process</i>
PERMISSION TO MOVE TO NEXT PHASE:
APPROVAL/DENIAL REASON:
ADDED TO PROJECT DATABASE:
PERSON/TEAM RESPONSIBLE FOR NEXT STEPS:
PWA ACTION ITEMS:

CSC CHAIR SIGNATURE:

DATE:

CC: