

Subject: Meeting Minutes - 2nd Public Meeting	
Client: Louisville Metro	
Project: Seneca Park Bike Loop (Cannons Lane Shared Use Path)	Con No: CON0032150
Meeting Date: 5/13/09 @ 6:00 PM	Meeting Location: Seneca Golf Course (Club House)
Notes by: HDR Engineering - Kelly Meyer and Kenan Stratman	

Attendees: 62 attendees

Comments:

1. A sign-in sheet for attendees was provided. A project fact sheets was available. **[Comments within bold brackets identify information that was obtained or discussed after the meeting]**
2. The meeting began at 6:00 PM with a short PowerPoint presentation by Kenan Stratman with HDR. The intent was to provide a brief history of the project, identify the current status, explain project revisions since the previous public meeting on 12/02/08, and identify the remaining efforts prior to a construction project.
3. A resident questioned what HDR stood for. It was noted that is the initials for the founding three members of the engineering firm. The corporate office is based in Omaha; however, the project is being designed by the Louisville office. The two employees present at the meeting are lifelong Louisville residents, both with engineering degrees from the University of Kentucky.
4. A resident had concerns with the meeting notification process, feeling that large numbers of individuals were not invited to the initial public meeting. **[The mailing lists were based on PVA data. Louisville Metro used the same list for both meetings]**
5. At the initial public meeting, residents identified the following three issues. In each case, modifications were made to address the issue. The changes, as noted below, were presented:
 - a. A need for traffic improvements at the intersection of Seneca Park Road and Old Cannons was noted. An island, to create traffic calming, was designed. The residents were asked to raise there hands if they were not in favor of the proposed change. An overwhelming majority of neighbors did not favor the idea. **[The proposed island at the intersection of Seneca Park Road and Old Cannons Lane was removed from the project]**. Residents overwhelming indicated that a three-way stop should not be created. **[Metro Traffic do additional investigating at this intersection to see if a three-way stop would improve the safety at this intersections.]**
 - b. Residents noted that no striping should be indicated on Old Cannons Lane. **[This comment was incorporated.]**
 - c. Old Cannons will receive an asphalt overlay. Metro agreed that since Old Cannons Lane was going to be used by bicyclist and pedestrians, a resurfacing of the corridor would be necessary. **[Given the overwhelming protest to use Old Cannons Lane, the project will now utilize Park Hills Drive and will be repaved with this project based on the same criteria as above. Old Cannons Lane will not be repaved with this project].**
6. The meeting was then opened to general questions from the floor.

7. Many residents expressed support for the project, except for the Old Cannons and Park Hills sections. There were numerous claims that routing bicycle and pedestrian traffic down Old Cannons would create safety issues, based on the road already being too narrow and steep. Residents felt that Old Cannons was a high traffic area and that on street parking will decrease safety. Another concern was that bicyclists would not be able to stop at the end of the Seneca park intersection. **[Reviews of LMPD accident records showed no reported accidents for the previous 5 years at the intersection of Old Cannons Lane and Seneca Park Road]**
8. Residents asked for the ADT (Average Daily Traffic) numbers on Old Cannons Lane. The information was not available at the meeting, but does exist. **[Counts were taken by Louisville Metro in January of 2009 at the intersection of Old Cannons Lane and Seneca Park Road. The use of traffic counting pad to get AADT and 85th Percentile Speeds.**

**The AADT for SB Old Cannons Lane is 189 vpd. 85th Percentile Speed is 39 mph
The AADT for NB Old Cannons Lane is 451 vpd. 85th Percentile Speed is 36 mph
The AADT for EB Seneca Park Road is 240 vpd. 85th Percentile Speed is 20 mph**

The volume is considered extremely light

9. Concerning the anticipated use, residents wanted to know if projected numbers were known for potential users. It was indicated this is the unknown factor that is difficult to predict or quantify. The section of path currently complete, while hugely popular, is not experiencing anything that would be considered as crowded.
10. Concerning Alignments
 - A. Residents suggested that the path be directed across the north end of the airport and connect with Pee Wee Reese. **[This suggestion had been raised at the first public meeting and rejected at that time since the change did not meet the project purpose of providing the connected loop, and would negatively impact the golf course and operations. One of the intents for this project is to provide the Seneca Park area a safe bike/ped connection to the corner of Cannons Lane and Duthmans Lane. Given the fact that this opinion was raised again, the PDT took another look. Subsequent reviews and discussions of that option have confirmed that the option is not preferred because:**
 - **Negative impacts to the golf course and operation. Design standards suggest a 100' or 150' separation between tee boxes and the centerline of holes respectively from any roadway, right of way, etc. Any path along the 17th and 18th holes would encroach into this zone.**
 - **Any construction along golf course property would require the installation of safety fence/netting to protect users. This would create a tunnel effect between the LRAA fence and the protection fencing. This is not desired because it limits accessibility in the event of an emergency. It should also be noted that the proposed netting or fencing could not exceed an elevation of 549' in this locations do to FAA guidelines. The existing ground elevation in this area is 538'. Typical safety netting found around a golf course is 25'.**
 - **Access from the new trail head to this route would require additional encroachment into either LRAA property or private property. LRAA impacts would include relocation of fences, perimeter road, and a structure, which would be very costly and subject to Federal Aviation Administration review and possible denial. Private property impacts would include loss of backyards and dense vegetation between the yards and airport property. All of these impacts are negative.**
 - **Use of LRAA property beginning west of the last property on Five Oaks, has been denied in conversations with LRAA staff due to the existence of the Taxiway B and Runway 14-32 mandated FAA protection zones.**
 - **This alternative alignment would be much more costly to construct than the preferred alternative which utilizes existing right of way.]**

- B. Several residents suggested a route along the south and west side of Five Oaks Place, keeping the path in LRAA property and within Seneca Golf Course property, spanning Beargrass Creek, and tying into Seneca Park Road . This alignment was looked at initially in the preliminary phase after the previous public meeting, but discarded due to the following reasons;
- There are severe elevation / grade changes and satisfying ADA requirements would be very difficult in certain places.
 - There is an existing stream collecting runoff from the golf course and the rear yards of Park Hills residents.
 - The proposed location would impact the golf course and existing mature trees that are currently providing protection for those houses along Park Hills which back up to the golf course.
 - A new structure would need to span Beargrass Creek in order for the path to tie into Seneca Park Road. This location would not be desirable since it would force a bike/ped to cross Seneca Park Road in an area of limited sight distance and not at an identified intersection.
- C. A third alignment was suggested by a resident. The intent would be to keep the shared use path parallel to Cannons Lane and the exit ramp from eastbound I-64 to Cannons Lane, the path would then tie into Old Cannons Lane across from Seneca Park Road. This alignment was also discussed in the public meeting on 12/02/08 and eliminated by the PDT for the various reasons:
- Two very large bridges would need to be constructed to span Beargrass Creek in two different locations. The structure would need to be large enough to keep columns outside the creek banks in order to limit debris from building up.
 - The PDT determined that this proposed route is not feasible based on the associated costs.
11. A resident felt the path location along Cannons Lane was too close to traffic. The current path is offset 5' from the edge line, which is the typical sidewalk offset for Kentucky Transportation Cabinet (KYTC) projects. The same individual also indicated that she would not allow her children to use Old Cannons due to safety fears.
12. A resident noted that she was concerned the path would decrease property values and increase crime along Old Cannons and Park Hills **[Many studies around the country have actually shown that home adjacent to, or near these paths, generally retain their value or increase in value due to the proximity to the path. Likewise, studies have shown that security concerns tend to disappear once the path is opened. Since the path is a “through” activity, users don’t tend to loiter or enter adjacent property because they have a destination in mind, such as a park or neighborhood.]**
13. A gentleman requested that water fountains be added to the trail.**[Due to the cost associated with running the water line, installation of fountain, and long term maintenance issues, it is recommended that the users of the path utilize existing water fountains at points along the loop.]**
14. The path is not designed for the individuals who would drive into the park and unload their bikes - thus requiring a large number of parking spaces. It is designed for area residents and would have numerous access points. Some parking was identified along Seneca Park Road, but this will mainly “clean up” some existing pull-off areas.
15. A resident was concerned with the entire shared path concept. Her specific concern being that bikers created safety issues for pedestrians.
16. Many felt the project was a done deal and already scheduled for bidding. This is not correct. No bid date has been set. The use of stimulus money does have a December 2009 deadline, which is why the City is so motivated to begin construction. However, a bid schedule has not been established.

17. Several residents indicated that they just don't want their quiet street "opened up" to outside individuals and traffic.
18. Residents voiced concern that the path would be used for "walk-type" events where their streets would be blocked for extended periods. **[At this time there are no plans to utilize the new loop for any "walk type" events that would impact the area property owners. Any such event would require permits from the appropriate agencies (Metro Parks and Public Works) and would also require that abutting property owners be allowed entry and exit from their properties during the event.]**
19. The residents voiced the opinion that the City was trying to sneak a project through, without resident input. It was identified that this was not the intent at all. The project has not been finalized or let for construction. It was noted that funding also was not finalized.
20. The City agreed to revisit the identified problem areas and reevaluate the design options. **[These comments are shown in bold brackets]**
21. The City discussed the possibility of building the southern section of the project (Taylorsville Road to the Army National Guard area) first if the northern portions needed to be delayed.
22. The meeting closed at approximately 9:30PM.