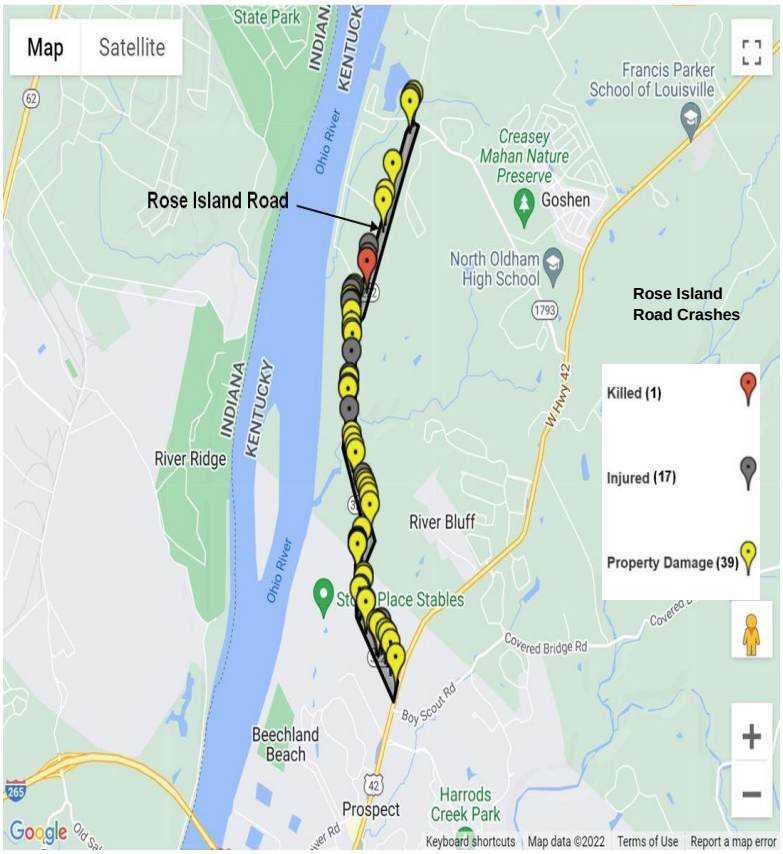
Rose Island Road Safety Initiative

December 15, 2022

Final Report
Survey Findings, Observations, Recommendations

Conducted by:
Rose Island Road Community Preservation Alliance, LLC



Kentucky State Police Collision Data for Rose Island

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Introduction

Motorists who travel Rose Island Road have long voiced alarm about safety and the hazards of this roadway. The death of a motorist in August 2022 brought those fears to the forefront. Of particular concern are utility poles too close to the roadway, oversize vehicles veering across the center line, lack of shoulder areas, speeding motorists, recreational bicyclers, and degrading road edges.

In October 2022, the Rose Island Road Community Preservation Alliance, LLC (the Alliance) launched an initiative to address residents' concerns and bring about changes to make Rose Island Road safer. Components of the initiative include:

- An online survey aimed at better understanding the perspectives, concerns and crash experiences of motorists along this corridor.
- A review of official crash data available through the Kentucky State Police with subsequent comparison to the crash experience reported by area motorists in the survey.
- A survey of observed physical hazards along Rose Island Road.
- Research of best practice hazard mitigation and traffic calming strategies.
- Recommendations and requests for help from county and state officials to implement appropriate safety strategies in an agreed upon time frame.

The Alliance believes that the various components of this initiative are:

Significant: The responses from 279 households (each representing one or more motorists from each household) provide an important record of community experience, concern, and desire for change.

Informative: The responses document community motorists' support for specific mitigation strategies.

Revealing: Crash data comparisons show significantly more crashes on Rose Island Road than those reported in the Kentucky State Police Crash Data.

Timely: A proposed development along this traffic corridor would add approximately 1,000 vehicles trips per day to Rose Island Road traffic; an almost 30% increase on a roadway that residents believe is already too hazardous.

The intended audience for this report is Rose Island Road corridor residents, officials of Oldham and Jefferson County, Kentucky Transportation Cabinet (KYTC) representatives, and State Government representatives. This Final Report documents the survey findings and proposes a study by KYTC to define practicable traffic safety improvement for Rose Island Road to address resident's concerns and the excessive incidence of crashes.

Rose Island Road Motorists' Survey

Background

Residents and commuters in Oldham and Jefferson counties are served by Rose Island Road (KY 3222). Maintained by the Kentucky Transportation Cabinet, this narrow, rural roadway is classified as a "collector road" moving traffic from local streets to the US 42 arterial road and to KY 1793. A 3-mile segment between US 42 and KY 1793 exclusively serves residents in this traffic corridor; the focus of this survey. A large subdivision proposed in early 2021 aroused major community concern for the impacts to traffic safety due to the nearly 1000 vehicle trips per day estimated to be added to the 2500 already using this corridor. Over 300 petitions presented to the Oldham County Planning Commission registered the traffic safety concerns along with numerous other issues. The Planning Commission's approval of the development was subsequently challenged and overturned in Circuit Court for failure to adhere to the Oldham County Subdivision Regulations, but the concern for degrading traffic safety with inevitable further development has remained a festering community concern. Responding to those continuing concerns, the Rose Island Road Community Preservation Alliance (the Alliance) undertook a survey of the Rose Island Road residential user community to objectively gain sentiment and perspective on travelers' views of safety and hazards along Rose Island Road.

The Alliance conducted this survey online by open invitation via community social media (NextDoor Neighborhood, Facebook and Twitter) and via invitation to an email list serve of subscribers to the Alliance website (Rose Island Road Community Preservation Alliance). The survey response period began 29 September and ended on 26 November 2022 (8 weeks). The 6 minute survey consisted of 14 questions.

The detailed survey results are presented in Appendix 1. Response to the survey was robust. 279 responses were received over the period of the survey. Observations, analysis and comparisons for each question's data are included in the appendix. Observations with comparisons draw on historical crash data taken from the Kentucky State Police website. [(1)] Appendix 2 provides the detailed KSP crash data and a summary analysis of that data. Appendix 3 provides a historical background for the evolution of the Alliance's initiative for the survey.

Summary of Survey Observations

As expected 88% (236) of 279 survey respondents cited extreme concern with hazards and traffic safety. Among the individual survey comments received, the highest ranked category of inputs (Question 14 of Appendix 1) was "Negative Safety Impact of additional traffic in the corridor due to development." 82% (228) of survey respondents **have no choice** but to use this segment of Rose Island Road to access their homes. 75 % (208) of survey respondents have resided in this traffic corridor for 6 or more years and the age of the drivers in community households are predominately experienced drivers (age 22 or older). Community resident usage of this traffic corridor consists of daily trips in the range of 1 to 8 trips per day. Hence the survey is a valid sample, representative of the community which is affected by concerns for driving safety in this traffic corridor.

Survey responses show that a nearly equal number of community residents who have experienced a crash in the traffic corridor, have **not** reported that crash, as those who did report a crash to law enforcement. More than twice as many community residents who have experienced a crash

[(1)] Kentucky State Police, Kentucky Collision Analysis for the Public [https://crashinformation.org]

with a fixed object, have **not** reported that crash, as those who have reported such a crash. This suggests a substantial gap in the Kentucky State Police data upon which the safety of this road is evaluated. **There is clearly an underreported traffic safety problem with this segment of Rose Island Road.**

Setting aside actual crashes, both reported and unreported, 27% (71) of survey respondents reported daily "near miss" experiences, 59 % (155) reported "near miss" experiences less than 5 times per week and 14% (37) reported "near miss" experiences more than 5 times per week. When presented with a sample list of 11 hazards potentially encountered when driving on this segment of Rose Island Road, community residents cited the top three as:

1. Oncoming traffic veering over the center line, particularly in curves
2. Substandard (narrow to no) shoulders and degraded edges of the road
3. Inadequate width of roadway for vehicles forcing centerline crossings into oncoming traffic path

These survey responses spotlight potential proven traffic calming and hazard reduction measures available to mitigate hazards and thereby improve traffic safety. The top three of seven postulated mitigation measures cited by respondents are:

1. Relocation of utility poles that are18 inches or less from the roadway
2. Improved flood remediation (water pooling and mudslides following rain)
3. Rumble strips placed near curves

The potential traffic calming measures outlined in the survey would have to meet with tolerance and acceptance by the resident community who will experience them on a daily basis. The statistics in the survey provide a gauge as to such acceptance and clearly show a common community desire to achieve needed traffic safety improvements and reduce driving hazards.

Observations from a Visual Survey of Physical Road Hazards

An Alliance team conducted a survey of physical road hazards along the subject traffic corridor. Between KY 1793 and US 42, the team identified the following physical hazards:

- As many as 23 utility poles within close proximity (estimated 18 inches or less) to the roadway edges so as to present a physical obstruction and crash hazard.
- As many as 50 trees within close proximity to the roadway edge so as to present a physical obstruction and crash hazard and/or a collective visual obstruction of visual sightlines. This is particularly hazardous in the vicinity of the 5 sharp curves along the corridor.
- Numerous locations along the roadway corridor where the roadway shoulder is well below the height of the roadway edge. This is a chronic hazard for wheel-off road excursions (tire scrubbing) that can quickly cause loss of vehicle control with little margin for recovery or crash avoidance into physical obstructions.

This is a typical diagram for a crash caused by tire scrubbing. The vehicle at left scrubbed the edge of the pavement, and when it returned, the driver overcorrected, lost control, crossed into the adjacent lane, and struck an oncoming vehicle.

Graphic Source: AAA Foundation for Highway Safety

- Numerous locations along the east side of the roadway corridor where elevated embankments encroach the roadway shoulder so as to effectively eliminate the shoulder and block visual sight lines. These embankments are also the source of recurrent roadway water pooling and erosion silt deposition due to storm water runoff which creates transient driving hazards.

- Note that all of the above physical hazards, when combined with the existing narrow and variable lane width (well less than KY standard lane), cause driver distraction and sense of threat. This leads to driver centerline crossings at the individual locations of physical encroachment or persistent driving across the center line for comfort margin. Which in turn hazards oncoming traffic particularly in sharp curves and elevation changes with obstructed sightlines.

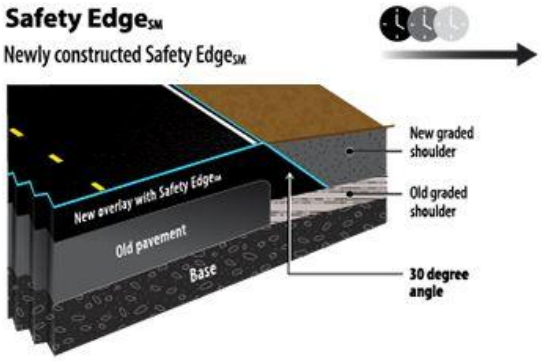
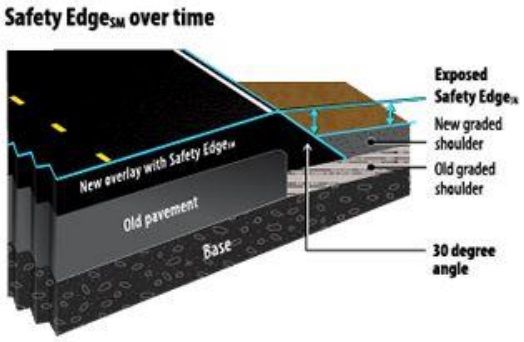
Practicable Improvements in Traffic Safety

Based on the sample hazard concerns from Question 9 of the survey, the Alliance researched proven practicable traffic calming measures and hazard mitigations for consideration for application to Rose Island Road. They are outlined in the following table and recommended for evaluation for applicability to Rose Island Road. All of these items are in keeping with critical safety countermeasures of roadway safety outlined by the Federal Highway Administration. (Appendix 4 - ref 5)

- *Keep the vehicle on the roadway*
- *Allow the Vehicle to recover and regain the road*
- *Reduce the severity of the crash*

STRATEGIES TO REDUCE HAZARDS OF CONCERN TO ROSE ISLAND ROAD MOTORISTS

Mitigation	Rationale	Justification
1. ONCOMING TRAFFIC VEERING OVER THE CENTER LINE, PARTUCULARLY IN CURVES (86% of respondents)		
a. Add milled centerline rumble strips (CLRS) from US 42 to KY 1793 intersections	a. Studies show that rumble strips are effective in reducing rural road lane departure/crossover collisions by 45%. While the posted speed limit on KY3222 is 35 mph, rarely do vehicles adhere to this speed limit and typically travel at speeds of 45 and higher; thus this strategy would apply. The "tactile" feedback of CLRS will alert and dieter drivers from inadvertent crossings.	a. Addresses survey question 9 with 86% (239) respondents agreed "oncoming traffic veering over the centerline, particularly in curves" was their top safety concern. (Appendix 4 – ref 1 & 2)
b. Add Dynamic Speed Feedback Signs (DSFS) at each of 5 sharp or blind curves for both lanes at beginning of curve in each direction (could be added in conjunction with the traditional curve arrow signage along with safe speed)	b. Research shows dynamic signing specific to 2-lane curves on rural roads are effective in reducing speed in curves. 	b Addresses survey question 9 with 67% (187) respondents choosing speeding as a concern and with 86% (239) of respondents concerned about safety in curves. Additionally, 67% (186) of respondents noted the presence of bicycles (recreational) as a concern. Warning of sharp and blind curves would help motorists anticipate the need to slow down due to a hazard ahead. (Appendix 4 – ref 4)
c. Add milled transverse rumble strips upstream and downstream of each of 5 sharp/blind curves on Rose Island Road. Several of these curves are repeatedly cited in crashes.	c .Transverse rumble strips alert drivers of an upcoming change, e.g. the need to negotiate a sharp curve and consequently reduce speeds. These rumble strips are placed in the travel lane perpendicular to the direction of travel.	c. Almost half (48%) of respondents supported this specific mitigation. (Appendix 4 – ref 1 & 2)
d. Add additional signage for "Reduce Speed" and "Dangerous Curve" at each of 5 sharp or blind curves for both lanes at beginning of blind curve in each direction	d. Visual feedback to alert driver to reduce speed going into blind curve	d. Added signage provides early warning and reinforces good driver behavior

2. SUBSTANDARD/DEGRADED EDGES OF THE ROAD (84% of respondents)		
a. Add right side of lane rumble strips on Rose Island Road from US 42 to KY 1793 intersections	a. When a vehicle's tires roll over the depressions, rumble strips transmit noise and vibration through the vehicle, thereby alerting the driver that the vehicle is departing from the travel lane. A common feature of many urban and rural KY and US roadways.	a. With the absence of adequate shoulders on the road, limited road width, and low light areas, preventing wheel-off and lane departure incidents are critical as there is essentially nowhere to compensate for any deviation from the roadway. Lane edge deterioration is a leading cause of wheel-off-road incidents of tire damage and can directly exacerbate the risk of loss of control crashes. (Appendix 4 – ref 1 & 2)
b. Add right side of lane white striping on Rose Island Road from US 42 to KY 1793 intersections	b. Provides driver with visual reference for lane keeping	b. As noted in 2a above, with the absence of adequate shoulders on the road, preventing wheel-off and lane departure incidents are critical.
c .Implement "The Safety Edge" design concept on Rose Island Road. 	c. The Safety Edge℠ [2] is an uncomplicated and effective solution to mitigate pavement edge-related crashes. When done correctly, simply shaping the edge of the pavement to 30 degrees can eliminate the problem of vertical drop-off.  [2] https://safety.fhwa.dot.gov/safetyEdge/gen_info.cfm	c. The Safety Edge℠ [2] is an uncomplicated and effective solution to mitigate pavement edge-related crashes. When done correctly, simply shaping the edge of the pavement to 30 degrees can eliminate the problem of vertical drop-of (Appendix 4 – ref 6)

3. INADEQUATE WIDTH OF ROADWAY FOR VEHICLES CROSSING THE CENTERLINE INTO ONCOMING TRAFFIC PATH (84% of respondents)		
a. Prohibit vehicles that are "Wide Load" (wheel base width close to existing minimum lane width or length exceeding curve radius) from traveling on Rose Island Road without lead escort vehicles to warn drivers and smaller commercial vehicles of a pending dynamic hazard. These extremely over-size commercial trucks cannot avoid encroaching over the center lane, particularly in the sharp curves. Post prohibition signage at US 42 and KY 1793.	a. The hazard presented by over-size vehicles crossing into oncoming lanes and forcing oncoming traffic off road is unavoidable for drivers. This situation is complicated further by the inadequate shoulders and utility poles/ trees dangerously close to the lane edge.	a. Eliminates the existing hazard presented by over-size vehicles crossing into oncoming lanes and forcing oncoming traffic off road. This situation is complicated further by the inadequate shoulders and utility poles/ trees dangerously close to the lane edge.

4. PROXIMITY OF TREES AND UTILITY POLES TO ROADWAY (79% of respondents)		
a. Identify utility poles and trees where proximity to the roadway or in curves pose a significant risk.	a. Contained within this report is count of utility poles and trees that are as close as 6 inches to the edge of the roadway. Clearly, these poles and trees are hazardous, especially with the narrow width, vehicles crossing over the center line, and speed concerns already addressed.	a. In August 2022, a 42 year old male was killed on Rose Island Road (Oldham County portion) after his vehicle struck a tree and rolled down an embankment. Reportedly, the crash was the 3rd time the same tree was hit over recent years. Further, a drive down Rose Island Road reveals scarred utility poles and truck from multiple vehicle strikes. Removal and relocation of trees and utility poles was the most cited measure to reduce hazards along Rose Island Road 71% (197) respondents. Further, 79% (219) survey respondents identified this concern as important. Research shows that most fatal crashes involve roadway departures; nearly half of these crashes involve a fixed object, two-thirds of which are roadside trees and utility poles.

5. ABSENCE OF SHOULDERS ON THE ROADWAY (73% of respondents)		
a, Survey KY3222 to determine particularly dangerous points along the roadway and determine the best strategy to improve safety. **b. In addition to the strategies listed in tem 2 above (such as rumble strips, and Safety Edge systems) include removing trees/root systems, etc.**	a. Multiple improvement strategies are available in safety literature to address the particular dynamics of each situation. b. Install guardrails at identified locations that present especially hazardous conditions, such as in curves, opposite embankments, etc.	a. In addition to effectively eliminating the shoulder and blocking visual sightlines, embankments are also the source of recurrent water pooling and erosion silt deposition due to storm water runoff which creates transient driving hazards. The embankments are prevalent along the northbound lane of KY3222 and water pooling is a chronic problem along this corridor anytime it rains more than ½ inch per hour in 3 hours or more (estimated by observation).

6. TREE LIMBS AND DEBRIS IN ROADWAY (70% of respondents)		
a. Institute a regular periodic KCTC or joint Oldham/Jefferson County roadway maintenance program to monitor hazardous objects on KY3222. This program could also identify rain pooling, pothole and lane edge deterioration repair.		a. Current infrequent “when-needed” approach is insufficient to keep up with the rates of hazardous objects in the roadway and with the rate of roadway deterioration.

7. SPEEDING, TAIL GAITING BY OTHER DRIVERS (67% of respondents)		
a. Several remediation techniques recommended in items 1 above are important in the effort to reduce the average speed by drivers.	a. Excessive speed is a factor in many crashes along KY3222.	a. The outcomes of crashes associated with many of the hazard noted herewith could be reduced in severity by a reduction in the number of vehicles who grossly exceed the 35mph speed limit on Rose Island Road.
b. Periodically utilize a portable, speed activated or feedback sign trailer to give drivers feedback of their speed, and to signify enforcement.	b. FHWA studies should these signs can reduce speeds in vehicles between 2 and 10 mph.	b. 67% (187) survey respondents identified speeding and tail gaiting by other drivers a hazard.
c. Implement periodic compliance surveillance and enforcement by law enforcement	c. The awareness of active monitoring by law enforcement would be a major disincentive to over wide vehicle noncompliance	c. Thanks to the presence of neighbor groups on social media, an enforcement detail 1 time per month or perhaps even 1 time per quarter) will create a buzz that will serve as a deterrent. (Appendix 4 – ref 7)

8. PRESENCE OF BICYCLERS (67% of respondents)		
8. Install signage advising of the presence of bicyclists on Rose Island Road. The blind curves, deteriorated road edges, and dangerous road shoulders make crashes between vehicles and bicyclists a "tragedy waiting to happen."	a. Bicyclists should be alerted to the extreme hazard of riding on Rose Island Road 	a. 67% (185) of survey respondents identified the presence of bicyclers as a hazard on Rose Island Road.
b. Utilize solar power to make signage flash during weekend daylight hours when cyclists are more likely to be present on KY3222.		b. Many people believe that bicyclists should not be on KY3222; even though this road is included on the "Louisville Loop" trail.

9. Wildlife (62% of respondents)		
a. Few options are available to directly address this hazard	a .Other mitigations cited herein that would result in removal of roadside impediments to driver sightlines will also improve drivers' ability to spot wildlife crossing the road.	

10. POOLING WATER OR MUDSLIDES AFTER RAIN (53% of respondents)		
a. At specific locations where storm water runoff recurrently causes water to pool on the roadway or to carry silt and debris into the roadway, install under road drainage culverts and grade embankments in the right of way/or to minimize recurrent fouling of road shoulders and roadway.	a .Rain pooling is a chronic problem along this corridor anytime it rains more than ½ inch per hour In 3 hours or more (estimated by observation)	a. Storm water runoff and pooling on the roadway and runoff carrying soil erosion, silt and debris into the roadway creates an extreme hazard to driving and should be intentionally minimized by design improvement measures in conjunction with other mitigations discussed herein

Another Measure to Consider

Among the individual survey comments received, the highest ranked category of inputs (see Question 14 of Appendix 1) was **"Negative Safety Impact of additional traffic in the corridor due to development.**" While not a hazard mitigation measure per se, limiting the rate of increasing traffic volume over the future would serve to improve safety as compared with no action to do so.

A stark example of development impact to this corridor comes from the developer-funded formal traffic assessment submitted for the 2021 proposed housing development. That traffic assessment characterized Rose Island Road as:

> A Kentucky Transportation Cabinet-maintained collector road with two nine-foot lanes and a speed limit of 35 mph. There are no sidewalks and an estimated two-foot shoulder *(neglecting to acknowledge that many areas have essentially no shoulders and utility poles and trees closer than one foot from the edge of the road).*

The study went on to say:

- Rose Island Road has not been constructed to modern standards.
- The roadway lacks a roadway drainage system (either ditches or curb and gutter.)
- A clear zone from the edge of the pavement has not provided (sic).
- The roadway needs to be modernized.

The study limited its analysis to only wait times along Rose Island Road at the intersection with Harmony Village Road, and stated … "*no impact on wait times…minimal impact to the existing highway network…no mitigation for roadway capacity is necessary as a result of this development."* The study estimated a current Rose Island Road annual daily traffic load of 2,500 vehicles per day between Spring Road (sic) and KY 1793. The study then forecasted that the proposed development would bring an additional 992 trips per day along Rose Island Road for a 33% increase in traffic load.

The study was silent as to any consideration for traffic safety and hazards.

The Alliance notes that a Planning Commission commitment to temporarily restrict area development that directly adds traffic volume to this corridor would achieve this objective. Enacting such a restriction until completion of the recommendations below would be a responsible and welcome approach to addressing the community's immediate traffic safety concerns.

RECOMMENDATIONS

Kentucky State Police crash data and the results of the Alliance survey documented in this report demonstrate a compelling traffic safety problem in this traffic corridor. Action is urgently needed to address community concerns and the ongoing existential driving safety threat for current residents. Moreover, a longer term view by the Planning Commission is needed to attend to the impacts of added traffic volume in this corridor due to new development. Accordingly, the Alliance recommends the following actions:

1. The Alliance recommends that The Kentucky Transportation Cabinet (KYTC), in cooperation with Oldham County, undertake a study to critically evaluate this short 3 mile segment of Rose Island

Road (KY 3222) for practical improvements in traffic safety. Use of KYTC expertise is an essential component of an effective and comprehensive study. Such a safety/hazard reduction study would be the initial step in developing a comprehensive and expertly informed approach to resolving the identified safety problem.

2. The Alliance specifically requests that the practicable traffic safety improvements identified by the Alliance in the above table STRATEGIES TO REDUCE HAZARDS OF CONCERN TO ROSE ISLAND ROAD MOTORISTS be addressed and individually evaluated for applicability as part of the KYTC safety/hazard reduction study.

3. The Alliance strongly encourages balance in selection among all of the mitigations so as to preserve the natural beauty and essential character of this scenic rural roadway consistent with frequently asserted goals of the Oldham County Comprehensive Development Plan and frequently expressed community sentiment.

4. We ask County and State officials who represent constituents within the Rose Island Road traffic corridor to actively support the Alliance's call for a KYTC safety/hazard reduction study, to work toward consensus on reasonable traffic safety improvement mitigation strategies for Rose Island Road, and to develop a plan, funding and timeline for implementation of the study-identified improvements.

5. Finally we call on the Oldham County Planning Commission to enact a resolution to temporarily constrain development that would add demonstrable traffic volume to the 3-mile segment of Rose Island Road between US 42 and KY 1793 so as to immediately address the community concerns for the extant traffic hazards and degrading traffic safety situation as enumerated in this report.

CONCLUSIONS

Kentucky State Police crash data and the results of the Alliance Motorist's survey demonstrate a compelling traffic safety problem in this traffic corridor. The Alliances' Motorist's Survey responses demonstrate that community residents who travel this segment of Rose Island Road are overwhelmingly concerned for their driving safety on this hazardous segment of Rose Island Road. They are equally concerned with future impacts of added traffic volume in this corridor due to new development. They are supportive of implementing traffic calming and safety improvement measures and desire that county officials act to minimize the addition of more traffic to this corridor.

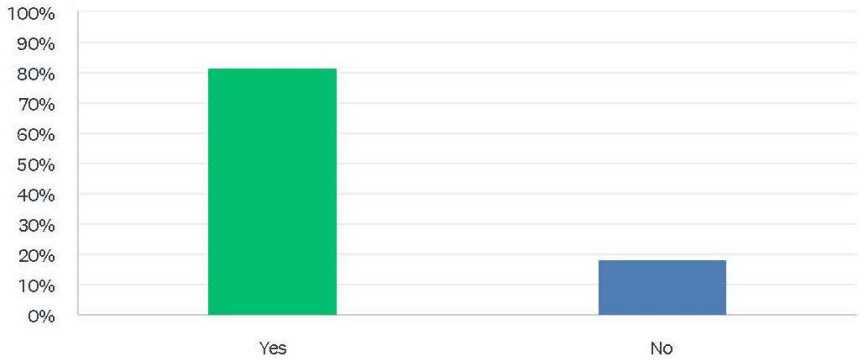
The Alliance on behalf of the community is seeking action by KYTC and Oldham County to acknowledge the ongoing traffic safety problem on the subject segment of Rose Island Road and to develop an expertly informed and actionable improvement plan.

Appendix 1

SURVEY RESULTS BY QUESTION AND INDIVIDUAL COMMENTS

A. Survey Results by Question

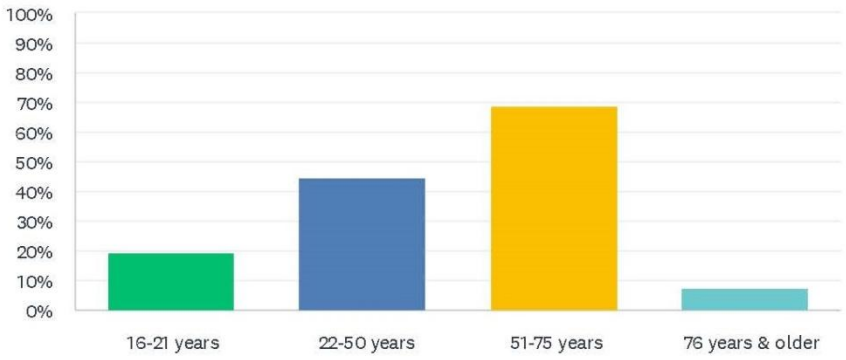
Question 1 – Does access by vehicle to your home require that you or family members drive on Rose Island Road on a regular basis?



ANSWER CHOICES	RESPONSES	
Yes	82%	228
No	18%	51
TOTAL		279

Question 1 Observation: Of 279 respondents, 82% (228) **have no choice** but to use this segment of Rose Island Road to access their homes. Hence the survey is a valid sample, representative of the community which is affected by concerns for driving safety in this traffic corridor. Also the survey participants were instructed to answer the survey on behalf of their respective household; consequently, the 279 responses to Question 1 represent a much larger total number of drivers that are travelling Rose Island Road.

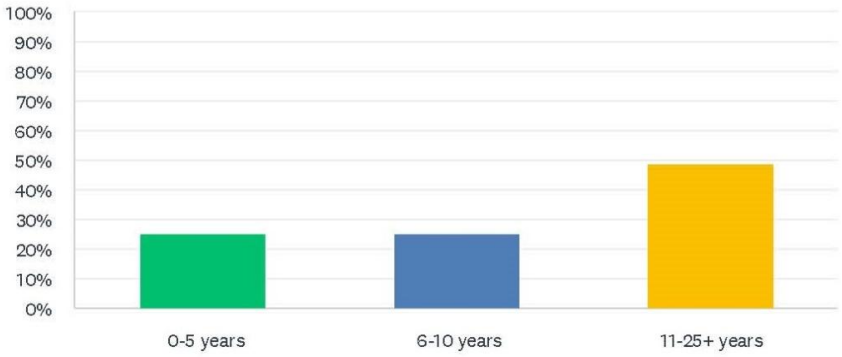
<u>Question 2</u> – What age groups describe drivers in your household?



ANSWER CHOICES	RESPONSES	
16-21 years	20%	55
22-50 years	45%	125
51-75 years	69%	193
76 years & older	7%	20
Total Respondents: 279		

<u>And</u>

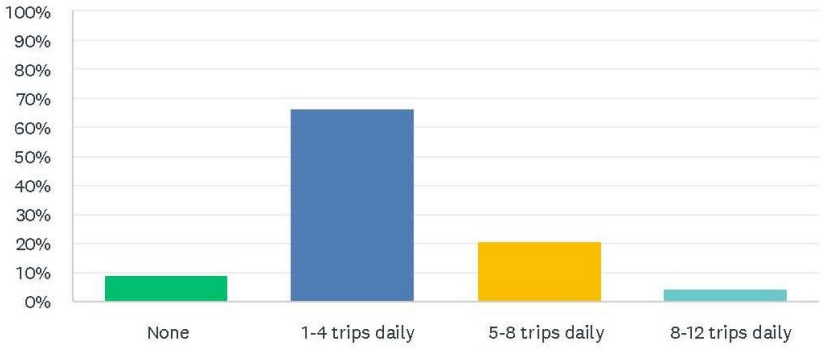
<u>Question 13</u> – How long have you lived at your current residence of the Rose Island Road corridor?



ANSWER CHOICES	RESPONSES	
0-5 years	25%	71
6-10 years	25%	71
11-25+ years	49%	137
TOTAL		279

<u>Questions 2 & 13 Observation:</u> 75% (208) of survey respondents have resided in this traffic corridor for 6 or more years and the age of the drivers in community households are predominately experienced drivers (age 22 or older). Hence the survey is representative of established community members with vested interest in driving safety in this traffic corridor.

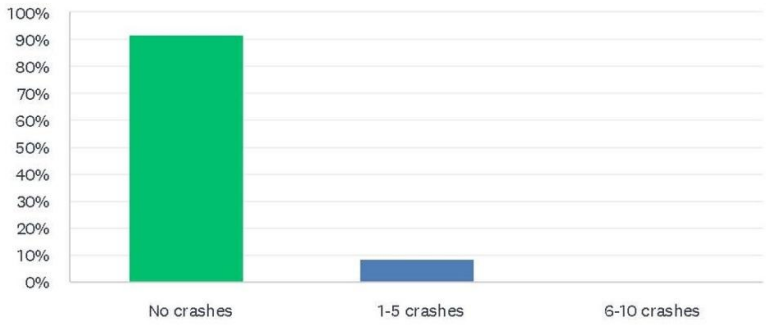
<u>Question 3</u> – About how many times a day do you or family members travel on Rose Island Road? (Please count each trip on this road, not round trips. Include estimate for all household drivers.)



ANSWER CHOICES	RESPONSES	
None	9%	25
1-4 trips daily	67%	185
5-8 trips daily	21%	57
8-12 trips daily	4%	11
TOTAL		278

<u>Question 3 Observation:</u> 88% of community resident usage of this traffic corridor consists of daily trips in the range of 1 to 8 times a day.

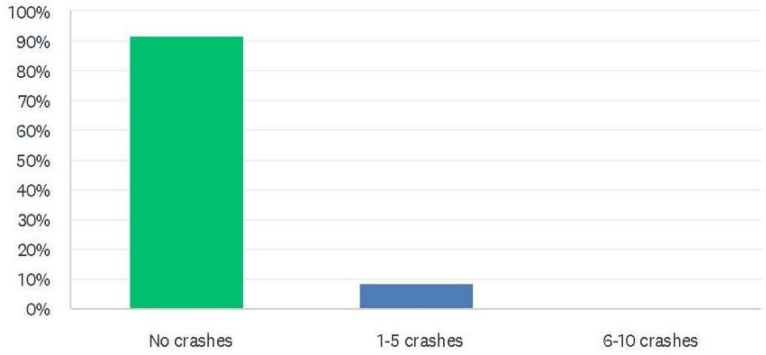
<u>Question 4</u> – Have you or other household residents had one or more <u>crashes involving another vehicle</u> on this road that you <u>reported</u> to a law enforcement agency?



ANSWER CHOICES	RESPONSES	
No crashes	92%	255
1-5 crashes	8%	23
6-10 crashes	0%	0
TOTAL		278

<u>And</u>

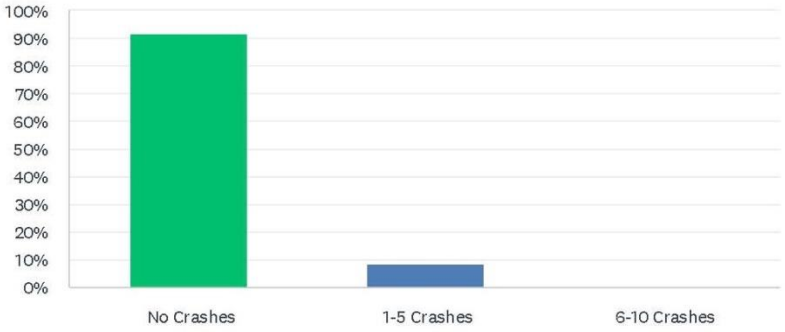
<u>Question 5</u> – Have you or other household residents had one or more <u>crashes involving another vehicle</u> on this road that you <u>did not report</u> to a law enforcement agency?



ANSWER CHOICES	RESPONSES	
No crashes	91%	255
1-5 crashes	9%	24
6-10 crashes	0%	0
TOTAL		279

<u>Q4 & Q5 Observation:</u> Twice the number of crashes involving another vehicle occur on Rose island Road than reported by the Kentucky State Police crash data. The number of community residents who have experienced a crash in the traffic corridor is nearly equal to the number of resident who **did <u>not</u> report** the crash to law enforcement.

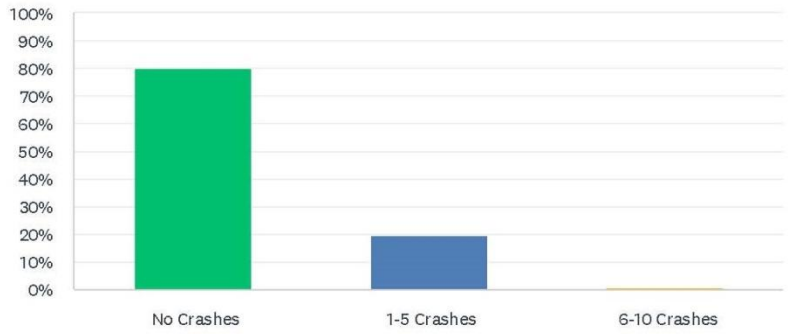
<u>Question 6</u> – Have you or other household residents had one or more <u>crashes with a fixed object</u> (utility pole, tree, embankment) along this road that you <u>reported</u> to a law enforcement agency?



ANSWER CHOICES	RESPONSES	
No Crashes	91%	253
1-5 Crashes	9%	24
6-10 Crashes	0%	0
TOTAL		277

<u>And</u>

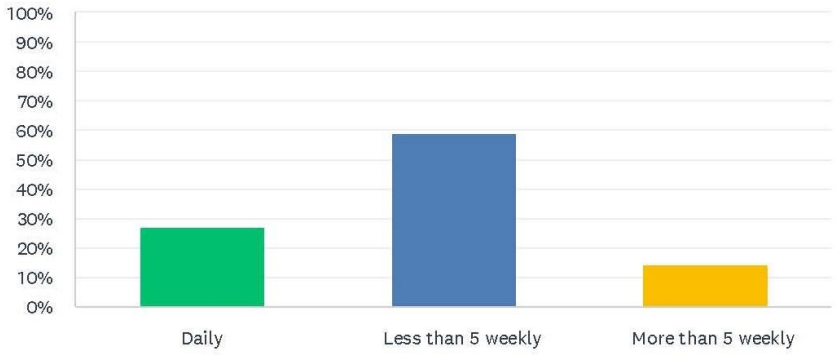
<u>Question 7</u> – Have you or other household residents had one or more <u>crashes with a fixed object</u> (utility pole, tree, embankment) along this road that you <u>did not report</u> to a law enforcement agency?



ANSWER CHOICES	RESPONSES	
No Crashes	80%	223
1-5 Crashes	20%	55
6-10 Crashes	0%	1
TOTAL		279

<u>Question 6 & 7 Observation:</u> More than t**<u>hree times</u>** as many crashes with a fixed object occur on Rose Island Road as reported in the KSP data. This again suggests a substantial gap in the KSP crash data upon which the safety of this road is evaluated. There is clearly a hidden traffic safety problem with this segment of Rose Island Road.

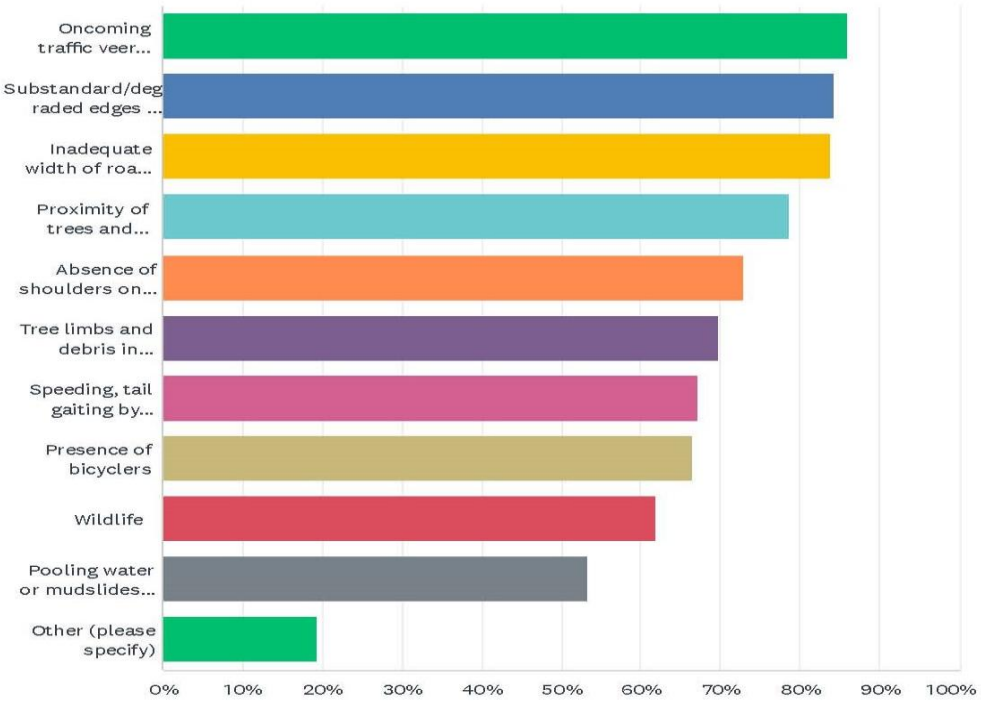
<u>Question 8</u> - How often do you/family members have "near miss" experiences while driving on this roadway? (Crossing center line, running off road, sideswipe, passing in no passing zone, etc.)



ANSWER CHOICES	RESPONSES	
Daily	27%	71
Less than 5 weekly	59%	155
More than 5 weekly	14%	37
TOTAL		263

<u>Question 8 Observation:</u> Setting aside actual crashes, both reported and unreported, 27% of survey respondents reported <u>daily</u> "near miss" experience, 59 % reported "near miss" experiences <u>less than 5 times per week</u> and 14% reported "near miss" experiences <u>more than 5 times per week</u>.

<u>Question 9</u> – Tell us about hazards that are of concern to you about driving Rose Island Road (Please check all that apply).

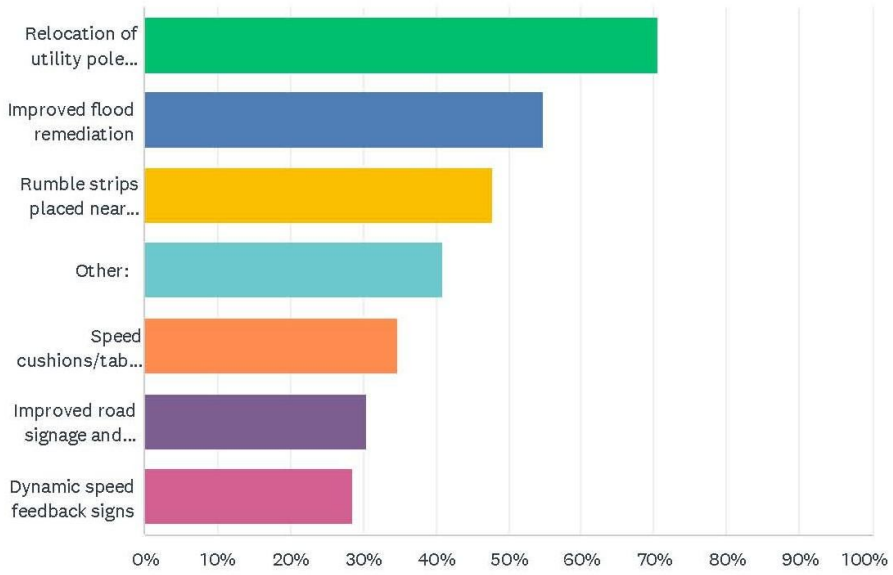


ANSWER CHOICES	RESPONSES	
Oncoming traffic veering over the centerline, particularly in curves	86%	239
Substandard/degraded edges of the road	84%	234
Inadequate width of road way for vehicles crossing the centerline into oncoming traffic path	84%	233
Proximity of trees and utility poles to roadway	79%	219
Absence of shoulders on the roadway	73%	203
Tree limbs and debris in roadway	70%	194
Speeding, tail gaiting by other drivers	67%	187
Presence of bicyclers	67%	185
Wildlife	62%	172
Pooling water or mudslides after rain	53%	148
Other (please specify)	19%	54
Total Respondents: 278		

<u>Question 9 Observation:</u> When presented with a sample list of 11 hazards potentially encountered when driving on this segment of Rose Island Road, community residents cited the top three as

1. Oncoming traffic veering over the center line, particularly in curves
2. Substandard/degraded edges of the road
3. Inadequate width of roadway for vehicles crossing the centerline into oncoming traffic path

<u>Question 10</u> – What measures would you support to reduce hazards along this road?



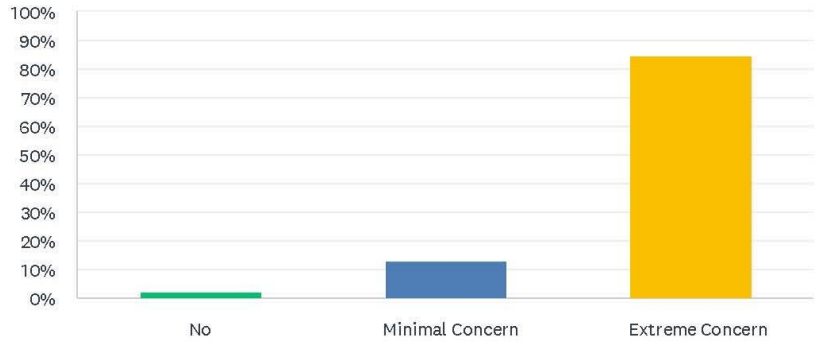
ANSWER CHOICES	RESPONSES	
Relocation of utility poles within 18 inches of the roadway shoulders	71%	197
Improved flood remediation	55%	153
Rumble strips placed near curves	48%	133
Other:	41%	114
Speed cushions/tables (not speed bumps) placed near curves	35%	97
Improved road signage and marking	30%	85
Dynamic speed feedback signs	29%	80
Total Respondents: 279		

<u>Question 10 Observation:</u> The top three mitigation measures cited by respondents are

1. Relocation of utility poles that are in too-close proximity to the roadway lane edge
2. Pooling water or mudslides after rain (improved flood remediation)
3. Rumble strips placed near curves

Results of Question 10 provide a gauge as to acceptance and clearly show a common community desire for safety improvements to reduce driving hazards on this road.

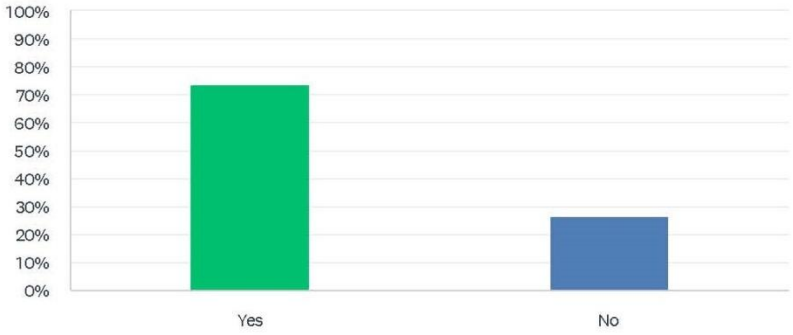
<u>Question 11</u> – Are you concerned about the addition of more traffic from development along this corridor?



ANSWER CHOICES	RESPONSES	
No	2%	6
Minimal Concern	13%	37
Extreme Concern	85%	236
TOTAL		279

<u>And</u>

<u>Question 12</u> – Are you willing to support and express your concerns regarding Rose Island Road traffic Safety to area administrators and legislators via calls, emails, letters and /or visits?



ANSWER CHOICES	RESPONSES	
Yes	74%	206
No	26%	73
TOTAL		279

<u>Questions 11 & 12 Observation:</u> The survey response demonstrates that community residents who travel this segment of Rose Island Road expressed overwhelming and extreme concerns for their safety of driving on this segment of Rose Island Road. They are supportive of implementing traffic calming and safety improvement measures and want county officials responsible for managing county growth to act minimize the addition of more traffic to this corridor until safety improvements can be implemented.

<u>Question 14</u>: Are there other ideas/comments you'd like to share?

Of the 279 survey responses, 131 provided additional perspective input. When grouped by topical category the responses closely align with the survey in both concerns and suggestions for safety improvements and hazard mitigation measures ranked by the number of comments recevied.

Topical Category of Survey Comments	# of Comments
1. Negative safety impact of additional traffic in this corridor due to development	**32**
2. Truck and Center line crossing hazards and measures to	**23**
3. Existing road hazards and measures to mitigate	**19**
4. Excessive speeding and measures to mitigate	**12**
5. Hazards associated with bicycling	**10**
6. Considerations for Widening	**6**
7. US 42 contributing considerations	**5**
8. Fixed object proximity to roadway and measures to mitigate	**3**
9. General Concerns and Observations	**21**

B. Individual Comments from Respondents

1. Negative safety impact of additional traffic in this corridor due to development (32 comments)

- The road is dangerous the busier the more problems you will have.
- Unless the county is willing to add an additional lane and possibly a shoulder, adding more vehicles is a extremely bad idea.
- The current level of traffic makes the road far more dangerous with speeding, failure to maintain lanes, edges of roadway falling away, and large vehicles.
- Do not bring more traffic to an already overpopulated area. This is our home. Do not increase the risk of vehicular danger for us.
- The area cannot handle another development. Rose Island is already risky to drive, especially at night. There's current overcrowding in schools, sewers, infrastructure etc
- Adding subdivision/s which would use Rose Island as their main route into Jefferson County will result in deadly crashes….
- I vehemently oppose the idea of adding a large neighborhood off Rose Island.
- This community is already dense with traffic it will be definitely be a hardship as well as hazardous with the increased traffic.
- Continued Development requires improvement to infrastructure. Our roads must be safe. I like Rose Island Rd like it is, but I don't drive it every day. However, when I do, I recognize the concerns of many.
- I lived here for 15 years, my husband for 20+ and his family since the road was unpaved. Speeding and # of cars/trips are the main problems. It's such a unique area. And obviously there are very few stable land areas to develop, so we are concerned about illogical plans to add a large number of houses + traffic. We believe the history and natural environment need to be protected and change as little as possible.
- The road is too narrow and winding to add even more traffic!
- This area is developed enough. We have major traffic issues due to the steady increase in the local population over the past 20 years. Rose Island Road is often taken to avoid the traffic of US 42. I have two ways to get home from Jefferson Co/ Louisville: US 42 or Rose Island Road to 1793.
- Over the past six years, traffic has increased on Rose Island Rd but nothing has been done

to accommodate this increase. As more houses and developments are built, traffic will only increase. Thank you for getting ahead on this issue.

- Any additional developments that would require travel via Rose Island will make this area extremely hazardous
- All new building should be put on hold until road is widened and improved.
- Addition of homes off of Rose Island Rd without a major road work is not advisable
- I'm concerned about increased traffic on 1793 and Hwy 42 due to proposed developments on Rose Island Rd. I'm particularly concerned about the increased traffic this would cause in front of the N Oldham school campuses. Someone is going to die there due to congestion speeding and lack of safe pedestrian over/under passages and traffic lights or roundabouts to control buses, cars, trucks, bikes & pedestrians.
- 1. We don't need more traffic. 2. The people on the road need to slow down. They need to watch out for wildlife and other drivers. Larger vehicles like big trucks and oversized SUVs that are speeding are especially dangerous on these narrow roadways.
- We could at least help the situation by having the police issue some speeding tickets. However, the road needs to be fixed. With more people in the area, Rose Island road just can't handle the traffic safely.
- Lives are already at stake on Rose Island Road due its natural and unusual eccentricities. The Oldham County Engineers who have declared it safe and normal are either ill-informed or just wrong. Any willful action that causes increase in traffic flow would undoubtedly put more Oldham County residents, and visitors, in danger. That is a fact.
- The road is too dangerous to add more drivers in it
- Absolutely against new development. It will disturb the community with additional construction traffic and noise and has no benefit for current residents
- I do not believe in NIMBY but without road improvements to Rose Island Road more traffic is a true safety issue. I'd like to see the road improved.
- Just too narrow and winding road to add more traffic
- Do not need more cars or trucks on this road
- It cannot handle more traffic. Too dangerous
- Bring the whole road up to standards! Limit number of new construction builds since it is of one of two ingress and egress routes to this area, especially for police and fire access.
- Building a neighborhood is a terrible idea. Not only will it flood, but it will also make traveling to prospect impossible during school arrival and dismissal.
- What some traffic engineers do not take into account is the amount of development out 42 that backs up into Prospect. A high percentage of Rose Island traffic turns on 1793 to access neighborhoods in the Goshen area.
- "This area has already seen a high amount of development over the years. I have enjoyed this area since 1963, when my grandfather first bought a camp on Riverside Drive. The reason I moved here was for the serenity and seclusion of living in the country but close to the city. I do not want to see any more development along Rose Island Road and especially not subdivisions of more than 10 to 20 houses on at least an acre."
- No more development.
- Rose Island Road needs to be totally redone if more traffic is to be added. It's a safety hazard all the time in current design and shape.

2. ***Truck and Center line crossing hazards and measures to mitigate (23 comments)***

- Consider restrictions on wide body trucks and delivery vehicles. The road is too narrow for its low visibility, curves, and lack of excess lanes for passing.
- I would LOVE for there to be a "No Trucks" sign on Rose Island. There have been too many close calls with large trucks on one side of the road… Rose Island is too small for large trucks.
- Rose Island Road has to be paved more frequently due to erosion and heavy traffic. A new

subdivision would bring large trucks that would degrade the road even quicker and create a safety issue due to their size.

- heavy equipment to travel highway 1793 when applicable
- One more time – add white shoulder lines on both side of Rose Island Road – think about the older citizens
- Large vehicles such as fire trucks, garbage, ambulance, school bus have a difficult time navigating this road. Trees are too close and the road is not wide enough to handle large vehicles.
- I do believe truck should not be allowed on that road at least the big trucks. That goes for all construction trucks and big rigs
- This road is shared by larger vehicles as well such as Republic Trash and these larger cars / trucks always end up driving over the center lane into your lane especially around the turns/curves. Many times I've had to last minute dodge these larger vehicles and almost crashed as there is little to no forgiveness on the sides of the road. This whole road needs to be re done for everyone's safety. So many people especially teens have crashes and seriously injured themselves or died.
- Painted center lines and edge lines with rumble strips. Road widened with shoulder to accommodate large trucks with extended mirrors for boats and horse trailers. Clear trees a few feet around blind curves.
- The curves are the worst part of the road as drivers always hog/veer onto the opposite lane. I am in the habit of slowing down to almost a snail's pace before a curve to avoid getting hit as I know a car always eats into my lane. I let them pass before I enter the curve.
- The width of the road does not support passing bicyclists and I safely crossing the line, large trucks create the same unsafe conditions.
- Keep large trucks off Rose Island road unless their destination is off the road. Multiple large dump trucks and trailers use the road as a drive through.
- This is a very dangerous road and construction vehicles would increase the chance of residents having an accident!
- Way to narrow
- I love the "shady lane" serenity of the road but it is not wide enough for trucks period which break down the shoulders and crowd oncoming vehicles at narrow pinch points.
- Blind turn abatement
- Restricting large delivery and other commercial trucks as they take up both lanes.
- Road width is our biggest concern as it leaves no room for error.
- every time I take my RV on Rose Island it is a battle with low hanging limbs and oncoming cars
- Having lived here over 12 years, I've learned how to drive Rose Island as safely as possible. We've talked about what that means to our children as well. That said, most close calls right now are coming from large trucks and vehicles with trailers as well as cars driving too fast around corners.
- The road needs to be widened to support all traffic i.e. cars, trucks, cyclists, pedestrians.
- Certain areas of the roadway are so narrow and pose a problem for emergency vehicles traveling the road when other cars are present. During my time as a fire fighter, there was ALWAYS a time where oncoming traffic would have to stop and reverse to let the fire truck through. Low hanging limbs, large trees and an extremely low shoulder could benefit from building a retaining wall, backfill to build back to grade, relocate power poles, and remove large trees to make the road safer. Any and all new residential developments would pose a MAJOR problem with this roadway and its current condition and future maintenance.
- Restricted large truck access, i.e. use 1793 if destination is x location on Rose Island. Create visual space... i.e. remove and trim back bushes and trees significantly creating more space to see around you which would reduce deer and animal encounters as they blend into the trees on the edge of the road. Also my vehicle is scratched to hell when a tree comes down and they do not clear the road properly leaving small limbs sticking out which can't be avoided when opposing traffic is coming. My property backs onto Rose

Island and I could have upwards of 20+ deer looking to cross the road at sunset to get to the fields.

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3. Existing road hazards and measures to mitigate (19 comments)

- Bright reflective painted lines! Wider white lines (just a little) and reflectors added to center yellow lines. Reflectors added to trees right next to road.
- Fixing washed out edges of the road
- I would be supportive of a bike lane
- I am seeing more and more potholes as well.
- Notifications of some kind on blind curves
- I bent a rim and blew a tire going off the edge of the road, a 500 mistake. It needs to be wider and with a shoulder.
- degraded sides of road need to be addressed
- The road needs to be widened with better drainage in areas where runoff flows over the road (this becomes extremely hazardous in the winter when that water freezes on a road as windy/hilly as Rose Island). Additionally, there needs to be better maintenance regarding fallen branches on/near the road. With the lack of a shoulder these branches encroach on the roadway, causing drivers to either hit the branches or veer across the centerline, possibly into oncoming traffic."
- Fix the sides of the road
- Improve shoulders and edges
- Reduce sharp curves in road if possible.
- pot-holes; sight lines obstructed by tree limbs and/or a hill side
- Possible street lights Reflectors in center road and edges Traffic light at 42 and rose island
- Son would have had a fatal accident in a lesser built vehicle. Slid on wet leaves and unable to see edge of road. Easement is just full of trash trees.
- Try to add shoulders without destroying too many of the beautiful trees that line both sides of our road.
- Maintain edges of road better.
- The road edge is unsafe in many spots.
- Traffic volume as related to street conditions. Utility poles literally inches from road. Deteriorating pavement at edges of road. No guard rails at potentially lethal drop-off areas.
- As much as I would like to blame the county or state for road conditions, property owners need to properly maintain ditches and property along the road to help the state. You can't complain if you are part of the problem too. Dirt run off could be handled if property owners clear and maintain their ditches.

4. Excessive speeding and measures to mitigate (12 inputs)

- People need to slow down & most need to be reminded to do so. Couple guard rails will help also.
- Perhaps add traffic lights, stop signs, or speed bumps along this route to reduce speeding.

Widen and/or straighten the road.

- The driving speed and tailgating picks up significantly on Rose Island Road between 1793 and 42, it is so much better between Goshen Lane and 1793.
- The problem is speeders and folks going too slow. It's not just speed. Also the bar at Louisville yacht club (drift bar) brought lots more motorcycles and heavy speeders infrequent rose island users that didn't respect the area. Its ridiculous nobody got a DUI leaving there when 9/10 customers drove in a car or boat.
- Lower speed limit
- People who tailgate and speed on any road don't give a flying flip about signs asking them to slow down or use caution. That's a waste of time and money.
- Road is very narrow and people speed and that's one of the reasons it's so dangerous
- This stretch of road has numerous hazards— trees and utility poles way to close, blind hills and curves, large commercial vehicles traveling too fast, too many car drivers exceeding the speed limit by 15+mph.
- I particularly love this corridor as part of my commute for its beauty. People drive WAY too fast. If speed deterrents like 'bumps' is what it takes please do so.
- Enforcement of the speed limit, warning sign to NOT ENTER IF YOUR DRIVING SKILLS ARE LACKING.
- Even though they are short on manpower, more patrolling is needed.
- If people simply followed the speed limits, there would be few issues on this road.

5. ***Hazards associated with bicycling (10 inputs)***

- A bike lane or no bikes allowed. Cyclists are my family's biggest problem...you can't safely get past them and sometimes don't see them until you're right up on them.
- No cycling
- More and more people are using RIR for bicycle use. For their safety and ours bike lanes should be considered. Especially if more development is allowed.
- Bicycles should have a separate bike path on which to ride.
- It shouldn't take the threat of a new community coming in to make safety fixes to the road. Bicyclists should be prohibited for their own safety alone
- Add bike lane once poles are moved
- No bicyclists - see above comment
- I would like to be part of the solution to fix the issues on Rose Island Road. Ban bicyclist and have police use radar to slow down speeders.
- Too narrow Cannot see oncoming traffic And cyclist
- Bicyclists are crazy to ride on Rose Island Road!!!

6. ***Considerations for Widening (6 inputs)***

- Widen road
- The road should be wide enough for school buses. Lights along the road - this road is unsafe at night. Trees and weeds need to be cut, so drivers can see around a curve. LIGHTS along the road and at Highway 42 and Rose Island Rd.
- Widen like Jefferson County sections with white and yellow stripes on both sides. Move road edge trees and poles further from roadway edge.
- The road needs to be wider even if there are no additional neighborhoods/traffic created
- Widen the road into a two lane "parkway" like setting with traffic calming measures. Needs to include bike lanes, street lights and road stripes. When raining at night road and road edge is not discernible.
- Needs to be widened

7. US 42 contributing considerations (5 inputs)

- I don't believe traffic surveys are taking into consideration highway 42 neighborhood developments that cause backups down the hill into Prospect. A high percentage of folks are using Rose Island to get to 1793 and turning up the hill towards Goshen and the 42 intersection. Highway 42 traffic should be addressed before any new developments are approved.
- I don't live on Rose Island but I take it when traffic on 42 is heavy and I can't turn left out of my neighborhood. Heavy traffic and lack of stop lights or roundabouts on 42 are pushing me to use Rose Island in place of 42. As development on highway 42 increases, more motorists will also use Rose Island.
- We are forced to use Rose Island whenever Route 42 is congested (or closed) and daily when we need to access Route 42 during congestion at North Oldham Schools. And we always worry every time we have to do so.
- I mostly travel Hwy. 42 to get home off Goshen Lane. However, when there are accidents on 42 backing up traffic into Prospect I will turn on Rose Island even though I believe it to be dangerous. Despite the condition of the road, there are motorists who drive aggressively. Would be nice to have some cameras along the roadway!
- This problem just isn't Rose Island. It's also up / down 42.... Speeders, tailgaters, and then people who drive too slowly, which is just as dangerous. We need more police presence on 42, from Thornton's to the Goshen Country store. The speeders are so frightening to me that I sometimes don't drive because I'm terrified someone is going to hit me. I've lived out in this area for 20 years, and over the last 3 years or so, my driving anxiety has gotten so bad it is preventing me from going places.

8. Fixed object proximity to roadway and measures to mitigate (3 inputs)

- To make the road safe for further development it must be widened and trees and poles should be off the road side. Also to straighten the path of the road in areas. Main concern is the trees and poles are too close to a narrow road and drivers have no room for errors when approaching others.
- Question ten says: Relocation of utility poles within 18 inches the roadway shoulders. It seems that instead it should say "no closer than 18 inches from the roadway shoulders". On an unrelated note I have had one crash involving hitting a deer on Rose Island that damaged my car. The deer was stationary until the last second and hidden behind the top of a rise in the road until it was too late.
- The utility poles are not the only concern. The trees are so close to roadway on either side and are quite scary. The number of potholes you have to dodge is terrible - mostly at road edge so you have to drive so close to center line.

9. General Concerns and Observations (21 inputs)

- Wintertime driving demands attention to road conditions as very hazardous. We have landed in a ditch a few times.
- Dangerous road
- There are only two exits to 42. If rose island road is closed then 1793 is only other exit. If rose island is flooded 1793 only exit
- I personally have hit a deer on the road Fortunately no significant damage I don't think the road as I describe above especially for distracted drivers and inexperienced drivers I avoid

driving on it except when I have to because of issues in US 42 I'm personally not supportive of any future development on Rose Island until the road is made safer

- Not wanting to slow progress and development but Rose Island Rd should be safe for traffic.
- Keep our beautiful scenic what used to be country Road keep it beautiful. Keep it quiet. Keep excessive traffic away.
- Roads should be safe to drive on.
- I just pray when we take this road we try to about it but too much school traffic on my way home or to work
- I've witness several collision and try to avoid road
- We lived out here 40 years ago also. One of our daughter's first sentences was repeating, "Rose Island Road is a very dangerous road." Our opinion, and hers, has not changed. But it is beautiful.
- Please don't forget school buses, and bus stops on RIR.
- I find if frustrating to drive a very far distance only to see the road has been closed and I have to turn around. Can't they offer signing MUCH earlier of a road closing ahead?
- Roads are scary enough with little traffic
- Very dark and dangerous at night too
- I don't want one of these crazy tailgaters to hit my car and kill my kids which I seriously worry about
- The speeding and tailgating is awful! I've had one individual pass me several times. This individual ran my 80 mother off the road. Definitely more law enforcement!!!
- Rose Is. Road is a beautiful drive. It was never meant for heavy traffic or excess traffic or to be used as a race track????
- The lack of shoulders is dangerous, but what measures can solve the issue of reckless drivers?
- it is a dangerous road
- Rose Island road is a very dangerous road. Thank you for having this committee to help try to see about making some changes.
- It is a scenic and beautiful road, but it is hazardous. The hill coming down 1793 often adds to my frustration.

Appendix 2
Analysis of Kentucky State Police Data

Alliance volunteers reviewed Kentucky State Police data regarding collisions on KY 3222 Rose Island Road (from US 42 to KY 1792) during an almost six year period from 2017 through September 2022 The review shows that there has been 1 fatal incident, 17 injury incidents with 20 people injured, and 42 property damage only incidents. (Details on pages 32 and 33)

The most common type of collision was hit and run followed by side swipe. Twenty-five collisions were forceful enough for air bag deployment. Regarding types of property damaged, crashes with utility poles/devices (15) were more than twice the frequency of crashes with fences and signage (7).

It is important to note that this data represents only collisions that were reported to law enforcement agencies. Locals can recount many crashes that were not reported for various reasons, inferring that the true crash total may be higher. The subsequent Rose Island Road Motorists' Survey validates that crashes along the subject 3 mile segment of Rose Island Road are occurring at a markedly higher incidence than reflected in official state records. This underreported crash incidence is an erroneous basis upon which official decisions regarding the impacts of development on traffic safety are being evaluated.

There is clearly an underreported traffic safety problem with this segment of Rose Island Road.

Figure 1 – KSP Collision Data Analysis

Analysis of Collision Data on Rose Island Road (Ky3222) from US 42 to KY 1793

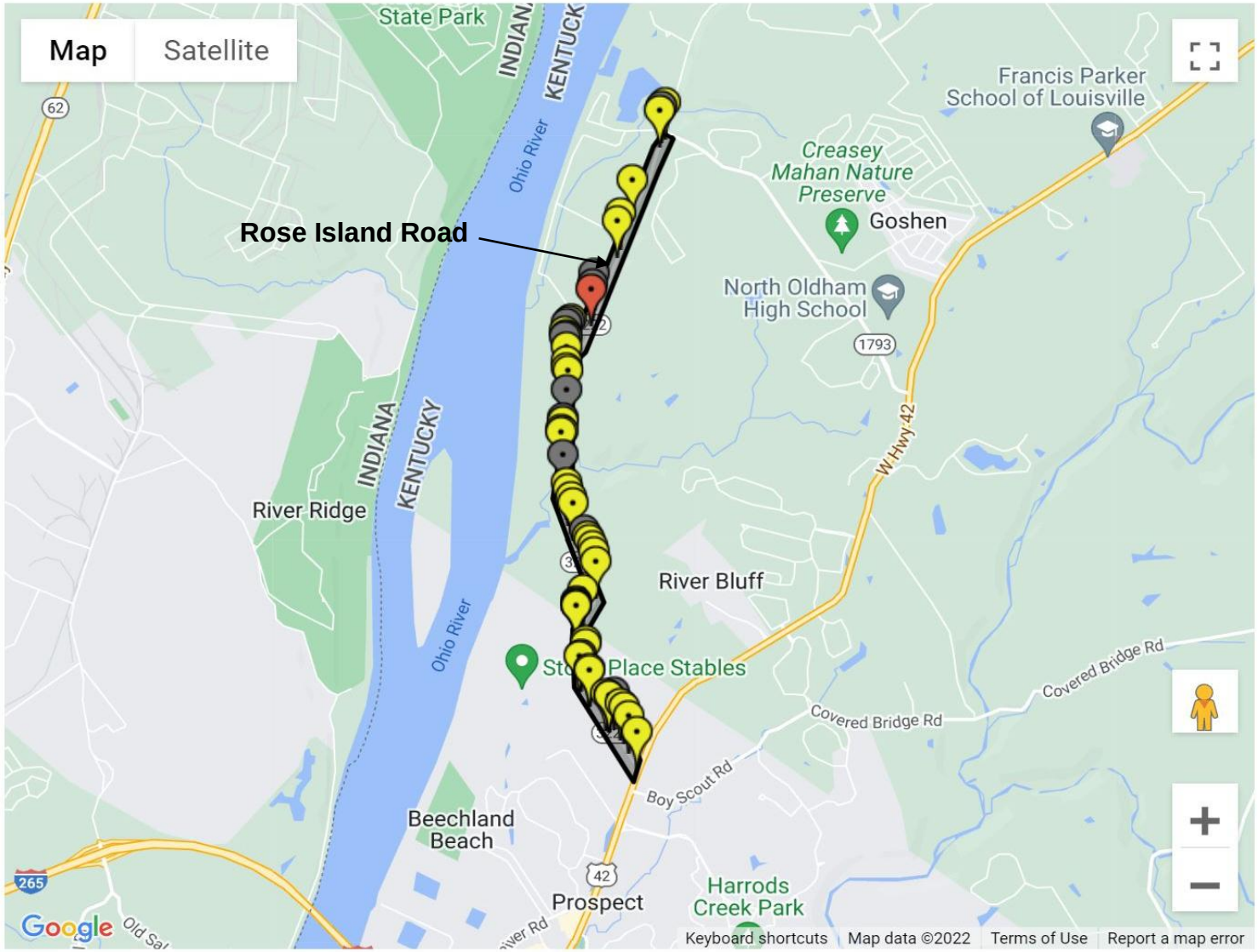
January 1, 2017 to September 23, 2022

	Collision Category				Type of Property Dmage				Type of Collision				Type of Vehicles Involved					
	Fatality Incidents	Injury Incidents	Persons Injured	Property Damage Only Incidents	Utility Pole/ Device	Fence	Road Sign	Other	Hit & Run	Head On	Side Swipe	Air Bag Deployed	Commercial Vehicle	Car	LtTruck Van/SUV	Large Truck	Motor Cycle	Bus
2017	0	0	0	8	1	1	0	0	1	0	2	2	1	2	4	2	0	1
2018	0	2	2	13	3	2	1	1	2	0	1	5	0	7	10	0	0	0
2019	0	7	8	3	1	0	1	0	3	2	1	5	0	4	8	0	1	0
2020	0	3	4	10	3	3	1	1	1	1	1	2	0	7	11	0	0	1
2021	0	5	6	5	4	0	0	1	1	1	1	7	1	6	7	0	0	0
2022 (thru	1	0	0	3	3	1	1	0	1	0	1	4	0	4	1	0	0	0
Totals	**1**	**17**	**20**	**42**	**15**	**7**	**4**	**3**	**9**	**4**	**7**	**25**	**2**	**30**	**41**	**2**	**1**	**2**

Period: January 1, 2017 to September 23, 2022 (Five Years and Approximately Nine Months)

Source: Kentucky State Police, Kentucky Collision Analysis for the Public [http://crashinformation.org]

Figure 2 – KSP Map of Crash Sites



Collision Categories:

Killed (1)

Injured (17)

Property Damage (39)

Crash Data

Collisions	
Collisions w/ injury:	17
Collision w/ fatality:	1
Collisions w/ property damage:	39
Collision w/ commercial vehicle:	2
Total Injuries:	20
Total Fatalities:	1
Total	57

Criteria
County: OLDHAM
Incident Date: BETWEEN1/1/2017 and 9/23/22

Source: http://crashinformation.org

Kentucky State Police Collision Data for Rose Island Road

APPENDIX 3

Rose Island Road Community Preservation Alliance, LLC
Initiative to Improve the Safety of Rose Island Road

Background

In the spring of 2021, residents who live along the Rose Island Road traffic corridor began to organize to protect their interests and quality of life concerns that arose after news of a proposed housing development planned near the intersection of Rose Island Road (KY3222) and Harmony Village Road. Local volunteers conducted a petition drive to document opposition to the planned development. On May 25, 2021, representatives of the then informal Rose Island Road Coalition presented to the Oldham County Planning Commission petitions signed by more than 300 residents in opposition to the development.

Among the issues of land use and infrastructure aspects of the proposed project was a universal concern of local residents over the consequential addition of substantially more traffic to what residents agreed was an already hazardous and dangerous road. Compounding this concern was the fact that most area residents rely on Road Island Road as their only access to their homes. Hence, all family members, including young drivers, would be exposed to these heightened safety risks.

Opposition to the proposed housing development led to the incorporation of the nonprofit Rose Island Road Community Preservation Alliance, LLC, to represent area residents' concerns and perspectives. The Alliance challenged the Oldham County Planning Commission's approval of the housing development by filing an appeal in Oldham County Circuit Court. In August 2022, Judge Crosby overturned the approval and returned the plan to the Planning Commission for further action.

Shortly thereafter, the Alliance launched an initiative to address community concerns for the safety of Rose Island Road.

APPENDIX 4

Resources for Engineered Traffic Calming and Hazard Reduction Strategies

1. **U.S. Department of Transportation, Federal Highway Administration – Rumble Strips**
   https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/policy-guidance-research.cfm
   Rumble strips solve a systemic highway safety problem (i.e., the target crash type are present on most roadways), so installing rumble strips on all paved roads offers potential safety benefit to motorists.

   While this systematic approach uses historic crash data, it does not mean that rumble strips should only be applied at locations where these crash types have occurred in the past, but that rumble strips also be installed on facility types where crash data predicts these crashes will occur in the future.

2. **Washington State Department of Transportation – Rumble Strips**
   https://wsdot.wa.gov/research/reports/fullreports/799.1.pdf
   Center Line Rumble Strips (CLRS) & Side Rumble Strips (SRS): For all lane departure crashes, there was a 63.3% reduction in collision rates and a 43.0% reduction in Fatal and Serious Injury collision rates. Crossovers were reduced by 65.4% for All Injury Severities, and Fatal and Serious Injury crash rates were reduced by 28.6%.

   Rumble strips of either CLRS or SRS are effective, low-cost tools in reducing the rate of lane departure collisions. This study validates that rumble strips are effective in reducing lane departure collisions when installed in accordance with WSDOT's design standards.

3. **Design Considerations for Existing Utility Poles in Urban Areas**
   https://onlinepubs.trb.org/onlinepubs/circulars/ec019/Ec019_f3.pdf
   Where there are curb and gutter sections along the highway or street, utility poles should be located at least 0.5 meters (1.6 ft) behind the face of the curb, and where feasible, behind the sidewalk. This 0.5 meter offset is not a "clear zone" in the usual sense of the term, but rather a setback for practical and operational purposes.

4. **Effectiveness of Dynamic Speed Feedback Signs (DSFS)**
   https://rosap.ntl.bts.gov/view/dot/57513
   This report presents evidence that DSFSs can be effective in reducing mean speeds, 85th percentile speeds, and the percentages of drivers over the speed limit in a range of contexts. Across all types of vehicles and different installation locations, the clear majority of studies found significant reductions in speeds at the DSFSs when the DSFSs are activated.

5. **U.S. Department of Transportation, Federal Highway Administration – Roadway Departure Safety**
   http://safety.fhwa.dot.gov/roadway_dept/.
   Addressing roadside obstacles such as utility pole and trees, the FHWA Roadway Departure Strategic Plan identifies three safety countermeasures relative to utility poles and trees:
   - KEEP THE VEHICLE ON THE ROADWAY
   - ALLOW THE VEHICLE TO RECOVER AND REGAIN THE ROADWAY
   - REDUCE THE SEVERITY OF THE CRASH.

6. **U.S. Department of Transportation, Federal Highway Administration - Designs to Prevent Off-Wheel Departures**
   http://www.fhwa.dot.gov/innovation/everydaycounts/edc-1/safetyedge.cfm
   The Safety Edge (SM) is an uncomplicated and effective solution to mitigate pavement edge-related crashes. When done correctly, simply shaping the edge of the pavement to 30 degrees can eliminate the problem of vertical drop-off.

7. **U.S. Department of Transportation, Federal Highway Administration - Speed Management - A Manual for Rural Road Owners**
   https://safety.fhwa.dot.gov/local_rural/training/fhwasa010413spmgmt/speedmanagementguide.pdf
   This document examines a range of safety countermeasures to help enforce speed limits on rural roadways.