

# US 31W Access Management Study Business Survey Results



## General Information

Time of Survey: Early December, 2005 through Mid-January, 2006  
Estimated Number of Surveys Distributed: 250  
Number of Responses: 98 (about 40%)

## Introductory Information

*Dear Business Owner/Manager:*

*The Lincoln Trail Area Development District (LTADD) and the Kentucky Department of Highways are conducting an Access Management Study for US 31W in Hardin and Meade counties. The purpose of the study is to develop an access management plan that will improve traffic safety and congestion along US 31W. The plan will focus on managing and improving access (that is, driveways) from US 31W to adjacent land in a manner that will benefit both property owners and the traveling public.*

*Your participation in this study is essential. Please take a few minutes to complete this survey and return it in the enclosed postage paid envelope. Thank you!*

*Business Name:* \_\_\_\_\_

*Contact Person:* \_\_\_\_\_

*E-Mail:* \_\_\_\_\_

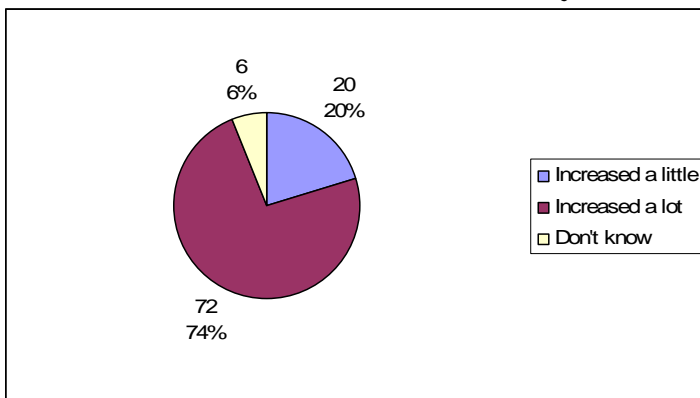
*Address:* \_\_\_\_\_

*Phone:* \_\_\_\_\_

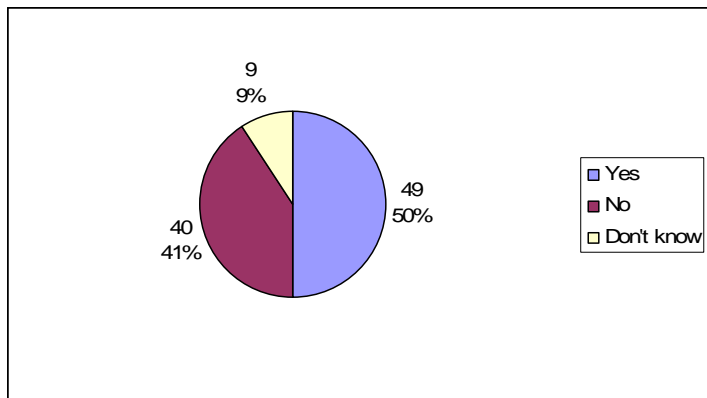
*Fax:* \_\_\_\_\_

## Survey Questions and Responses

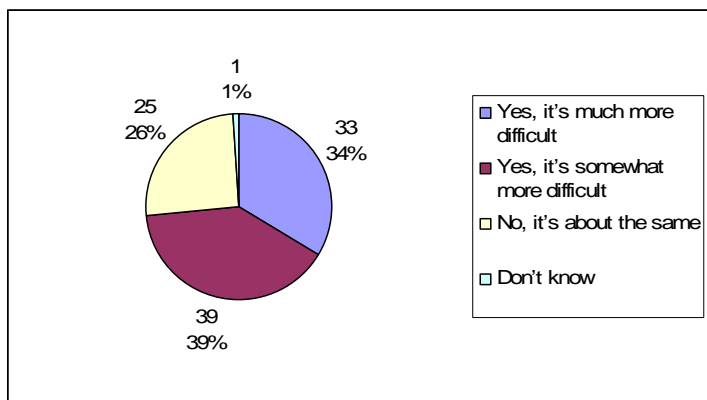
### 1. How has traffic on US 31W in front of your business changed over the last 10 years?



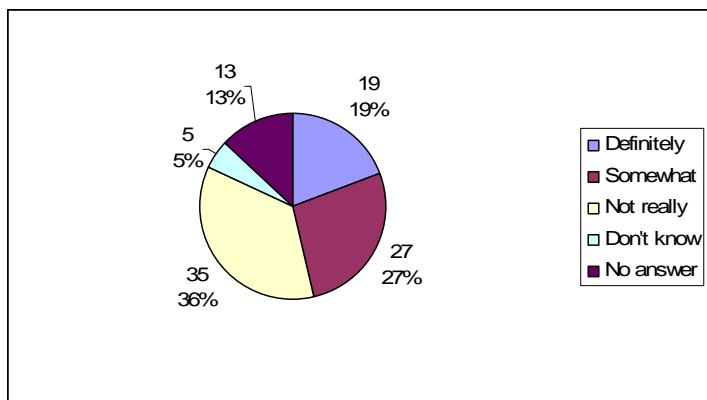
**2. In the area where your business is located, has the character of US 31W changed much over the last 10 years?**



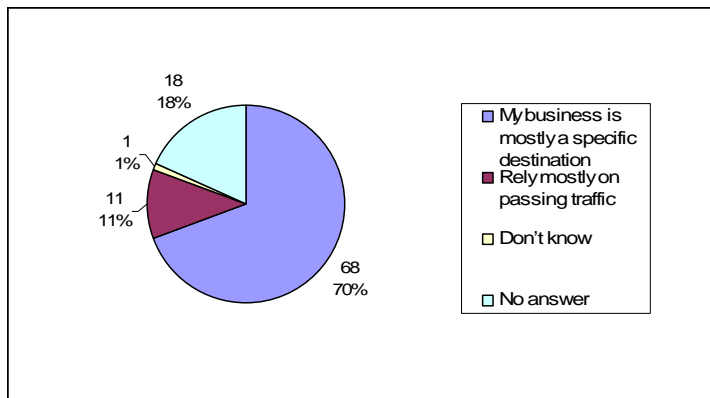
**3. Over the last 10 years, has it become more difficult for traffic to get into and out of your parking lot or site?**



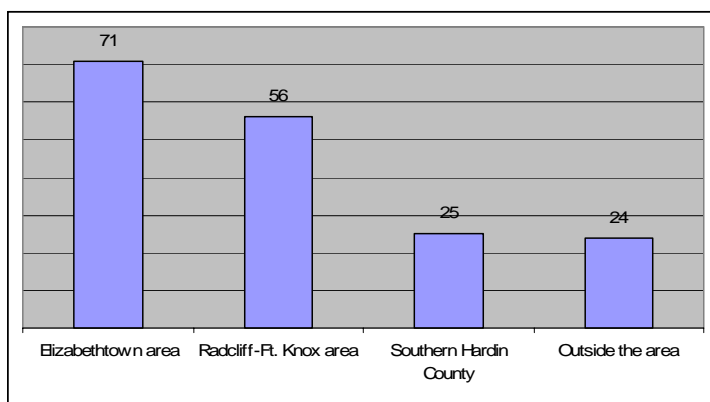
**If 'Yes,' has it hurt your business or have customers complained?**



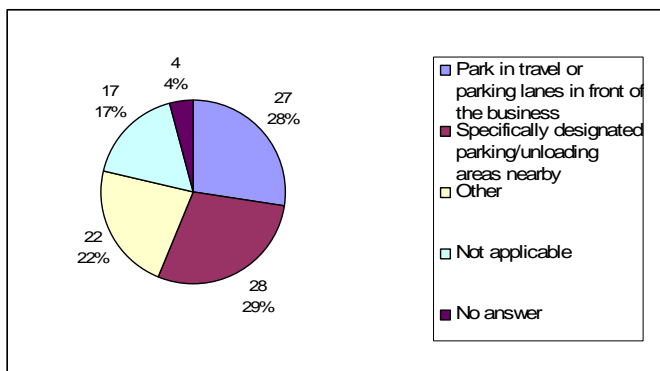
**4. Is your business primarily a destination (that is, customers are making a trip to your business specifically) or do you rely on attracting your customers from passing traffic?**



**5. Where do most of your customers come from?**



**6. If your business depends on deliveries from trucks, how do trucks access your business?**



**'Other' comments:**

Not enough space for parking, so they park parallel to the road

We have to stop traffic on 31W, so semis can back out from our back lot.

- Our parking lot
- We have a loading dock.
- In own parking lot beside building or in back
- They pull to rear of our lot, accessible from 31W
- Just park in parking lot
- Our parking area
- Parking lot
- Park in customer parking lot
- In our parking lot
- Or in road on street that access business
- Along side of business in parking lot
- Pull into parking lot
- You can enter from 3 different streets
- Own loads & unloads warehouse area
- Stop on Dixie Ave. - in traffic lane - mail / FedEx
- Park in our lot
- Semis back across 31W

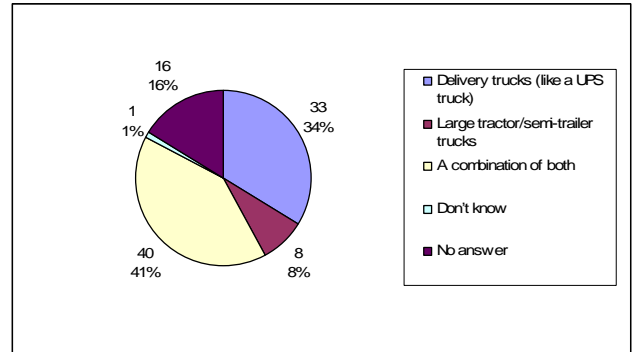
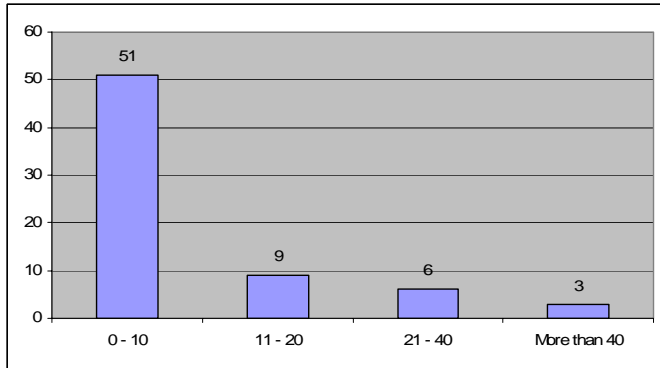
UPS or lot - trailer trucks use emergency lane  
 Use designated turning lanes (existing)  
 However, cannot park close to my building, have to park at the lot next door

Rear of lot  
 95 Truck and Home cuts across traffic

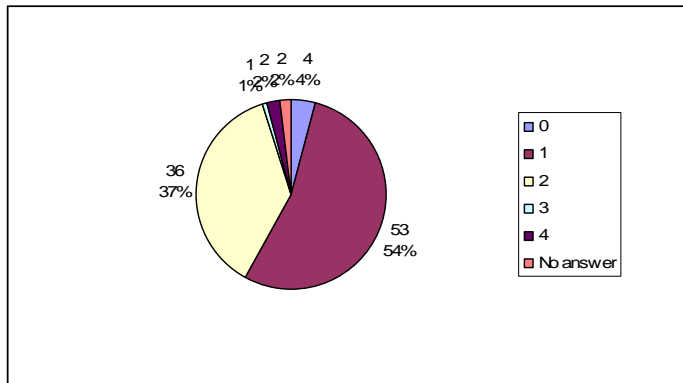
**7. If your business depends on truck deliveries, about how many trucks per week stop there?**

Range: 0 to 225  
 Average number of deliveries: 13  
 Distribution:

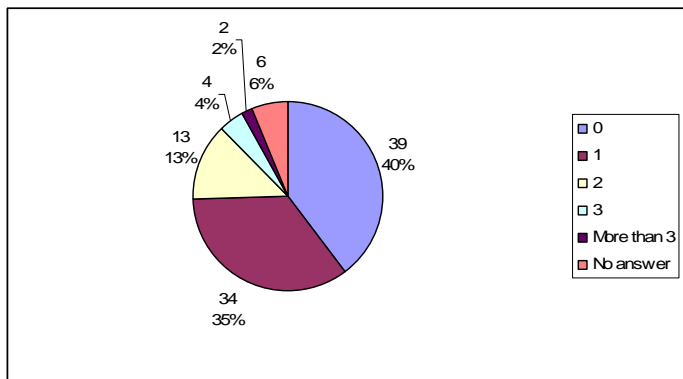
Are these mostly:



**8. How many driveway entrances from your business to US 31W are there?**



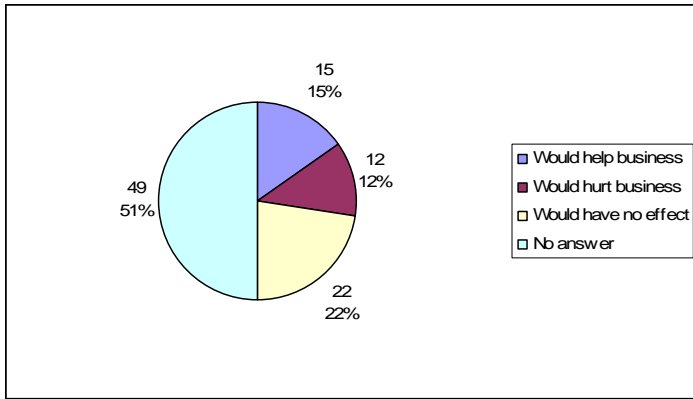
**To other streets?**



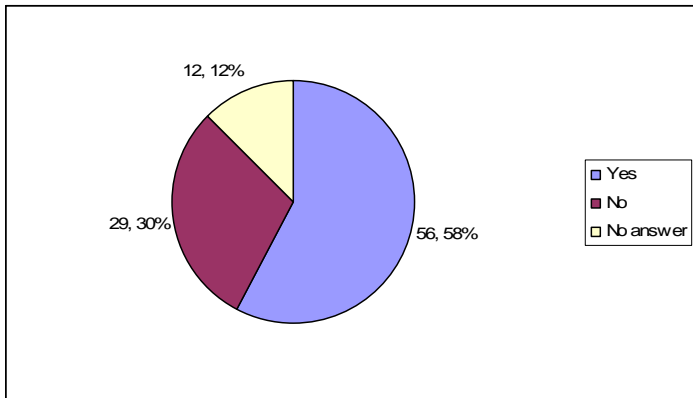
**9. Do you share a driveway or driveways with neighboring businesses?**

46 (47%) Yes  
52 (53%) No

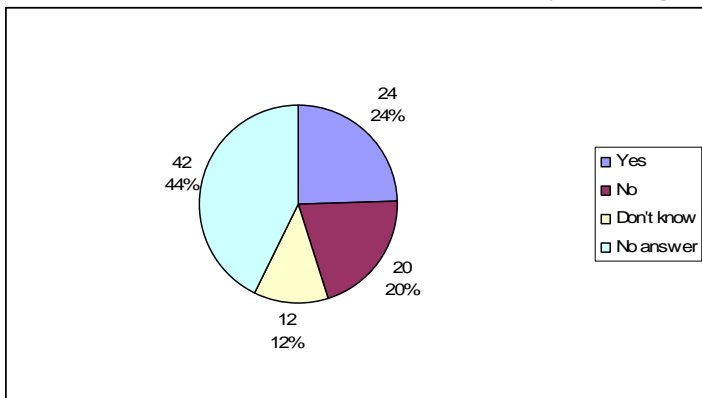
**10. If your business were to share a driveway or driveways with neighboring businesses or if access to a cross street could be provided (where applicable) and if this improved traffic safety and congestion in front of your business, how would it affect your business?**



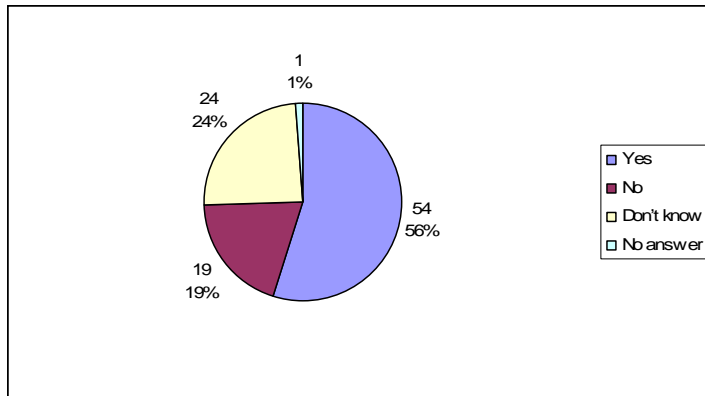
**11. Have you noticed any traffic control or roadway improvements to US 31W over the past 10 years?**



**If 'Yes,' have these improved traffic safety or congestion?**



## 12. Do you think improvements to US 31W would help your business?



### If 'Yes,' how?

Need exit from the back to Wal-Mart/lower complex. We have only one entry & exit from 31W.

Highway needs to be made wider.

Need turn signals at 31W & Mantle Ave. intersection to alleviate unsafe conditions, improve traffic flow and congestion.

Make it easier for my customers to access my business.

Easier access to business

Improve the flow of traffic

Addition of center turn lanes could make it safer

A middle lane for turning; connecting roadways between businesses should be mandatory or at least unrestricted ingress/egress.

We have no direct access from north bound traffic.

Can't hurt to widen US 31W

Center turn lanes would ease access from 31W.

Improvements would provide less congestion & hassle for our customers.

Stop drivers from cutting through my lot to get to Logan St.

I think that another main road should be made to relieve the heavy traffic from Fort Knox and additional traffic that is coming.

Anything that increases traffic past my store, or reduces congestion, or makes it easier for my customers to get to me certainly helps.

If I had a better and wider Deicks drive coming to the end at Dixie would help traffic flow.

For one, too many people use the street off of 31W to go to mall or other areas & it develops backed up traffic.

Better turning lanes

Better flow of traffic; widening of road; etc. Would create for safer entrance & exit to our business for customers and employees alike.

In Elizabethtown, people complain that the street 31W through town is too narrow and no turning lanes. The ability to travel to and from my business, it is very hard at times to get into the parking lot. No an easy stop.

Make it easier & safer for our customers to enter & exit our location.

Lanes are much too narrow. Individuals that may avoid 31W due to congestion and narrow lanes may use 31W if improvements are made (increase traffic).

Better traffic flow

Easier access; encourage clients to visit if less congestion involved in turning off of Dixie

If traffic were spaced better it would make entry & exit to our business easier.

Improvement means change, and change is good.

Eliminate motor vehicles from public square.

Turning lane

People could get in & out of parking lot onto 31W.

Less congestion

Stop light at Wilson Rd. would allow customers to more easily turn north on Dixie

Much easier access

Now you have to pass our business up if you are coming from E-town & make a u-turn with deceleration or turn lane.

Smooth the flow of traffic for better visibility and lessen the fear of getting rear-ended

Instead of a median, a turn lane would ease the flow of traffic.

Reduce the speed to 35 mph! This would also prevent drivers from going thru red lights!

Traffic heavy - customers complain on turning into our business and danger of getting out

Improvements to US 31W would improve the safety of ingress and egress for the hospital's patients and visitors.

Allow traffic to flow out of the mall easier. 31W is so heavy that the amount of auto's and red lights doesn't flow with logic.

Heavy traffic during rush hour

We need more turning lanes

The customers will feel much ease to see in and out of our business.

Safety of customers coming south slowing to turn from the fast lane

Since our business has been located on 31W they have been talking about widening the road

### **13. What improvements to US 31W would you like to see?**

More attractive intersection at by-pass and 31W. A lot of traffic from I- 65 ends at this intersection. Medians are unattractive.

Easy access to our store from both sides.

Extend businesses all along 31W instead of specific to certain area.

Access roads between all centers on each side of 31W

Adding another lane and widening 1 lane on Nickles St. & 31W.

Turn lane/signals at very least at intersection of 31W and Mantle Ave. Widen 31W for turn lanes.

Just extending this turn lane down to the bypass.

Need a stop light @ Dixie & Millcreek Rd.

More lanes

Less traffic lights, which slows traffic & a slower speed limit in area.

Fewer access points and in some cases more narrow drives.

More turning lanes

Remove some of the traffic off of 31W to Wilson and any other streets available.

Wider, telephone poles move back.

Either a by-pass around Radcliff for Ft. Knox traffic

Turning lanes would help! More police patrol to stop the drivers that are cutting traffic at high speeds.

Re-surface please

3 lanes each way starting at Wendy's light

The 3rd lane from Best Buy to after Ring Rd would be more useful if extended to the by-pass and made a turn only lane.

Better curbs and a turning lane in the center.

A middle turning lane that is solid all the way from Ring Rd. to the light at Veterans Way. Shopping centers should have access to all streets, drives, etc. for the purpose of reducing traffic on 31W, improving safety, flow of traffic, & convenience.

Signal light added on 31W for emergency vehicles from station #2 of the Radcliff Fire Dept.

More deceleration lanes for turning off of or across 31W

Bike only lanes to allow safe commuting per federal standards (safe routes act)

Sewer line & better landscaping

Center turn lanes. Side turn lanes, especially southbound. A better solution for the Lincoln Trail/31W/Wilson Rd. intersection.

Better traffic control from street lights and law enforcement.

Controlled turn lanes for left turns

West Point, KY has north of West Point, KY to highway 44 and front Dollar General Store.

"Smart" street lights that keep traffic flowing and reduce wasted time and energy.

In front of my business and toward Radcliff is fine. From my business toward downtown E'town is a bad road. Way too small.

Another road from 31W to the mall & that area. Maybe adding 3 lanes of traffic, plus pot holes need to be more than just filled cause they are a larger pot hole after they are rode on instead of paving & blacktopping the whole road instead of patches.

Improve entrances to businesses.

Turn lanes; 45 mph from #313 into Radcliff

Better turning lanes

Construction of secondary/access roads where appropriate. Widening of roadway or set back of utility poles along narrow segments.

Turn lane at KFC & Rite Aid intersection

Widen it and have a turning lane through town

It makes no difference what I'd like to see, our voices are never listened to or anything. Believe me, I'm speaking from experiences.

They are OK.

More turning lanes to help with traffic. The narrow part needs to be a little wider.

Turning lanes

Wider lanes

In front of my store, I wouldn't want any improvements for fear of losing much needed parking & display space.

Wider lanes, improved sidewalks

Widen the section of 31W from Hardin Memorial to the south end of town.

More businesses on this side of town

Not much way to change 31W in the downtown area.

Wider lanes

I would like to see all the traffic signal lights timed together. For example, if you are going the speed limit you would hit majority of the lights green.

Improved patrol & enforcement of pedestrian right of way at crosswalk; caution lights at crosswalks near downtown square in Elizabethtown & in front of the Hardin Co. Justice Center

Widening of road from area beginning at intersection of St. John Rd. & Dixie through intersection of Miles St. & Dixie (in Elizabethtown).

Signs directing to I-65, Western Ky Pkwy & Bluegrass Pkwy.

Adding turning lanes where none presently exist - especially need in front of Justice Center

I would like to see your web-site.

Traffic rerouted from downtown area. Speed limits enforced.

Greater use of backage roads where possible. Access to Towne Mall via Towne Mall bypass.

Railroad overpass and one-way streets on each side of public square

Turning lane for the traffic going north & turning left for business on Dixie Hwy

Different timing of stop lights to space traffic better

Minimum of stop light at Wilson Road but a center turn lane similar to area on Ring Road between Dixie & N. Mulberry

Do away with the grass medians and put in turning lanes.

More lanes and turning lanes

Turning lanes

More turning lanes across from businesses that don't have them now, with short deceleration lane

Reduce quantity of median crossovers; add deceleration/turn lanes north & south. Reduce speed limits between E-town & Radcliff.

3 lanes southbound & 3 lanes northbound

Lower speed limit! Another access from 31W to get to west Lincoln - possibly widening Elm Rd.

More focus toward the south end of Elizabethtown where my restaurant is located.

Expand turning lanes

Have a bypass!

Lower speed limit

We would like to see dedicated turning lanes for the hospital's campus.

Improve timing of lights and a more equal exit strategy from all of the various businesses.

2 lanes both ways of ribbed divides(?) on center lanes

Speed control

More options for drivers to take left/right turns near busy businesses similar to those between "Best Buy" and "Hardin Hospital."

Turning lanes instead of crossovers

Widen the lanes

**Please provide any additional comments that you believe will be helpful to those conducting the study.**

About 15 years ago when this land/property was developed Wal-Mart/Lowes developer has dictated the terms/conditions to all neighboring business properties. Even city did not look at the safety of citizens. We had average of 2 to 3 accidents per month due to one entrance/exit. We have approximately 3000 signatures of our citizens. They have expressed their concerns.

Very few people utilize sidewalks on 31W, perhaps use part of each side 31W sidewalks to use "retrofit" principles.

An access road would have been nice to connect the shopping centers.

We would be opposed to any new "ring roads" that take traffic away from the front of our bank.

1. There is a terrible back-up that occurs most of the time at the 31W to Wal-Mart. This backs up traffic for two blocks on a normal basis. This back-up restricts access to businesses in that area. 2. There is a terrible cross-over problem at Subway in Radcliff. 3. It does not appear that the timing of the lights at the Town Mall area promotes traffic flow.

When Wal-Mart was built my business dropped because they took my corner. I lost parking and I can no longer get out onto 31W. We have to get out onto Wal-Mart Way and traffic will not let us in. We can not get out on 31W and go left because traffic won't let us in there either. What a mess!!

Since the closing of Wilson Road at Lincoln Trail, traffic (h)as tripled in front of store from about 2:30 - 3:00 pm to sometimes 6 - 6:30. You can hardly get in and out of here and if you have to go south say to deliver parts you maybe have gone 30 to 45 min for a 1 mile delivery.

We travel from 509 S. Dixie to Williams Dr. approx. 19 mi one way. I take 210 to 31W So. To I-65 N to Exit 94. 62 West to Ring Rd. 251 N to 313 to 31W. That is the best way for me.

All you have to do is come out here on a Friday afternoon and see. You be the judge.

Our shopping center - Town Pointe - needs another entrance/exit area, possibly in back connecting our parking lot to Captain D's lot or similar

Any places parallel to 31W such as shopping centers, businesses, especially those handling large volumes of traffic should be interconnected for the purpose of encouraging use without entering back onto 31W. If safety is truly a concern of the city & state highway, this should be a focused area of attention.

Removing utility poles near roadway to improve safety & sight distances (as well as aesthetics)

Turn lanes to allow smoother flow

Push Ring Rd. west on out to 65/WK Pkwy

Improve access to northern section of Logdon Pkwy

Wilson Rd. needs more sewer line drain because most of the water from Wilson Rd. comes into our parking lot & front of the office.

We are having a lot of cut through traffic in our parking lot. We have installed speed bumps to try and slow traffic down.

With today's technology it would seem to me that we could have street lights that could "see" the traffic coming from all directions and make "intelligent" decisions on traffic control based on current conditions. Think of the energy savings alone if we didn't have to stop for a red light when there was no other traffic coming on the cross street. Consider the reduced congestion and frustration if the light could "see" that traffic is backed up for miles on one street and adjusted the control to accommodate.

Drainage problem (standing water)

I use to live in N.C. U-turns at intersections was approved. We need this and drivers need to know this is ok. At all major stop lights, we need turning lanes and stop and go lights. Just a turning lane without this light is not enough; closing Woodland to the mall puts more traffic on Dixie; need always two turning lanes at all locations on Dixie from hospital toward Radcliff, and long enough to take the traffic. The lights at Dixie and Ring Rd are very good.

In my personal opinion, the city officers did no planning for increased traffic near the high traffic area. Where we are is not affected greatly. It was whatever was most profitable to the people in charge, that was what was done. Future traffic problems never occurred or meant anything. I'm sorry but I have tried to be active in my community since 1967 & my voice has always been silenced.

No problems

Dixie Hwy south of the E-town court house is fine. I don't believe any improvements are necessary.

Thanks for our input!

Most of the problems with traffic flow and businesses downtown is the fact that many of the old buildings have no place to park. Customers are forced to park in the city lots and feed money into meters. People used to shopping in malls are just not geared to doing this.

Thank you for the opportunity to respond!

Since the remodeling of the downtown area - we've noticed an increase in cars running up on the curb in front of our office, which have caused cars to veer into other lane and tire damage.

Re-routing traffic would drastically hurt the companies in the area.

Would suggest removing the grass median & improving the flow of traffic by synchronizing the traffic lights from Ring Road to W.A. Jenkins Rd.

Open both Towne Mall & Kroger Mall to Veterans Way.

Improve Buford Lane to Woodland to Gray Street to 31W to connect Freeman Lake traffic to Veterans Way/Ring Road.

Open by-pass to hwy 1600; upgrade 1600 to Rineyville starting at HMM.

I'm located by the road leading to Wal-Mart. It is very difficult to exit from my parking lot onto this newer street. The main reason is that the drivers leaving Wal-Mart will not let me out to get in line to turn onto 31W. This road needs to be widened to allow drivers to go right (north). Also Elm Road needs to be widened & straightened so Ft. Knox people have another way to go south.

Speed bumps on the road to Wal-Mart at 31W would also help.

The focus of this study seems to be more focused toward Northern Hardin County. However there is still a south side of town. My restaurant has been at the same location for nearly 34 years. But all other businesses seem to be leaving this end of town. There should be focus on Hardin County and E-town as a whole. We must pay our taxes like everyone else, so we should also see some focus put on the south side as well!

Very many wrecks on 31W - lots of rear ending - traffic backed up - my son was rear ended leaving John Hardin High on 31W - 5 months after getting license. E-town growing and we desperately need to keep traffic up to date.

Driver inattention problems - likely need increased traffic control. Cross access roads at Towne Mall area do not line up. Broaden through District #3. Move utility poles back.

We anticipate traffic volumes to and from the hospital campus will continue to increase over the next ten (10) years. We have noted increased traffic volume on Woodland Drive also.

There simply isn't a consistent plan or logic. Towne Mall traffic is forced onto 31W and shares with Kroger and other businesses. The number of cars from these businesses doesn't have the # of right & left turn lanes out of the property that are needed.

More curbs for pedestrians to walk safely e.g. the road between Roadside Inn towards Commonwealth Motel - there is no (sic) enough space for pedestrians to walk safely especially at night.