



Technical Appendices

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Introduction

The *Move Louisville* planning process was ongoing for nearly two years and as such the resulting plan document is supported by a number of process-related and technical documents. As was noted in the body of the *Move Louisville* Plan, the plan is supported by data, local input and national best practices in transportation. It is important to note that the *Move Louisville* Plan is the primary policy document and that the *Move Louisville* Appendices support but do not supplant the *Move Louisville* Plan.

The *DRAFT* Transit Service Guidelines are preliminary and are presented as a resource for TARC. As with many of the route specific recommendations, the guidelines and recommendations are preliminary and must be reviewed internally by TARC and fully vetted with the public before changes are implemented.

Technical Appendix A:

Modal Summaries

- Roadway Network
- Pedestrian Network
- Bicycle Network
- Transit Network

Move Louisville

Roadway Network Summary

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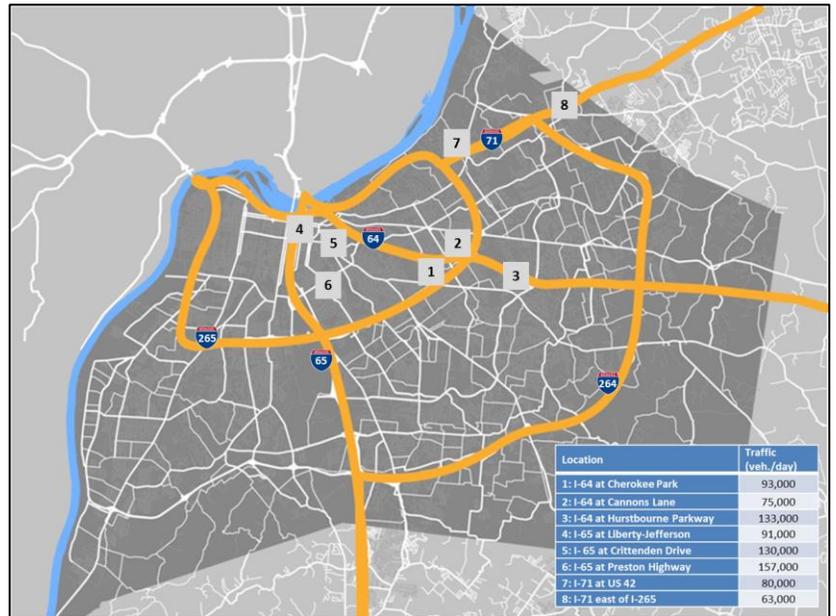
The following *Move Louisville* policies will guide the implementation of projects, practices, and programs to implement the roadway network:

1. MAKE COMPLETE STREETS DESIGN THE NORM
2. SET POLICY ON PREFERRED TRUCK/FREIGHT ROUTES
3. MANAGE PARKING
4. EMBRACE SMART MOBILITY

The Louisville Roadway Network

Louisville's Interstate Network

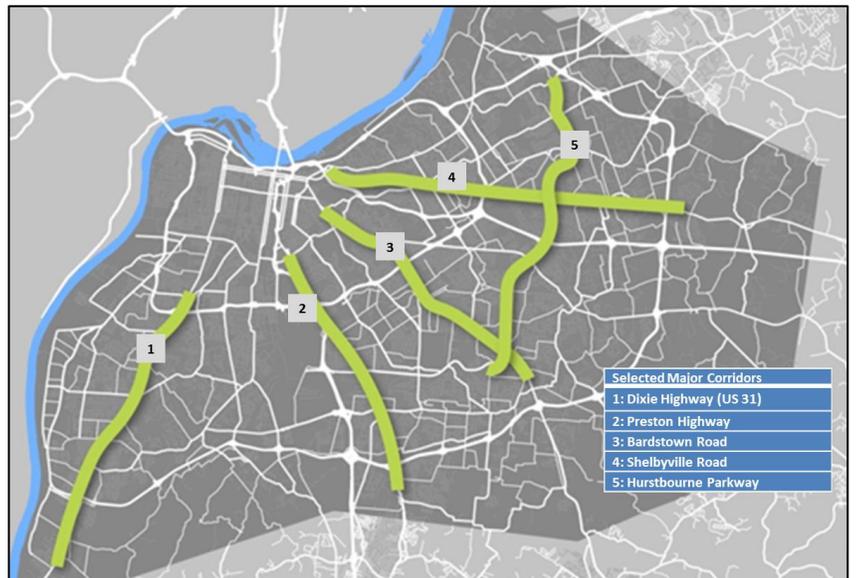
Three U.S. Interstates serve Louisville including I-64, I-65, and I-71. Louisville is one of a few American cities with a freeway system consisting of two loops that surround the city; I-264 and I-265. While this has undoubtedly facilitated the growth in a strong freight and logistics economy, it has also greatly changed the landscape of the city and greatly expanded the urban footprint. It has also left an unmistakable mark on certain parts of the city, as I-64's alignment along the Ohio River separates the river from downtown Louisville, and the western and southern portions of I-264 cross through historic, established neighborhoods. The map below shows the interstate system and selected traffic volumes. Volume patterns illustrate sections of the Watterson Expressway and Interstate 64 in east Jefferson County carrying higher volumes than some of the mainline expressway segments that provide access to downtown Louisville.



Major Corridors

Over time, Louisville's development has extended along a series of radial roads, most of which historically connected to nearby cities and towns throughout north-central Kentucky.

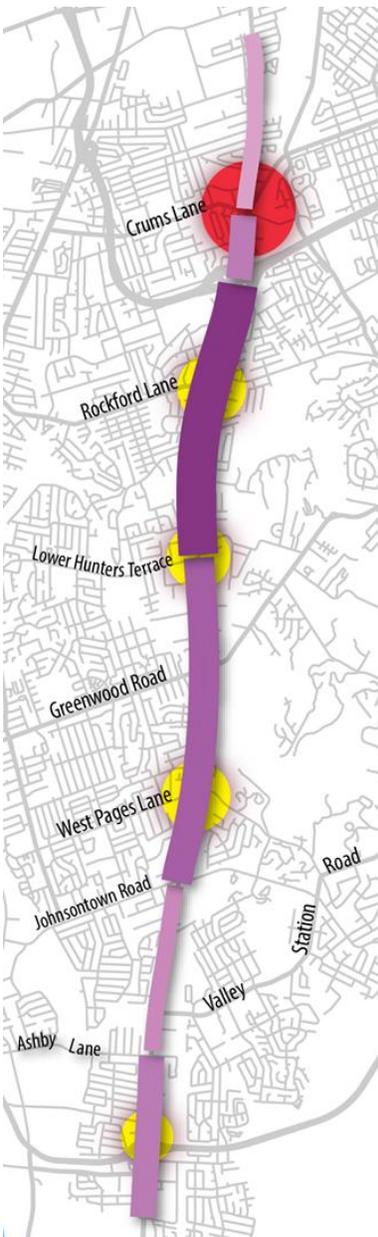
As the city has expanded into the surrounding county and beyond, the transportation role of each of the radials has evolved from a farm-to-market function to serving a complex set of industrial, commercial and residential land uses. The following pages feature detailed illustrations of some of these corridors, including how many people they move, safety issues and other patterns. One interesting pattern that occurs is that traffic volumes tend to be at their highest on each corridor near the interchanges with expressways. This is due in part to the important role



these thoroughfares serve in connecting different parts of the region to the interstate highway system.

Dixie Highway

Dixie Highway (US 31) is one of Louisville’s primary freight corridors, providing regional connections to the expressway system and to the Westport and Riverport industrial areas along the Ohio River. It is the historic spine of the western and southwest neighborhoods of the city and parallels many of the active railroad lines. Dixie Highway is also an important retail corridor for southwest Louisville, especially outside of the Watterson Expressway (I-264). The stretch of Dixie Highway from the Watterson Expressway to Lower Hunters Trace carries dramatically high traffic volumes as regional through-traffic (especially truck traffic) shares the road with local traffic accessing retail and residential destinations.



I-264 to Lower Hunters Terrace	
Traffic volumes:	50,000-60,000 vehicles per day
Road design:	Five lanes (4 + reversible center turn lane). More sidewalk coverage than Millers-to-Crums section, but with varying levels of separation between sidewalk and roadway. No dedicated bike lanes on or on parallel nearby streets.
Transit service:	Route 18
Safety concerns:	High accident rates at Rockford, Lower Hunters intersections; inadequate sidewalk width and separation from the roadway for pedestrians.

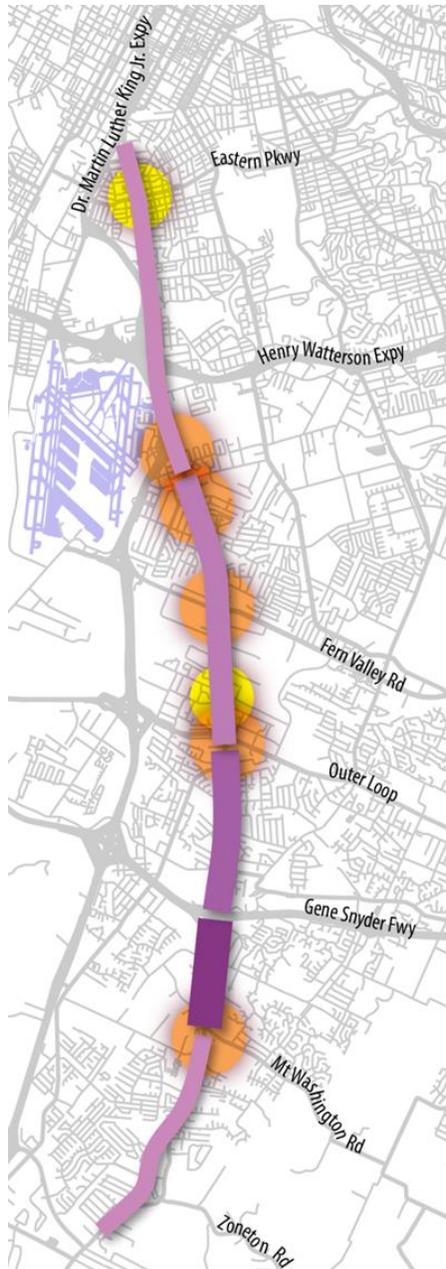
Millers Lane to Crums Lane	
Traffic volumes:	10,000-20,000 vehicles per day
Road design:	Four lanes with no median. No bicycle lanes, and multi-lane street cross section tends to promote higher vehicle speeds. Several portions have sidewalk gaps with pedestrians having to walk on roadway shoulders.
Transit service:	Route 18
Safety concerns:	Crums Lane intersection, one of Louisville Metro’s 10 highest intersection accident rates

Lower Hunters Terrace to Johnsonstown Road	
Traffic volumes:	35,000-40,000 vehicles per day
Road design:	Five and sometimes seven lanes (4 or 6 + reversible center turn lane). Frequent sidewalk gaps, and no dedicated bike lanes (or nearby alternatives).
Transit service:	Route 18
Safety concerns:	High accident rates at West Pages intersection; inadequate sidewalk width and separation from the roadway for pedestrians.

Johnsonstown Road to Gene Snyder Freeway (I-265)	
Traffic volumes:	20,000-30,000 vehicles per day
Road design:	Five lanes (4 + reversible center turn lane). No pedestrian space through the Gene Snyder interchange area, and no dedicated bicycle facilities.
Transit service:	Route 18
Safety concerns:	High accident rates at Gene Snyder Freeway ramp landings

Preston Highway

Preston Highway is another major industrial access route that serves many of the supporting commercial and industrial land uses, in particular Louisville International Airport and the UPS Worldport. Although I-65 overtook Preston Highway as a primary freight corridor, the high degree of industrial- and distribution-based land uses along the corridor have kept Preston Highway widely used by trucks and other heavy vehicles. Much of the length of the highway that is closer to downtown Louisville (where it is Preston Street) is a four-lane cross section but with narrow medians that do not provide turning storage. This is partly responsible for a high number of accidents along this corridor.



Eastern Parkway to I-65 interchange	
Traffic volumes:	20,000-25,000 vehicles per day
Road design:	Four lanes with no median. No dedicated bicycle lanes. Sidewalks are mostly complete, though of minimum (3' - 4') widths.
Transit service:	Routes 18, 45
Safety concerns:	Eastern Parkway intersection, which features a complex acute-angle intersection nearby at the confluence of Preston and Shelby Streets.

I-65 to Outer Loop	
Traffic volumes:	25,000-30,000 vehicles per day
Road design:	Five lanes (4 + reversible center turn lane). No dedicated bicycle lanes. Pedestrian crosswalks are worn at some locations. Sidewalks are mostly absent south of Gilmore Lane.
Transit service:	Routes 18, 45
Safety concerns:	High accident rates at Indian Trail and Gilmore Lane

Outer Loop to I-265	
Traffic volumes:	35,000-40,000 vehicles per day
Road design:	Five lanes (4 + reversible center turn lane). No dedicated bicycle lanes, and larger intersections at major cross streets increase pedestrian crossing distances.
Transit service:	Routes 18, 45
Safety concerns:	High accident rates at Fern Valley Road and Outer Loop intersections; inadequate sidewalk width and separation from the roadway for pedestrians.

I-265 to Mount Washington Road	
Traffic volumes:	20,000-30,000 vehicles per day
Road design:	Four lanes with median
Transit service:	Routes 18, 45
Safety concerns:	High accident rate at Mount Washington Road intersection

Bardstown Road

Bardstown Road begins at Baxter Avenue near the eastern end of central Louisville and continues southeast. It is well known as the primary commercial street of the Highlands neighborhoods and is a popular destination for shopping, dining and entertainment. It is also a busy street, generally carrying over 20,000 vehicles per day in the Highlands area. Traffic volumes and right-of-way widths increase south of the Watterson Expressway. The northern section is constrained to a relatively narrow right-of-way without room for expansion. For this reason the northern end of Bardstown Road has been configured to have reversible traffic flow, where two of its four travel lanes can be reversed to accommodate peak directional traffic flow. Outside of the Watterson Expressway, Bardstown Road is designed more as a suburban highway than as an urban street.



Baxter Avenue to Watterson Expressway	
Traffic volumes:	10,000-20,000 vehicles per day
Road design:	Four lanes with no median; middle lanes reverse flow depending on time of day to accommodate peak-period travel. Sidewalks tend to be wider through the commercial district, though they are narrower and not consistently part of the street south of Tyler Lane.
Transit service:	Routes 17, 21, 23, 40
Safety concerns:	The Bardstown/Baxter and Bardstown/Highland Avenue intersections have among the highest crash rates in Louisville and Jefferson County. Intersections with Eastern Parkway and Douglass Boulevard also feature notably high crash rates.

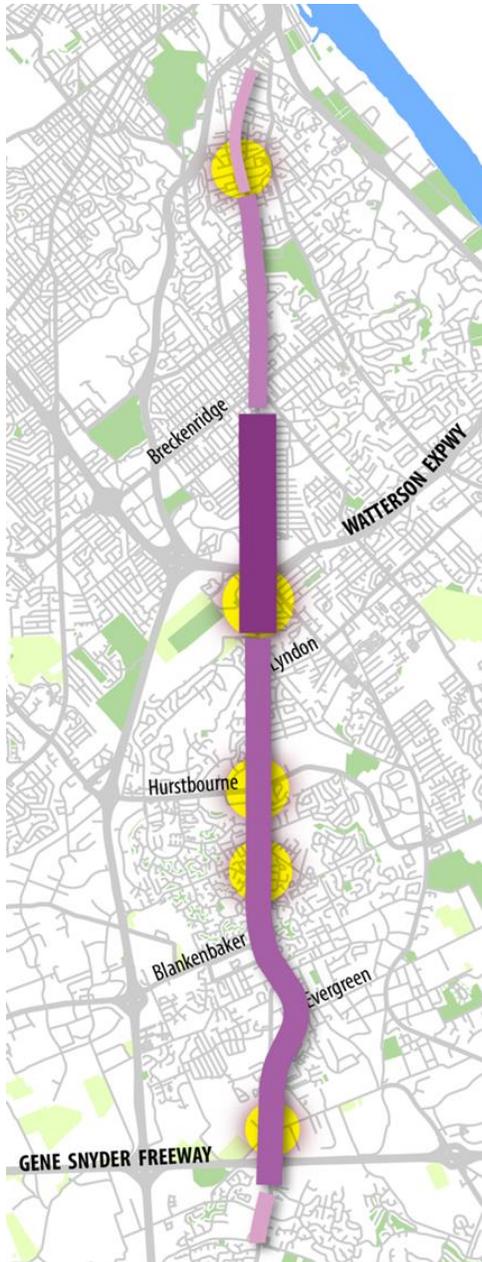
Watterson Expressway to Shepherdsville Road	
Traffic volumes:	40,000-50,000 vehicles per day
Road design:	Four lanes with median with left turn lanes. Sidewalks are not consistent through this section.
Transit service:	Routes 17, 21, 23
Safety concerns:	The relatively short length of Bardstown between I-264 and Hikes Lane has three high-crash-rate intersections, pointing to high demand for turning traffic and few signalized intersections to guide turns.

Shepherdsville Road to Hurstbourne Parkway	
Traffic volumes:	30,000-40,000 vehicles per day
Road design:	Four lanes with median. Sidewalks are missing in key locations, with many extents featuring pedestrians walking on shoulders.
Transit service:	Routes 17, 62
Safety concerns:	High accident rates at intersections with key connecting arterial and collector streets, such as Breckenridge Lane.

South of Hurstbourne Parkway	
Traffic volumes:	35,000-40,000 vehicles per day. Traffic begins to increase as Bardstown carries regional traffic to and from the Louisville expressway system and into Bullitt, Spencer, and Nelson Counties.
Road design:	Four lanes with median
Transit service:	Routes 17, 66
Safety concerns:	Bardstown's intersection with Hurstbourne features a high accident rate, even when considering relatively high volumes.

Frankfort Avenue – Shelbyville Road

Shelbyville Road – U.S. 60 and the ‘Main Street’ of eastern Louisville and its suburbs – has long been a commercial artery and was the focal point for much of the eastward expansion of Louisville and Jefferson County’s urban footprint after the Great Flood of 1937. Today it serves primarily commercial uses and its footprint expands greatly around its intersection with the Watterson Expressway, where it provides access to two major regional shopping malls – Mall of St. Matthews and the Oxmoor Center Mall. Shelbyville Road is a major east-west route through Louisville’s eastern suburbs, although it also provides access to commercial properties.



Story-Mellwood to Hubbards Lane	
Traffic volumes:	10,000-20,000 vehicles per day
Road design:	Four lanes with no median (two-way left turn lane begins east of St. Matthews Avenue intersection). Sidewalk network is complete, although widths are minimal.
Transit service:	Routes 15, 19, 29, 31
Safety concerns:	Stilz Avenue intersection Hubbards Lane to New LaGrange Road

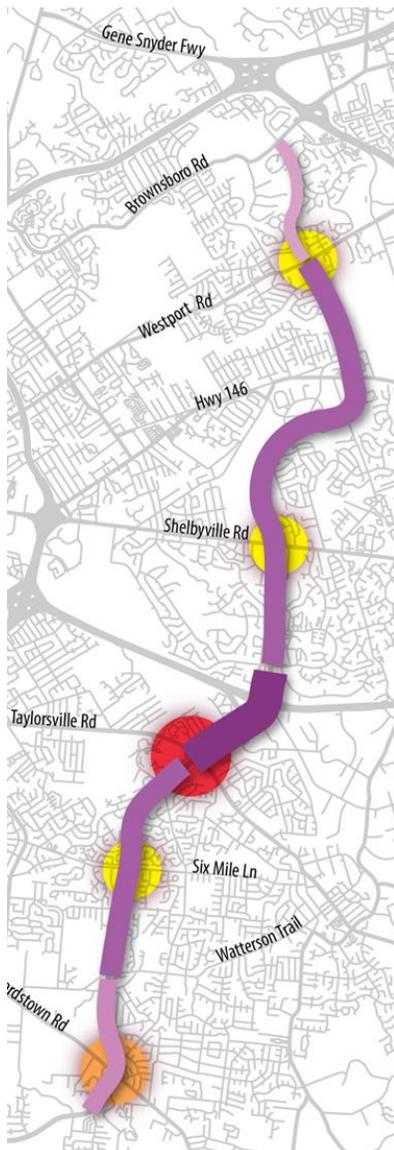
Hubbards Lane to New LaGrange Road	
Traffic volumes:	40,000-60,000 vehicles per day
Road design:	Eight lanes with median; many intersections feature multiple turning lanes (especially at mall entrances). There are sidewalks as part of the standard intersection design, although intersections and crossing distances are wide and often difficult for pedestrians to cross.
Transit service:	Routes 19, 29, 31
Safety concerns:	The intersection at New LaGrange has a high rate of crashes: study of these accidents suggests that differences in speed between traffic leaving the Watterson Expressway and slow-moving traffic making turns at intersections may be a factor.

New LaGrange Road to Gene Snyder Freeway	
Traffic volumes:	30,000-40,000 vehicles per day
Road design:	Four lanes with median, turn lanes at major intersections. Sidewalks are not consistent along the length of this part of the corridor. These conditions improve at the Middletown Main Street intersection.
Transit service:	Routes 31, 61
Safety concerns:	The intersection with Hurstbourne Parkway features a high crash rate.

Hurstbourne Parkway

Hurstbourne Parkway is one of Louisville’s major suburban arterials and provides a critical north-south connection across the paths of several arterial thoroughfares that radiate from the city center. The Parkway follows patterns seen across the United States in these kinds of roads: it was designed with a more organized system of access to private property, leading to relatively few breaks in its center median and few opportunities for turns. Where these turns happen, they are typically controlled by traffic signals and often feature high turning volumes and, as a result, multiple storage lanes for turns.

This automobile-oriented character is reflected in surrounding land uses. During recent decades, Hurstbourne Parkway (KY 1747) has been extended from its original length connecting Shelbyville and Taylorsville roads, and now forms a secondary loop from Brownsboro Road (KY 22) in the northeast to Fegenbush Lane in the south, adjacent to GE Appliance Park. Thereafter, the parkway becomes Fern Valley Road, where it then connects the KY 1747 loop to I-65. Effectively, what was originally a farm road has been transformed into a loop encompassing the eastern half of the county.



Brownsboro Road to Westport Road	
Traffic volumes:	15,000-20,000 vehicles per day
Road design:	Four lanes with median. Sidewalks are relatively strong, designed to standard widths and well buffered from moving travel lanes.
Transit service:	Connector stops, but no routes.
Safety concerns:	Westport Road intersection

Westport Road to I-64	
Traffic volumes:	25,000-35,000 vehicles per day
Road design:	Four and six lanes with median; turn lanes at major intersections. Sidewalks are missing through here, with shoulders providing the main walking facilities.
Transit service:	Connector stops, but no routes..
Safety concerns:	Shelbyville Road intersection I-64 to Taylorsville Road

I-64 to Taylorsville Road	
Traffic volumes:	40,000-50,000 vehicles per day
Road design:	Six lanes with median; many large intersections feature multiple turn lanes. Sidewalks are missing through here, with shoulders providing the main walking facilities.
Transit service:	Connector stops, but no routes..
Safety concerns:	Taylorsville Road intersection, one of the 15 highest intersection crash rates in Louisville Metro.

Taylorsville Road to Bardstown Road	
Traffic volumes:	20,000-30,000 vehicles per day
Road design:	Four lanes with median. Buffered sidewalks resume through this section, although pedestrian crossings are not always well-marked or designed. South of Watterson Trail, there are no sidewalks at all.
Transit service:	Route 23
Safety concerns:	Bardstown Road intersection

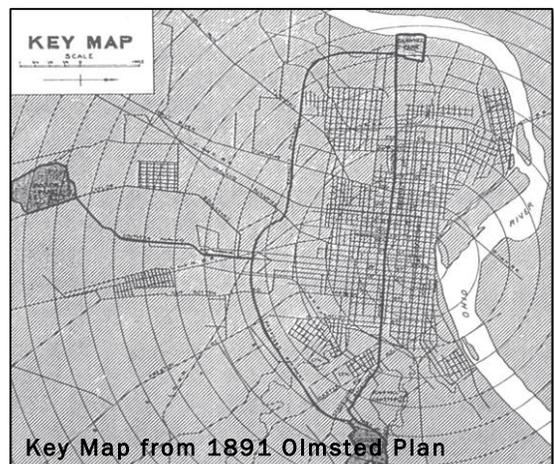
Local Street Network & the Built Environment

Thoroughfares

Louisville's roadway network is strongly oriented to a grid of streets in the central city and a series of radial thoroughfares leading from it, discussed in the previous section. Within the central city, major thoroughfares also include several one-way street pairs, configured as such in the mid-20th century to accommodate steady growth in vehicle traffic. In addition to the main downtown pairs of Market and Main Streets, Jefferson and Liberty Streets, and 2nd and 3rd Streets, Louisville features multiple pairs in neighborhoods as well, such as 21st and Hodge Streets, Kentucky and Breckinridge Streets, and St. Catherine and Oak Streets. These were converted to one-way operations primarily before the construction of expressways provided an alternative for accessing downtown and other major destinations. Many of the one-way streets today do not carry traffic volumes high enough to suggest that they remain major thoroughfares, and several small-area and neighborhood plans have explored converting them to two-way traffic.

Olmsted Parkway

Louisville's Olmsted-designed parkway system connects many of the city's historic neighborhoods with schools and parks. The 26-mile system was built from the early 1890s through the 1930s. The parkways were intended to circle what was, at the time of their initial development, the outer edges of the city and to connect three planned large parks on its western, southern, and eastern edges (today's Shawnee, Iroquois and Cherokee Parks, respectively). The Key Map shows the original plans. The Olmsted firm's plan for the parkways included portions that were never constructed due to lack of funding or difficulty in acquiring land; the most notable of these gaps are at the convergence of Algonquin,



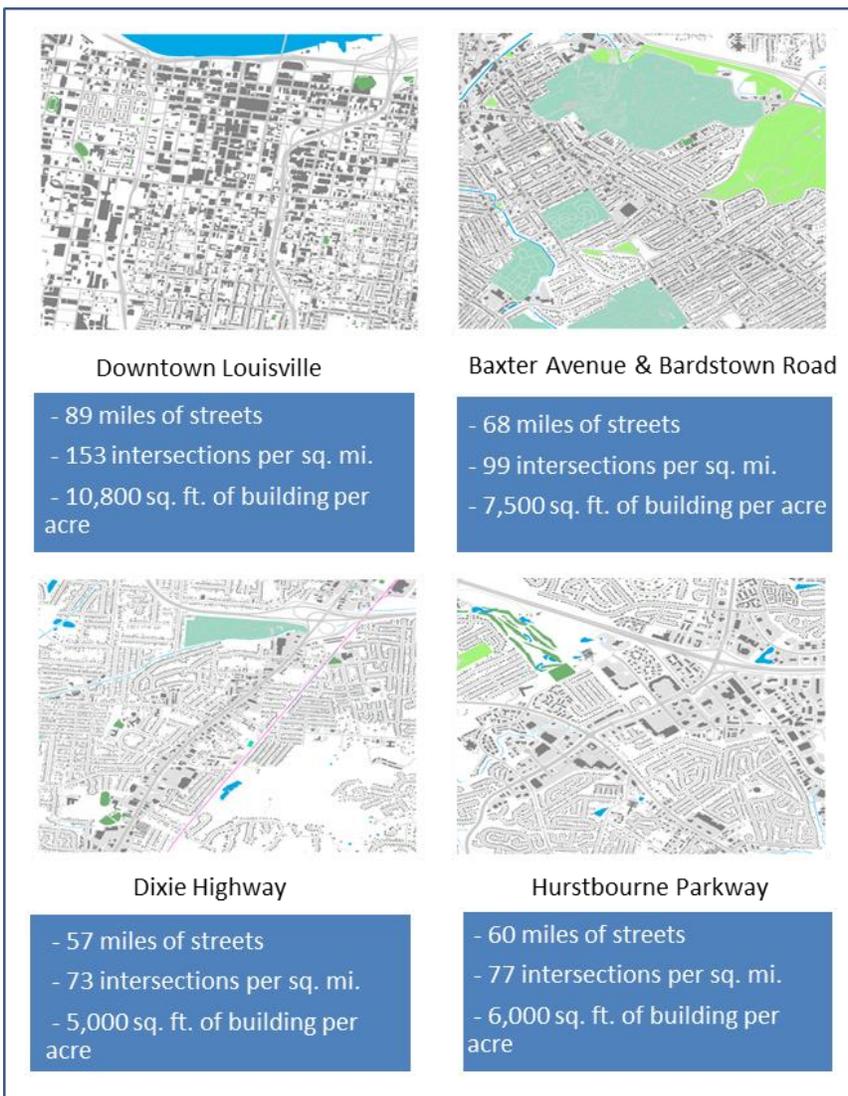
Eastern and Southern Parkways near what is now the Belknap Campus of the University of Louisville.

Although the parkways were envisioned and constructed as scenic streets for leisure drives and walks, their crosstown connectivity gave them strategic importance as thoroughfares for general-purpose traffic (including trucks and service vehicles), and the City of Louisville began allowing all vehicles to use them in the 1950s. Increasing traffic levels led to major transformations of the parkways' right-of-way to add vehicle-carrying capacity to streets, often at the expense of trees and planted medians that

were parts of the original parkway design. Louisville Metro completed a master plan for the parkways in 2009 that recommended changes to the street design of many of the parkways, including four-lane to three-lane conversions to improve safety and comfort for motorists, bicycles and pedestrians and to restore selected features of the original parkway designs. The Louisville Loop planning effort to create an approximately 100-mile trail and bicycle route system also proposes to utilize the parkways as key connections from central Louisville neighborhoods to the loop trails and bicycle lanes.

Neighborhood Street Network Patterns

Like many American cities, Louisville’s original development was aligned to a grid of streets generally oriented to the Ohio River. Although there are minor exceptions and irregularities in the central city grid and in some older central, west, and east neighborhoods, the bulk of central Louisville within its historic footprint is built on a regular network of streets and blocks. Meanwhile, similar grids forming Cherokee Triangle, Original Highlands, Tyler Park and other eastern neighborhoods were aligned at their inception to Baxter Avenue and to Bardstown Road, creating a grid that merges at an angle into the rectilinear street pattern that emerged from the original town grid created in the 1770’s.

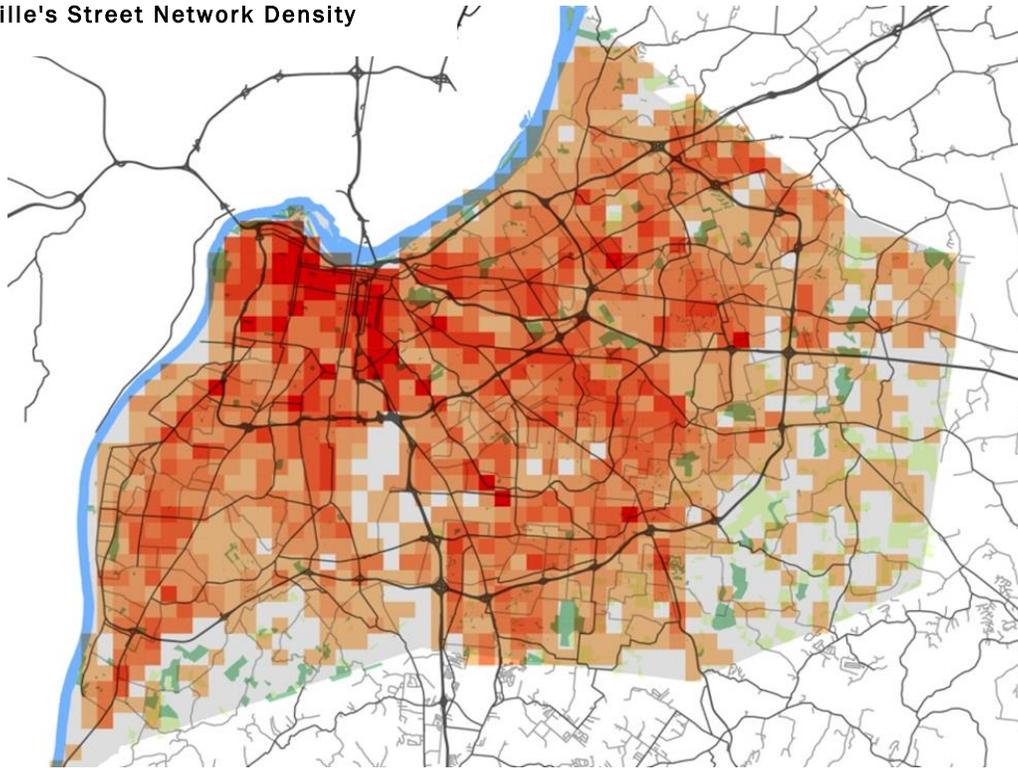


that emerged from the original town grid created in the 1770’s.

The overall street density in Louisville is shown in dark red on the Street Network Density Map. The density is measured by the number of street intersections per square mile. Generally speaking, a greater density of intersections indicates a greater number of travel options, paths between destinations, overall system capacity to absorb traffic, on-street parking options, and variety of modes supported. However, like many American cities, as Louisville grew the pattern of development began to change, and newer tastes in residential living during the 20th century led to the development of single-family neighborhood subdivisions generally

featuring less street connectivity. These neighborhoods tended to feature access to the city's thoroughfare and highway network only at a few points, with some dead-end and cul-de-sac streets internal to the neighborhoods. The illustrations show a series of community types throughout Louisville, from the original downtown street grid to newer development along Dixie Highway and Hurstbourne Parkway.

Louisville's Street Network Density



Parking Policies

Louisville's Parking Authority of River City (PARC) manages all of Louisville's on-street parking supply. Its governing charter requires it to maintain 4,800 metered spaces in and around downtown Louisville. This requirement has been a limiting factor to previous initiatives that would repurpose street right-of-way, as PARC and Louisville Metro have not always had immediately adjacent alternatives for relocating spaces. In addition, central Louisville features a series of parking structures under PARC and private ownership and management.

While Downtown Louisville's parking costs are not quite as low as those of a few other peer cities, there is still a surplus of parking spaces normally available. This apparent oversupply reflects a variety of inefficiencies. (Such is the case where new development brought online is accompanied by an addition to the parking supply usually in newly-built parking structures) that sits partially empty for large swaths of the day or night.)

Move Louisville

Pedestrian Network Summary

The *Move Louisville* planning process was ongoing for nearly two years and as such the resulting plan document is supported by a number of process-related and technical documents. As was noted in the body of the *Move Louisville* Plan, the plan is supported by data, local input and national best practices in transportation. It is important to note that the *Move Louisville* Plan is the primary policy document and that the following documents support but do not supplant the *Move Louisville* Plan.

The following *Move Louisville* policies that will guide the implementation of projects, practices, and programs to implement the pedestrian network:

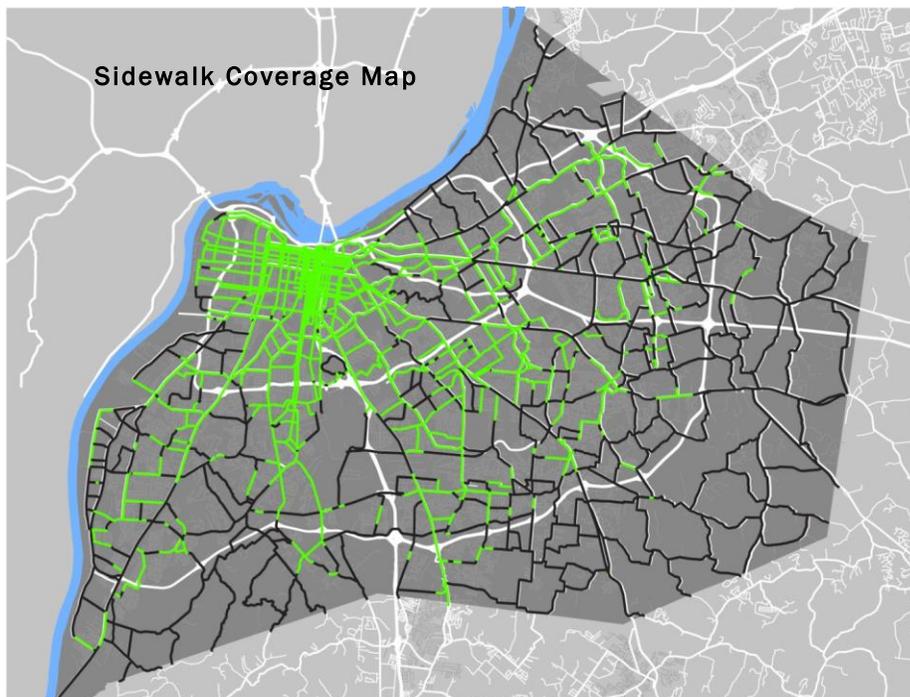
1. MAKE COMPLETE STREETS DESIGN THE NORM

The Louisville Pedestrian Network

A vital element of *Move Louisville* is to improve connectivity and safety so more people can choose walking as an everyday transportation option to get to schools, stores, businesses, and transit. In order to achieve this outcome, the first- and last-mile connections to these places need to be implemented, starting with sidewalks and pedestrian crossings on high collision corridors.

Current Walking Network

Louisville Metro's pedestrian network is intended to serve pedestrians for all types of trips, such as transit access, schools, work, shopping, and health care. The network is an older



one, having been developed as the historic City of Louisville and Jefferson County were developed—each during its own time period and to accommodate different transportation needs. The city-county merger in the early 2000's combined responsibility for the pedestrian network, placing the walking needs of urban, suburban, and rural residents and

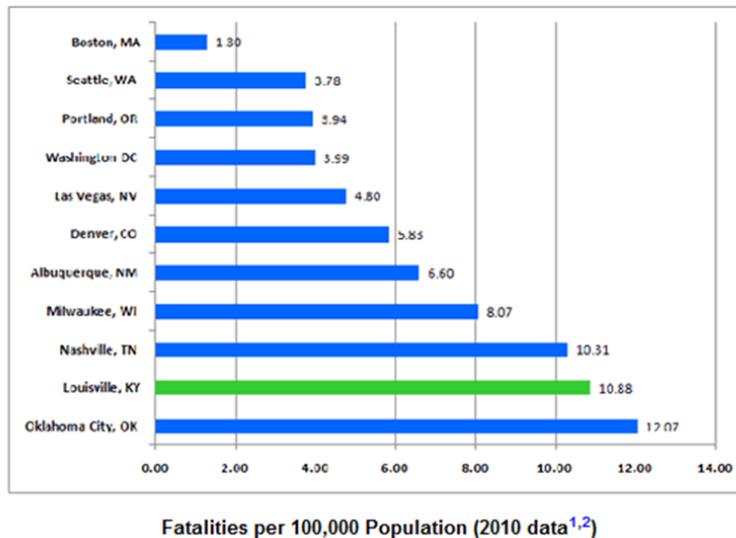
employees in the hands of the new Louisville Metro government to address.

The current pedestrian network varies in coverage, condition, and ADA-compliance depending on its age and inclusion in roadway or land development projects. Pedestrian network density mostly mirrors the street network; however, in areas where land development is less dense (or concentrated along major corridors) off-road trails provide pedestrian connections. Louisville Metro's parks system offers trails that augment the pedestrian network, providing connections to residential and commercial areas.

The Sidewalk Coverage Map shows the sidewalk coverage on major streets throughout Louisville. Streets shown in green contain sidewalks and streets shown in black do not. Even areas of Louisville with a fairly well-developed sidewalk network are missing other pedestrian network elements such as pedestrian-scale lighting, adequate road crossings, and ways to travel through barriers such as interstate ramps.

Like people who bicycle, people who walk are sometimes difficult to see in the urban context where drivers have complicated decisions to make. This makes them susceptible to serious

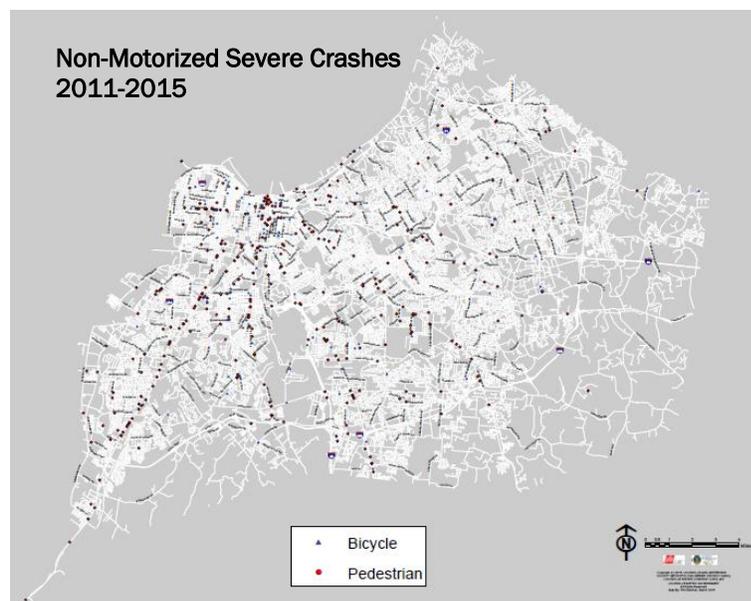
Louisville vs. US Peer Cities 2010



and fatal injury when collisions occur. With 400 pedestrian-involved collisions occurring annually in Louisville, and 90 percent resulting in injury or fatality, a street system that forgives mistakes like inattention or mistakes in judgment by building in visibility and slower speeds, is crucial. As the

Pedestrian Fatalities chart shows, Louisville far exceeds its peer cities.

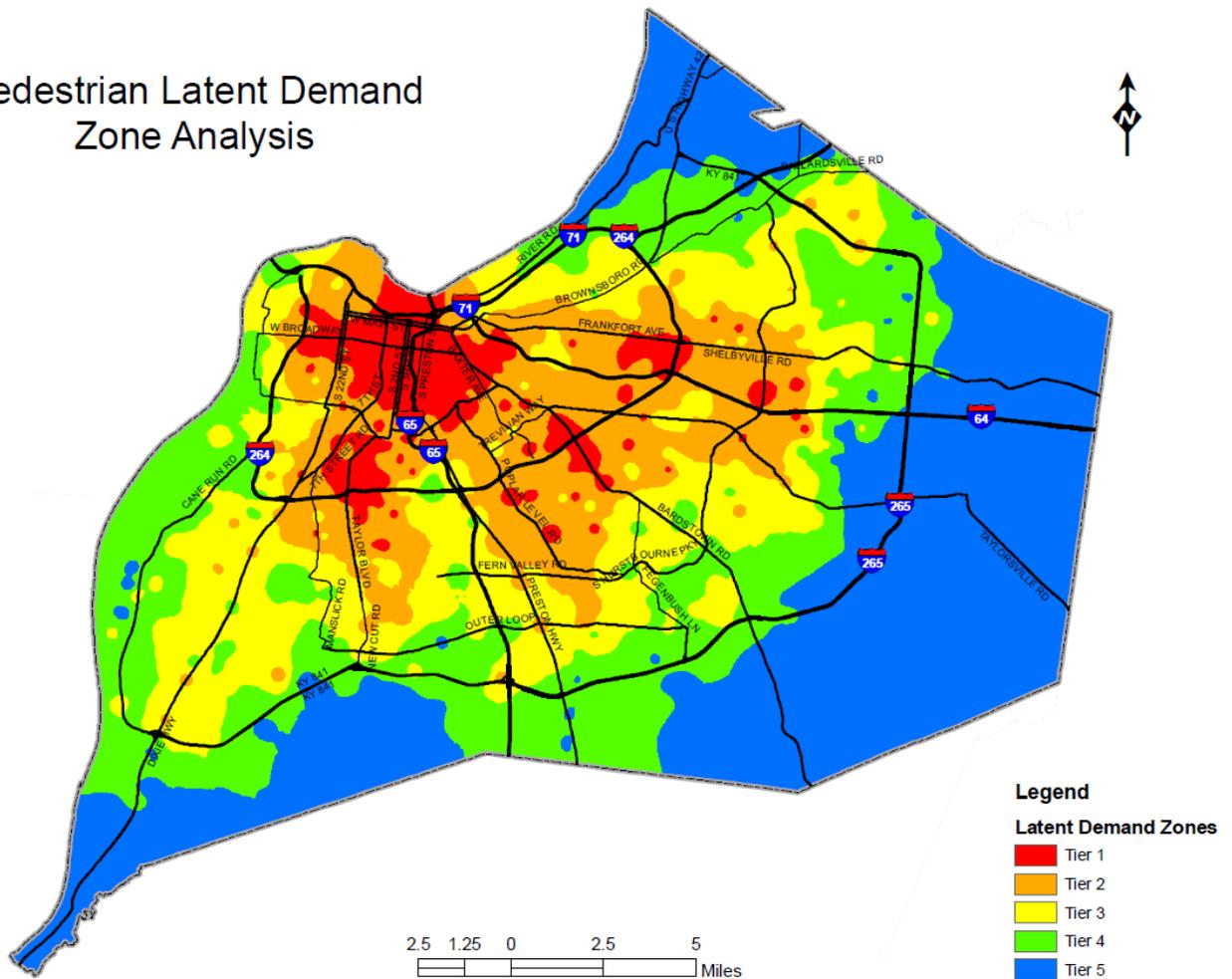
Increased active transportation levels can positively influence public health outcomes such as obesity rates, incidence of heart disease and asthma, and a host of other health indicators. For there to be progress toward better outcomes, it is imperative that biking and walking become safer and be perceived as safe activities for recreation and transportation. The Non-motorized Severe Crash Map (2011-2015) shows the data of incidents through the city between 2011 and 2015. Pedestrian safety continues to be an issue. In 2014, fifteen pedestrians were killed while walking along or across Louisville's roadways. The unacceptably high number of pedestrian injury and fatalities is of paramount concern that must be addressed using proven strategies in reducing collisions such as modal separation and speed reduction.



Improving the first and last mile connections to transit, schools, and other destinations, especially along high risk corridors, is essential to supporting Louisville's multimodal network. The city's first priority regarding the installation of missing sidewalks is to fill in gaps where there are high levels of existing or latent demand. The Pedestrian Latent Demand Map shows walking network potential. This focus takes advantage of the principle of placing infrastructure where people are likely to need it. This

plan assumes an average acceptable walking distance of $\frac{1}{4}$ to $\frac{1}{2}$ mile, as a means of

Pedestrian Latent Demand Zone Analysis



filling in the connectivity gaps.

Pedestrian Planning Efforts

Some of the key related planning efforts undertaken to address the city's goal of increasing the number of people walking safely in Louisville include:

- The 2010 [Louisville Pedestrian Master Plan](#) informs and influences the design of new pedestrian facilities, the redesign of existing roadways, the development of education programs and enforcement campaigns for pedestrians and motorists.
- The [Northwestern Parkway Livability Study](#) provides recommendations on how to reduce barriers to healthier choices in Shawnee and Portland such as inadequate lighting, speeding traffic, and inadequate or poorly maintained sidewalks.
- The City of Parks [Louisville Loop](#) Initiative connects Louisville's diverse parks and neighborhoods including planned connections to Southern Indiana and surrounding Kentucky counties. This initiative (25% complete) offers new opportunities for recreation and alternative transportation.

- [Southwest Greenways Master Plan](#) is a system of shared-use paths, bike lanes, sidewalks, and soft-surface trails that will connect neighborhoods with business districts, community centers, historic and cultural sites, and parks, providing a transportation network that may be used for recreation or commuting.
- [Olmsted Parkway Shared-Use Pathway System](#) (2009) creates improved pedestrian and bicycle opportunities along approximately 7.8 miles of the parkways that link the major Olmsted parks in Louisville as well as the numerous neighborhoods that these parkways traverse.
- [River Road Corridor Management Plan](#) (2009) strengthens and promotes the corridor's scenic, natural, cultural, and historic resources while providing safe access for all users including consideration for bicyclists and pedestrians.
- [ADA Transition Plan](#) (2015) addresses universal design principles and ADA curb ramp needs.
- Various neighborhood and corridor plans include walkability elements.
- FHWA's [Understanding Pedestrian Crashes in Louisville, KY 2006-2010](#) found that although there is no one contributing factor to the high collision rate in Louisville, four primary conclusions emerge from the data: most crashes are occurring on local streets; motorists are not seeing or yielding to pedestrians; pedestrians are darting or walking into the roadway; and motorist or pedestrian inattention contribute to collisions.
- [TARC's Transit Design Standards Manual](#) (2013) draws on the transit-land use connection to establish standards in areas such as the Access Board's Right-of-Way Guidelines and bus stop access standards.

In 2013, Walk Friendly Communities upgraded Louisville to a bronze-level Walk Friendly Community. The US Department of Transportation Federal Highway Administration (FHWA) sponsors [Walk Friendly Communities](#). The assessment highlights the active support of city officials, the trail system, and education and encouragement programs that support walking and pedestrian safety. In particular, the assessment cited the Safety City Program, the Street Sense Campaign, the Mayor's Miles Program, and the 146 miles of trails in planning or design. The evaluation also commended planning and design manual initiatives underway as well as comprehensive parking policies. This ranking was a significant improvement over the 2010 ranking, made possible by the city's dedication to take on the following suggestions in that assessment:

- Develop and adopt a dedicated pedestrian plan, with clear goals and realistic/measurable outcomes to coordinate efforts and bring programs to the next level;
- Create a Pedestrian Coordinator position;
- Focus on increasing the sidewalk coverage on both arterials and non-arterial streets;
- Expand the educational opportunities and Safe Routes to School program, as well as offering additional training to staff;
- Reach out to different professionals regarding ADA issues; and

- Develop an ongoing count program to determine the levels of walking in Louisville in general, and as a component of project development that allows for pre-/post-evaluation of capital investments

Despite these planning efforts, and others, levels of walking are not likely to increase substantially without addressing the high pedestrian-involved collision rate. Furthermore, while each of these plans advances the needs of the pedestrian network, factors such as project funding, adjacent land development, and transportation needs for other modes have greatly affected the real-time pace for improvements.

Louisville's 2010 Pedestrian Master Plan identifies projects and programs slated for implementation over the next 20 years that will improve safety and encourage walking. In addition, it recommends a comprehensive approach that includes enforcement, education, encouragement, and evaluation strategies. To that end, the overarching goals of the 2010 Pedestrian Master Plan of maintenance and safety remain unchanged.

Pedestrian Network Recommendations

The priority actions for Louisville's pedestrian network fall into three categories: projects, program and policy recommendations. Specific lists of future projects are identified in Appendix B. With a limited horizon and a constrained budget, *Move Louisville* outlines a set of priority projects, all of which will impact the pedestrian network and will serve to catalyze Louisville's economy, transform the built environment and reduce VMT.

Designing a transportation system for pedestrians involves multiple factors, including age and ability, trip purpose and route. There are two primary sets of movements that shape design needs: movement along and movement across the roadway. The requirements of the Americans with Disabilities Act (ADA) must also be incorporated following the United States Access Board's Guidelines for Pedestrian Facilities in the Public Right-of-Way. Although Louisville is already familiar with these requirements and has made strides in designing a compliant system, significant challenges remain in implementation of such a system.

Methodology

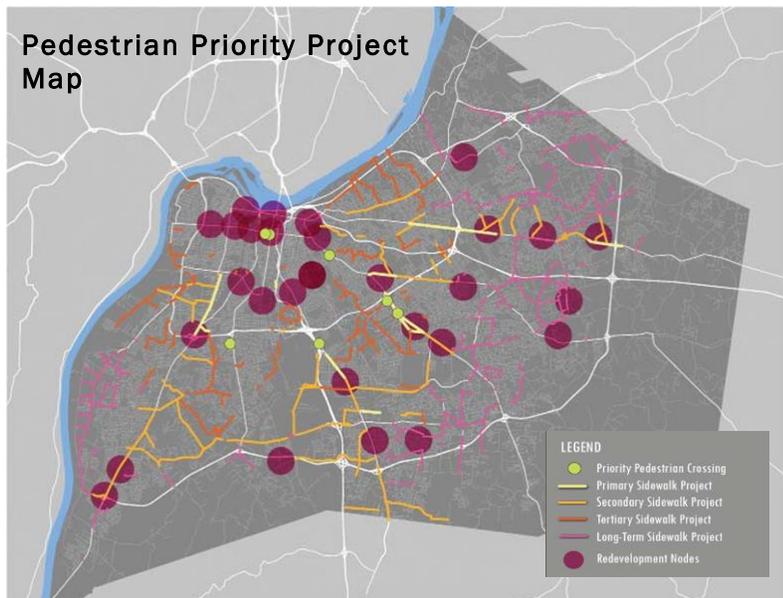
Because most pedestrian projects and programs have the potential to support the *Move Louisville* community goals, this Modal Summary focuses on those actions that differentiate themselves in their potential to support *Move Louisville*'s citywide safety and connectivity goals within the next five years. They are founded on the following principles:

- Use collision report data to inform solutions
- Focus on making radial arterials safer
- Make transit, walking, and biking work better as a system
- Consider the most vulnerable users first

The 2010 Pedestrian Master Plan (PMP) uses a prioritization methodology that focuses on cost-effective pedestrian projects in areas of high travel demand. The mechanism used is a benefit-cost index that essentially divides the number of predicted users by the project cost. Those with the lowest ratio of total cost per total pedestrian users are considered the

highest priorities, resulting in sidewalk investments in areas that serve the largest number of pedestrians. *Move Louisville* provides the opportunity to add potential sidewalk and crossing projects through community input and builds on the PMP method by layering safety and connectivity into the analysis to prioritize key transportation projects. Additionally, the Department of Public Works & Assets studied the street network and prioritized intersections and “Complete Streets” roadway projects in demonstrated areas of concern. The resulting sidewalk and crossing improvement recommendations are based on their potential to improve safety and connect to transit, schools, and redevelopment nodes. Priority crossing projects selected based on safety concerns are as follows, and are shown in the Pedestrian Priority Project Map:

- Primary Sidewalks – sidewalks that are within ½ mile of transit stops along premium transit corridors and also on high crash corridors
- Secondary Sidewalks – sidewalks that are along high crash corridors
- Tertiary Sidewalks – sidewalks that are within ½ mile of premium transit
- Long Term Sidewalks – Tier 1 and Tier 2 sidewalks that are not on the project list



Pedestrian Projects

The overarching rationale for the project list in Appendix B is to further multimodal streets by including pedestrian projects along streets with other planned modal improvements and to support the development of a multimodal network through crossing and sidewalk projects. While the Louisville Loop continues to be an important community asset for increasing recreation opportunities, the focus of these recommendations is on-street projects that will

improve transportation on high collision corridors that serve premium transit.

Capital Project Development Strategies

Engineering, Planning, Design and Construction

The core set of sidewalk and pedestrian crossing projects in the Pedestrian Priority Project Map demonstrates a high potential to achieve *Move Louisville's* safety and connectivity goals, either as stand-alone projects or as projects that overlap with transit, complete streets and road capacity projects. The implementation of this plan should focus on these projects as a priority. Plans such as the Dixie Highway Master Plan can be the mechanisms for implementing these goals along corridors throughout the city. The mechanisms for implementing these strategies along corridors include the following:

- Evaluate street function and design speed as part of all corridor projects.
- Work with TARC to prioritize pedestrian connectivity to transit.
- Use FHWA published safety countermeasure guide to inform road construction decisions.
- Increase pedestrian connectivity by encouraging high residential density and mixed-use development within walking distance of transit stops.
- Define standards regulating maximum block size length and minimum street connectivity for new development.
- Execute the Mayor's Challenge for Safer People Safer Streets by enhancing Louisville's Complete Streets Policy.
- Formalize a program for regularly gathering and tracking pedestrian and bicycle activity and collisions data.
- Develop a context-sensitive, roadway design decision-making tool.
- Modify Metro Public Works' procedural documents to include checklists, decision trees, standard operating procedures, and project development steps or phases to reflect a Complete Streets approach.
- Pedestrians, as the most vulnerable system users, deserve particular priority when Complete Streets implementation leads to modal conflicts.

Maintenance and Transportation Operations

A programmed approach to integrating best management practices of operational and maintenance standards that favor pedestrians, when conducted annually, allows for a more comprehensive view of systems and potentially improved efficiencies. The mechanisms for implementing these goals along corridors throughout the city are listed below.

- Conduct ten road safety and system preservation audits annually to target high crash corridors and intersections, and make recommendations for safety improvements, including cost estimates.
- Conduct a citywide audit of traffic signals and pavement markings to inform annual traffic signal modification and pavement marking safety program.
- Conduct citywide audit of access ramps to inform annual access ramp installation program.
- Incorporate crosswalks and stop bars in regular pavement maintenance schedule.
- Conduct annual traffic safety review to reactively correct hot spot collision locations and proactively install countermeasures along facility types that predict serious and fatal collisions, such as high speed arterials, arterial intersections, and high-demand areas. The goal will be to assure that, after wear and tear, timing and markings remain in compliance with Metro's pedestrian safety standards.
- Require new traffic signal installation to include the consideration of audible and vibrotactile pedestrian signals.
- Consider reducing the average walk speed and using leading pedestrian intervals, utilize protected left-turn phases, and implement right-turn-on-red restrictions to improve safety at signalized intersections.
- Develop a method for incorporating high-visibility enhancements, such as

pedestrian hybrid beacons or rectangular rapid flashing beacons, at unsignalized crossings.

- Increase pedestrian wayfinding, connecting walking routes and transit.
- Maintain lights and explore LED and white lighting technologies, for better visibility for motorists and to make pedestrians conspicuous.
- Utilize the lowest practical signal cycle length in areas with significant pedestrian activity.
- Install pedestrian-facing street name signs within walkable districts.

Pedestrian Programs

Although sidewalk installation is an extremely effective countermeasure to pedestrian collisions, the benefits are location-specific and accrue over time as budget permits. Growth in active transportation depends on a “5Es” approach that supports engineering with education, encouragement, enforcement, and evaluation programs to create a holistic, connected system for all road users immediately across the city. Changes in policies and practices may be required to affect some of these activities.

Education

There are several notable programs in place in Louisville aimed at educating people walking and driving about the rules of the road and safety hazards, including Street Sense, TARC’s driver training, See and Be Seen safety campaign, and citywide safety pamphlets. Making all road users aware of the vulnerability of pedestrians can improve both safety and civility. The mechanisms for implementing these goals are listed below.

- Continue effective education, encouragement, and enforcement programs currently underway through NHTSA and institutionalize such efforts in future operational budget (for example, the recent “Look Alive” grant).
- Develop and launch safety and design- training modules for Louisville Metro staff from various divisions.
- Implement a program to communicate to property owners, public and private utilities, city staff, and the general public the importance of keeping the pedestrian realm clear and in good condition.
- Increase opportunities for general public and professional driver education about pedestrians, especially related to large vehicles.
- Revise safety messages as new issues are revealed by routine examination of crash data.

Encouragement

Louisville Metro is currently engaged in several innovative encouragement programs with partners that promote walking, including Safe Kids Walk this Way, Walk Sense, and the Accessible City project. The tactics for implementing these goals are listed below.

- Create or expand programs that promote the benefits of walking such as the Mayor’s Healthy Hometown, Walk to School Day events, Walk Sense Program in community centers, and the See and Be Seen Safety Campaigns.

- Advance the pedestrian and bicycle social marketing campaigns to promote walking.
- Increase participation in Safe Routes to School.
- Continue and expand CycLOUvia, a popular program of setting up temporary car-free streets for walkers, cyclists, skateboarders, and all to enjoy.

Enforcement

Enforcement activities should focus on reducing the types of behavior that put people at risk for collisions, especially speeding and distraction. In addition, targeted enforcement is most effective citywide in partnership with media and education campaigns. The initiation of a pedestrian decoy sting program and the Neighborhood Speed Watch programs are great steps forward. The mechanisms for implementing these goals along corridors throughout the city are listed below.

- Focus enforcement efforts toward increasing the frequency of motorists yielding to pedestrians and reducing speed, and highlight the targeted enforcement activities in the media. This process has already begun in partnership with Louisville Metro Police Department as a part of the “Look Alive” grant.
- Combine targeted enforcement and media campaigns with new midblock crossings to ensure motorist compliance with yielding laws.
- Focus enforcement strategies on unsafe pedestrian and motorist behaviors at intersections and crosswalks, as well as parking laws that improve pedestrian and motorist visibility.
- Methodically select locations for law enforcement, including the Data Driven Approaches to Crime and Traffic Safety, developed by NHTSA, identifying locations that are both high-crime and high-crash, resulting in more efficient deployment of resources.
- Continue to use collision data to inform the evidence-based support and enforcement of laws that protect pedestrians from injury and death, including speed and distracted driving.
- Participate in regular meetings with Public Works staff to prioritize hot-spot enforcement locations and high-risk behaviors.

Evaluation

Measuring and reporting on what matters makes it easier for policy makers to continue to support expenditures that improve safety and connectivity in Louisville. The mechanisms for implementing these goals are listed below.

- Continue to implement the Pedestrian Safety Action Plan and expand efforts to evaluate pedestrian crash statistics to reduce the number of serious crashes in the community.
- Revise and update the Pedestrian Master Plan, its data module, and the project list every five years. Assess Plan implementation annually through a published Pedestrian Plan Report Card.
- Develop performance measures to evaluate enhancement and enforcement programs.

- Conduct pre-/post-evaluation of projects, expanding from road right-sizing projects to all active transportation projects.
- Develop an ongoing pedestrian counting program, including review and analysis of count data for trends.
- Evaluate pedestrian crash data as part of the network inventory and assessment.
- Use the Pedestrian Intersection Safety Index to assist the city with evaluating its intersections for pedestrian safety.
- Create a Pedestrian Advisory Committee to direct evaluation and planning, with additional focus on safety and encouragement.
- Revitalize the Step Up Louisville community outreach program, a part of the Mayor's Healthy Hometown Movement.

Move Louisville

Bicycle Network Summary

The *Move Louisville* planning process was ongoing for nearly two years and as such the resulting plan document is supported by a number of process-related and technical documents. As was noted in the body of the *Move Louisville* Plan, the plan is supported by data, local input and national best practices in transportation. It is important to note that the *Move Louisville* Plan is the primary policy document and that the following documents support but do not supplant the *Move Louisville* Plan.

The following *Move Louisville* policies will guide the implementation of projects, practices, and programs to implement the bicycle network:

1. MAKE COMPLETE STREETS DESIGN THE NORM
2. EMBRACE SMART MOBILITY

Louisville's Bicycle Network

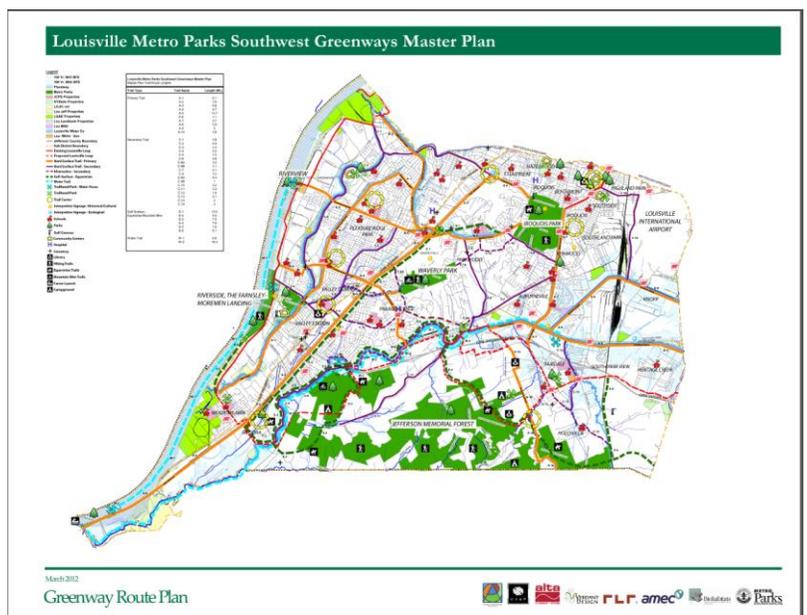
Bike and pedestrian improvements were the second most discussed topic among community participants during the *Move Louisville* process. It is clear people want safe and comfortable options for biking to work, recreation, and exercise. To increase the number of people bicycling and meet community goals, *Move Louisville's* bicycle system recommendations focus on developing a network that improves street connections for people between popular destinations. This connectivity can be accomplished by making first and last mile connections to transit and improving connections to existing bicycle facilities for neighborhoods with high demand, based on development potential and community need.

Bike Louisville Planning Efforts

Move Louisville serves to update the 2010 Bicycle Master Plan. Although the plan was never formally adopted, the city has been able to move forward with many of its engineering, education, encouragement, and enforcement elements, including protected bike lanes on Breckenridge and Kentucky Streets, connections to University of Louisville on 4th Street, the opening of the Big-4 bike/pedestrian bridge, and cycLOUvia.

Some of the key planning efforts undertaken to address the city's goal of increasing the number of people biking safely in Louisville include:

- [2010 Bike Master Plan](#) (BMP) sets forward the city's vision and goals, providing an overview of existing conditions, explaining the planning process that was undertaken to complete the BMP, recommending new bicycle projects and programs, and establishing performance measures and an implementation plan through the year 2030.
- [The Louisville Loop Master Plan](#) details a 100-mile shared-use path connecting Louisville's diverse parks and neighborhoods, including planned connections to Southern Indiana and surrounding Kentucky counties, offering significant new opportunities for recreation and alternative transportation.
- [Southwest Greenways Master Plan](#) is a system of shared-use paths, bike lanes, sidewalks, and soft-surface trails that will connect neighborhoods with business districts, community centers, historic and cultural sites, and parks, providing a transportation network that may be used for recreation or commuting.
- [Olmsted Parkway Shared-Use Pathway System](#) (2009) creates improved pedestrian



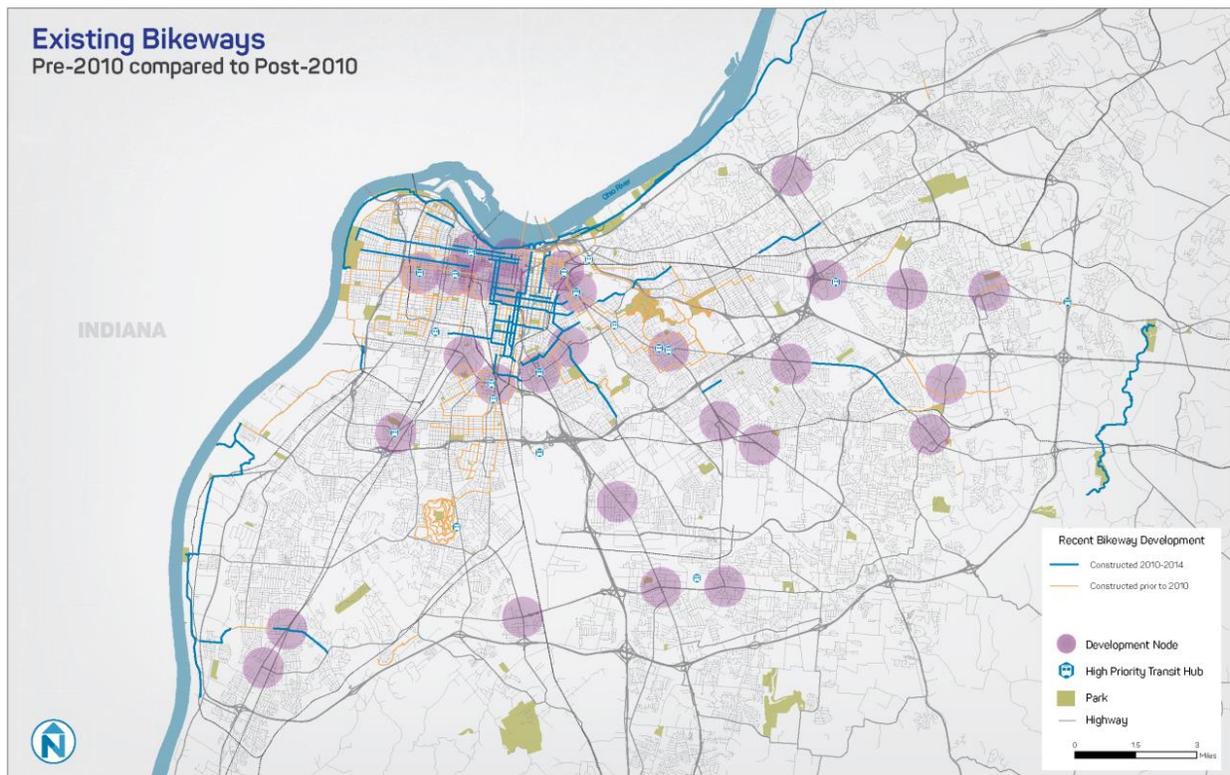
and bicycle opportunities along approximately 7.8 miles of the parkways that link the major Olmsted parks and neighborhoods in Louisville.

- [River Road Corridor Management Plan](#) (2009) is a plan to strengthen and promote the corridor's scenic, natural, cultural, and historic resources while providing safe access for all users including consideration for bicyclists and pedestrians.

Despite these planning efforts, there is a continuing sense that the city's system is sparse, disconnected, and offers little opportunity for use by children and less confident riders.

Current Bicycle Network

People in Louisville are sensitive to the fact that compared to other roadway users, bicyclists and pedestrians are more vulnerable. In addition to the obvious lack of protection from weather and safety equipment, people who walk and bicycle are sometimes difficult to see in the urban context where drivers are faced with complicated decisions. People who walk and bike are susceptible to serious and fatal injury when collisions occur.



Since 2010, the system of bike lanes and shared-lane markings has grown, attempting to address local concerns about safety by including neighborways on lower-volume streets and protected bike lanes on higher-volume streets. Many bike facilities have been added on an opportunity basis, meaning they were applied to the street as a part of resurfacing or reconstruction projects or in extents of major roadways where bicycle lanes or facilities could be added with simple paint- and marking-based treatments within the existing roadway dimensions. Nonetheless, by installing 92 of the 550 miles of planned bicycle facilities, Louisville has made serious strides, especially in the historic footprint of the old

City of Louisville and on a limited number of roadways in newer areas of Jefferson County. However, it is not uncommon for physical barriers like one-way or high volume streets, interchanges, and rail lines to break up what would otherwise be complete routes.

The Louisville Loop is a City of Parks initiative to connect Louisville's diverse parks and neighborhoods through a 100-mile shared-use path surrounding the city. The overarching Louisville Loop vision provides incredible recreational opportunities, and connects communities throughout the city to Louisville's natural, park, transit, and trail assets. By the end of 2015, the Loop had completed approximately 50 miles with the completion of the 19-mile section of the Parklands of Floyds Fork and *Move Louisville* explores ways to increase connections to its forthcoming sections with both on- and off-street connections.

In the short term, creating seamless connectivity between the on- and off-street bike system is critical to the success of both the Louisville Loop and the overall transportation network, including walking and transit.

Opportunities

- The 2010 BMP remains the blueprint for Bike Louisville with *Move Louisville* serving as a short-term strategy for prioritizing the provision of accessible, safe and well-maintained bicycle facilities along and across all streets, institutionalizing policies and practices to ensure that where possible every street in Louisville meets the needs for bicyclists of all abilities, and establishing education, encouragement and enforcement programs that support bicycle travel.
- The Mayor's Challenge for Safer People Safer Streets charts a path forward for developing an implementation strategy for the complete streets policy.
- The proposed bikeshare station locations are located by transit hubs, employment centers, attractions, and other major destinations and will link downtown to Jefferson Community and Technical College, Old Louisville and the University of Louisville.
- Louisville's first mile/last mile strategies support the development of a bicycle network that connects transit stops with desired destinations.
- Louisville has strong bicycle parking requirements which determine the provision and design standards of bicycle parking facilities for various land uses.
- Louisville Metro Center for Health Equity and the Department of Health and Wellness has identified the goal to reduce the proportion of Louisville Metro residents that are overweight and obese.
- Bike Louisville uses crash data and health outcomes as a means to prioritize where projects and programs should be located.
- University of Louisville Earn-A-Bike program trades parking permits for vouchers to be used toward the purchase of a bicycle or cycling-related equipment, and offers fix-it stations and bicycle sharing on campus.
- Many projects that are not viable as stand-alone city projects can be implemented as part of other significant projects, such as adjacent redevelopment or major road reconstruction.

Challenges

- Freight routes are uncomfortable for riders of all ages and abilities, and the potential for providing bicycle facilities along them is limited to shared use paths in the adjacent right of way.
- A rich network of active rail lines divides many local streets, without a suitable means for crossing.
- Protected bicycle facilities are relatively new in Louisville and the tradeoff of capacity for safety is not yet demonstrated.
- The lack of a continuous bikeway network presents a challenge to implementing the bike plan, because people are currently choosing not to bicycle due to the actual or perceived lack of a complete safe and comfortable network of bikeway facilities that connect to their desired destinations.
- Marketing efforts and improvements to the quality of the bikeway infrastructure will be required to increase cultural acceptance of the use of bicycles for transportation and the viability of bicycle sharing in Louisville. The vision for a future system of low-stress facilities citywide will require roadway reconstruction, right-of-way acquisition, and extensive public process.
- The Louisville Loop alignment has limited right-of-way; must cross waterways, wetlands, and other sensitive environmental resources; and in some areas requires acquisition of property.

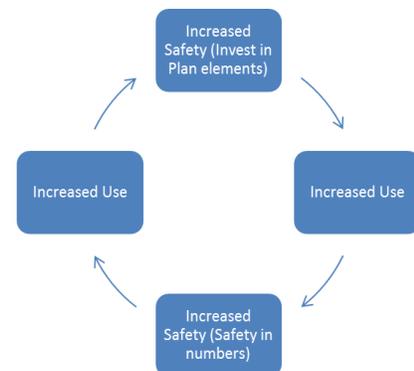
Supporting Community Goals

Louisville’s 2010 BMP identifies projects and programs to be implemented over the next 20 years that will achieve the goals of improved safety and an increase number of people riding bicycles. In addition, it recommends a comprehensive approach including enforcement, education, encouragement, and evaluation strategies that will induce more people to ride bicycles as part of their daily routine. Recommendations in this modal summary are focused on the short-term actions that will move Louisville toward safer biking within five years. The overarching goals of the 2010 BMP remain unchanged:

- Increase bicycling activity throughout all parts of Louisville by making it a fun, comfortable, and accessible mode of travel between 2010 and 2030.
- Simultaneously reduce the number of cyclists killed and injured in crashes with motor vehicles.

The relationship between the number of people walking and biking and the number of collisions between people walking, biking, and driving is a virtuous or vicious cycle, depending on investments in improving safety. The illustration shows the virtuous cycle of investing in safety and likely increases in walking and biking. Academic research confirms the feedback loop of this cycle – greater use leads to greater safety.

Because all bicycle projects have the potential to support most of the *Move Louisville* community goals, the recommendations here focus on projects and



Virtuous Cycle of Safety

programs that differentiate themselves in their potential to support the connectivity, safety and equity goals.

Connectivity

Improving the first and last mile connections to transit, bike share, and existing bicycle facilities, especially along high risk intersections, is essential to supporting Louisville's multimodal network. The City's first priority has been the downtown and the adjacent three-mile buffer because of the high level of community interest in these areas. This focus takes advantage of the principle of putting bicycle infrastructure where people are likely to use it: around the University of Louisville's campus, the areas that connect to the Louisville Loop, especially in the west and southwest, and areas to the east and southeast. Outside the core of the city, the opportunity to develop the network is limited based on road volumes, speeds, widths, and other spatial factors. To attract ridership outside the core, and between Louisville, Jeffersontown and Middletown, local street networks (neighborways) and shared use paths will be the focus. Bicycling is an easy way to extend connections to transit as well. Based on people's willingness to bicycle up to five miles for most trip purposes, the plan prioritizes connections to the existing centers of the transit system.

Safety

The community goals of *Move Louisville* focus on efforts to improve safety and increase biking and walking, which also contribute to a healthier Louisville. Promoting active transportation improves public health. It lowers rates of obesity, heart disease, asthma, and a host of other health concerns. As noted elsewhere, for these public health outcomes to bear fruit, it is imperative that biking and walking be safe. Research finds that using a bicycle for transportation can help many people meet the recommended amount of daily activity, but a bicycling supportive environment is necessary to encourage people to try bicycling.

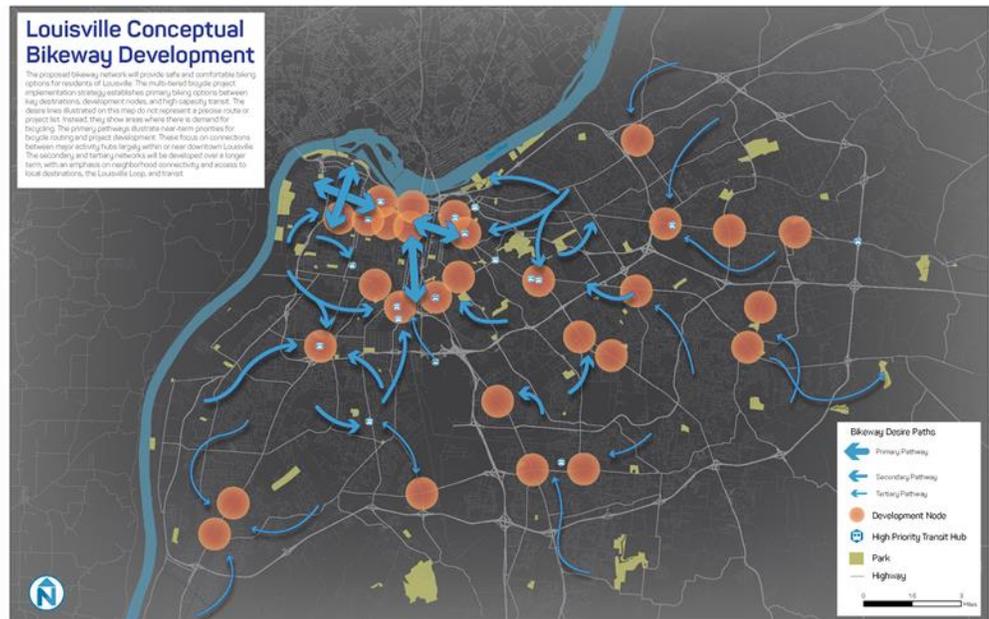
Equity

Providing access to and from neighborhoods where people have low access to vehicles can help to reduce health and income disparities in those neighborhoods and level the playing field with more affluent neighborhoods. Improved equitable bicycle access supports access to jobs, schools, social activities, and recreation at a lower cost and in a healthier way than driving.

Bicycle Network Recommendations

The priority actions for Louisville's bicycle network fall into project, program and policy recommendations. Specific lists of future projects are identified in Appendix B. The projects additionally are categorized by recommended timeline – priority, mid-term and long-term. With a limited horizon and a constrained budget, *Move Louisville* outlines a set of priority projects, many of which will impact the bicycle network and will serve to catalyze Louisville's economy, transform the built environment and reduce VMT.

Move Louisville prioritizes connections to transit, to future bike share stations and to existing bicycle facilities where the demand is expected to be highest. Although specific facility types are not yet determined, the type selected in the design phase should consider the comfort of all riders, all ages, and one that will have the most impact on encouragement and safety.



Methodology

Louisville envisions a bicycle-friendly city where residents and visitors have a real option to cycle to their destination. This vision requires prioritizing projects in order to overcome the long-term challenge of limited funding opportunities. Three priority levels – primary, secondary and tertiary – are recommended to guide local investment in bicycle facilities. Projects on the primary network are needed for system completeness and access for residents. These core projects should be programmed and funded as a priority investment. The secondary and tertiary networks will eventually be part of Louisville’s more robust and complete bike network, but in the short term these projects should be pursued as opportunities arise (e.g., as part of resurfacing projects, special grants or private funding).

The basic principles employed in developing these networks included the following:

Identify a core, low-stress network that meets the needs of the largest number of people.

These are people who are interested in bicycling but are concerned about riding a bicycle in Louisville and are unwilling to put themselves in unsafe or uncomfortable situations in order to do so. These people would like to ride their bikes more places, but will not ride in a traffic lane on a busy street. The core facilities for these users are neighborways, multi-use paths and trails, and bike lanes protected from moving cars.

Provide countywide coverage between neighborhoods separated by high-traffic arterials by connecting Bicycle Network Development Areas (BNDA).

BNDAs are four 10-mile diameter nodes used to establish regional connectivity by providing a basic level of coverage in the less dense areas of the county. Neighborhoods where indicators show a low propensity to ride bikes will include people who want low stress places to bike. Fortunately some of these neighborhoods have low-traffic streets that present fairly low-stress options for people moving within the neighborhood. High-traffic arterial roads that are uncomfortable to most riders also border many of these neighborhoods, and present real barriers to bicycling. *Move Louisville* developed the concept of Bike Network Development Areas (BNDA) to address this type of situation. The three nodes outside the core area were used as building blocks to structure connectivity. There is one BNDA in



downtown Louisville and the remaining three create a 'belt' across Jefferson County. The 5-mile diameter for these zones was chosen to create a basic minimum level of coverage so that people may be more inclined to bike as a travel mode.

Install bike facilities where people are likely to use them.

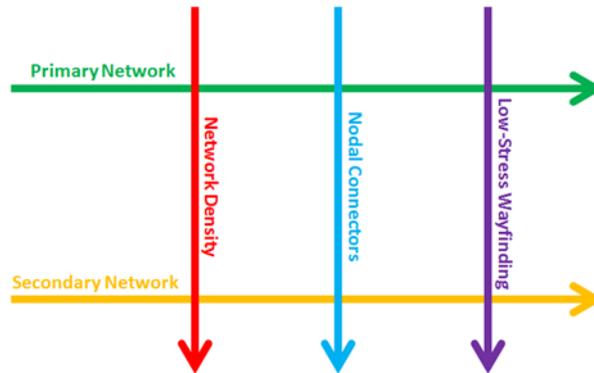
Based on experience in other cities that have developed bike networks, factors such as high residential and employment density, connections to parks, schools and other institutions tend to correlate to higher levels of bike usage. By mapping the neighborhoods that have these characteristics, the chances of attracting higher bicycle usage will increase.

Be Flexible.

Be flexible in implementing the network by using design criteria that consider tradeoffs and take advantage of new opportunities as they arise.

Network Development Process

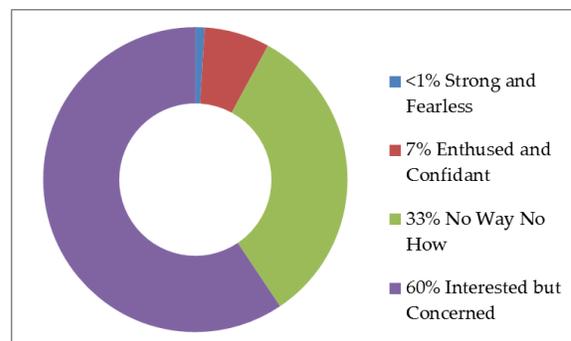
The bicycle network recommendations were developed through an iterative process aimed at creating multi-modal streets and developing a strong primary bicycle network. The recommendations assumed that the core projects could be funded during the next five years, with the secondary network being built out as density increases over time. The overall bicycle network recommendations were developed from the *Move Louisville* process and included the following:



- All planned bicycle projects, regardless of funding status.
- Through the *Move Louisville* charrette process, several of the key corridors and routes were identified as being higher priority. Additionally, the process identified locations of gaps and problem crossings at high speed/high volume, uncontrolled intersections between two existing bike facilities.
- Used the three 10-mile diameter BNDAs outside of core area as the structure for creating a network over the next five years.
- Field assessments of corridors were used to determine the feasibility and appropriateness of initial bike facility recommendations.

Once bike projects were compiled and the BNDAs identified, the Team went through a technical process to identify the most feasible projects and set priorities using the following:

- Identified a high priority network that fell within the BNDAs and identified which projects were continuous or overlapped with other projects within adjacent development areas. While redundancy of routes is acceptable, and even desirable, in the long term, achieving basic coverage is the initial goal.
- Layered the planned and funded projects and the planned neighborways (low volume, neighborhood streets that are comfortable to bike) within the development areas to help define their priority and the funding potential/timeframe for implementation.
- Analyzed the cost estimates for each project, looked at the overlap of other types of identified projects (transit, complete streets, capacity projects, etc.) and prioritized the projects to develop a core bike network system that fell within the annual transportation funding and projected funding system.



The plan projects include a range of facility

types that will appeal to a variety of rider types on the spectrum. Facilities such as sharrows on streets with moderate traffic or even attached on-street bike lanes might appeal primarily to the “Strong & Fearless” and the “Enthusied & Confident” types of riders. To tap into the big group of “Interested but Concerned” riders, “lower stress” facilities such as off-street paths, buffered bikeways and low-traffic neighborways will be more effective. The plan includes a mix of these facility types.

Bike Facility Types

	<p>SEPARATED CYCLE TRACK - Provides space that is intended to be exclusively or primarily used for bicycles, and are physically separated from motor vehicle travel lanes, parking lanes, and sidewalks. Facilities can be one-way or two-way and at grade with the street, sidewalk, or neither.</p>
	<p>WAYFINDING - Consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. Signs are typically placed at decision points along bicycle routes directing cyclists to destinations and other bicycle routes.</p>
	<p>BIKE BOX - A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.</p>
	<p>BUFFERED BIKE LANE - Dedicated facility that lies within the roadway and is separated from motor vehicle traffic by a stripe painted on the road with an additional stripe painted beyond its outer edge (on one or both sides) that indicates the beginning of the motor vehicle lane or parking area.</p>
	<p>SHARROWS - Shared lane marking placed in the motorist travel lane to indicate where people should preferably cycle and to alert motorists of potential cyclists. Symbols are located on low-stress streets with speed limits of 25 mph or less and less than 1,500 average daily motorists.</p>
	<p>TRAFFIC CALMING - Physical design and other measures put in place on roads for the intention of slowing down or reducing motor-vehicle traffic and improving safety. Treatments include curb extensions, speed bumps, traffic circles, lane restriping, and others.</p>
	<p>SHARED USE PATHS - Multi-use trail or other path, physically separated from motorized vehicular traffic by an open space or barrier, either within a highway right-of-way or within an independent right-of-way, and usable for non-motorized transportation and recreational purposes.</p>
	<p>TRADITIONAL BIKE LANE - Dedicated lane for bicyclists usually located along the curb or shoulder of a roadway or next to on-street parking. Sharrows or bike symbols are often including to increase visibility .</p>

Bicycle Network Projects

It is important to note that while the Louisville Loop continues to be an important community asset for increasing recreation opportunities, the focus of these recommendations is on projects that will increase transportation options.

Like all *Move Louisville* projects, bicycle network priority projects were developed through an iterative process aimed at creating multimodal streets and developing a strong Metro-wide



primary bicycle network that could be funded during the next five years. The Metro-wide bicycle network was designed with the understanding that additional supporting density will take place over time. Potential projects were generated through charrettes where key corridors, roadway segments and crossing gaps were identified. Field assessments and staff reviews were crucial to determine the feasibility and appropriateness of emerging bike facility recommendations. The resulting core set of projects demonstrate a high potential to achieve *Move Louisville's* community goals, either as stand-alone projects or as projects that overlap with transit, complete streets, and capacity projects.

The Priority Bikeway Project map illustrates the proposed bikeway network. Primary Network and Secondary Network are the implementation priorities. The primary set of bikeway projects demonstrates a high potential to achieve *Move Louisville's* connectivity, safety, and

equity goals. Although a principle of the prioritization method was to rely heavily on local streets for neighborways, there are many instances where local streets do not provide the connectivity needed to complete the system.

Regardless of roadway type and road ownership, the completion of the primary bikeway routes is a priority. In some cases, route selection and facility design will require conversations about mobility tradeoffs for all modes. The design emphasis should be on providing facility types that are comfortable for riders of all ages and abilities, with facility selection to follow a decision-making process that considers the needs of these riders, while still evaluating traffic counts, crash analysis, driveways, and on street parking. If it is not possible to design an all ages and abilities solution because of these considerations or utility, right-of-way or freight interests, a parallel bicycle facility within 1,000 feet of the identified bikeway may provide a suitable alternative route. Where bikeways are recommended on freight routes, a separate bicycle facility is assumed.

Bicycle Network Implementation Practices

In addition to the project recommendations, the following should serve as guidelines for the planning, design, and construction.

Data

- Take advantage of opportunities to construct bicycle facilities in the high connectivity and demand areas
- Key to improving both bicycle and pedestrian safety is addressing the high collision intersections and corridors

Outreach Coordination

- Ensure the bicycle system is part of overall transportation decision-making by convening a multi-agency working group to coordinate roadway projects with bikeway priority projects, including officials from KYTC, KIPDA, Louisville Metro and suburban cities

Engineering

- Use innovative bikeway treatments including buffered bike lanes, cycle tracks, and shared lane markings
- Improve maintenance and traffic signal operations
- Create an expanded set of design standards or adopt National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide standards for bicycle crossings and facilities, including protected bike lanes, neighborways, and cycletracks
- Create a clear system of signs and pavement markings that improve system legibility and wayfinding by offering visual cues that show route confirmation, change in direction, and important destinations to cyclists (and drivers)
- Expand the reach of the bicycle wayfinding system

Existing Plan Coordination

- Prioritize the construction of the Central Bicycle Network
- Prioritize the evaluation of potential complete streets projects that connect to premium transit corridors, or would benefit walking and bicycling
- Supplement and expand the Southwest Greenways Master Plan with additional greenway connections.
- Provide connections to the Louisville Loop wherever possible
- Use Louisville’s Complete Streets policy more fully; continue to use road right-sizings, traffic calming, and reduce traffic speeds.
- Capitalize on resurfacing projects, especially on state-controlled facilities, to include full accommodation for bicycles.

Operations Guidelines

- When evaluating capital and land development projects, include consideration of end of trip facilities such as parking, changing rooms and showers, personal storage, and repair areas; ensure that the standards for bike parking conform to Association of Pedestrian and Bicycle Professionals guidelines.
- Develop an acceptable guideline for re-routing challenging bikeway projects considering expected user type and acceptable out of direction travel as inputs.
- Define construction option for responsible agency to repair bicycle facilities.
- Ensure all sections of the bicycle facilities are maintained by the responsible agency
- Support the installation of opportunity-based bicycle facilities with an operations budget that supports additional pavement marking, sign installation and maintenance annually
- Expand the supply of bicycle parking citywide.
- When evaluating capital and land development projects, include consideration of end of trip facilities such as parking, changing rooms and showers, personal storage, and repair areas; ensure that the standards for bike parking conform to Association of Pedestrian and Bicycle Professionals guidelines.

Financial Strategies

- Explore public/private cost-sharing possibilities for bicycle and streetscape improvements.

Regulatory

- Inspect and enforce right-of-way encroachments, and land development and capital improvement project design standard violations.

Safety

- Limit roadway expansions to those that address safety concerns, and consider all road users in the design, starting with the most vulnerable.
- On roads with posted speed limits of more than 35 mph, provide protected bicycle infrastructure, such as cycle tracks, buffered bike lanes or parallel 10-foot wide shared use paths.
- Conduct annual traffic safety review to reactively correct hot spot collision locations and proactively install countermeasures along facility types that predict serious and fatal collisions, such as high speed arterials, arterial intersections, and high demand

areas.

Bicycle Network Programs

Generally speaking, the growth of a bicycle friendly community depends upon taking action across a range of strategies that not only build new infrastructure, but also teach all road users about the infrastructure and encourages use. Growth in active transportation depends on a 5Es approach that uses Engineering, Education, Encouragement, Enforcement, and Evaluation as a framework for a holistic, connected system that supports all road users, as bicycling increases. Changes in policies and practices may be required to affect some of these activities.

Education

There are several notable programs in place in Louisville aimed at educating current and potential cyclists of all types. In addition to the previously mentioned Look Alive program, Metro's Bike Sense program is focused on teaching children to operate a bike safely. The Louisville Bicycle Club offers a number of adult bicycle education classes. As the biking population increases, funding and expansion of these programs will be needed.

Education should also be expanded to non-riders. Making drivers aware of the increased presence of cyclists and about safe practices and responsibilities can not only improve safety, but also improve civility. Oftentimes conflict is borne out of misunderstanding, and a proactive media campaign to raise awareness can be important.

Priority Recommendations:

- Create a community Bicycle Ambassador program that trains people to lead bicycle rides, speak at events, and offer presentations
- Expand and bolster attractive adult bicycling education programs, including employee classes for Bicycle Friendly Businesses, neighborhood bike maintenance workshops, and Traffic Skills 101
- Grow a network of League Cycling Instructors to expand community understanding of the laws of the road as they apply to all road users
- Expand the Bike Sense program
- Expand the reach of adult bicycling education programs, especially to communities with lower car ownership and income levels
- Educate and enforce "no parking" restrictions at intersection approaches
- Advance and expand the existing social marketing campaign to promote bicycling
- Increase school-specific programs to educate and encourage bicycling
- Increase opportunities for bicycle education and driver education about bicycles such as material available currently at the DMV

Encouragement

While Metro and local advocacy organizations already run programs to encourage new riders and to convert recreational riders to commuters, the value of the health, environmental, and congestion benefits of greater mode shift suggests these efforts should be built upon. As more facilities and programs such as bike share are added, Metro needs programs to encourage use and awareness of the new facilities. Safety-based programs

such as a bike light giveaway promotion for the winter months might be a good place to start.

Priority Recommendations:

- Increase the reach of Bike Month activities in partnership with local bicycle advocacy groups and host, sponsor and encourage bicycle-themed community events, campaigns, and programs year-round
- Celebrate the opening of new bicycle projects with a bicycle-themed community celebration or social ride, to introduce all road users to the improvement
- Encourage local public agencies, businesses, and organizations to promote cycling to the workplace and to seek recognition through the free Bicycle Friendly Business program and participate in public events
- Develop a series of short (2-5 mile) themed loop routes around the community and provide appropriate wayfinding signage; integrate these routes into local bike maps
- Support the growth of Falls City Community Bike works, Cabbage Patch House, Greater Louisville Ambucs, Bike Louisville, Louisville Bicycle Club, Louisville Red Zone Youth Cycling Club, KyMBA and others to build a broad-based constituency support of bicycling for transportation and recreation among all community members
- Increase and continue bicycle-themed social and family-friendly community events such as cycLOUvia, open streets, and the Mayor's Hike, Bike, & Paddle events
- Encourage local institutions of higher education to promote biking and to seek recognition through the Bicycle Friendly University program
- Coordinate the bicycle parking strategy to encourage trip-chaining (linking together trips by car, transit and walk) by cycling

Enforcement

The City's multi-departmental efforts to increase the safety of vulnerable road users should continue. Making sure that all officers understand the law in terms of rights of way and are given direction on emphasis of enforcement will be critical. Making the police department a proactive part of solutions through hosting safety training has been effective in many cities. Stings on stop sign running or no lights to reinforce safe cycling practice (potentially coupled with bike violator's classes to reduce cost of tickets) can be effective.

Priority Recommendations:

- Continue to use collision data to inform the evidence-based support and enforcement of laws that protect cyclists from injury and death, including speed and distracted driving
- Participate in regular meetings with Public Works staff to prioritize hot spot enforcement locations and high risk behaviors
- Support the development of an on-bike enforcement unit
- Identify gaps, loopholes, and deficiencies in local ordinances, practices, and laws that restrict fair and equitable traffic laws
- Develop a bicycle violators' class to reduce the impact of bicycle-related citations

- Continue and expand combined bike education and enforcement programs like the Bike Sense Cops for Kids program

Evaluation

Measuring and reporting on what matters makes it easier for policymakers to continue to support expenditures that improve connectivity and safety in Louisville.

Priority Recommendations:

- Continue to implement the Bicycle Master Plan and expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of serious crashes in the community
- Evaluate system progress and funding annually to ensure bike plan implementation is on target
- Monitor usage of TARC bus bike racks, and explore capacity enhancements where justified
- Evaluate, revise, and update the Bike Master Plan, its data module, and the project list every five years
- Evaluate bicycle crash data as part of inventory and assessment process
- Continue annual report cards analyzing progress of Bike Plan implementation
- Evaluate current signal timing practices and revise, as needed, to balance bicycle crossing delay and demand with full intersection functionality
- Increase staff time and dedicated funding to the bicycling program
- Expand counting program and surveys that track ridership, safety, and perceptions for safety
- Ensure there is dedicated and continued funding for bicycle projects and programs
- Create a Bicycle Advisory Committee to direct evaluation and planning

Additional Guiding Policies

System Legibility

Even some of the most connected and robust bike networks in the US can be tricky for visitors or occasional users to navigate. Areas where streets are not on a rigid grid, where there is one-way traffic or paths that leave the street and hard-to-find wayfinding or landmarks can all make navigation a challenge. It will be important that a clear system of signs and pavement markings be developed to provide visual cues that show route confirmation, change in direction, and important destinations to cyclists (and drivers).

End of Trip Facilities

Like drivers, cyclists have certain end-of-trip needs and wants if biking is to be a practical choice. These include:

- Visible and Accessible Bicycle Parking
- Drinking Water
- Shower Facilities
- Changing Rooms
- Lockers
- Repair Equipment

Bicycle Parking

Bicycle parking is an essential part of encouraging bicycling and typically serves two important markets. Long-term parking is needed for bicycle storage for residents and employees. This parking is located in secure, weather-protected, restricted access facilities. Short-term parking serves shoppers, recreational users and others who will only be parked for a short time. As well as security, convenient locations are a priority – otherwise, bicyclists will tend to lock their bicycles to poles or fences close to where they will enter their final destination.

In [Chapter 9.2](#) of the Louisville Land Development Code (LDC) it specifies bicycle parking requirements which are intended to provide an adequate quantity of bicycle parking facilities in proportion to the need created by each land use. The code specifies short-term and long-term bicycle parking, as well as acceptable and unacceptable design standards for each type of parking. National best practices take a more customized and context-based approach to bicycle parking. Minimum bike parking facilities are provided in relation to the scale of development, and minimum design standards for such parking facilities are specified.

Bicycle Planning Requirements by Land Use

Use Category	Specific Use	Required Long-term Parking Spaces	Required Short-term Parking Spaces
Residential	Boarding and lodging houses	2, or 1 per ten sleeping rooms	None
	Hotels, motels	2, or 1 per 50 employees	
Commercial / Industrial	Retail sales, service operations*	2, or 1 per 50,000 square feet of gross floor area	2, or 1 per 25,000 square feet of gross floor area
	Office buildings**		2, or 1 per 50,000 square feet of gross floor area
	Museums, libraries	2, or 1 per 50 employees	4, or 1 per 25,000 square feet of gross floor area
	Movie theaters		4, or 1 per 50 seats
	Restaurants, ice cream shops, coffee shops		
	Recreation centers		4, or 1 per 25,000 square feet of gross floor area
	Major event entertainment (e.g. Stadiums, arenas)		8, or 1 per 500 seats
	Manufacturing		None
Warehousing			
Institutional	Medical centers		2, or 1 per 25,000 square feet of gross floor area
	Transit park and ride lots	1 per 50 daily boardings	None

* Retail businesses below 3,000 square feet of gross floor area are exempt from bicycle parking requirements.

** Office buildings below 10,000 square feet of gross floor area are exempt from bicycle parking requirements.

Specific land uses are required to provide short-term and long-term bicycle parking. The LDC notes that short-term parking is mainly for visitors and customers, while long-term parking is for all-day users and can be more secure (9.2.5D). It also specifies, that “bicycle parking may substitute for up to five (5) percent of required parking spaces. For every five (5) non-required bicycle parking spaces that meet the short or long-term bicycle parking standards, the motor vehicle parking minimum requirement shall be reduced by one space. Existing parking may be converted to take advantage of this provision” (9.2.12L). Below is description of the bicycle parking requirements under Louisville’s LDC.

Priority Recommendations:

- Minimum required bicycle parking facilities should be increased in land uses where currently required.
- Ensure bicycle parking requirements can be incorporated into all relevant zoning districts and uses, including mixed use and residential
- Secure event parking for stadiums and major events, make it part of the permitting process for public events, and make it a recommendation that valet parking be supplied by staff or advocacy volunteers
- Recommend long-term parking for affordable housing projects or other high-density housing.

Bikes on Transit

Bikes on transit are already a feature of all TARC buses. This progressive policy should continue going forward. TARC should monitor usage of the bus bike racks to determine whether larger racks might be justified. Currently, there is no organized system of bike facilities at transit stops. Metro and TARC should coordinate to begin installing bike parking at more transit stops. Most important will be facilities near employment sites and centers. This bike parking should consist of two types:

- Short Term – Most useful to shoppers or diners who will be back on their bikes after a brief stop.
- Long Term – Important to accommodate the transit users who can’t take their bikes with them to their places of work. More secure parking such as bike lockers should be considered for this type of parking.

Corridor Planning

Throughout the city there are corridors where both bike and transit mobility are a priority. There is no simple answer to reconciling how to accommodate both in limited right of way. As decisions are made, several factors should be considered:

- Are there alternate facilities that could provide similar service for either mode?
- What disadvantages would accrue to the displaced mode?
- Can something else in the corridor be compromised to make way for both bike and transit?
- Can the two work together (e.g., bikes on bus)



Move Louisville

Transit Network Summary

The *Move Louisville* planning process was ongoing for nearly two years and as such the resulting plan document is supported by a number of process-related and technical documents. As was noted in the body of the *Move Louisville* Plan, the plan is supported by data, local input and national best practices in transportation. It is important to note that the *Move Louisville* Plan is the primary policy document and that the following documents support but do not supplant the *Move Louisville* Plan.

The following *Move Louisville* policies will guide the implementation of projects, practices, and programs to implement the transit network:

1. MAKE COMPLETE STREETS DESIGN THE NORM
2. CONSIDER TRANSIT AS A CATALYST FOR INFILL DEVELOPMENT
3. FOCUS DECISION-MAKING ON HIGH-CAPACITY, PEOPLE-MOVING CORRIDORS

Louisville's Transit Network

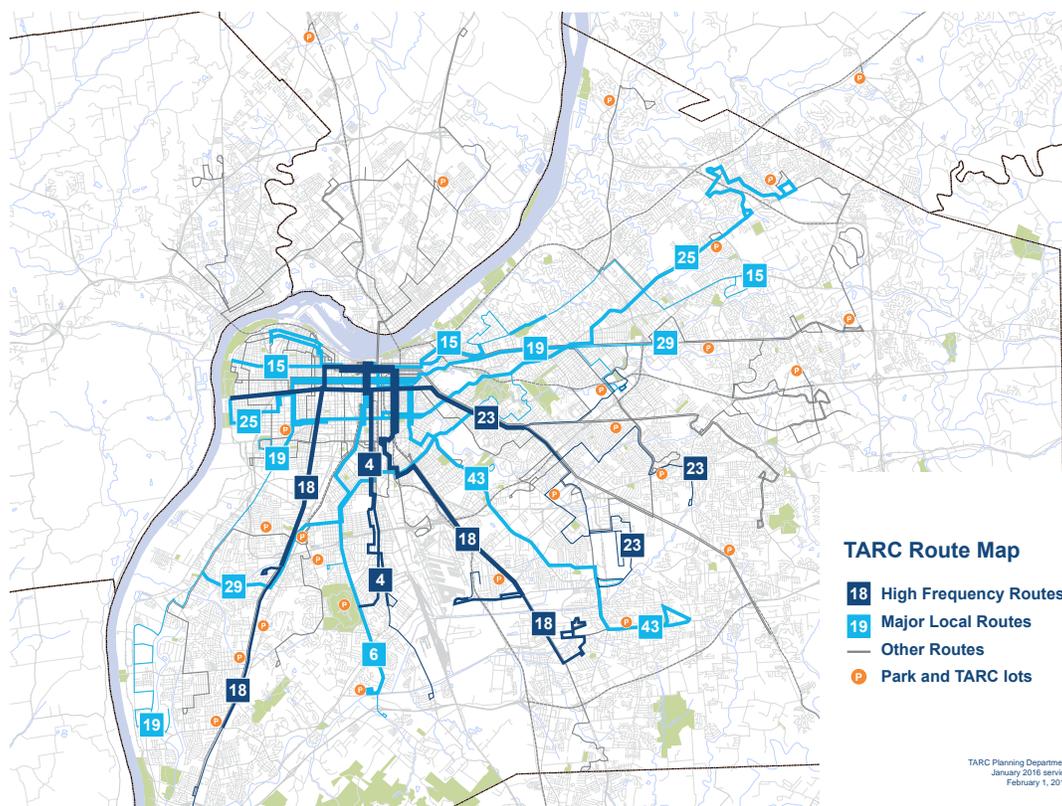
Network Overview

The Transit Authority of River City (TARC) provides 41 fixed-route bus and paratransit (demand-responsive) services in the Louisville metropolitan area. This area includes the five counties that comprise the Louisville Metropolitan Statistical Area (MSA) – Bullitt, Jefferson, Oldham, Shelby, and Spencer as well as Clark and Floyd counties in Southern Indiana. TARC service is generally focused on connections to and from downtown Louisville, with the most heavily used bus routes following major thoroughfares such as Dixie Highway, Preston Highway and Bardstown Road. Although there is crosstown service on selected routes, the TARC route system is predominantly radial. This means that most crosstown trips require time-consuming transfers between buses. Access to transit is a critical factor in the success of transit, and many of TARC's service areas, especially outside the urban core of Louisville, lack basic sidewalks and pedestrian infrastructure that would allow potential riders to reach bus stops.

Existing High Demand/High Performance Corridors

The major TARC routes along Louisville's radial corridor thoroughfares attract the highest ridership in the system.

Because of their service along major corridors and the connections they provide between major attractions, these routes make up the backbone of the TARC system. However, many of these routes feature branches on at least one end, which can lead to a more complicated system of service, especially for occasional riders of these routes.



The following is an overview of three key TARC routes with high ridership:

Route 15

Route 15 is a local route that provides service along Market Street between Shawnee Park in the West End and Central State Hospital in eastern Louisville. The average riders per day is 2,300. All trips turn around at Shawnee Park on the western end of the route. On the eastern end, there are five branches of the route, with the following terminal points:

- Central State Hospital
- Lime Kiln and Brownsboro Road, serving Holiday Manor
- Brownsboro Road and Chenoweth Lane
- VA Medical Center (two weekday trips only)
- Main Street

Major destinations served by the route include downtown, Kentucky School for the Blind, VA Medical Center, Holiday Manor, Ballard High School, and Central State Hospital. However, due to the route having multiple termini in the east, the route's schedule is relatively complicated. Route 15 offers service seven days a week, including holidays, but the schedule differs based on where a rider's eastern destination on this route may be.

Route 18

Route 18 is a local route that provides service between downtown Louisville and two major arterials – one along Dixie Highway and the other along Preston Highway. Route 18 is TARC's busiest route by ridership, with over 8,300 riders per day. Downtown, Route 18 serves 18th Street and the one-way pairs of Market/Jefferson Streets, and Preston/Jackson Streets. Major destinations along the route include downtown Louisville, Park Place and Jefferson malls, the University of Louisville, and the UPS Worldport. Route 18 also features multiple branches and variants in scheduling. The differences in route and schedule concern the branch ends, with the most significant two differences between alignments being that some trips serve the UPS Worldport instead of the Jefferson Mall, and a select few trips continue south on Dixie Highway to Nathan Hale Drive.

Route 23

Route 23 is one of a limited number of routes that provides east-west connectivity without traveling through the downtown core. Route 23 is a local route that provides service along Broadway from Shawnee Park in West Louisville and the intersection of Taylorsville and Bardstown Roads on the east, and continues service east along three branches. Due in part to a relatively high amount of transit-dependent households in West Louisville, this is TARC's second-busiest route in the system with about 8,000 daily riders.

Each branch on Route 23's eastern end serves a different market and potential base of riders: one serves St. Matthews medical district, one serves McMahan Plaza and Meijer, and one serves General Electric Appliance Park and Mercy Academy. Other major destinations along the route include downtown Louisville, Union Station, Bowman Field, the Nia Travel & Jobs Center, and Sullivan University.

Route 23's service schedule is fairly consistent, with a limited number of variants outside of the early morning and evening periods. Trips alternate between branches in an ABC sequence for most of the day, with only a few exceptions.

Transit System Recommendations

Development of Premium Corridors

Transit is a service and, like most other services, it is dependent on its market. The appropriate level of transit service depends on several market factors: density, headway, market size, pedestrian and bicycle access (community design) and street design. Density, for the purpose of this study, includes the combination of population and employment per acre.

Headway, is the frequency of service, or time between buses, and greatly affects ridership. Low frequency of service equates to long wait times for transit riders and becomes a deterrent to the use of public transportation, especially for those passengers with other travel options. A headway of 15 minutes or shorter is considered the point where riders do not need to rely on a schedule and are comfortable heading to the transit stop without consulting a schedule, knowing transit will be along shortly. Studies have shown significant correlations between service frequency improvements and increases in ridership. In fact, this correlation has borne out in Louisville. When TARC has increased frequencies on their high ridership corridors, they have gained riders.

Market size must be considered together with density. A higher level of service can be supported when a high-density level is sustained along a full corridor. An isolated apartment building surrounded by surface parking could have a very high density if analyzed within a fine enough zone, but this alone would not merit the same level of service as downtown. A particular level of service will require a minimum density over a minimum area. Pedestrian and bicycle access is another crucial element of transit demand. Even at high densities, people will not use transit if it is difficult or dangerous to access a bus stop. Many of today's auto-oriented suburban apartment complexes, while very dense, have extremely poor access to major arterials or viable transit-carrying streets. Designing clear and safe pedestrian and bicycle access to transit stops and transit corridors is essential.

Street design is also an important component of transit access and operational viability. Neighborhoods where all roads are designed to connect to arterials or collector streets allow transit customers to reach bus stops without walking out of their way and provide more efficient routing options to support high-frequency service. The clear message for Louisville is that, while the design of the service itself is important, zoning and community design decisions are fundamental to future success of transit.

There are a number of corridors in Louisville that either currently have or have the potential to possess all of the above characteristics. These corridors are recommended for premium transit service. As defined here, Premium Service would have high peak hour frequencies (+/- 10 minutes), would have advantages over automobile traffic (fixed rail, bus lanes, signal priorities, etc.) and would have well-designed stations in dense, mixed- use nodes. The five corridors are described below.

Dixie Highway

Despite its sprawling building forms and unsafe pedestrian environment, this corridor already has the highest transit ridership of any corridor in the city. The efficiency gained by moving 8,000 people per day in buses rather than cars (Route 18/Dixie and Preston) is a

dividend paid to Jefferson County citizens. With strategically guided redevelopment of key nodes and pedestrian safety improvements, this corridor can be a model of high-capacity people movement and a real economic engine for the region.

Preston Highway

This corridor might be considered more car-oriented than some of the other premium corridors, but still has potential for a much greater transit share. Special attention to operational advantages (queue jumps and consolidated stops) and pedestrian infrastructure at stop areas will be necessary.

Bardstown Road/Taylorsville Road

Like the Dixie Corridor, this corridor already has high ridership despite some very suburban and pedestrian-hostile sections. Conversely, some nodes along this corridor, such as the Highlands, already possess all of the characteristics desired in a transit-oriented community. The main challenge for this corridor will be carving out space to speed up transit without crippling automobile movement and development.

Broadway

Broadway is a corridor with density, walkability, a full market and the potential for much better bike connectivity. Increasing transit service and quality has real potential as part of an infill and redevelopment strategy. TARC's current service in downtown Louisville is complicated and difficult for riders to understand and use. Routes currently loop through downtown in an uncoordinated fashion, and transfers occur at various locations scattered throughout downtown. A clear, frequent, rapid transit corridor on Broadway could strengthen the system.

Shelbyville Road

This is a radial corridor with good existing transit ridership and more potential. A key to unlocking transit possibilities for this corridor would be urban reinvestment (mixed-use with transit densities) in nodes such as St. Matthews and Middletown.

Main/Market

TARC's new electric buses are already being tested on this corridor. A decision to move to a rail technology like streetcars would need to be woven into an economic development and tourism strategy; such a strategy has worked for several other cities.

Cross-town Service Improvements

The TARC system design follows a radial scheme, meaning that most routes radiate out of the downtown, providing convenient travel between outlying residential neighborhoods and the central business district. This is the traditional way of designing and operating a transit system that was well suited to communities when nearly all business activity was conducted in the downtown. The emergence of suburban activity centers – both shopping centers and employment centers – creates problems for pure radial systems. During *Move Louisville* there was considerable community feedback that, in order to travel a relatively short distance from locations along the radial routes to a cross-town location, people are required to make an extended trip through downtown, going inbound on one bus and transferring to another outbound route, with the duration of the trip as long as an hour or more depending on the time of day.

To accommodate changing land uses and evolving activity centers, many transit systems (like TARC's) operate cross-town routes to "complete the network" and offer users a network that works for a wide variety of trips, particularly those that do not begin or end downtown. Typically, such solutions are only partially successful, attempting to adapt transit services to an auto-oriented transportation system. Because they operate through low-density suburban neighborhoods, cross-town routes typically have moderate productivity, even when solidly anchored on both ends. Finding a balanced way to offer more crosstown service to make trips shorter while not over consuming resources was one of the challenges raised during the planning process.

Accordingly, through consultation with TARC planning staff and coordination with multimodal planning efforts in the *Move Louisville* project, two corridors were identified as prime candidates for crosstown service improvements – an "inner" crosstown and an "outer" crosstown. TARC already provides service on these corridors, though there are opportunities to improve these routes to create a stronger network of crosstown service.

Inner Crosstown: Route 25 Oak-Westport

Better crosstown routes were one of the most requested transit improvements mentioned at community meetings and a broad look at this route reveals some opportunities for improvement. The following recommendations should be fully vetted with the public by TARC:

- Modify alignment east of Shelbyville Road – Currently, Route 25 serves Westport Road east of Shelbyville Road to the Springhurst Towne Center and the neighborhoods across from Ford's Kentucky Truck Assembly Plant. The alignment could be modified to serve Shelbyville Road to the Oxmoor Center, which could be developed into a more significant transit hub. The areas along Westport Road would be better served by an alternate route designed to provide neighborhood circulation, allowing Route 25 to focus on providing attractive crosstown service. This alignment modification would likely save nearly 30 minutes of one-way trip time.
- Modify alignment to straighten the route – Route 25 makes a number of turns and deviations along its alignment, which increase geographic coverage but lengthen travel times for crosstown riders traveling through the area. A more detailed service planning study would help reveal where the route could be modified.
- Increase service level – Route 25 currently provides service at 35-minute frequency during weekday peak periods and 40/45-minute frequency during the weekday midday periods (and even less during the evening and on weekends). Service at this frequency is inadequate to provide attractive crosstown service; therefore, the service level should be increased to every 30 minutes, at a minimum. If resources permit, further improvement to every 20 minutes or every 15 minutes would provide much more attractive crosstown service.

A rough planning-level cost estimate indicates that it may be possible to implement the above recommendations with a manageable net cost increase, assuming service at 30 minutes. Improving service to a 20-minute frequency would likely increase operating costs by 70%, while improving service to a 15-minute frequency would likely double operating costs.

Another inner crosstown line is Route 29 Eastern Parkway . It is a high-ridership route that is generally well designed and is very productive. However, there are a few non-productive segments of the route, and accordingly there are a number of service improvement options that should be explored to improve service. The following recommendations should be fully vetted with the public by TARC:

- Discontinue service south of Crums Lane – Route 29’s ridership falls off considerably on the Dixie Highway and Rockford Lane segments, and service could be discontinued on these unproductive segments. The route could turn around at Crums Lane, where it would offer a connection to Routes 18 and 63. Discontinuing service on this segment would focus resources on the most productive segments of the route.
- Operate service on clock-face headways – Currently, Route 29 has somewhat regular but difficult to remember headways, generally every 36 minutes. In conjunction with the previous service improvement option which would eliminate over 3 miles of travel each direction, it should be possible to get cycle times under every 30 minutes. Service could then be set to the clock-face, where trips depart the endpoints every hour on the :00 and :30, for example.
- Modify route east of Bardstown Road – The Shelbyville Road segment is relatively productive, though the segment between Shelbyville Road and Bardstown Road carries virtually no riders. The alignment of the route’s eastern end could be modified to serve corridors with much higher propensity to support transit. The redesigned alternative would serve the Bardstown Road, Taylorsville Road, and Dutchmans Lane corridors, which are significantly more transit supportive than the neighborhoods around Seneca Park. One branch of Route 23 provides very similar service today, which could be discontinued. The new Route 29 alignment would serve a new hub at Oxmoor Center.
- Increase service level – Route 29 currently provides service at 35-minute frequency during weekday peak periods and 35/70-minute frequency during the weekday midday periods (and even less during the evening and on weekends). Service at this frequency is inadequate to provide attractive crosstown service; therefore, the service level should be increased to every 30 minutes, at a minimum, similar to the recommendation on inner crosstown/Route 25. Again, if resources permit, further improvement to every 20 minutes or every 15 minutes would provide much more attractive crosstown service.

A rough planning-level cost estimation indicates that it may be possible to implement the above recommendations with a negligible net cost increase, assuming service at 30 minutes. Improving service to a 20-minute frequency would likely increase operating costs by 40%, while improving service to a 15-minute frequency would likely double operating costs.

Outer Cross-Town Route – Outer Loop

While building up service levels may take time and focused incentives on some of the area

redevelopment nodes, there was considerable community support for an outer cross-town route. Based on that support as well as strong connectivity to jobs, the plan recommends implementation of an outer crosstown route.

The recommended route runs along the Valley Station Road/Third Street Road/Outer Loop between Dixie Highway and Grade Lane, to connect to UPS World Port and the Ford Louisville Assembly Plant. From there the route travels along Fern Valley Road to the Hurstbourne Parkway corridor, and continuing along Hurstbourne Parkway to Shelbyville Road or points north.

Other Transit Recommendations

Rethink Transit in Downtown Louisville

Downtown transit service is often the most significant component of a service provider's transit network:

- Downtown cores are typically the most transit-supportive market in a transit system's service area, with a high density of population and employment, a healthy mix of active land uses, a pedestrian-friendly street grid, a good sidewalk network, ample pedestrian amenities, and safe street crossings. For this reason, they typically comprise the majority of a network's ridership.
- Downtown cores usually have a great amount of service and comprise a large portion of an agency's operating resources.
- Downtown cores are usually the most significant transfer location for riders to make connections to other routes.

For these reasons, most transit systems' design and allocation of service resources are heavily oriented toward the downtown core of their service area. The experiences of other transit systems' approach to downtown circulation is instructive, and this section outlines best practices in downtown transit circulation, which can guide the continued development of Louisville's downtown and surrounding neighborhood transit network. Among the transit networks with the most successful downtown circulation strategy, several common principles emerge:

- Be easy for riders to understand and use.
- Be fast and direct.
- Provide convenient connections for riders to transfer between routes.
- Be efficient, i.e., bus routings, minimizing non-revenue time, etc.
- Integrate with other modes of service, such as streetcar, BRT, or rail.
- Support economic development and promote a vibrant street life.

TARC, Louisville Metro, Louisville Downtown Partnership and other stakeholders have started a comprehensive planning process (the Downtown Mobility Study) to re-envision transit in downtown Louisville, in coordination with other long-term strategies for a multimodal downtown. There are a number of downtown circulation strategies that achieve these principles to varying degrees, such as transit-emphasis corridors, intersecting trunk routes, downtown transit centers, and perimeter service.

Downtown circulation including these strategies are discussed in the Service Guidelines (Appendix D).

Invest in Network of “Superstops” to Accommodate Transfer Activity

One of the ideas that emerged from Vision Louisville was a “Transferia” – a place to leave your car and continue your journey by transit. As TARC’s network is improved to better facilitate multi-destination travel by investing in crosstown service, the importance of the transfer experience becomes key. TARC should provide convenient, safe, and comfortable transfers by investing in locations with high transfer activity, particularly at intersections of strong radial routes and crosstown service.

Recommended pedestrian and bicycle improvements include upgraded shelters, pedestrian and bicycle amenities, improved lighting, corner bulb outs, and highly visible crosswalks.



Technical Appendix B:

Project Listing

- Project Evaluation Criteria
- Priority Projects
- Project Currently in Progress
- Unfunded Projects

MOVE LOUISVILLE

DRAFT PROJECT EVALUATION CRITERIA *July 2014*

The project criteria presented here are intended to express measures of effectiveness for proposed candidate projects with regard to the seven Community Goals developed through the initial public and stakeholder outreach efforts of MOVE LOUISVILLE. These are to be used principally to assign basic scores to projects, allowing them to be ranked in order of the score as a first step at prioritizing projects. The actual prioritized list is likely to differ from this list and will be refined based on staff and stakeholder input later in the process, but these are the metrics we will use to understand a particular project's responsiveness to the seven MOVE LOUISVILLE goals.

Multi-Tiered Ranking

Some of the metrics discussed below are measurable on a project-by-project basis, while others (such as VMT) are only relevant in an aggregate measure of full scenarios or packages of projects and growth. Our Advisory Committee suggested a prioritization system that uses project-based metrics to separate worthy from unworthy individual projects (Tier 1), then assembles the worthy projects into logical scenarios for aggregate evaluation (Tier 2). Tier 1 metrics are shown in [blue](#) below.

To determine scores, values of 1 to 5 will be assigned to a candidate for each metric (and the ways in which these values are assigned are explained on the tables on the following pages). Within each goal, the sum of these values would be divided by the total number of metrics for that goal. This is intended to keep one goal from being weighted over another: for example, if the balanced choices goal had only four metrics and the healthy environment goal has six, the total score for balanced choices would be divided by four and the score for healthy environment by six, meaning each goal would thus yield a maximum composite score of 5 and thus each goal has equal importance in being met. The merged score for each goal is then added, yielding a maximum project score of 35.

EXAMPLE: Candidate Project A

GOAL 1		GOAL 2		GOAL 3		GOAL 4		GOAL 5		GOAL 6		GOAL 7		
METRIC	SCORE													
Metric 1.1	4	Metric 2.1	1	Metric 3.1	1	Metric 4.1	1	Metric 5.1	2	Metric 6.1	1	Metric 7.1	1	
Metric 1.2	5	Metric 2.2	5	Metric 3.2	1	Metric 4.2	3	Metric 5.2	3	Metric 6.2	5	Metric 7.2	3	
Metric 1.3	3	Metric 2.3	5	Metric 3.3	3	Metric 4.3	3	Metric 5.3	4	Metric 6.3	4	Metric 7.3	2	
Metric 1.4	1	Metric 2.4	1	Metric 3.4	3	Metric 4.4	2	Metric 5.4	2	Metric 6.4	1	Metric 7.4	2	
		Metric 2.5	4	Metric 3.5	4	Metric 4.5	4	Metric 5.5	4	Metric 6.5	4	Metric 7.5	2	
		Metric 2.6	3	Metric 3.6	1	Metric 4.6	5					Metric 7.6	4	
				Metric 3.7	3	Metric 4.7	1							
TOTAL SCORE	13	TOTAL SCORE	19	TOTAL SCORE	16	TOTAL SCORE	19	TOTAL SCORE	15	TOTAL SCORE	15	TOTAL SCORE	14	
Divide by number of metrics (4)		Divide by number of metrics (6)		Divide by number of metrics (7)		Divide by number of metrics (7)		Divide by number of metrics (5)		Divide by number of metrics (5)		Divide by number of metrics (6)		Overall Score
Composite for Goal	3.25	Composite for Goal	3.17	Composite for Goal	2.29	Composite for Goal	2.71	Composite for Goal	3.00	Composite for Goal	3.00	Composite for Goal	2.33	

GOAL 1: Provide Connectivity Choices

<i>Name and description of metric</i>	<i>How scores are assigned</i>	<i>What this metric can be used to calculate/estimate</i>
<p><u>1.1 - Modal Options</u> The Modal Options metric will evaluate the existence of non single occupancy vehicle modes, including bicycle, transit and pedestrian components to be evaluated by direct access, proximity, and connectivity. Projects will be evaluated through qualitative efforts and GIS analysis.</p>	<p>Projects that will tend to diversify Louisville’s transportation system will be prioritized: 1 – Substantial increase only to SOV capacity 2 – Increase only to SOV capacity 3 – SOV capacity with minor bike/ped benefit 4 – Bike/ped or transit benefit 5 – Benefit to 2+ modes</p>	<p>Can be used in modeling to estimate bicycle and transit usage propensity</p>
<p><u>1.2 - Street Congestion</u> Reduction of traffic congestion improves air quality by reducing automobiles’ idle time and reduces time spent in travel. Candidate projects were evaluated on reduced travel times from the baseline.</p>	<p>Based on measured travel time: 1 - adds significant congestion 2 - adds some congestion 3- neutral or project in area of no need 4 - eliminates some congestion in area of need 5 - eliminates significant congestion in area of need</p>	<p>Potential for reduced greenhouse gas emissions such as CO₂ associated with idling and congestion. Approximately 4 percent of total vehicle emissions is associated with idling. Projects performing well in this metric may tend to be either street capacity or transit projects. Area of need = future v/c over 0.9</p>
<p><u>1.3 - Street Network and Connectivity</u> An effective way to reduce congestion is to provide multiple ways to accomplish the same trip. An example would be a project providing new street connections across rail corridors; connecting two communities in close proximity that currently have no existing connection. Connections across defined travel shed boundaries are also significant and should be given priority accordingly. This metric is a qualitative assessment of how a street project can provide new connections to the existing street network, thereby providing new ways to accomplish the same trip or connecting areas that currently have no direct connections.</p>	<p>Based on relief to an arterial or new connections between neighborhoods or travel sheds: 1 - removes more than one network option or lowers link-node ratio by at least 0.1 2 - removes one network option 3- neutral (no changes to network) 4 - adds one network option 5 - adds or opens multiple network options or increases link-node ratio by at least 0.1</p>	<p>Allows an understanding of ‘system’ road capacity, or non-arterial road capacity.</p>

GOAL 2: Improve Safety and Health

<i>Name and description of metric</i>	<i>How scores are assigned</i>	<i>What this metric can be used to calculate/estimate</i>
<p><u>2.1 - Operational Safety</u> Intersections with a high number of crashes were identified throughout the city. Often, the likelihood of accidents to occur at an intersection can be significantly reduced through proper design. Project corridors that included “critical intersections,” or intersections in the Top 50 crash rates list prepared by Metro, would include designs techniques to reduce future accidents.</p>	<p>1- tends to increase crashes on bike/ped corridor 2 - tends to increase crashes 3 - no safety effect 4 - tends to reduce crashes 5 - tends to reduce crashes where bike/ped crashes have occurred on a corridor</p>	
<p><u>2.2 - Walking and Biking Accessibility</u> Connections for pedestrians and bicyclists to reach parks, schools and other community facilities promotes safe opportunities for exercise, increase the number of children walking to school and the choice to complete shorter trips by means other than the automobile. Using GIS, a quarter mile buffer was drawn around community facilities (school, libraries, parks, recreation centers).</p>	<p>1 – Project does not offer a connection (with a quarter mile) to any park, school or community facility 2 – Project serves one park, one school, or one other community facility within a quarter mile 3 – Project serves more than one such facility within a quarter mile 4 – Project serves multiple facilities and connects to other designated, marked bicycle routes 5 – Project serves multiple facilities within less than a quarter mile and connects to other designated, marked bicycle routes</p>	<p>Overall walkability and propensity for walk trips. Similar efforts have used street connectivity and the presence of alternative transportation forms as a basis for measuring health indicators (such as average body mass index).</p>
<p><u>2.3 – Density of Modal Options</u> Research suggests that a greater overall density of bike lanes, walking options and other mode choices—and not just the destinations they connect—can help to shift travel patterns away from single-occupant vehicles.</p>	<p>3 – Project increases sidewalk density 4 – Project increases bicycle lane density 5 – Project increases sidewalk, bike lane and transit access density</p>	
<p><u>2.4 – Impacts of Vehicle Miles Traveled</u> Using output from the travel demand model, the percent change in Vehicle Miles Traveled (VMT) was determined from the trend model to determine the ability to reduce trips.</p>	<p>1 - worst performing scenario 3 - mid-range scenario 5 - best performing</p>	<p>Estimated carbon footprint and air quality impacts. Based on EPA data, 349 lb of CO₂ are emitted annually per VMT.</p>

<p><u>2.5 - Access to Healthy Food Sources</u> Considers access to full-service grocery stores, community gardens and farmers markets as a source of fresh food that contributes to a balanced, healthy diet.</p>	<p>Projects that shorten length, provide transit service or otherwise facilitate access to grocery stores. 1 – project is not within a quarter-mile of a food source 2 - project is within a quarter-mile of a food source 3 - no effect 4 - improves access 5 - improves access in vulnerable community</p>	<p>No data available – this metric was not included in the evaluation</p>
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GOAL 3: Promote Economic Growth

<i>Name and description of metric</i>	<i>How scores are assigned</i>	<i>What this metric can be used to calculate/estimate</i>
<p><u>3.1 – Economic Development</u> This metric was based on a qualitative assessment of cost and value estimates.</p>	<p>1 – project denies property access and impairs economic development potential 2 – project does not add 3 – project increases economic development potential directly along corridor 4 – project increases neighborhood property values and tax base 5 – project increases economic development potential from key project corridor</p>	<p>Based on projects serving areas forecast for growth or change</p>
<p><u>3.2 - Concurrency with City Mobility</u> Measures whether or not a project tends to reward long-distance trips.</p>	<p>1 – Project promotes long-distance trips or shows potential for increasing regional VMT 3 – Project increases travel options but does not have a clear effect on trip length and regional mobility 5 – Project encourages short trips, either through providing multiple modes or through connecting key complementary land uses</p>	
<p><u>3.3 - Facilitate Goods Movement</u> Appropriate roadway design is critical to ensure trucks are able to reach local retail, industrial activity, and multimodal distribution facilities. Candidate projects along the Louisville Metro through street network were evaluated on their ability to facilitate future truck movements. The truck network uses both KIPDA’s FAF-based freight network and Louisville Metro’s through streets.</p>	<p>1 – Key freight corridor; project impedes truck and heavy vehicle access AND there are not 2 – Features design changes on a non-through route that might impede strategic access in developing areas 3 – No change to roadway design on through routes 4 – Roadway design that facilitates truck movements 5 – Roadway design that facilitates truck movements and connects to intermodal transfer facilities or the Interstate/NHS freight network.</p>	<p>Freight movement is an essential part of the Louisville economy and the transportation system needs to be able to accommodate it, although to an appropriate degree of balance with other modes and movement priorities. This can measure the balance being provided and identify projects that help to preserve freight movement without negative impacts on neighborhoods.</p>

<p><u>3.4 - Parking Facilities in Redevelopment Areas</u></p> <p>In infill and other potential redevelopment areas as defined in Move Louisville, projects that promote on-street parking and reduce a need to meet the on-site parking requirements of zoning can help to increase development yield and overall value.</p>	<p>1 – Project removes on-street parking</p> <p>2 – Project limits but does not remove on-street parking</p> <p>3 – No changes to on-street parking supply</p> <p>4 – Project increases on-street parking potential</p> <p>5 – Project increases on-street parking potential on a key transit route or transit-suitable street</p>	<p>Potential for reduction in parking requirements in areas of development. Reduced parking also can translate to less impervious surface coverage.</p>
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GOAL 4: Maintain Fiscal Responsibility

<i>Name and description of metric</i>	<i>How scores are assigned</i>	<i>What this metric can be used to calculate/estimate</i>
<p><u>4.1 - Unique Financing</u> Projects are given preference if a specific financing source was dedicated for the project. Funding could include earmarks or TIF/BID financing.</p>	<p>1 – Project is reliant on state/federal financing and sources for a local match cannot be determined 3 – Project uses conventional funding sources 4 – Project identifies additional local sources, such as tax increment financing 5 – Project potentially combines public and private funding sources</p>	<p>Available conventional transportation funds that could be used to fund other projects not likely to qualify for funding (such as trail and transit projects).</p>
<p><u>4.2 – Project Cost</u> The Project Cost metric was developed to analyze the unit cost of a project and its impact to the overall transportation network. Special preference was given to projects considered “low hanging fruit” such as bike striping, traffic signals, intersection realignments and other intersection improvements.</p>	<p>1 – large per mile cost (over \$5 million) 3 – average per mile cost (\$1 million - \$5 million) 5 – low per/mile cost or intersection project (under \$1 million/mile for street projects)</p>	
<p><u>4.3 – Maintenance Responsibility</u> A project that addresses a major maintenance responsibility on existing infrastructure (bridge, sidewalk, etc.)</p>	<p>1 – Project that removes or limits access to a sidewalk 3 – Project that adds or rebuilds sidewalk 5 – Project that adds or rebuilds sidewalk in priority area</p>	
<p><u>4.4 – System Efficiency</u> Projects that serve to squeeze more capacity from existing infrastructure (access management, TSM, targeted intersection projects, etc.)</p>	<p>1 – reduces capacity in an area of high travel demand/capacity need where no feasible alternative exists 3 – no change to capacity 5 – increases capacity without expanding right of way or increasing roadway footprint</p>	

GOAL 5: Assure Environmental Responsibility

<i>Name and description of metric</i>	<i>How scores are assigned</i>	<i>What this metric can be used to calculate/estimate</i>
<p><u>5.1 – River Access</u> Projects that provide either low-speed vehicular access or active mode access to riverfront area</p>	<p>1 – removes access 3 – not related to rivers 5 – adds access</p>	
<p><u>5.2 – Connectivity to Defined Cultural District</u> Projects that improve access to cultural districts via any mode</p>	<p>1 – damages access 3 – neutral 4 – somewhat improves 5 – greatly improves</p>	
<p><u>5.3 - Impervious Surfaces</u> This metric is used primarily for street projects and assesses the estimated impervious surface area of the traveled roadway for a project relative to the project street’s current condition. Area is estimated by multiplying a total number of travel lanes by an assumed average lane width and the overall project length.</p>	<p>1 – significantly more asphalt 2 – more asphalt, 2010 congested corridor 3 – adds the equivalent of one additional vehicular lane of asphalt (minimal) 4 – no more asphalt 5 – less asphalt</p>	<p>Estimated impacts to stormwater collection and treatment systems. Depending on the treatment method, this translates to energy consumption, land consumption, and/or additional costs. It can also be used to estimate estimated changes to urban heat island effect. Impervious surfaces also contribute to the urban heat island effect and building energy usage, with an estimated 1.6% increase in building energy consumption for every degree increase in ambient temperature.</p>

GOAL 6: Enhance Neighborhoods

<i>Name and description of metric</i>	<i>How scores are assigned</i>	<i>What this metric can be used to calculate/estimate</i>
<p><u>6.1 - Appropriateness to Context</u> Appropriateness to Context - how a proposed facility relates to current and future surrounding land use. Metric determined via qualitative analysis using GIS maps and knowledge of Louisville's neighborhoods.</p>	1 – destructive 2 – unsupportive 3 – neutral 4 – consistent 5 – improves	
<p><u>6.2 - Consistency with Neighborhood Plans</u> Through GIS, and the inventory of previous plans and studies, an evaluation was conducted to determine consistency of each candidate project with the studies' land use and density recommendations.</p>	If a project originated in a previous plan or fit within the currently-planned land use (e.g. a streetscape adding on-street parking in an existing neighborhood commercial district): 1 – counter to plans 2 – counter to plans but meets a larger transportation need citywide 3 – no clear relationship 4 – supportive of plans 5 – supportive of plans and addresses larger need	
<p><u>6.3 - Contribution to Complete Streets</u> The existence of non single occupancy vehicle modes, including bicycle, transit and pedestrian components was seen as an important candidate project element.</p>	1- increases vehicle speed and discourages non-SOV modes 2 – discourages non-SOV modes 3 - no change 4 - improves access for one mode 5 – improves 2 + modes	

GOAL 6: Enhance Neighborhoods

<i>Name and description of metric</i>	<i>How scores are assigned</i>	<i>What this metric can be used to calculate/estimate</i>
<p><u>6.4 - Quality of Public Realm: Street Character</u> A metric to identify projects that improve or create public space and/or promote the vitality of an activity center based on a review of land uses. This metric is intended to identify where wider roads in less intense land uses are likely to create barriers to the community or be seen as inconsistent with neighborhood character.</p>	<p>Measures the ratio of average building height to traveled-way width and its match to context. 1 - ratio changed to be greatly out of character 2 - changed to somewhat out of character 3- no change 4 - change improves ratio 5 - greatly improves</p>	
<p><u>6.5 - Quality of Public Realm: Landscape/Streetscape Addition</u> This metric assesses the amount of street tree coverage added and can be used to estimate increases in canopy, increases in length of buffered pedestrian walkways and potential air quality contribution.</p>	<p>1 – removes significant amount of green space 2 – could potentially remove green space 3 – neither adds nor removes green space 4 – could potentially add green space 5 – adds significant green space</p>	<p>Air quality improvement and urban heat island reduction effects from increased tree canopy; stormwater collection and reduced impacts to stormwater system. One street tree can intercept approximately 1,400 gallons of stormwater per year.</p>
<p><u>6.6 - Community Preference</u> Community Preference was a qualitative assessment of projects that have been openly opposed or supported by the public either via project specific venues (i.e. workshops or public meetings) and /or City council meetings.</p>	<p>1 – strong opposition 2 – some opposition 3 – little indication 4 – generally supported 5 – greatly supported</p>	

GOAL 7: Promote Social Equity

<i>Name and description of metric</i>	<i>How scores are assigned</i>	<i>What this metric can be used to calculate/estimate</i>
<p><u>7.1 – Job Access</u> Projects that provide increased accessibility for low-income or minority communities</p>	1 – impedes access 3 – no change to access 4 – improves direct connection 5 – improves direct connection for more than one mode	
<p><u>7.2 – ADA Accessibility</u> Projects that correct current ADA deficiency</p>	1 – potentially adds to ADA deficiencies 3 – no change to accessibility 4 – likely to remove general ADA-deficient conditions in areas where these conditions were observed (vertical separation of sidewalks, etc.) 5 – Addresses acute, specific ADA problems	
<p><u>7.3 – Aging Populations</u> Projects that provide mobility options for aging populations</p>	1 – reduces mobility options for aging populations 3 – no change to accessibility 5 – improves mobility options for aging populations	
<p><u>7.4 – Health and Safety Risk</u> Projects that provide access in areas of historically poor health outcomes or high levels of personal crime activity</p>	1 – project removes access or network connections in an area of health and safety risk 3 – project is not in an area of health or safety risk 4 – project is in an area of health or safety risk and adds network connectivity 5 – project is in an area of health or safety risk and provides connections to community facilities	<p>No data available – this metric was not included in the evaluation</p>

PRIORITY PROJECTS

Project ID	Alt. ID	Project Type	Project Name	Project Description	Purpose	Overall Score	Planning-level cost	Funding Identified
TR-01		Complete Street Enhancement/ Transit Corridor	Broadway Multitodal Corridor	Complete Street retrofit of Broadway to include fixed-guideway BRT, two-way cycle track, and sidewalk and intersection crossing improvements. Transit Guideway continues on Chestnut and Campbell Streets at eastern end to connect to proposed transit center (TR-007)	Promote modal choice.	30.0	\$ 140,000,000.00	
TR-02		Transit Corridor	East/West Transit Service	Inner-Redesign Route 29 Eastern Parkway (modify alignment) and increase service level to create more attractive crosstown service. Outer - Provide crosstown service between the Watterson Expressway and the Gene Snyder, connecting Dixie Highway to Shelbyville Road.	Promote modal choice.	29.5	\$ 500,000.00	
TR-04		Transit Corridor	Preston Highway Premium Bus Service	Redesign Route 18 and increase service level to create more ridership.	Promote modal choice.	29.5	\$ 9,600,000.00	
CS-02		Complete Street Enhancement	West Louisville Food Port	Street, pedestrian, and bikeway improvements around 30th and Muhammad Ali will support the construction, operations and accessibility of the planned Food Port to the surrounding neighborhoods.	Improve safety and promote modal choice.	28.5	\$ 500,000.00	
OW-01		One-Way to Two-Way Conversion	Main-Story-Mellwood One-Way to Two-Way Conversion	One-way to two-way conversion of the eastern end of the Main-Market and Story-Mellwood couplets, to include a redesign of the Main/Story intersection to allow two-way traffic flow on all approaches	Business promotion.	27.0	\$ 3,500,000.00	X
CS-04		Complete Street Enhancement	Central Bicycle Network	Louisville residents expressed a desire to get around the city by bike. A network of extensive, yet inexpensive and relatively easy-to-implement bike facilities in the downtown and the central neighborhoods is a logical first step. A strong, connected core network will also support the success of the City's Bike Share program.	Improve safety and promote modal choice.	26.5	\$ 2,500,000.00	X
CS-06		Complete Street Enhancement	Improved Sidewalk Connectivity	Construction of high priority sidewalks along collectors and arterials in Louisville Metro as identified in the 2010 Pedestrian Master Plan. Complete 150 miles of sidewalk.	Improve safety and promote modal choice.	26.0	\$ 75,000,000.00	
MP-01	MTP-0617	Off-Street Multi-Use Path	Louisville Metro Loop Trail	Louisville Metro Loop Trail: Completion of a 108-mile multi-use trail that will encircle Louisville Metro and connect to existing trail segments. Construct a multi-use path system connecting Algonquin, Southwestern, Southern and Eastern Parkways with existing trails to create a continuous 30 miles of connected paths for pedestrians and bicyclists. Change from 4 lanes to 3 lanes (3rd lane will be a center turn lane) on Southwestern Parkway from Shawnee Park to I-264, Algonquin Parkway from I-264 to Winkler, Southern Parkway from New Cut Road to South 3rd Street, and Eastern Parkway from I-65 to Cherokee Park.	Improve safety and promote modal choice.	25.5	\$ 120,000,000.00	X
NS-05		New Street Connection	River Road Extension	Extending River Road westward from its current terminus at 7th Street will provide connections from the East End and downtown to the Portland and Russell neighborhoods and to the future Waterfront Park Phase IV. Conversion of the existing portion of River Road, west of Frankfort Avenue, to eliminate asphalt no longer needed by cars on this low volume street, allows the street to be safe and crossable by pedestrians who want to access the Big 4 Bridge and Waterfront Park.	Improve connectivity and modal choice.	25.5	\$ 14,700,000.00	X
TR-05		Transit Corridor	Dixie Highway BRT Corridor	Dixie Highway Bus Rapid Transit (BRT-Light) Corridor Transportation Plan from Downtown to Jefferson County Line (future expansion to the south to be determined based on the community needs).	Promote modal choice.	25.5	\$ 40,000,000.00	
OW-02		One-Way to Two-Way Conversion	Downtown/In-Town Two Way Streets	One-way to two-way street conversion within the CBD and edge neighborhoods of Butchertown, Portland and Russell.	Improve livability, business promotion	25.0	\$ 6,500,000.00	
NS-04		New Street Connection	Future Urton Lane Corridor	North/south, 3-lane collector Corridor just inside I-265 that connects Shelbyville Rd with KY 155 (Taylorsville Road). To include bicycle and pedestrian facilities.	Improve access.	23.0	\$ 39,440,000.00	X
EX-01		Expressway Access Modification	9th Street Ramp/Roadway Reconfiguration	Modify 9th Street expressway interchange to reduce the footprint of Roy Wilkins from Market Street to Broadway, eliminating the barrier from downtown and the Portland Neighborhood.	Promote modal choice.	23.0	\$ 30,000,000.00	
EX-02	MTP-0390	Expressway Ramp or Access	I-64 Interchange at Gilliland/Eastwood-Fisherville	New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on I-64. Corridor would be in vicinity of Gilliland Road. This may also connect to Eastwood-Fisherville Road.	Improve connectivity.	22.5	\$ 32,900,000.00	
NS-07		New Street Connection	Oxmoor Farms Bridges and Access	Extend and widen Blowing Tree Boulevard from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorsville Road) to Bunsen Parkway. Construct a 5 lane (5th lane will be a center turn lane) connector between Bowling Boulevard and Christian Way. Construct Bunsen Parkway/Christian Way connector as a 5 lane (5th lane will be a center turn lane) divided highway.	Improve access and reduce congestion.	22.5	\$ 54,000,000.00	
TOTAL PRIORITY PROJECTS							\$ 569,140,000.00	

PROJECTS CURRENTLY IN PROGRESS

Project ID	Alt. ID	Project Type	Project Name	Project Description	Purpose	Overall Score	Planning-level cost	Overall Score
CS-03	MTP-1111	Complete Street Enhancement	Jefferson Community & Technical College (JCTC) Comprehensive Campus	Establish secure and sufficient bicycle parking; improve the aesthetics and livability of the campus; install adequate lighting and safety devices; safer street crossings at 1st and	Improve safety and promote modal choice.	27.0	\$ 351,000.00	X
CS-09	MTP-1795	Complete Street Enhancement	Portland Elementary Safe Routes to School	Pedestrian and bicycle improvements around the Portland Elementary School campus including the following locations: (1) Northwestern Pkwy at the intersection of 33rd, 34th, and 35th Streets. (2) 35th Street between Northwestern Pkwy and Pflanz Ave. (3) Intersection of Northwestern Pkwy and Portland Ave.	Improve safety and promote modal choice.	25.5	\$ 56,800.00	X
MP-07	MTP-1603	Off-Street Multi-Use Path	Bluegrass Industrial Park Corridor Bicycle & Pedestrian Trail	Construct a trail along Bluegrass Parkway, Tucker Station Road, and Plantside Drive. The Bluegrass and Tucker Station Route will be an asphalt, separated multi-use path, 8-10 feet wide.	Improve safety and promote modal choice.	25.5	\$ 657,000.00	X
RC-09	MTP-2153	Roadway Capacity	Rangeland Road	Widen Rangeland Road from 2 to 3 lanes from Poplar Level Road to Shepherdsville Road, for 1.23 miles. (Convert to a complete street project).	Reduce congestion, improve safety, and promote modal choice.	25.0	\$ 5,670,000.00	X
MP-05	MTP-1579	Off-Street Multi-Use Path	Watterson Trail Bicycle & Pedestrian Corridor	Construction of separated multi-use trail running parallel to Watterson Trail between Stonybrook Drive and Ruckriegel Parkway in Jeffersontown.	Improve safety and promote modal choice.	25.0	\$ 400,000.00	X
MP-08	MTP-1579	Off-Street Multi-Use Path	Watterson Trail Bicycle & Pedestrian Corridor	Construction of separated multi-use trail running parallel to Watterson Trail between Stonybrook Drive and Ruckriegel Parkway in Jeffersontown.	Improve safety and promote modal choice.	25.0	\$ 400,000.00	X
OP-01	MTP-0273	Operational and Safety Improvements	Dixie Highway Access Mgt	Transportation System Management improvements on US 31W (Dixie Highway) from KY 150 (Broadway) in the city of Louisville to KY 44 in southern Jefferson County to include consideration of access management. Approximately 17.7 miles.	Improve safety and reduce congestion.	23.0	\$ 12,000,000.00	X
EX-03	MTP-0224	Expressway Access Modification	I- 65 SB Ramp to Jefferson/Brook	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.	Improve safety and promote modal choice.	22.0	\$ 5,040,000.00	X
IR-01	MTP-1192	Intersection Realignment or Redesign	Broadway & 18th Street	Align intersection of Broadway and 18th Street by moving the south leg of 18th Street to the east.	Improve safety and reduce congestion.	21.5	\$ 1,200,000.00	X
RC-15	MTP-0384	Roadway Capacity	Hubbards Lane	Widen Hubbards Lane from 2 to 3 lanes (3rd lane will be a center turn lane) from US 60 (Shelbyville Road) to KY 1447 (Westport Road). Add bike lanes to Hubbards Lane from Kresge Way to KY 1447. Project length is 0.6 mi.	Reduce congestion, improve safety, and promote modal choice.	21.5	\$ 3,505,700.00	X
RC-22	MTP-163	Roadway Capacity	River Rd	Widen River Road from 2 to 4 lanes from east of Beargrass Creek near Pope Avenue to Zorn Avenue. To include bike lanes. Project length is 1.3 miles.	Reduce congestion, improve safety, and promote modal choice.	21.0	\$ 22,200,000.00	X
RC-19	MTP-0223	Roadway Capacity	Cooper Chapel Road Ph. 3	Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Falls Road. Portion of the Louisville.	Reduce congestion, improve safety, and promote modal choice.	21.0	\$ 30,700,000.00	X
TOTAL PROJECTS IN PROGRESS							\$ 82,180,500.00	

UNFUNDED PROJECTS

Project ID	Alt. ID	Project Type	Project Name	Project Description	Purpose	Overall Score	Planning-level cost	Overall Score
CS-03		Complete Street Enhancement	New Cut Road Complete Street	Reconstruct New Cut Road from Southern Parkway to W. Manslick Road, adding access management, sidewalks and bicycle accommodations.	Improve safety and promote modal choice.	29.5	\$ 12,160,000.00	
CS-01		Complete Street Enhancement	Taylor-Berry Complete Street Corridor	Reduce the following from 4 to 3 lanes: Taylor Blvd from Algonquin to Berdy Blvd, Berdy Blvd from Taylor to 7th Street Rd. To include transit-based enhancements to support crosstown service.	Improve safety and promote modal choice.	29.0	\$ 652,000.00	
CS-04		Complete Street Enhancement	Lexington Roadway Reconfiguration	4-lane to 3-lane Roadway Reconfiguration between Chestnut St and Frankfort Ave	Improve safety and promote modal choice.	26.5	\$ 38,500.00	
CS-05		Complete Street Enhancement	Barrett Ave Roadway Reconfiguration	Convert from 4 to 3-lanes from Oak to Castlewood	Improve safety and promote modal choice.	26.0	\$ 18,500.00	
CS-07		Complete Street Enhancement	Improved Sidewalk Connectivity	Construction of high priority sidewalks along collectors and arterials in Louisville Metro as identified in the 2010 Pedestrian Master Plan. Complete 18 miles of sidewalk.	Improve safety and promote modal choice.	26.0	\$ 9,360,000.00	
CS-08		Complete Street Enhancement	Improved Sidewalk Connectivity	Construction of high priority sidewalks along collectors and arterials in Louisville Metro as identified in the 2010 Pedestrian Master Plan. Complete 120 miles of sidewalk.	Improve safety and promote modal choice.	26.0	\$ 62,400,000.00	
RC-01		Roadway Capacity	Outer Loop Complete Street	Widen Outer Loop (KY 1065) from 2 to 5 lanes from 3rd St Rd to National Turnpike, but also add shared use path and transit amenities.	Reduce congestion, improve safety, and promote modal choice.	26.0	\$ 17,186,500.00	
CS-10	MTP-1864	Complete Street Enhancement	Park Hill Streetscape Improvements	Create pedestrian-friendly streetscapes in the Park Hill Corridor, namely 9th and 7th Streets and Kentucky Street.	Improve safety and promote modal choice.	25.5	\$ 1,000,000.00	
CS-12		Complete Street Enhancement	6 Mile Lane	Hurstbourne Pkwy. to Stoney Brook. Add intersection improvements, complete bike/ped connectivity. ADT 15K	Reduce congestion, improve safety and promote modal choice.	25.5	\$ 2,000,000.00	
CS-13		Complete Street Enhancement	Baxter Avenue Roadway Reconfiguration	Reduce from 4 to 3 lanes between Deerwood and Eastern Parkway	Improve safety and promote modal choice.	25.5	\$ 41,500.00	
MP-03		Off-Street Multi-Use Path	K&I Railroad Bridge	Conversion of the K&I Railroad Bridge into a new multiuse path across the Ohio River. Modification to MTP-0867.	Improve safety and promote modal choice.	25.5	\$ 2,100,000.00	
MP-04	MTP-1335	Off-Street Multi-Use Path	Louisville Metro Urban Greenway	Plan, design and construct a 13.7 mile connection from the Oldham County Greenway to the Ohio River through Anchorage, Tom Sawyer Park, KY 1747 (Hurstbourne Parkway) and Wolf Pen Branch Road.	Improve safety and promote modal choice.	25.5	\$ 3,785,600.00	
CS-14	MTP-1634	Complete Street Enhancement	LaGrange Road Bicycle & Pedestrian Improvements	Increase the pavement width along LaGrange Road by 8 feet to provide two 4' on-street bicycle lanes from Lakeland Road to Whipps Mill Lane, and add a sidewalk along the north side of the roadway from Lakeland Road to Bowen Elementary.	Improve safety and promote modal choice.	25.0	\$ 1,035,000.00	X
CS-15		Complete Street Enhancement	Taylor Blvd Roadway Reconfiguration	Roadway Reconfiguration Taylor Blvd from I-264 to Southern Pkwy; two 10ft lanes, 1 turn lane, and bike lanes	Improve safety and promote modal choice.	25.0	\$ 46,000.00	
RC-02		Roadway Capacity	Valley Station Road Complete Street	Widen from 2 to 3 lanes but also add bicycle lanes or sidepath (as appropriate) and sidewalks.	Reduce congestion, improve safety, and promote modal choice.	25.0	\$ 41,267,500.00	

UNFUNDED PROJECTS, CONT.

Project ID	Alt. ID	Project Type	Project Name	Project Description	Purpose	Overall Score	Planning-level cost	Overall Score
RC-03		Roadway Capacity	Southside Drive Complete Street	Widen from 2 to 3 lanes but also add bicycle lanes or sidepath (as appropriate) and sidewalks.	Reduce congestion, improve safety, and promote modal choice.	25.0	\$ 2,174,500.00	
RC-04		Roadway Capacity	KY 2051 (Rockford Lane)	KY1934 (Cane Run Road) to US31W (Dixie Hwy.) Convert from 2-lanes to 3-lanes, add bike/ped facilities. ADT 13K	Reduce congestion, improve safety, and promote modal choice.	25.0	\$ 6,040,000.00	
RC-05		Roadway Capacity	Terry Road	Johnsontown Rd. to Cane Run Rd. Convert from 2-lanes to 3-lanes, add bike/ped facilities. ADT 12K.	Reduce congestion, improve safety, and promote modal choice.	25.0	\$ 12,080,000.00	
RC-06		Roadway Capacity	KY 2049 (Crums Lane)	I264 to KY1931 (Manslick Rd.). Convert from 2-lanes to 3-lanes, add bike/ped facilities. ADT 12K.	Reduce congestion, improve safety, and promote modal choice.	25.0	\$ 4,983,000.00	
RC-07		Roadway Capacity	KY2050 (Herr Lane)	KY1447 (Westport Rd.) to Brownsboro Rd. Convert from 2-lanes to 3-lanes, add bike/ped facilities. ADT 13K.	Reduce congestion, improve safety, and promote modal choice.	25.0	\$ 3,624,000.00	
RC-08		Roadway Capacity	Gagel Avenue	Dixie Highway to Manslick Road, 1.4 miles. Convert from 2-lanes to 3-lanes, add bike/ped facilities. ADT 12K.	Reduce congestion, improve safety, and promote modal choice.	25.0	\$ 4,228,000.00	
TR-06		Transit Corridor	Frankfort Avenue-Shelbyville Road Transit Corridor	Frankfort Avenue and Shelbyville Road Transit Corridor Transportation Management Plan from Baxter Avenue to Eastwood. Approximate length 18 miles. Potential future expansion to be analyzed as ridership grows.	Promote modal choice.	25.0	\$ 39,229,000.00	
TR-07		Transit Corridor	TARC High Capacity Corridors - Fourth Street	Provide high capacity Corridor service along the Fourth Street-Third Street-New Cut Road route. Modification to MTP-2102.	Promote modal choice.	25.0	\$ 17,673,500.00	
CS-16	MTP-1935	Complete Street Enhancement	Northwestern Parkway and Bank Street	Reduce Northwestern Parkway from four lanes to three lanes between Portland Avenue to 38th Street. Convert Northwestern Parkway between Portland Avenue and Bank Street from one-way to two-way; and convert Bank Street from 38th Street to Northwestern Parkway from one-way to two-way.	Improve safety and promote modal choice.	24.5	\$ 160,000.00	
CS-17		Complete Street Enhancement	KY 1747 Complete Street (Fern Valley Road/Hurstbourne Parkway)	Connect sidewalks, add bicycle accommodations.	Improve safety and promote modal choice.	24.5	\$ 9,578,500.00	
CS-18		Complete Street Enhancement	Taylorville Roadway Reconfiguration	Reduce from 4 to 3 lanes from Bardstown to Breckenridge.	Improve safety and promote modal choice.	24.5	\$ 197,000.00	
CS-19		Complete Street Enhancement	KY 907 (3rd Street Road) from Stonestreet Road to Outer Loop.	To include pedestrian; bicycle; and transit-based enhancements to support crosstown transit service; connect Park and Ride lots (Jefferson Mall and Southeast Christian); and connect identified growth nodes.	Improve safety and promote modal choice.	24.0	\$ 16,400,000.00	
NS-01	MTP-1945	New Street Connection	Cardinal Boulevard Extension	Extend Cardinal Boulevard to the west of 4th Street, across the railroad tracks at-grade to connect to Davies Avenue and 7th Street.	Improve connectivity.	24.0	\$ 3,000,000.00	
RC-10		Roadway Capacity	Billtown Road Complete Street	Widen from 2 to 3 lanes from I-265 to Watterson Trail, adding sidewalks and bike lanes or a shared-use path as appropriate.	Reduce congestion, improve safety, and promote modal choice.	24.0	\$ 10,603,800.00	
TR-08		Transit Corridor	Main St Streetcar	Main Street Streetcar between Market-15th and Baxter-Jefferson	Promote modal choice.	24.0	\$ 88,041,500.00	
TR-09		Transit Corridor	Clifton Bus Circulator	Add transit circulator between Frankfort Ave and Brownsboro Rd to connect Clifton, Clifton Heights and Crescent Hill businesses	Promote modal choice.	24.0	\$ 19,288,000.00	
NS-02		New Street Connection	Outer Connector	North/south, 3-lane collector corridor just outside I-265 that connects Shelbyville Rd with US 31E. (to include bike lanes and shared use path)	Improve transit service and promote modal choice.	23.5	\$ 52,258,500.00	
RC-11		Roadway Capacity	Taylorville Road Complete Street - Jeffersontown to 265	Widen KY 155 (Taylorville Road) from 2 to 5 lanes with sidewalks from KY 1819 (Watterson Trail) to I-265. Include bicycle and pedestrian accommodation through sidewalks, bike lanes or multi-use path.	Reduce congestion, improve safety, and promote modal choice.	23.0	\$ 21,189,600.00	
NS-03		New Street Connection	Eastwood/Fischerville Connector	North/south collector road between Shelbyville Rd and Taylorville Rd (to include bike lanes and shared use path)	Improve access.	23.0	\$ 30,557,000.00	
RC-14	MTP-1324	Roadway Capacity	Watterson Trail South	Reconstruct and widen from 2 to 3 lanes (3rd lane will be a center turn lane) Watterson Trail South from KY 1747 (Hurstbourne Parkway) to Glaser Lane. Modify to include pedestrian and bicycle accommodations.	Reduce congestion, improve safety, and promote modal choice.	23.0	\$ 47,109,000.00	
TR-10		Transit Stop or Facility	Transit Hub	Transit Hubs (2) near the Central Business District	Promote modal choice.	23.0	\$ 1,500,000.00	
OP-03	MTP-1799	Operational and Safety Improvements	University Corridor Fourth Street Intersection Improvements	Widen 4th Street between Industry Road to Central Ave. to provide a center median, sidewalk improvements, and bicycle accommodations. Project includes intersection improvements at Industry and Central to facilitate truck movements. Consideration of a linear park running parallel to 4th Street on the west side (Total cost of \$30M with park).	Improve safety and reduce congestion.	22.5	\$ 10,000,000.00	
NS-05		New Street Connection	Gateway Connector	East/west collector corridor from US 31E (Bardstown Rd) to connect to Routt Rd (to include bike lanes and shared use path)	Improve connectivity.	22.5	\$ 16,992,000.00	
OP-02	MTP-0286	Operational and Safety Improvements	Medical Center Improvements	Transportation System Management/Transportation Demand Management, aesthetic improvements at medical center on Floyd Street.	Improve safety and reduce congestion.	22.5	\$ 80,000.00	
NS-06		New Street Connection	English Station and Pope Lick Connectors	East/west collector roads; English Station from Poplar Lane to Wibble Hill & Pope Lick from Rehl Rd to English Station (to include bike lanes and shared use path)	Improve connectivity.	22.0	\$ 6,566,000.00	
RC-13	MTP-0425	Roadway Capacity	KY 61 (Preston Highway)	Remove raised median to construct a center turn lane and widen KY 61 (Preston Highway) from 4 to 5 lanes from Southern Railway Underpass to Clarks Lane (+ B-159 bike lanes)	Reduce congestion, improve safety, and promote modal choice.	22.0	\$ 1,281,000.00	
RC-15		Roadway Capacity	Watterson Trail Phase III	Widen Watterson Trail from 2 to 3 lanes from Old Taylorville Road to Grand Avenue. Add bike facilities	Reduce congestion, improve safety, and promote modal choice.	22.0	\$ 627,000.00	
RC-16	MTP-213	Roadway Capacity	KY 1932 (Chenoweth Ln)	Chenoweth Ln: Widen from 2 to 3 lanes from Shelbyville Rd to Brownsboro Rd	Reduce congestion and improve safety.	21.5	\$ 7,116,500.00	
EX-04	MTP-0391	Expressway Access Modification	I-65 / 1st Street / Liberty Street	I-65/1st Street/Liberty Street Transportation System Management/Transportation Demand Management operational improvements southbound on ramp and intersection.	Improve safety and promote modal choice.	21.5	\$ 540,800.00	
IC-01	MTP-1917	Intersection Capacity Improvements	Hill Street and 7th Street Intersection Improvements	The improvement is to widen the Hill Street and 7th Street approaches to provide left turn lanes, thereby improving mobility and increasing travel opportunities along both facilities.	Reduce congestion and improve safety.	21.5	\$ 2,840,000.00	

UNFUNDED PROJECTS, CONT.

Project ID	Alt. ID	Project Type	Project Name	Project Description	Purpose	Overall Score	Planning-level cost	Overall Score
RC-17		Roadway Capacity	KY 907 (Southside Drive)	Widen KY 907 and KY 1020 (Southside Drive) from 2 to 3 lanes (5th lane will be a center turn lane) from KY 1865 (New Cut Road) to Strawberry Lane. The design will include the consideration of bicycle and pedestrian facilities (B-166). Project length is 1.1 miles. Modification to MTP-0465.	Reduce congestion, improve safety, and promote modal choice.	21.5	\$ 14,031,500.00	
RC-18		Roadway Capacity	KY 907 (Valley Station Rd/3rd Street Rd)	Widen KY 907 (Valley Station Road/3rd Street Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from US 31W (Dixie Highway) to KY 1865 (New Cut Road). (Add bike lanes B-166). Modification to MTP-0481.	Reduce congestion, improve safety, and promote modal choice.	21.0	\$ 28,018,000.00	
EX-05		Expressway Ramp or Access	Remove/Eliminate Ramp Taylorsville Rd & I-265	Remove/Consolidate ramp	Improve safety and promote modal choice.	21.0	\$ 200,000.00	
OP-04	MTP-0271	Operational and Safety Improvements	Cooper Chapel Road Phase 2	Phase 2: Reconstruct Cooper Chapel Road as a 2 lane road with left turn lanes at major intersections (Smyrna Parkway, Pennsylvania Run Road, KY 864, Beulah Church Road) from Smyrna Parkway to KY 864.	Improve safety.	21.0	\$ 8,005,000.00	
RC-21	MTP-0479	Roadway Capacity	US 60 (Shelbyville Rd)	Add 1 travel lane in each direction on US 60 (Shelbyville Road) from KY 1747 (Hurstbourne Parkway) to I-265 (Gene Snyder Freeway). (Add bike lanes B-072c)	Reduce congestion, improve safety, and promote modal choice.	20.5	\$ 39,478,000.00	
IR-02	MTP-0954	Intersection Realignment or Redesign	Beulah Church/Fern Creek Intersection Improvements	Improve intersection, signalize and correct sight distance problem at KY 864 (Beulah Church Road) and Fern Creek Road.	Improve safety.	20.5	\$ 1,513,500.00	
RC-24	MTP-0480	Roadway Capacity	US 60 (Shelbyville Rd)	Add 1 lane in each direction on US 60 (Shelbyville Road) from I-264 (Henry Watterson Expressway) to KY 1747 (Hurstbourne Parkway). (Add bike lanes B-072c)	Reduce congestion, improve safety, and promote modal choice.	20.5	\$ 24,333,000.00	
IC-02	MTP-0385	Intersection Capacity Improvements	Hurstbourne/Shelbyville Improvements	KY 1747 (Hurstbourne Parkway) intersection improvements at US 60 (Shelbyville Road).	Reduce congestion.	20.0	\$ 88,810,000.00	
NS-10	MTP-0279	New Street Connection	Enterprise Dr. Extension	Extend Enterprise Drive as a 4 lane road from KY 1020 (National Turnpike) to KY 1631 (Fern Valley Road).	Improve connectivity.	20.0	\$ 56,036,000.00	
RC-19		Roadway Capacity	Grade Lane	Widen Grade Lane from 2 to 3 lanes from KY 1065 (Outer Loop) to KY 1631 (Fern Valley Road). Includes pedestrian and bicycle accommodations. Modification to MTP-0289.	Reduce congestion, improve safety, and promote modal choice.	19.5	\$ 13,159,500.00	
NS-11	MTP-1928	New Street Connection	KY 2053/KY 864 connector	Design and construct (Phase 2) connection from south McNeely Lake Access area to Phase 1.	Improve connectivity.	19.5	\$ 6,900,000.00	
NS-12		New Street Connection	Old Henry Rd/KY 3298 Connector	Child project of MTP-198, new 4 lane route from Old Henry Road interchange at I-265 (Gene Snyder Freeway) to KY 22 in the vicinity of KY 3298 (Crestwood Bypass).	Improve connectivity.	19.5	\$ 6,297,250.00	
NS-13		New Street Connection	Old Henry Rd/KY 3298 Connector	Old Henry Rd: Construct new 3 lane road (3rd lane is a center turn lane) from Old Henry Rd interchange at I-265 to KY 3298 in Crestwood. Modification to MTP-198.	Improve connectivity.	19.5	\$ 45,551,500.00	
IR-03	MTP-1444	Intersection Realignment or Redesign	KY 22	Reconstruct intersection of KY 22 at Barbour Lane.	Improve safety.	19.0	\$ 1,872,000.00	
IR-04	MTP-1443	Intersection Realignment or Redesign	KY 22	Reconstruct KY 22 at Avenue of the Woods and Chatsworth, including the intersection of KY 22 and Springcrest.	Improve safety.	19.0	\$ 4,690,000.00	
IC-04	MTP-0365	Intersection Capacity Improvements	Outer Loop/Fegenbush intersection improvement	KY 1065 (Outer Loop) intersection improvement at KY 864 (Fegenbush Lane) and KY 864 (Beulah Church Road).	Reduce congestion.	19.0	\$ 12,320,000.00	
IC-06		Intersection Capacity Improvements	St Andrews Church Rd & Quillman Dr	Construction;Intersection;Traffic Flow/Operations	Reduce congestion.	19.0	\$ 250,000.00	
IR-05	MTP-1445	Intersection Realignment or Redesign	KY 22	Reconstruct intersection of KY 22 at Springcrest Drive.	Improve safety.	19.0	\$ 2,190,000.00	
IR-06	MTP-1446	Intersection Realignment or Redesign	KY 22	Reconstruct intersection of KY 22 at Goose Creek Road.	Improve safety.	19.0	\$ 2,950,000.00	
IR-07	MTP-1447	Intersection Realignment or Redesign	KY 22	Intersection safety improvements on KY 22 at Ten Broeck Way including providing left turn lanes.	Improve safety.	19.0	\$ 1,092,000.00	
NS-14	MTP-0458	New Street Connection	Plantside Dr. Extension	Extend Plantside Drive as a 3 lane collector road (3rd lane will be a center turn lane) from Tucker Station Road to Rehl Road.	Improve connectivity.	19.0	\$ 7,571,250.00	
RC-24	MTP-0397	Roadway Capacity	I-64/I-264 Ramp Widening	Widen ramp from westbound I-64 to westbound I-264 (Henry Watterson Expressway) from 1 to 2 lanes and other needed improvements to address the weave issues at merge on I-264.	Reduce congestion.	19.0	\$ 26,910,000.00	
IC-08	MTP-0453	Intersection Capacity Improvements	Outer Loop/Preston Highway	Construct right turn lane on westbound KY 1065 (Outer Loop) at KY 61 (Preston Highway).	Reduce congestion.	18.5	\$ 1,081,500.00	
IC-09	MTP-1450	Intersection Capacity Improvements	Hurstbourne/Bunsen Turn Lanes	Extend dual left turn lanes at KY 1747 (Hurstbourne Parkway) and Bunsen Parkway.	Reduce congestion.	18.5	\$ 435,000.00	
IR-09	MTP-1451	Intersection Realignment or Redesign	KY 2055	Construction of a roundabout at West Manslick Road/Mount Holly Road at the intersection of Fairdale Road/Mitchell Hill Road as well as pavement rehabilitation from M.P. 1.36 to 1.42 on KY 2055	Improve safety.	18.5	\$ 6,450,000.00	
RC-25	MTP-0233	Roadway Capacity	KY 1819 (Watterson Trail)	Reconstruct and widen KY 1819 (Watterson Trail) from 2 to 3 lanes (3rd lane will be a center turn lane) from Plantside Drive to KY 913 (Blankenbaker Parkway). Includes pedestrian and bicycle accommodations. Approximately 2.0 miles in length.	Reduce congestion, improve safety, and promote modal choice.	18.5	\$ 14,601,500.00	
RC-26	MTP-0389	Roadway Capacity	I-64	Improvements within the I-64 Corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel.	Reduce congestion and improve safety.	18.5	\$ 68,500,000.00	
EX-08	MTP-1467	Expressway Access Modification	KY 841	Improve KY 841/Stonestreet Road interchange as recommended by KIPDA's interchange study.	Reduce congestion.	18.0	\$ 540,000.00	
IC-05	MTP-1155	Intersection Capacity Improvements	US 60	Construct left turn lane on US 60 (Shelbyville Road) east bound at KY 1747 (Hurstbourne Parkway) and improve signal timing.	Reduce congestion.	17.5	\$ 216,250.00	
RC-28	MTP-0257	Roadway Capacity	KY 1819 (Billtown Rd)	Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 (Gene Snyder Freeway) to KY 1819 (Watterson Trail). Project length is 3.8 miles.	Reduce congestion.	17.5	\$ 21,632,000.00	
EX-10	MTP-0395	Expressway Ramp or Access	I-65 Warnock Street Ramp Redesign	Reconfigure northbound and southbound ramps on I-65 and add a lane between Eastern Parkway and Arthur Street. Add a new ramp at Brandeis Avenue and upgrade Arthur Street.	Reduce congestion.	17.5	\$ 26,789,750.00	
RC-29	MTP-0255	Roadway Capacity	KY 864 (Beulah Church Rd/Cooper Chapel Rd)	Widen KY 864 (Beulah Church Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Cedar Creek Road to I-265 (Gene Snyder Freeway).	Reduce congestion and improve safety.	17.5	\$ 7,204,750.00	

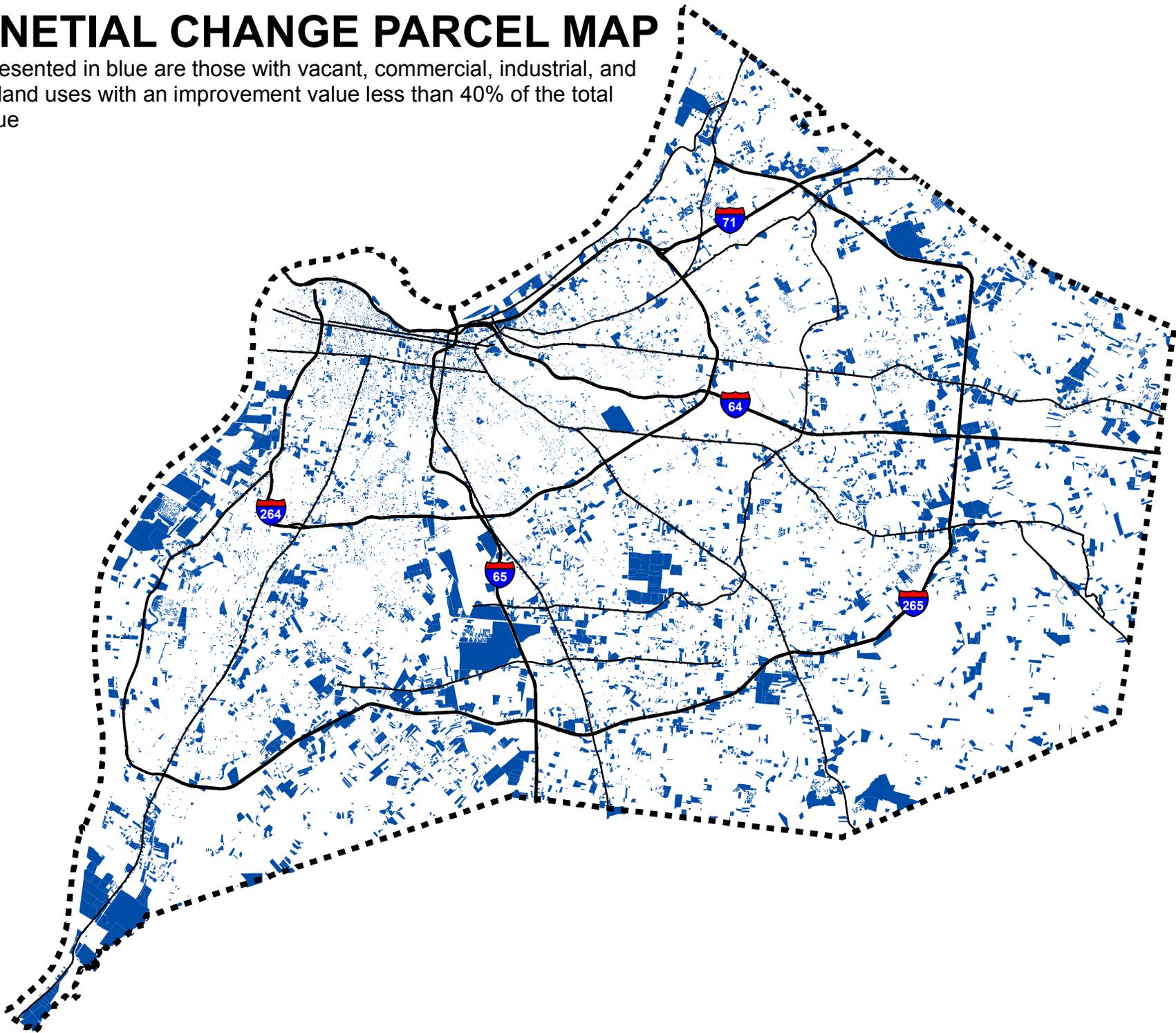
UNFUNDED PROJECTS, CONT.

Project ID	Alt. ID	Project Type	Project Name	Project Description	Purpose	Overall Score	Planning-level cost	Overall Score
RC-31	MTP-0953	Roadway Capacity	US 60	Widen US 60 (Shelbyville Road) from Spring Drive to Clark Station Road from 2 to 3 lanes (3rd lane will be a center turn lane).	Reduce congestion and improve safety.	17.5	\$ 4,428,500.00	
RC-33		Roadway Capacity	Rouff Road Widening	Future arterial collector along Rouff Rd from Shakeland Dr to Taylorsville Lake Rd; extend Corridor north to Shelbyville Rd	Reduce congestion and improve safety.	17.5	\$ 39,606,750.00	
EX-06	MTP-1482	Expressway Access Modification	I-265	Improve I-265/KY 61 (Preston Highway) interchange as recommended by KIPDA's interchange study including the addition of 1 northbound and 1 southbound lane on Preston Highway from Cooper Chapel Road to the I-265 eastbound ramps.	Reduce congestion.	17.0	\$ 4,474,000.00	
EX-07	MTP-2066	Expressway Access Modification	I-265	Reduce congestion and improve safety at the KY 3084 (Old Henry Road) Interchange. Add a left turn lane to NB exit ramp. Milepoints from 28.28 to 29.1.	Improve safety and reduce congestion.	17.0	\$ 7,113,750.00	
EX-12	MTP-179	Expressway Access Modification	I-265	Reconstruct I-265 (Gene Snyder Freeway) interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp, and auxiliary lane to tie into KIPDA #197; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Pkwy.	Reduce congestion.	17.0	\$ 65,000,000.00	
EX-13		Expressway Access Modification	Bluegrass Commerce Interchange	Potential new I-64 interchange to accommodate redevelopment of Bluegrass Commerce Park in Jeffersonton	Improve access and reduce congestion.	17.0	\$ 15,000,000.00	
RC-34		Roadway Capacity	KY 1450 (Blue Lick Rd)	KY 1450: Widen from 2 to 3 lanes from Bullitt County line to I-265. No federal participation (SP). Modification to MTP-0229.	Reduce congestion and improve safety.	17.0	\$ 32,530,000.00	
RC-35	MTP-0256	Roadway Capacity	KY 1065 (Belulah Church Rd)	Widen KY 1065 (Beulah Church Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 864 (Fegenbush Lane) to US 31E (Bardstown Road).	Reduce congestion and improve safety.	17.0	\$ 16,010,250.00	
RC-36		Roadway Capacity	KY 155	Widen KY 155 (Taylorsville Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 to KY 148. Approximately 2.0 miles. Modification to MTP-0956.	Reduce congestion and improve safety.	17.0	\$ 8,005,250.00	
RC-37	MTP-0961	Roadway Capacity	KY 2845	Reconstruct and widen KY 2845 (Manslick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Shepherdsville Road to KY 864 (Beulah Church Road).	Reduce congestion and improve safety.	17.0	\$ 19,212,500.00	
RC-38	MTP-1325	Roadway Capacity	Old Heady Road	Reconstruct and widen Old Heady Road from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 155 (Taylorsville Road) to Chenoweth Run Road.	Reduce congestion and improve safety.	17.0	\$ 45,621,000.00	
RC-40		Roadway Capacity	Old Heady Road Widening	Future collector Corridor along Old Heady Rd from Rouff Rd to [not quite] Creek Valley Rd	Reduce congestion and improve safety.	17.0	\$ 9,001,750.00	
EX-22	MTP-1514	Expressway Access Modification	I-265	Construct a new interchange on I-265 at Rehl Road.	Improve access.	17.0	\$ 31,600,000.00	
RC-12		Roadway Capacity	KY 1065 (Outer Loop)	Widen Outer Loop (KY 1065) from 4 to 6 lanes from Air Commerce Drive through the I-65 interchange.	Reduce congestion.	16.5	\$ 6,300,000.00	
EX-16		Expressway Access Modification	Oxmoor Farms Interchange	Potential new interchange for Oxmoor Farms development	Improve connectivity and reduce congestion.	16.5	\$ 15,000,000.00	
EX-17	MTP-181	Expressway Ramp or Access	I-64 / KY 1747 Interchange	Reconstruct existing interchange including construct ramp 7 "flyover" from northbound KY 1747 (Hurstbourne Parkway) to westbound I-64 and re-time signals along KY 1747 (Hurstbourne Parkway).	Reduce congestion.	16.5	\$ 60,299,250.00	
RC-42	MTP-0435	Roadway Capacity	KY 1065 (Outer Loop)	Widen KY 1065 (Outer Loop) from 2 to 5 lanes (5th lane will be a center turn lane) from 3rd Street Road to KY 1020.	Reduce congestion and improve safety.	16.5	\$ 29,605,000.00	
RC-43	MTP-0436	Roadway Capacity	KY 1065 (Outer Loop)	Widen KY 1065 (Outer Loop) from 4 to 6 lanes from I-65 to KY 2052 (Shepherdsville Road).	Reduce congestion and improve safety.	16.5	\$ 27,371,500.00	
RC-44	MTP-0955	Roadway Capacity	I-64	Widen I-64 to add 1 travel lane in each direction between I-264 and KY 1747 (Hurstbourne Parkway).	Reduce congestion and improve safety.	16.5	\$ 6,404,250.00	
RC-45	MTP-1267	Roadway Capacity	Phillips Lane	Widen Phillips Lane from 2 to 3 lanes with median from KY 61 (Preston Highway) to KY 1631 (Crittenden Drive). Modification to MTP-1267.	Reduce congestion and improve safety.	16.5	\$ 10,587,250.00	
RC-41	MTP-0407	Roadway Capacity	I-265 (Gene Snyder Freeway)	Widen I-265 (Gene Snyder Freeway) from 4 to 6 lanes from I-65 to US 31E (Bardstown Road). Intent would be to widen to inside. Approximately 7.0 miles.	Reduce congestion and improve safety.	16.0	\$ 65,796,500.00	
RC-48	MTP-1396	Roadway Capacity	Mount Washington Rd	Widen KY 2053 (Mount Washington Road) from 2 to 3 lanes (3rd lane is center turn lane); Phase 1 - from KY 61 (Preston Highway) to Penn Run Creek; Phase 2 - from Penn Run Creek to KY 864 (Cedar Creek Road) Project length: Phase 1 1.6 mi; Phase 2 - 1.2 mi.; total - 2.8 mi.	Reduce congestion and improve safety.	16.0	\$ 4,000,000.00	
EX-11	MTP-1480	Expressway Access Modification	I-71	Reconstruction of the I-71/I-265 (Gene Snyder Freeway) interchange including a possible flyover ramp from I-265 northbound to I-71 southbound.	Reduce congestion.	15.5	\$ 90,138,000.00	
RC-47		Roadway Capacity	Manslick Rd. Widening	Widen KY 1931 (Manslick Road) from 2 to 4 lanes from KY 1931 (Saint Andrews Church Road) to I-264 (Henry Watterson Expressway). Modification to MTP-0446.	Reduce congestion and improve safety.	15.5	\$ 32,020,750.00	
EX-18	MTP-0516	Expressway Access Modification	I-264	Construct new I-264 (Henry Watterson Expressway) interchange at KY 1931 (Manslick Road).	Improve access.	15.5	\$ 25,000,000.00	
EX-19	MTP-1478	Expressway Access Modification	I-71	Addition of north and southbound auxiliary lanes on I-71 near the Kennedy Interchange, including operational improvements to the Zorn Avenue Interchange. Project length is 1.5 miles	Reduce congestion.	15.5	\$ 24,450,000.00	
RC-50	MTP-0400	Roadway Capacity	I-264	Add 1 lane in each direction on I-264 (Henry Watterson Expressway) from KY 1447 (Westport Road) to I-71. Approximately 1.7 miles.	Reduce congestion and improve safety.	15.5	\$ 36,200,000.00	
RC-51	MTP-0412	Roadway Capacity	KY 22	Widen KY 22 from 2 to 5 lanes (5th lane will be a center turn lane) from just east of KY 1694 to Haunz Lane.	Reduce congestion and improve safety.	15.5	\$ 12,808,250.00	
RC-52	MTP-0467	Roadway Capacity	Manslick Rd. Widening	Widen KY 1931 (Saint Andrews Church Road) from 2 to 3 lanes from US 31W (Dixie Highway) to KY 1142 (Palatka Road).	Reduce congestion and improve safety.	15.5	\$ 32,020,750.00	
TOTAL UNFUNDED PROJECTS							\$ 1,904,283,800.00	

Technical Appendix C:
Potential Change Parcel Map

POTENETIAL CHANGE PARCEL MAP

Parcels represented in blue are those with vacant, commercial, industrial, and multi-family land uses with an improvement value less than 40% of the total property value



Technical Appendix D:

**Draft Transit Service
Guidelines**



MOVE LOUISVILLE MULTIMODAL TRANSPORTATION PLAN

TARC Service Guidelines



Prepared for the
Louisville-Jefferson Metro Government
Department of Economic Growth and Innovation

March 2014

DRAFT



Prepared by
Nelson\Nygaard Consulting Associates

Rev. May 12, 2014

TARC SERVICE GUIDELINES
Transit Authority of River City
DRAFT

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1 TRANSIT SERVICE DEVELOPMENT

Background

Public transit, like other transportation investments, provides a range of benefits to communities, including offering a viable transportation option, supporting economic development, reducing congestion, improving air quality, and revitalizing neighborhoods. Different types of transit service and different levels of transit investment do a better job at meeting these goals. A critical part of designing successful transit services, therefore, involves setting goals for the system overall as well as individual services, and then designing the transit service to accomplish them. This approach to transit service development also helps transit managers communicate their mission to their stakeholders and constituents and build public support.

This document - TARC Service Guidelines – is intended to craft a policy framework for service development in Louisville and Jefferson County that helps match the services with markets. Another goal of the document is to help TARC communicate to its stakeholders and constituents its approach to planning and providing transit services.

The first chapter provides an overview of transit service development and how individual elements of successful transit service – understanding local travel markets, realizing the constraints of the operating environment, and capitalizing on opportunities associated with different service designs – work together to create a flexible, appropriate and effective transit network. This is followed by service design principles, and service guidelines. Service guidelines are intended to define service types, set guidelines for how the services will operate and create productivity goals for each type of service.

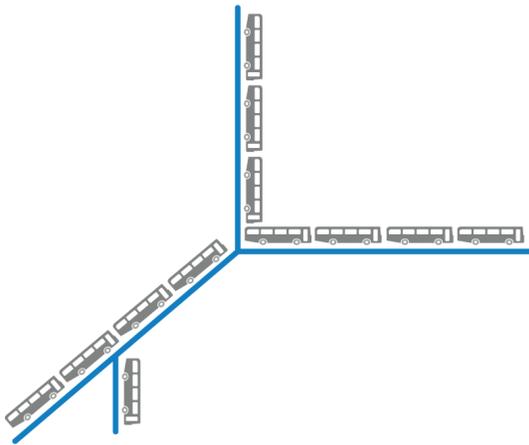
The Spectrum of Transit Services

Transit services encompass a wide range of service types, ranging from high capacity transit modes such as subway systems, light rail and bus rapid transit to lower capacity modes such as dial-a-ride and community shuttles. Each of these different services has different strengths and weaknesses and is designed to serve specific markets, communities and corridors. Rail systems, for example, are very expensive to build, but can carry high volumes of passengers efficiently when operating through high density corridors with safe, well developed walking environments. Dial-a-ride service, on the other hand, carry fewer riders, but work well in low density environments and help people by shortening walking distances and/or allowing them to comfortably wait for their ride.

Transit agencies need to develop a mix of services that is appropriate to both the local environment and market. One the most effective strategy to accomplishing this is through service design. Generally speaking, most transit services fall along a spectrum of high capacity/high productivity routes on one end and coverage or community services on the other. The markets and characteristics of service are very different on the two ends of the spectrum, as summarized by the two models below.

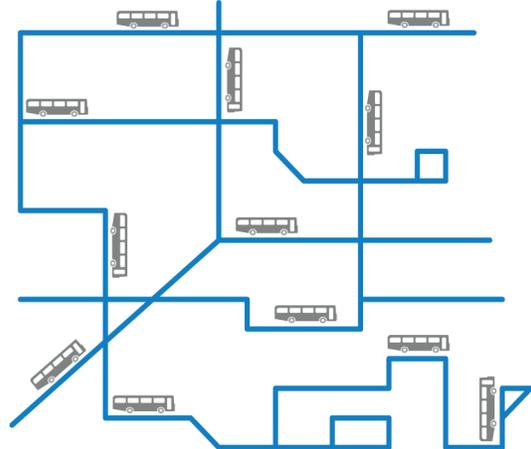
PRODUCTIVITY MODEL

The **productivity model** concentrates service on a handful of streets that have the highest density of development; and service is more direct, faster, and more productive. Because the bus stays on a handful of main streets, most people will have to walk to and from their bus route. Productivity-oriented services also tend to have higher frequencies and operate for longer hours, and also typically carry more riders as compared with coverage services. Examples include light rail and bus rapid transit, but also high frequency bus corridors (“key corridor”) routes.



COVERAGE MODEL

The **coverage model** puts service on a lot of streets, even if service is not very frequent. This model ensures the maximum number of people have nearby access to bus service at least some times and is more likely to provide door-to-door service, even if the overall trip time is longer. Coverage services tend to have lower frequencies on each street, because more streets are served. As a result, they tend to carry fewer riders as compared with capacity/productivity-oriented services. The main advantage of coverage services is that they increase the geographic accessibility of the system, particularly for people unable to walk longer distances.



Service Allocation Policy

Transit agencies typically provide a mix of productivity-oriented services and coverage-oriented services. Most times, service types are tied to the operating environment such that high capacity modes are used in urban areas and coverage oriented services in suburban ones. In some areas, a combination of services is appropriate; for example complementary paratransit service or operating local service in combination with BRT. The challenge for transit agencies such as TARC lies in developing the appropriate balance between coverage and productivity-oriented services, so people with the most limited mobility have access to transit and at the same time, the system overall is as cost effective as possible.

The appropriate balance for these competing needs should be made by TARC in consultation with its stakeholder and constituents, and should be expressed in the form of a Service Allocation Policy. This policy would establish a long-term goal for the allocation of transit investments; for example, it could establish that 80% of service should be directed toward productivity-oriented service and 20% should be directed toward coverage-oriented service. As such, every route in the system would be classified based on its service model, and thus each route would be given a clear goal. Productivity-oriented services would seek to carry the greatest number of riders possible without concern for spreading geographic coverage, while coverage-oriented services would seek to provide greater geographic coverage without concern for ridership and productivity. Through the Service Allocation Policy, each route would have a clearly-defined goal through which service planning decisions would be made. In addition, the Policy would guide future service expansion investments as detailed in Section 6.

Transit Operating Environment

The operating environment also influences transit service design and productivity. As discussed, successful transit services matches the product (type of service) with the market (who is going to use it). Transit agencies have control over the product and set product characteristics such as service quality (cleanliness of the vehicle, reliability of service, friendliness of the driver, etc.), service design (how well the service takes people where they want to go), and the price of the trip or fare. Transit agencies, however, have less direct control over their operating environment because the largest factors that influence transit ridership relate to land use, such as the number of people within walking distance of a transit route (density), the safety, comfort and attractiveness of the built environment, the type of development (housing, jobs, shopping, etc.) and the amount and cost of parking. By understanding the market, however, transit agencies can develop individual services (routes) that are well suited to operating environment and work together to create an overall system.

Density is the largest single factor influencing transit demand because the number of people within walking distance of a bus route (or rail line) determines the market size. Transit services can typically attract a portion of the people living within walking distance of the route, accordingly, if there are more people living within walking distance, there are more people to use the service. It is also true high density areas have less parking and are more likely to charge for parking, both of which are factors that make transit relatively attractive. Corridors with high densities, therefore, can support higher frequency, higher capacity transit modes, like light rail or bus rapid transit. Corridors and communities with lower densities are better matched with lower frequency services or service types.

The local environment also shapes demand, because areas with good sidewalks, crosswalks and manageable street crossings help extend access to service and also increase the market for transit. In addition different types of land use create different types of demand – office space, for example, typically has higher demand on weekdays while shopping areas may have demand on weekdays and weekend days.

The types of transit services available to TARC include high productivity/high capacity services such as Bus Rapid Transit/Rapid Bus to coverage oriented services such as local bus routes, community routes and demand response services. An overview of each of the service types is provided in Figure 1, followed by a more detailed illustration for each route type. Chapter 4 links these service types with service levels and productivity guidelines.

TARC SERVICE GUIDELINES
 Transit Authority of River City
 DRAFT

SERVICE TYPE	CHARACTERISTICS
<p>Bus Rapid Transit Services Rapid Bus Routes Key Corridor Routes</p> 	<p>Bus Rapid Transit, Rapid Bus and Key Corridor Routes are high capacity, high productivity services that should operate along a system's highest ridership and/or most productive routes. They also form the "backbone" of the service network; these routes link to network hubs and most other routes will connect to them.</p> <p>BRT, Rapid Bus and Key Corridor Routes should operate along densely-developed primary arterials and offer the highest frequent service in the system. Bus stops will be spaced further apart as compared with other services and routes should be designed to be simple, straight, and direct. The primary difference between BRT, Rapid Bus and Key Corridor Routes is the amount of capital investment. BRT routes will have the most investment, typically including a dedicated travel lane, traffic signal priorities, and attractive "stations" at each stop. Rapid Bus routes may not have dedicated travel lanes but will have shelters at every stop and may be branded with special vehicles. Key Corridor Routes will have similar service frequencies, but fewer special capital features.</p>
<p>Urban Routes</p> 	<p>Urban routes also operate along primary arterials, but in areas of less dense development patterns. They also typically are anchored at a transit hub, either in downtown or at the end of a BRT/Rapid Bus route. These routes offer relatively frequent, simple, and direct service. Urban routes are typically quite productive with relatively high ridership.</p>
<p>Feeder Routes</p> 	<p>Feeder routes serve low density communities and neighborhoods, bringing passengers to transit hubs or higher capacity services. Feeder routes typically make very frequent stops and focus on extending service coverage and serving offering basic transportation to those who would otherwise fewer mobility options. Feeder routes are exclusively focused on widening geographic service coverage, or "filling in the gaps" of the transit network. Productivity is usually low.</p>
<p>Deviated Route Flexible Services</p> 	<p>Deviated route or Flex service is designed to serve very low density areas that do not warrant regular fixed route service but do require some service.</p> <p>Flex service is a hybrid service type that combines the structure of a fixed route with the flexibility of demand response service. There are many models of flex service, ranging are from those that primarily fixed routes but offer limited deviations upon request, to those that are primarily demand response zones but offer fixed time points.</p>
<p>Demand Response Services</p> 	<p>Demand response service offers curb-to-curb service upon request, typically for disabled individuals who cannot utilize fixed route services. Demand response service operates within a geographically limited area, require advance reservations and pick up and drop off passengers anywhere within the zone.</p>
<p>Commuter Express Routes</p> 	<p>Commuter Express routes are services specifically designed to bring people from residential areas to employment centers. Commuter routes usually operate during peak commute periods and will make only a handful of stops, often at park & ride facilities or regional transit centers, before traveling non-stop to the employment center via highways or freeways. These routes generally operate on weekdays and during peak periods only.</p>
<p>Shuttle Services</p> 	<p>Shuttles that offers frequent connections between a small number of activity centers, such as between an airport and a transit hub or rental car center. These routes are typically very simple and easy to use, and are often fare-free. Shuttles may also be scheduled to provide additional transportation during special events, such as sporting events, concerts or parades.</p>

2 DOWNTOWN CIRCULATION

Downtown transit service is often the most significant component of a service provider's transit network, for a number of reasons:

1. Downtown cores are typically the most transit-supportive market in a transit system's service area, with a high density of population and employment, a healthy mix of active land uses, a pedestrian-friendly street grid, a good sidewalk network, ample pedestrian amenities, and safe street crossings.
2. Downtown cores typically comprise the majority of a network's ridership.
3. Downtown cores usually have a great amount of service and comprise a large portion of an agency's operating resources.
4. Downtown cores are usually the most significant transfer location for riders to make connections.

For these reasons, most transit systems' service design and allocation of service resources are heavily oriented toward the downtown core of their service area. The experiences of other transit systems' approach to downtown circulation is instructive, and this section outlines best practices in downtown transit circulation, which can guide the continued development of Louisville's downtown transit network. Among the transit networks with the most successful downtown circulation strategy, the following principles emerge as common among them:

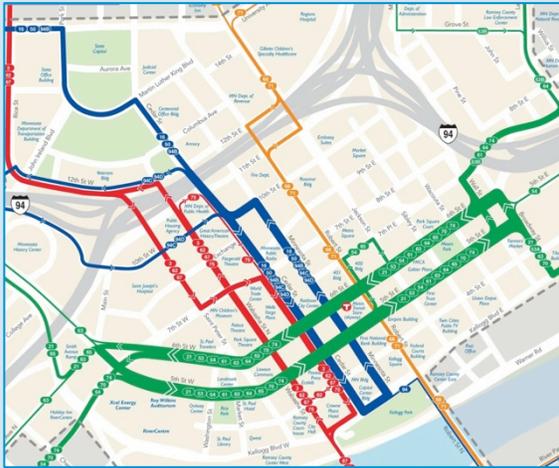
- Downtown service should be easy for riders to understand and use.
- Downtown service should be fast and direct.
- Downtown service should provide convenient connections for riders to transfer between routes.
- Downtown service should have efficient bus routings, minimizing non-revenue time.
- Downtown service should integrate with other modes of service, such as streetcar, BRT, or rail.
- Downtown transit facilities and service should support economic development and promote a vibrant street life.

There are a number of downtown circulation strategies that achieve these principles to varying degrees. The most successful strategies are discussed in the inset box on the next page. Note that these strategies are not mutually exclusive; strategies can be combined to meet local needs.

These strategies can help TARC guide development of its downtown network in order to improve service for its riders. The linear layout of Louisville's downtown and its orientation along the Ohio River suggest that it is an ideal candidate for a transit emphasis corridor running east-west through downtown, with a hub on each end of the corridor. Such a transit emphasis corridor would provide a number of benefits, most notably very high frequency service through downtown, offering very simple, visible, and attractive service for riders. The overarching strategy is that routes coming into downtown from the west would funnel through a hub at the west end of downtown and continue onto the transit corridor through downtown and turn around at the hub at the other end of downtown. Routes coming in from the east

TRANSIT EMPHASIS CORRIDORS

Transit routes converge onto select corridors as they approach the downtown core. The routes collectively provide high-frequency coordinated service through the core of downtown. These corridors are designed to give priority to the flow of transit vehicles, and are sometimes not open to general traffic. Because transit service is concentrated on fewer corridors, riders can more easily remember where to catch the bus.



Saint Paul, MN

INTERSECTING TRUNK ROUTES

An extension of the transit emphasis corridors strategy, this strategy utilizes transit emphasis corridors that intersect and create a central hub for connections between all or most downtown routes. Service is distributed throughout downtown via the transit corridors. The hub intersections are designed for the transit rider and features a safe, pleasant, and navigable pedestrian environment.



Indianapolis, IN

PERIMETER SERVICE

Transit routes operate to the perimeter of downtown, and a frequent circulator or shuttle service provides service into the core of downtown.



Denver, CO

TRANSIT CENTERS

Most or all transit routes serve a downtown transit center, which serves as a focal point for all downtown transit. The transit center can be an off-street facility (such as in Charlotte) or an on-street facility (such as in Cincinnati).



Charlotte, NC

would do the same in reverse, funneling through the eastern hub and turning around at the western hub. The general strategy is shown in Figure 1. Some characteristics of this strategy would include

Downtown transit service would be very simple for riders to understand and use.

Because transit service would be consolidated onto one or two corridors through downtown, the service on these corridors would act as a visible cue to potential riders so they always remember where to access all downtown transit service.

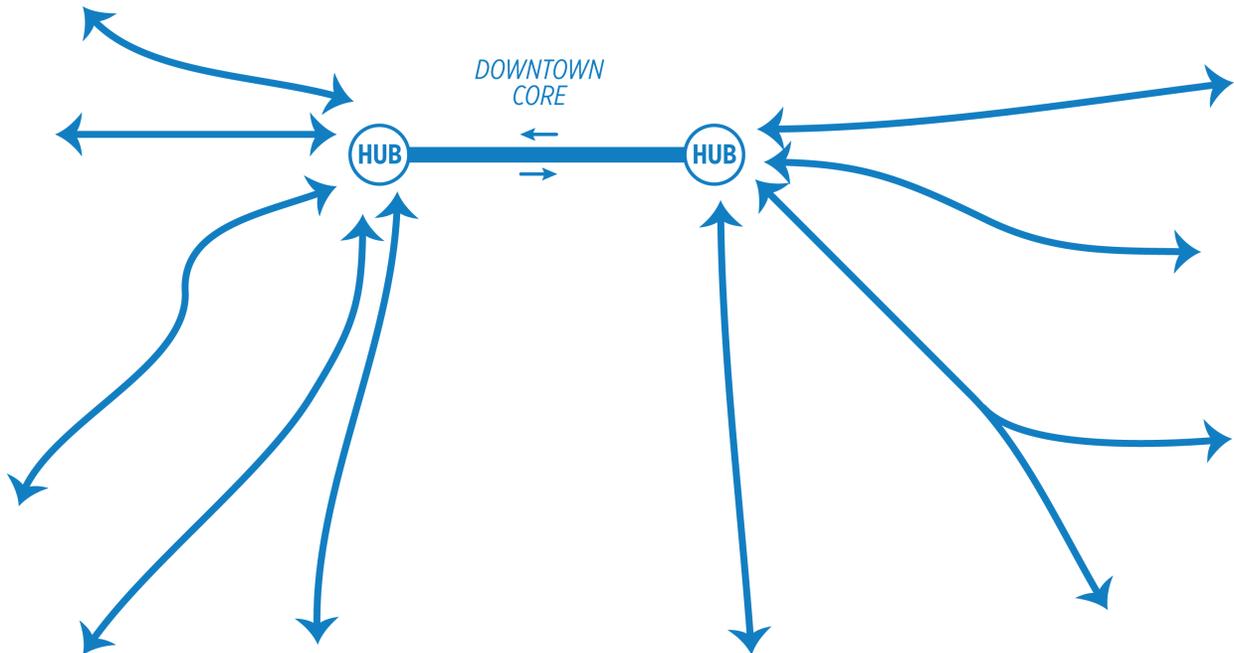
Riders would have convenient transfers along the corridor and at hubs on both sides of downtown. Since all downtown routes would serve the corridor and both hubs, riders would have multiple convenient options to make connections. The pedestrian environment along the corridor and at these on-street hubs would be upgraded to facilitate fast, safe, and convenient transfers (such as bulbouts, upgraded street crossings, pedestrian amenities, upgraded shelters, ample service information displays, bicycle parking, and seating. Additionally, the hubs could be developed into off-street transfer centers to facilitate more seamless connections and an upgraded waiting environment. This hub strategy also means that many riders wouldn't have to come all the way into the downtown core in order to transfer, which would improve overall trip times.

Downtown service would be consolidated at fewer but nicer stops. Downtown stops could be upgraded, since downtown service would be consolidated at fewer stops along the transit emphasis corridor. There would be fewer stops competing for limited resources, so they could feature more attractive amenities for riders and add character to the streetscape.

Ability to phase in additional transit enhancements to further improve service.

Downtown service enhancements could be integrated into the strategy in order to improve service. Concepts include transit-only bus lanes (regular or contraflow), transit signal priority, and real-time information displays.

FIGURE 1 – TRANSIT EMPHASIS CORRIDOR CONCEPT FOR LOUISVILLE



3 SERVICE DESIGN PRINCIPLES

Transit service providers try to serve as many residents, workers, and visitors as it can within its available resources. As discussed, some service attributes will attract one type of rider, but deter other riders; and transit agencies must balance these competing demands to develop a network that meets the greatest public good. At the same time, however, there are also certain service design principles that will improve service for nearly all riders; this section describes the guidelines for these principles. In this way, these guidelines would benefit all routes on the coverage–productivity spectrum, except where noted.

➔ Service Should be Simple

To encourage people to use transit, transit service should be easy to understand. The way service is designed influences how easy it is for people to understand the transportation options available to take them where and when they want to go. Most of the guidelines in this section are aimed at making service intuitive, logical, and easy to understand.

➔ Routes Should Operate Along a Direct Path

Passengers and potential passengers alike prefer faster, more direct transit services. In order to remain competitive with the automobile, special attention should be placed on designing routes to operate as directly as possible to maximize average speed for the bus and minimize travel time for passengers while maintaining access to service. Routes should not deviate from the most direct alignment unless there is a compelling reason to do so.

➔ Route Deviations Should be Minimized

As described above, service should be as direct as possible. Consistent with this idea, the use of route deviations—traveling off the most direct route—should be minimized.

There are, however, instances when the deviation of service off of the most direct route is appropriate, for example to avoid a bottleneck or to provide service to major shopping centers, employment sites, schools, etc. In these cases, the benefits of operating the route off of the main route must be weighed against the inconvenience caused to passengers already on board. Route deviations should be implemented only if:

- ➔ The deviation will result in an increase in overall route productivity.
- ➔ The number of new passengers that would be served is equal to or greater than 25% of the number of passengers who would be inconvenienced by the additional travel time on any particular deviated trip.
- ➔ The deviation would not interfere with the provision of regular service frequencies and/or the provision of coordinated service with other routes operating in the same corridor.

In most cases, where route deviations are provided, they should be provided on an all day basis. Exceptions are during times when the sites that the route deviations serve have no activity—for example

route deviations to shopping centers do not need to serve those locations early in the morning before employees start commuting to work.

➔ Major Routes Should Operate Along Arterials

Key corridor and mainline routes should operate on major roadways and should avoid deviations to provide local circulation. Riders and potential transit users typically have a general knowledge of an area's arterial road system and use that knowledge for geographic points of reference. The operation of bus service along arterials makes transit service faster and easier for riders to understand and use. This principle applies only to routes with a productivity-based strategy.

➔ Routes Should be Symmetrical

Routes should operate along the same alignment in both directions to make it easy for riders to know how to return to their trip origin location. For example, if a route follows 4th Street into downtown, it should use 4th Street on its outbound trip. Exceptions can be made in cases where such operation is not possible due to one-way streets or turn restrictions. In those cases, routes should be designed so that the opposite directions parallel each other as closely as possible.

➔ Routes Should Serve Well-Defined Markets

Service should be developed to serve well-defined markets. Ideally, major corridors should be served by only one route of each route type—for example, one key corridor route and one local route, and not by multiple key corridor routes and multiple local routes. However, exceptions can and should be made when multiple routes should logically operate through the same corridor to unique destinations.

➔ Services Should be Well-Coordinated

When multiple routes operate through the same corridor but to different destinations, service should be coordinated to maximize its utility and minimize redundancy. To avoid bunching of buses and to balance loads, major routes of the same route type that serve the same corridor should be scheduled to operate at the same service frequencies and should alternate trips at even intervals.

Most routes intersect with other routes at transfer centers, stations, and street intersections. At major transfer locations, schedules should be coordinated to the greatest extent possible to minimize connection times for the predominant transfer flows.

➔ Service Should be Consistent

Routes should operate along consistent alignments and at regular intervals (headways). People can easily remember repeating patterns but have difficulty remembering irregular ones. For example, routes that provide four trips an hour should depart from their terminals every 15 minutes. Limited exceptions can be made in cases where demand spikes during a short period in order to eliminate or reduce crowding on individual trips.

➔ Stops Should be Spaced Appropriately

The distance between stops is of key concern to effective transit service. More closely spaced stops provide customers with more convenient access as they are likely to experience a shorter walk to the nearest bus stop. However, transit stops are also the major reason that transit service is slower than automobile trips,

since each additional stop requires the bus to decelerate, come a complete stop, load and unload riders, and then accelerate and re-merge into traffic. Since most riders want service that balances convenience and speed, the number and location of stops is a key component of determining that balance.

The different types of transit services are tailored toward serving different types of trips and needs. In general, services that emphasize speed and productivity (e.g., BRT, Rapid Bus or Express routes) should have fewer stops, while services that emphasize accessibility (e.g., local routes) should have more frequent stops.

Guidelines for minimum stop spacing (or maximum stops per mile) are shown in Table 1. Where multiple routes operate in the same corridor, the standard for the higher service type applies. Commuter express services are not required to serve every stop in a corridor. Exceptions to these guidelines should only be made in locations where walking conditions are particularly dangerous, significant topographical challenges impede pedestrian access, and factors compromise safe bus operations and dwelling.

TABLE 1 | BUS STOP SPACING GUIDELINES

	BRT/RAPID/ KEY CORRIDOR	URBAN ROUTES	COMMUNITY/ FEEDER ROUTES	COMMUTER ROUTES	SHUTTLES AND FLEX ROUTES
Minimum Stop Spacing (feet)					
Moderate to High Density Areas	1,100	900	660	900	900
Low Density Areas	1,300	1,300	1,100	1,100	1,100
Maximum Stops per Mile					
Moderate to High Density Areas	5	6	8	6	6
Low Density Areas	4	4	5	5	5

Notes: Moderate to high density = greater than or equal to 4,000 persons per square mile; low density = less than 4,000 persons per square mile

Service Design Should Maximize Service

The distance and travel time of a route determine how efficiently a bus can operate. Service should be designed to maximize the time a vehicle is in service, and minimize the amount of time it is out-of-service. In other words, the length of the route and the time it takes to make each trip impacts how long of a layover is required at each end and how many buses are needed to provide the service. Often, it may be more efficient to extend a route to pick up a few more passengers and limit the amount of layover time.

Vehicle Type Should be Appropriate for Service

For service providers that operate multiple types and sizes of vehicles, the vehicle should be matched to the service. For example, the standard fixed route transit vehicle is typically a 40' transit bus and is appropriate for most services, however high ridership routes may warrant 60' articulated vehicles, and conversely, lower ridership routes such as feeders may call for 30' vehicles. Flex service and demand response vehicles would likely be even smaller. Agencies that operate trolley vehicles should deploy them on routes that demonstrate the highest share of tourist ridership and/or on routes where outside funding support for trolley vehicles is received.

4 SERVICE LEVEL GUIDELINES

Setting guidelines for the amount of service provided creates structure to guide service development and communicates to TARC stakeholders how service will be provided. Combined with service productivity guidelines (see Section 5) the service level guidelines set the framework for service investment.

Service level guidelines are developed for four aspects of service design:

1. Service Coverage
2. Span of Service
3. Service Frequencies
4. Passenger Loadings

The guidelines listed in this document are used to determine minimum service levels for each TARC route, by route type. They set guidelines for the minimum hours of service and service frequencies, as well as passenger loads. On an ongoing basis, service should be added when ridership increases to levels that exceed maximum loading guidelines. Conversely, service should also be reduced when ridership falls below the minimum productivity guidelines. Likewise, service spans may be expanded to extend the span of service earlier in the morning and later at night, if minimum productivity guidelines can be met.

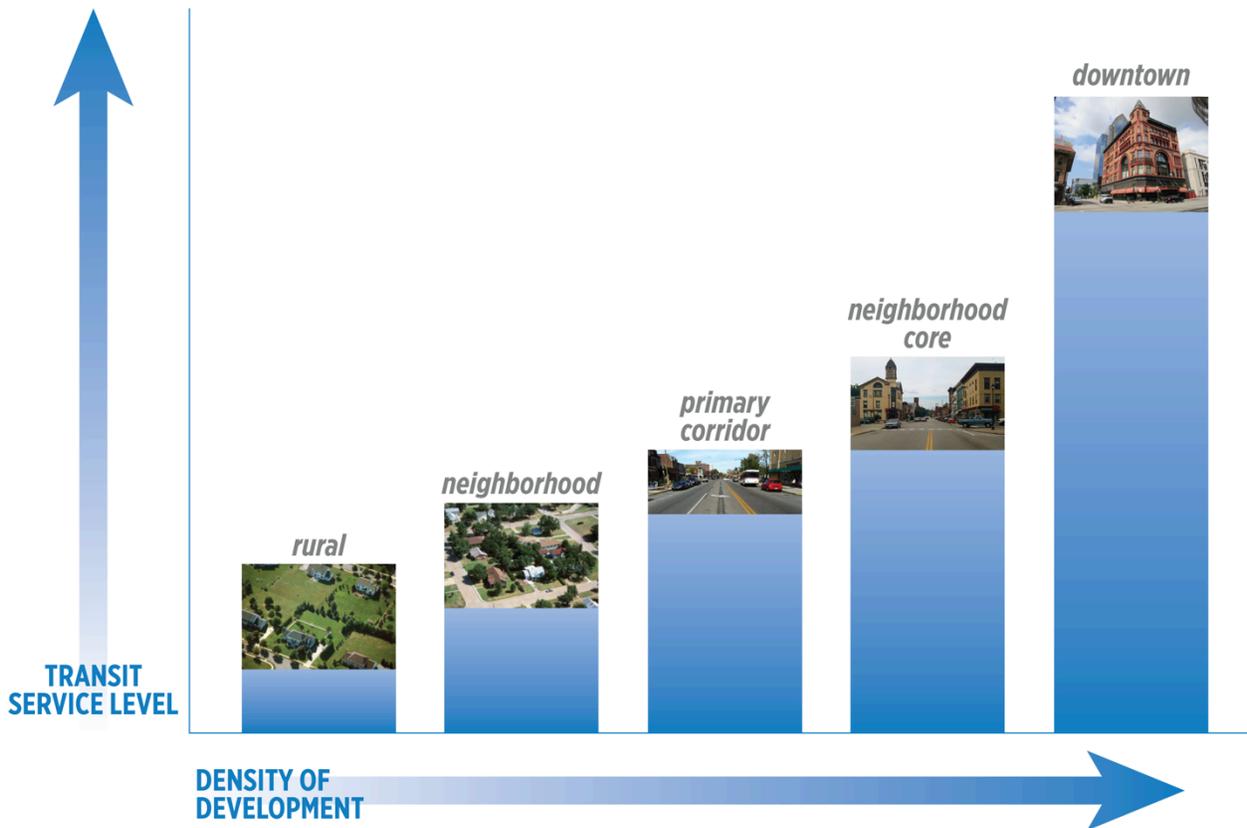
Service Coverage

Service providers receive many requests for service from residents who are not within walking distance of a route, or who want an existing routes to serve new destinations. Service coverage guidelines are intended to guide the development of new services, not existing service. They can be used to evaluate when to provide new services, including the characteristics of any new service, such as the service type and quantity.

Fixed-route transit service cannot be effective and productive in all environments. Population and employment densities are one of the strongest indicators of potential transit demand and national experience has helped develop guidelines for the amount and type of transit service based on density (see Figure 1). Generally speaking, areas with densities of less than 3 to 6 households per acre, or 4 jobs per acre cannot successfully support fixed route transit, unless other factors exist (see below). Once densities begin to exceed 3 to 6 households per acre or 4 jobs per acre, however, fixed route bus services may be viable and areas with higher densities may warrant higher levels of transit service.

While population and employment densities are a good tool to evaluate the potential for service, there are other factors that should also be considered when deciding whether an area can support productive transit service, such as corridor demographic data that related to the need for transit (i.e. household incomes). Other conditions, such as the supply and/or cost of parking, or excessive traffic congestion, can impact transit demand.

FIGURE 1 | TRANSIT SUPPORTIVE POPULATION AND EMPLOYMENT DENSITIES



Source: Images from Nelson\Nygaard and “Visualizing Density” by Julie Campoli and Alex S. MacLean

➔ Minimum Span of Service

Route start and end times and the days of week that it operates determine how many people will use a service. Passenger needs and the transit authority’s financial capacity are key considerations in setting weekday service spans, and in deciding which routes are operated on Saturdays and Sundays. Weekday routes should permit workers and students to make their morning start times, and should end late enough to provide return trips home for second shift workers (typically 11:30 pm). Service oriented to non-work travel, on the other hand, can start later and end sooner. Sunday service may not be necessary on many routes. Ideally, transit service should operate according to the standard time periods specified (peak rush hours, midday, night, etc.) to minimize customer uncertainty.

The minimum span of service guidelines define the minimum period of time that different types of service should operate (see Table 2). As discussed, service can start earlier and end later if demand warrants, but the extra service would be subject to the minimum performance guidelines presented in Section 4. Also, the guidelines may not apply to some services on certain days. Service may still be provided on these days (to meet other guidelines, for example), though it would not be subject to minimum span of service guidelines.

TARC SERVICE GUIDELINES
Transit Authority of River City
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TABLE 2 | MINIMUM SPAN OF SERVICE GUIDELINES

	BRT/RAPID/ KEY CORRIDOR	URBAN ROUTES	COMMUNITY/ FEEDER ROUTES	COMMUTER ROUTES	SHUTTLES	FLEX
Weekdays						
Begin	6:00 AM	6:00 AM	7:00 AM	n/a	n/a	8:00 AM
End	12:00 AM	10:00 PM	7:00 PM	n/a	n/a	6:00 PM
Saturdays						
Begin	7:00 AM	8:00 AM	7:00 AM	Saturday service may be provided, if warranted, but is not required.		
End	12:00 AM	8:00 PM	11:00 PM			
Sundays						
Begin	6:00 AM	8:00 AM	8:00 AM	Sunday service may be provided, if warranted, but is not required.		
End	10:00 PM	8:00 PM	9:00 PM			

Notes: The beginning span of service refers to the departure of the first inbound trip, and the ending span of service refers to the departure time of the last peak direction trip.

➔ Minimum Service Frequencies

Service frequency (the time interval between two vehicles traveling in the same direction on the same route) has a major influence on transit ridership; indeed high frequency service is often considered a key characteristic for attractive service. At the same time, frequency has a significant impact on operating costs, and service requirements increase exponentially with improvements in service frequency.

Because of the expense of high frequency service, transit service frequency is normally based upon existing or potential demand. This often translates into variations in service frequency throughout the day, with higher frequency in peak periods, and less frequent service outside of the peak.

In general, frequencies are established to provide enough vehicles past the maximum load point(s) on a route to accommodate the passenger volume and stay within recommended loading standards. Minimum service frequency guidelines are presented in Table 3. Note that when a corridor is served by multiple routes, effective service frequencies in the corridor would be more frequent than those for individual routes. For certain routes serving outlying areas of the state, service areas may be reduced to maintain satisfactory farebox recovery ratios. As with all standards, this service frequency matrix should be considered a guide, not an absolute measure.

TABLE 3 | MINIMUM SERVICE FREQUENCY GUIDELINES (FREQUENCY IN MINUTES, OR BETTER)

	BRT/RAPID/ KEY CORRIDOR	URBAN ROUTES	COMMUNITY/ FEEDER ROUTES	COMMUTER ROUTES	SHUTTLES	FLEX
Weekdays						
Early AM	20	30	60	—	60	n/a
AM Peak	15	30	60	3 trips	60	n/a
Midday	20	30	60	—	60	n/a
PM Peak	15	30	60	3 trips	60	n/a
Night	20	30	60	—	60	n/a
Saturdays						
All Day	20	60	60	—	60	n/a
Sundays						
All Day	20	60	60	—	60	n/a

Note: "—" indicates that the guideline does not apply. Also, the guidelines apply to services that are provided, and do not imply that all services will be provided at all times.

Clockface service intervals (e.g. every 10, 12, 15, 20, 30 or 60 minutes) are easier for passengers to remember and can help facilitate better transfer connections between routes. Whenever possible, frequencies should be set at regular clock-face intervals. However, there are two key exceptions:

- Where individual trips must be adjusted away from clockface intervals to meet shift times, work times, transfer connections, or other special circumstances;
- Where the desired frequency of service causes round trip recovery time to exceed 20% of the total round trip vehicle time, leading to inefficient service.

Vehicle Loadings

A service provider will typically adjust services to keep the number of passengers on its vehicles at a comfortable level, always within the limits of safety. In peak periods, this means that some passengers may be expected to stand for part of the trip. In off-peak periods and for service that operates for long distances, service will be designed to try to provide a seat to all customers.

Two different techniques are used to keep passenger loads within acceptable levels. The first is to match vehicle types with ridership levels, and to use larger vehicles on higher ridership routes. The second method is to provide more frequent service, with service frequencies set to keep passenger loads within the limits presented in Table 4.

The vehicle load standard is calculated on the basis of an average for the both the peak and off-peak periods, at the busiest point on the route. For instance, if a service operates at 15-minute frequency, then 4 buses would pass the busiest point in an hour. The average number of passengers for these 4 buses must fall within the service standards, even though any one bus may be more crowded than the average. If the standard is exceeded for the average calculation, the provider should consider more frequent service or larger vehicles to improve the situation.

TABLE 4 | AVERAGE VEHICLE LOADING MAXIMUMS

	BRT/RAPID/ KEY CORRIDOR	URBAN ROUTES	COMMUNITY/ FEEDER ROUTES	COMMUTER ROUTES	SHUTTLES	FLEX
Average Maximum Passenger Loading (as a percentage of seating capacity)						
Peak	120%	120%	120%	100%	100%	100%
Off-Peak	100%	100%	100%	100%	—	100%

Note: Maximums are averages over one-hour periods; individual trips may exceed averages.

5 PERFORMANCE AND PRODUCTIVITY GUIDELINES

Transit agencies, as discussed, strive to provide the appropriate mix of service within their available resources. In some cases this may mean making additional investments in the service network or individual routes; and in others, reduce services to match financial resources. One tool to guide agency investment is service productivity guidelines. These guidelines set minimum productivity levels by route type as way to ensure the level of investment is appropriate. In cases where service exceeds the minimum productivity levels, they may warrant more investment; in cases where they do not meet the minimum levels, they may be candidates for reduced service. Because the guidelines are set for route types, productivity reflects the characteristics of the service; this also helps ensure routes designed to serve lower density or higher need markets are not held do the same standards as routes traveling through the densest and most productivity corridors. We use two metrics to set performance guidelines; Passengers per Revenue Vehicle Hour or Passengers per Trip for Commuter Express, and Farebox Return.

Service productivity guidelines are intended to be guidelines, so that transit agencies understand where they may be providing too much or not enough service. In cases where routes do not meet minimum performance guidelines, changes should be made to improve route performance, such as changing the route alignment, changing service start and end times, eliminating unproductive segments, reducing service levels or increasing marketing and awareness. If no changes can be identified, or changes are tried but don't work, steps may be taken to reduce the service or discontinue it. Exceptions may exist when a route serves a demonstrable critical need that is not served by other routes or services (including paratransit service). In cases where service expansion is considered, ridership and productivity estimates should be developed that indicate that there is a reasonable certainty that the new service will meet the performance guidelines within 12 months of implementation.

➔ Passengers per Revenue Hour (or per trip)

All transit routes should be used by riders. The most common and reliable to measure usage is through the number of riders using the service each hour, or passengers per revenue service hours. This is the average number of passengers that a bus should carry for each hour it is in service. Commuter Express routes, which often travel for long distances with few stops are measured in terms of passengers per bus trip. Productivity is expected to be different at different types of the day, corresponding both with rider demand and the frequency of service available. These minimum productivity levels are presented in Table 6.

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TABLE 5 | MINIMUM PRODUCTIVITY LEVELS (PASSENGERS PER REVENUE VEHICLE HOUR)

	PASSENGERS PER REVENUE SERVICE HOUR				PASSENGERS PER TRIP
	BRT/RAPID/ KEY CORRIDOR	URBAN ROUTES	COMMUNITY/ FEEDER ROUTES	SHUTTLES AND FLEX ROUTES	COMMUTER EXPRESS
Weekdays					
All Day	30	20	15	5	15
Early Morning	20	10	10	5	10
Late Night	20	10	10	5	10
Saturdays					
All Day	30	15	10	5	—
Early Morning	20	10	10	5	—
Late Night	20	10	10	5	—
Sundays					
All Day	30	15	10	5	—
Early Morning	20	10	10	5	—
Late Night	20	10	10	5	—

*Note: "Early morning" and "Late Night" refers to service before and after the minimum span of service. All day refers to the complete span of service, including early morning and late night service. "—" indicates that the standard does not apply. *Express productivity is measured as a minimum number of passengers per trip.*

Farebox Recovery

The second performance measure is farebox recovery, which is the percentage of operating expenses recouped by farebox revenues. Minimum farebox recovery percentages are shown in Table 7.

TABLE 6 | MINIMUM FAREBOX RECOVERY

	BRT/RAPID/ KEY CORRIDOR	URBAN ROUTES	COMMUNITY/ FEEDER ROUTES	COMMUTER ROUTES	SHUTTLES	FLEX
Minimum Farebox Recovery						
Weekday	20%	20%	20%	n/a	n/a	5%
Saturday	15%	15%	15%	n/a	n/a	5%
Sunday	15%	15%	15%	n/a	n/a	5%

6 SERVICE EXPANSION AND REDUCTION

As is typical for transit providers, TARC's budget fluctuates from year to year due to a number of internal and external factors. Accordingly, service expansions or reductions are necessary to meet budgetary limitations and to provide the most effective service possible, given the available resources. Although any service expansions or reductions can be controversial or politically-charged, a clear and transparent process can instill public trust in the process and that TARC is objectively working in the best interest of the community. Understanding that trade-offs are necessary and that funding is a finite resource are key themes to any service planning project. This section provides an overview of the strategies for service expansion and contraction as well as approaches involve local stakeholders, existing riders, as well as policy-makers.

➔ Utilize Objective Process for Service Expansion

Transit providers occasionally have the opportunity to expand service due to a favorable budget. In these cases, having a consistent and objective process is important to ensure additional investments are made wisely and that the public trusts the process as fair. This section outlines a number of strategies for service expansion.

The first and perhaps most critical step in service expansion is to consult the agency's Service Allocation Policy for guidance on allocating additional investments. The Policy would guide the portion of the new service to coverage-oriented service and the portion to productivity-oriented service. Having a Service Allocation Policy in place *before* the effort begins removes the sensitive policy decisions regarding service allocation from the service expansion planning efforts. The Policy would be based on established community consensus regarding how to allocate every new dollar of service, allowing the service expansion process to be transparent and fair. Following the determination of the amount of new resources for each type of service, the selection of new services can begin.

For coverage-oriented services:

1. Develop alternatives for service expansion of coverage services. For example a set of alternatives for one round of service expansion may consist of:
 - a. Modifying the alignment of Route 27 to serve additional neighborhoods
 - b. Lengthen the service span of Route 22
 - c. A new route to serve Jeffersontown
2. Rank the alternatives based on how well they provide coverage service, incorporating demand from the community for service to new areas
3. Implement alternatives by rank, until resources allocated to coverage services have been exhausted
4. New services should be given an appropriate trial period before being assessed for effectiveness

For productivity-oriented services:

1. Develop alternatives for service expansion of productivity services. For example a set of alternatives For example, a set of alternatives for one round of service expansion may consist of:
 - a. Increase service on Route 15 to every 10 minutes all day.
 - b. Add a vehicle to Route 4 in order to achieve regular, clockface headways
 - c. Implement a new crosstown route to complete the network and improve ridership systemwide
 - d. Implement a new express route between downtown and the GE Industrial Park
2. Estimate the operating cost of each alternative
3. Estimate the new ridership generated by each alternative
4. Rank the alternatives based on cost per new rider
5. Implement alternatives by rank, until resources allocated to productivity services have been exhausted
6. New service should be given an appropriate trial period before being subject to productivity and performance guidelines

➔ Utilize Objective Process for Cost Reductions

Transit providers occasionally face the need to reduce systemwide operating costs due to budgetary constraints. Reducing operating costs usually translates into service reductions of some kind. Due to the sensitive nature and broad impacts of service reductions, this is a critical time to have and use an objective and transparent process, which helps maintain public trust that the process is fair. This section outlines a number of objective and fair strategies for achieving reductions in systemwide operating costs.

The guiding principle for all cost reduction strategies should be to achieve the necessary cost reductions while minimizing lost ridership. This translates into prioritizing those cost reduction strategies that minimize negative impacts on riders; some strategies may even be able to reduce operating costs *and* result in a net increase in ridership, due to improved service design. Accordingly, there are two classes of cost reduction strategies:

The guiding principle for all cost reduction strategies should be to achieve the necessary cost reductions while minimizing lost ridership.

- **Tier 1 Strategies** aim to redesign transit service based on best practices, making the overall transit system more efficient and effective. These strategies achieve cost reductions with minimal reductions in ridership and often result in attracting new riders.
- **Tier 2 Strategies** aim to achieve cost reductions through reductions in service. These strategies utilize the Service Level Guidelines and Service Productivity and Performance Guidelines to achieve cost reductions from excess service and underperforming service.

Tier 1 Cost Reduction Strategies

Faced with a need to reduce operating costs, the most attractive strategies for service reduction involve those that reduce operating costs while minimally impacting service and thus inconvenience a small number of riders. To this end, a service reduction process is often a unique opportunity to implement service improvements based on the Service Design Principles discussed earlier, which by design improve

service for the vast majority of riders. In normal times, implementing some of these strategies to improve service may be difficult due to the public perception that there is no compelling need to make significant changes that do negatively impact some riders. However, when budget limitations necessitate making difficult decisions, it can be an opportune time to implement some of these significant changes. As such, implementing service reductions based on positive Service Design Principles often result in a more productive system that offers more coordinated, convenient, and attractive service — all while reducing operating costs. Accordingly, the Tier 1 cost reductions strategies are based on best practices in transit service design from the Service Design Principles section of this document:

TABLE 7 | TIER 1 STRATEGIES TO ACHIEVE COST REDUCTIONS

SERVICE DESIGN PRINCIPLE	KEY COST REDUCTION STRATEGIES
Service Should be Simple	<ul style="list-style-type: none"> ➡ Simplify service schedule ➡ Consolidate variants
Routes Should Operate Along a Direct Path	<ul style="list-style-type: none"> ➡ Straighten service alignment
Route Deviations Should be Minimized	<ul style="list-style-type: none"> ➡ Discontinue route deviations
Major Routes Should Operate Along Arterials	<ul style="list-style-type: none"> ➡ Modify key corridor and urban route alignments to operate along arterials
Routes Should be Symmetrical	<ul style="list-style-type: none"> ➡ Eliminate large one-way loops ➡ Consolidate service onto single street in both directions where possible
Routes Should Serve Well-Defined Markets	<ul style="list-style-type: none"> ➡ Eliminate service duplication ➡ Split dual-leg routes that operate as one route through downtown into two routes ➡ Truncate outlying service at hubs instead of continuing all the way into downtown
Services Should be Well-Coordinated	<ul style="list-style-type: none"> ➡ Coordinate service schedule of routes that provide service along the same corridor
Service Should be Consistent	<ul style="list-style-type: none"> ➡ Modify service schedule to operate consistent headways ➡ Set clockface headways where possible ➡ Consolidate to reduce the number of trip variants
Stops Should be Spaced Appropriately	<ul style="list-style-type: none"> ➡ Consolidate stops to speed service
Service Design Should Maximize Service	<ul style="list-style-type: none"> ➡ Reduce non-revenue time

Tier 2 Cost Reduction Strategies

The Tier 1 strategies may not achieve the necessary cost reductions; in these cases, more impactful service reduction strategies would be necessary. Tier 2 strategies aim to reduce service in a targeted fashion — reductions would be targeted to routes that either exhibit an excess level of service as outlined in the Service Level Guidelines or those that underperform as outlined in the Service Performance and Productivity Guidelines. Again, the primary goal would remain to implement cost reductions that minimize ridership losses. The higher impact Tier 2 strategies for service reduction include:

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TABLE 8 | TIER 2 STRATEGIES TO ACHIEVE COST REDUCTIONS

SERVICE LEVEL GUIDELINES	KEY COST REDUCTION STRATEGIES
Service Span	<ul style="list-style-type: none"> ➡ Discontinue trips outside the service span guideline (early morning and late evening trips, which often underperform) ➡ Discontinue weekend service on commuter routes, shuttle routes, and flex services
Service Frequency	<ul style="list-style-type: none"> ➡ Reduce service frequency on routes with frequency above minimum guidelines
PERFORMANCE AND PRODUCTIVITY GUIDELINES	
Passengers per Revenue Hour (Trip)	<ul style="list-style-type: none"> ➡ Discontinue underperforming routes that do not meet the minimum guideline (start with the worst performers first) ➡ Reclassify underperforming routes to a lower class of service and reduce service as necessary to conform to the new Service Level Guidelines
Farebox Recovery	<ul style="list-style-type: none"> ➡ Discontinue underperforming routes that do not meet the minimum guideline (start with the worst performers first)

APPENDIX

FIGURE 1 – POTENTIAL TARC ROUTE HIERARCHY AND CHARACTERISTICS

Route Type	Service Characteristics	Capital Investments	Minimum Density Along Route
PRODUCTIVITY-ORIENTED SERVICES			
Bus Rapid Transit	<ul style="list-style-type: none"> ▪ 15-minute or better frequency ▪ All-day service ▪ 7 days a week ▪ Direct (minimal deviations off corridor) ▪ Two-way service (out and back on same street) ▪ Strong anchors along corridors 	<ul style="list-style-type: none"> ▪ Bus or articulated bus ▪ Dedicated Lane for all or part of corridor ▪ Stations at all stops ▪ “Super stops” where routes intersect ▪ Traffic treatments ▪ Marketing 	25+ persons/acre for ¼-mile radius around each stop
Key Corridor Routes	<ul style="list-style-type: none"> ▪ 15-minute or better frequency ▪ All-day service ▪ 7 days a week ▪ Fast (limited number of stops) ▪ Direct (no deviations from main corridor) ▪ Two-way service in densest corridors ▪ Strong anchors along corridors 	<ul style="list-style-type: none"> ▪ Bus or articulated bus ▪ Stations at main stops ▪ Super stops where major routes intersect ▪ Some traffic treatments ▪ Marketing 	25+ persons/acre for ¼-mile radius around each stop
Urban Routes	<ul style="list-style-type: none"> ▪ 30-minute frequency ▪ All-day service ▪ Operates on weekdays and Saturdays ▪ Fast (limited number of stops) ▪ Direct (few deviations from main corridor) ▪ Two-way service along dense corridors 	<ul style="list-style-type: none"> ▪ Bus ▪ Shelters at largest stops 	17+ persons/acre within ¼-mile of corridors served
COVERAGE-ORIENTED SERVICES			
Local	<ul style="list-style-type: none"> ▪ 60-minute frequency ▪ Shorter service span (12 hours) ▪ Operate primarily on weekdays ▪ Mostly along main corridors ▪ Typically provide service to urban center 	<ul style="list-style-type: none"> ▪ Bus ▪ Shelters at largest stops 	8+ persons/acre with ¼ mile of corridors served
Community Route, Circulator, Feeder	<ul style="list-style-type: none"> ▪ Local circulation on local roads ▪ Connections to higher-frequency services ▪ Indirect alignment for coverage ▪ Limited frequency ▪ Limited span of service ▪ Primarily on weekdays 	<ul style="list-style-type: none"> ▪ Bus ▪ Mini-Bus ▪ Van 	2+ persons/acre within ¼ mile of corridors served Personalized to community or neighborhood demand centers
Flex Bus	<ul style="list-style-type: none"> ▪ Local circulation ▪ Optional point-to-point service with curbside pickups/drop offs on demand 	<ul style="list-style-type: none"> ▪ Bus ▪ Mini-Bus 	0.5+ persons per acre average in Flex Area
Demand Response (Dial-a-Ride)	<ul style="list-style-type: none"> ▪ Point-to-point service ▪ Curbside pickups/drop offs on demand 	<ul style="list-style-type: none"> ▪ Mini-Bus ▪ Van 	Not Applicable
SPECIAL SERVICES			
Shuttle	<ul style="list-style-type: none"> ▪ Specialized frequent service for important activity centers 	<ul style="list-style-type: none"> ▪ Bus ▪ Mini-Bus 	Not Applicable
Commuter Express	<ul style="list-style-type: none"> ▪ Limited stop services serving one or two primary destinations 	<ul style="list-style-type: none"> ▪ Bus ▪ Commuter Coach 	None if connecting to other transit services or park-&-ride facilities

Technical Appendix E:
Road Diet Feasibility Analysis

**ROADWAY RECONFIGURATION FEASIBILITY REVIEW
LOUISVILLE, KY**

REPORT

Prepared by
Adam Kirk, PE, PTOE

Prepared for:
Louisville Metro

Date:

January 2015

Introduction

The purpose of this report is to summarize the roadway reconfiguration or lane reduction review conducted for 26 streets within the city of Louisville. This review was a high order screening of candidate corridors meant to narrow the list of potential projects for further analysis, eliminate infeasible sites from consideration or identify those sites that may be implemented in the near term. Corridors were evaluated based on:

- Existing geometry and cross section
- Available capacity
- Transition location/design
- Transit Operations

Candidate sites evaluated for the roadway reconfiguration conversions as part of this study are listed below.

1. US 31W (Dixie Highway, 22nd Street, & Dr. WJ Hodge)
2. US 150 (Broadway)
3. US 31E (E. Market St)
4. US 31W (West Main Street)
5. US 31E (E. Main Street)
6. US 31E (Baxter Avenue)
7. KY 155; (Taylorsville Road)
8. US 60A (7th Street Road & Berry Blvd)
9. US 60A; Taylor Blvd. & Winkler Ave.
10. US 60A (S. 3rd Street)
11. KY 1020; S. 3rd. Street
12. US 60A; (Eastern Parkway)
13. CS-1002A (W. Jefferson St)
14. US 42 (Brownsboro Rd)
15. CS-1004B, CS-1057B; (Hillcrest Ave. & Zorn Ave)
16. CS-1005B (Lexington Rd)
17. US 60; Frankfort Avenue
18. CS-1001B; River Road
19. KY2054 (Algonquin Parkway)
20. KY3064 (Northwestern Parkway)
21. CS1007A (Southwestern Parkway)
22. CS1078F (Southern Parkway) (3rd St. to Taylor Blvd.)
23. CS 1016F (Hill St)
24. CS-1005F (Kentucky St)
25. CS-1053F (Breckinridge St)
26. : Grinstead Drive

Roadway Reconfiguration Overview

Roadway reconfigurations, commonly called “Road Diets” are lane reconfigurations which seek to right size available vehicular capacity with while reclaiming cross section width for additional amenities, such as bike facilities, on-street parking or pedestrian accommodations. Benefits of reconfigurations include,

- traffic calming including reduced and uniform speeds,
- improved safety performance,
- improved pedestrian accommodation resulting from decreased crossing distance and slower vehicular speeds,
- improved bicycle accommodation (if bicycle facilities are provided or improved)

While the benefits of reconfigurations are widely documented, operational and safety problems can occur if lane reductions are placed in the wrong location, or designed improperly. Recent case studies in Kentucky identified increased crash rates resulting from improper transitions, as well as an increase in congestion related crashes (rear-end) when road diets were placed in saturated conditions. It should also be noted however, that overall safety often increased due to reduction in other crash types. In addition, while most case studies evaluated showed improved operational performance, increased congestion and queuing resulting from incidents, such as extended railroad crossings or transit operations were identified.

Traditional road diets involve the conversion of a 4-Lane undivided cross-section to a 3-Lane cross section, which has 1 travel lane in each direction and a center two-way left-turn lane (TWLTL). This conversion minimizes capacity reduction in areas with high levels of access density where the inside through lane on a 4-lane cross section operates as a de facto left turn lane, blocking through traffic. The introduction of the TWLTL removes turning traffic from through lanes and aligns left turning vehicles, removing sight distance obstructions, and eliminating speed differential in the travel lanes. This results in consistent speeds on the corridor, reducing rear end crashes and left turn angle crashes. Due to the fact that a traditional road diet does not significantly impact capacity on the roadway these applications may be used on roadways operating near capacity with the 4-lane cross section without significant operational impacts.

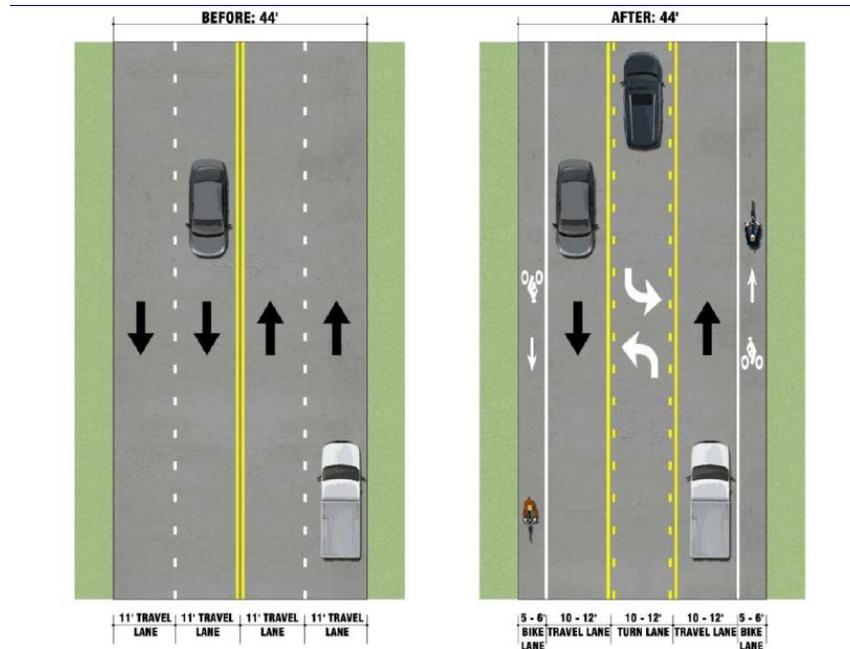


Figure 1: Traditional Road Diet

Non-traditional roadway reconfigurations include the reduction in the number of travel lanes, or reduction in width of travel lanes to reclaim available pavement widths. These conversions are typically used where the roadway is oversized and provides excess capacity, resulting in high speeds on the corridor. Such conversions have the ability provide reduced and more uniform vehicular speeds. Safety benefits, include the reduction of crashes resulting from speed differentials, such as sideswipe and rear end crashes, but may also result in increased congestion related crashes if capacity is exceeded after the conversion.



Figure 2: Non-Traditional Roadway Reconfiguration (Before and After; Dexter Avenue, Seattle, WA) (2)

Capacity Analysis

The capacity of each corridor was evaluated based on available secondary traffic volume data. Traffic data was provided by the city of Louisville from existing counts used on previous projects, as well as Average Daily Traffic (ADT) provided by the Kentucky Transportation Cabinet Division of Planning. All available data is provided in Appendix A. Available traffic data ranged from 2005 to 2013. The corridors in question are relatively mature and significant traffic growth is not expected. Therefore, this available data was used in the analysis. However, prior to implementation it is recommended that traffic data used for the basis of the recommendations be reviewed to ensure it reflects the actual conditions on the corridor.

Capacity analysis was based on three different reviews, based on the availability and type of traffic data. Traditional road diet applications (4-Lane to 3-Lane conversions) were based on Average Daily Traffic (ADT) and guidance developed by the Kentucky Transportation Center. This method uses ADT for the primary street being considered and ADT for major cross streets to ensure adequate capacity exists at intersections as shown in Figure 3, below. Three areas are defined in the graph 1) the area below the blue line represents operational conditions where a road diet conversion is expected to produce operational benefits (i.e., decreased delays) 2) the area above the red line represents over capacity conditions for a road diet where operational and safety problems may be present and 3) between the two lines is the area where the intersection is expected to operate within capacity, but the 4-lane roadway may provide decreased delays. In the third area, additional analysis is recommended so that benefits beyond vehicular operational efficiencies may be identified to determine whether it is desirable to pursue a road diet application.

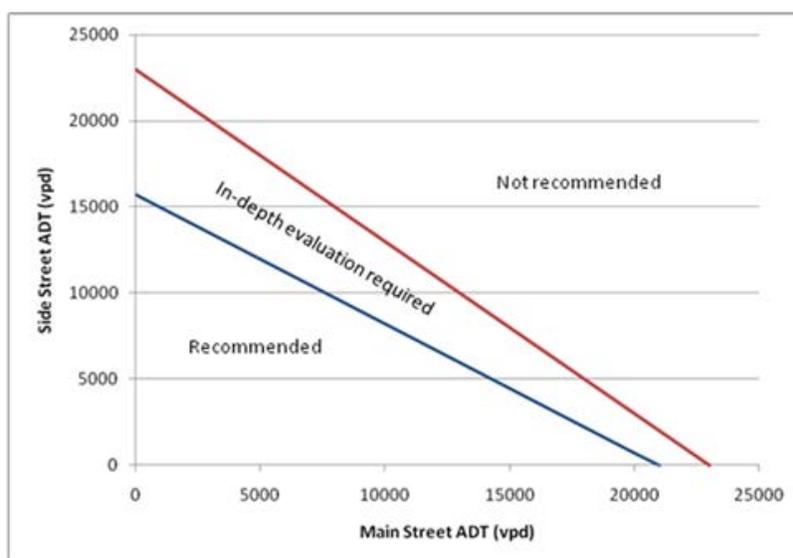


Figure 3: Operational Thresholds for Traditional Road Diets (1)

The city of Seattle has also developed generalized guidelines for 3-lane conversions. This guidance is based daily volume and peak hour directional volumes of the study corridor, and

does not account for cross street demand. Under this guidance, road diets are recommended for ADTs less than 10,000 vehicles per day (vpd) and for roadways with an ADT less than 16,000 vpd, have directional volumes less than 700 vehicles per hour (vph) during the peak period. For ADTs greater than 16,000 and approach flows greater than 700 vph, synchro modeling of critical approaches is recommended. This guidance is summarized in Figure 4.

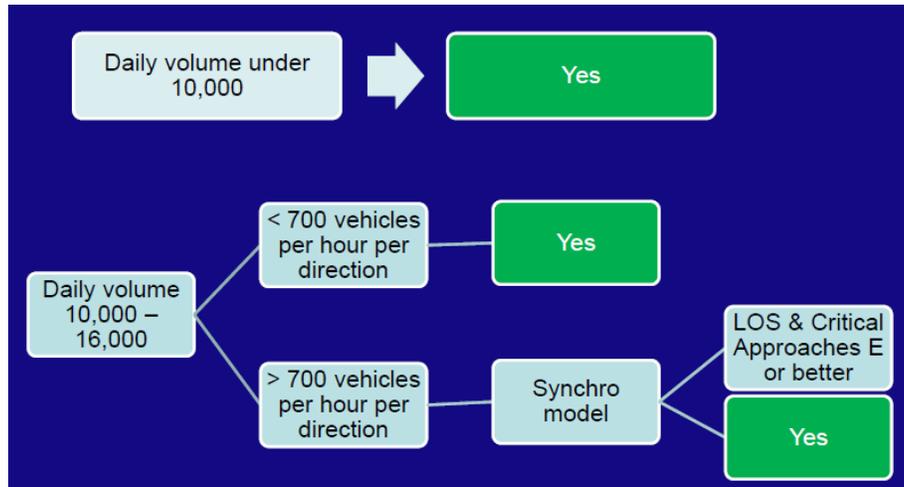


Figure 4: Seattle's Guidelines for Road Diets (2)

While this project did not include the development of synchro models to evaluate the operational performance of roadway reconfigurations, critical movement analysis was conducted for key intersections to ensure the intersection operates under capacity for the proposed lane configuration. Critical movement analysis is a simplified technique for estimating traffic signal capacity and is similar to the Quick Estimation Method prescribed in the Highway Capacity Manual 2000. This method allows an analyst to identify the critical movements at an intersection that cannot operate concurrently and require the most time to serve demand. The method is generally simple enough to be conducted by hand and is often as precise as one can achieve with limited turning movement data. Theoretical critical volume capacity for signalized intersections, is based on the number of phases in use by the traffic signal as is estimated as 1500, 1400 and 1300 for 2, 3 and 4 phase signal operations. However, a conservative estimate of 1200 vph may be used to ensure adequate reserve capacity exists at the intersection. Figure 5 below summarizes the steps used in critical movement analysis.

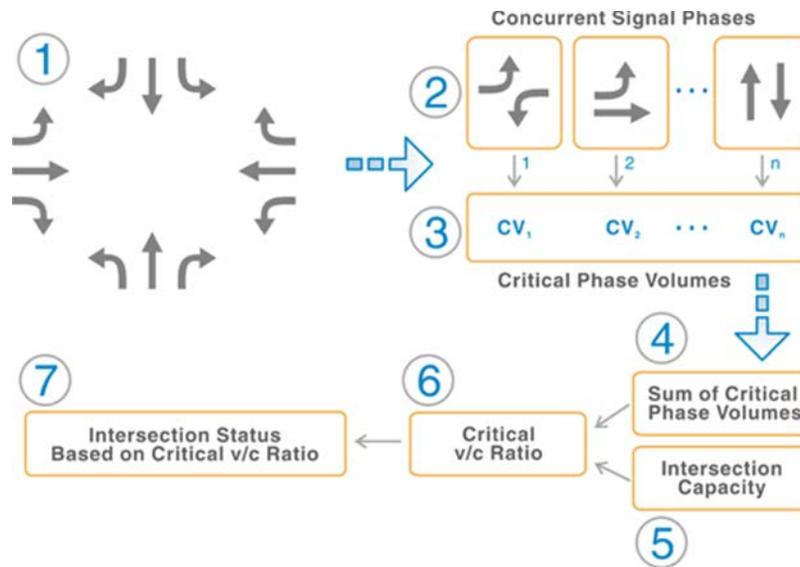


Figure 5: Graphical Summary of Critical Movement Analysis (3)

Cross Section Transitions

One of the critical considerations for the success of a roadway reconfiguration project is to identify effective transition area to begin and end the lane reduction. The most logical and effective transition point, is the terminus of the street or corridor, however, this may not be possible due to the presence of higher volumes of traffic on sections of roadway, where dual receiving lanes are required at intersections. In these instances, it is preferable to identify intersections with high turning volumes so that through lanes may be dropped at the intersections, or identify midblock sections with limited access points to implement the lane reduction. Figure 6 below shows a poor lane reduction at a roadway reconfiguration on US 60 in Versailles, KY, which resulted in increased crashes on the corridor resulting from turning traffic at access points within the transition zone (1). Potential transition zones for the implementing the lane reduction have been identified for all corridors where such measures are recommended.



Figure 6: US 60 Lane Reduction (Versailles, KY) (1)

Transit Impacts



Figure 7: Bus Pullout

The implementation of a TWLTL on roadway reconfigurations assists in preserving existing roadway capacity by removing stopped left turning traffic from through travel lanes, despite the reduction in the total number of lanes. However, other blockages, such as transit operations, within the travel way can significantly impact operations both increasing delay as well as queuing impacts when vehicles are restricted to a single lane of traffic. Research has shown that transit operations have a greater impact on the operation of a three-lane roadway than a four-lane undivided

roadway. The primary reason for this increased impact is the inability of other vehicles to legally pass frequently stopping or slow-moving vehicles. Prior to implementation of a roadway reconfiguration, especially if the traveled way is reduced to a single through lane, the number and duration of vehicle stops along the corridor (particularly during peak hours) should be reviewed. To minimize the impact of frequently stopping vehicles on corridors operating near capacity, it is recommended that bus pullout areas be provided at specific locations along the corridor. Another potential mitigation is to use some of the existing cross section for these types of vehicles (e.g., a transit lane) (4, 5).

Safety

Crash analysis of the study corridors was conducted to identify high accident corridors greater than 1.0 mile in length. Analysis was conducted using the Crash Buildup.Net program developed by the Kentucky Transportation Center for the most recent years of available data (2010-2012). Crash Buildup identifies high crash corridors by searching for sections with the highest crash density and determining the crash rate (Crashes per Vehicles Miles of Travel). The critical rate factor (CRF) is then determined by defining the quotient of the section crash rate by the critical crash rate for similar roadway spots or segments based on the roadway type, number of lanes, and median type. The critical crash rate is the sum of the average crash rate for a given roadway type plus a statistical factor based on roadway exposure and frequency of crashes. A critical rate factor greater than one is indicative of the statistical probability that crashes are not occurring randomly along a segment and that the crash rate of the segment is statistically higher than the average crash rate for a similar facility (6).

From this review only one section was found to have a CRF greater than one, US 150 (Broadway) between 8th Street and Preston Avenue. During the study period, 531 crashes were recorded within this 1 mile segment, with no fatalities and 6 incapacitating injuries. For a full discussion of crash patterns on US 150 refer to the full write up for the corridor.

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**Corridor 1: US 31W (Dixie Highway, 22nd Street, & Dr. WJ Hodge)
Crums Lane to Northwestern Parkway;**
ADT 10,500; 2.75 miles; Urban Principal Arterial

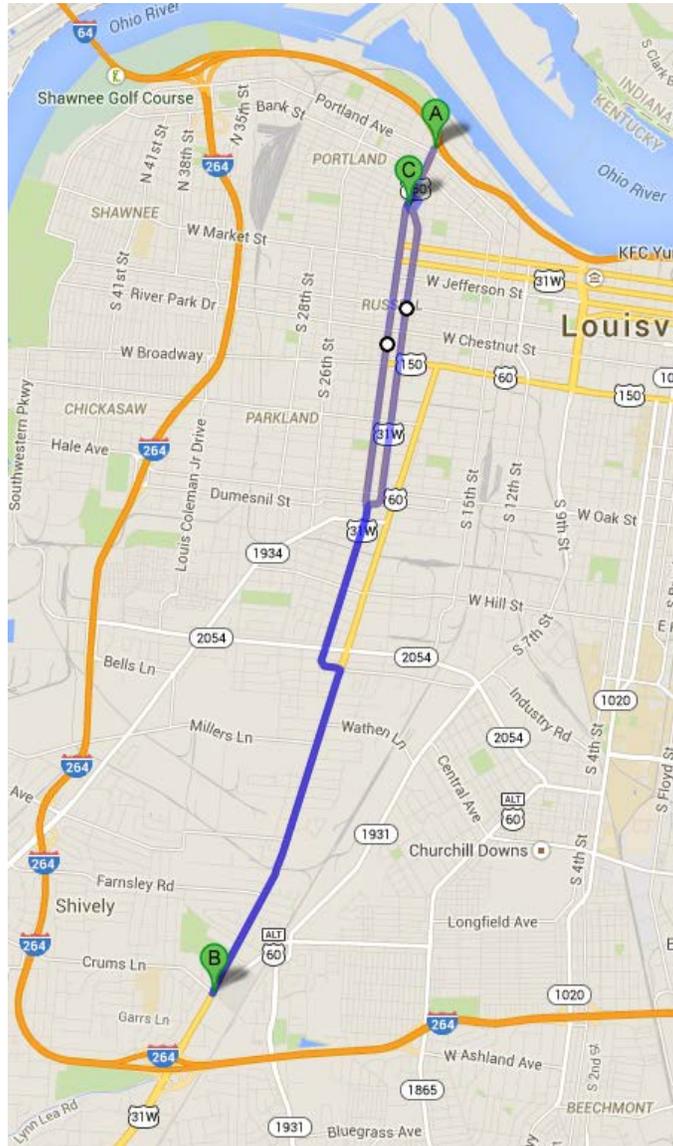


Figure 1-1: Corridor Extents

Section Considerations

Section 1: Northwestern Parkway to Griffiths Avenue

2-lane (two-way) section with on-street parking

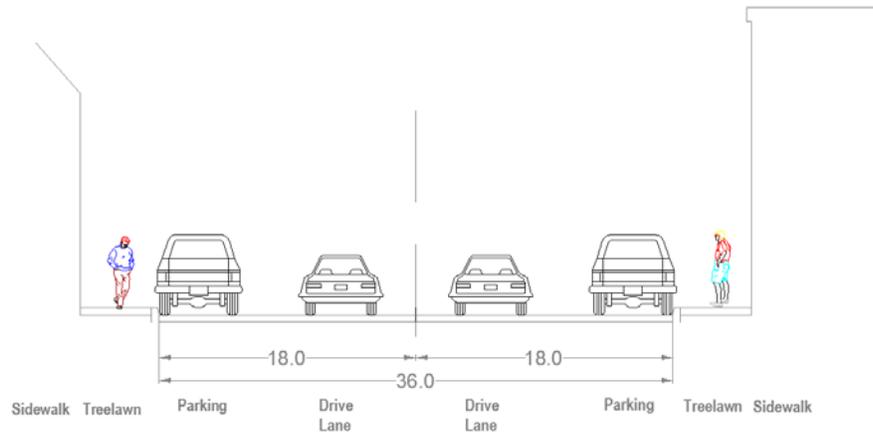


Figure 1-2: Section 1 Typical Section

Further reduction of the typical section is not feasible in this section. Consideration could be made to the removal of on-street parking on one side of the street to provide dedicated and marked parking on the other. This could serve to minimize encroachment of the sidewalk by parked vehicles. Field observations did not identify full utilization of on-street parking and some off-street parking does exist on the corridor. However, it is recommended that a parking survey be completed prior to the removal of any parking spaces on 22nd Street.



Figure 1-3: On-Street Parking on 22nd Street; Section 1

Section 2a (22nd Street; Southbound) Griffiths Avenue to W. Ormsby Avenue

2-lanes (one-way) with on-street parking

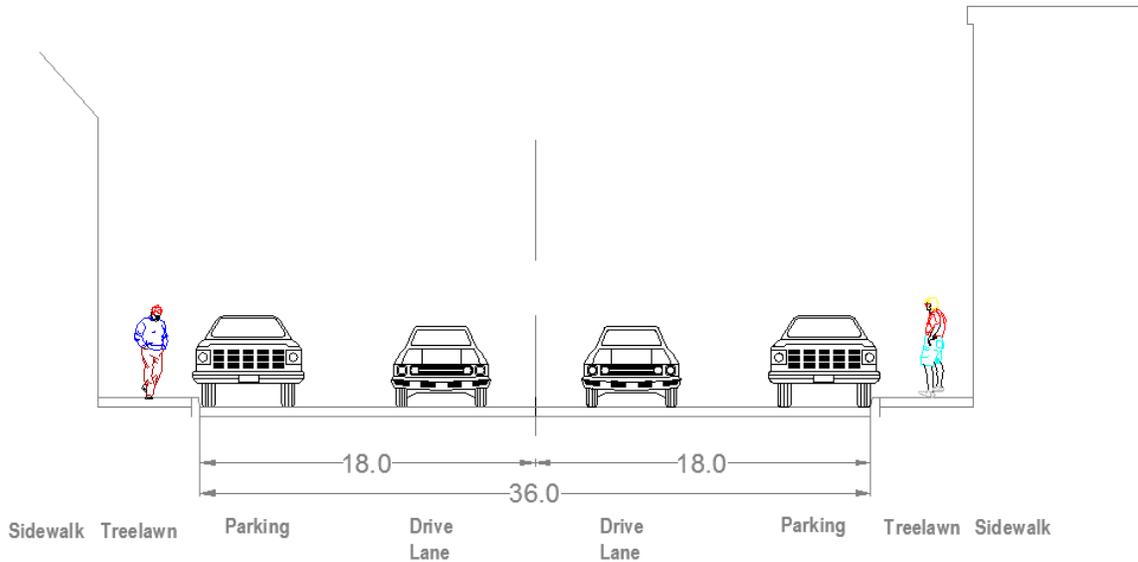


Figure 1-4: Section 2a Typical Section

Review of the peak hour counts on 22nd Street indicates a significant directional volume of over 1700 vph north of Market Street. This volume approaches theoretical capacity for a single lane on an uncontrolled facility and cannot be accommodated with a reduced lane configuration on this section of roadway.



Figure 1-5: AM and PM Turn Movement Counts (22nd Street at Main and Market Streets)

On-street parking within this section exists on both sides of the street, though the relative narrow pavement width, approximately 36 feet, in conjunction with the unmarked parking spaces, causes most vehicles to park near the edge of the travel way, frequently encroaching upon the sidewalk. Consideration could be made to the removal of on-street parking on one side of the street to provide dedicated and marked parking on the other. This could serve to

minimize encroachment of the sidewalk by parked vehicles. Field observations did not identify full utilization of on-street parking and some off-street parking does exist on the corridor. However, it is recommended that a parking survey be completed prior to the removal of any parking spaces on 22nd Street.



Figure 1-6: On-Street Parking on 22nd Street; Section 2a

Volumes drop off significantly south of Market Street which reduces capacity demand on the roadway. Between Market Street and the end of the one-way couplet at Dumesnil Street, the critical intersection was determined to be the intersection with Muhammad Ali Boulevard during Noon peak period. This intersection is anticipated to operate with a critical volume of 1032 vphpl if 22nd street was reduced to a single travel lane. This indicates that adequate capacity exists to serve traffic at the critical intersections, even with a reduced number of travel lanes.



Figure 1-7: Noon Turn Movement Counts (22nd Street at Muhammad Ali Blvd)

Section 2b (Hodge Street; Northbound): Dumesnil Street to Griffiths Avenue
 2-lane (one-way) with on-street parking

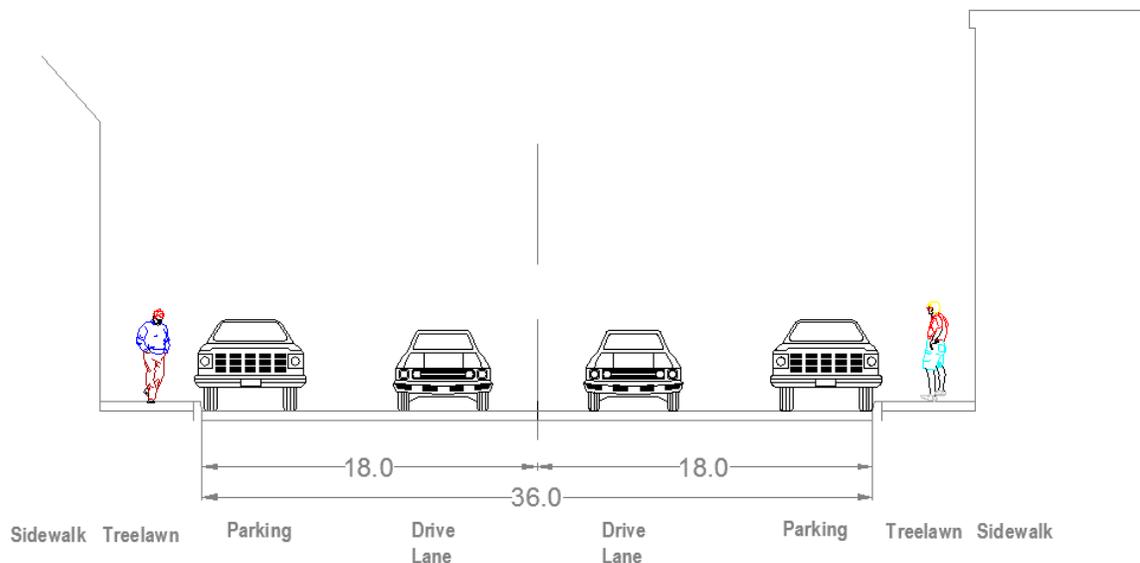


Figure 1-8: Section 2b Typical Section

The PM peak period represents peak travel time for the northbound direction on Hodge Street. Significant volume increases occur at Jefferson and Market Streets with approach volumes at Market Street approximately 1200 vph. Analysis of volumes at Jefferson Street estimate the critical volume to be approximately 1276 vphpl, near intersection capacity. While intersections south of Jefferson Street are estimated to accommodate observed peak hour demands, it is recommended that 2-through lanes be developed at Jefferson Street and carried north through the section. To the north, Main Street is also identified for a possible lane reduction, which would further decrease capacity if Hodge Street were reduced in the number of lanes.



Figure 1-9: PM Turn Movement Counts 21st Street at Jefferson and Market Streets

On-street parking within this section exists on both sides of the street, though the relative narrow pavement width, approximately 35 feet, in conjunction with the unmarked parking spaces, causes most vehicles to park near the edge of the travel way, frequently encroaching upon the sidewalk. Consideration could be made to the removal of on-street parking on one side of the street to provide dedicated and marked parking on the other. This could serve to minimize encroachment of the sidewalk by parked vehicles. Field observations did not identify full utilization of on-street parking and some off-street parking does exist on the corridor. However, it is recommended that a parking survey be completed prior to the removal of any parking spaces on Hodge Street.



Figure 1-9: On-Street Parking on Hodge Street; Section 2b

Section 3: Dumesnil Street to Bernheim Lane

4-lane (two-way) section

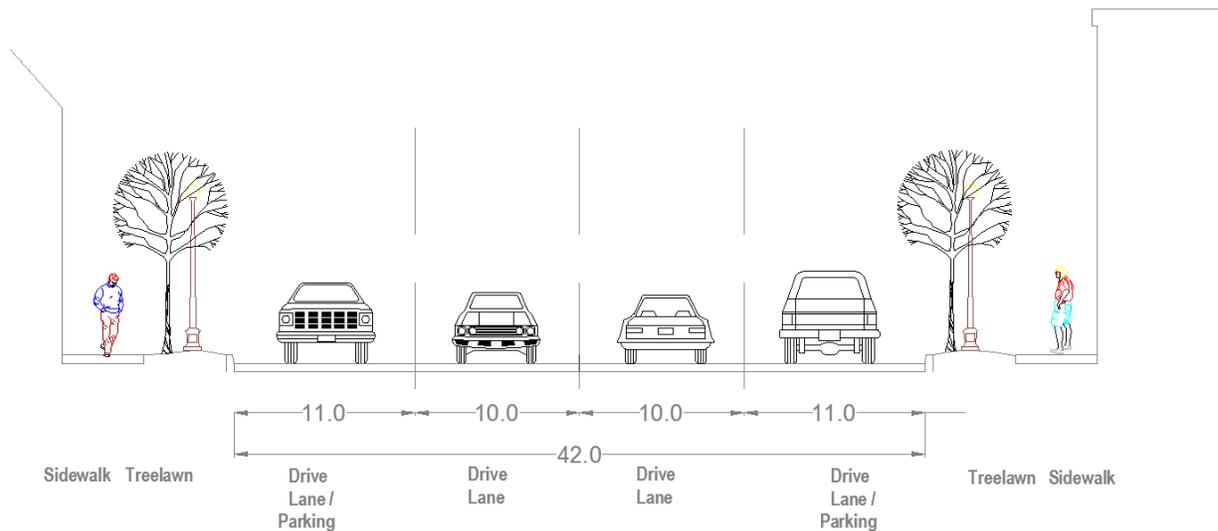


Figure 1-10: Section 3 Typical Section

Turn movement volumes were not available for this section of the corridor. However, ADT provided by KYTC recorded a total volume of 6,810 vehicles in the last observation (2006). Moreover, volume north of this section on 22nd and Hodge reflect directional approach volumes significantly below the 700 vph threshold identified by guidance for road diets. It is estimated that this section has adequate capacity to operate as a 3-lane section with a center TWLTL. The introduction of the TWLTL in conjunction with the high frequency of residential access points within this section is anticipated to alleviate any blockages currently existing from turning vehicles.

Section 4: Dixie Highway; Bernheim Lane to Crums Lanes

4-Lanes two way; flush median with intermittent left turn lanes.

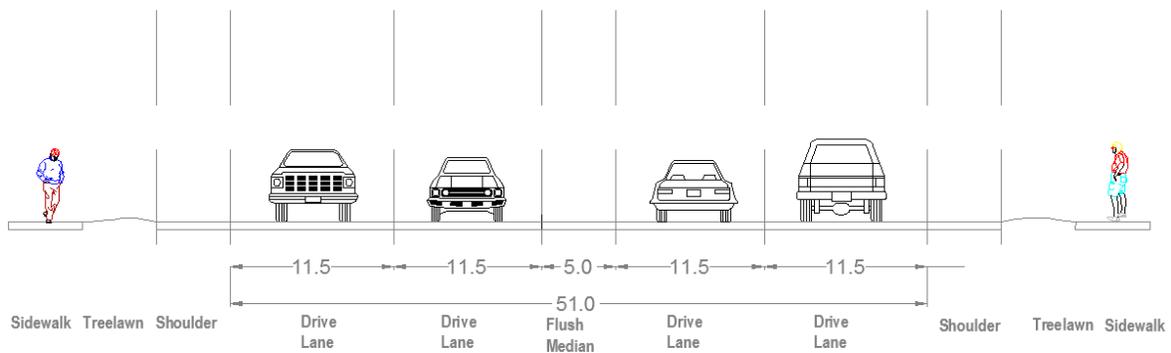


Figure 1-11: Section 4 Typical Section

ADT on this section was last recorded as 17,546 vpd in 2007, which is near the upper range for the feasibility of a traditional road diet. However, cross street volumes within this section are relatively low, which can allow for expanded applications of a reduced cross section. Volumes within this section increase towards the south, as the 5-leg intersection of Crums Lane was identified as the critical intersection.

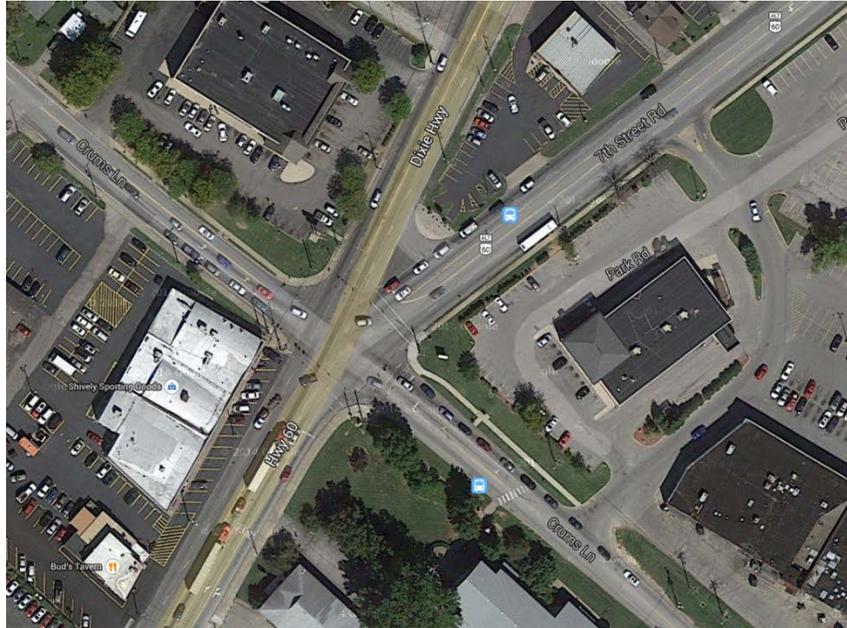


Figure 1-12: Section 3 Typical Section

Analysis of the PM peak volumes at the intersection of Dixie Highway and Crums Lane indicate that it currently operates near capacity with a critical volume of 1316 vphpl. Currently, Dixie Highway north is only served by a single northbound through lane, which would accommodate the implementation of a traditional road diet to the north. However, in order to avoid saturated conditions and large queues at the intersection, 2 southbound lanes should be maintained at the intersection, which can either be carried throughout the section or developed approaching the intersection.

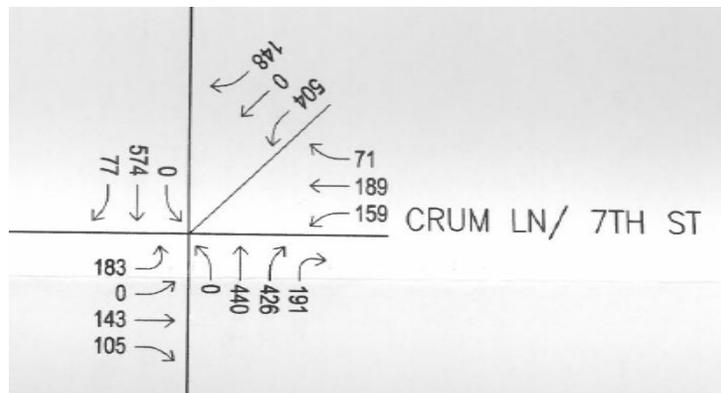


Figure 1-13: PM Turn Movement Counts; Dixie Highway at Crums Lane

While this section may be able to operate with a reduced cross section, it should be noted that observed congestion increases would be more significant than other 4 to 3-lane conversions as left turn lanes already exist at major intersections.

As the corridor would operate near capacity, the impact of transit operations should be investigated thoroughly to avoid undue delay and queuing. However, the wider cross section on Dixie Highway would permit the introduction of bus pullouts to mitigate these impacts.

Transitions

No significant issues have been identified regarding transitions should a lane reduction be implemented within the corridor. As indicated, the primary transition on the corridor is at the intersection of Dixie Highway with Crums Lane, though this intersection currently provides only a single northbound through lane, which would accommodate any proposed reconfiguration.

Due to the high turning volumes at Jefferson Street, this intersection acts as a natural transition point to accommodate a lane drop for southbound 22nd Street.

Recommendation

Section 1: Northwestern Parkway to Griffiths Avenue

No further reduction in lane capacity is recommended though modifications to the existing parking configuration may be explored to provide dedicated and marked on-street parking to minimize encroachments to sidewalks by parked vehicles.

Section 2a (22nd Street; Southbound) Griffiths Avenue to W. Ormsby Avenue

No reduction in lane capacity is recommended north of Market Street. Critical movement analysis indicates that the roadway would provide adequate capacity to meet vehicular demands south of Market Street, though the intersection with Jefferson Street would act as a more natural location for a lane drop serving the southbound left turn traffic. Infrequent transit stops on this section would further accommodate the operation of a single lane of traffic. This section does however include the intersection of US 150 (Broadway) which is also being considered for a roadway reconfiguration and turn movement counts are not available at the intersection. Collection of recent peak hour turning movements and analysis of this critical intersection is recommended prior to implementation of changes on this section.

Modifications to the existing parking configuration may be explored to provide dedicated and marked on-street parking to minimize encroachments to sidewalks by parked vehicles.

Section 2b (Hodge Street; Northbound): Dumesnil Street to Griffiths Avenue

No reduction in lane capacity is recommended north of Market Street. Critical movement analysis indicates that the roadway would provide adequate capacity to meet vehicular demands south of Market Street. Infrequent transit stops on this section would further accommodate the operation of a single lane of traffic. This section does however include the intersection of US 150 (Broadway) which is also being considered for a roadway reconfiguration and turn movement counts are not available at the intersection. Collection of recent peak hour

turning movements and analysis of this critical intersection is recommended prior to implementation of changes on this section.

Modifications to the existing parking configuration may be explored to provide dedicated and marked on-street parking to minimize encroachments to sidewalks by parked vehicles.

Section 3: Dumesnil Street to Bernheim Lane

A traditional 4 to 3-lane road diet with TWLTL is recommended on this section of roadway. Natural transition points occur at both the northern and southern termini of the section at Dumesnil Street and Bernheim Lane.

Section 4: Dixie Highway; Bernheim Lane to Crums Lanes

As this section operates at or near capacity and adequate width exists to accommodate additional amenities, additional analysis is recommended prior to pursuing lane reductions or reconfigurations. Due to presence of existing left turn lanes, impacts on current operating capacity would be more significant on this section than on a similar undivided 4-lane section. As such potential benefits of a lane reduction should be measured against potential impacts.

Corridor 2: US 150 (Broadway) Southwestern Parkway to Baxter Avenue

ADT: 12,000 – 25,200 (4 – 7 lanes); Urban Principal Arterial/Urban Minor Arterial (west of 34th Street); Length: 6.25 miles;

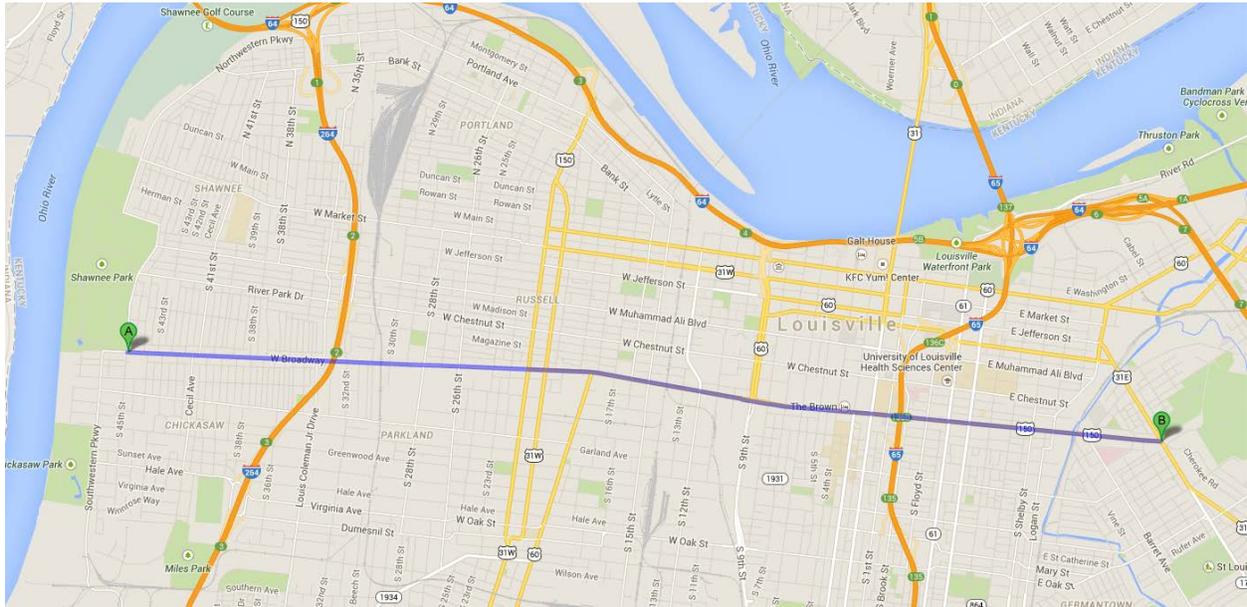


Figure 2-1: Corridor Extents

Section Considerations

Section 1: Southwestern Parkway to I-264

2-lane section w/ bike lane and on-street parking

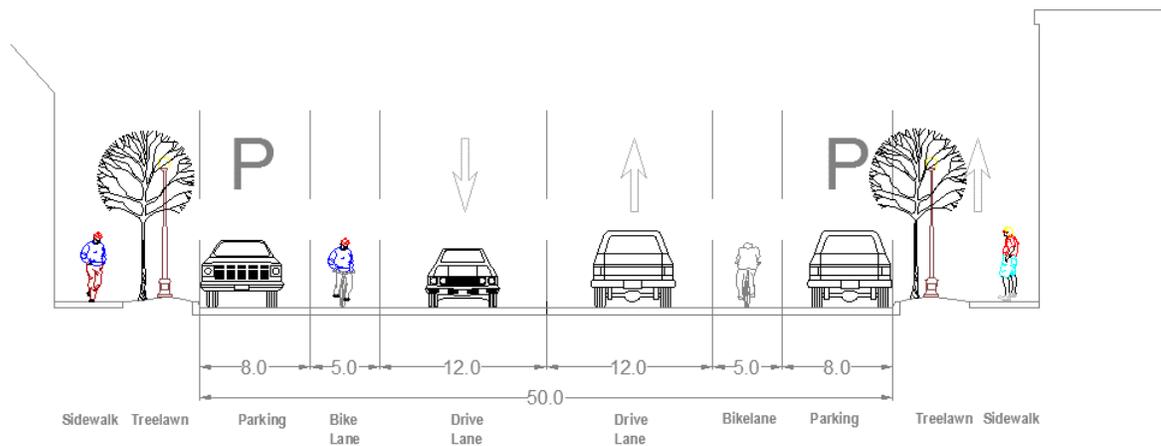


Figure 2-2: Section 1 Typical Section

Turn movement counts were not available for Section 1 between Southwestern Parkway and I-264. ADT along this section was recorded as 9,768 vpd, which supports the current two-lane configuration.

Section 2: I-264 to US 60 (Dixie Highway)

4-lane typical section with on-street parking

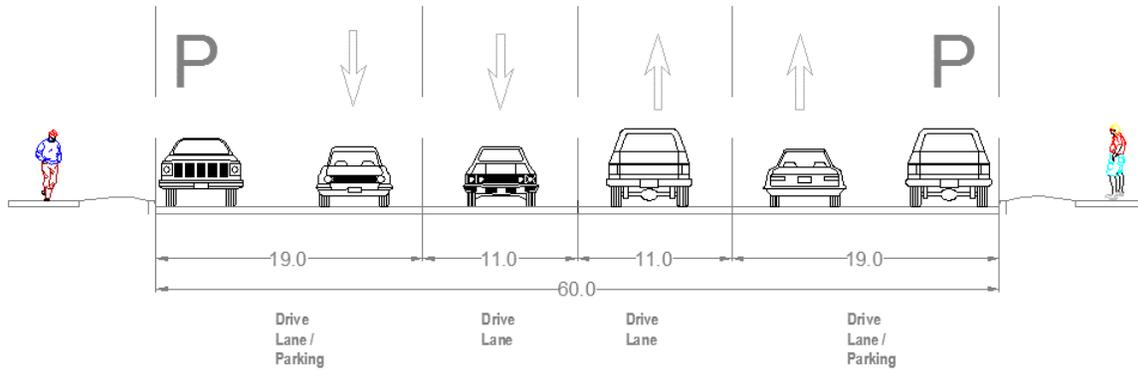


Figure 2-3 Section 2 Typical Section

Critical volume for the key intersection of Broadway at US 31W (22nd Street) was estimated from adjacent street volumes at 22nd and Chestnut Avenue for the PM peak period. As both US 31W (22nd Street) and US 150 (Broadway) are under consideration for roadway reconfigurations, critical movement analysis was conducted assuming both roadways were reduced by one lane in each direction. Critical volume for the intersection was estimated to be 1583 vph. Even with the use of 2- phase signal operation this volume is slightly over the estimated capacity of the intersection. It is recommended that additional turn movement counts be collected for this intersection and detailed capacity analysis be conducted to determine the most beneficial configuration for this section.

Section 3: US 60 (Dixie Highway) to 9th Street

5-lane cross section with on-street parking and center TWLTL.

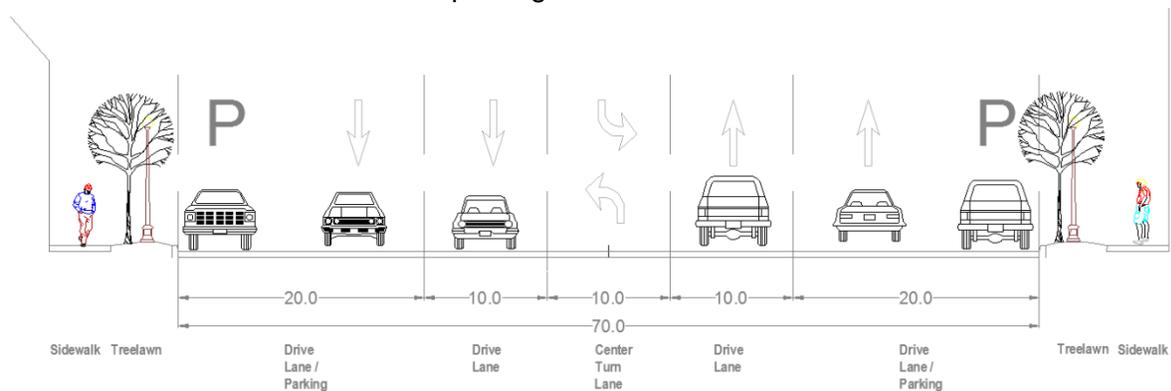


Figure 2-4: Section 3 Typical Section

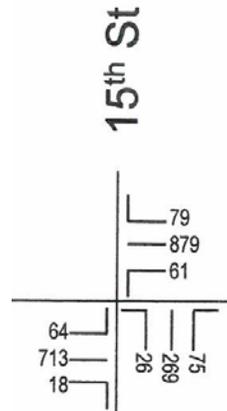


Figure 2-5: PM Turn Movement Counts (Broadway at 15th Street)

Broadway at 15th Street. Reduction of through lanes from 2 to 1 in both directions would increase critical volume at the intersection to 1313 vph for the PM peak hour. While approaching capacity, the 2-phase operation of this signal should reduce lost time to a degree that operational capacity would be sufficient.

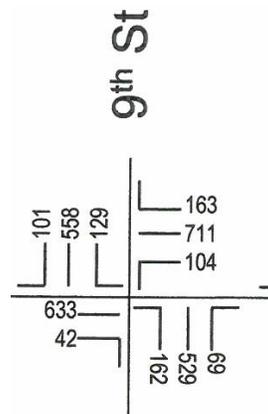


Figure 2-6: PM Turn Movement Counts (Broadway at 9th Street)

Broadway at 9th Street. Critical volume for the intersection is estimated at 1181 for the PM peak hour period assuming the reduction of 1 lane in each direction on US 150. This unique geometry of 9th Street with the wide median and expected increase clearance/change intervals is expected to further deteriorate operations at this intersection, however, it is still anticipated to operate with reserve capacity.

Section 5: from 8th Street to Barrett Avenue

7-Lane cross section (4 eastbound through lanes and 3 westbound through lanes). *From 1st Street to Barrett Avenue, the 4th eastbound through lane is replaced with an eastbound left turn lane.*

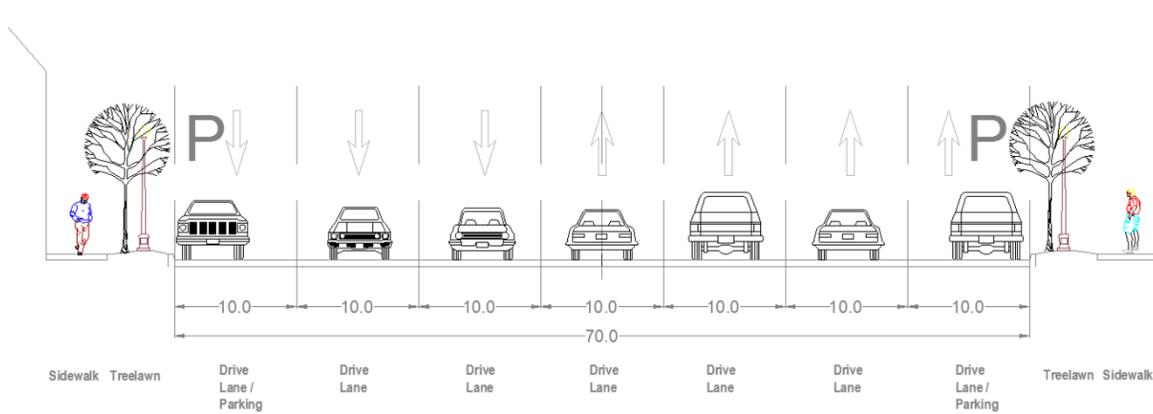


Figure 2-7: Section 5 Typical Section

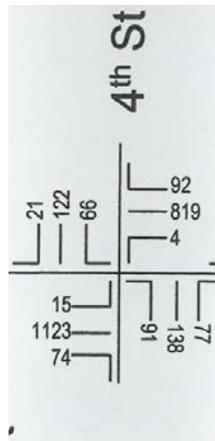


Figure 2-8: PM Turn Movement Counts (Broadway at 4th Street)

PM Peak traffic volumes at the intersection of Broadway and 4th Street support the reduction of east and west approaches to two lanes in each direction. Assuming this lane configuration, the critical volume at the intersection is estimated at 921 vph, well below the capacity threshold. Consideration should be given to providing an auxiliary left turn lane at the intersection to serve the AM left turning volume (44 vph). Consideration should also be given to carrying a center turn lane east through the intersection with 1st Street, where a turn lane is currently provided on the east leg of the intersection to serve Brooks Street.

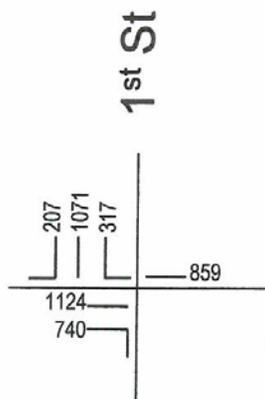


Figure 2-8: PM Turn Movement Counts (Broadway at 1st Street)

The heavy conflicting volumes served by 1st Street, reduces available capacity for the Broadway. As such the critical volume for the intersection with a 4-lane cross section on US 150 exceeds 1500 vph. In order to accommodate this traffic, a 4-lane cross section is recommended, however, an eastbound auxiliary right turn is recommended to serve the high volume of right turning traffic on Broadway. With this configuration the intersection is estimated to have a critical volume of 1201 vph.

This section of roadway is also the only section within the study identified as a high accident corridor. During the 3 year analysis period, 531 crashes were recorded within the 1 mile section between 8th Street and Preston Avenue. This is the only section on the corridor which does not provide left turn lanes. Review of the crash data demonstrates that the most prevalent crashes are rear end and sideswipe crashes, representing over 60 percent of the total crashes. While high rear end frequencies would be expected with heavy congestion, capacity analysis indicates that intersections may be operating with reserve capacity. At least some of these rear end crashes, as well as some sideswipe crashes, may be attributable turning vehicles stopped within the through lane. Despite the lower volume of left turns on this section, the high through volume can increase the frequency of crashes and increase the crash rate.

Table 1: Crash Frequency Broadway (8th Street to Preston Avenue, 2010-2012)

Crash Type	Count	Percent
Rear End	193	36%
Sideswipe Collision	132	25%
Angle Collision	84	16%
1 Vehicle Entering/Leaving Entrance	49	9%
Collision With Pedestrian In Intersection	24	5%
1 Vehicle Entering Or Leaving Parked Position	20	4%
Other	29	5%

The recommended cross section with the reduced number of lanes and the introduction of the left turn lane is expected to address the frequency of both rear end and sideswipe crashes, as well as angular crashes by reducing crossing width.

Section 6: Barrett Avenue to Baxter Avenue

4-lane undivided section.

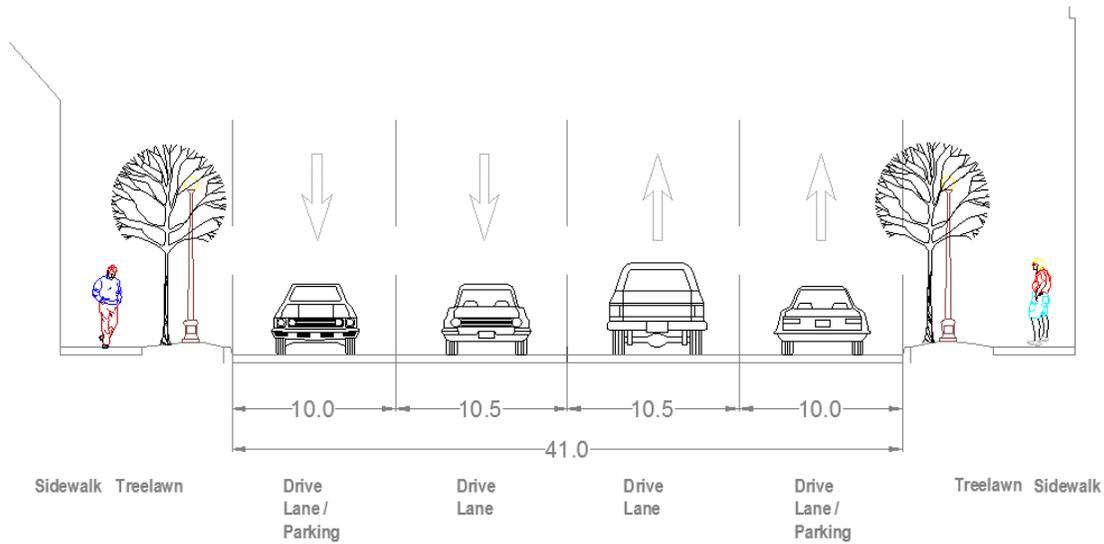


Figure 2-m9: PM Turn Movement Counts (Broadway at Barret Avenue)



Figure 2-10: PM Turn Movement Counts (Broadway at Barrett Avenue)

Broadway transitions from a 7 lane section to an undivided 4 lane section at Barrett Avenue. Review of this intersection, indicates that the 4-lane section may be reduced to a 3-lane or even

2-lane undivided roadway. Analysis of the PM peak hour volumes estimate a critical volume of 1,175 vphpl assuming one through lane on Broadway at the intersection.

Recommendations

I-264 to Dixie Highway (Including US 31W Intersection)

It is recommended that additional data be collected at key intersections within this corridor to investigate the feasibility of converting the section to a 3-lane section (including a TWLTL).

Dixie Highway to 9th Street (including 15th Street)

Reduce cross-section from 5-lane section to a 3-lane section (including TWLTL) and provide permanent on street parking. Consideration should also be given to removal of unwarranted traffic signals through this corridor.

9th Street to Barrett

Reduce cross section from 7-lane section to 5-lane section (including TWLTL) and provide permanent on-street parking.

Barret Avenue to Baxter Avenue

Reduce cross section from 4-lane undivided section to a 3-Lane section including TWLTL or 2-lane undivided section with permanent parking. An auxiliary left turn lane are recommended at Barrett Avenue and Baxter Avenue.

Corridor 3: US 31E (E. Market St)
S. 1st Street to Chestnut Street Connector
 ADT 11,000; 1.8 miles; Urban Principal Arterial.

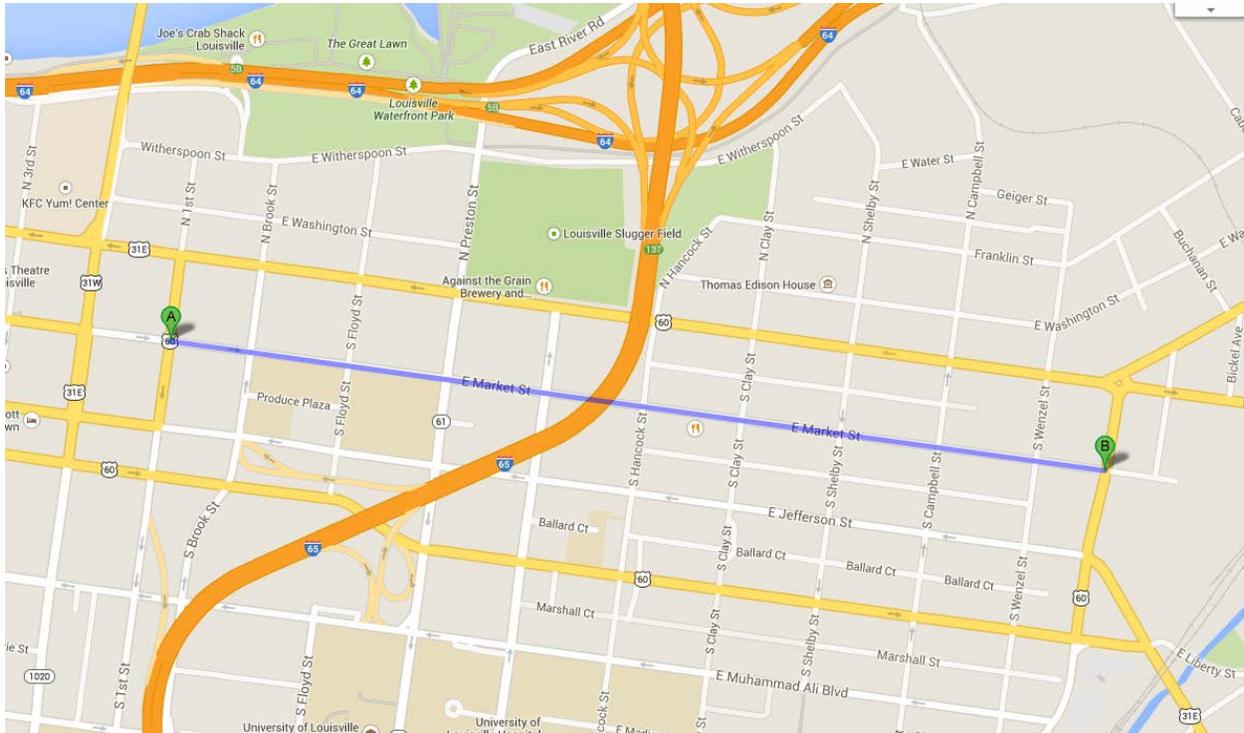


Figure 3-1: Corridor Extents

Recommendation

Market Street near 1st Street has recorded approach volumes between 1200 to 1400 vph, in the eastbound direction, which could be expected to be served with 2 travel lanes, indicating reserve capacity may exist on the corridor, as 3 eastbound lanes are provided. However, this section of Market Street is currently under more detailed analysis through a concurrent effort and no further recommendations are made to its final configuration.

Corridor 4: US 31W (West Main Street)

S. 22nd Street to 9th Street

ADT 11,800; 1.1 miles; Urban Principal Arterial.

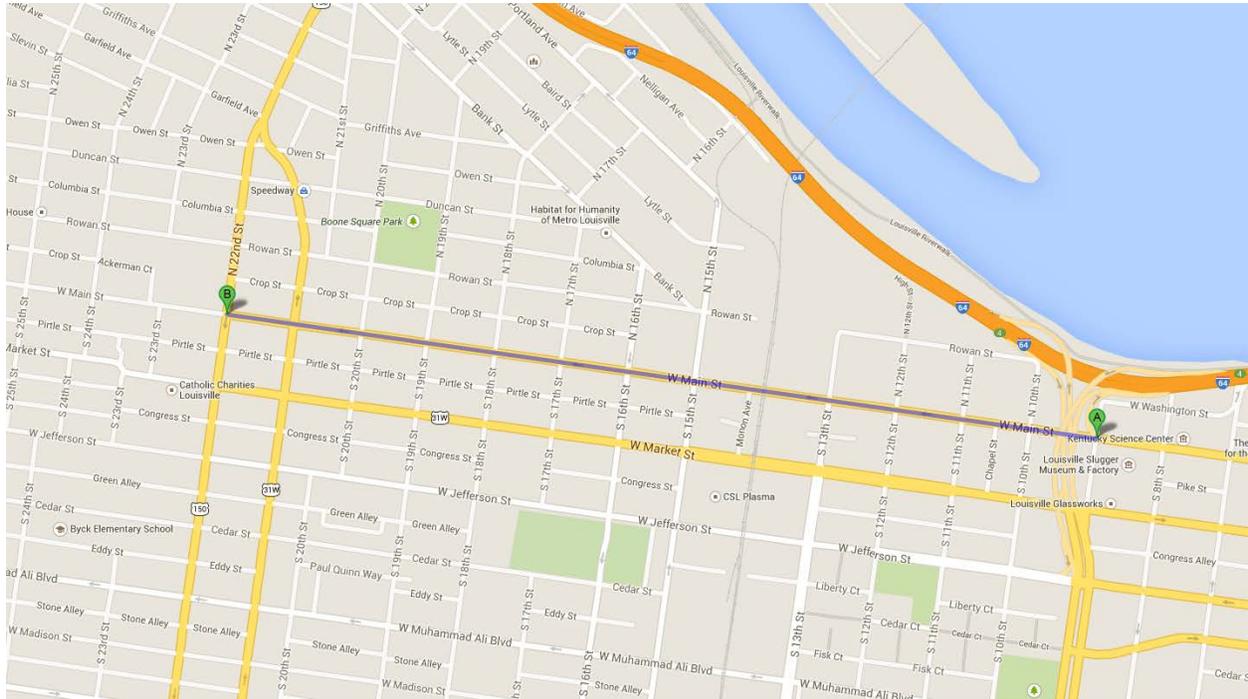


Figure 4-1: Corridor Extents

Section Considerations

S. 22nd Street to 9th Street

4-lane (one-way) cross section with on-street parking

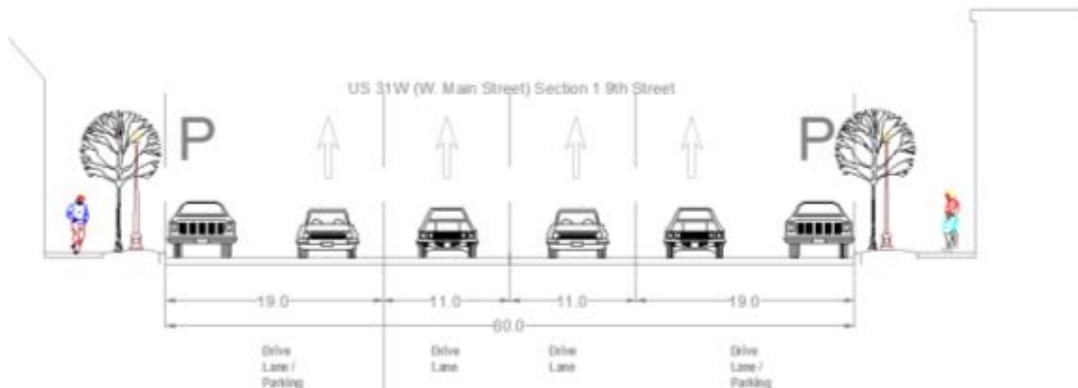


Figure 4-2: Typical Section

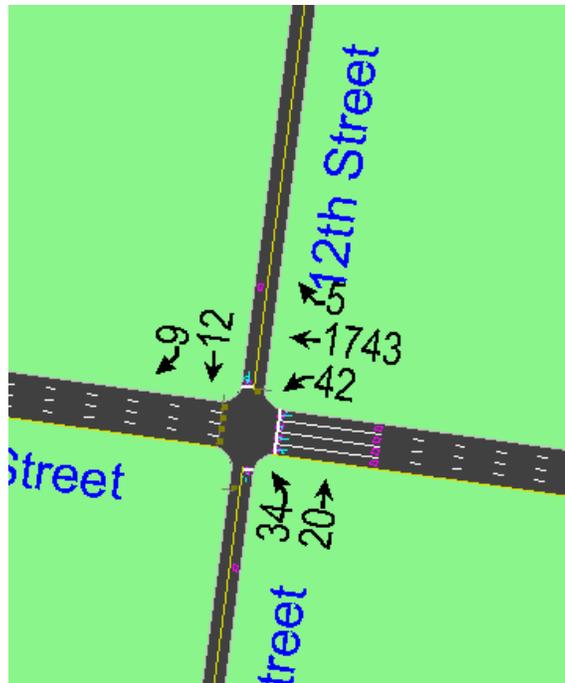


Figure 4-3: PM Turn Counts (W. Main Street at 12th Street)

Traffic volumes on W. Main Street, decrease from east to west with the highest recorded traffic volumes at 12th Street. Review of the PM turning movement counts indicates that the traffic volume could be served by two westbound lanes of traffic with a critical volume under 1000 vph.



Figure 4-4: PM Turn Counts (W. Main Street at 22nd Street)

Due to the drop off in volumes, the terminus of the one-way section at 22nd Street could be served by a single through lane and dual left turn lanes to accommodate the heavy left turning movement. This configuration is anticipated to operate with sufficient capacity whether 22nd Street operates with 1 or 2 southbound lanes as discussed in Corridor 1. (see Figure 4-6).

Transitions

Main Street at 9th Street

Currently 3 westbound lanes travel through Main Street at 9th Street, with the right most lane operating as a shared through and right turn lane to I-64 East on-ramp; a fourth westbound lane on Main Street is then picked up downstream of 9th Street. A potential transition at this location would be to drop a westbound lane as a dedicated right turn lane to 9th Street/I-64 and carry only two lanes through the intersection.



Figure 4-5: 9th Street at Main Street

As identified above, the terminus of the one-way section at 22nd Street could be served by a single through lane and dual left turn lanes to accommodate the heavy left turning movement. No complications at this transition point have been identified.



Figure 4-6: Main Street at 22nd Street

Other Information

Figure 4-7 below shows an existing aerial of West Main Street near S. 20th Street



Figure 4-7: W. Main Street at 20th Street (Aerial)

Recommendations

It is recommended that W. Main Street from 9th Street to 22nd Street be reduced from 4 westbound lanes to a minimum of 2 westbound lanes and that permanent parking be provided on both sides of the street as needed.

Corridor 5: US 31E (E. Main Street) S. 1st Street to Chestnut Street Connector ADT 10, 800; 1.8 miles; Urban Principal Arterial.

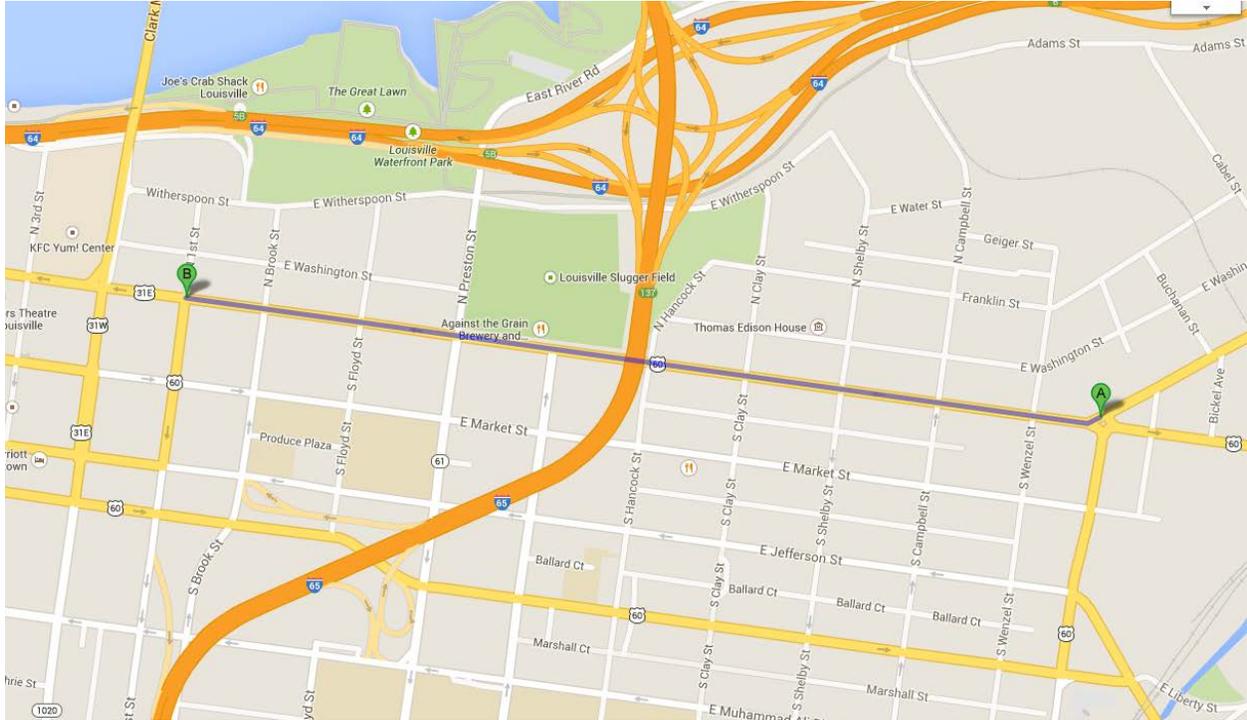


Figure 5-1: Corridor Extents

Section Considerations

Chestnut Street to 1st Street

4-lane (one-way) cross section with on-street parking and bike lane

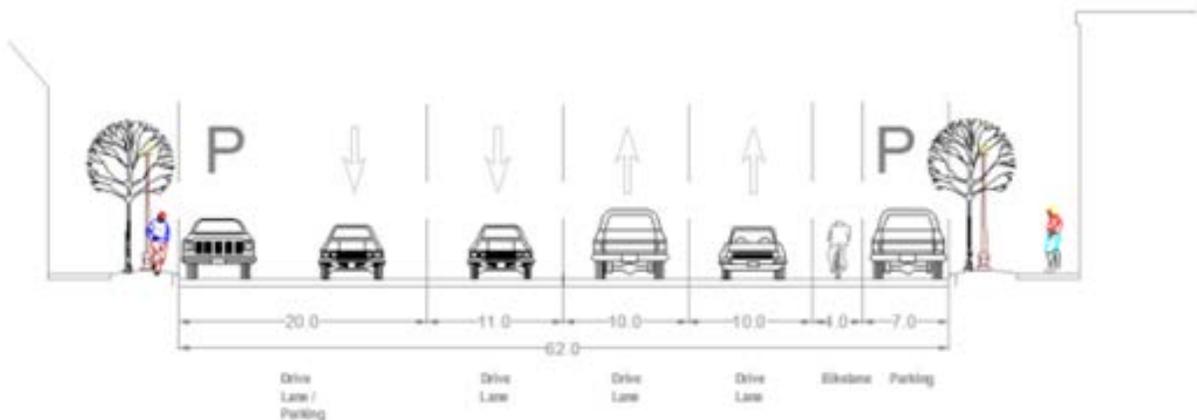


Figure 5-2: Typical Section

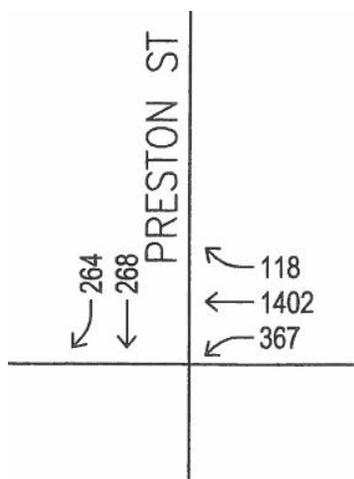


Figure 5-3: AM Turn Counts (E. Main Street at Preston Avenue)

Review of PM peak hour volumes on for the critical intersection of East Main Street at Preston Avenue indicates that the intersection could operate with a critical volume of 875 during the PM peak if the cross section is reduced to 2 through westbound lanes. During the AM peak hour traffic increases by over 60 percent increase; analysis of these volumes however indicates the 2-lane section could still accommodate this traffic with a critical volume of 1211 vph.

Transitions

E. Main Street begins at Chestnut Street where US 60 feeds it from the north with three lanes. Northbound Chestnut Street also has a free flow movement adding a westbound lane as shown in Figure 5-4. (Mellwood Avenue, the eastern leg of the intersection is a one-way eastbound street heading out of downtown). In order to transition from 4 lanes feeding E. Main Street to 2-lanes it is recommended that US 60 be reduced to two lanes. To achieve this US 60 may be converted to 2-lanes; on-street parking immediately north of the intersection essentially limits the cross section of US 60 to 2-lanes as it is, or the third inbound lane may be dropped as a left-turn lane to Mellwood Avenue. In addition, the free flow movement from Chestnut Street would need to be removed and controlled by yield or stop control.



Figure 5-4 Chestnut at E. Main Street

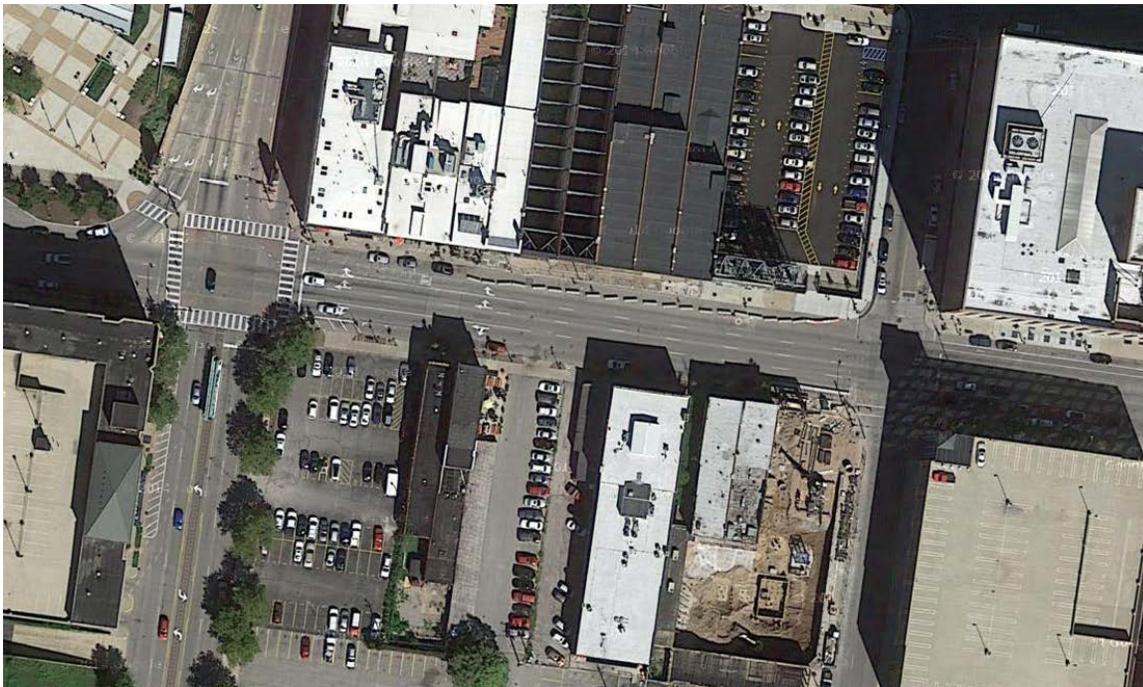


Figure 5-5: Main Street at 1st Street

Other Information



Figure 5-6: E. Main Street at S. Campbell Street

Recommendation

Reduce the cross section of East Main Street from 4-Lanes to 2-Lanes with permanent parking on both sides of the street. Reconfiguration of US 60 and the introduction of stop control for northbound lefts from Chestnut Street is also recommended to ensure proper development of the reduced section.

Corridor 6: US 31E (Baxter Avenue)
Jefferson Street to Eastern Parkway
 ADT 11,200; 1.8 miles; Urban Principal Arterial.

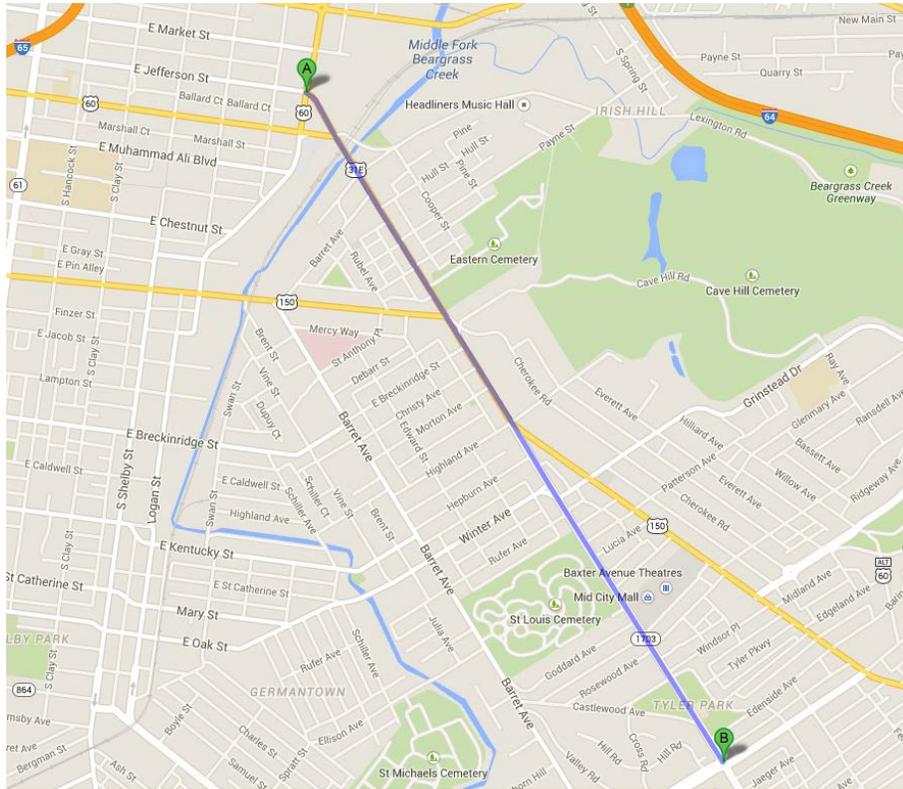


Figure 6-1: Corridor Extents

Section Considerations

Section 1: Jefferson Street to Lexington Road

4-lane section parking in outside lanes controlled by time of day

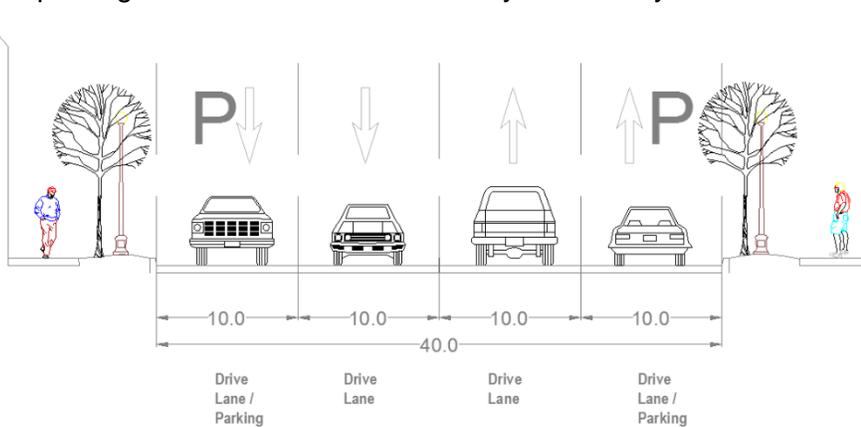


Figure 6-2: Section 1 Typical Section



Figure 6-3: PM Turn Movement Counts (Lexington Road at Baxter Avenue)

The intersection of Baxter Avenue with Lexington Road was identified as the critical intersection on this section of the corridor. Critical movement volume for the AM and PM peak periods for this intersection is estimated at 1188 and 754 vphpl respectively with the introduction of a 3-lane section with center left-turn lane at the intersection. Analysis of potential roadway reconfigurations on Lexington Road, do not contraindicate the feasibility of modifications on this section.

Section 2: Lexington Road to Eastern Parkway

4-lanes undivided with TOD lane assignments. On-street parking controlled by TOD.

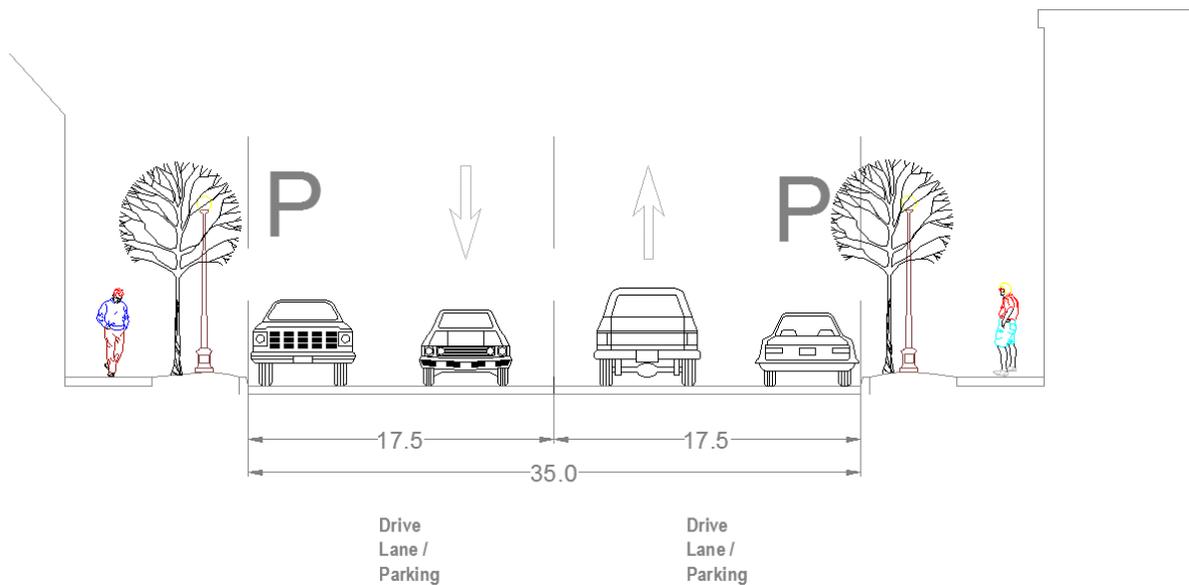


Figure 6-4: Section 2 Typical Section (off-peak)



Figure 6-5 AM Turn Movement Counts (Payne Street at Baxter Avenue)

Review of the AM peak hour counts, at Payne Street indicate that the intersection could operate with a critical lane volume of 1240 vph if the cross section is reduced from 2 lanes in each direction to one lane in each direction. However, with the high volume of through traffic and moderate left turn volumes, a 3-lane section with center TWLTL may be preferred.

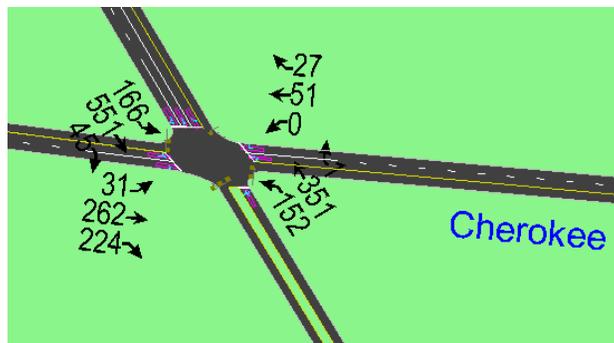


Figure 6-6 AM Turn Movement Counts (Cherokee Road at Baxter Avenue)

Preliminary analysis of the intersection of Baxter Road at Cherokee Road indicates that it may be possible to operate the intersection with a reduced cross section utilizing one lane in each direction. Analysis estimates that the intersection would have a critical volume of 1293 vph during the PM peak Hour with a 3-lane section. The critical movement during this phase is the northbound through movement and northbound left turn which serves over 600 vehicles per hour. In order to accommodate a modified cross section, the split phased operation of Baxter street should be eliminated and the northbound left-turn operate as a protected only movement. It is also recommended that consideration be given to the elimination of the southbound left turn, redirecting this movement to Highland Avenue; though this modification would not necessarily be required for proper operation of the intersection.



Figure 6-7: AM and PM Turn Movement Counts (Bardstown Road at Baxter Avenue)

The 5-Leg intersection of Baxter Avenue at Bardstown Road is the critical intersection on the corridor. Of the peak periods, the AM peak represents the worst condition with over 1300 vehicles approaching the intersection from the south with 1000 vehicles on Bardstown Road and over 300 on Baxter Avenue. The PM peak period, while having higher total entering volumes, presents more balanced traffic at the intersection. In order to evaluate the potential for removing the reversible lanes on the corridor, the AM peak period configuration was evaluated to serve both the AM and PM peak periods. This configuration would provide two lanes northbound from Bardstown Road to Baxter Road. The second northbound lane could be dropped as a left turn lane at Cherokee Road.

Critical volume analysis indicates that during the AM peak period the intersection operates with a critical volume of 908 vphpl. Using the same lane configuration for the PM peak hour provides a critical volume of 1253 vphpl. While approaching capacity, this configuration has the potential to eliminate the reversible lanes on Baxter Avenue while reclaiming real estate during the Peak hour.

Transitions

Turn movement counts are not available for the beginning of the corridor at Jefferson Street at US 60. However, US 60 feeds Baxter Avenue with dual southbound left turn lanes. Capacity analysis is recommended to determine if this intersection could operate sufficiently without the dual left turns; however review indicates that a short lane drop on southbound Baxter Avenue between Jefferson Street and Lexington Road is not infeasible due to the relative lack of access points within this section.

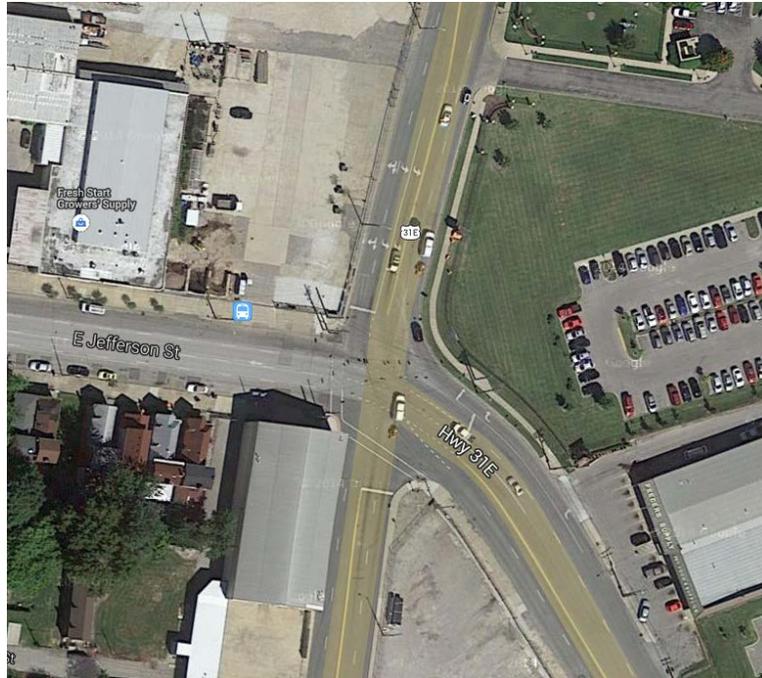


Figure 6-8: Baxter Avenue at US 60/Jefferson Street

No modification to the southern terminus of Baxter Avenue at Eastern Parkway would be required.

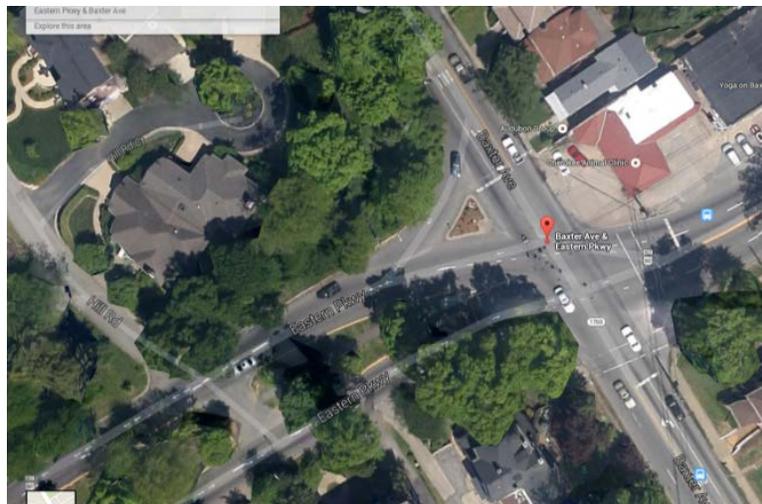


Figure 6-9: Baxter Avenue at Eastern Parkway

Recommendation

It is recommended that microsimulation analysis be conducted to evaluate the potential for lane reconfiguration of Baxter Avenue to eliminate the reversible lanes currently in place. Preliminary

analysis indicates that the current AM peak period configuration may be used to serve the PM traffic demand between Cherokee Road and Bardstown Road. North of Cherokee Road, a 2 or 3-lane configuration should be considered balancing needs between vehicular mobility and on-street parking or other street amenities. Simulation analysis should evaluate queuing interactions among intersections, as well as identify the impact of transit operations on the roadway due to the constrained capacity on the corridor.

Corridor 7: KY 155; (Taylorsville Road)

Bardstown Road to Breckenridge Avenue

ADT 18,800; 3 miles; Urban Principal Arterial.

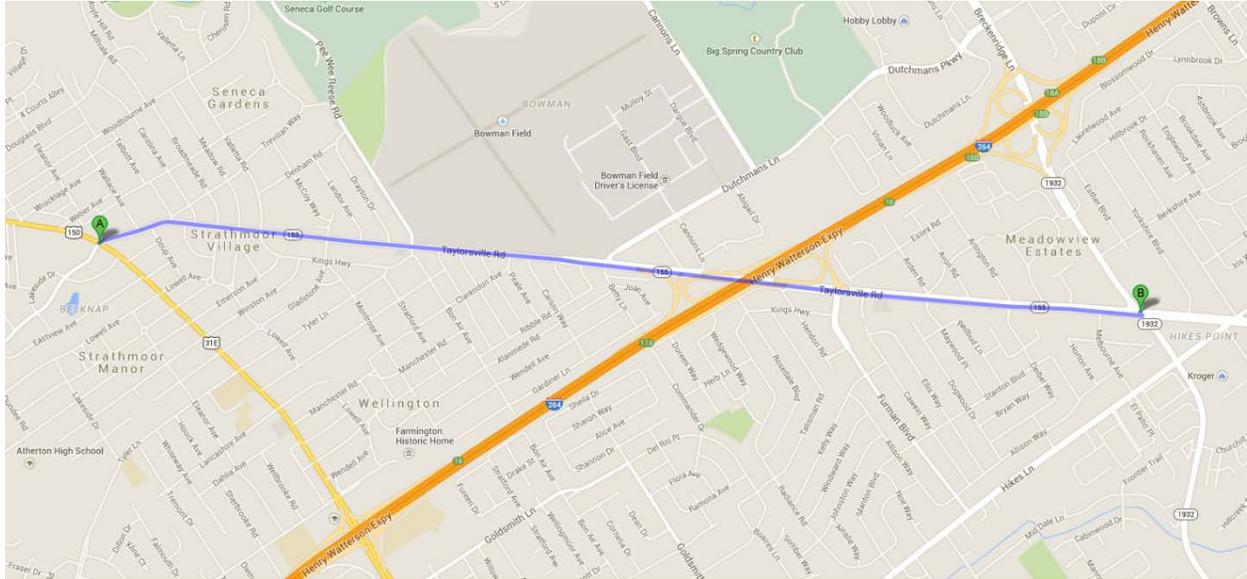


Figure 7-1: Corridor Extents

Section Considerations

Section 1: Bardstown Road to I-264

4-lane undivided section

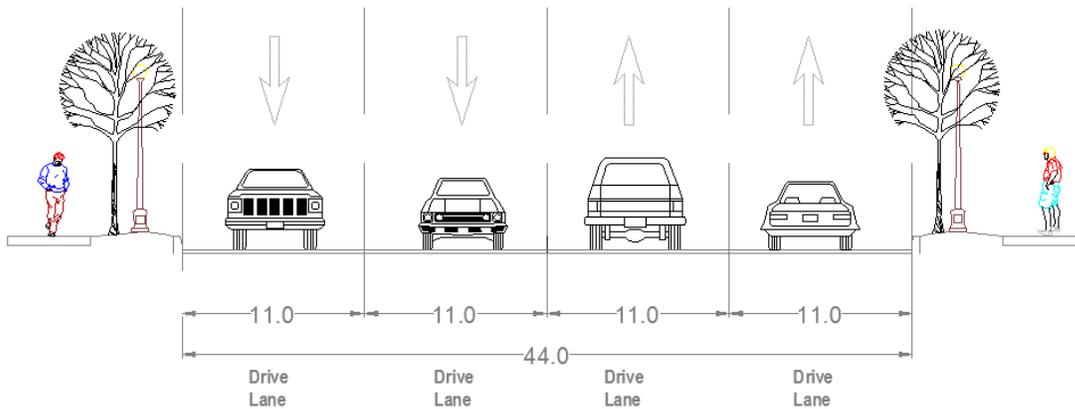


Figure 7-2: Section 1 Typical Section

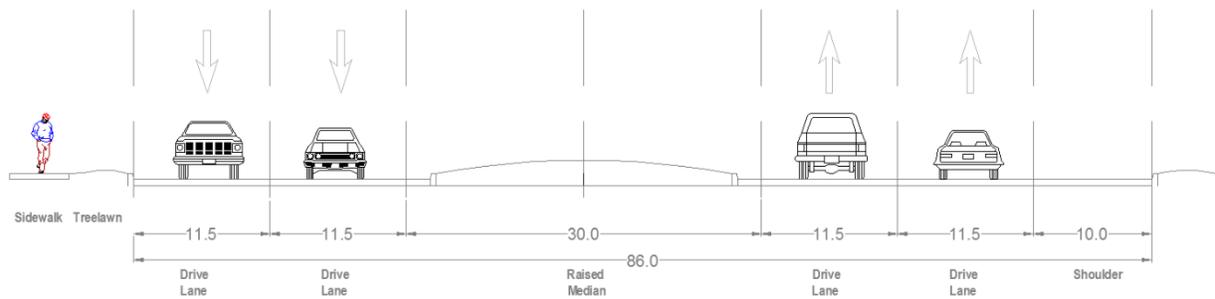


Figure 7-3: Section 2 Typical Section

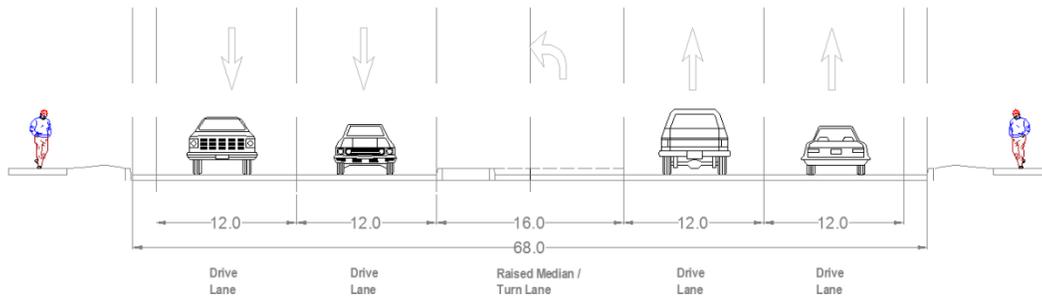


Figure 7-4: Section 3: Typical Section

Turn movement counts were not readily available for major intersections along Taylorsville Road which precluded the ability to conduct Critical Movement Analysis. However, average daily traffic counts are available for Taylorsville Road as well as several cross streets which allow for the application of the KTC Road Diet evaluation techniques. For this review, three intersections with Taylorsville Road (ADT 18,750) were evaluated 1) Bardstown Road, 2) Dutchman's Lane and 3) Breckinridge Road. These roadways have ADTs of 22,463, 16,605, and 18,750 respectively. Each of these volumes is plotted on Figure 7-5 below. As can be seen from this analysis, all three primary intersections exceed the recommended range for a 4-lane to 3-lane conversion (or reduction of 1 through lane in each direction). The 0.9 mile section of Taylorsville Road from Bardstown Road to Pee Wee Reese Road may be a candidate for a 4-lane to 3-lane conversion, as no major intersections exist on this section of roadway. Additionally, the high number of residential access points on this section of roadway may benefit from the introduction of a TWLTL.

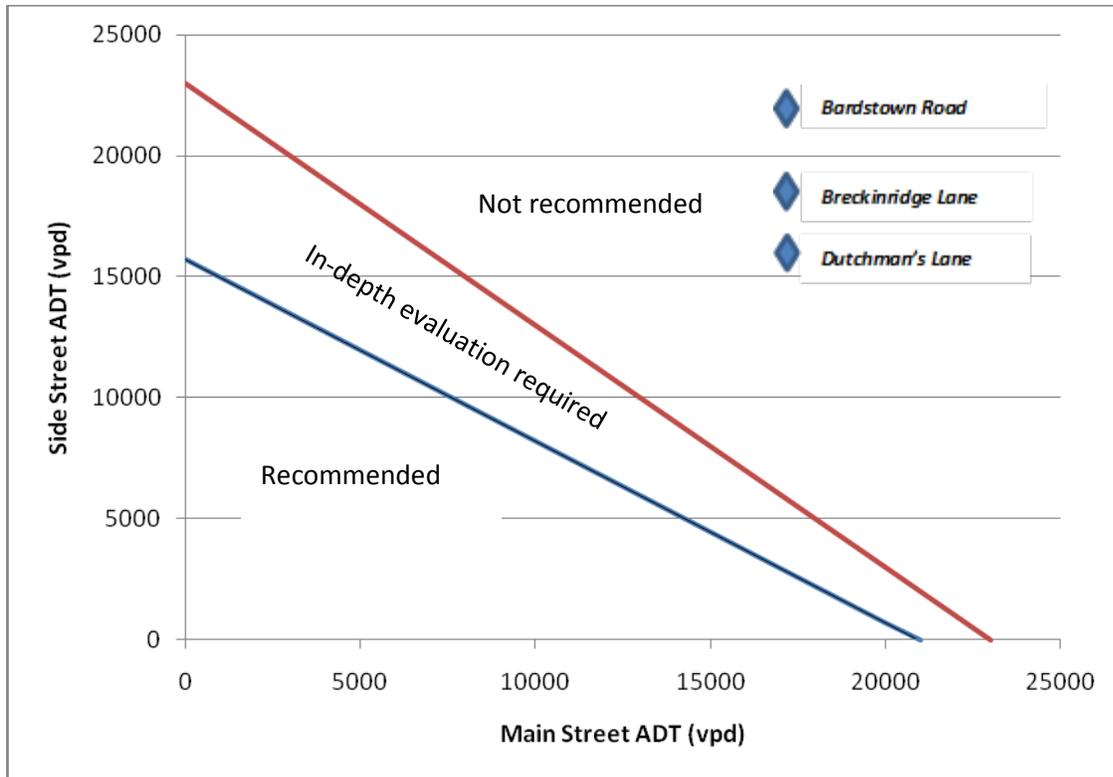


Figure 7-5: ADT Analysis of Taylorsville Road

Transitions

If a lane reduction is pursued on Taylorsville Road between Bardstown Road and Pee-Wee Reese Road or Dutchman's Lane, adequate transition areas do exist. No modification are necessary at the western terminus at Bardstown Road as the intersection currently operates with only a single lane feeding Taylorsville Road from Bardstown Road and Trevilian Way. However, the reduced section may be terminated in the westbound direction prior to the intersection (near Wallace Avenue) to fully develop the 2 outbound lanes from Taylorsville Road to Bardstown Road.



Figure 7-6: Taylorsville Road at Bardstown Road

On the eastern terminus of the reduced section, the section could be transitioned at Pee-Wee Reese Road, or adequate space exists to eliminate 1 westbound lane from Dutchman's Lane west of the intersection due to the uninterrupted frontage along Bowman Field.

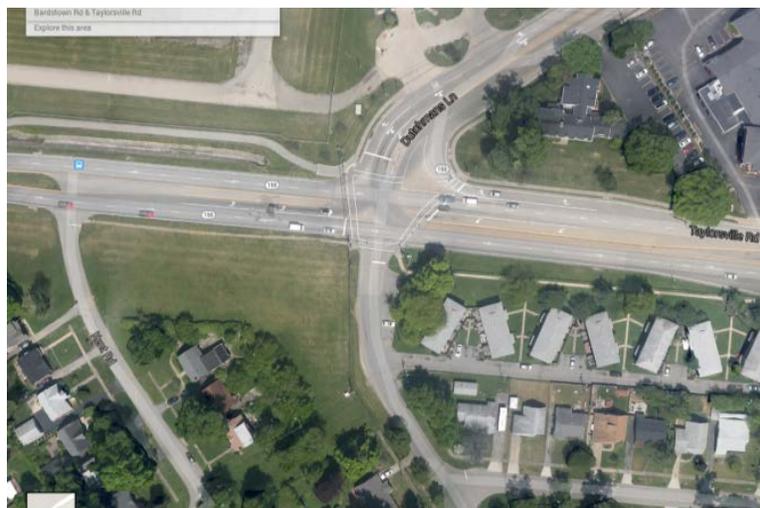


Figure 7-6: Taylorsville Road at Dutchman's Lane

Recommendation

A 4-lane to 3-lane conversion may be feasible between Bardstown Road and Pee Wee Reese Road. It is recommended that turn movement counts be conducted at select major intersections within this section of roadway to ensure adequate capacity of the roadway; however, it is believed that the removal of turning traffic from the through lanes will offset through capacity reductions associated with the conversion. This section may be carried further east from Pee Wee Reese Road to Dutchman's Lanes, if traffic volumes at the intersection of Pee Wee Reese Road and Taylorsville Road support the lane reduction. Detailed capacity analysis is

recommended to ensure queuing impacts at Pee Wee Reese Road are not present. Consideration should also be given to the presence of the TARC Routes 23 and 40 which utilize this roadway. As the roadway is on the upper end of acceptable traffic ranges for road diet conversions the frequent presence of transit stops may negatively impact the roadway.

Lane reductions are not recommended from Dutchman's Lane to Breckinridge Road due to the higher volumes of intersecting streets on this section of Taylorsville Road.

Corridor 8: US 60A (7th Street Road & Berry Blvd)

Crums Lane to Taylor Boulevard

ADT 16,700, 20,100); 1.5 miles; Urban Minor Arterial.

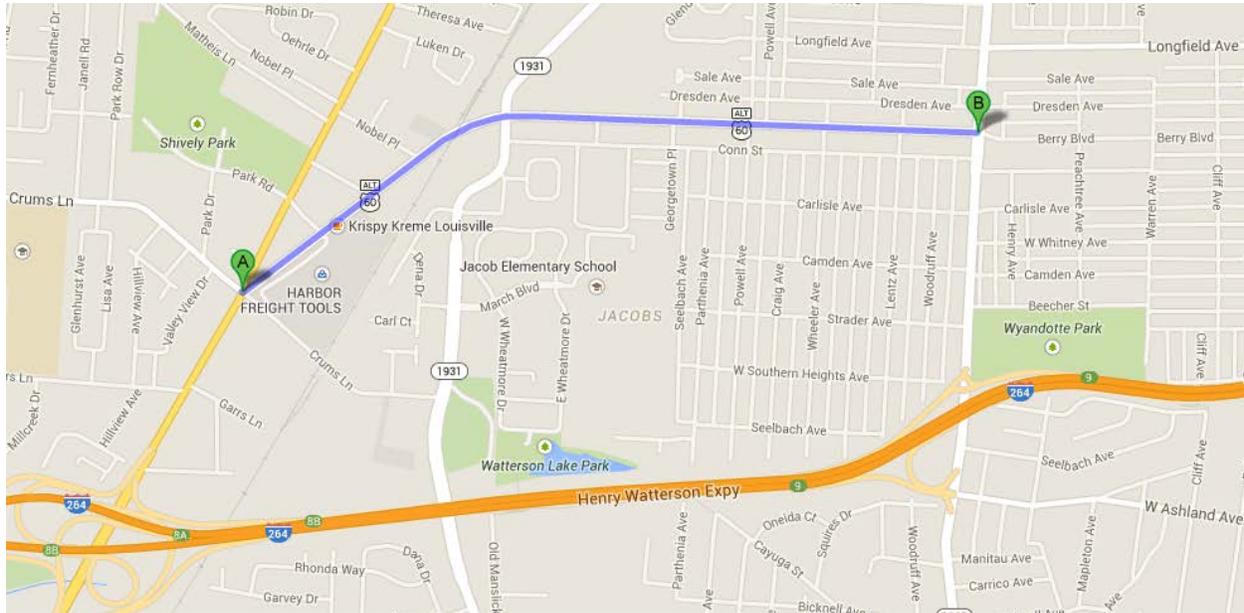


Figure 8-1 Corridor Extents

Section Considerations

Section 1: Crums Lane to Manslick Road

4-Lanes with TWLTL

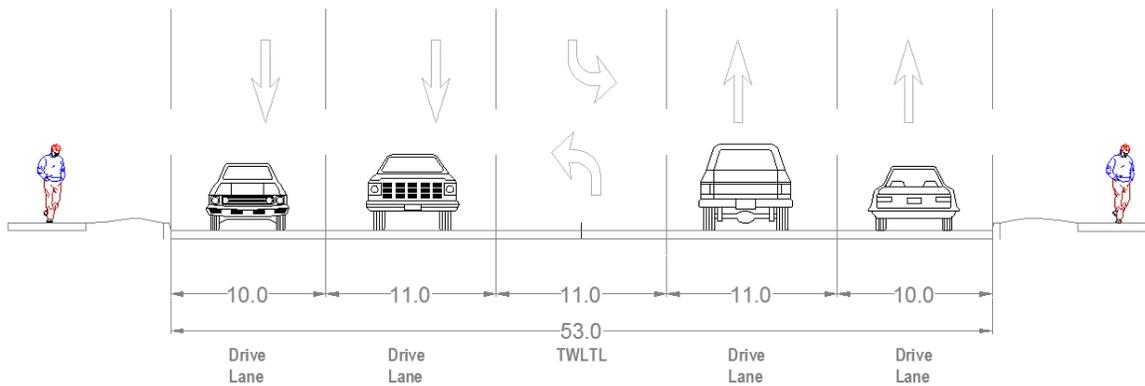


Figure 8-2: Typical Section

Analysis of the PM peak volumes at the intersection of Dixie Highway and Crums Lane/7th Street indicate that it currently operates near capacity with a critical volume of 1316 vphpl. As this movement operates concurrently with the northbound Dixie highway movement which is

served by a single lane, restricting the 7th street movement to a single phase would not impact the critical volume, however, increased queues would be expected at the intersection.

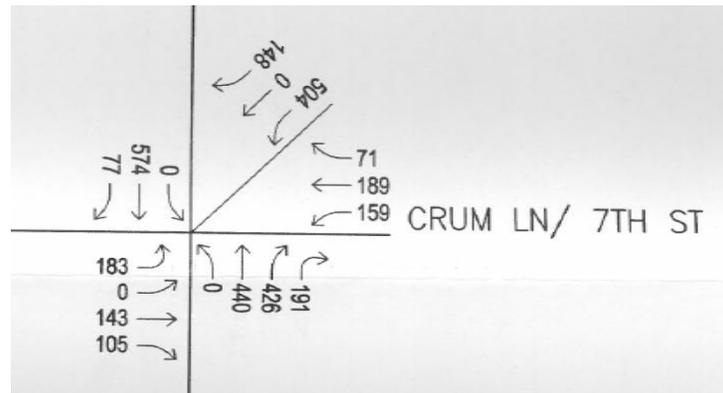


Figure 8-3: PM Turn Movement Counts; Dixie Highway at Crums Lane

Evaluation of the adjacent intersections on US 60A (7th Street) at Park Road also indicates that adequate capacity exists to support a 3-lane section.

Analysis of the intersection of 7th Street and Berry Boulevard indicate that during the PM peak the intersection is estimated to have a critical volume of 1038 vphpl. This assumes maintaining the existing configurations and phasing of KY 1931/Manslick Road and providing a traditional 4-lane to 3-lane road diet for US 60A (7th Street/Berry Boulevard).



Figure 8-4: 7th Street at Berry Boulevard

Traffic volumes decrease on Berry Boulevard east of 7th Street/Manslick Road and a 3-lane section is recommended to Taylor Boulevard. Review of turning movement counts at the intersection of Berry Boulevard and Taylor Boulevard estimate the PM peak hour critical volume to be 1279 vphpl, assuming a reduction of 1 through lane in each direction on Taylor Boulevard

and a traditional road diet on the eastbound approach of Berry Lane. This would require a single eastbound left turn lane from Berry Boulevard to Taylor Boulevard, which is currently served by dual left turn lanes.



Figure 8-4: Berry Boulevard at Taylor Boulevard

(Note: Turn movement counts for this section are provided as an attachment at the end of this section.)

Transitions

As indicated above, the primary transitions on this section are at the eastern and western termini at Dixie Highway/Crums Lane and Taylor Boulevard. Preliminary capacity analysis indicates that these intersections may operate with reduced lanes within estimated capacity of the intersection.

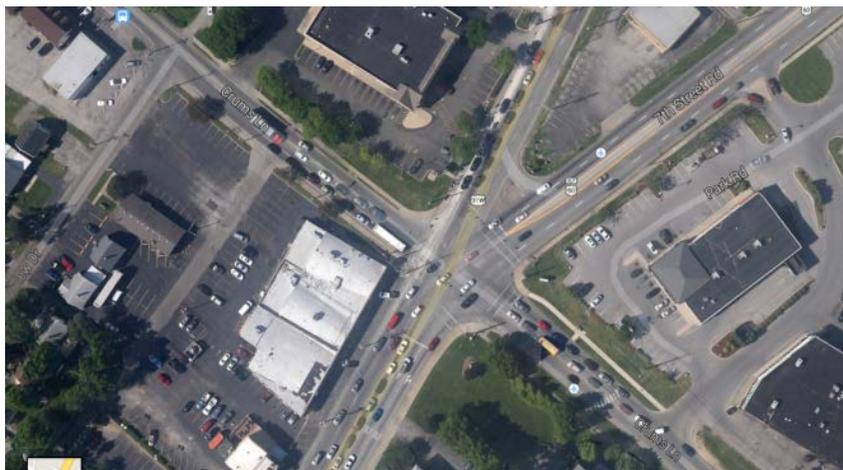


Figure 8-5: US60A at Crums Lane / Dixie Highway

Recommendations

It is recommended that US 60 A (7th Street and Berry Boulevard) be converted from a 4-Lane undivided section to a 3-lane section with a center TWLTL. It is recommended that where feasible, bus pullouts be provided, to mitigate impacts on through traffic at transit stops.

Attachment 8A

Corridor 8: Peak Hour Turn Movement Counts

**Corridor 9: US 60A; Taylor Blvd. & Winkler Ave.;
Berry Blvd. to S. 3rd St.**
ADT 12,700; 1.5 miles; Urban Minor Arterial.

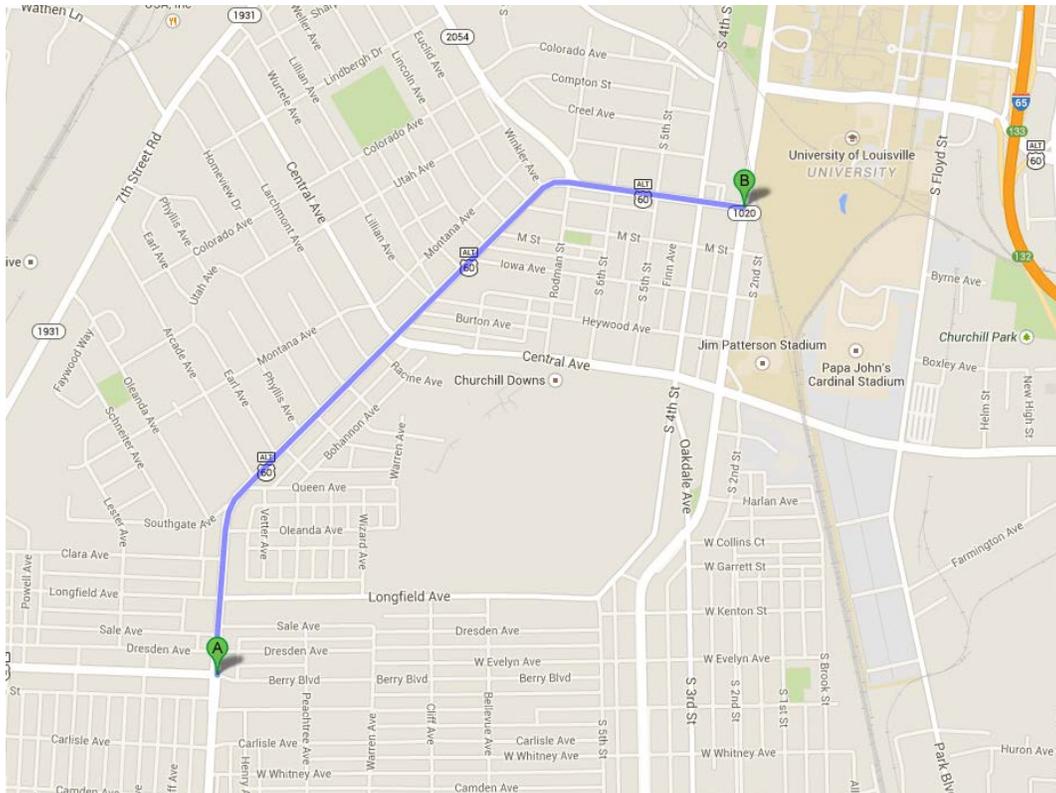


Figure 9-1: Corridor Extents

Section Considerations

Section 1: Berry Boulevard to Central Avenue

4-lane undivided section (on-street parking is provided between Central Avenue and Algonquin Parkway)

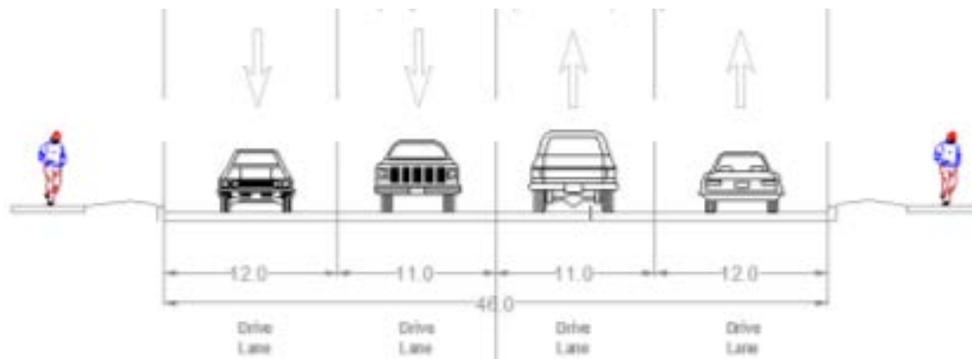


Figure 9-2: Typical Section

Review of PM Peak Hour turning movement counts at the intersection of Berry Boulevard and Taylor Boulevard estimate the PM peak hour critical volume to be 1279 vphpl, assuming a reduction of 1 through lane in each direction on Taylor Boulevard and a traditional road diet conversion on the eastbound approach of Berry Lane.

The next critical intersection on the corridor is at Central Avenue. Review of the PM peak hour turn counts indicates that this intersection will operate satisfactorily if Taylor Boulevard is converted from a 4-lane section to a 3-lane section with center TWLTL. Critical volume at the intersection is estimated at 1117 vphpl.

Turn volumes were not available for the intersection of Algonquin Parkway/Rodman Street and Taylor Boulevard/Winkler Avenue. Due to the existing configuration which provides dual left turn lanes from Algonquin Parkway to Winkler Avenue, additional data should be collected to ensure that the number of left turn lanes can be reduced so that a single left turn lane and receiving lane could operate satisfactorily at the intersection.

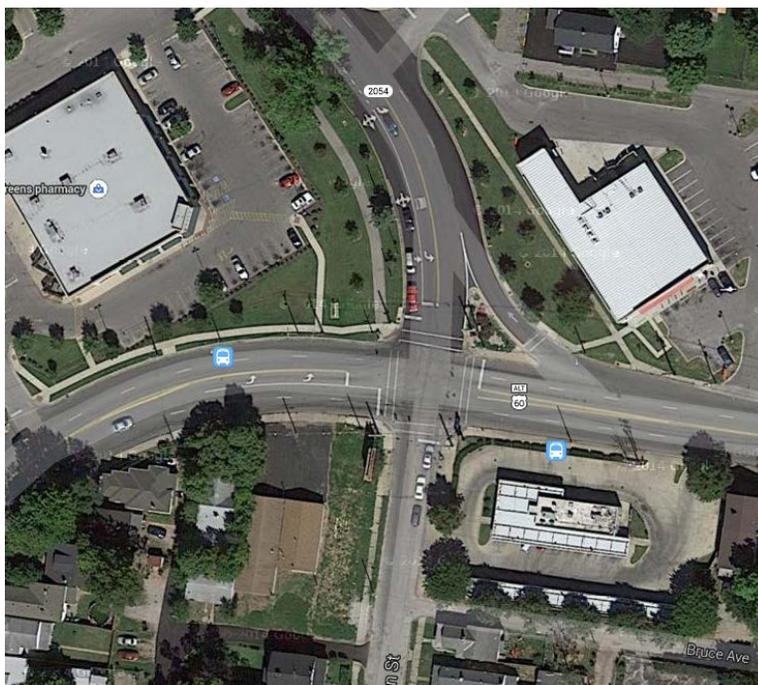


Figure 9-3: US 60A at Algonquin Parkway/Rodman Street

(Note: Turn movement counts for this section are provided as an attachment at the end of this section.)

Transitions

As indicated above, the primary transitions on this section are at the southern and northern termini at Berry Boulevard and 3rd Street.

Preliminary capacity analysis of the intersection with Berry Boulevard indicates that this intersections may operate with reduced lanes both on Taylor Boulevard and Berry Boulevard within estimated capacity of the intersection.

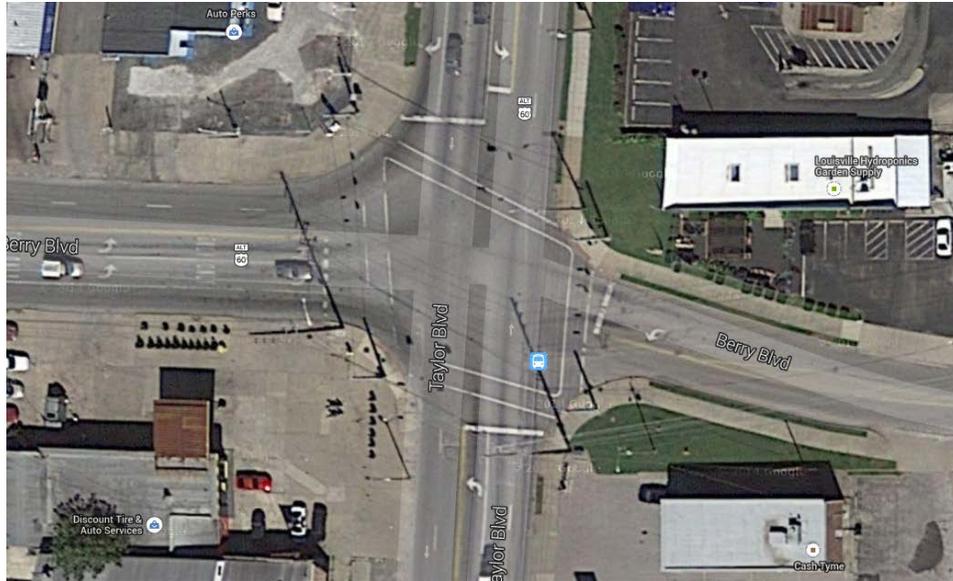


Figure 8-4: Berry Boulevard at Taylor Boulevard

The northern terminus at Winkler Avenue and 3rd Street currently operates with dual eastbound left turns from Winkler Avenue to 3rd Street, though only a single lane feeds to westbound Winkler Avenue. As such the existing eastbound configuration could remain within a reduced westbound receiving lane within the context of a roadway reconfiguration.

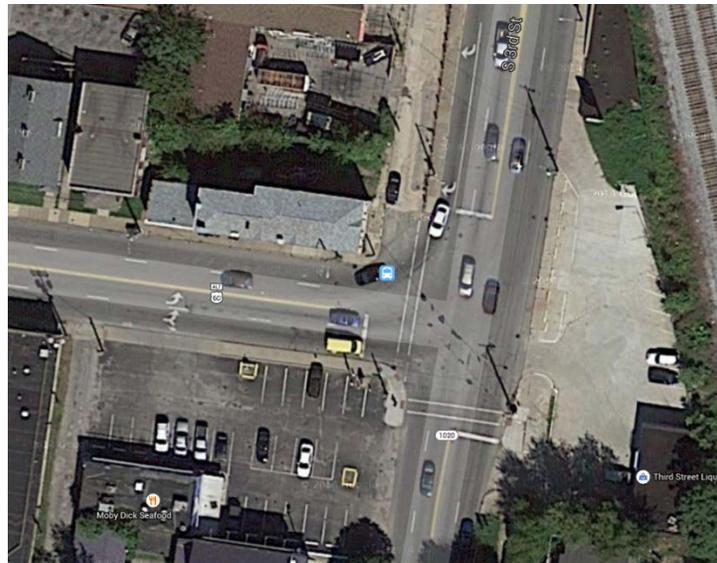


Figure 9-5: Winkler Avenue at 3rd Street

Recommendations

It is recommended that US 60 A (Taylor Boulevard) be converted from a 4-Lane undivided section to a 3-lane section with a center TWLTL from Berry Lane to Algonquin Parkway/Rodman Street. It is recommended that where feasible, bus pullouts be provided, to

mitigate impacts on through traffic at transit stops. Consideration should be given to extending the northbound through lane on Taylor Boulevard through Berry Lane to provide additional capacity at the intersection and allow proper lane reduction and transition on Taylor Boulevard.

Conversion of Winkler Avenue from Algonquin Parkway/Rodman Street is also recommended to provide contiguous bike connectivity to the University of Louisville Campus from the west. However, prior to conversion, it is recommended that peak hour turn movement counts be collected at the intersection of Algonquin Parkway and Winkler Avenue to verify that the intersection can operate without the existing dual left turn lanes.

Attachment 9A

Corridor 9 Peak Hour Turn Movement Counts

Corridor 10: US 60A (S. 3rd Street) Winkler Avenue to Eastern Parkway; ADT 18,200; 0.2 miles; Urban Minor Arterial.

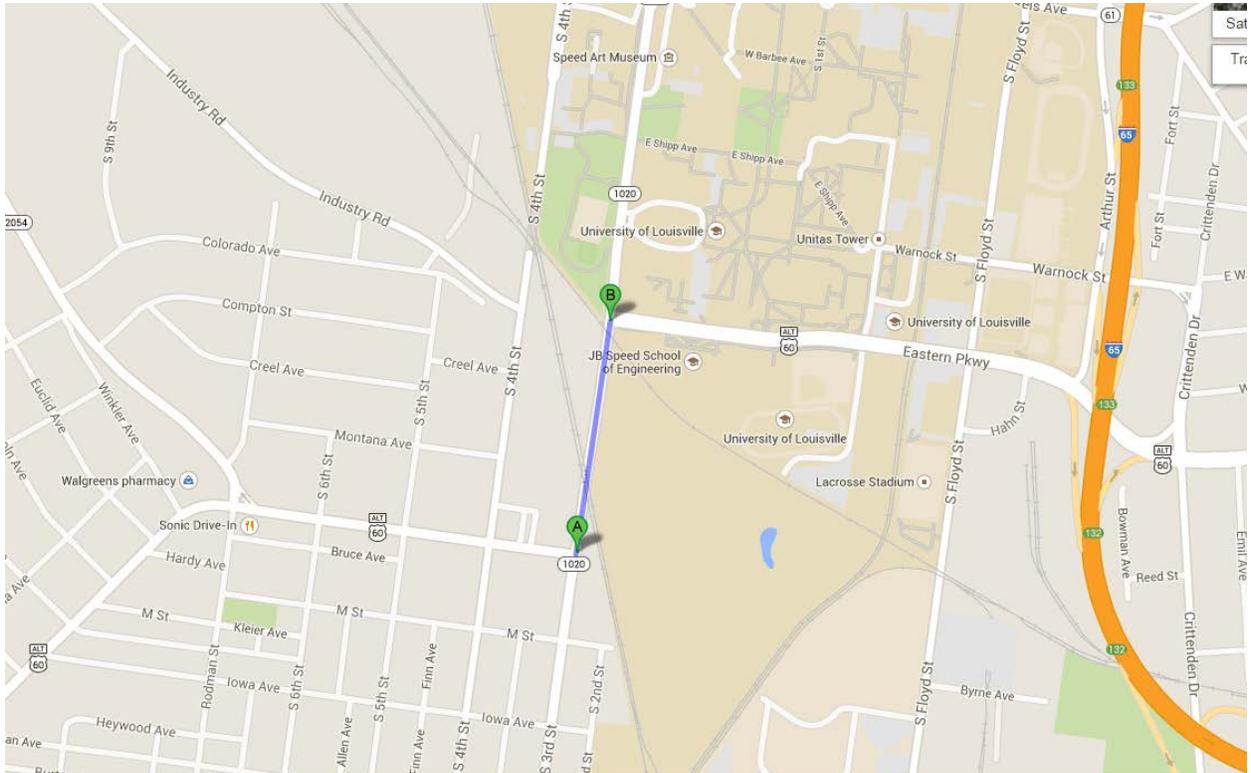


Figure 10-1: Corridor Extents

Section Considerations

4-lane undivided section

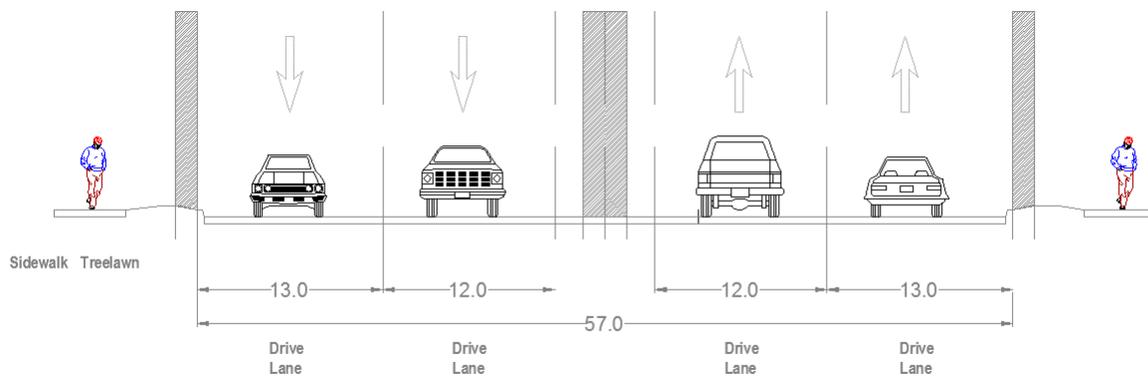


Figure 10-2: Typical Section

Turn movement counts provided for the intersection of 3rd Street and Eastern parkway were recorded on July 15, 2010. Due to the proximity of this location to the University of Louisville, which was not in sessions during the data collection, average daily traffic estimates were utilized in place of the turn movement counts. Review of ADTs on these streets indicates 3rd Street has a daily volume over 21,000 vpd and Winkler Avenue and Eastern parkway have ADTs of 11,833 and 15,448 vpd, respectively. Applying these ADTs to the KTC Road Diet Guidance, both indicate over capacity operations.

However the location of this corridor within the University of Louisville campus, the high pedestrian volumes, and its overall strategic importance to providing bicycle connectivity to the west warrant additional consideration of lane reductions in this area to accommodate other modal uses.

Recommendations

It is recommended that further analysis of the intersection of 3rd Street and Eastern Parkway be conducted to determine 1) vehicular demand 2) pedestrian demand, 3) bicycle demand during regular university hours. Capacity analysis should be completed to identify the minimum footprint intersection and cross section for 3rd street that may allow the inclusion of bike lane connectivity on 3rd Street to campus.

**Corridor 11: KY 1020; S. 3rd. Street;
Eastern Parkway to Cardinal Blvd**
ADT 18,200; 0.4 miles (High pedestrian activity at U of L); Urban Minor Arterial.

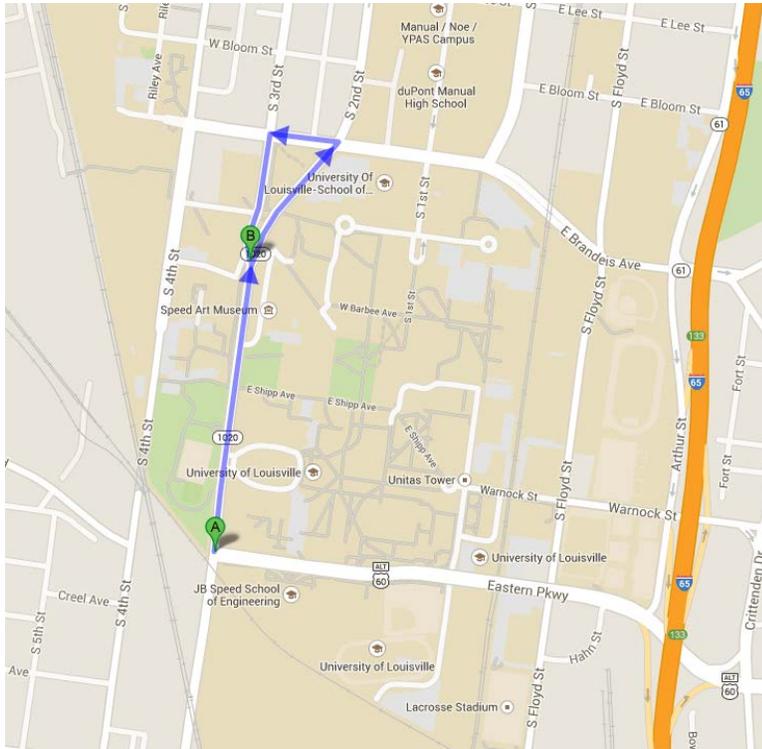


Figure 11-1: Corridor Extents

Section Considerations

Section 1: Eastern parkway to 3rd Street/2nd Street Split

4-lanes undivided (two-way)

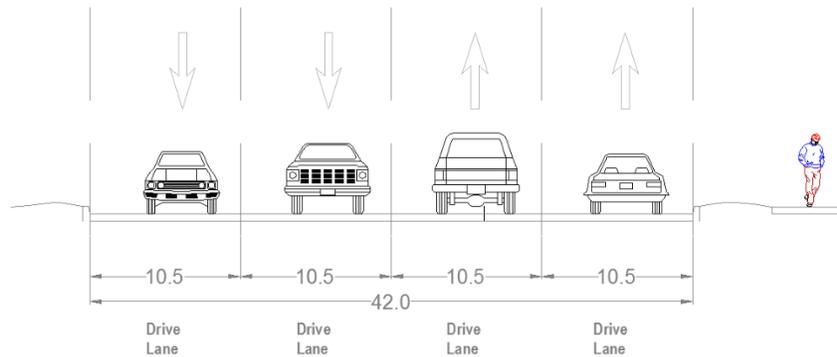


Figure 11-2: Section 1 Typical Section

Recorded ADT on this section is 17,348 vpd, which is on the upper range of feasibility for a traditional road diet, and is outside the range of values for intersection operations when paired with the 15,000 ADT on Eastern Parkway. However the location of this corridor within the University of Louisville campus and the high pedestrian volumes may warrant additional consideration of lane reductions in this area to reduce crossing distances and lower vehicular speeds. It is noted that field observations did observe lower speeds through this section attributable to the narrow lane widths and overall context of the street. The primary choke point for this operation is the intersection of 3rd Street with Eastern Parkway. However, turning movement counts are not available for this intersection. Recent traffic data should be collected and analysis performed to determine if this intersection could operate satisfactorily with a single northbound receiving lane to allow a 4 to 2-lane conversion in this section.

Section 2a: 3rd Street (Cardinal Way to 2nd Street).

2-Lanes (one-way) with parking and bike lanes

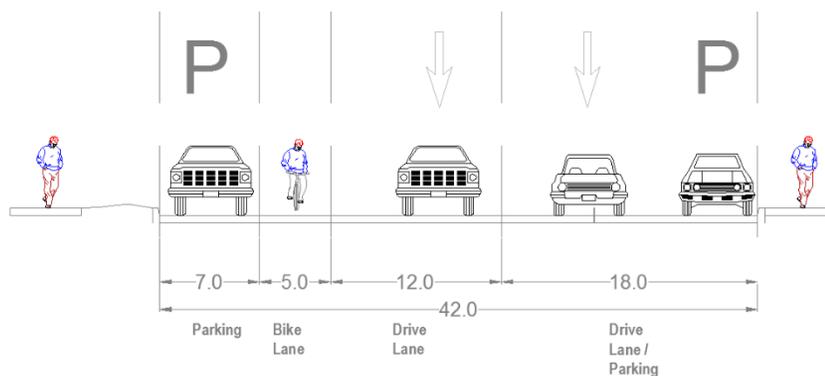


Figure 11-3: Section 2a Typical Section

During the PM peak hour, 3rd Street serves approximately 1,045 vehicles. Which is approaching capacity for a single travel lane. The intersection of 3rd Street and Cardinal Boulevard has a critical volume of 955 vphpl, under the existing configuration. If 3rd Street were reduced to a single southbound lane, the critical volume is anticipated to increase to 1278 vphpl. While potentially feasible, the operations could be significantly impacted by adjacent parking maneuvers and transit operations on the corridor.

Section 2a: 2nd Street (3rd Street to Cardinal Way).
2-Lanes (One-way)

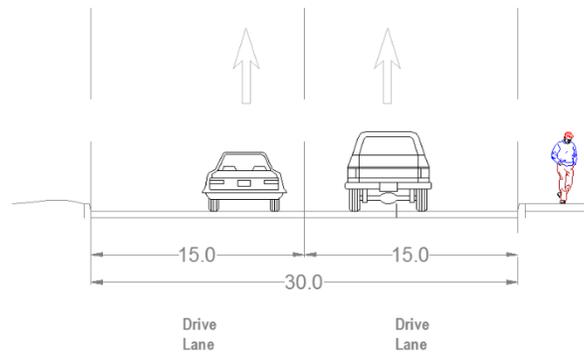


Figure 11-4: Section 2b Typical Section

(Note: Turn movement counts for this section are provided as an attachment at the end of this section.)

Transitions

As indicated above, the feasibility of a roadway reconfiguration on Section 1 is dependent upon the ability of the intersection with Eastern Parkway to accommodate a single northbound through lane. If this is not feasible a lane reduction away from the intersection may be feasible but would encroach upon the relative short length of this section, and should be designed to ensure it occurs well outside of areas of pedestrian activity.



Figure 11-5: 3rd Street at Eastern Parkway

The northern terminus of Section 1 at the 2nd/3rd street split may accommodate a single southbound lane towards Eastern Parkway by implementing a lane drop at the 3rd Street to 2nd Street U-turn lane.



Figure 11-6: 3rd Street / 2nd Street Split

Recommendations

Section 1. Eastern Parkway to 2nd/3rd Street Split.

ADT on this section of roadway supports the consideration of a 4-lane to 3-lane conversion; however, detailed microsimulation analysis of the corridor is recommended to ensure proper operation of the intersection of Eastern Parkway with 3rd Street as well as interactions with existing pedestrian crossings and transit stops in the area. A primary concern of this analysis should be the identification of queuing impacts along the corridor. While it is anticipated that a roadway reconfiguration would introduce increased congestion and delays on the corridor resulting from pedestrian crossings and transit operations, these impacts must be viewed in the context of the university setting and the positive implication of increased congestion (i.e., slower speeds) accounted for in the final mitigation strategy development.

Section 2. 2nd and 3rd Street.

The one-way couplet of 2nd Street and 3rd Street and their intersections with Cardinal Boulevard are anticipated to operate near capacity with the reduction of the number of through lanes. Adjacent parking and transit maneuvers on 3rd Street have the potential to impact these operations. As on-street parking and bicycle facilities exist on this section of roadway, it is not recommended that lane reductions be considered unless additional benefits of the conversion are identified. While similar volumes are estimated on 2nd street, no bicycle and or parking facilities exist on this section of roadway. Therefore, benefit may be realized by reducing the number of lanes to provide additional amenities. It is recommended however that either a right or left turn auxiliary turn lane be added at the intersection with Cardinal Boulevard to increase capacity at the intersection.

Corridor 12: US 60A; (Eastern Parkway)

S. 3rd Street to Poplar Level Road

ADT 17,300; 3.8 miles; Urban Minor Arterial. 2.1 Miles

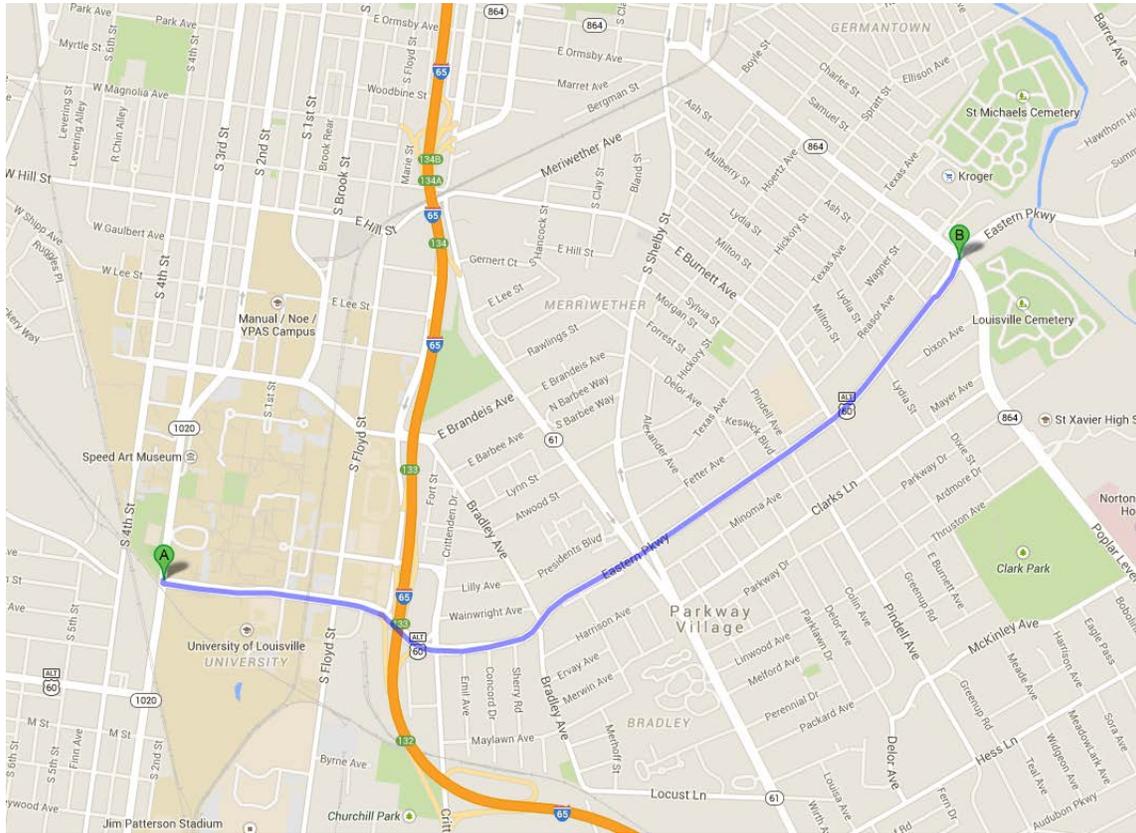


Figure 12-1: Corridor Extents

Section Considerations

Section 1: 3rd Street to Crittenden Drive

2-lane divided cross section with bike lanes (widens to 5-lane section near the I-65 interchange)

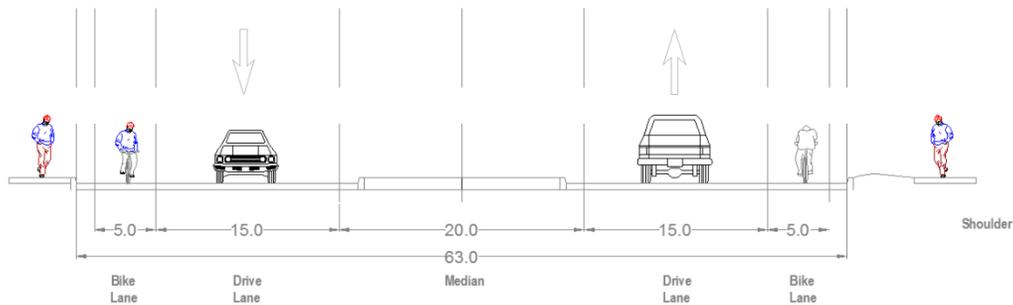


Figure 12-2: Section 1 Typical Section

No turn movement counts were provided for the I-65 interchange or Crittenden Drive just east of the interchange, which serves as a major point of entry for the University of Louisville. However, Review of ADTs on Crittenden Drive (13,000 north; 8,500 south) indicate that the intersection is over capacity for a traditional 3-lane cross-section. Additional turn counts and capacity analysis may identify the ability to eliminate auxiliary right, left or through lanes at the intersection.

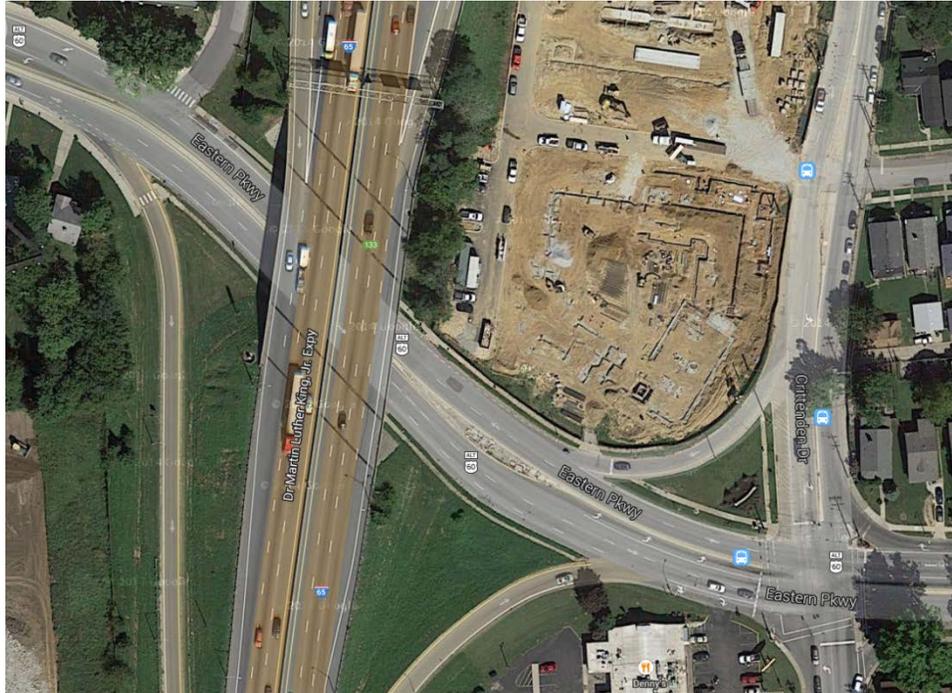


Figure 12-3: I-65 Interchange at Eastern Parkway

Section 2: Crittenden Drive to Poplar Level Road

4-lane undivided section

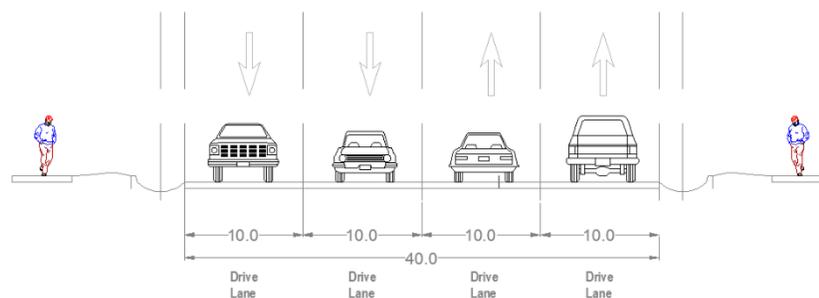


Figure 12-4: Section 2 Typical Section

(Note: Turn movement counts are provided in Attachment A at the end of this section)

PM peak hour counts at Bradley Avenue represent the peak operating condition with 900 vehicles approaching the intersection from the west on Eastern Parkway. Review of critical volume analysis for this intersection, estimates the peak critical volume to be 1216 vphpl with a conversion to a 3-lane section. While approaching capacity, the high number of residential access points through this section of indicates that benefit may be realized with a traditional 3-lane road diet.

Turn counts at the one-way couplet with S. Preston Street and S. Shelby Street were only provided for the southbound direction on Preston Street. However, critical movement analysis estimates a PM peak hour critical volume of 934 vphpl. Review of the AM volumes on Eastern Parkway indicate lower total volumes, which would provide adequate capacity for the inbound peak direction on Shelby Street. However, signal timing and volumes at these two intersections should be reviewed to ensure that operational problems do not propagate due to close spacing of the intersections and potential queuing impacts associated with lane reductions.

Review of AM and PM peak hour volumes at Burnett Avenue estimate a critical volume of 941 and 993 vphpl for each peak respectively. These volumes indicate that this section of roadway provides plenty of reserve capacity when operated as a traditional 3-lane road diet section.

The eastern terminus of the study section at Poplar Level Road changes the cross-section from a 4-lane undivided section to a 5-lane section with auxiliary right and left turn lanes on Eastern Parkway. Review of turning movement counts at the intersection indicates that the dual eastbound through lanes at the intersection are necessary to meet peak hour demand, but that the right turn lane may be eliminated at the intersection. Additionally, critical movement analysis indicates that only one through westbound lane may be maintained so that the westbound receiving lane on Eastern Parkway may be eliminated. With the above lane configuration, the intersection is estimated to operate with a critical volume of 1021 vphpl.

Transitions

The relative absence of access points on Eastern Parkway east of Crittenden Drive, provides for sufficient mid block lane reduction for eastbound traffic, or the lane reduction may be marked as a drop right turn lane at Bradley Avenue.

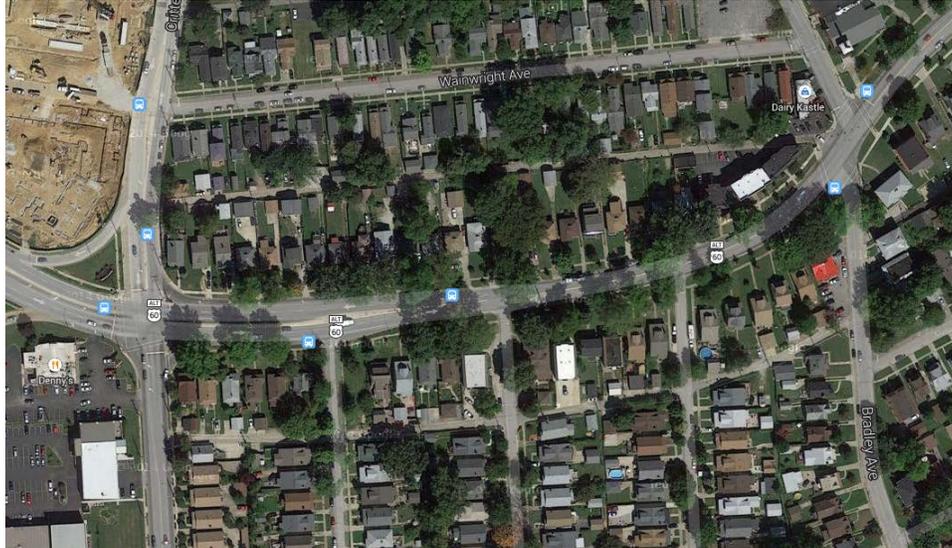


Figure 12-5: Western transition area (Crittenden Drive to Bradley Avenue)

As discussed above, the intersection of Poplar Level Road would require reconfiguration to eliminate the westbound through lane to Poplar Level Road to eliminate the additional westbound receiving lane.

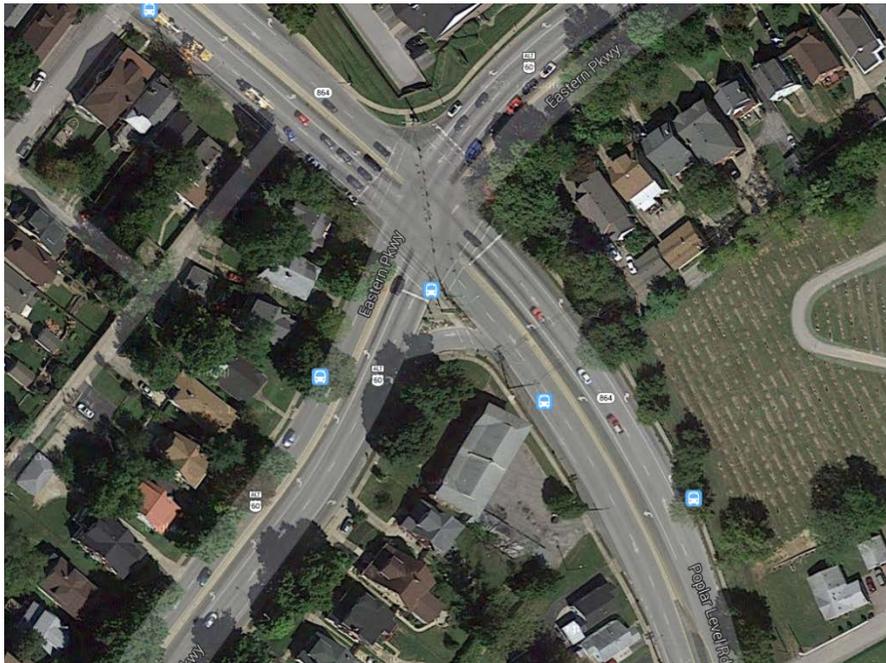


Figure 12-6: Eastern transition area (Poplar Level Road)

Recommendations

Review of critical intersections along the corridor indicate that a 4 to 3-lane conversions with center TWLTL would operate within capacity on Eastern Parkway between Crittenden Drive and Poplar Level Road. In addition, the relative high access density would benefit from the introduction of TWLTL within this section minimizing operations impacts on the corridor. However, it is recommended that detailed analysis of the intersections of Preston Avenue and Shelby Street be conducted to ensure proper design and operation of this couplet.

Should a roadway reconfiguration be pursued, it is recommended that bus pullouts be implemented where feasible to mitigate potential impacts from transit stops on the corridor.

Corridor 13: CS-1002A (W. Jefferson St)

S. 22nd Street to S. 1st Street

ADT 10,200; 1.8 miles; Urban Minor Arterial.

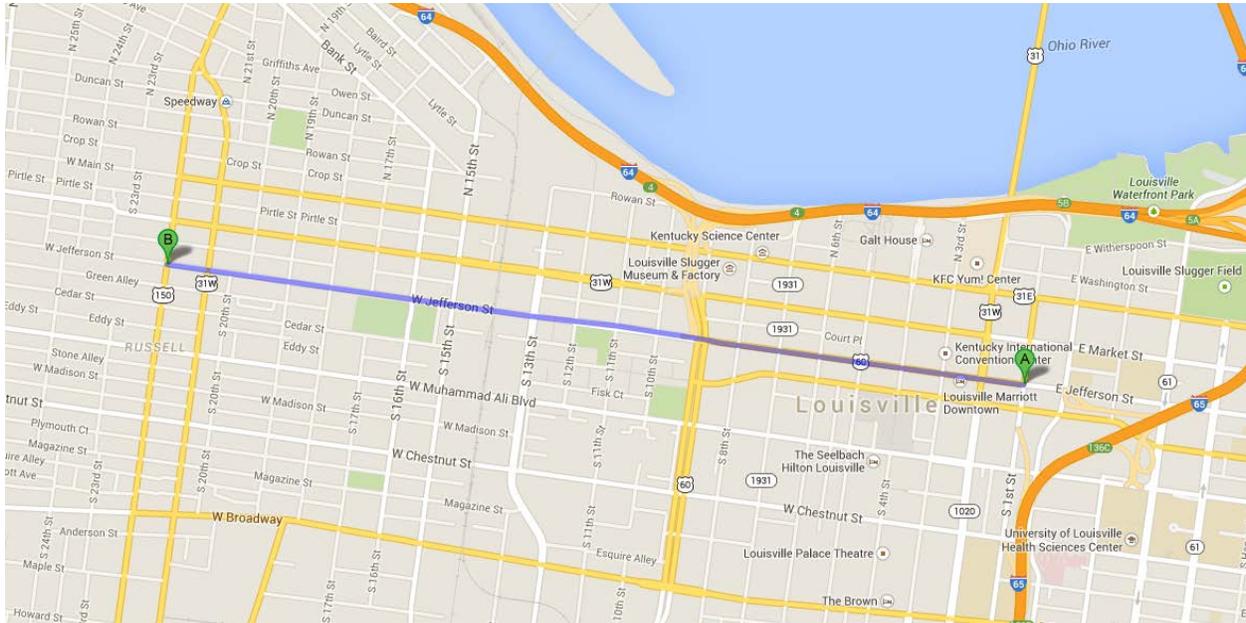


Figure 13-1: Corridor Extents

Section Considerations

Section 1: 22nd Street to Roy Wilkins Boulevard

4-lanes undivided section (two-way) with parking on both sides of street

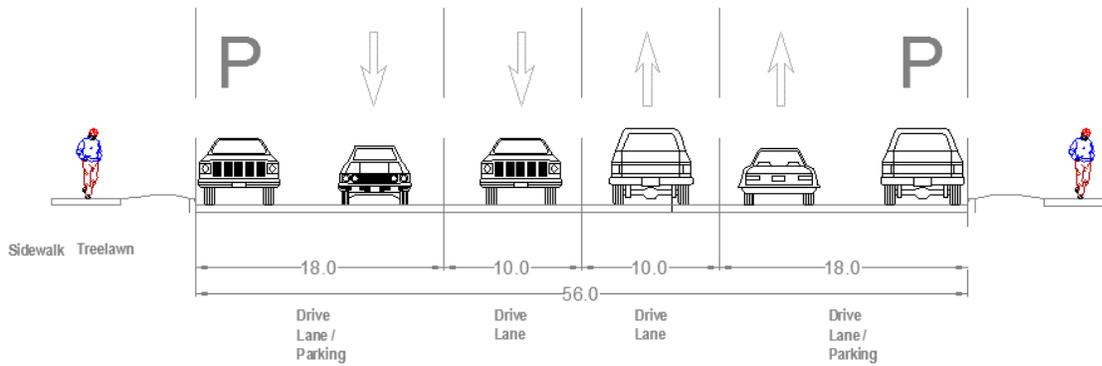


Figure 13-2: Section 1 Typical Section



Figure 13-3: PM Peak Turn Movement Counts (Jefferson Street at 21st Street)

The critical intersection on the west end of Jefferson Street is at 21st Street during the PM peak hour due to the high volume of traffic northbound on 21st Street (702 vph) and the high volume of westbound traffic on Jefferson (720 vph). A reduced cross section on Jefferson Street at this intersection would result in a critical volume of 1222 vphpl. However, this critical volume may be reduced if a westbound right turn lane is provided at the intersection.

Review of turn movement counts at other intersections from 22nd Street to Jefferson Street do not indicate any potential capacity issues resulting from a 4 to 3-lane conversion.

Due to the high volume of westbound right turn traffic at 15th Street (333 vph), consideration should be given to providing an auxiliary westbound right turn lane at this intersection.

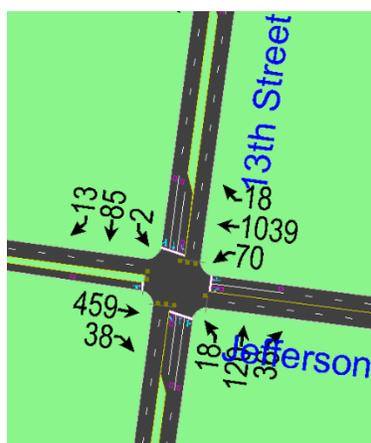


Figure 13-4: PM Peak Turn Movement Counts (Jefferson Street at 13th Street)

East of 15th Street, PM peak hour westbound volumes exceed 1000 vph which is at capacity for a single through lane. The intersection with 13th Street, though it has a modest approach volume less than 200 vph, is a critical intersection due to this high volume of traffic on Jefferson Street.

Analysis of the intersection indicates a critical volume of 1126 vphpl. Additionally, flow of the high directional volume may be easily interrupted with frequent transit stops on the corridor.

Section 2: Roy Wilkins Boulevard to 1st Street

4-lanes (one-way) with on-street parking

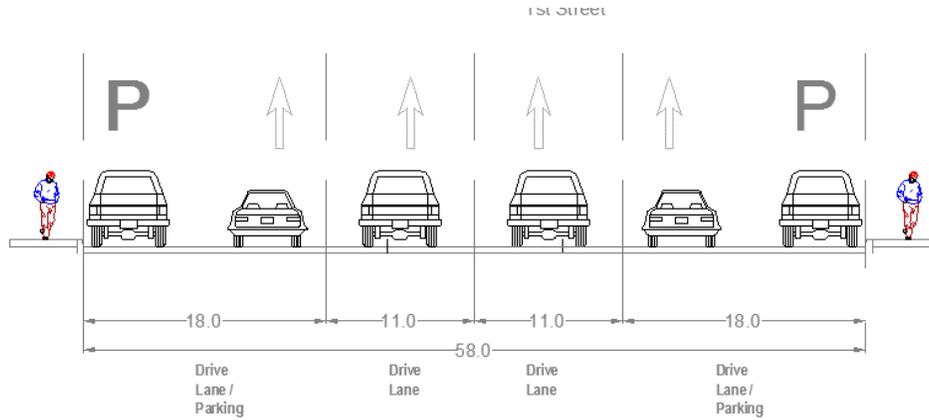


Figure 13-5: Section 2 Typical Section

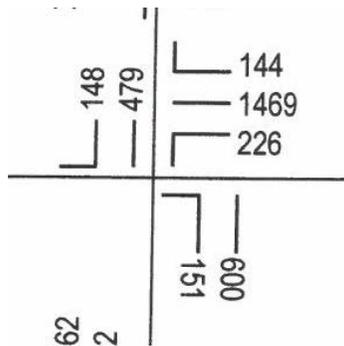


Figure 13-6: Peak Hour Turn Movement Counts (Jefferson Street (E-W) at 2nd Street (N-S))

Between 9th Street and 1st Street, the AM peak period represents the critical period of operations, with the highest volumes between 1st and 5th Street where directional volumes on Jefferson Street exceed 2000 vph across 4 or more through lanes. The critical intersection on this section is the intersection with 2nd Street. Analysis of the intersection indicates that the number of through lanes at this intersection could be reduced to 3-lanes and maintain an acceptable critical volume of 956 vphpl.

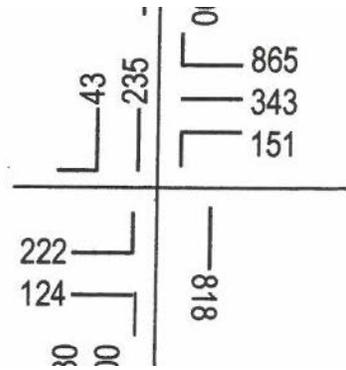


Figure 13-7: Peak Hour Turn Counts (Jefferson St. (E-W) at R. Wilkins Blvd (N-S))

At the intersection of Roy Wilkins Avenue, the PM peak period again represents the peak condition. During this period, the dual westbound right turn lanes are necessary, however, analysis indicates that it would be possible to eliminate the exclusive left turn lane at the intersection to reduce the total number of westbound approach lanes.

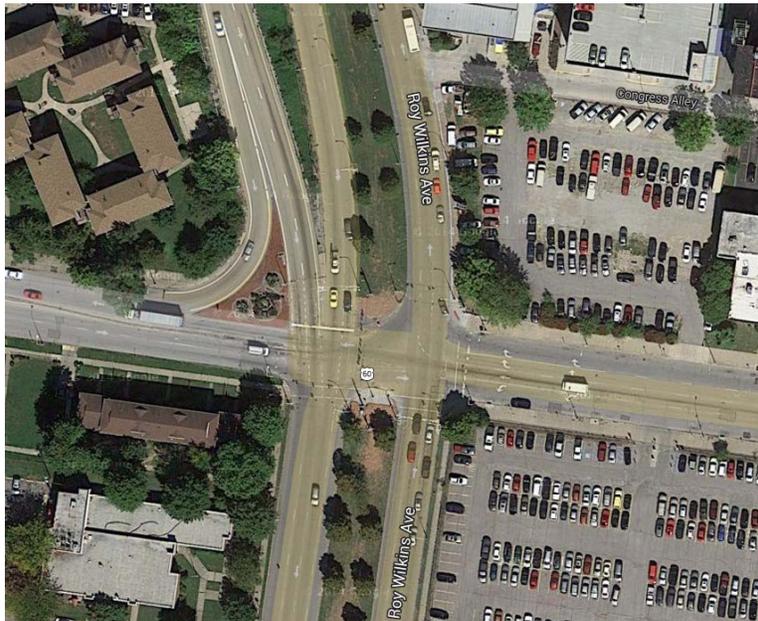


Figure 13-8: Jefferson Street at Roy Wilkins Blvd

Transitions

While transition at the western terminus may be achieved with an eastbound right turn lane drop at 22nd Street, improved continuity may be realized by extending the corridor further west to 26th Street to match the existing 2-lane section west of 26th Street.

As westbound Jefferson Street is currently only served by a single through lane at Roy Wilkins Boulevard, no additional modifications are required to implement the lane reduction west of the intersection.

On the eastern end of the project, proper lane reduction may be complicated due to the wide cross section east of the corridor. However, it is recommended that transition occur at 2nd Street by reconfiguring the shared through-right lane to northbound 2nd Street to an exclusive right turn lane.

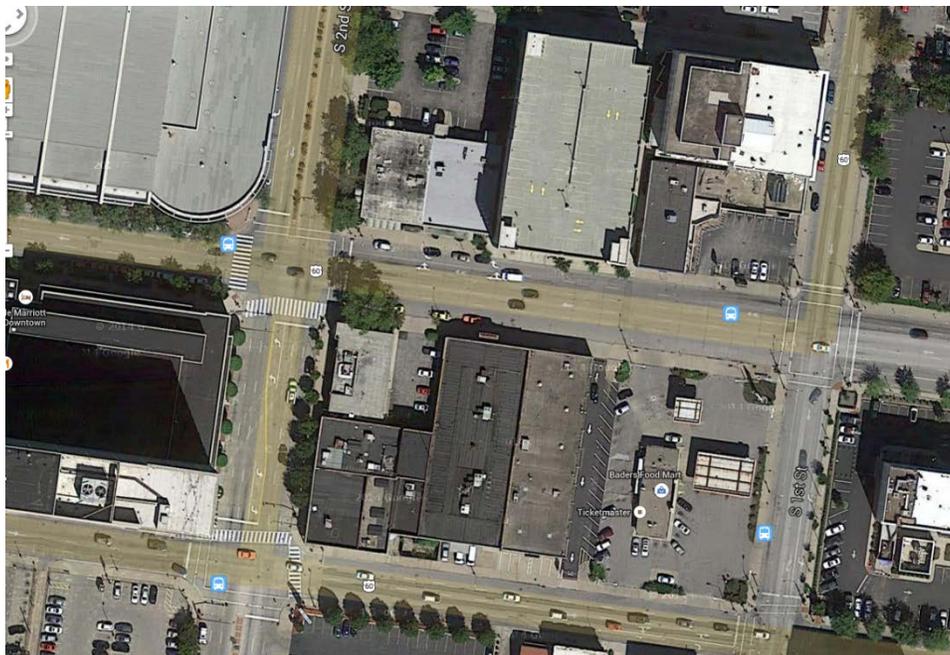


Figure 13-9: Jefferson Street at 1st and 2nd Streets

Recommendations

Jefferson Street between 22nd Avenue and Roy Wilkinson Boulevard is estimated to operate at or near capacity if converted from a 4-lane undivided section to a 3-lane section with center TWLTL. While critical movement analysis shows that the PM peak hour may operate satisfactorily if auxiliary right turn lanes are provided a key intersections, frequent transit stops on the corridor may degrade operations to unacceptable levels. It is recommended that further analysis including microsimulation be used to quantify these potential impacts prior to implementation.

Analysis of the one-way section between Roy Wilkinson Boulevard and 1st Street, indicates that the section can operate well with a reduction in the number of through lanes from 4 westbound lanes to 3 lanes with permanent parking on both sides of the street. Special consideration should be taken in the ultimate design of the lane configuration at Roy Wilkinson Boulevard to accommodate the lane reduction, such as the elimination of the exclusive westbound left turn lane.

Corridor 14: US 42 (Brownsboro Rd)

Mellwood Avenue to Hillcrest Avenue

ADT 11,200; 1.8 miles; Urban Minor Arterial.

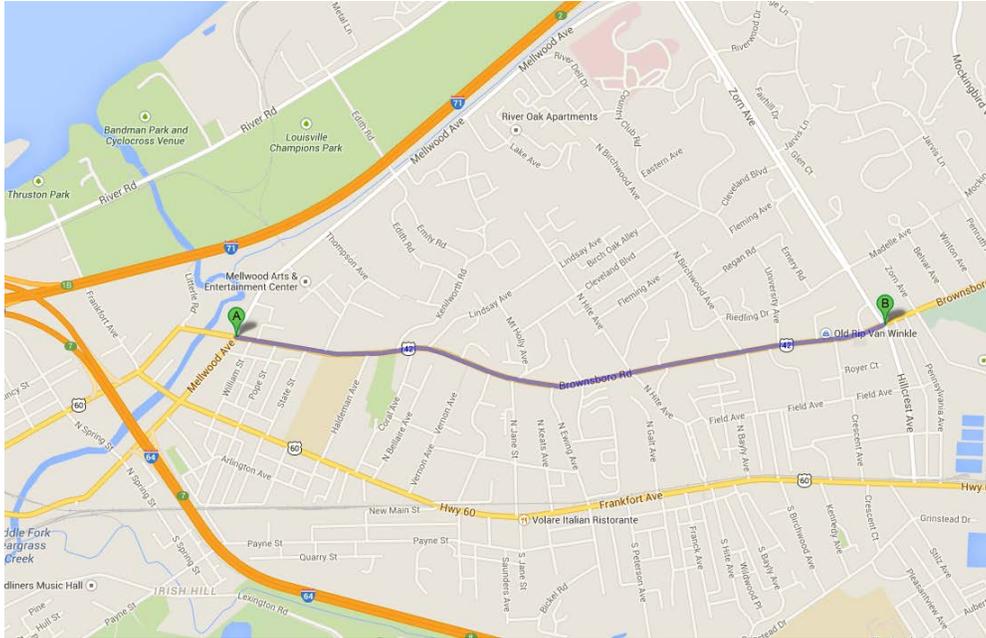


Figure 14-1: Corridor Extents

Section Considerations

Section 1: Mellwood Avenue to North Ewing Avenue

3-lane with TWLTL

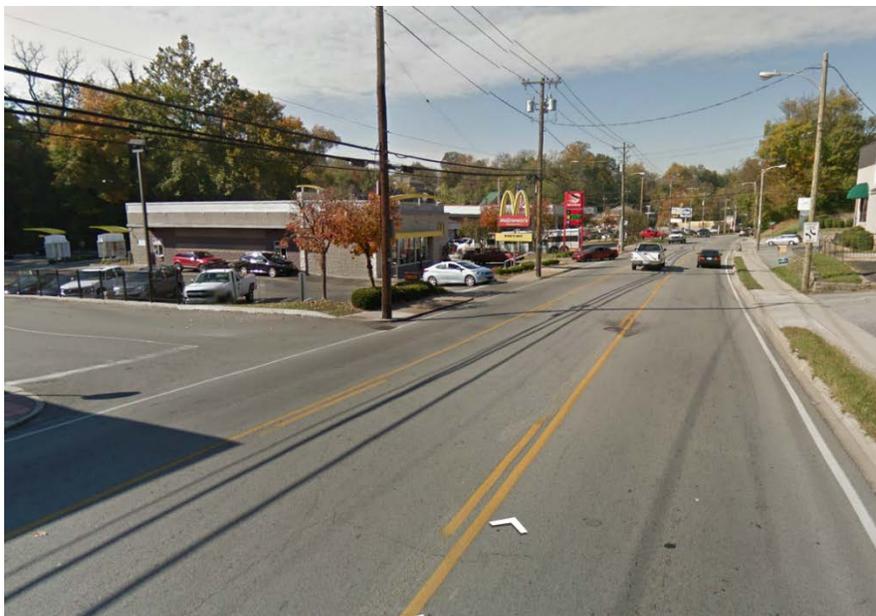


Figure 14-2: Section 1 Typical Section

This section of Brownsboro Road was converted from a 4-lane undivided section to a 3-lane section with center TWLTL during the course of the project. No further recommendations for improvement are made.

Section 2: North Ewing Avenue to Hillcrest Avenue

4-lane undivided section

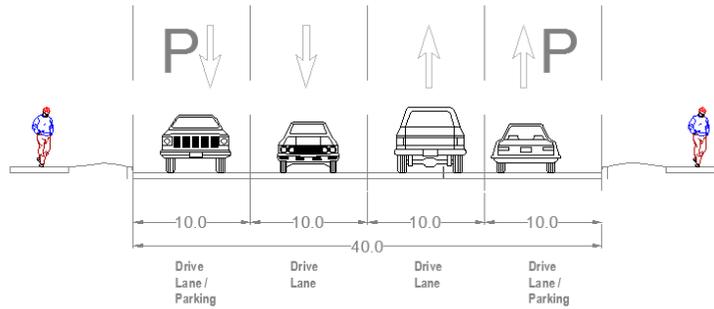


Figure 14-3: Section 2 Typical Section

Turn movement counts were reviewed for the intersections of Hite Avenue and Hillcrest Avenue to evaluate the potential for extension of the road section to the east. Review of the AM and PM peak hour volumes a maximum approach volume of 830 vph during the AM peak hour at Hillcrest Avenue, with approximately 130 left turning vehicles. This volume while exceeding the threshold of 700 vph established by some guidance is within capacity estimates given the low conflicting side street volume. Additionally, due to the high access density operational benefits are expected through the introduction of a TWLTL.

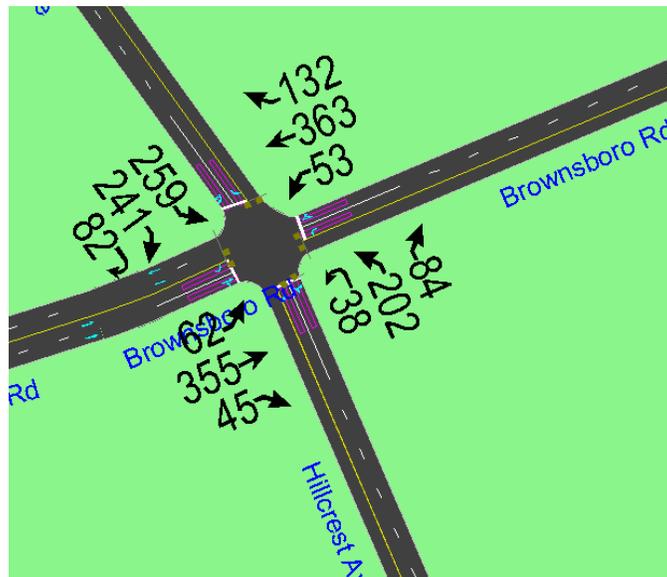


Figure 14-4: PM Peak Volumes Brownsboro Road at Hillcrest Avenue

Critical movement analysis at the intersection with Hillcrest Avenue indicates that the intersection would operate with a critical volume of 1,041 vphpl with a 3-lane configuration. Consideration may be given to reconfiguring the northbound approach of Hillcrest Avenue to provide an exclusive left turn lane and allow protected-permitted turn operations, as opposed to the current split phased operation.



Figure 14-5: Brownsboro Road at Hillcrest Avenue

Transitions

Transition design at Ewing Avenue would simply extend the existing 3-lane section to the east.

The eastern terminus may be accommodated with a westbound right turn lane drop at Hillcrest Avenue.

Recommendation

It is recommended that the existing 3-lane section on Brownsboro Road be extended from Ewing Avenue east to Hillcrest Avenue, provided satisfactory operations and safety performance has been observed within the existing section. Accommodation of transit stops within this section should be considered with any lane reduction implemented in the corridor.

Corridor 15: CS-1004B, CS-1057B; (Hillcrest Ave. & Zorn Ave)
Brownsboro Road to River Road
ADT 15,600; 1.4 miles; Urban Minor Arterial.

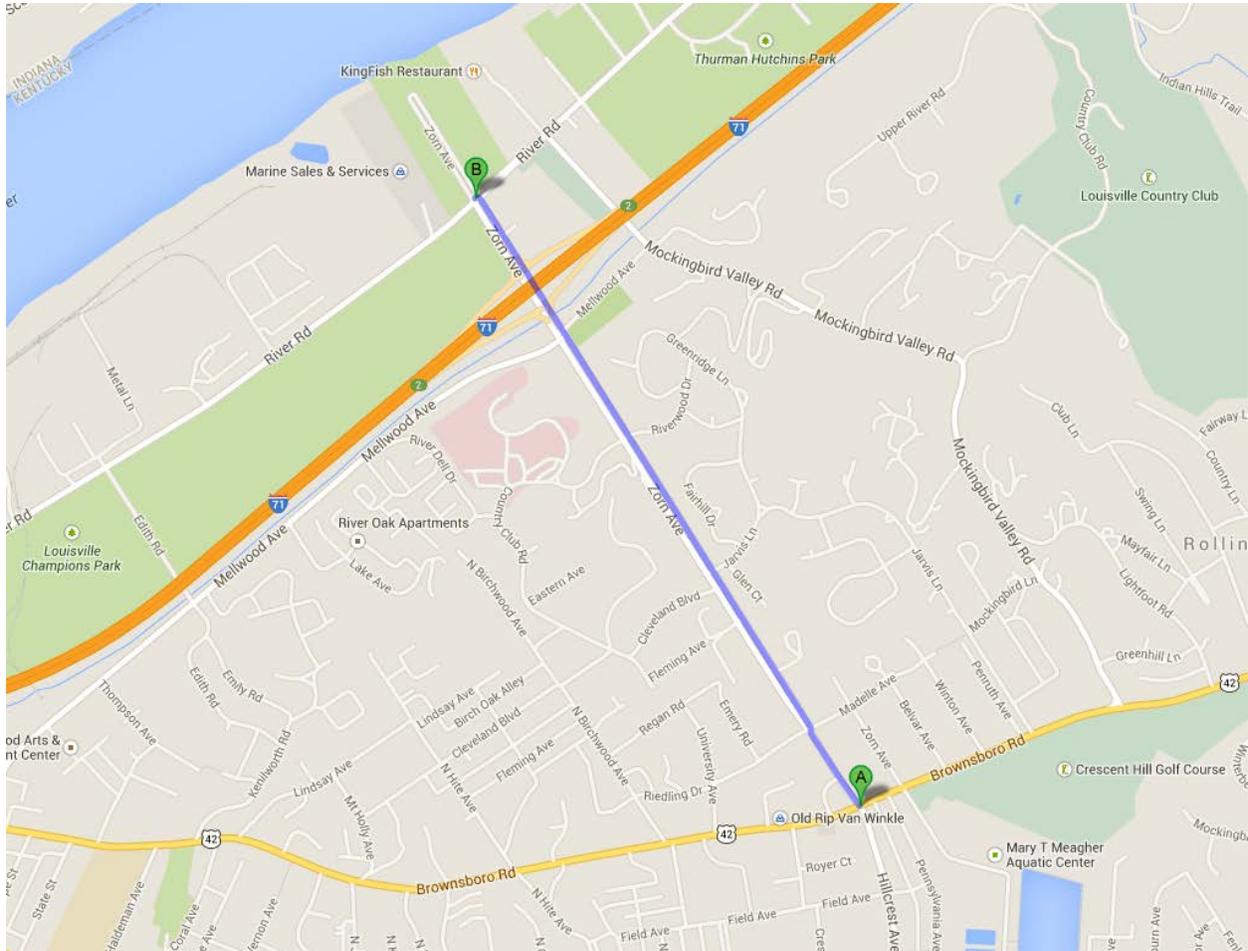


Figure 15-1: Corridor Extents

Section Considerations

Section 1: Hillcrest Avenue (Brownsboro Road to Madelle Avenue)

3-Lane undivided (2 lanes southbound; 1 lane northbound)

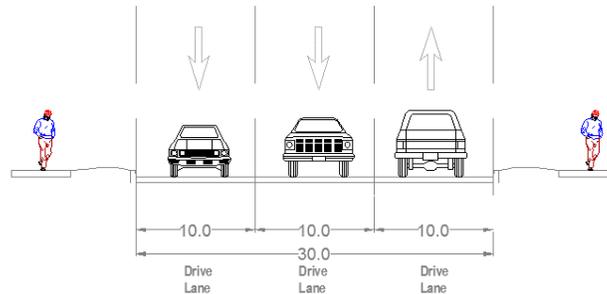


Figure 15-2 Section 1 Typical Section

The existing split phased operation at the intersection of Brownsboro Road and Hillcrest Avenue reduces capacity at the intersection. In its current configuration 2 southbound lanes are required to serve the approximate 600 southbound vehicles during the PM peak hour. The relative short length of this section reduces the ability to only develop the additional lane at the intersection with any appreciable benefit.

Section 2: Zorn Avenue (Madelle Avenue to River Road)

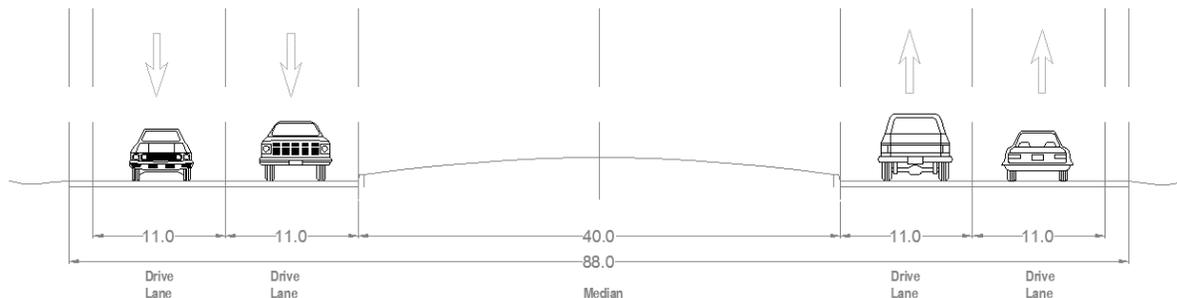


Figure 15-3: Section 2 Typical Section

North of the Madelle Avenue, it is estimated that the 4-lane divided cross section could be reconfigured to provide 1 lane in each direction without adverse effect on vehicular operations with the ability to serve 600 vph +/- within a single lane.

Turn movement data is not available for the intersection of Zorn Avenue at the I-71 ramps and the intersection of Zorn Avenue at River Road.

Transitions

If converted to a single travel lane for the length of the road, no additional transition design would be required.

Recommendations

It is recommended that additional data be collected to fully evaluate the I-71 interchange at Zorn Avenue and the intersection of River Road at Zorn Avenue. South of the interchange, Zorn Avenue may be reduced to 1-lane in each direction, however, an auxiliary right or left turn lane should be provided at the intersection of Hillcrest Avenue at Brownsboro Road to provide sufficient capacity during the PM peak. Lane reductions along Brownsboro Road are not anticipated to negatively impact the intersection with Hillcrest Avenue if left turn lanes are provided at the intersection.

Corridor 16: CS-1005B (Lexington Rd)

Baxter Avenue to Frankfort Avenue

ADT 15,500; 4.2 miles; Urban Minor Arterial.

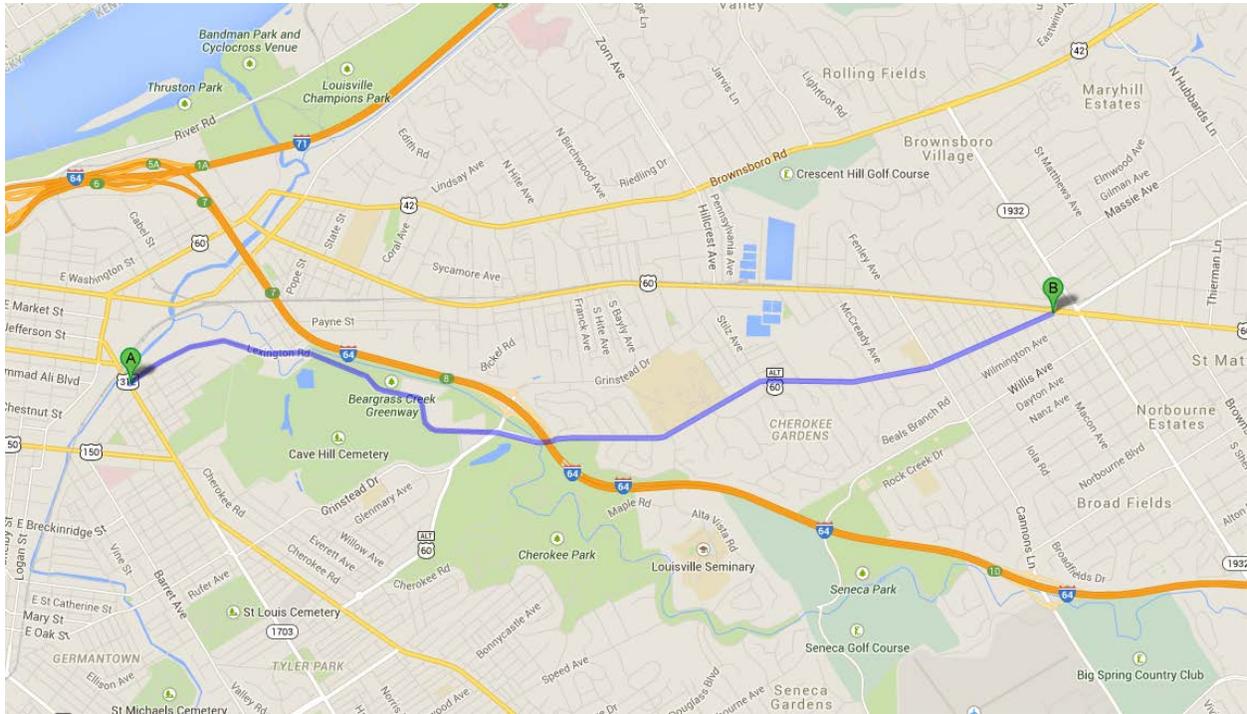


Figure 16-1: Corridor Extents

Section Considerations

Section 1: Baxter Avenue to Grinstead Drive

4-lane undivided section

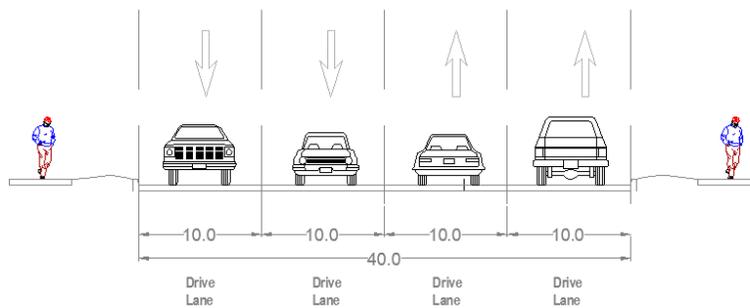


Figure 16-2: Section 1 Typical Section

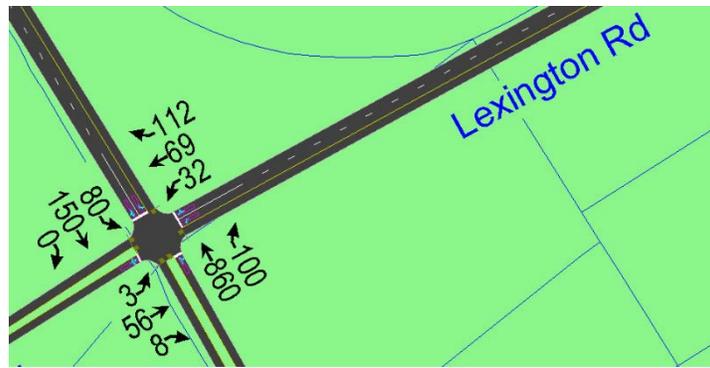


Figure 16-3: AM Peak Hour Turn Counts (Lexington Road at Baxter Avenue)

Capacity Analysis at the intersection of Lexington Road and Baxter Avenue indicates that modified lane configuration to provide a westbound left turn lane and shared through-right turn lane on Lexington Road would not negatively impact the operations of the intersections. Furthermore, roadway reconfigurations along Baxter Avenue would not preclude this improvement. Critical movement volume for the AM peak period for this intersection after a roadway reconfiguration is estimated at 1221 vphpl, with a PM peak hour critical volume of 754 vphpl.

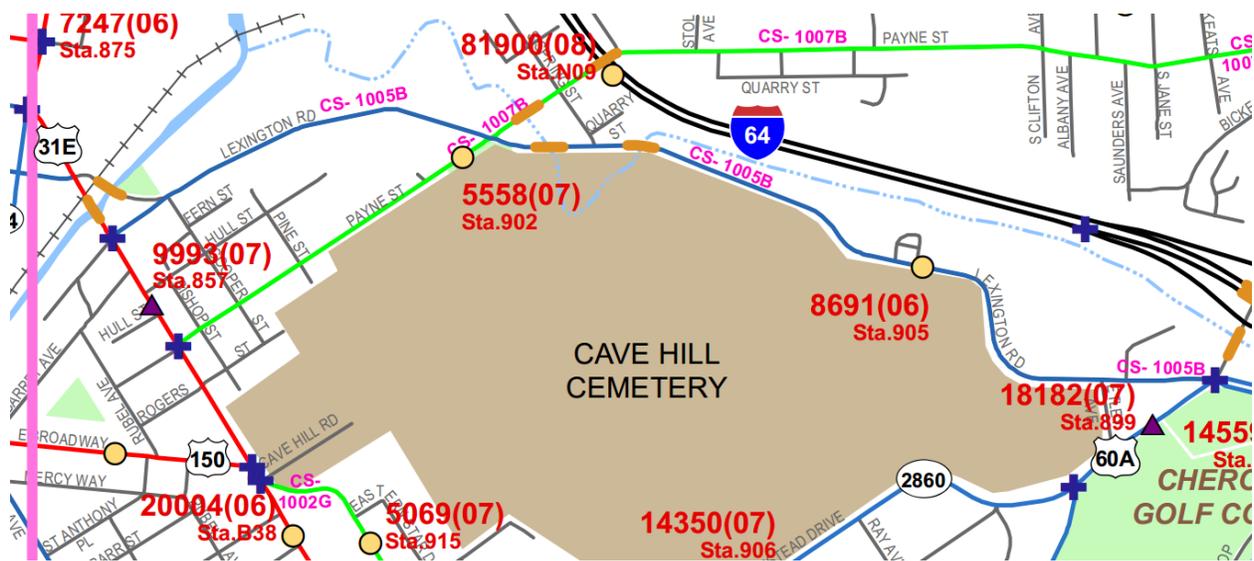


Figure 15-4: Average Daily Traffic on Lexington Road and Payne Street

Turn movement counts at Lexington Road and Payne Street are not available for this review, however, recorded ADTs have been reviewed to estimate the potential for roadway reconfigurations at this location. Based on the last recorded ADT on Lexington Road of 8,691 vpd and Payne Street of 5,558, a traditional 4-lane to 3-lane road diet is recommended for this section per KTC Road Diet Guidelines.

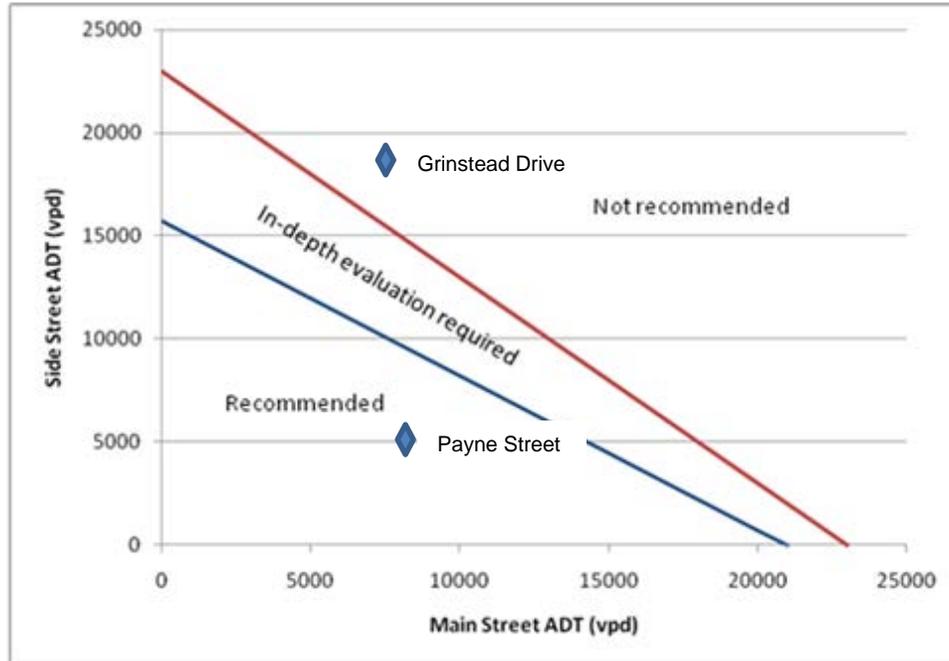


Figure 15-5: KTC Guidance (Lexington Road and Payne Street)

Turn counts at the intersection of Grinstead Drive and Lexington Road are not available, however, review of ADTs of these roadways indicates that the cross traffic volume on Grinstead (18,182 vpd) exceeds the recommended range for a 4-lane to 3-lane conversion. However, should peak hour turning movement counts be collected detailed capacity analysis may be able to identify a reduced cross section through this expanded intersection.

Section 2: Grinstead Drive to Frankfort Avenue

4-lane undivided section

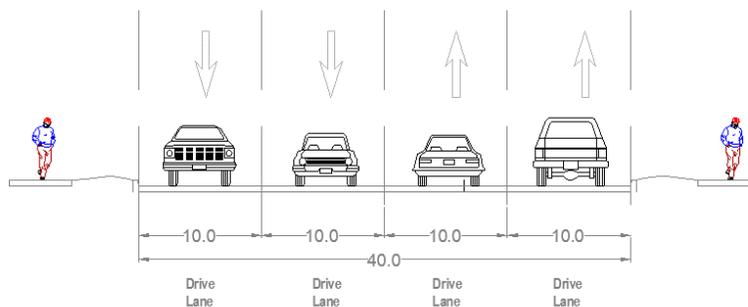


Figure 16-6: Section 2 Typical Section

Turn counts are not available along Lexington Road between Grinstead Avenue and Frankfort Avenue, however, ADTs were reviewed at the intersection of Lexington Road and Stiliz Avenue. The 16,512 vpd on Lexington Road and 4,870 vpd on Stiliz Avenue place the intersection under the range of in-depth review required. A primary consideration to be included in this review is the impact of transit operations on a 1-lane travel way. However, the high access density among adjacent residential and business land uses on the corridor, will provide significant benefit to a 3-lane conversion if a TWLTL is introduced.

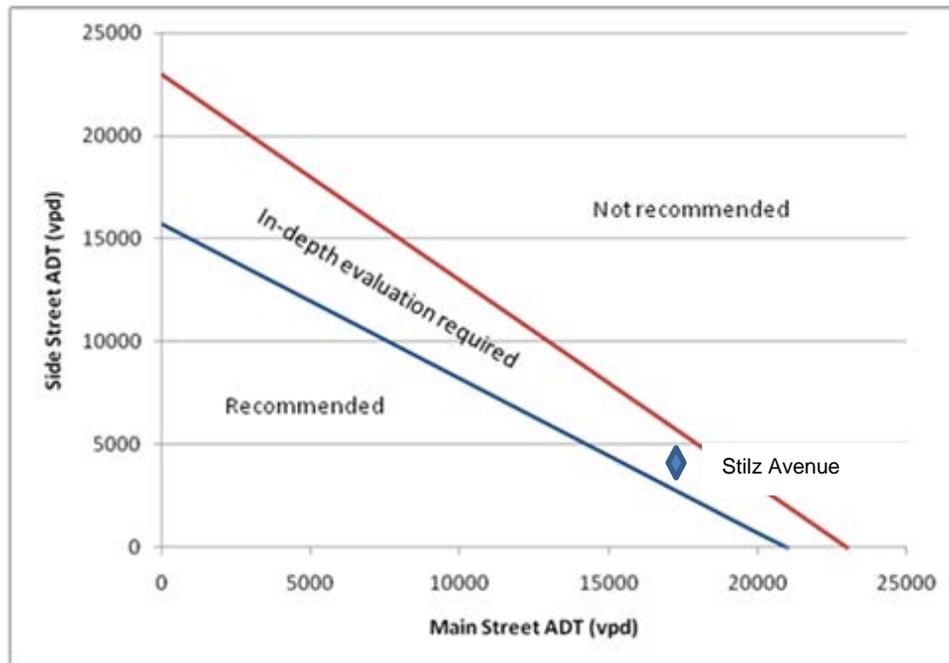


Figure 16-7: KTC Guidance (Lexington Road and Payne Street)

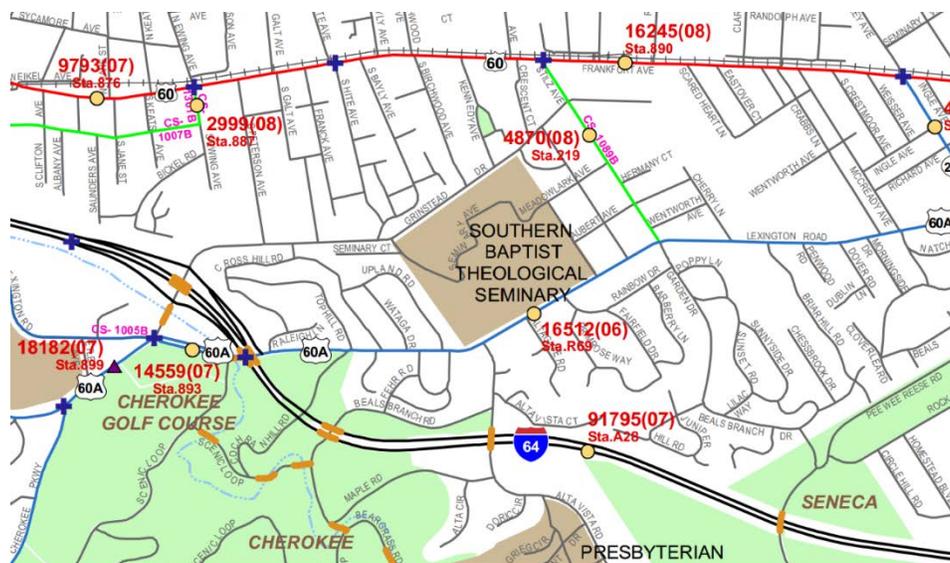


Figure 16-8: ADT Lexington Road and Stiliz Avenue

Transitions

If a roadway reconfiguration is pursued on Lexington Road near Frankfort Avenue special consideration should be given to the final design of the eastern terminus. Lexington Road is currently fed by 2 westbound left turn lanes from Frankfort Avenue. Consideration should be given to dropping the westbound lane into the shopping center or at Bauer Avenue so as to minimize merging maneuvers in this area of high access density.

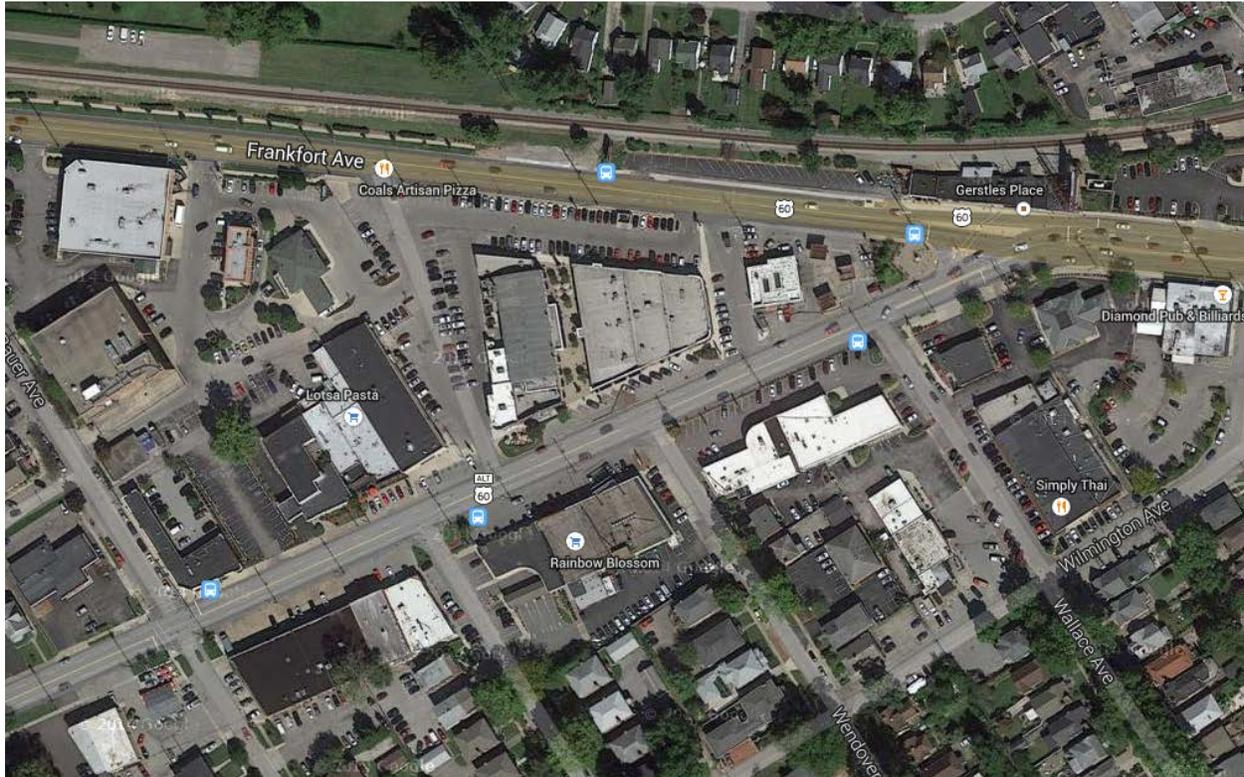


Figure 16-9: Lexington Road at Frankfort Avenue

Recommendations

It is recommended that Lexington Road from Baxter Avenue to Grinstead Avenue be converted from a 4-lane cross section to a 3-lane cross section with a center TWLTL. Between Grinstead Drive and Frankfort Avenue, in-depth analysis should be completed to determine the full extent of impacts and benefits associated with a lane reconfigurations. This analysis should include operations analysis at Grinstead Drive, Stilz Avenue and Frankfort Avenue as well as the determination of impacts associated with transit stops on the corridor with conversion to a 3-lane cross section.

Special consideration should also be given to the eastern terminus, as Lexington Road is currently fed by 2 northbound left turn lanes from Frankfort Avenue. Consideration should be given to dropping the westbound lane into the shopping center or at Bauer Avenue so as to minimize merging maneuvers in this area of high access density.

Corridor 17: US 60; Frankfort Ave.

Stilz Avenue to Lexington Road

ADT 11,800 (Adjacent RR makes this tricky); 1.5 miles; Urban Minor Arterial.

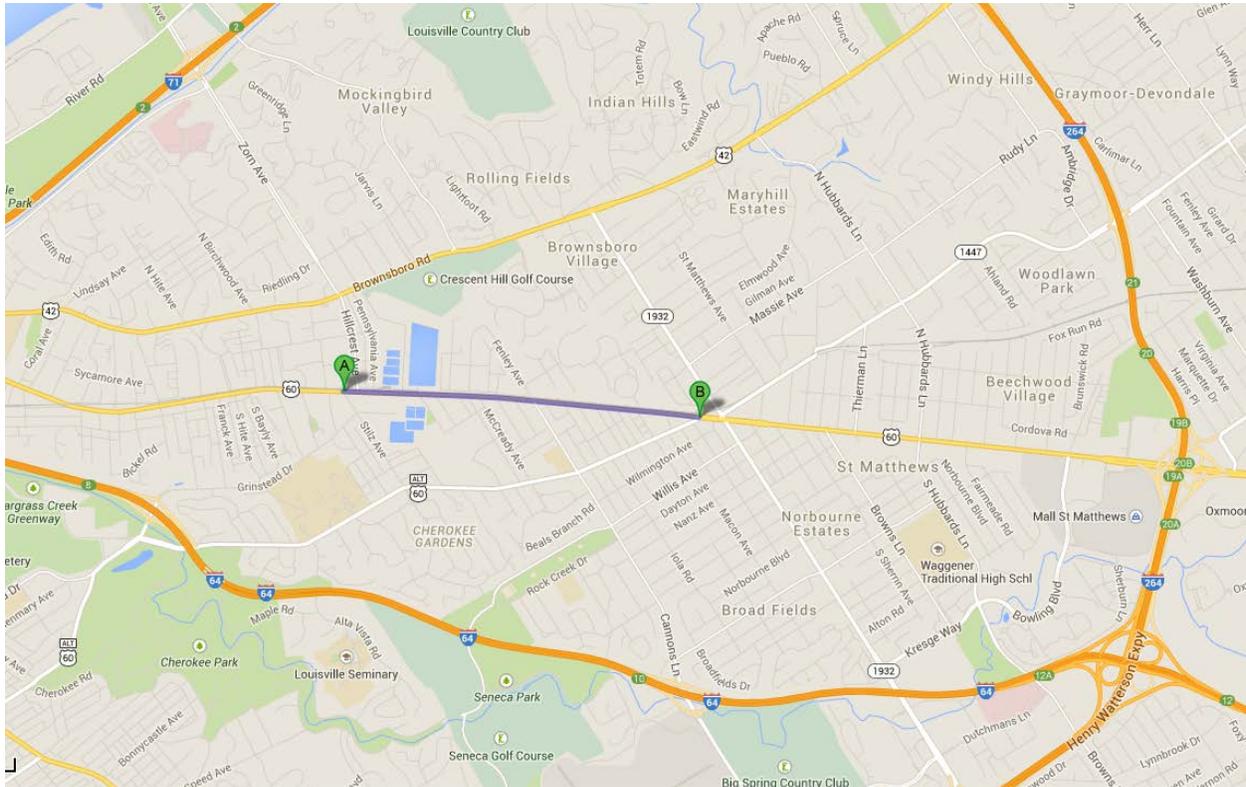


Figure 17-1: Corridor Extents

Section Considerations

4-Lane undivided Section

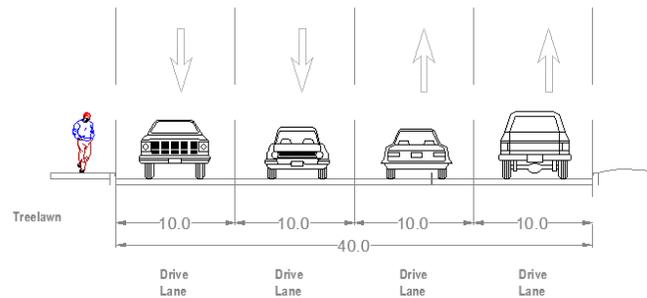


Figure 17-2: Typical Section

Turn movement counts at Stilz Avenue, Reservoir Avenue and McCready Avenue were reviewed to evaluate the potential for a roadway reconfiguration on Frankfort Avenue. The critical intersection was identified as Stilz Avenue during the PM peak hour. Critical volume for

the intersection was estimated to be 1,074 vphpl during the PM peak with the implementation of 3-lane section with center TWLTL.

While the intersections of McCeady Avenue and Reservoir Avenue both have lower volumes, they are complicated by the presence of the Railroad track on the northside of Frankfort Avenue. A primary concern in their operation is to ensure that queues do not extend over the railroad tracks, however, while mainline queues may increase with roadway reconfiguration, side street delay and queues are expected to remain relatively constant.

Turn counts were not available at Frankfort Road and Lexington Road. While the ultimate configuration of this intersection will not dictate the success of a roadway reconfiguration on this section, the successful design of the intersection will ensure proper operation of the corridor. As such turning movement counts should be collected to determine if two southbound through lanes are required on Frankfort Avenue, or if a single through lane should be maintained at the intersection. Due to the high volume of traffic through the next intersection to the south at Chenoweth Lane (ADT =16,321) extending the reconfiguration through this section is not recommended.

(Note: Turn movement counts are provided in the attachment at the end of this section).

Transitions

No additional transition design is required on the western terminus of the project, as Frankfort Avenue west of Stilz Avenue maintains a 2-lane section.



Figure 17-3: Frankfort Avenue at Stilz Avenue

However, as noted above the final design of the eastern terminus will be dependent upon the final design and operations of Frankfort Avenue and Lexington Road intersection. This design should also be pursued in coordination with any improvements proposed along Lexington Road.

Recommendations

It is recommended that a 4-lane to 3-lane conversion be pursued between Stilz Avenue to match the existing 2-lane configuration west of the corridor. Additional data collection and analysis is required to finalize the design and operations of Frankfort Avenue and Lexington Road intersection to meet capacity and transition zone design issues.

Attachment 17A

Corridor 17 turn movement counts

Corridor 18: CS-1001B; River Road
Witherspoon Street to Bear Grass Creek
 ADT 7,500; 1.7 miles Urban Minor Arterial.

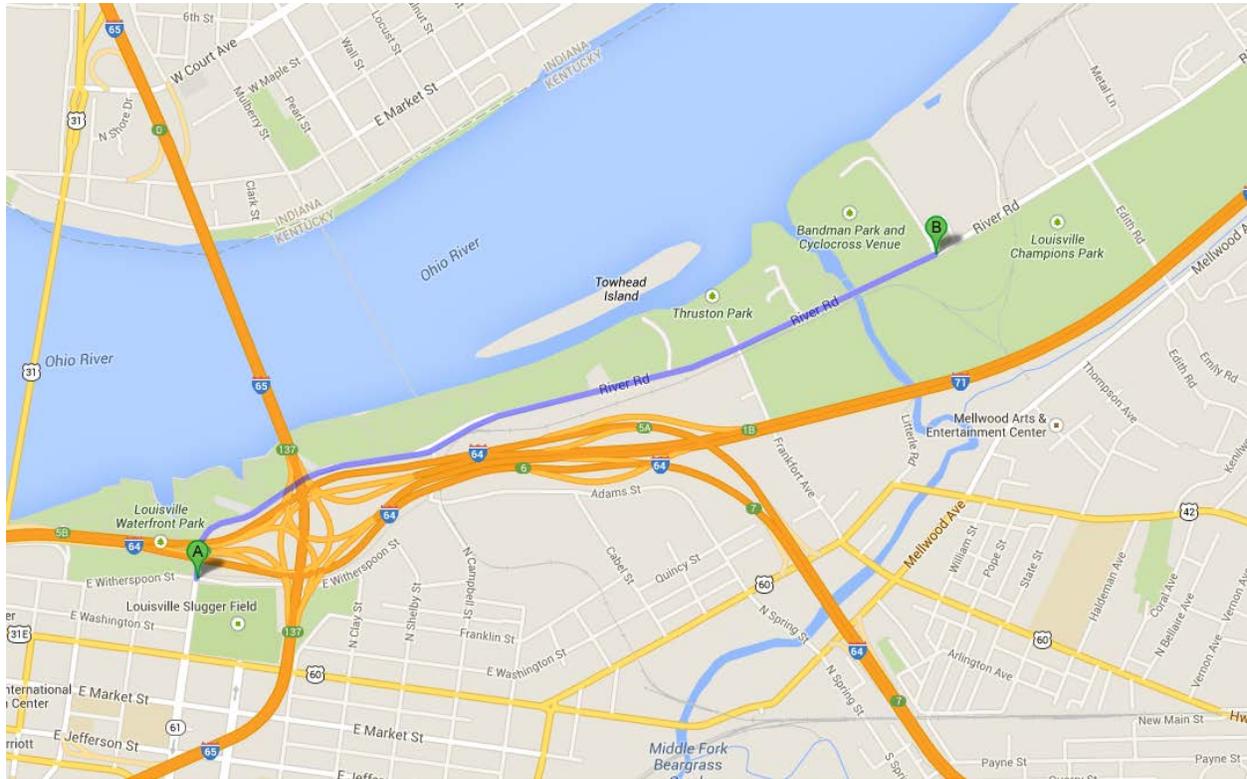


Figure 18-1: Corridor Extents

Section Considerations

4-Lane undivided

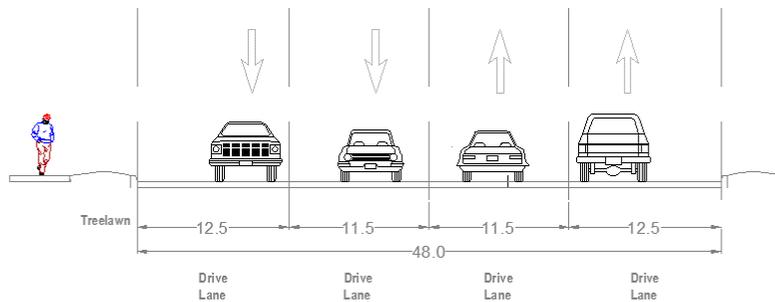


Figure 18-2: Typical Section

The intersection of River Road at E. Witherspoon Street/Big 4 Bridge Parking Lot, is the critical intersection on this section of roadway due to the high volume of traffic from Witherspoon Street

during the PM peak period (362 vph). However, 98 percent of traffic at this unsignalized intersection is right turn traffic, which will minimize delay from the side street. AM peak hour has minimum cross street volumes. River road approach traffic is high (approximately 900 vph), though still within capacity for a single uncontrolled lane of traffic. Additionally, no transit stops were identified along the corridor which could impact near capacity operations.

(Note: Turn movement counts are provided in the attachment at the end of this section).

Transitions

Though River Road is currently fed by 2 northbound through lanes at the western terminus at Witherspoon Street/Preston Avenue, entering volume is minimal (approximately 100 vph) which could easily be accommodated with a single receiving lane.



Figure 18-3: River Road at Witherspoon Street/Preston Avenue

The eastern terminus at Bear Grass aligns with the existing 2-lane cross section of river road to the east and does not require further analysis or design.



Figure 18-4: River Road at Bear Grass Creek

Recommendations

It is recommended that River Road be converted from a 4-Lane undivided highway to a 3-lane cross section with center TWLTL from its western terminus at Witherspoon Street extending to the existing 2-lane section east of Bear Grass Creek.

Attachment 18A

Corridor 18 turn movement counts

intersection with 7th Street has elevated volumes (ADT approaching 13,000 vpd) and has auxiliary left turn lanes in a 5-lane section at the intersection. Critical movement analysis was conducted to ensure that this intersection would operate below capacity with a reduced cross section. AM and PM peak hour volumes were reviewed for a traditional road diet. Critical volumes were estimated at 865 vphpl and 1,395 vphpl for the AM and PM peak periods. The over capacity operations during the PM peak period is the result of the eastbound right turn volume on Algonquin. It is recommended that an auxiliary right turn lane be provided at the intersection should the number of through lanes be reduced. This reduces the overall critical volume during the PM peak period to 1,116 vphpl.

(Note: Turn movement counts are provided in the attachment at the end of this section).

Transitions

Algonquin Parkway west of the 39th Street currently maintains a 3-lane section which does not require any additional analysis for proper transition design.

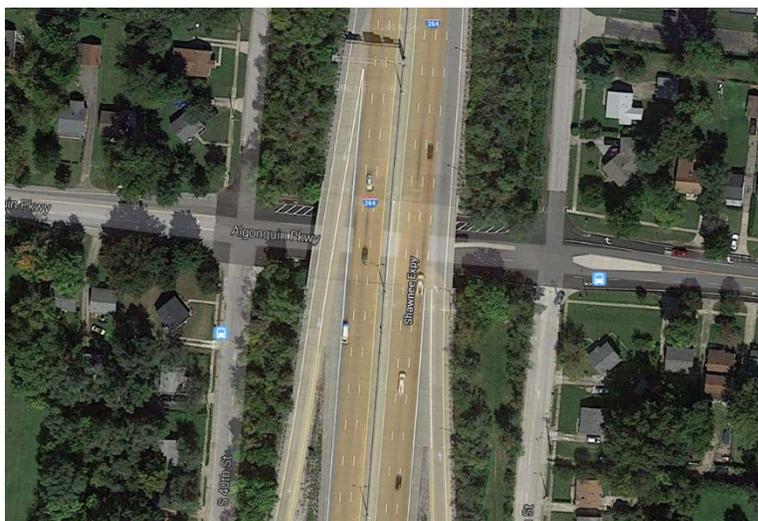


Figure 19-3: Algonquin Parkway at 39th Street

As noted in the discussion on US 60A (Taylor Avenue), The eastern terminus of the corridor at Taylor Avenue/Winkler Avenue provides dual left turn lanes onto Winkler Avenue. Though this configuration does not impact the implementation of a traditional road diet on Algonquin Parkway, additional data collection analysis is recommended to ensure proper design and operation of this intersection.



Figure 19-4: Algonquin Parkway at Taylor Avenue/Winkler Avenue

Recommendations

It is recommended that Algonquin Parkway be converted from a 4-Lane undivided section to a 3-Lane cross section with center TWLTL from 39th Street to Winkler Avenue. An auxiliary eastbound right turn lane should be provided on Algonquin Parkway at 7th Street to provide sufficient capacity at the intersection.

Attachment 19A

Corridor 19 turn movement counts

Corridor 20: KY3064 (Northwestern Parkway)

N. 39 Street to N. 33rd Street

ADT <4,000; Urban Minor Arterial.

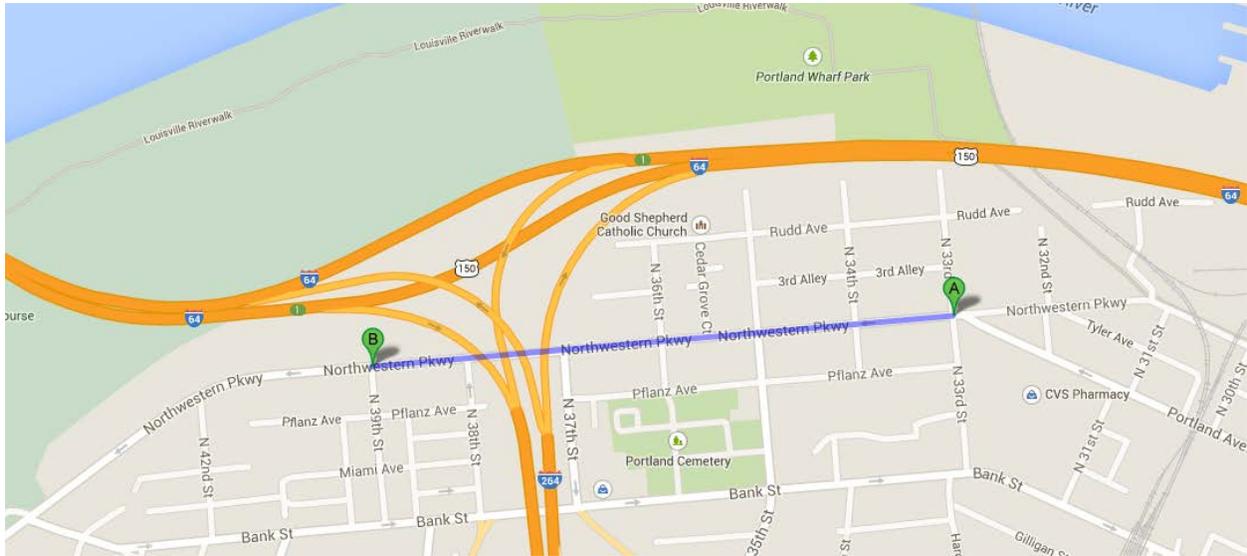


Figure 20-1: Corridor Extents

Section Considerations

4-Lane Section (one-way) with on-street parking

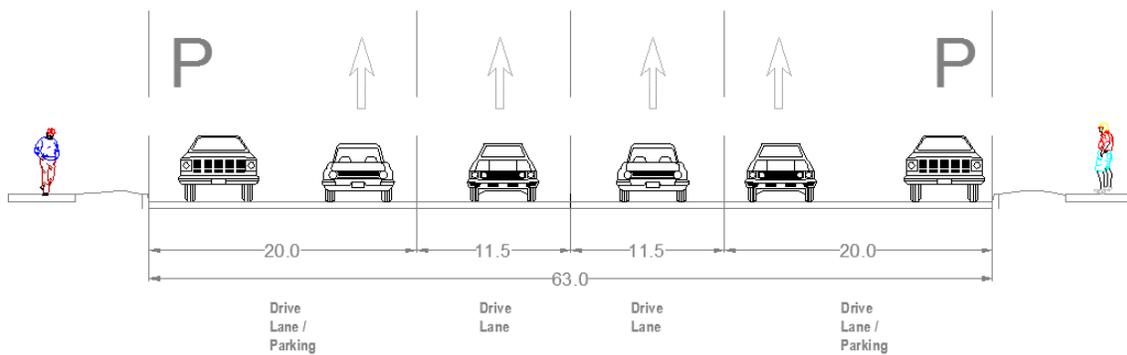


Figure 20-2: Typical Section

Capacity Analysis

The maximum recorded approach volume on Northwestern Parkway was 398 vehicles per hour at 35th Street during the 3:00-4:00 PM peak hour. This volume of traffic could be served by a single westbound lane.

(Note: Turn movement counts are provided in the attachment at the end of this section).

Transitions

Northwestern Parkway east of 33rd Street is currently two-way traffic with a single lane feeding westbound northwestern parkway in the study corridor. Portland Avenue however, currently feeds 2-lanes of traffic on Northwestern Parkway. Should a significant reduction in travel lanes down to 1 lane be pursued, it is recommended that Portland Avenue provide 1 northbound left turn lane to Northwestern Parkway with the other lane be designated as a right turn lane to N. 33rd Street.



Figure 20-2: Northwestern Parkway at N. 33rd Street

West of 39th Street Northwestern Parkway is a single lane of traffic and no further transition is required.

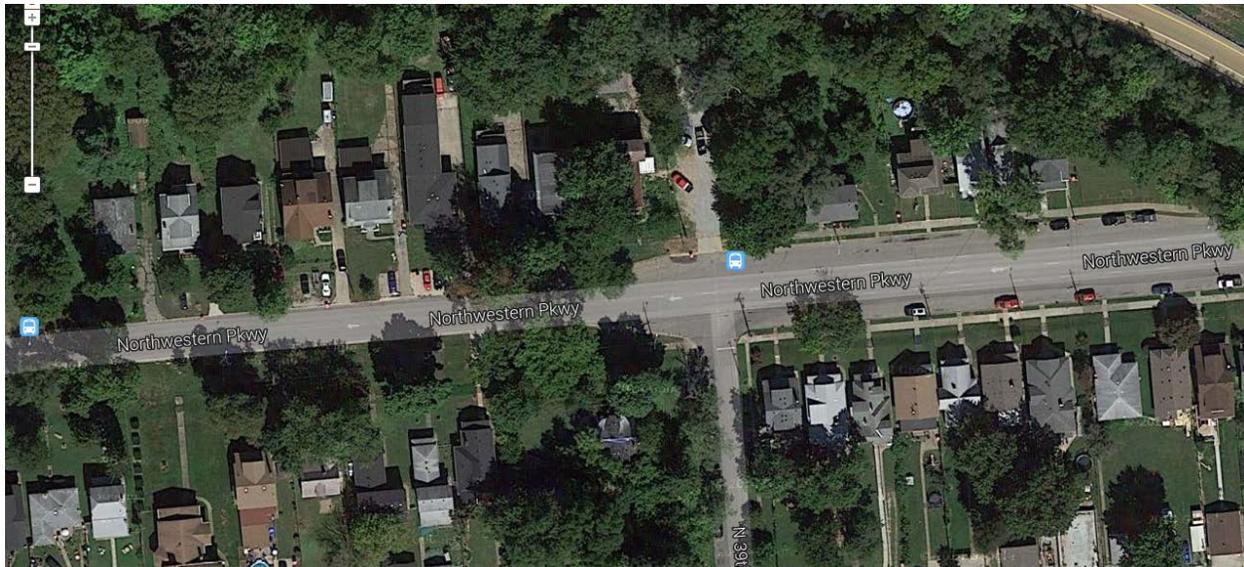


Figure 20-3: Northwestern parkway at N. 39th Street

Recommendations

Reduce the number lanes on Northwestern Parkway to no less than 1 to provide necessary amenities and reduce speeds along the corridor.

Attachment 20A

Corridor 20 turn movement counts

Corridor 21: CS1007A (Southwestern Parkway)

ADT<4,000; Urban Minor Arterial.

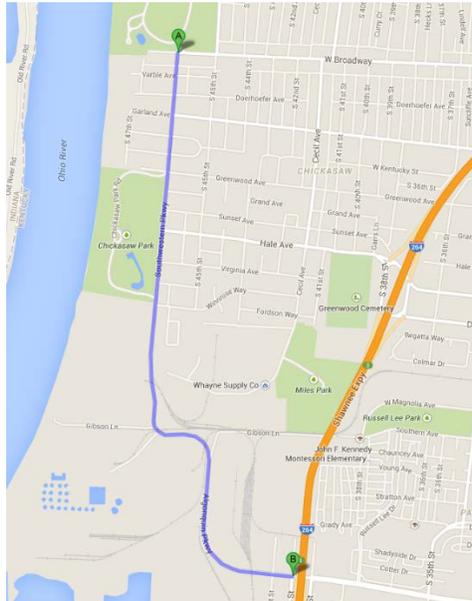


Figure 21-1 Corridor Extents

Section Considerations

3-lane section with center TWLTL

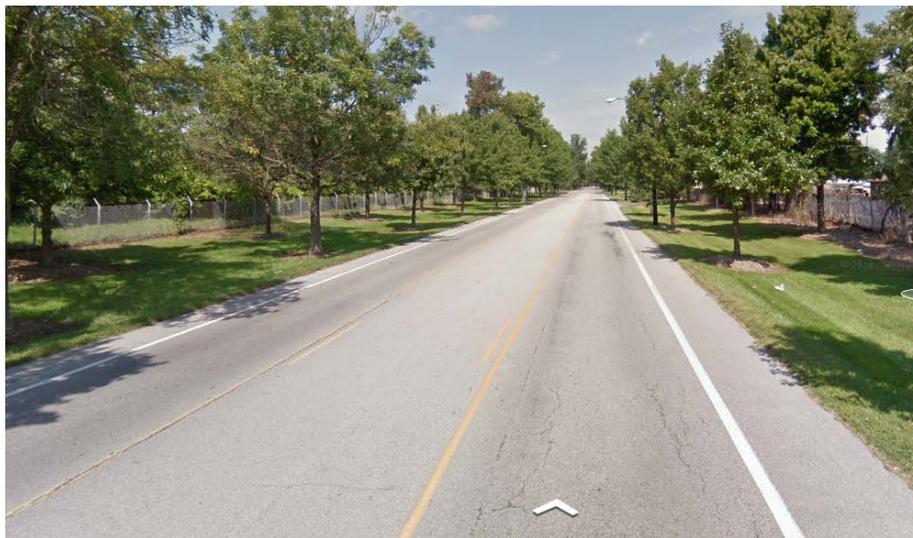


Figure 20-2: Southwestern Parkway Typical Section

This corridor is currently a 3-lane section with center TWLTL. No further modifications to the cross section are recommended. This section also matches with western terminus of Algonquin Parkway which recommends extension of this typical section east to Winkler Avenue.

Corridor 22: CS1078F (Southern Parkway) (3rd St. to Taylor Blvd.)
 ADT 9,200; Urban Minor Arterial.

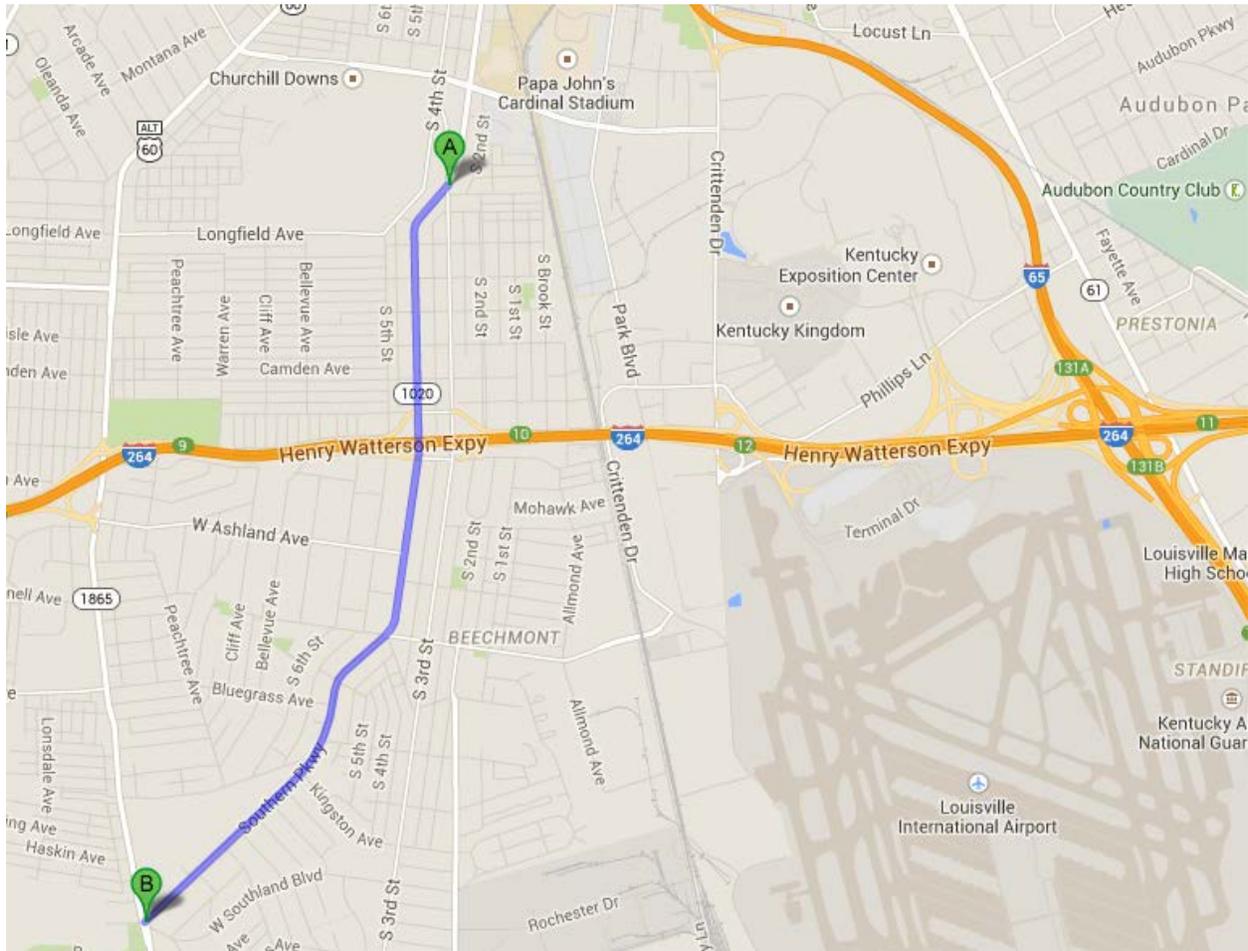


Figure 22-1: Corridor Extents

Section Considerations

4-lane undivided section

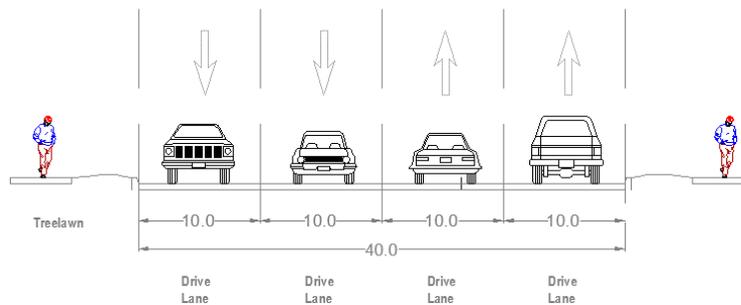


Figure 22-2: Typical Section

Review of the turning movement counts along Southern Parkway identified the intersection with Southern Heights/I-264 Interchange to be the critical intersection along the corridor. Analysis estimated the critical volume for the AM and PM peak periods to be 929 vphpl and 1,064 vphpl for the intersection resulting from the implementation of a 3-Lane cross section with center TWLTL. It is recommended that a northbound right turn lane be provided at Southern Heights to accommodate the high volume of right turn traffic. The low volume and high density of access points along this section of roadway should operate well with the reduced cross section and introduction of the TWLTL.

(Note: Turn movement counts are provided in the attachment at the end of this section).

Transitions

Currently the northern terminus of this section at 3rd Street and Oakdale Avenue has 2 receiving lanes fed by traffic southbound 3rd street traffic. Turn counts are not available for this section, but the redirection of 3rd street at this location may permit the termination of the inside southbound lane on 3rd street to be a dedicated left turn continuing to S. 3rd Street. Additionally, the lack of access points on this section Southern Parkway may also permit a midblock lane reduction south of the 3rd Street intersection.

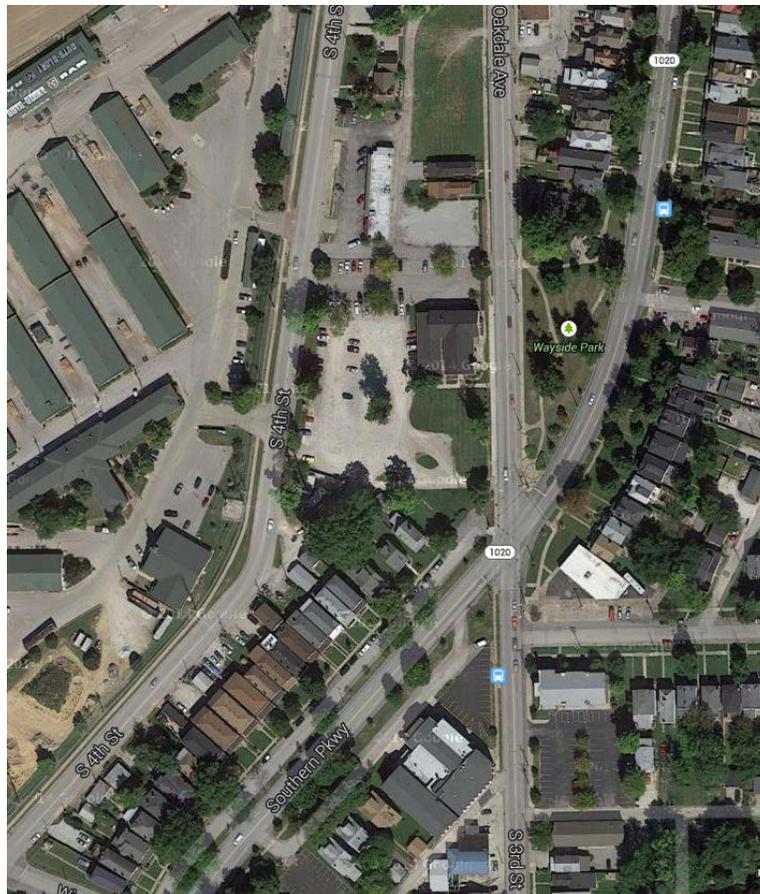


Figure 22-3: Southern Parkway at 3rd Street/Oakdale Avenue

The southern terminus at the intersection with Taylor Boulevard only requires a single receiving lane for Southern Parkway and the existing southbound approach configuration could be maintained with the introduction of a roadway reconfiguration on this corridor.

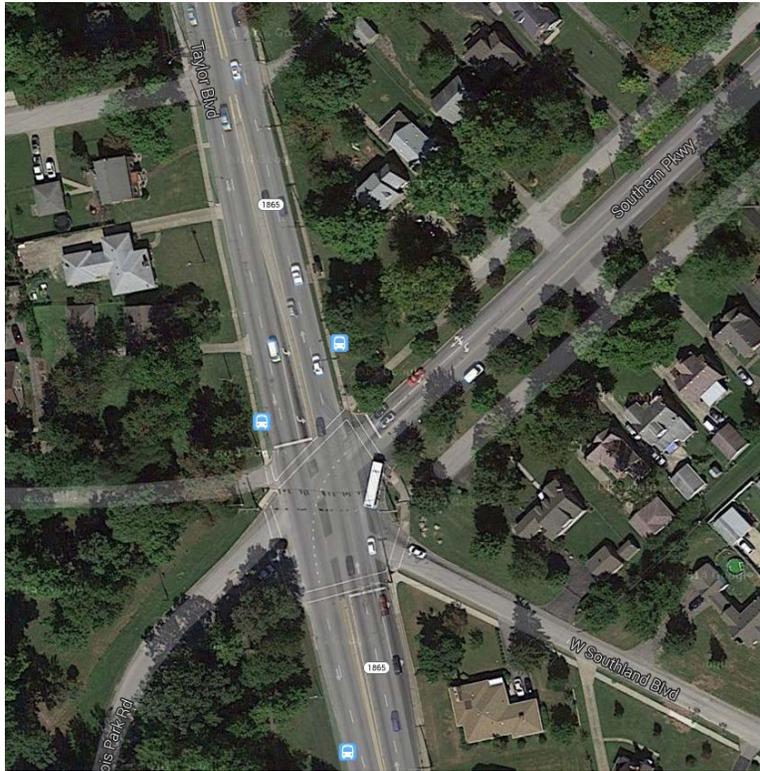


Figure 22-4: Southern Parkway at Taylor Boulevard/Southland Boulevard

Recommendations

It is recommended to convert Southern Parkway from Oakdale Road to Taylor Road from a 4-lane undivided cross section to a 3-lane section with center TWLTL.

Attachment 22A

Corridor 22 turn movement counts

Corridor 23: CS 1016F (Hill St)
S 7th Street to S 17th Street
 ADT 7,400 & 10,560; Urban Minor Arterial.

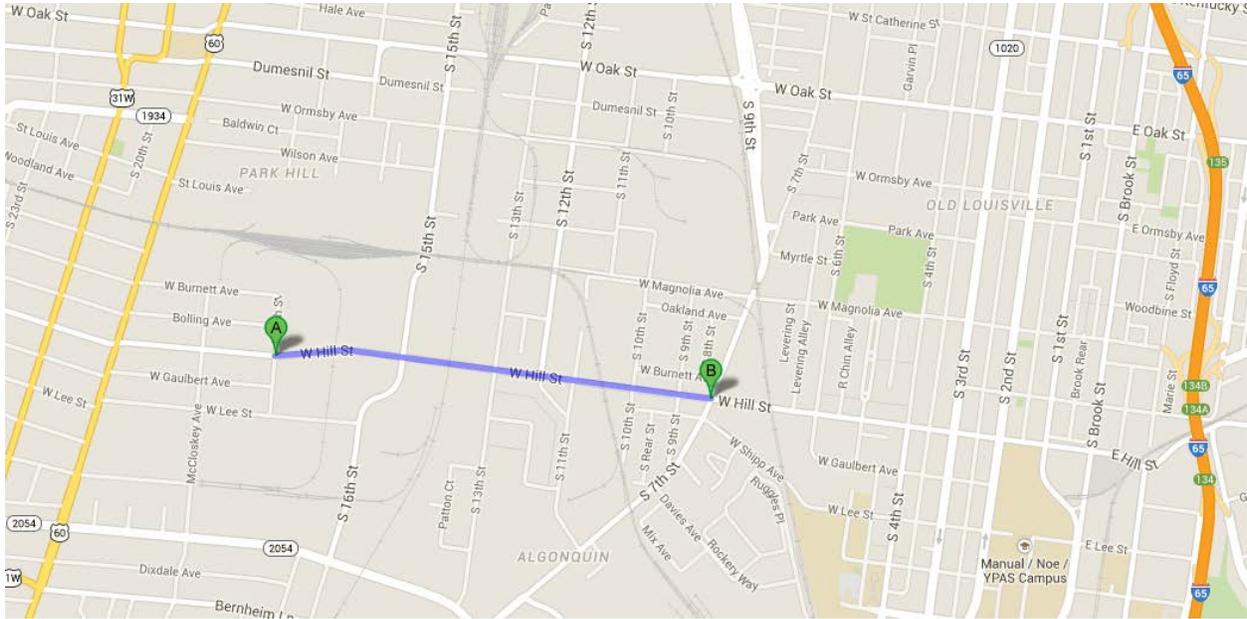


Figure 23-1: Corridor Extents

Section Considerations



Figure 23-2: Typical Section

This corridor was converted to a 2-lane section with buffered bike lanes after the start of this study. No further modifications to the cross section are recommended.

Corridor 24: CS-1005F (Kentucky St)

Barret Avenue to S 9th Street

ADT 2,000 – 7,800; Urban Collector.

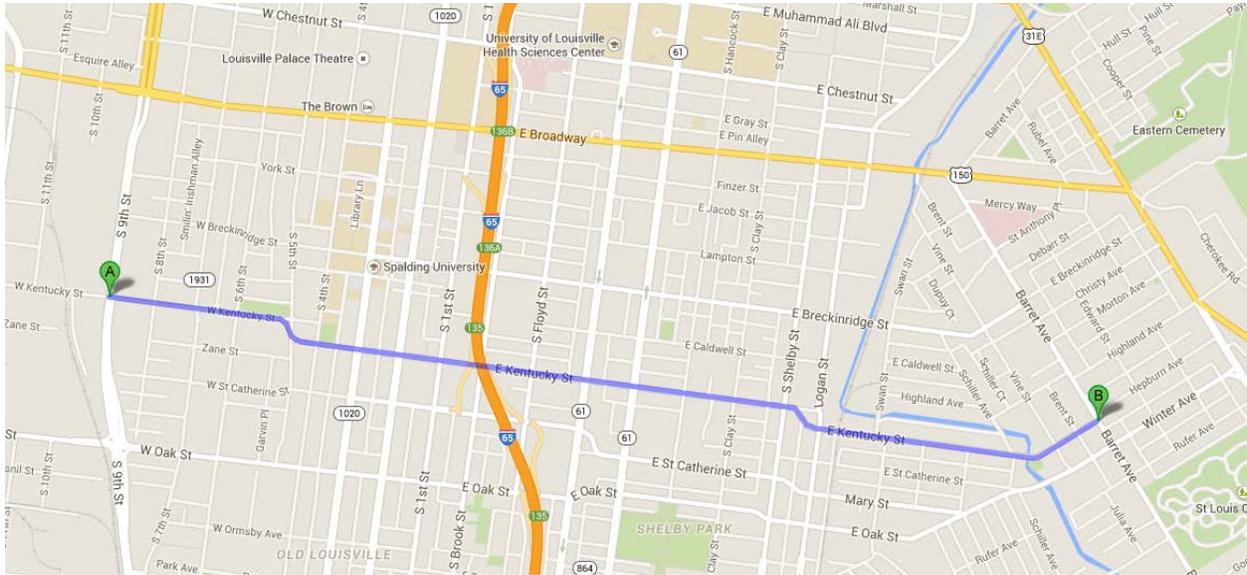


Figure 24-1: Corridor Extents

Section Considerations.



Figure 24-2: Typical Section

This corridor was converted to a 1-lane section with a buffered bike lanes after the start of this study. No further modifications to the cross section are recommended.

Corridor 25: CS-1053F (Breckinridge St)

Baxter Ave. & S 9th St.;

ADT 4,800 – 6,500; Urban Collector.

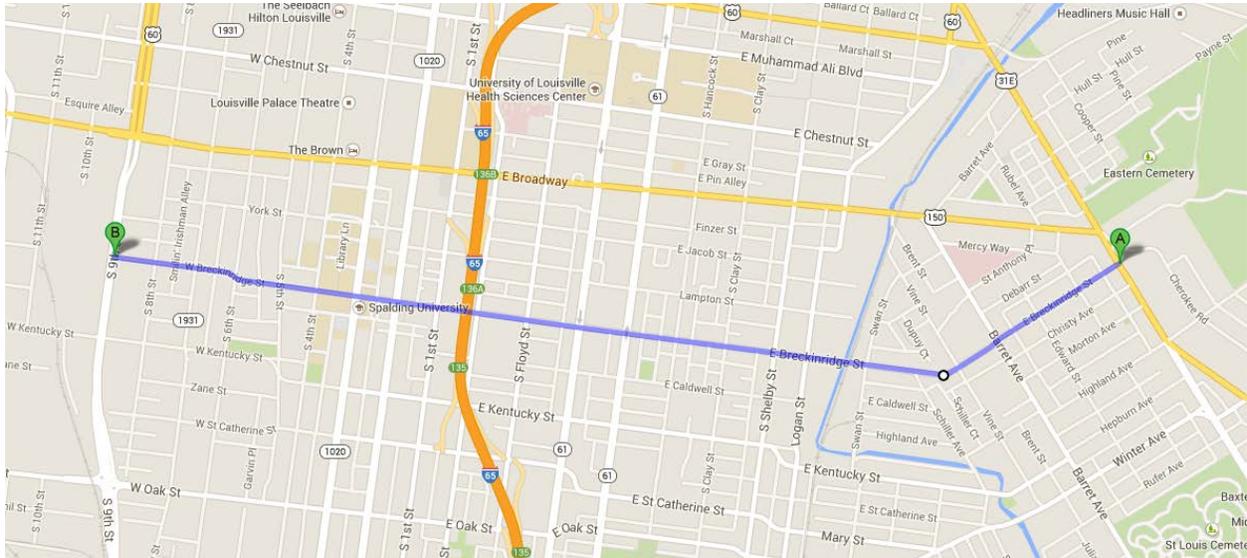


Figure 25-1: Corridor Extents

Section Considerations



Figure 24-2: Typical Section

This corridor was converted to a 1-lane section with a buffered bike lanes after the start of this study. No further modifications to the cross section are recommended.

Corridor 26: Grinstead Drive
Lexington Road to Stilz Avenue
 ADT < 10,000; 1.0 miles; Local Street.

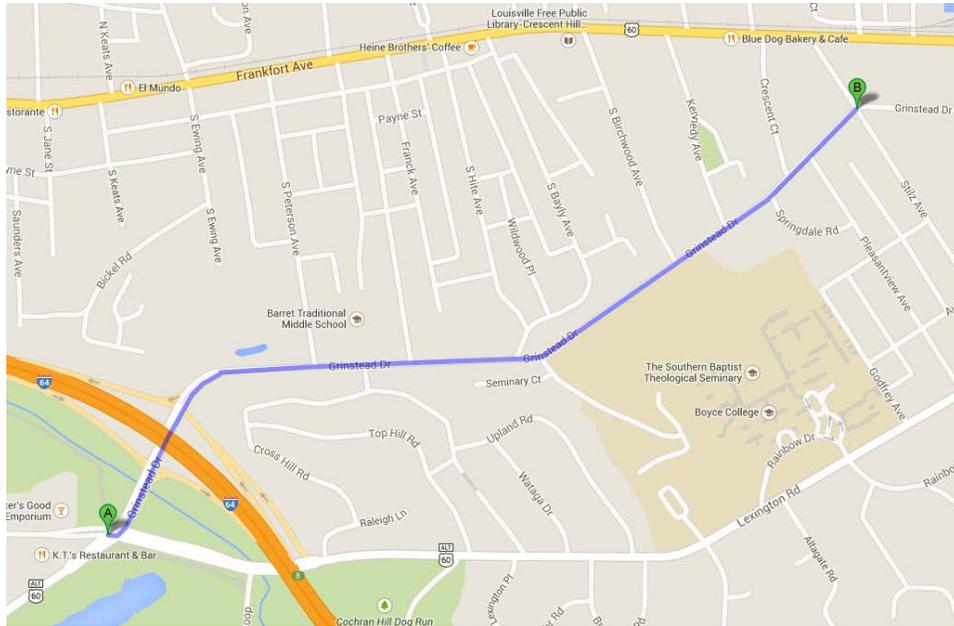


Figure 26-1: Corridor Extents

Section Considerations



Figure 24-2: Typical Section

This corridor was converted to a 3-lane section with a center TWLTL and bike lanes after the start of this study. No further modifications to the cross section are recommended.

Technical Appendix F:

Public Comments

- Online Submissions & Email Comments
- Written Comments from Local Organizations
- Written Workshop Comments

Move Louisville - Public Comments - Email and Online

Date	Comment	Zip Code
12/12/2013	<p>Following is a suggestion for a very small project (near the upcoming widening of N. English Station Road north of Shelbyville Road), that will have a very large positive impact on jobs and on relieving traffic congestion for the Snyder Freeway interchange area in Middletown, as follows: * N. English Station Road should be re-aligned with an S-curve between Shelbyville Road and Walmart (see attached Proposed Alignment graphic), so that N. English Station Road connects to Marketplace Road at Shelbyville Road, instead of connecting to Urton Lane at Shelbyville Road. The Urton Lane intersection with Shelbyville Road should remain open, with full turning movements. However, north-south traffic would be reduced at the Urton Lane intersection, with the heavier intersection traffic moved west and further away from the Snyder Freeway interchange to the proposed new N. English Station Road alignment. Thus, the entire traffic capacity of this important Snyder Freeway interchange will be expanded due to moving adjacent north-south traffic further west.</p> <p>* The relocation of N. English Station Road will be easy and relatively inexpensive (especially compared to the very large benefit) since the roadway relocation is for only a very short distance, and there is already an existing 4-lane private roadway in the desired roadway location, with an existing 6 lanes already in place at the Shelbyville Road intersection. That is, the existing private roadway is already wider than the proposed N. English Station Road. The property owner for the large Walmart/Target retail development should also benefit with greatly increased two-sided frontage along the new N. English Station Road alignment, and the entire Middletown business community should benefit from the improved traffic flow.</p> <p>* Undeveloped property in the NE corner of N. English Station Road and Shelbyville Road only has very limited access to N. English Station Road now, so the new alignment should be as good or better than the existing access.</p> <p>* South of Shelbyville Road, both Urton Lane and Marketplace Drive are included in Core Graphic 10 "Projected Transportation Corridors" of Cornerstone 2020 (see attached Core Graphic 10 pdf). So connecting N. English Station Road directly to Marketplace Drive, instead of to Urton Lane, should be consistent with the existing transportation plan. The traffic flow in the entire interchange area should improve, because the intersection with the heaviest traffic will be moved further from the Snyder Freeway.</p> <p>* This very small project will benefit the entire Urton Lane Extension project, which will eventually connect Bardstown Road to the south with I-71 to the North, by keeping the major north-south traffic and turning movements at Shelbyville Road further distant from the Snyder Freeway. The traffic flow improvements along N. English Station Road and the Urton Lane Extension alignment will also benefit Louisville Metro job creation and the local tax base, especially in the undeveloped strategic area just west of the Snyder Freeway along the Urton Lane Extension corridor between Shelbyville Road and Taylorsville Road. In order to avoid future construction obstacles since this area is developing quickly, now is the time to make these improvements for a low cost.</p>	
3/25/2011	http://cartky.org/castlewood-barret-community-walkway	
12/24/2013	Seems that Clifton's Neighborhood Plan and subsequent streetscape and sidewalk survey could be rolled into the design.	
1/2/2014	I saw the info about Move Louisville and just wanted to suggest that Louisville gets Amtrak/light rail/something to go between cities. I was in Ann Arbor, MI, this summer, and taking the Amtrak to Chicago was AMAZING. Louisville should have opportunities like this to go various places/to other cities.	
1/10/2014	Petroleum reduction and air quality are the two areas we can contribute to specifically. With fleets in Louisville moving to alternative fuels/advance technology for vehicles and equipment, we have real world success stories to share across the community.	

1/16/2014	<p>My suggestion is start the system with a hub that ties together the airport, downtown, and as many of the big venues as possible (Churchill Downs, the Exposition Center, UPS, Papa Johns Stadium, the University of Louisville, The Yum! Center, Fourth Street Live, the downtown hotels - Galt House, Seelbach, the Brown Hotel). I think this would tremendously enhance the experience visitors to the city will have, and would have great economic impact for the city as more conventions choose Louisville as their host city. Also, tying together all these venues makes all the parking at all the venues available for any event at any of the venues. Once a hub is started, the system can be expanded to other areas, but that will never happen if we don't build the hub. Finally, as I said in the meeting, those establishments (especially the privately owned ones) that would benefit the most from these improvements should share in the costs.</p>	
1/15/2014	<p>I suggest we combine JCPS school bus system for grades 4 through 12 with TARC and create a greatly expanded transit system for all of Metro Louisville.</p>	
1/16/2014	<p>1. Conversion of one way streets into two way streets to slow down traffic, make better streetscapes and decrease VMT. Alternatively, slim down residential roads from two-lane one-way speed loops into a one lane road. These would be perfect places to start looking at converting car lanes into true bike lanes. East Saint Catherine Street is a perfect example of a residential road that is low capacity/ high speed and could give up a car lane for some other use. 2. Improved signage and wayfinding throughout the city. 3. Find the regulatory tools to make streetscape designs such as can be found on Shelbyville Road or Dixie Hwy not allowable. 4. Decrease parking requirements especially for big box stores. Parking should mostly be located behind stores, not in front of them. 5. Maybe outside of the scope of this project, but there is really a lot of construction that takes place in the middle of the bike lanes that exist (E. Market Street is a good example where there are construction bollards placed squarely in the middle of the bike lane - makes it very unattractive to bike towards Nulu from downtown during rush hour). 6. Real bus stops that shelter people from the elements. I know light rail has been discussed for years, and never seems to gain traction. I ran across this TEDx talk on cable car systems as a more cost effective alternative. This may already be in the hopper, but if not, I thought I would share it. http://www.youtube.com/watch?v=FoQmgSOB9n0&sns=em</p>	
1/19/2014	<p>Is there really a lot of value in spending limited resources on moving the 9th street ramps four blocks? 1. Two way streets on 90+ percent of our streets. 2. Increase funding for TARC and rework system from scratch. 3. Population weighted vote on KIPDA. 4. Merge Parc and Tarc. 5. Remove time of day no parking from all streets. 6. Broadway, Main, Market bus loop with prepay boarding. 7. Narrow Broadway and turn into boulevard to match any in Paris. 8. Improve connection between Frankfort, Bardstown, Lexington and Main/Market. 9. Open intersection of Preston and Burnett. 10. Add 12 roundabouts at major urban intersections. 11. Form based zoning, with very permissive flexibility as long as quality construction and architecture are part of design. 12. Relaxed building codes that reflect urban needs, not rural construction standards. 13. JCPS needs to merge student transportation with TARC. 14. Encourage taxi service through loosening of regulations and possibly subsidize. 15. Sponsor high school level bike races to encourage bike use, aka Little 500 at IU, road races, and mountain biking. 16. Review all downtown streets to add parking spots. 17. Remove 5% of curb cuts throughout downtown per year. 18. Plant trees. 19. Toll the entire interstate system. 20. Open K&I.</p>	

1/20/2014	<p>If we want connectivity at a low price building roads ain't it! However we have several linkages that are stymied by their one way status. The Y consists of Bardstown Baxter corridor, Frankfort -Story-Mellwood , and east market main and Jefferson. Making these streets two way again is pretty simple. The effect can be more linkages and cross links made possible by two way status. This may also aid the coming crisis of Lexington Road. Building new roads and moving interchanges is a costly carcentric endeavor. It has no place in a discussion of sustainable practice for the future. Make Ninth Street functional by encouraging mixed uses and yes even warehousing. Ban trucks from Old Louisville and let commerce and heritage tourism take over. Bold doesn't begin and end with big expensive ideas that land on a shelf because we haven't the courage of all those other cities we seem to look up to. They made hard unpopular choices. Waiting til 2018 is just more talk government masquerading as reelection chatter. And finally, extend corridor review overlay down Baxter to Nulu as originally intended. If you don't protect the built environment as connector you really aren't being sustainable. And preservation of the built environment is never once mentioned. Epic flaw. The main market street car idea is rather limiting and lame. The Y louisville route however aids tourists who constantly get in cars and drive lost and aimless along these streets..... If I had a dollar for every time I was stopped this summer by confused lost tourists seeking these corridors I would be rich.</p>	
10/28/2014	<p>I like the road diet based projects for Taylor Blvd. Under the Bike/Ped projects I like the street bicycle routes for gagel, Palatka, woodlawn-Crittenden. Would like to see more in the area. What about more bicycle improvements down or own Walter. Under Transit projects why no Southern Central hub. Not a Southwest hub, but a South Central Hub. Is the Iroquois Parking lot Project suppose to be the replacement for such a hub? Why not more transit-based enhancements South on Taylor Blvd. The enhancement appear to only be recommended going north from Berry towards the University? I'd like to see more enhancement going South on Taylor.</p>	
10/28/2014	<p>Great resource look forward to seeing what other events will be going on in our city</p>	40272

10/30/2014	<p>Ladies and Gentlemen: Let me begin by thanking you for giving members of the public the opportunity to comment and submit input on the draft of the Move Louisville plan. I think its very important that the desires of everyday Louisvilians are reflected in the final list of projects recommended by the plan. I think there is a strong interest in Louisville to increase investment in mass transportation; specifically, rail based modes like light rail or streetcars. In the past year, I have taken academic trips to Portland, OR and Cincinnati, OH to study how investments in rail transit have been affecting those cities. I was extremely impressed by the overwhelmingly positive physical, economic, and environmental impact that high quality transit systems had on those cities; specifically, their modern streetcar systems. Based on my experiences, I think Louisville would benefit enormously from building and operating a modern streetcar system in the city core. I am happy that the current list of proposed projects dose include a streetcar line in Downtown Louisville. However, I must say that I disagree with its proposed location on Main Street, as I think it does not make a crucial connection that would be key to reintroducing rail-based mass transit to Louisville. Most of the successful streetcar systems in the US, from Portland to Tucson to Cincinnati, have one trait in common: They connect the campus of the local university to the Central Business District. This idea makes sense: a university campus in most cities has a high population that is car-free or car-light (i.e. freshmen who are not allowed to bring a car with them). Similarly, a 21st century downtown is rapidly becoming the place with the highest concentrations of restaurants, shops and bars and others seeking out a more urban lifestyle. Giving car-free students access to such amenities with a high quality, high capacity streetcar line is an excellent way to reintroduce the local population to mass transportation. Louisville is ideally situated to follow this model, as the Belknap Campus of the University of Louisville and the Central Business District are ideally situated to be connected by a high quality transit line. Both U of L and downtown are areas that are experiencing growth, in the form of new businesses, residents, and development. But the corridor between them (centered on 4th street) holds great potential as well: great historic resources like Old Louisville; major cultural attractions like the Palace Theatre and Churchill Downs; educational institutions like U of L, JCTC, and Spalding University; major places of employment like the Government Center and Humana; plenty of opportunities for new real estate investment in places like SoBro and the CBD. If all these elements could be linked together, they could very well become the high growth, high impact area that Louisville need to thrive in the 21st Century. I certainly hope, in the final stages of the Move Louisville planning process, that your organization considers including a proposal for a U of L to downtown streetcar line in the list of proposed projects. Thank you again for giving me the opportunity to provide input on this crucial document.</p>	
11/2/2014	<p>I received an email claiming that you all are genuinely interested in receiving my feedback about Move Louisville plans, but none of the links to any maps (in the email or on your website) actually work. Obviously, maps the are only way to efficiently and effectively assess a transportation plan. You cannot expect the public to provide meaningful feedback in response to long project lists alone. But I looked at your project list spreadsheets and even those aren't organized in any way that is useful to the public. The bike-ped project list, for instance, appears to be organized by project number, which is meaningless to the public. Why not sort that spreadsheet by something useful like Overall Score, Cost, Length, or at least location? You really cannot expect the public to scan through an unsorted 12-page list of projects and come up with anything useful to say about it. I'll also note that the "Project Type" field in the bike-ped list appears to be largely useless and inaccurate. For instance, it lists every single "Class B" project as an "On-Street Bicycle Route," when clearly things like shared-use paths and trails parallel to the street are not. Please make the information on your website more user-friendly and accessible to the public. We need detailed maps to make any sense of this. Until you improve the information online, I cannot make any useful comments and I cannot trust that you are sincerely interested in my feedback on this very important planning effort. Thank you!</p>	
11/5/2014	<p>The long term transportation plan should include eventual renewed streetcar service on the 4 Street corridor with a second phase focused on the Broadway - Bardstown Rd corridor. Much of Louisville's urban core was designed around street cars and there is no reason beyond funding that this shouldn't be revived. Transit demand is a reality.</p>	40204

11/5/2014	As a millennial transplant from Cincinnati, I know the importance of such a public transit project as having a modern street car line that bridges downtown and a major university through a beautiful historic neighborhood with beautiful Victorian style architecture. If you want to keep young professional talent in Louisville as well as bring young professional talent into Louisville, you will need to compete as a city with every other affordable mid-western city that is providing modern public transportation. Don't lose out to millennial growth, just based on modern public transit.	40272
11/6/2014	I support the development of a streetcar line as an addition to the Louisville Metro mass transit landscape -- and the wider its network, the better. In fact, I've long wondered why Louisville and Jefferson County, and Southern Indiana, for that matter, have not been able to advance a light rail project among the many ideas proposed -- one of which, I recall, was a monorail linking Oxmoor and Mall St. Matthews, now and perpetually a truly gridlocked corridor of Shelbyville Road. I have seen light rail in other cities in recent years -- new developments. I lived in New York, where rail is a way of life, and I've traveled in Europe, where you can get pretty much anywhere by train. Instead, we have the Spaghetti Junction/Bridges project which, when complete, will simply invite more cars. Until then, it invites huge traffic tie-ups. Cost is always a factor -- always was, always will be. But what are the costs in highway construction, lost time, fuel and fender-benders? Questions to consider as new highway proposals appear. The current situation is the way to the 1970s. Streetcars and light rail would be a good start on the way forward from 2014. Thank you for considering my comment.	
11/6/2014	This city is making great strides in catching up with other great cities around the country and world for that matter, but it's public transportation still leaves plenty to be desired. That's why a streetcar system, even if a basic route from campus to downtown, makes sense.	
11/17/2014	There may be a paradigm shift with the advent of self driving cars in the next 5 years or so. The Planning Level Cost estimates are upward of \$200 Million and the estimated cost of a self driving car is \$100,000. It seems that the city has the potential to purchase a fleet of 2000 self driving cars for that budget. A well managed fleet of 2000 self driving cars would revolutionize transportation for the citizens of Louisville. Please do not appropriate money for a model of transportation that may be outdated in 10 years. Bicycles Pathways and Walkways and Self Driving Cars is ideally how I would like to commute in the near future.	40207
11/18/2014	Making Louisville effectively multi-modal and user friendly to pedestrian, bicycling, and transit users is important if Louisville plans to be a leader in this region and plans to become a dynamic economic leader in this region rather than its current middling position. These are steps to continue forward momentum in Louisville's mobility. The current Bridges Project would be great had it been done fifty years ago in the 1960's. Let's move Louisville into the 21st Century by becoming multi-modal and remaining tunnel visioned to its current CAR CENTRIC format. Let's get on board with the thinking in the world's big cities with transit that has 10 - 20 minute head times, pedestrian friendly (not pedestrian killing and maiming), and bicycle friendly (not daily maiming and killing cyclists). Thanks for considering my suggests for the mobility plan for Louisville's future.	40206
11/19/2014	In general, there should be a significantly-weighted preference regarding any project, service, etc. with any transportation, public works, et al. entity which receives federal funding for any program implementation affecting persons with disabilities. Disability-accessibility should not only be factored into planning, but also as a mandate under local, state, and federal statutes, irrespective of federal funding receipt; this includes the general public's right to file a disability-based discrimination complaint on a reactive basis in response to potential violations of not providing meaningful disability accessibility. An important mandate when it comes to a federal funding recipient's obligations to make disability-inaccessibility accessible for persons with disabilities is the legal theory that a recipient cannot necessarily deny a request for making a program/project accessible because the recipient cites an undue financial burden for the entire program; the recipient is obligated to spend money up to the point of the undue financial burden, meaning that in some circumstances a portion of a program/project can be made accessible until the money is exhausted and no longer available for complete accessibility.	40202
11/19/2014	Convert all one-way streets that were once two-way back to two-way.	40207

11/19/2014	<p>I would like to voice support the city of louisville's effort to add bike lanes and infrastructure. I will add that since the new bike lanes have been installed on breckenridge and kentucky streets I have been using them to get to and from work almost every day! I really enjoy using the lanes and I'll report I have very little trouble traveling on this route. I do have to mention that occasionally I experience a motorist acting combatively or driving in the lanes at sometimes a high rate of speed and for a time so length is is of obvious disregard. My route takes me to 4th street where it's the only direct route I feel safe traveling into downtown. I will add, once I get to 4th street live the fact the developers (cordish) or the city have constructed a skating rink that has no consideration for bicycle traffic going through that area so now I have to turn left and then right on 5th to get to my job at 5th and jefferson. Some motorists on 5th between muhammad ali and jefferson are not very amused. I urge the city to reconsider how bicycle traffic utilizes 4th street between muhammad ali and Liberty street or mark the route to and along 5th street as a safe alternative. One more comment I'd like to make is on my way home every evening on the 3rd st bike lane, at york street there is almost always a TARC trolley parked along 3rd there and almost always they are parked halfway into the bike lane forcing me to aggressively react to motor traffic coming up from behind me while I navigate around the trolley. The trolley driver almost always drives in the bike lane for a lengthy time before turning right on breckenridge and when they do they sit in the bike lane blocking it to bicycle traffic. The tarc drivers are not very considerate and have been combative with me as I defend my right to the lane. this is all for now. thanks again for everything you do and don't hesitate to contact me with any questions or concerns that I may be of help with!</p>	40204
11/19/2014	<p>We need to look at some alternative transit options to connect the various parts of town. This might be street cars or trolley that go from the east end through the main parts of town all the way to the west end. The most important line would go from the airport to UL to downtown. This will allow people coming for conventions to get to the downtown hotels easily and for UL students to come and go to events and areas that are away from campus.</p>	40207
11/19/2014	<p>We need more public transit options in Louisville! TARC and bike lanes are great, but there needs to be more of them, and more incentive to use them. Also, public events like CycLOUvia are wonderful. Let's do more of that, and in spaces of Louisville besides Highlands/the East End. The West Broadway event was great... next up, Portland? South Louisville?</p>	40204
11/19/2014	<p>After visiting Chattanooga this past weekend, I think Louisville seriously needs to consider some sort of street car/ electric shuttle to connect areas of the urban core. It would be amazing to have something connecting NuLu through downtown and 4th street on out to UofL and Churchill Downs.</p>	40299

11/19/2014	<p>I'm encouraged to see that Louisville is making strides to create better transportation scenarios for its citizens, especially road diets, sidewalk repair, and policies which encourage walking/other means in the downtown area (increased meter prices and monitoring, etc.). My feedback consists of a few points I'd like to see addressed in the overall plan for this: A public transit option that doesn't always have to travel with other traffic and doesn't rely on gas or diesel fuel, e.g. rail, streetcars, subway, etc. One of the things I like best about travel is being able to get around quickly and conveniently on public transit. Yes, we have a bus system here and yes, I know that some of them are electric now, but they are slow, inconvenient, routes are sometimes difficult to navigate, and drivers are sometimes extremely negligent when it comes to blocking traffic instead of pulling over to a stop, blocking bike lanes, wandering over the line into the next lane, and paying attention to pedestrians at crosswalks. I would LOVE to ditch my car most days of the week and take quick, convenient, safe transit from my home in Prestonia into downtown or out to St. Matthews. This would be a good option for people arriving at the airport to get around as well. Better connections between U of L and downtown via a North-South streetcar loop. U of L is an urban campus, yet feels very remote from much of the city. We should be striving to help U of L students make connections with the city they live in by making it easier for them to get around, especially if we want to retain more educated citizens who can work to make a difference in their home/adopted city. Traffic cameras at stoplights in strategic areas, especially downtown and anywhere of density with pedestrians. I walk a few blocks downtown daily and I am always surprised at how many people run red lights (there and elsewhere) or creep up on pedestrians trying to walk with the sign. On a recent trip to Washington DC, I marveled at the fact that I didn't ONCE see anyone do this in a week until someone pointed out to me that people don't do it because there are traffic cameras that will issue citations to those who run red lights. I would like to see a proposal for something along these lines as the laws are currently not being enforced -- I believe that clear and consistently applied consequences would cut down on the number of people taking that risk who put themselves and others at risk. Finally, bike paths that are truly separate from traffic. I use the bike lanes and the sharrow-marked streets and while that is an improvement in some instances, the fact remains that many of us who cycle don't feel safe. It's probably outside the scope of this project to discuss issues of driver and cyclist education and enforcement, but I would encourage you to think about ways to include separated bike lanes in design (not paint-separated, but separated by a concrete strip or trees, or earth -- an actual, physical divide). What we currently have is kind of a mish-mash of cycling lanes/markings that are not especially well thought out instead of what could be truly innovative solutions to this. Thank you.</p>	40213
11/19/2014	<p>PLEASE be sure to fully consider light rail lines and street car options for our city--both for downtown and the surrounding areas/pipelines. It pains me to see our otherwise fairly progressive city continue to invest in more and more road and highway expansion without a focus on implementing a functional and reliable public transportation option or system of options. Our city needs it. Badly. While we're widening our expressways by multiple lanes, other cities are investing in light rail lines, efficient bus routes, park-n-rides, and street car options to prepare themselves for the future and for the future needs of residents. AND to ATTRACT individuals and talent to the area for whom public transit options are a real consideration. I would love to think and believe that one day I could enjoy our city without having to rely so heavily upon my vehicle for transportation to access basic needs. Thank you!</p>	

11/19/2014	<p>Hello, I am a University of Louisville educator, who tries desperately to take public transit as often as possible. I have also spent a lot of time volunteering with a local refugee resettlement agency, where I have the somewhat daunting task of trying to explain our bus system to migrants who do not speak a lot of English. Having spent a lot of time using our public transit system, these are my main comments that I would like to see Louisville implement. 1) We need faster, cleaner forms of public transit such as a light rail. Our bus system simply cannot accommodate the dynamic schedules of most people. For example, I live in the Crescent Hill neighborhood, and if I want to get to UofL's Belknap Campus (less than 7 miles away), I have to leave a full HOUR ahead of time. The amount of time I spend waiting (outside) for a transfer is between 20-30 minutes for each ride. That means I spend over an hour, just waiting to pick up the next bus! This simply won't work for most people. 2) In order for people to realistically consider taking the bus or other forms of public transit, they must feel that both they and their belongings are safe and secure. I can't tell you how many times I've waited for a bus at a stop with no bench, no shelter, surrounded by trash and speeding cars, and feeling completely unsafe and exposed. Louisville needs to try to make alternative transportation a desirable way to commute; that means making considerable investments in shelters, benches and other waiting areas that make commuters feel safe and secure. 3) We don't just need light rail, we need a dynamic public transit system that speedily connects the urban core to outer districts. For example, as an environmentally oriented person, I have a problem driving 30 minutes to get to the Parklands of Floyds Fork, therefore I rarely utilize that park. If there were a speedy light rail system connecting Louisville's outer neighborhoods to its urban core, I guarantee it would be an economic boom for all districts (just think about Chicago!). I'm glad Louisville is stepping up its game to rethink public transit. Thank you for your time.</p>	40206
11/19/2014	<p>I wish to see an easier way to get from the highlands to Middletown or Hurstborne lane. I mean, with TARC I can get there eventually but almost all buses take you downtown first. Not that I don't love visiting downtown. It's just, when traveling with an infant, time is a major issue. I don't care if it's more bus routes or a different type of transportation. I would just like to be able to go from the highlands to the east end without having to drive. Also, I think the electric buses are such a great idea. Also, I thinking that idling should be illegal in Louisville based on how poor our air quality is.</p>	
11/19/2014	<p>Priority: SLOW TRAFFIC SO THAT IT IS SAFER FOR EVERYONE ... motorists, pedestrians, cyclists, strollers, wheelchair users. Second: Reliable public transit in/out of downtown ... focus on spokes first ... 4th street, Bardstown, Frankfort Avenue, westward (not my area so I'm not familiar with these routes), then outer routes connecting the spokes >>> like a bicycle wheel. Third: Get rid of these bike lanes that pit cyclist and motorists against each other! Either SHARE THE ROAD (my preference) or protected lanes! This paint that was spread all over Louisville this year has greatly increased my risk of being killed by a motorist who is furious at having a lane designated for cyclist. I don't blame him/her! I didn't ask for these lanes, but somehow motorist think that every cyclist is at fault for their losing a lane. I'm a commuting cyclist and my ride on Kentucky and Breckenridge is now a hazardous ride. Be successful with #1 and this one will be easier! Fourth: STOP EXPANDING THE CITY AND FOCUS ON INNER CITY DEVELOPMENT AND INFRASTRUCTURE! Repair our inner-city roads and make them safer!</p>	40204

11/19/2014	<p>This is the moment when Louisville decides whether it will move ahead and embrace the ways of a 21st century city or continue to lag behind the momentum and make change only when it is already done in other cities and the need here is overwhelming. Our bus system is tragic. All I have heard since I moved here is that no one that actually makes decisions for TARC rides TARC. If this is true, there is some serious change needing to happen starting with those creating the plant for the city's alternative transportation to cars to actually experience the current state of those options. It is not possible to design a great bus system if you do not understand the needs of the residents wanting and needing to ride that system The same goes for pedestrians and bicyclists. Get out and walk the streets of this city. Try to cross the street on Bardstown road. It's nearly impossible. Stand at a marked crosswalk and count how many cars speed past you and never stop. It always takes me slowly stepping out into traffic to get cars to notice I am at a crosswalk and actually stop. Try adding signage to the new buffered bike lanes so drivers understand it is not still the left turning lane and you cannot use the lane to pass other cars. It is exciting to see their is energy around alternative transportation. Now we just need the know how to implement good systems. I would encourage you all to reach out to those that already participate in these alternative firms of transportation and hear what those folks have to say about what is good and what needs to change. I am certain they have a lot of good ideas for improvements. I would LOVE to be able to ride the bus in Louisville. We need a system that serves the major transportation corridors in AL neighborhoods, not just the neighborhoods the city is focused in on improving. I had an intern from Middlebury college this summer taking the bus from Bellarmine to our office on Portland Avenue and 26th street and it took her an hour and fifteen minutes to get from where she picked up the bus on Bardstown road to our office. What a waste of her time! We need a lot of driver education, lighted pedestrian walkways with flashing lights, signage reminding cars to watch our for cyclists when turning, and increased bus routes and more buses running on current routes to increase the number of buses coming every hour. Ridership on the bus would increase dramatically if the system didn't have such a bad reputation. You must build it and the riders will come. And please continue the bike loop along the river!! It is much safer to ride there then on the busy streets with drivers that are not used to bicyclists!! Thanks for putting your energy into this. It will make Louisville an even better city :)</p>	
11/19/2014	<p>Move Louisville team, Though there has been an appropriation for a market street street car already I think there needs to be a second look into an corridor that needs a streetcar/ light rail line. The fourth street corridor from the CBD to U of L and possibly even further to Louisville International Airport. Connecting these areas with a light rail line will be a potential win for the city economically, and looking into the future transportation of our city. Connecting downtown to U of L and the airport links major economic engines together, and has the opportunity to foster future growth along this corridor. Students, and tourists can navigate the city from a north - south perspective while the main/market line would serve the East-West transport needs along museum row and other downtown landmarks. Other cities such as Portland, Minneapolis, and now Cincinnati have invested in light rail projects that have connected a Central Business District with a University and other high traffic areas. There have been many studies as to growth around light rail investments, and it has been found that for the millions in investing in a light rail line comes many more millions in capital investment around the line. If Louisville is to be competitive with neighboring cities such as Indianapolis, and Nashville it needs to be innovative and ahead of the game. The Main street-Market street line would serve tourists visiting Louisville while a light rail or streetcar line along 4th Street could prove to be the spine of a transit system that serves the residents of Louisville. The investment of a 4th Street light rail line would be a huge economic engine to Louisville and would put us on the map as a forward thinking city by looking at alternative transportation. As a U of L student I would love to catch a train from campus and go have a drink at 8UP without having to catch a crowded bus or drive my truck. As a citizen I would even support a small tax to even get alternative modes of transportation like light rail off the ground around town. Light rail along 4th Street is definately worth looking at and I sincerely hope this project gets added to the Move Louisville project board. Thank you.</p>	40272

11/19/2014	Louisville needs to get serious about some sort of rail transportation (ie. Light rail, street cars, elevated rail, etc.). I'm a young professional that's lived in various large cities and have enjoyed the convenience and benefits of good public rail transportation systems. These benefits are sorely missing in Louisville. I truly believe that a quality rail system will help with economic development, assist in tourism efforts (especially a downtown rail system that connects with the airport and city attractions and hot spots), reduce traffic congestion, reduce smog, and will help in retaining and attracting educated young professionals that seek an urban lifestyle with quality public transportation. Please make it happen!	
11/20/2014	Breaking Louisvillian's (American's) love affair with the automobile is difficult, but many communities around the world have done so, by forward thinking leaders facing the voter's rath by forcing up the cost of bringing that old gas guzzler into the downtown. Tax us unfairly, limit the time you can park on the street, limit car lanes and devote extra space to buses and trollies, force businesses and individuals to pay the real cost of their use and their employee's use of the car in our town. Don't prohibit cars, just make it so expensive to come to town in one that only a few of us can afford to do it. Use the revenue strictly to subsidize better mass transport in all of it's various forms, such that only a fool would continue to use their car. We will complain. We will hate the transition. But we will love breathing, and getting around in a mass transit world is actually a dream by comparrison to driving, parking and paying for the use of individual cars. Without the incentives though few will choose to make the change. But it is a change we need to make if we want to progress. As a city, we don't need more freeway lanes and parking. The land in our city is worth more than that. We need fewer parking spaces, taxed several hundred (yes hundred) dollars a month to make them cost prohibitive, and only a few handicap and spaces for short term use. At malls and other places in the suburbs where we park for free, tax those parking spaces as well, so that businesses either pay up, or charge us to use that land more wisely. Until we do, the buses will by 1/4 full. When we make it cost effective to take the bus to the mall, to the bank, to work, and to the grocery, we will figure out a way. As long as it is cheaper to drive to all those places, we will.	40223
11/20/2014	Louisville deserves a strong dedicated public transit option such as light rail or monorail, especially to connect something as crucial as Louisville's "central corridor": Downtown south to the University of Louisville, the Fairgrounds, and the Airport. Even North into Jeffersonville and Clarksville for greater regional connectivity. During the most recent FFA Conference, as just one example of many in this year, we saw this central corridor become a giant traffic jam both on I-65 and on the Downtown and Old Louisville street grids, because the convention was spread out across the entirety of this central corridor with people arriving at the airport, commuting back and forth between events at the Fairgrounds and at the Convention Center and Yum Center, and even staying in hotels just across the river in Jeffersonville and Clarksville. Additionally, I think this also highlights a larger need for more event awareness from our public transportation. The Market Street "trolley" should run more often before and after events scheduled at the Yum Center, for example. This would help spread parking more evenly across the street, and knowing that they can take a trolley right up until event time and a trolley back opens up more opportunities to eat or shop elsewhere on the street before or after an event. Similarly the Yum Center has events every day of the week, and yet the trolley does not run at all on Sundays. (All the same applies to Slugger Field events.)	40206
11/20/2014	Louisville has very narrow expressways except for the MLK 65 and Watterson 264 and the eastern leg of 64. Given that cost of creating capacity to the other roads would be in the billions of dollars, I think getting more locals to mass transit is the answer. Explore the light rail concept in the heavily traveled corridors in the city and suburbs. Downtown-UofL-sports complex-airport, east end shopping district-Hurstborne, possibly Southwest-Dixie Hwy. This will not only address mass transit needs by remove the need to expand the expressways for addition capacity, Also this a modern solution to lower our carbon footprint, save gasoline, strengthen neighborhoods, and arract people to the city.	

11/20/2014	I believe that a north-south streetcar line running down Fourth Street from U of L to downtown should seriously be considered. I understand that the costs would likely be significant, but the costs of inaction could be great as well. My partner and I recently purchased a beautiful old home in Old Louisville and see the potential of our vibrant, historic neighborhood. We hope Metro government shares our enthusiasm for Old Louisville, downtown, and the urban core.	40203
11/20/2014	New York just lowered the speed limit in the city to 25mph. This was in response to a study of how speed affects mortality of pedestrians struck by automobiles: http://time.com/3568281/nyc-speed-limit/ From the article: "A car that hits a pedestrian while traveling 30 mph is twice as likely to kill that person as if it were traveling 25 mph. And it's eight times as likely to kill a pedestrian than if it were traveling 20 mph, the average top speed that a sprinting human might collide into another object." Washington DC now has markers at all crosswalks. These small flexible signs are fastened to the paving of the crosswalk, in between lanes of traffic, and they remind the drivers that pedestrians have the right of way in crosswalks. I have noticed that these signs really help calm the traffic. Crosswalks are inexpensive to install, and even a few more of them on busy streets would make travel safer for all. Typically, crosswalks are only installed in Louisville at the major intersections, but there is a lot of distance between these intersections, so it would help to have a few more in between for the walkers who do not want to go blocks out of their way to cross the street.	
11/20/2014	I would really like to see some functional infrastructure for cycling instead of all this wasted paint. Things like bike lanes that are protected from motorists and timed for traffic signals, as well as traffic sensors that can assist cyclists in transit instead of impeding them by sensing that there is a bike stopped at the light. As for motorways, I believe our city is growing and becoming ever connected to the countryside. I see a light rail system connecting at first New Albany to Shelbyville potentially extending to Lexington to the east, but I-64 could bear the load of the railcar as it has plenty of space along the shoulder for a majority of the roadway. Another convenience for the transit-impaired would be a railway extending from the Shawnee to the west and all the way to Mellwood Art Center in the east. If there was a public trolley on the road along the main-market transit way, the workforce would become more mobile.	40212
11/20/2014	Fellow Louisvillian, One of the most important things our city needs within the next quarter-century is a dedicated commitment to improving transportation options for our citizens. Personally, I believe a light rail system would benefit our city in ways beyond simply moving people from one place to another. Potential employers, for example, would look at our fledgling rail system and see a city that is alive and progressive--a place where its employees would be thrilled to work and live. A single line would spur investment along an entire corridor. Imagine, for example, one line of light rail running from the airport in the south, northward to the Fair and Expo center, then stopping at UofL and Cardinal Stadium, up Fourth Street (a corridor many are anxiously trying to develop), and finally stopping downtown. This line would mean more traffic to downtown, greater mobility for students, and a way for travelers to directly access the hotels and attractions currently under development downtown from the airport. As a current college student, I am convinced that mass transportation is the way of the future. I would be heartbroken to see my beloved hometown drift into obscurity as other cities snatch opportunities due to our lack of investment. Louisville has the potential to be a truly great midwestern metropolis, and I believe improved transportation is one of the many factors that can help us achieve that. Thank you, Matt.	

11/20/2014	<p>Two things that I feel would improve transportation in the Louisville area moving forward are more bike lanes and light rail to regional cities. As far as bike lanes are concerned, ideally they would be separate from vehicle lanes, similar to the scenic loop in Cherokee park and the new bike lanes on Grinstead Ave. heading toward Stilz Ave. The current system of adding a tiny bike lane to existing roads is insufficient to increase bike transportation. Drivers are distracted and very dangerous, not to mention aggressive when dealing with cyclists. On the topic of light rail, I would love to see an easier way to get to Cincinnati, Indianapolis, Nashville, St. Louis, Columbus, Knoxville, Chicago etc by linking an efficient light rail system. We have the infrastructure in place to do so but keep it with a priority on shipping goods around the area. Surely there is a way to do both. I love my car and actually need it for the line of work I do, sales, but really enjoy not having to drive places. I live in the Highlands so that I can ride my bike to restaurants, coffee shops, bars. I just wish there were more options around the city to do so. Then I might actually leave the Highlands every once in a while and try some other neighborhoods. Until then, I am going to stick to the local areas that I know the best way to get around other than driving everywhere...</p>	40205
11/20/2014	<p>The North-South (4th Street Corridor) Streetcar is a no-brainer. Permanent transit infrastructure such as this will propel and solidify the renewal of "SoFo" and "SoBro" while connecting the business and education hubs of our city. The positive impacts will also include national recognition, economic stimulus from an influx of businesses both large and small, urban infill, decreased heat island effect with decreased presence and need of surface parking, compassion in reliable transportation for all, traffic calming, improved public health, decreased vehicular emissions, fewer ozone action days, increased tourism, decreased traffic congestion, and stimulus for further projects to come -- such as connecting and opening the West End to the East, along Market, and extending the line to PJCS, Churchill Downs, and LIA. Mayor Fischer is a visionary in making Louisville a 21st Century, Compassionate City. This vital piece of infrastructure should be at the top of his list.</p>	
11/20/2014	<p>Louisville needs better public transportation. We need east-west routes so that one can travel by bus without taking two hours to do so. Please make it happen!</p>	40299
11/21/2014	<p>Dear Move Louisville, Please consider light rail in your future transportation planning, specifically a north-south streetcar line that runs from downtown Louisville to University of Louisville, and potentially the airport. It would be a major boost to our transportation network and would make our city a much more desirable place to live.</p>	40208
11/21/2014	<p>Regarding the initiative to get more people finding alternative ways to work downtown, I would think for many that carpooling is a potential fit, but people probably need help with coordination. If someone were to build out a website that allows people to register (anonymously at first) and list where they live (approximately), where they work (approximately), when they generally leave for/return from work and even some biographical details (age, sex, marital status, interests, etc.), then really promote the site, I think you'd get some interest. While I have co-workers who live in my neighborhood or nearby, we don't ride together because of our differing schedules. However, if I knew of 1 or 2 other folks in my neighborhood who work near me and have about the same schedule, I'd be willing to give it a try, and I think many others would as well, especially if there were some similarities that would promote a comfort level and lead to easier rapport and conversation. The site would almost need to act as a matchmaker, and keep names and contact information private until both parties think/agree there is a match. I envision receiving e-mail messages from the site when it appears there is a match that would list the other party's details and vice versa, giving each of us the opportunity to agree to connect.</p>	40059
11/21/2014	<p>Would like to see all of the "Super Stop" and "Hub" projects incorporate Park and Ride lots for riders who not only take public transit, such as TARC, but also accomodate those that carpool and vanpool.</p>	40207

11/21/2014	As Executive Director of the Kentucky Clean Fuels Coalition, a statewide, 501c3 organization whose focus is alternative fuels/advanced transportation technologies, I am sorry to not see any mention of commercial heavy duty freight movement and the move to natural gas as a replacement fuel for diesel. Nor is there any mention of the electric busses purchased by TARC for use in downtown Louisville. Hopefully, these two specifics will be noted as part of the solution and included in future presentations. It is nice to know what is happening in other cities as guidance, but the document has entirely too many slides. This entire plan is focused on transit, bicycles, and walking. All fabulous focuses for MOVE Louisville, but it is not just about individuals - it is also about corporate and those based in Louisville but driving out and back in daily.	40255
11/22/2014	Bridges and and more automobiles are not the answer. Let's be more progressive, let's attract young talent like so many competitor cities are doing. Rail service, street cars at the very least, is a place to start, it's proven to work. Repurchase and repurpose all of the street-level parking lots; what an inefficient system and ugly waste of valuable space. I like the idea of the new buses, so let's keep the ball rolling and prove we aren't sitting on our heels.	40220
11/23/2014	This is a great project! Thank you for the opportunity to comment and participate. In order to support healthy, active living and to foster a love for nature, I would recommend that TARC consider 3 routes to Bernheim, Jefferson Memorial and Floyds Fork on Saturdays and Sundays. This would be a great way to reduce pollution and enjoy nature. It would also give our residents an opportunity to experience the asking parks that may be cost prohibitive and/or unaccessible to many middle to low income folks. It would also reduce traffic within the parks which would make them more pedestrian friendly and safe for wildlife. I know I would love to avoid the burden of driving! Especially when the whole idea is no experience nature and reduce stress. Thank you again!	
11/24/2014	TR-006: I read this project point as estimating \$5,000 for adding one covered bus stop. I use TARC daily and think we need more than just one additional covered bus stop at Wrocklage & Bardstown. Many of the stops on Bardstown are uncomfortable to stand out waiting at. The majority, if not all stops should be covered. Doesn't even have to be an expensive structure, just enough to block rain and wind. In the downtown district, many people are waiting out in bad weather at the large empty corner of 4th & liberty ... there is no protection from the outdoor elements there. Maybe advertising space could help with cost of the structures? I think a mobile app that people can reference to see the current arrival time of the bus at their stop is needed. More often than not the buses are running early or late. Chicago has a CTA bus tracking app, and could be a model for what to develop in Louisville. The bus trip planning feature through Google Maps I have not found useful. For people visiting town, it would be great if a discounted or short term "weekend" TARC pass was made available at hotels and offered when people check in.	40204
11/24/2014	Consider connecting Waterfront Park/Big Four to Hancock as a north/south alternative for pedestrians and bikes to U of L and Southerb Parkway.	40203
11/25/2014	The millennial and baby boom generations are different in many ways, but there's one thing we increasingly share - a desire for more transportation options. The social and economic viability of our state will depend on how we choose to approach this issue — now.	

<p>11/26/2014</p>	<p>As someone who would consider one day moving back to Louisville due to family living in the area, I have to say that living in several different cities has really opened up my eyes to what Louisville does well, what it lacks, as well as the vast potential it has. Recent studies have shown that younger people in particular are flocking to urban areas. People under 30 crave areas that will allow them to incorporate walking into their daily lives and cut down on commute times. My home town has destroyed so many of its built in advantages over the past 60 years, but it still has so many advantages that sit underutilized and invisible to most. As a former resident for most of my life, I feel that Louisville's main issues are street width, parking, and transportation options. As for street width, Louisville has several rather large major running east and west through West Louisville, Downtown, and NULU (or Butchertown, whatever the actually terminology is). Other streets throughout the city have absolutely huge amounts of capacity. Basically, the city is full of STROADS, or street/road hybrids that bring the worst of both. Cars travel these streets at speeds which endanger pedestrians and cyclists, killing potential businesses which should be providing tax revenue to the city. Luckily these STROADS could become an asset, as the large widths of Louisville's roads system could easily be converted into multi model, successful streets. While some might see a problem with downtown streets which regularly see cars traveling near or over 50 MPH, there is actually great potential to include protected bike lanes on several of the medium sized roads and lanes dedicated to transit, whether it be rapid bus transit or some type of trolley or streetcar. Go to google maps and see St. Clair Ave in Toronto, this could be perfect for Broadway, Main, and/or Markey Streets. It wouldn't affect level of service to the extent some would think and would do wonders for local businesses on these routes. As a sidenote, it should be pointed out that nearly all of downtown's streets should be converted to two way streets. There are a multitude of studies showing how much two way streets help local business. Louisville does not even remotely have a traffic problem. Those who claim this as fact have obviously never visited any other city over their lifetimes. Even at a regional level, Louisville's traffic pales in comparison to Indianapolis' or Cincinnati's traffic. Let's use our wide roads to our advantage instead of sticking with the 1950's status quo. The second issue is parking. Louisville has a bigger parking problem than almost any place I've ever been to. Simply, there is an absurd overabundance of parking. The fact that the city subsidizes parking is shocking considering the extremely low parking rates throughout the city. People live and visit places because they are fun and interesting, not because parking is cheap. The vast amounts of parking lots has created a vacant and desolate (even dangerous) downtown. I've brought so many friends from other cities to Louisville. They (rightfully so) sing praises of Louisville's many strengths, but everyone has commented on how empty and lacking in life downtown is (even during work hours). I've heard several describe it as creepy at night and it's true. Parking minimums for buildings should be eliminated in the zoning code. Successful cities have walkable</p>	<p>19143</p>
	<p>areas. Until Louisville reduces its parking and cuts out the dead zones in downtown it will remain at a severe disadvantage to other metro's. These parking lots could be buildings with residents and businesses bringing revenue to the city, instead they are simply wasted assets. The third issue is the lack of transportation options. There are almost no bike lanes outside of downtown and Old Louisville. Why are the Highlands, Germantown, and the West End completely disregarded? After using several cities bike systems, I can say without question that Louisville's is one of the most useless. It can get you very few places and the one way, 3 lane streets allow cars to pass in excess of 25 miles above the speed limit. Furthermore, the city was built on river traffic and later rail. There are so many opportunities to use existing, underutilized right aways for light and heavy rail. A train line leading from Union Station to the airport using dedicated track on existing rail right a ways could be incredible. Can you imagine Derby with the train whisking people from the airport to their hotels and then towards Churchill Downs? This line would run through UofL and Old Louisville, and could even be extended to include GE and UPS. This would allow so many workers and students to live in the core of the city which would, again, bring additional revenue to the city. Another line stretching from downtown along Frankfort Ave is also sitting, waiting to be used. People seem to love the Frankfort Trolley stop, why could it not be permanent? As I mentioned earlier, Main, Market, Broad, Southern Parkway, Baxter, Bardstown are begging to have dedicated light rail on them. Other cities across the country like Charlotte and Denver are taking advantage of this while Louisville sits. Louisville could be a renowned city, positioned perfectly to attract people from across the country. The culture is there, the food is there, the quality housing, jobs, and low cost of living are there. All that remains is to follow in the foot steps of cities like Charlotte, Denver, Portland and Asheville and begin to build a real, successful urban area.</p>	

11/26/2014	Consideration for greater connectivity between downtown and the University of Louisville via a north-south streetcar line.	40205
11/30/2014	How about demanding that the urban development codes that already exist a rurally be implemented ?! How about no suburban POS WalMart in Compassionate Visionary Urban Louisville?! How about demanding living space above an urban Walmart a transit node at 18th and Broadway, connectivity for bicycles and elderly and no hatch marked faux walk thru the 600 space megalot? How about small scale storefronts how about tree groves not retention basins how about thinking outside the Big Brown Box and not catering to outmoded development thinking this administration purports to be above. How about let's be local louisville and solve out issues creatively and NOW. We did cornerstone 2020 which is being gutted while we fiddle as Louisville burns. Now we want another long range plan nobody will be around to implement ten years from now?! People get a grip!	
12/1/2014	These maps would be a lot easier to look at and understand if they were digital and dynamic. something like this: http://tinyurl.com/2015B4L louisville metro has an arcgis-online account. you all could easily convert your data to a similar format. talk to phil gardner in public works.	
12/2/2014	Growing up in Louisville, I've read many stories of the rich and cultural history of our city. One of the most disappointing aspects for me was that I was never able to take advantage of the amazing streetcar system that was dismantled in the early 20th century. We cling to remnants like the Buses shaped to look like Trolley cars , but it is not the same. Streetcars were a vital part of downtown and the surrounding working communities. Looking at cities that have streetcars brought back the streetcar (Portland, San Francisco, New Orleans), it has increased not only the appeal of the city, but also brought untold amounts of economic investment and capital into the city. By bringing the streetcar to Main Street, we will help to bring back a fundamental part of Louisville as a gift to our legacy we leave here. MY greatest wish is to have a streetcar going down Main and Market to Bardstown Road and Eastern Parkway. We have a great market with college students, and this could help increase the appeal of Derby City for decades to come. We can learn from the mistakes of Cincinnati and help to make the repairs and improvements much more cost effective. I urge you to take a chance and invest in our future.	40023
12/2/2014	WE SHOULD DO IIIT. that street car would be so cool and a perfect fit for Louisville!	
12/2/2014	We need a better transit system! I like the TARC but honestly, its not a very reliable way of getting places on time and it has a bad reputation. The bad rep comment is mostly about the more straight laced people I know (because they think public transportation is dirty and sketchy). We should change this! Not only would a better transit system (a streetcar would be great) benefit the economy and infrastructure of the city; it would also be a step in the right direction for becoming a more sustainable and environmentally friendly city. Not to mention that one on main street would hopefully lead to more throughout the city (Bardstown Rd cough cough)!	
12/3/2014	Hi! I'd like to see our TARC electric buses charged on a local solar powered farm. No emissions is great for Louisville but we can't pretend any longer that other people in our state are paying the true price, the health price of coal power. I'd like Kentucky to address our culpability in climate change recognizing our coal powered electricity and transportation excesses are to blame. Solar's cheap now, and it's a good investment that pays for itself the way fossil fuels never will. I'd love to see rail, light rail or trams preferably powered by renewable energy within and around Louisville. I think a sustainable way to travel among the cities of Louisville, Frankfort, Lexington would be fantastic. I 'd love to see our interstate speed limits lowered, especially since the posted speed limit of +5 or +10 mph seems to be the interpreted limit by almost all highway drivers these days. I'd also like cell and text usage to be banned while driving. And keep the bike lanes coming; I feel safer and safer the more of them there are. Thanks so much!	40217

12/8/2014	I think that Louisville is in desperate need of a rail system that will connect N to S and eventually E to W. Honestly, I think the need is far greater connecting E to the W. I think a great path to connect E to W would be going through market street and then making its way around to Frankfort Ave. to hit many of our locally owned shops and restaurants downtown and Frankfort Ave. It would also connect the baseball stadium, close to the yum! center and center for the arts along with museum row. The route would eventually turn into Shelbyville Rd. connecting to large shopping industry in St. Matthews/Lyndon. So many large cities are so far ahead of Louisville when it comes to alternative means of transportation that can help lower emissions within the city. I think another smart initiate to take on, that I have seen in multiple other cities, is that of having an increased presence in the bike rental depots and incorporating the smart car rental depots in and around Louisville.	40208
12/8/2014	To whom it may concern, I feel that this city is in dire need of more transportation options. The bus system here is great, but does not provide the best options. A street car or light rail system is optimal for getting around in Louisville. I hate taking the congested highways everywhere. The street car or light rail system would provide economic development around the routes and allow for residents and business travelers to get to/from the airport, downtown, St. Matthews, UofL, etc. The system would experience high volumes during UofL games, concerts, Derby, and the numerous conventions that occur in the city. Please consider implementing a rail systems. A city of this size needs more options. Thank you, Josh	40202
12/8/2014	There is a desperate need for better transportation in louisville. I live/work downtown and the busses ain't cutting it...they are extrememly inconsistent. I can't tell you how many times busses just didn't show up. It's awful. If we want to be a "city of the future" we need a light metro rail that is environmentally sound. the busses guzzle gas and pollute the air. We must make changes!	40208
12/8/2014	For Louisville - PLEASE NO LIGHT RAIL OR COMMUTER TRAINS. There is no money for such projects. They will never be built, yet detract from what we do need. The population density is way too low for trains to work, of any sort. The population is also too fat to walk between stops. My suggestion - two way streets instead of one way, improved bus service in every way. That is about all we can do, if even that.	40204
12/8/2014	I believe that a light rail system is absolutely crucial to the future success of our city. In addition to this, I believe that a streetcar system and better biking lanes (Especially the neglected parameters of the metro such as Okolona) are all very important topics Thank you	
12/8/2014	I strongly urge decision-makers in Louisville to be creative and bold when it comes to thinking about boosting access to better, more reliable public transit options in the city. Louisville's best path forward is to create an attractive urban environment that can lure businesses and families from cities that offer diverse, quality transportation options that link vibrant neighborhoods but are currently too expensive for ordinary people. Reviving the city's light rail infrastructure and dramatically improving bike lane options should be near the top of the list bold ideas that we need.	40205
12/8/2014	The fact that Louisville does not even have a PLAN for light rail is tragic. We fall farther and farther behind the best cities in the country--Denver, Portland, Nashville, et al. The old plan to run rail between the CBD and the airport should be revived. Streetcars between the CBD and U of L, and East-West are essential. Enough with the bike lanes. Cyclists (and I am one) don't need them. Spend the money on more efficient traffic signaling systems and on mass transit.	40205
12/8/2014	I believe Louisville needs to invest in light rail transportation, commuter rail, streetcars (a north-south one connecting UofL Belknap to downtown would make a HUGE difference), better bus transit, more bicycle lanes and safety measures for cyclists and pedestrians--basically anything that can provide alternate transportation options to help alleviate the current traffic nightmare. And as a southern Indiana resident who works in downtown Louisville, I am particularly interested in alternative options, and extremely displeased with the options and the prospect of tolls once the construction is finally finished.	

12/8/2014	<p>I am a 23 year old young professional who, aside from 4 years at Centre, has lived in Louisville my entire life. I would like to express my support for projects that include light rail that would connect downtown with various parts of Louisville. Ideal routes would include a line from downtown to the airport, going through UofL's Belknap campus (cutting through the fairgrounds would easily connect UofL to the airport). Another line could run from downtown along 64 (in the median, with parking structures for cars and bikes by each exit for park and ride) eastward to Hurstbourne Parkway. These two lines could be connected by a third running from the airport to 64/Watterson. Additional lines can be added in the future once a core system is in place. (Higher speed to Lexington and Cincinnati). The investments in light rail would reduce congestion on Watterson, 64, spaghetti junction, etc and provide a cleaner mode of transportation that is also safer. This would encourage more in-filling of real estate development in the core of the city. Urban sprawl is a detriment to incubating the growth of Louisville's economy. Building more roads only will add to the congestion nightmare in the future. The infrastructure investments need to be put in light rail and making roads much more bicycle friendly. The investments in transit are crucial for the next generation of young professionals who are increasingly seeking more cohesive work and play lifestyles, and a more vibrant/livable downtown is crucial for attracting and retaining top young talent. I sincerely hope Mayor Fischer and the City of Louisville are successful in this endeavor. William J. Frentz</p>	40206
12/8/2014	<p>Mass transit is vital to our growth. Growth which can quickly be scuttled by congestion. As vibrant and exciting as downtown had recently become, all that momentum is in danger of being quelled by the hassle of parking and traffic snarls. I would hate for us, when we are so close to becoming the kind of city young professionals want to move to, to lose it all because we don't think boldly and move swiftly to accommodate our future.</p>	40118
12/8/2014	<p>As a life-long resident of Louisville, I couldn't think of anything more beneficial to our city as more public transit. More specifically, light-rail and other forms of rapid transit. Currently, I reside in Southwest Louisville and work downtown. My work commute is very lengthy not to mention costly. Fuel and parking cost take a considerable amount of my income. Even more of a trek is going to the eastend to enjoy decent shopping and dining. Southwest Louisville is already an isolated area due to its geographic location and mentalities and cannot afford to be pushed aside any further. Expanded public transit could do so much to pull this great city together.</p>	40272
12/8/2014	<p>Light rail is a must!</p>	
12/8/2014	<p>As a student in Louisville and someone who hopes to move to Louisville in the future, I think there is an obvious benefit to the idea of street cars and an improvement to the bus system in Louisville. Not only will such a system generate revenue in the city, it will also eliminate the problems of traffic. Giving people more options for public transit will also help the city reduce its carbon footprint with fewer cars on the road. Light rail that connects one end of Louisville to the other would also be idea because it would help residents save money on transportation with gas prices being so high, while still generating money for the city through ticket prices.</p>	40004
12/8/2014	<p>I would like to see a light rail system/elevated rail system with a plan similar to what is seen in Chicago: why not create a hub of some sort around the UofL campus area or downtown with lines running out to major parts of Louisville such as St Matthews, the Highlands, the West end, etc. Surely with a layout like this we would see a decrease in the number of cars on the road, which would help make Louisville a Greener city, and it would still help generate funds for the city through people paying to use the transportation. It would also be very helpful for Students and those who would like to get jobs but cannot afford to buy a car and pay for insurance and gas to get said job. At the very least, for the start of the project, it would be nice to see street cars running downtown to the Highlands area and to the UofL areas. These are high traffic areas and there are a lot of people commuting in these areas. Perhaps if there is better transportation to reach downtown, more people will spend time downtown. A light rail system would be the ultimate dream for Louisville, however. It would be a great way to bring the city into the 21st century and help connect all of Louisville while still helping to save residents money and provide other options of transportation for everyone.</p>	

12/8/2014	Our bus transit is a complete mess. I challenge you to go from one side of the city to the other on a TARC. It will take you all day, if the bus even gets you where you need to go. I think a better solution would be to keep the buses mainly inner city and have a light rail that goes from downtown to around the outskirts of town. People in this city who cannot drive are at a huge disadvantage and people who come from bigger cities like these types of amenities. I know someone in New York who hasn't driven since 1998 because their transportation is so awesome. Seattle has a pretty stellar transportation system all around that might provide some ideas. Also, I realize that it may not be feasible but I love the Louisville loops because they are not on roads. I would love to see these expanded so that you can get around the city more on a bike without using roads.	40206
12/8/2014	We need viable public transit. We used to have it...in 1890. When the automotive industry bought up light rail, public transit in Louisville was crippled.	40207
12/8/2014	The light rail is a great idea. I have lived in Atlanta, New York, Dallas, and Memphis. As a former Louisvillian, I can attest first hand how mass transit can be effective for commuters. It is really great to be able to sit, relax, do some work, etc. Great way to keep people from texting while driving. Cuts way down on traffic problems and pollution. Check out the light rail from Denton to Dallas. It's very cool and efficient.	
12/8/2014	In addition to planning for different transportation options, is Move Louisville also evaluating programs, such as Employer Trip Reduction (ETR), which include strategies for reducing the number of trips workers take to travel to & from work. Examples are carpool programs at large employers, flex scheduling (such as 4-day work week), and telecommuting. In many communities, this effort is lead by local government efforts.	40205
12/8/2014	I would definitely encourage you to explore more options for Louisvillians to move around town. As a foreigner (Dutchman) who moved here 10 years ago, I can easily spot where improvements are possible. Some things I would personally love to see implemented: - A light rail system providing connections between major residential, commercial (malls!) and industrial areas would be the most important transit connection Louisville could possibly add. This city has enough open space to make it happen and finally provide a useful alternative to the ever-present car. TARC buses could then be redeployed from long-distance services (which is what they are forced to provide now) to providing neighborhood connections to the rail stations. Imagine the advantages of running bus services to major stations once every 15-20 minutes from various neighborhoods, instead of sending one bus all the way from downtown to eastern Louisville (and beyond) just a couple of times a day! I can only imagine the amount of money that could be saved on building and maintaining ever more blacktop as well as the improvement in air quality over the long term. PLEASE, make sure you consider light rail; I am convinced it would instantly transform the economic viability and vibrancy of Louisville for decades to come! - There are many areas that could use a sidewalk connection; sometimes just a few hundred yards of sidewalk would connect them to other sidewalks that are already available. Please identify these areas and see if you can implement new sidewalks. (One example: Stonybrook Drive between Watterson Trail and Six Mile Lane.) - More bike paths should be implemented, but in a much smarter way than is being done today. Bike lanes should be disconnected from busy roadways in the same way sidewalks are, especially on roads where the speed limit is over 35 mph. A physical barrier between the bike lane and the regular lanes, even if it's just some grass, will already increase the feeling of safety. (An example of a badly implemented bike path is on Taylorsville Road between the Hurstbourne Road intersection and the Six Mile Lane intersection, where the bike path is actually smushed *between* regular car lanes. Any bicyclist would feel extremely unsafe in this lane.) For more information on how to successfully implement a biking infrastructure, please Google any information on biking in the Netherlands. This country sets the gold standard for bike safety and usability. - Finally, a train connection to the outside world would be a great advantage to Louisville. I would personally love to see a high-speed rail connection to such locations as Indianapolis, Chicago, Nashville, St. Louis, and Cincinnati. It is a chore to have to drive to these places, but I would love to relax on a train; and so would people from all these cities! The increase in tourism to Louisville could be well worth the investment. Thank you for listening to our input. Feel free to contact me by phone or e-mail if you would like to hear more about any of the above! Dennis Kroese dakdak77@yahoo.com 502-489-0856	40299

12/8/2014	Louisville needs light rail, ideally from Downtown to UofL. Also, we need to expand upon the upcoming NuLu bike trail and connect it to Downtown, Portland, Old Louisville, Smoketown and the Highlands, just like the Cultural Trail in Indy. And then connect it from NuLu to the Big 4 Bridge and give all those Hoosiers a place to spend their money and increase our tax base!	40202
12/8/2014	The Market Street Streetcar project needs to move forward as to possible additions a former Streetcar Barn is located on West Market Street between 25th and 26th the owner is willing to sell if streetcars become a reality. That brings additional funds for the project and it serves a low income area that it is in line with federal guidelines for qualifying projects. Like Nashville.s Music City Star Commuter Rail System which got surplus Locomotives from Amtrak and Coaches from Chicagos Metra. In Louisville we should explore buying surplus streetcars as Toronto is replacing its CLRV fleet we should also uncover the tracks, switches from the Market Street Louisville Railway Line and salvage as much as we can this has been done in Dallas Texas . these two options will save millions in the over all cost per mile and make start up costs more reasonable. We do not have to have everything new for a starter route. Plus our existing buried rail would count towards the over all match, A Street railway from Shawnee Park to Baxter and to the Big Four Bridge or to the Highlands is a real answer	
12/9/2014	Connect airport and downtown hotels so conference goers don't need to rent a car. Expand bike lanes outside of downtown. Many examples of bike lanes that get you part way out of town and then abandon you in the middle of nowhere - Westport road for instance Better connect Oldham County to Louisville with bus, light rail and bike lanes. The majority of Oldham residents work and play in Louisville and the traffic is getting worse every year. Expand width of 265, especially the stretch from 64, south to 65. It is a daily parking lot and long commute times equals stalled growth. Thanks	40205
12/9/2014	I'm a semi-regular cyclist and the current bike lane system is a nice start. That said, I think that there are a couple of steps that can be taken to improve them to make the safer (and, hence, more utilized). Two suggestions: 1. PAINT THE LANES, NOT JUST THE LINES. By making the bike lanes entirely their own color (blue? orange?) it will make them much more visible to drivers and enhance the safety of cyclists. They also make biking more attractive because they're highly visible. Although the 7th street and Breckinridge/Kentucky lanes were just painted a few months ago, the lines are already fading putting cyclists at risk. Many other cities use this approach. Example image: http://sf.streetsblog.org/2010/05/10/san-francisco-gets-its-first-green-bike-lanes-on-market-street/ 2. PAVE THE LANES: While the new lines on Breckinridge/KY are helpful, it's kind of a bummer that the roads weren't repaved before they were laid down. The lanes are full of cracks and holes. While this might not impact a Jeep Cherokee driver, they aren't so friendly to 10-speeds and can spare riders from having to make sudden changes in speed/direction that can lead to accidents. I know these things cost money but maybe the city could tap into a company like Humana, who's encouraging healthy living, and agree to paint the lanes 'Humana Green' in acknowledgement of their generosity/branding. Thanks for listening!	40205
12/9/2014	The entire Kentuckiana region needs to focus on healthy transportation options like sidewalks added in the suburbs, bike trails that don't require riding down the middle of the street and a commuter rail system. I'd also love to be able to take a high speed train to close cities like Chicago, St. Louis, and Atlanta. Adding these options will make Louisville truly a world class city.	40026

12/9/2014	<p>We were sorry to see the first TARC rapid transit study come to nothing. My wife and I went to all the meetings and read all the reports and still keep a magnet patch on the fridge door (Right On Track. Light Rail. www.t-2.org). Hopefully it can be revitalized at some point in the future. Connect fairgrounds and airport with downtown, downtown with Hurstbourne and West End, Louisville with Lexington/Frankfort. All long range but inevitable. I am still puzzled as to why neither of the new bridges were designed to accommodate any sort of rail support. We need to be part of a national passenger rail network as well. Bikes are fine - I ride one - but I can't rely on it to keep appointments or transporting groceries or for getting around in bad weather. We need to prevent biking from becoming a class divided activity. The dedicated lanes on Kentucky and Breckinridge are reassuring, but I don't see them get much use. Set up "bike parks" or respite stops where bikers can get out of the rain, use a bathroom, sit for a while. I see bike routes but no destinations specific to bikers. Something on the River front would be a start, near the Big Four bridge. Wi-Fi, vending machines. "Selfie Kiosks" - don't know what they are, I just made them up. Concentrate on Portland neighborhood while they're building steam. Bus shelters - I know TARC is not in charge of putting these up - it's a private ad revenue generating thing with Outdoor billboards - but we need more shelters. Start with my neighborhood - Smoketown - the #18 route, corner of Caldwell and Preston, Breckinridge and Preston. Good luck! Dale</p>	40203
12/9/2014	<p>I feel that Louisville would benefit from a light rail system. The way that the metro is expanding would allow people to use public transportation even if they live further away from downtown is if there is a rail system. This would alleviate so much congestion downtown and also be a safe way people can travel with their families. If Louisville wants to move forward this is the answer. Why go backwards with streetcars when you can move forward with a rail system? Think about the mobility of people needing jobs will not be limited.</p>	40205
12/9/2014	<p>Excited to see something like Move Louisville come to be. While things like light rail and streetcars are exciting and get a lot of public attention, I think it is important to focus on basic bus transit that severely needs improving. More frequent bus trips are needed - but what is especially needed are late-night bus routes. This would be especially helpful on the weekends around downtown to help prevent DUI's, and would make the possibility of car-free living (by choice) more probable. I think we should increase our TARC routes and especially the wait times before we seriously begin planning a more touristy mode of transit like light rail or streetcars. Thanks so much for listening to the public's opinion.</p>	40208

12/9/2014	<p>This comment is in relation to all projects regarding obtaining a better system of transit in the city of Louisville. As a resident of Louisville my entire life, there have been times when I myself have been faced with a lack of adequate public transit at my disposal. When I was younger it wasn't as big of a deal to me, as my parents drove me everywhere. Once I became of age and got a car of my own, I still failed to realize the ramifications of not having citywide public transit that is consistently used by citizens every day. As I moved downtown to study at the University of Louisville, however, I enjoyed having my car with me on campus, but I wished that there were other means of traveling that could accommodate me, in order to prevent me from having to pay for parking passes and actually find a parking spot. Yes, students receive free travel on the TARC buses. There is the problem of TARC not being a reliable service, however. Often times, drivers are hours late on their routes. There also isn't a big enough public push for there to be more buses and routes, since we are not a city that is used to commuting by anything other than car. If there were more buses on the roads and more routes, the problems of late buses, having to connect to multiple transfers, and having to leave 2-4 hours ahead of the time you need to be somewhere could be eliminated. This is all happening on a daily basis, and this doesn't even mention the problems faced during peak times of driving, such as in the mornings, lunch times, and evenings, when traffic in this city can be near impossible to avoid and navigate. I personally believe that Louisville needs to move beyond public buses, to a more refined system of rail that would be able to transport commuters into and out of the main parts of the city. Or some street cars. Something! A streetcar from UofL's campus to downtown would make visiting the growing downtown businesses a breeze for students, and give them access to a wide variety of shops, restaurants, and culture. Improved bike lanes throughout the city could greatly benefit the community. When living downtown, I myself wanted to bike to campus, but unfortunately I was met with limited bike lanes and disdain from drivers. Proper bike lanes and proper education regarding the transportation laws surrounding biking for both drivers and bikers is needed for the citizens of Louisville. I sincerely hope that as your committee or council wraps up all proposals for these projects, you consider alternative methods for improving the public transportation in Louisville, and you take the citizens' wants and needs into account. Thank you for your time.</p>	40229
12/9/2015	<p>Would love to see a light rail system that starts at the yum, then 4th st, bardstown Rd, highlands, St. Matthews, Westport rd, Summitt. It could also add smaller lines to attractions like the ky fair and expo center and Churchill downs to help alleviate traffic during major events. Thanks in advance for the study!</p>	40213
12/9/2015	<p>My idea would require that the Swift Plant be moved and turned into a circular park that has a turn about for cars since Market is two way for a few blocks before it turns into one way. The light rail system would run from St. Matthews Station area down Frankfort Ave - Story Ave - Main Street - Loop around to Main Street at 9th and come down Main Street - Right onto Baxter - Up Baxter - Cherokee Parkway to Lexington Road. I am sure that this idea has already been suggested but I think it would be great for the city.</p>	
12/9/2014	<p>I'd love to see some light-rail lines added within Louisville. Especially to connect the various major population areas to downtown. Seems the only way to truly drive development and increase residential living in downtown is to provide easy commutes to and from. Maybe a line which runs towards the Frankfort Ave area down to St. Matthews, another towards Old Louisville/Germantown, then one towards the west and south areas. Could simply just follow the major parkways (Eastern, Southern, etc)</p>	40245
12/9/2014	<p>I live in the Highlands between I-64 and I-65 close to 264. I'm able to do most small errands on foot, bank, grocery. It would be a major improvement to our city if I could travel to the east end easily, (mall shopping area) and my husband could get to the West end, Dixie Highway and Broadway, without making 3 bus transfers. That's not realistic for a morning commute. Easy access to NuLu and the Bardstwon Rd corridor would also be welcomed. Until Louisville has more options than the bus for getting around we can't really call our selves a first class city.</p>	40205

12/9/2014	<p>It would be wonderful to have an increase in public transportation options for the city of Louisville. Our city is experiencing great economic growth and development in multiple areas except for public transit. If the city of Louisville wants to compete as a modern 21st century city, we must look for other means of transportation other than cars. If we are trying to encourage people to visit and reside downtown, there must be modes of efficient and public transportation to get them there. I would love to be able to ride a bus or light rail to my work that is located downtown. Currently, TARC is not efficient enough for regular use. Not only should we improve bus service, we should also consider using light rails options/street cars like other cities of similar size (e.g. Portland, Cincinnati) have done. If we connect our currently thriving neighborhoods by way of modern, clean and efficient public transit options, our city will continue to experience vast economic growth, and become the 21st century city that it's deserving to be. Public transit is the way of the future. Help us be a thriving and economically sustainable metropolis that the city's residents so desires; give us quality public transportation.</p>	40241
12/9/2014	<p>Louisville needs light rail public transportation. It would help decrease automobile emissions and traffic congestion. In addition, light rail would encourage more walking (to and from stations, for example), which would be a move favoring Louisville's public health. Many other cities similar to Louisville have nicely developed light rail systems (see Minneapolis-St. Paul, for example). Let's move into the modern era.</p>	40204
12/9/2014	<p>Increasing public transportation, and investing in light rail options is a critical issue, both economically, socially and ethically. This will help to support the development downtown, and will draw new people to the city. This is an investment in infrastructure which will make the city more competitive long-term and will help people who need reliable transportation immediately. When people turn down jobs because they can't get to them, there is a problem. This makes sense on every level.</p>	
12/9/2014	<p>While I'm having trouble seeing what the projects are, I'd like to in general express that I believe that rail or subway would take our city to the next level. The lack of public transit options and low walkability helps keep us healthier than we could be. Whenever I consider moving, I think of going to a city that encourages public transit and walk. Buses are not the answer; people don't want to ride them unless they have to. Rail is reliable, which is a key factor that drives use. Buses have to contend with traffic, which makes it more likely that they will run behind. Bus routes also tend to add a significant amount of transit time, at least in the this city; I might not mind taking the bus if it didn't require haphazard hopping between routes while waiting in the weather. Even taking the trolley from one end of the downtown trolley hop to another felt painfully slow and uncomfortably hot. When in Newport Beach, I appreciated some roads that had both directions of bike traffic on one side of the road. This might be helpful in places in our city. Bike lanes may help traffic, but the city is laid out for motor vehicles. Just adding bike lanes does not fix the problems when drivers are used to particular patterns and habits, especially when they expect a certain transit time. It's important to keep traffic flowing while accommodating alternative transit, which may make it better to add separated paths. If public transit it used more, this would make more room for biking. Taxi fares have always seemed expensive in this city. I don't know if this is controlled by the government, but it doesn't help to get people home safely. We need cheaper fares if we want people to be responsible and not drive when going out. More sensibly, we should have public transit to get people around. At the least, the bar sections of Bardstown Rd., downtown, and St. Matthews should have late-night buses (or ideally, rail). The service should shuttle passengers within the area, with some going among all the late-night areas to get people to other parts of town. You can probably even charge a premium fare for the extra cleanup like needed. There's a disingenuous air when government officials to preach against drunk driving without implementing steps that can curve incidents. Late-night services could definitely help. As a final note, I'd like to express that TARC should not have to turn a profit. It's great to collect fares and reduce the burden on taxpayers, but we need these services to keep the community functioning. I'm willing to have my taxes go towards creating an infrastructure that is usable, sustainable, and practical. Many have to rely on public transportation and it must remain affordable for those. If fares must be raised, individuals with low income deserve a reduced or subsidized rate. The fares likely aren't driving away customers; the lack of a convenient system is probably the main reason why people eschew our transit system and drive. Please help move the city in the right direction. Give us public transportation that is reliable and effecient so the it will actually be used.</p>	40204

12/9/2014	We need light rails! I love the idea and would get my pass and use it all the time!	40215
12/9/2014	I would love to see our city have a commuter rail system. I believe that, while busses are helpful, more people would utilize public transportation if it were more direct and less dependant on roadways and traffic.	
12/9/2014	I live in the original Highlands/ German-Paristown. I love the bike path however, but I think we need more education around the laws to protect cyclists and car drivers. The paths were designated but no one knows really what is legal. I've seen cars driving down the bike paths if traffic is heavy or if they need to make a turn and a bike is not in the lane. Is that ok? To promote more cyclist, should we offer a tax incentive or an incentive for businesses to cater to cyclists with bike racks outside their business or free air or water to refill camel backs and water bottles. Also, It would be nice to have an "L" like Chicago to cut down on traffic and drinking and driving. Thank you, Karen Sumner	
12/9/2014	More public transportation running east-west across the metro.	
12/10/2014	I have thought that we need light rail across Louisville metro linking the east end jobs to the west end employee's. It would not be a bad idea to as well have commuter trains to Indianan and Louisville. Mt. Washington to Lou as well. It would really help the cities Carbon footprint.	40204
12/10/2014	I strongly support more options for public transportation, especially in the downtown area and nearby neighborhoods. The recent expansion of bike lanes are a great improvement. Additional bike lanes and other bike-friendly transportation options should be pursued. I would especially like to see a trolley or light-rail system connecting the airport with the U of L and downtown Louisville. Such an investment would boost tourism and convention bookings while also bringing Louisville national attention.	40208
12/10/2014	Many in the Louisville community would like a lite rail, street car or some form of train connecting the airport to the downtown area. This would serve many residents and travelers and help revitalize our city's core.	40205
12/10/2014	Having lived in Portland, Oregon, I am well-acquainted with mass transit. Considering the influx of young people--and young professionals--to Louisville, many of whom value mass transit and sustainable cities over cars and highways, I can assure you that young people use mass transit. I would certainly use it, particularly for my work commute. The smog and congestion and chaos over highway upgrading--which will likely be irrelevant in a few years anyway, as highway in construction in, say, California, which was meant to alleviate traffic actually increased traffic, demonstrates. The smog here, already compounded by coal burning and the enormous use of cars, is untenable in the long run for our health.	
12/10/2014	I think a strong emphasis should be placed on bicycle infrastructure. Bikes are one of the most affordable means of transportation and are very popular among the younger population. I recently moved here from Madison, Wisconsin where the bicycle infrastructure is one of the best in the nation. Fully protected bike lanes run through the downtown campus and separated pedestrian paths connect every area of the city together. I was able to commute via bike over 15 miles each way without having to share a single lane with a car. I took this for granted until I moved to Louisville. While it's still perfectly possible get around by bike here, it's much more dangerous! The road conditions, lack of protected bike lanes and other infrastructure make it a much bigger challenge. Protected lanes like those on Breckenridge and Oak are great but are too few and far between. In order for Louisville to stay relevant I think much more than the \$800,000 that has been allocated needs to be spent.	40204

12/10/2014	<p>Hey friends I fly out of SDF at least 1/month. Twice in the last 6 months the long term park lot was closed....forcing me to park in the significantly more expense short term lot. This needs to be looked at and likely the parking lot enlarged. Also, I can count on one hand the number of times I've been to the airport and had all the escalators working. It's a small thing but...if Louisville is to be seen as world class to visitors we need to get rid of the construction zone appearance as most of these escalator issues are at entry ways to the airport. How hard could these be to fix?? This may not be in the realm of MOVE but it needs to be said and addressed as our airport is the first site of Louisville that many see. Thanks.</p>	40206
12/10/2014	<p>Any edge-of-pavement bike lane, regardless of whether its border is paint stripe or flex-post (run into those when on a bike, and see if that doesn't mess your day), that encourages or requires that cyclists and/or motorists ignore or violate the core rules of movement on which the traffic system is based is a badly-designed bike lane. EVERY bike lane currently in the inventory violates the rules of movement. The rules of movement were originally put together by William Phelps Eno, who designed the traffic systems for New York City, London, and other cities. He designed those rules before motor vehicles were common. Sound traffic law supports those simple rules of movement. Sound traffic engineering supports the rules of movement. Edge-of-pavement bike lanes primarily add complexity to an already complex task--that of operating motor vehicles at speeds well beyond human scale (part of the push behind Jackie Green's "Twenty is Plenty" concept is that humans have NOT evolved to manage speeds above twenty-five miles an hour well). This is especially problematic at intersections, where designers feel compelled to add more layers of complexity to "fix" the problems created by the added complexity of bike lanes (or the proposed cycle track on Lexington Road). In all human-factors endeavors, "Keep It Simple, Simply" is an important axiom.</p>	
12/10/2014	<p>I have always lived in the central part of the city (Highlands, Germantown, Old Louisville) and love having a variety of options in regard to the routes I take to get to my various destinations. Over the years, I have become more aware of our dependence on automobiles, and would like to see it changed. Most of the year, I prefer to ride my bicycle to work, meetings, appointments entertainment. Besides more infrastructure dedicated to bicycling (oh so many benefits for everyone), I would like to see more options for reliable public transportation. Trains, street-cars, and convenient bus routes would be awesome and could encourage more people to become less car-dependent. Though it is a 'hacked' and temporary solution, I think it could be developed into a stronger solution to drive from home to designated parking grounds, then get on a mass-transit to take final leg of the trip. To reinforce the benefits of the new system, increase the cost of parking in the downtown area - both surface meters and garages - so that it makes sense financially to subscribe the new system. thanks for allowing us to have a voice</p>	
12/10/2014	<p>It would be amazing to have local transit like larger cities. But one thing that would be awesome would be a quick way between lexington and louisville. We would go to Lexington more often and friends there would come here if there were a rail of some kind that took less time/less 64 traffic. Just a thought.</p>	
12/10/2014	<p>We need a comprehensive transportation network for Louisville. Quick and often transportation between neighborhoods. Maybe a train system, and longer distance trains to more remote areas of Louisville. Please leave your mark on the city and be the first administration to make Louisville a first class city.</p>	
12/10/2014	<p>LIGHT RAIL!! LIGHT RAIL!! LIGHT RAIL!! LIGHT RAIL!! I don't think we can say this enough. It would transform this city in the best possible way. Also we need bicycle infrastructure. Not just a bike lane on regular streets, but separate from regular traffic pattern like they have in other counties. Light rail first, though!</p>	40206

12/10/2014	<p>I used to live in Chicago and took advantage of its public transit, mostly on the L train and the buses. I used it to get around to almost everything...commuting from home to work, to get to retail shops/restaurants, visit friends or museums. When I moved here a year and half ago, I tried TARC to commute from my home to the office (at 4th Street Live). Initially, I didn't have much of a problem hopping on a bus off Bardstown Road to take me to work. I am fortunate to have the 17, 23 and 40 bus lines take me to Jefferson and 4th Street. However, if I worked late or stayed downtown later for happy hour, I would find less buses running after 6:00PM and that is a problem. No one wants to get in their car after happy hour, so having public transit is important for that. There were times that I waited for 40 minutes for a bus to arrive. There were times when I needed to go to other offices or retail shops, but first needed to wait for a bus to head home and pick up my car, then head to my final destination. I couldn't afford to wait that long, so I ended up parking downtown anyway for several days to have my car readily available, which eventually made it more expensive to have a monthly bus pass. Over time, it didn't make sense financially to keep buying a monthly bus pass, so I gave up and started purchasing a monthly parking pass at a downtown lot. I have no one nearby to carpool with at my office. I would really prefer to take the bus if it ran frequently. I think more Louisvillians would ride it too if they understood that less cars on the roads mean less traffic. I've never felt unsafe riding the bus--then again, I've only rode 3 bus lines, so I can't comment on other ones. If Louisville found a way to add train lines to commute downtown, especially for people living outside of the Gene-Snyder, that would make a huge difference. Even if it was like the Metra Rail in Chicago, I think more people would use that. I know it would take time for locals to adjust to a full-time lifestyle of public transit and adjusting their schedules, but once they see how much they can do during that commute (read a book, catch up with people sharing the same train, listen to podcasts, zone out or take a nap for 20-30 minutes), they'll find it quite enjoyable. I'm happy to see that there are more bike lanes around here, but I have not felt brave or safe enough to ride them, mainly because I still don't think drivers around here are ready to share the road. I actually feel safer riding around Chicago streets than here at this point, but I understand this it will take some more time for locals to adjust to.</p>	40205
12/10/2014	<p>We desperately need some light rail in this city, particularly from Southwest Louisville to Downtown and the East End.</p>	
12/10/2014	<p>Hello, I am a non-driving citizen who utilizes public transportation and bicycle riding exclusively to traverse the city. While the city has made more efforts to encourage bicycle riding (with increased bike lanes and signage) I feel that an even greater presence of "bicycle friendly" roadways, which includes more bike lanes and alternative roadways (such as completion of the Louisville Loop and other bike paths) are necessary for Louisville Metro. Also, I applaud the efforts to make some of the city's public transportation vehicles more environmentally responsible and would encourage the city to move towards a goal of having zero carbon emitting public transportation vehicles. Thank you!</p>	40205
12/10/2014	<p>Please improve the mass transit in Louisville! I've seen so much work being done on the bridges, but what about the bus system? I've tried taking the bus to work, and my 15 minute drive turns into a 4 hour bus ride due to there being no real direct way for me to take a bus from near my home to near my work. I think it's great that alternative fuels are being used on these buses, but the routes need to be adjusted and more buses put into the rotation. Please also consider adding more bike lanes. This is also something I've tried to do, but there is no safe way for me to bike from home to work. There are almost no bike lanes on the routes I've mapped out.</p>	40220
12/10/2014	<p>Please make the north-south trolley on fourth street a reality. After living in other cities with mass transit it I really miss it.</p>	40204
12/10/2014	<p>Hello, Thank you for opening up to the community and seeking their input on public transportation. While I would love to have a subway system, that seems unfeasible. Therefore, I would opt for an above ground system that allows commuting from downtown to the east end. I would like it to be something that people choose to use rather than something that HAVE to choose for lack of other transportation. Perhaps an above ground subway system could be worked out of an underground one is not attainable.</p>	

12/10/2014	I think some form of Rail system would greatly benefit Louisville. Moved here from Chicago, and the El, is amazing and could be a great modle for Louisville. A main downtown loop that went from the center of the city to major parts of Louisville could open up so many opportunities for revitalization of the city in particular the downtown area.	
12/10/2014	A light rail system would be wonderful!!!! We are becoming quite the college town, and a town that is beginning to attract people to move to it. I constantly meet people everyday who have moved from other cities to come to work and live here in our city. A light rail system would be a lot faster, more efficient, and easier to access than our current bus system. The system that Norfolk, VA has implemented has been wonderful to their city and enabled their citizens to access different parts of the city they wouldn't normally go to because traffic conditions and distance.	40258
12/10/2014	Having rail would do wonders for Louisville. Even if it was just between certain neighborhoods (ie Downtown, St. Matthews, Germantown/Highlands) and then connected by bus it would be great. Also, 24/7 transit would make it much easier for people to go out without worrying about driving.	40207
12/10/2014	I'd love to see more public transit in Louisville, particularly bike lanes. I live in Clifton and commute to UofL every day, which is only 7 miles by car. I'd love to bike this in the [even slightly] warmer months, but going from Payne to Broadway to Jackson on a bicycle would be a little scary with other people commuting by car given there are no bike lanes on these roads.	40206
12/10/2014	We are light years behind other major cities in public transportation. It's time. High quality light rail, commuter rail, bus rapid transit, all of these are could be instrumental in the growth of our city. Please make this a top priority!	40206
12/10/2014	Would love to see support go toward a common rail line or trolley line that connected the highlands to portland. This rail line could encourage growth and economy between downtown and all neighborhoods in between. Not to mention the impact on reducing the amount of car traffic in those areas.	40206
12/10/2014	I think that, if Louisville is serious about transportation issues over the next quarter century, it's imperative that we develop better transit options through the airport/UPS/UofL/downtown corridor. A simple, quick way for travelers to get from the airport to conventions, hotels, sporting events and the like. Secondly, I believe that Louisville should take a closer look at the bike lane situation in the city. A number of bike lanes are in areas that still feel too dangerous to ride bicycles (especially without a buffer of any kind between the bike lane and traffic), and some of them seem to trail off into nowhere. The project to slow traffic down on Frankfort Ave. was a fantastic idea - I'd like to see it duplicated elsewhere. But I'd also like to see the incorporation of SAFER bike lanes, with buffers between the rider and traffic, especially on busier streets. I often see cyclists on Hurstbourne Pkwy around I-64 and on Bardstown Rd. by I-264 who are riding in the gravel on the side of the road, and who get yelled at by motorists. These are both prime locations for the development of a safe bike lane in my opinion. (Emphasis on "safe" - I do not take my children on the vast majority of bike lanes in this city, because they still seem entirely too dangerous!)	40299

12/10/2014	<p>I feel compelled to make a case for a light-rail system in the Metro Louisville area. As a young person who cares deeply about the progression of this city, especially the downtown area into a fully livable and workable metropolitan center, this cannot be achieved without the addition of a light-rail system that connects downtown to the outlying areas of the city. It would not only cut down the pollution problem that is present in the Ohio Valley, but would also lower transportation costs for citizens, encourage city exploration thus boosting the economies in currently under-utilized areas, increase the health of our citizens as it would encourage walking and biking, and would also attract more people to live in the downtown area, with easy access to any other neighborhood in town. To a young, educated, Louisville-native, this move is a no-brainer. The current use of cars in the Louisville area is abhorrent. Let me give you an example. Recently I met two friends at the BBC in St. Matthews for another friend's book launch celebration. We enjoyed some appetizers, and decided we should all meet up at our friend's house in the Highlands for the UofL game later that night. As the three of us had all come from work, some from downtown, some of other parts of town, we were all in our separate cars. On the way to my friend's house, I couldn't believe how silly it was that the three of us, who were all headed to the same place, had to take separate vehicles to get to St. Matthews, and then had to drive separate vehicles to get back to the Highlands. I had an image of the three of us deciding to hop on a light-rail that would take us back to the Highlands, transportation that was easy, sustainable, and "cool." As a young adult, having a light-rail system would definitely encourage me to meet up with friends on nights when I don't feel like driving; not to mention a safe ride home after a night out on the town. I love this city with all my heart; I tell outsiders there is a reason I haven't decided to move to Denver, Portland, Austin, or any other "hip" city in this country, because everything I could want in a city is found here in my hometown. Introducing a light-rail system would not only be safe, green, and cost-effective, but it would put Louisville on par with other growing metropolitan areas that attract business and tourism. The city of Louisville and its lawmakers have put so much time and money into developing our downtown into a workable and livable space, and I think it will only reach its full potential if it has a fast transport system that allows its citizens to freely move to all corners of the city with ease. The time is now. Please seriously consider the addition of a light-rail system to Metro Louisville, and see your citizens rejoice.</p>	40213
12/10/2014	<p>Yes, please, we need more affordable public transit, especially in dense urban areas and in neighborhoods with low vehicle access.</p>	
12/10/2014	<p>In the development of a better public transit system in Louisville, it is important to include southern Indiana in the planning. With the boom of downtown New Albany and Jeffersonville, it would be great to see these areas connected with downtown Louisville. Allowing easier access to all three urban areas would attract tourism and college students, build local economy and help build our regional identity. It is also important to link all universities with these downtown areas, including IU Southeast, Purdue, Ivy Tech, Bellarmine, Jefferson County Community and Technical College, Spalding, and U of L. The college student population in this region is quite large, bringing thousands of students to this region. Yet these student populations seem to be isolated to their campuses. If there was convenient transportation, these thousands of students would shop, eat, and seek entertainment in our urban centers, rather than in the suburbs, on campus or in the dining halls, in turn supporting local businesses and bringing young, fresh culture to our urban cores.</p>	
12/10/2014	<p>I think light rail transit is a great idea for our city. As a family of 5 who lives in Old Louisville and commutes downtown daily for work and school I would love my family to have the ability to leave the cars at home.</p>	40208

12/10/2014	<p>Hello, While I haven't attended the forums, I have attempted to read through this website to determine what the exact plans are for Move Louisville and am finding it difficult to discern. However, from what I understand, it appears as though the plan for transit projects includes enhancing the high-impact TARC routes and creating new routes for a light-rail system. Without the details of these plans, I can't speak to their potential efficacy, but I will say that I would love to see a few things from a Move Louisville transit project. First, if we are going to continue to put our faith in TARC, I would like to see it become more reliable, accessible and efficient. Currently, the TARC buses are unreliable--you never know what exact time your bus will show up and you never know when you will arrive at your destination. Additionally, it's VERY confusing to understand where the TARC is going to stop and drop off. The TARC app for smart phones is laughable--it typically doesn't work and often excludes the most efficient route. And, lastly, I'd like to see the TARC become more efficient (read: faster). When I lived in Southern Indiana, I wanted to TARC to work in Downtown Louisville. The drive takes me at most 30 minutes and the TARC route would've taken me two hours with two different bus switches. In essence, I'd like to see bus routes held to time standards, improvement in the TARC app and public information provided and more routes that transport people to farther destinations more directly. All of that said, what I would really LOVE to see is a light-rail system. With a light-rail system, you eliminate the time standard/accountability issue I mentioned above and you can create direct routes to high impact areas. And, heck, while you're at it, you could create a highly functional app and/or public information conveying the system to the public :). When I travel to cities like St. Louis, Chicago or D.C., I am always jealous of how easy it is to hop on their public transportation and get to any part of the city (including the airport!). I hope that Louisville can move in that direction because I know I would be the most frequent user! Thanks a lot for working on this; I understand that it is a huge project. Good luck!</p>	40205
12/10/2014	<p>I am pleased to see the Dixie Highway BRT project receiving a priority score. I believe this type of project should receive the city's greatest focus and investment level. From what I can tell, there are a few other high-capacity/high-frequency transit projects ranked highly, but none of these others are conceived as BRT projects. I feel strongly that without ROAD PRIORITY given to transit in congested areas, efforts to improve commuter transit service and significantly increase ridership to and from downtown and some other areas will see very limited success. BRT projects tend to involve designated or priority road space and such road-priority projects should be implemented not just in the Dixie corridor but also running along heavy commuter corridors to/from the east and southeast.</p>	
12/10/2014	<p>A light rail system is a must for a Metropolitan City the size of Louisville. When I travel to other cities and commute so easily around an unknown town, I wonder why Louisville has only a bus system that continues to cut routes. There would be so many more opportunities for residents to seek employment and for tourists to want to return if we were more transportation friendly.</p>	
12/10/2014	<p>I am a supporter of bike facilities and Mass tranist options, specifically Light rail that connects Louisvilles neighborhoods.. I hope that the Move Louisville report reflects this and gets away from Auto centric development.</p>	41073
12/10/2014	<p>Think all that has been done for bike lanes is wonderful! Keep it going! I love the idea of light rail, commuter rail. Difficult to get around this town safely, and efficiently. Hoards of individuals in their cars is a poor way to build community & is terrible for the environment to boot.</p>	
12/10/2014	<p>Light rail would help this city so much it is hard to understand why it has not been done already. It would alleviate a massive amount of the bus traffic both Tarc and school and should be a top priority. Honestly we have a very friendly social town I believe with light rail many more citizens would ride mass transit with lines running out Dixie, Brownsboro, Shelbyville, Breckenridge, Poplar Level, Bardstown, 3rd St / Southern Pkwy, and Cane Run Rd. The amount of traffic congestion that would be reduced would be hard to measure.</p>	40207

12/10/2014	<p>I have always thought that Bardstown Road/Baxter Avenue should have a light-rail running down the center so that people can quickly and easily get from the Highlands to Downtown Louisville and it should run all the way to the Shawnee Neighborhood from Downtown. I would also love to be able to get to the grocery and back quickly and easily - currently the only organic grocery store is on Shelbyville Road which is also the worst part of town traffic-wise. Louisville's roads simply cannot handle the number of cars that are currently diving them and the number of cars looks like it will only go up. Louisville needs to come up with innovative ways to cut down on the number of cars driving and make public transportation easier and more convenient to use. A light-rail would certainly be one element of this. I envision that people could even drive their cars to a parking lot and hop on the light-rail for the majority of their journey to their destination (work, school, grocery/shopping, restaurants/events, friends/family's houses). I think the Washington, DC metro system would be a good model, except in Louisville it would be above-ground. DC has a similar layout to Louisville as far as the neighborhoods being spread out and the city being defined on one border by a river. The TARC currently is difficult to navigate/know what line(s) to take and is slow and buses come infrequently. I would love to see a revamped TARC system, although this also means resolving the issue to traffic because TARC buses can only go as fast as the car traffic. There are just simply too many cars on the road! Bikes, buses, light-rail, safe sidewalks. We need it all.</p>	40204
12/10/2014	<p>Bike lanes and bike paths and bike paint are OK, but there are many more creative ways to get bikes out of the most dangerous intersections by using more creativity that has been shown so far. Four lane one-way streets with very light traffic that make cyclists go way out of their way for no real reason. an example of this is Breckinridge St. between Logan and Swan, cyclists can either go to Broadway or to Kentucky to get up the little hill to Swan St instead of just going east on Breckinridge from Logan. there are dozens and dozens of situations like this that have the opportunity to really please cyclists.</p>	40207
12/10/2014	<p>I would like to see productive public transportation. Buses must run frequently and be convenient and affordable. I would like to see buses run out the main roads from downtown.....River rd, Frankfort ave, Bardstown Rd. , Newburg Rd, Poplar Level, Preston, 3rd st , Dixie Hgy etc. There should be connectors....light rail or buses that connect these routes going the other direction at the Snyder, Hurstborne, Waterson, Eastern Pky, Outer Loop , Broadway, Main St. etc. Smaller people movers like trolleys might be productive for neighborhood access like around the Highlands, St. Matthews, Fern Creek, PRP, etc. Park and ride venues would have to be created. Visit a city like Seattle and see how popular and how well their bus system works. Maybe ideas could be gathered.</p>	40059
12/10/2014	<p>I am in full support of the Move Louisville project, but hope that this plan will take into account multiple modes of smart transportation including high quality light rail, commuter rail, bus rapid transit, bicycle and pedestrian infrastructure. I especially believe that some sort of light or commuter rail is needed to support Louisville's growth as a city.</p>	
12/10/2014	<p>Louisville needs a street car line.</p>	40213

12/10/2014

Few people love a surface parking lot. That truth makes surface parking lots an easy target in changing cities and urban transportation, and in reducing air pollution and fuel consumption. ReSurfaced excelled in showing Louisville what could be. Let's channel that positive energy into the positive action of ridding Louisville of surface parking lots. By replacing surface parking lots with housing, commerce, parks, gardens, and orchards, we can transform Louisville. By replacing some of the surface parking lots with multi-storied garages we can accommodate parking needs. By either, making surface parking lots pay for the flooding and heat sink liabilities that they are, or by redeveloping the space with higher property value structures, we can house, feed and employ people while funding a great public transit system in a clean, green city. We must invest in transit. Every world-class city has a great public transit system. Since 1950, Louisville has under-invested in public transit. The result is a local public transit system that does not serve citizens' transportation needs. Louisville has a difficult choice to make regarding transportation priorities. Federal, state and local transportation dollars are very limited, if available at all. Over the next ten years we can dedicate those limited funds to building more highways, roads and bridges or we can build a great public transit system. We cannot do both. A great public transit system will reduce the traffic on our current highways, roads and bridges, and serve all our citizens. New highways, roads and bridges will only increase traffic, consume more fuel, pollute our air, and encourage the destruction of farm land. Louisville must develop a great public transit system before building more new roads. We must also employ congestion mitigation measures that reduce traffic and speeds, and make our streets safer to walk and bicycle. Our success in building a great public transit system is partially dependent on Louisville's relationship to state legislators in Frankfort. Louisville will need to assertively lobby for significant legal and funding changes in Frankfort – this includes addressing the 1945 KY Constitutional Amendment limiting funding for public transit and Kentucky's Formula of Fiftths which determines revenue distribution in the commonwealth. Other public transit funding mechanism which should be explored concern taxing surface parking lots and carbon. Carbon taxes on an a national scale are approaching. Louisville should take a lead in establishing a local carbon tax on gasoline and diesel fuels. The funds generated from the local carbon tax should be used to build a first-class public transit system. Louisville does not need to be taxed more through the Local Option Sales Tax (LOST). LOST is regressive and ambiguous. - Return our public space to pedestrians. <http://www.courier-journal.com/story/news/traffic/2014/05/28/study-louisville-area-th-deadliest-pedestrians/9684647/> <http://www.cbsnews.com/news/tactical-urbanism-citizen-projects-go-mainstream/> - Invest in sidewalks, maintain the streets. - Shade sidewalks and streets with foliage. <http://www.planetizen.com/node/63024> - Establish and make public investments in infrastructure along the route of future light rail lines. Companies and real estate concerns will invest along the route if they are given the

	<p>certainty that public transit will serve their residential or commercial projects. - Provide public transit to populations in central areas that are most likely to use public transit as a lifestyle choice. Exurbia (beyond the Snyder) is hopelessly automobile dependent. It's population cannot possibly live lifestyles dominated by public transit, walking and cycling. Exurban distances make regular use of public transit totally unrealistic. Initially concentrate public transit service within the Watterson, extending more service later to suburban neighborhoods (between the Watterson & the Snyder). - Invest in TARC's current bus system. http://www.ridetarc.org/trip-planner/ - Grow TARC's bus system into a bus rapid transit system. http://en.wikipedia.org/wiki/Bus_rapid_transit - Grow TARC's bus rapid transit system into a light rail system. http://en.wikipedia.org/wiki/Light_rail http://insiderlouisville.com/metro/communities/note-to-rail-buffs-waiting-for-the-train-to-louisville-dont-hold-your-breath/ - Accompany the concentration of public transit service within the Watterson with a 20 MPH speed limit within the Watterson, making our streets and sidewalks safer for pedestrians, wheelchair users, cyclists and motorists. http://www.courier-journal.com/story/news/traffic/2014/05/28/study-louisville-area-th-deadliest-pedestrians/9684647/ - Increase speeding penalties so enforcement pays for itself. - Re-stripe one way streets as two way streets. - Quit building bike lanes - just calm the traffic. - Work with Frankfort to fund public transit. - Work with KY Transportation Cabinet enabling Louisville to employ urban transportation solutions to urban transportation challenges. - Increase population density downtown and in the central neighborhoods so their transportation needs can be met and dominated by walking, cycling and public transit. http://jackiegreenformayor.com/walkable-residential-density/ http://jackiegreenformayor.com/density-transit-clifton/ Transportation and energy are inseparable. Inefficient transportation systems are not our only energy vulnerability. How cities fuel non-transportation needs also defines a city. Louisville must turn away from coal and fracked gas. KIPDA Louisville must relocate our metropolitan planning agency (Kentuckiana Regional Planning & Development Agency – KIPDA) to a public transit central location and demand a more democratic vote at KIPDA that is proportional to our population. Passenger Rail Louisville must also establish a strong commuter service to Frankfort and restore (passenger rail) service from Louisville to Cincinnati, Indianapolis, St Louis and Nashville.</p>	
12/10/2014	Light rail connecting the different sections of town would be great.	40241
12/10/2014	<p>I am a firm supporter of the idea that Louisville needs to drastically improve its transportation infrastructure. The expansion of bike paths and TARC routes is laudable, but what Louisville really needs is a light rail system along the lines of the one we use to have. Currently, large patches of the city (especially the western and southern areas) are essentially un-navigable as a result of the traffic regularly encountered by the buses. With buses being redirected to work around a transportation backbone in the form of a rail system, routes would be shorter, able to be repeated more often, and less susceptible to delays. Not only would this drastic change help people get around Louisville, cut back on pollution (as some people shift from regular car use to alternative methods), and generally help the economy [people from the more poverty stricken areas being able to actually get and hold jobs without fear of being heavily delayed getting to work] it would also help improve local tourism and population growth. As younger American come of age, there has been a trend of a harsh decline in car ownership. A trend that is only increasing. The culture is shifting away from one dominated by car ownership, and towards more economical and environmentally sustainable methods of locomotion. Louisville is currently seeing a boom in terms of national recognition as a city to keep an eye on, but without adapting to the shifting American demographics, it will be but a short blip on the radar. Young people simply will not want to move to Louisville if they know they will be required to own a car in order to have a reliable means of getting from point A to point B. I would back up everything I am saying with reports, articles, demographic analysis, and such data, but I am going to be really honest right now and say that I am exhausted and in dire need of getting on the road. Having been born in Louisville and having traveled extensively, I am currently living in Los Angeles- a city seeing great gains from its recent efforts to overhaul its dismal rail system. As of today, I am starting my trek back to Louisville, where I plan on making an impact and helping anyway I can in order to make Louisville the best city it can be. If there is anyway I can help out your efforts, please do not hesitate to reach out to me.</p>	40207

12/10/2014	Just returned to Louisville after living in NYC for 5 years and am enjoying commuting to work via tarc and bicycle. I am actually pleased by how reliable the tarc is -- however, there is some frustration by me and some fellow riders because we don't always know if the bus came early or if it's just running late. This has only happened a few times but my experience in NYC and in some European cities with time stations has been crucial and helpful during a commute. For example: this morning, my bus was supposed to arrive at 8:24am. I arrived at my busstop at 8:20 and the bus never arrived. Did it come early? Was it just running late? It was difficult to make a decision on what to do because I wasn't sure if it was going to come around the bend late -- or if I would have to wait for the next bus 30 minutes later. If there were digital up-to-date signs that stated "next bus arrives in 8 mins" -- it would have helped immensely. In NYC - this is common in the subways and now that they are there, it's hard to imagine waiting for a train not knowing when the next one might show up. An app (like how they track cars in Uber) or a website with up to date timing would also be helpful. Another improvement would be bike friendly lanes along major roadways. I know there are a lot of bike lanes but they aren't often the most direct. Therefore, it's hard to justify taking side roads when point a to b is within reach on the major roads. Lexington Road (near distillery commons and behind the graveyard, between Payne and Grinstead) is one example, as is Shelbyville Road from St Matthews. For Lexington, I don't feel safe riding the bluegrass path by myself, but getting to Grinstead from the Baxter Ave area is too difficult for bike commuters and the windy road is too unsafe.	40205
12/10/2014	I would like to see light rail built.	
12/10/2014	A light rail is the future.	40206
12/10/2014	I would love to see a tram system in Louisville. I currently live on the north end of Brownsboro rd, and I've considered taking the TARC to work (I work at BF downtown), but it's more economical for me to drive my car. Given the fares, it's cheaper for me to drive to work than to take the TARC. Of course that doesn't factor maintenance expenses. I think a tram line would benefit a lot of people who drive into downtown, and would ease congestion. A tram system is what I would most like to see in Louisville. Thank you.	40206
12/10/2014	Overall, I think these plans are fantastic and I'm excited to see that they address the needs of lots of different neighborhoods. I couldn't find anything that would address the merge from I-264W to I-64W (near Shelbyville Rd./St. Matthews area), which offers a particularly short space to move from the far left lane to the 64W exit on the far right as traffic is merging from the St. Matthews exit onto I-264 on the right. Also, I understand the budget is limited, but I would love to see the North-South streetcar on 4th St., from the Central Business District to UofL's campus. I've lived just outside NYC, and when I moved back to Louisville, I considered living in Old Louisville, ultimately deciding against it because it was so student-activity heavy without an easy way to access other parts of downtown. A streetcar like this would have swayed my decision considerably.	40205
12/10/2014	I want more transports to Louisville!!!	40220
12/10/2014	I am an inveterate gypsy, and as such, I have lived in 16 different cities in the US and abroad, including New York City, San Francisco, and Portland, Oregon. What sets those cities apart from the national norm is their individual commitments to public transit. When it is easier to move around without having to deal with the headache and isolation of automobile travel. Within a city, i prefer to travel by bicycle and light rail, not only because they are cleaner, healthier alternatives, but also because they are more social and allow people to build community. This is sadly lacking in this town. The Highlands is just as isolated from Clifton as it is from West Louisville. It is amazing to me that the city planners have not taken more forceful steps to rectify these issues. Seems that decisions here are made based upon who makes the money, rather than what will our city look like when our grandchildren are adults. ..but then, if I have learned anything in my 10 year stint here, it is that the city's official motto should be "sorry,we've never done it that way, before."	40206

12/11/2014	I'm from Europe and having that kind of opportunity in a city like Louisville would be so beneficial. Not only the city would attract more tourism from the outside, but it would allow people to go everywhere they want and so spend their money within Louisville. It's also going to keep Louisville citizen healthy and happy. And we all know that happy means people are going to go out more often and work harder!	40291
12/11/2014	I have recently moved back to Louisville after being gone for almost a decade. During that time I lived in both London and Miami. London of course is famous for it's public transportation and Miami is just beginning to catch on...but how nice was it to jump on the train and be at the airport. I've live downtown upon my return to Louisville and with all the construction for bridges and the expansion I'm amazed at how much traffic has changed since I've been gone. I'm an urbanite. I like cities, and Louisville is a fantastic city, with amazing parks and wonderful neighborhoods, but I watch often as my friends jump in their cars to head home when they probably shouldn't be driving. Me, if I've had more than 2 drinks...I'm calling a cab, or City Scoot, or coming back to get my car in the morning, but that's normal for this city and we all know it. People like to drink here and then they drive. Creating a light rail in this city would do it wonders not only for it's inhabitants but also visitors. Imagining being able to get to the track from downtown by rail. Or to experience the Urban Bourbon Trail as a visitor and be able to use public transportation. We would would see a huge increase in conventions as well as simple tourism. I can't see in anyway how it would hurt our city. In 2014 my 22 year old brother was killed leaving Thunder Over Louisville on River Road. He had been drinking, like almost everyone that day, and his as well as all of his friends phones were dead, and they didn't want to drive, so they were trying to flag down a car to give them a ride so that they could take a taxi. He was hit at 45 miles an hour by a jeep and later pronounced brain dead, my family made the ultimate decision to remove him from life support and in an instant all of worlds changed. I don't tell you this to make you sad. My brother passing has been my biggest gift in life, because everyday I am reminded of just how precious it is and how fleeting it can be. A transit system would have been a great option for a bunch of 20+ young boys wanting to go to a waterfront festival and drink all day. They wouldn't had to even consider getting in their cars and they wouldn't have been drunk walking down the road looking for a ride. It's a great idea, in so many ways, and I hope that our government has the vision and guts of forward thinking to embrace it, sit back and watch as our city explodes with good things.	40203
12/11/2014	I'd love to advocate for all the rail and train and bus ideas as possible. I love the work of the sustainability program at U of L with their earn a bike program. However as a student who lives off campus in old Louisville and works both downtown and in at. Matthews. My main concern would be more protected bike lanes from campus to the river. Light rail would also be another option in this area. I'd also like to comment on the work of City Collaborative and particularly ReSurfaced. I love their work with Forest Giant and I support all of it. They have commented on the need for more living spaces downtown and I also support this claim.	40208
12/11/2014	Though I no longer live in Louisville, it will remain my home forever. I've since moved to Boston, home of the nation's first subway system. Though not without it's faults, the T line here allows thousands of people daily to commute to and from work, to patronize businesses more easily, and to support a thriving tourism market. A city cannot truly be a city without transportation. It's time to bring Louisville into the new millennium and provide a means of movement. I wholeheartedly support Move Louisville and can't wait to see what comes from it!	
12/11/2014	Though I no longer live in Louisville, it will remain my home forever. I've since moved to Boston, home of the nation's first subway system. Though not without it's faults, the T line here allows thousands of people daily to commute to and from work, to patronize businesses more easily, and to support a thriving tourism market. A city cannot truly be a city without transportation. It's time to bring Louisville into the new millennium and provide a means of movement. I wholeheartedly support Move Louisville and can't wait to see what comes from it!	40208

12/11/2014	<p>I have lived in large US cities, with effective and accessible public transportation. It made living without a car not only possible, but desirable. I was a bicycle commuter, in Louisville, for 7 years. I rode TARC on days it was raining or below 20 degrees. Public transportation and car-alternative transportation has been part of my routine and life for decades. I sincerely appreciate the accommodations made for cyclists recently, with the allocation of dedicated bike lanes. Thank you for creating this conversation , I want to support pursuing a smarter, greener future for our community that invests significantly in a multi-modal public transportation infrastructure. Fun Fact: Every \$10 million in capital investment in public transit yields \$30 million in increased business sales. That's people who could take a commuter light rail from East Louisville and Jeff Co, South Louisville and Shively into downtown and connect back out to retail and development in Middletown, St Matthews, The Highlands. All these places connect to the downtown arena and UofL stadiums to eliminate tying up real estate for surface parking, to eliminate a wave of inebriated sports fans hitting the roads after games. The most successful cities of the future will have strong public transportation systems that foster growth, Research supports this. It's also for our health and ecology. We know the status quo is unsustainable. Now's the chance to be ambitious and think forward to the sustainable community building that public transportation will make possible.</p>	40202
12/11/2014	YES to light rail systems in Louisville!	
12/11/2014	<p>I would like to see an investment in protected bike lanes, and an upgrade to Louisville's busing system. I don't think an investment in street car or light rail would benefit the city, a bike lane or highway to the highlands from u of ls campus would benefit me personally! I see more bikes on the road each year, they cut down on pollution and traffic. It takes me 25-30 minutes to bike to work vs 15 minutes in the car, most of my time is spent zig zagging on back streets, trying to avoid morning traffic. A bike lane on eastern parkway? Maybe feasible one day. Thank you!</p>	40213
12/11/2014	<p>As a resident of Oldham County (and former resident of Louisville), I am impacted by traffic congestion in Louisville just like everybody else. A light rail system connecting outlying areas of the Metro with shopping centers and downtown--along with improved bus and trolley service--would be a great benefit for outlying county residents and would go a long way towards easing our air pollution issues.</p>	40031
12/11/2014	<p>This city desperately needs light rail in order to advance it's progress. Our continuing problem with air pollution and heavy traffic congestion should be more than enough proof, but it's also becoming clear that younger adults are moving away from automobiles as a form of transportation, and if we do not improve our public transport soon, we may lose them to cities that have better means of transport. I, myself would be more than willing to give up my car if there were better public transportation in Louisville.</p>	
12/11/2014	<p>Louisville needs more railway transportation to and from downtown! They are short distances, but people could avoid traffic and save gas money and produce zero emissions! Examples would be from downtown through bardstown road and through frankfort avenue. Monthly passes would help avoid paying for gas and also avoid paying for parking downtown.</p>	40205
12/12/2014	<p>I would love to see a light rail system, or some sort of transit (not bus) in Louisville. If Louisville wants to continue to grow as it needs to make transportation easier for not only their citizens but for visitors as well. Working in the service industry that is one thing I hear a lot from out of towners, "You guys need a train system of some sort, it's such a pain to get around the city." Cabs get expensive and the bus system is just sketchy and in reliable. Thank you for your time.</p>	40206

12/12/2014	Please stop painting the roads with worthless bike lanes and utilize signage and public service announcements saying that bikes may utilize the full lane in the road. More direct constant routes of transit across town quickly and affordable be it light rail or simply walkable neighborhood marketplaces. Create the infra so the people may all use it, not only motorized vehicle operators. As for bike infra, mound speed humps which only regulate large motorized vehicle speeds in residential and economic centers throughout the city other than the extremely invasive and controversial protected bike lane. More trees along roadways to protect pedestrian traffic on sidewalks would help along side of pedestrian-centric crosswalks which assist in the intelligent recognition of when one approaches the intersection to cross.	40212
12/12/2014	For the love of god, put in some type of rail! Light rail, monorail, something! Highlands to downtown, and I mean like the whole way through the Highlands...then downtown to UPS / Ford. Then keep adding elsewhere. Also, bike infrastructure! Louisville as a metropolitan center will always lag behind as long as our government officials are sticks in the mud (and by that I mean unimaginative). We will never progress fast enough. Cars cars cars cars cars....Louisville loves cars....and suburbs...and cars. Hey, let's go get stuck in some traffic together while not doing anything except focusing on the road / traffic in front of me!	
12/12/2014	Yes. It is good to see complete streets enhancements, traffic calming projects, transit, bicycle and pedestrian projects recognized as high performance. High performing projects are the result of the seven well considered and logical goals that constrain the performance metrics. It is very encouraging to see many high performing road-based projects include transit, pedestrian, and bicycle accommodations. The high performance projects in the lists will greatly contribute to achieving livability goals in the metro comprehensive plan.	40241
12/12/2014	Yes. While access for freight and automobile commuters is important, Louisville has a very well established road, highway, and bridge system that, with the exception of peak hours in certain locations, accommodates automobile and truck mobility well. Better transit, bicycle and pedestrian facilities will relieve existing congestion further. There is a deficit of pedestrian, bike, and transit facilities that must be addressed if Louisville is to attract and retain active and talented entrepreneurs who desire more mobility choices and multimodal, walkable and bikeable communities. In no small measure, rebalancing spending especially benefits those who rely on transit, bicycle, and pedestrian facilities to connect with job centers, recreational amenities, shopping centers, and entertainment venues throughout the city. This rebalancing is long overdue.	40241
12/12/2014	The proposed removal of the 9th street interchange and construction of a new one around 12th - 13th street has important implications for downtown and West Louisville. The most important result could be the removal of the barrier that separates West Louisville residents from downtown. These projects must be designed in a way that accomplishes the goals of unifying West Louisville with Downtown without creating another impediment further west, allowing freight traffic to move safely through the corridor while protecting potential transit infrastructure, cyclist and pedestrian safety and access, preserving important and historical buildings in the areas, and not displacing residents without full accommodation of their future options. It may be possible to improve the 9th Street Corridor to achieve desired goals without removing the existing ramp.	40241

12/12/2014	<p>Question 1: Are the high performing projects the right kinds of projects for Louisville? Yes. It is good to see complete streets enhancements, traffic calming projects, transit, bicycle and pedestrian projects recognized as high performance. High performing projects are the result of the seven well considered and logical goals that constrain the performance metrics. It is very encouraging to see many high performing road-based projects include transit, pedestrian, and bicycle accommodations. The high performance projects in the lists will greatly contribute to achieving livability goals in the metro comprehensive plan and complete streets guidelines. Question 2: Should we spend a more balanced proportion of our budget on transit, pedestrian and bike projects to improve those systems? Yes. While access for freight and commuters is important, Louisville has a very well established road, highway, and bridge system that, with the exception of peak hours in certain locations, accommodates automobile and truck mobility well. Better transit, bicycle and pedestrian facilities will relieve existing congestion even more. There is a big deficit of pedestrian, bike, and transit facilities that must be addressed if Louisville is to attract and retain active and talented entrepreneurs who desire multiple mobility choices, walkable, and bikeable communities. In no small measure, rebalancing spending especially benefits those who rely exclusively on transit, bicycle, and pedestrian facilities to connect with job centers, educational institutions, recreational amenities, shopping centers, and entertainment venues throughout the city. This rebalancing is long overdue. Question 3: Are there any specific projects that you feel are important despite evaluating poorly? Why? The proposed removal of the 9th street interchange and construction of a new one around 12th - 13th street has important implications for downtown and West Louisville. The most important result could be the removal of the barrier that separates West Louisville residents from downtown. The 9th street corridor projects must be designed in a way that accomplishes the goals of unifying West Louisville with Downtown without creating another impediment further west, allowing freight traffic to move safely through the corridor while protecting potential transit infrastructure, cyclist and pedestrian safety and access, preserving important and historical buildings in the areas, and not displacing residents without full accommodation of their future options. It may be possible to improve the 9th Street Corridor to achieve desired goals without removing the existing ramp.</p>	40206
12/12/2014	<p>1) Are the high performing projects the right kinds of projects for Louisville? YES! High performance projects like traffic calming, transit, pedestrian and bicycle projects will continue to improve the livability of our city, improve housing and job equity, and give people options other than private motorized transportation. 2) Should we spend a more balanced proportion of our budget on transit, pedestrian and bike projects to improve those systems? YES! In fact, we should spend a more than balanced proportion on transit, ped, and bike projects. Let's continue to ease the load on the most expensive component of our transportation network -- pavement -- by giving people options other than heavy vehicles that wear the roads down. 3) Are there any specific projects that you feel are important despite evaluating poorly? no answer</p>	40203

12/12/2014	<p>Question 1: Are the high performing projects the right kinds of projects for Louisville? Yes. I am very encouraged to see that traffic calming measures, transit, bicycle and pedestrian projects, and complete streets enhancements have all been recognized in this process as high performance. It is clear that the performance metrics used are the result of smart, well-thought-out goals. It is very encouraging to see that many of the high performing road-based projects include transit, pedestrian, and bicycle accommodations. The high performance projects in the lists will greatly contribute to achieving livability goals and greenhouse gas emissions reductions that have been identified as priorities by our community (e.g. in our complete streets guidelines and in the metro comprehensive plan). Question 2: Should we spend a more balanced proportion of our budget on transit, pedestrian and bike projects to improve those systems? Absolutely. If we fail to do so, it will be a huge step backwards for our city. We are already suffering from decades of under-investment in transit and bike/ped facilities. Of course access for cars and freight must be kept in mind going forward, but Louisville already has a very well established road, highway, and bridge system that accommodates car and truck mobility well. Further concentration on those modes for the sake of making it even easier to drive anywhere in Louisville, even during rush hours, is by no means a healthy way forward. In fact, it's the most unsustainable transportation development we could choose. On the other hand, investing in better transit, bicycle and pedestrian facilities will relieve existing congestion even more effectively, while providing numerous other benefits. Our city is currently suffering from a widespread lack of pedestrian, bike, and transit facilities that must be create if we are to attract and retain active and talented entrepreneurs who desire multiple mobility choices, and communities which are walkable and bikeable. It is high time we rebalance our budget to reflect the true value that transit, bike, and pedestrian projects have on our community. Question 3: Are there any specific projects that you feel are important despite evaluating poorly? Why? The proposed removal of the 9th street interchange and construction of a new one around 12th - 13th street has important implications for downtown and West Louisville. The most important result could be the removal of the barrier that separates West Louisville residents from downtown. The 9th street corridor projects must be designed in a way that accomplishes the goals of unifying West Louisville with Downtown without creating another impediment further west, allowing freight traffic to move safely through the corridor while protecting potential transit infrastructure, cyclist and pedestrian safety and access, preserving important and historical buildings in the areas, and not displacing residents without full accommodation of their future options. It may be possible to improve the 9th Street Corridor to achieve desired goals without removing the existing ramp.</p>	40204
12/12/2014	I'd like serious though given to a streetcar line somewhere with potential to spur economic development and increase residential density. One that connected UofL and Downtown could be really great. Or a street connecting W. Louisville with Barret St along Broadway.	
12/12/2014	Louisville has made great progress in making new bike lanes in the last few years, but paint isn't infrastructure. I'd love to see at least one separated bike lane of consequence before 2016.	
12/12/2014	Louisville should have at least one commuter rail line to another city.	

12/12/2014	<p>Question 1: Are the high performing projects the right kinds of projects for Louisville? Yes. It is good to see complete streets enhancements, traffic calming projects, transit, bicycle and pedestrian projects recognized as high performance. High performing projects are the result of the seven well considered and logical goals that constrain the performance metrics. It is very encouraging to see many high performing road-based projects include transit, pedestrian, and bicycle accommodations. The high performance projects in the lists will greatly contribute to achieving livability goals in the metro comprehensive plan and complete streets guidelines. Question 2: Should we spend a more balanced proportion of our budget on transit, pedestrian and bike projects to improve those systems? Yes. While access for freight and commuters is important, Louisville has a very well established road, highway, and bridge system that, with the exception of peak hours in certain locations, accommodates automobile and truck mobility well. Better transit, bicycle and pedestrian facilities will relieve existing congestion even more. There is a big deficit of pedestrian, bike, and transit facilities that must be addressed if Louisville is to attract and retain active and talented entrepreneurs who desire multiple mobility choices, walkable, and bikeable communities. In no small measure, rebalancing spending especially benefits those who rely exclusively on transit, bicycle, and pedestrian facilities to connect with job centers, educational institutions, recreational amenities, shopping centers, and entertainment venues throughout the city. This rebalancing is long overdue. Question 3: Are there any specific projects that you feel are important despite evaluating poorly? Why? The proposed removal of the 9th street interchange and construction of a new one around 12th - 13th street has important implications for downtown and West Louisville. The most important result could be the removal of the barrier that separates West Louisville residents from downtown. The 9th street corridor projects must be designed in a way that accomplishes the goals of unifying West Louisville with Downtown without creating another impediment further west, allowing freight traffic to move safely through the corridor while protecting potential transit infrastructure, cyclist and pedestrian safety and access, preserving important and historical buildings in the areas, and not displacing residents without full accommodation of their future options. It may be possible to improve the 9th Street Corridor to achieve desired goals without removing the existing ramp.</p>	40218
12/12/2014	We need a 24 hour affordable railway connecting the suburbs to the city.	
12/12/2014	<p>I grew up in Louisville but have since moved away for school (Indianapolis) and now work (Chicago). I often think of moving back to Louisville to start a family and one of my biggest concerns is moving back to city where I am concerned that my only practical mode of transportation is a car. I commute by bike in Chicago year round and would like to do the same in Louisville if I were to move back. When I visit family in Louisville, I sometimes bring my bike, and find myself surprised that I am more afraid of riding a bike in Louisville than on the busy streets of Chicago. Not just because of a lack of bike lanes, but often traffic is moving way beyond posted speed limits on many city and neighborhood streets (think, 60mph on Frankfort Ave) making it very intimidating to ride on the streets unless there is a bike lane. I often feel like Louisville is being designed and built, so that people can get to and from their destination as quick as possible, at the expense of people that live, work and play in their neighborhoods. Expanding roads like Westport Rd comes to mind. Yes there is a bike lane but it feels like an after thought. It's not just bike lanes either, if you want to walk to a store or restaurant, it can be a very unpleasant experience having to cross large intersections with speeding cars and six lanes of traffic. Overall, please stop, making more roads, making bigger roads, making larger intersections, so traffic can go faster and faster. Slow people down. Make the neighborhoods people live in more inviting to stay. Give people more options to get to and from their destination. I fear that the city I love and grew up in is being paved over, spread out, and disconnected from the neighborhoods I would like to buy a home in. Roads are not the future.</p>	60640
12/12/2014	I would like to see priority given to motorcycles in parking and bridge tolls. They take up less space and do less damage to roads.	40241
12/12/2014	<p>Yes. Especially complete streets enhancements, traffic calming projects, transit, bicycle and pedestrian projects. High performing projects are the result of the seven well considered and logical goals that constrain the performance metrics. It is very encouraging to see many high performing road-based projects include transit, pedestrian, and bicycle accommodations. The high performance projects in the lists will greatly contribute to achieving livability goals in the metro comprehensive plan and complete streets guidelines.</p>	40206

12/12/2014	Yes. It is good to see complete streets enhancements, traffic calming projects, transit, bicycle and pedestrian projects recognized as high performance. High performing projects are the result of the seven goals that constrain the performance metrics. It is very encouraging to see many high performing road-based projects include transit, pedestrian, and bicycle accommodations. The high performance projects in the lists will greatly contribute to achieving livability goals in the metro comprehensive plan and complete streets guidelines.	
12/12/2014	Yes. While access for freight and commuters is important, Louisville has a very well established road, highway, and bridge system that, with the exception of peak hours in certain locations, accommodates automobile and truck mobility well. Better transit, bicycle and pedestrian facilities will relieve existing congestion even more. There is a huge deficit of pedestrian, bike, and transit facilities that must be addressed if Louisville is to attract and retain active and talented people who desire multiple mobility choices, walkable, and bikeable communities. In no small measure, rebalancing spending especially benefits those who rely exclusively on transit, bicycle, and pedestrian facilities to connect with job centers, educational institutions, recreational amenities, shopping centers, and entertainment venues throughout the city. This rebalancing is long overdue.	
12/12/2014	I am a senior living in the hikes point area. I would love to be able to give up my car and us public transportation. The bus line that travels hikes lane isn't reliable.	40218
12/12/2014	I believe to get more people to use transit traffic has to get worse. Traffic is not an issue here. Less parking and less opportunities for cars will help. This community cannot half ass its ideas, it has to want light rail or street cars and then do it. It needs to be on high level roadways, Preston, Dixie, Shelbyville etc. and those roads will have to lose lanes and have pedestrian facilities. Bus routes will have to change to serve the street car or light rail system and serve all portions of the community. Stop suburbanizing the traditional areas so that we are prepared for a transit centric city rather than the thoughtless car centric city we are.	
12/13/2014	I think the vast majority of money should be spent on transit, bike, and pedestrian improvements, especially early on. Successful implementation of transit and non-motorized mode projects may reduce the need for some of the road improvements that have been suggested. Many of the bike and pedestrian improvements are much cheaper than road improvements and could thus be implemented more quickly. My biggest fear is that this car-dependent town will invest most of its Move Louisville resources into road projects that ultimately will compound the problems that we have today.	40299
12/13/2014	Louisville needs mass transit that persuades residents to stop driving. Currently TARC mainly serves those without vehicles. Looking future forward, there needs to be convenient and frequent transit, so that driving becomes an option, not a necessity. Light rail lines, streetcars, and bus rapid transit should be embraced. A plan should be made to connect Louisville, Lexington, Cincinnati and Nashville by train/light rail.	40516
12/13/2014	New lighting at 28th & broadway. widend 28th street south bound- at broadway? turning trucks on to broadway & buses off broadway going south on 28 th street. high rate injury at 28th& broadway drivers fail to yield to crosswalk, people. nia center foul odor in building, msd is one problem (2) building flooded years ago(mold smell in building) fragrance in air condition to cover smell(not helping. elicott park needs lighting improvement& more family tables no tables 29th side for resident at elicott park apts. need better street lights.	40211
12/13/2014	It is essential that Louisville think toward the future and construct a North-South light rail corridor from downtown, past the University, and to the airport to facilitate visitors, students, and business. A second light rail corridor is needed running from East-West providing vital connections between the more impoverished areas in West Louisville with businesses downtown, as well as connecting the many tourist opportunities in the Highlands and other areas on the East end with downtown. Louisville is a city with great planning thanks to Olmsted and many others, but it must focus on the future and its projected needs by creating an efficient system that takes people where they need to go while reducing the city's carbon footprint.	

12/13/2014	<p>It has been proven in study after study. Cities can be divided this way: Cities with an effective transit system are growing, Cities with an ineffective transit system are losing population. The hard truth is that riding TARC is a chore, if you miss your bus on most routes, you are screwed. An example is that my wife is a professor at UofL and while she grew up in DC she would much rather take the bus. However, the times she tried to take the 29, with a 30 minute +/- interval on a good day, she has seen the bus pull away before the stated time 3 times, not show up at all twice, and twice stop dead with mechanical problems. She drives now. The bus is always full also, sometimes turning away people. (there is demand). Tarc has a terrible PR Image. Some of our neighbors in the highlands thing we are nuts for trying so hard to take the bus. Investment, more buses, more frequencies, rider incentives, cleaner buses. check out this link http://www.wmata.com/rider_tools/nextbus/arrivals.cfm - each bus stop has a number on the sign. You can enter your stop number in your phone and see exactly when, via GPS, when the next bus will arrive. You can finish your lunch and time your arrival at the bus stop without having to put your life on hold for a late bus. (however that was never an issue in DC, busses would stack up behind one another on most routes as they average over 460,000 riders each day on MetroBus and almost 800,000 each day on Metrorail. I know it a mater of scale, but I think it is irresponsible not to try to make TARC a more efficient system. How I would LOVE to see an actual Light Rail/Street Car system in Louisville.</p>	40204
12/14/2014	<p>Of course, the final statement for this project states that no plans are in place that would impact Cochran Hill Tunnel. I understand that this is a structure deemed "exceptionally significant" by the Federal Highway Administration, and certainly no one from the Federal Highway Administration has ever driven this stretch of I-64 during rush hour. I contend that there are appropriate building techniques that would allow I-64 to be widened through this stretch without impacting the Cochran Hill Tunnel. I suggest the approach of tunneling even deeper, sending two additional lanes (each direction) down below the existing 2 lanes. Please think out of the box and consider all types of construction.</p>	40299
12/14/2014	<p>I would move back to Louisville tomorrow if reliable, consistent public transportation alternatives were present within the city or there were signals that serious progress was on the horizon. Louisville is special. Its citizens who call it home know that, but the fear of change holds back its greater potential. I currently live outside of Washington, DC (recently relocated from the city limits). I moved here years ago after graduating because I had (and still have) student loans and wanted an active nightlife where I wouldn't worry added expenses from car payments and insurance. This is my no means a unique situation and one that is unlikely to resolve itself as a new generation faces similar education funding issues. If the city is to position itself as a modern 21st century sustainable city, Louisville's leaders must get serious about improved public transportation.</p>	20910
12/14/2014	<p>The proposed removal of the 9th street interchange and construction of a new one around 12th - 13th street has important implications for downtown and West Louisville. The most important result could be the removal of the barrier that separates West Louisville residents from downtown. The 9th street corridor projects - LIKE the Walmart and other new development on west Broadway, must be designed in a way that accomplishes the goals of unifying West Louisville with Downtown. I'd also like to add that as my generation goes into it's 80s and 90s, we will need more public transportation inter- and intra-city.</p>	40206
12/14/2014	<p>Question 2: Yes. While access for freight and commuters is important, Louisville has a very well established road, highway, and bridge system that, with the exception of peak hours in certain locations, accommodates automobile and truck mobility well. Better transit, bicycle and pedestrian facilities will relieve existing congestion even more. There is a big deficit of pedestrian, bike, and transit facilities that must be addressed if Louisville is to attract and retain active and talented entrepreneurs who desire multiple mobility choices, walkable, and bikeable communities.</p>	40206

12/14/2014	I think the idea of a street car line connecting downtown to the UL Belknap campus would be a big hit and the spinoff development along the line would be HUGE.	40207
12/14/2014	Southern Parkway repair is long overdue. Put it at the top of the list!!!! Bridle paths will be lovely if can be completed for off-street transport as all ages bikeway. 2 others I'm surprised I don't see on your map as they are obvious "broken pieces" downtown: Campbell street needs to be TWO WAY all the way to the Big 4 Bridge, and back! There is no reason that street needs to be one way and it is CHEAP to fix it. Just two yellow stripes and voila. Brook street needs to be TWO WAY connecting all the way to U of L-- currently there is one block south of Hill St where cyclists are forced on to the sidewalk or riding the wrong way to get to U of L. Please fix that and make it connect?	40204
12/14/2014	1. Yes high performing improvements are needed to make it easier to get around by bike, walking, and by Transit, as better alternatives than driving! Our city will be cleaner, healthier, safer and quieter 2. Yes, we need to spend a balanced portion of the budget on NON car improvements. My community is for people, not for cars. For all the above reasons, non-car focused improvements make our city cleaner, healthier, safer, and the investments to make it more convenient NOT to drive are investments in the right direction. Maybe we make it a goal to allocate the transportation budget based on mode share? Biking and walking are a small mode share but we are not even getting our fair piece of the budget based on current mode share. The rebalancing is long overdue. 3. Anything that integrates the city better across racially & economically segregated boundaries is good and should be prioritized.	
12/15/2014	I would suggest building a light rail system, either above or below ground, passing through a downtown transportation station. All bus routes would also stop at this station, including interstate buses (Greyhound). Amtrak might reconsider their decision to cancel the connecting line to Indianapolis if this station was to be built.	40209
12/15/2014	Please put in a street car system! I live just off of Bardstown Rd. and would love to be able to travel down to NuLu/Downtown (or any part of the city!) without having to get in a car. A street car system has been a great option in the past and could be made relevant again today, with citizens being more conscious of how much they drive. Also, please put in bike lanes that actually have physical barriers between the lane and the car lanes. There is absolutely no point in spending tax payer money putting down white stripes on the asphalt - it doesn't make a difference. Looking at how Europe does their bike lanes would be beneficial. If people felt safer biking, they'd probably choose that over driving.	
12/15/2014	Please invest more in public transit. Also, please invest in making our city safer for pedestrians by investing in flashers and such at crosswalks on the most heavily-travelled streets, like Bardstown Road.	
12/15/2014	BICYCLE GREEN LANES in the urban core. Every street. Every intersection. Consistent. Highly-visible. Highly-predictable. ALL STREETS TWO-WAY. This is predictable for motorists, cyclists, and pedestrians. This is easily navigable for visitors/tourists, and residents alike. This calms traffic, decreases injuries and fatalities. This supports neighborhoods and streetfront businesses. This promotes downtown development. Fear and unpredictability from one-way streets greatly hinders downtown tourism. I'd chance it to say that the reason veterans don't want a downtown VA is because it is SO HARD TO NAVIGATE DOWNTOWN ONE-WAY STREETS. NO RIGHT ON RED in the urban core. Period.	

12/15/2014	Our great city is in need of more systems of transport that are sympathetic to pedestrians, cyclists, car-less households and neighborhood growth. More road building does not mean congestion or high traffic volume will decrease. That has been proven. They will only find more cars driving on the additional surfaces, not less. Density of population is advantageous. It would be so for Louisville. Density is encouraged by available, affordable housing and adjacent transportation modes. Light rail, commuter rail, ride sharing, bike sharing, enhanced availability to bus transport--these should not be concepts only in our minds, but part of a real vision for the Louisville and Jefferson County area.	40291
12/15/2014	There have been multiple recommendations for dedicated transportation along the 4th Street corridor from Maim St.. To Churchill Downs. Just Do it! Sure money is an issue, but start with a friendly, frequent, reliable rubber wheeled vehicle and get EVERY institution along the route involved right away as recommended by Urban Institute last year. We have yet to have the first meeting recommended by that study.	40208
12/15/2014	Question 1: Are the high performing projects the right kinds of projects for Louisville? YES. It is good to see transit, bicycle and pedestrian projects recognized as high performance. I want to see high performing road-based projects include transit, pedestrian, and bicycle accommodations, and I am glad that the projects do include such provisions for transit, pedestrians, and bicyclists. The high performance projects in the lists will contribute to achieving livability goals in the metro comprehensive plan and the complete streets guidelines. 2. Should we spend a more balanced proportion of our budget on transit, pedestrian and bike projects to improve those systems? YES. Louisville has a very well established road, highway, and bridge system that, with the exception of peak hours in certain locations, accommodates automobile and truck mobility well. Better transit, bicycle and pedestrian facilities can help to relieve existing congestion. Further, there is a big deficit of pedestrian, bike, and transit facilities that should be addressed if Louisville is to attract and retain active and talented entrepreneurs who desire multiple mobility choices, including walkable and bikeable communities. Rebalancing spending will especially benefit those who rely exclusively on transit, bicycle, and pedestrian facilities to connect with job centers, educational institutions, as well as recreational amenities, shopping centers, and entertainment venues throughout the city, which is desirable. Question 3: Are there any specific projects that you feel are important despite evaluating poorly? The proposed removal and reconstruction of the 9th street interchange needs special attention. It could result in the removal of the barrier that separates West Louisville residents from downtown. However, the 9th street corridor projects must be designed in a way that helps to unify West Louisville with the downtown without creating another impediment further west. The challenge is to allow freight traffic to move safely through while protecting potential transit infrastructure, cyclist and pedestrian safety and access, and without unfairly displacing existing residents . It may be possible to improve the 9th Street Corridor to achieve desired goals without removing the existing ramp, which would be good for traffic flow in and out of downtown.	40216

12/15/2014	<p>It is my understanding that the line from downtown to Churchill Downs is not a part of the Move Louisville proposed final plan. This is a tremendous oversight. The short route will probably be the most heavily used of all that are proposed. Thousands of tourists in the form of convention attendees and their significant others visit Downtown Louisville every day. It will connect these visitors with Spalding University, Old Louisville, UofL, the Speed Art Museum, the Rouch Planetarium, and Churchill Downs significantly increasing the number of tourists visiting these areas. Both Spalding and UofL want a line of this type to facilitate the movement of students and faculty between the two campuses. This line would allow UofL students and Old Louisville Residents to easily access the restaurants, entertainment, cultural activities, and jobs in the downtown area. This has the potential of increasing the number of businesses and activities downtown while reducing parking requirements. And very importantly, it will be a significant stimulant for the growth of businesses and residences along the Fourth Street corridor. I would also consider not ending this line at Churchill Downs. I believe the line should eventually be extended to the airport. This could pick up the amusement park as well as hotels associated with the airport and Expo Center further increasing the number of hotel rooms available to convention attendees. In addition, connecting the airport to downtown along the Fourth Street corridor will introduce visitors to the the activities along the corridor further stimulating growth. This line could easily be started by using the Trolleys. The Trolleys are easily identifiable vehicles (important for the visitor) that can quickly be put into service to test the viability of the proposed route. Because of the character of this route, it is very probable the line will see significant use at virtually all hours of operation unlike suburban routes that will have peak travel in the morning and evening. The short length of this line, the density (and potential increases in density) along the route, and the large number of businesses and activities along the route, make it quite likely this line will be one of the few that will actually pay for itself.</p>	40208
12/15/2014	<p>A bike path and / or sidewalk need to be added to South Beckley Station Road between Shelbyville Road and Beckley Creek Park. This stretch of road is very narrow and dangerous for bikers, pedestrians, and motorists. The opening of the park means that traffic on the road will increase as visits to the new park increase. The recent improvements made this past fall have not significantly improved safety on the road so more must be done to keep pace with the expected increase in traffic.</p>	40225

12/15/2014	<p>Dear Louisville Metro Advanced Planning Dept, Thank you for undertaking the Vision Louisville project, and furthermore identifying the necessity of a Move Louisville component thereof. I write to encourage the Move Louisville effort to create a comprehensive Community Connectivity Initiative. In light of the long term efforts that will be required to reset the Louisville concept of public transit, and the decade + scope of such an effort, I urge Move Louisville to look at what we can be doing in tandem and on a shorter implementation scale in a concerted bicycle, pedestrian, and green infrastructure investment initiative. Please see www.ConnectOurCore.org for a refreshed (yet incomplete) explanation of the benefits of creating and implementing a community connectivity initiative. By renewing focus both sub-regionally (Louisville, Jeffersonville, Clarksville, and New Albany + K&I), and neighborhood by neighborhood (in, among, and between urban core neighborhoods connecting also to the Loop) at the same time we can increase the quality of life & livability of rights of way that we already control. Implementing an infrastructure investment effort guided by a community connectivity initiative is a way to address ALL of the Move Louisville goals at one time as it will:</p> <ul style="list-style-type: none"> • provide Connectivity Choices – moving beyond the auto-dependent mentality focus • improve Safety and Health – promoting physical activity with safe walking, biking in, between and among currently disconnected urban core neighborhoods. • promote Economic Growth (Indy has incubated and far exceeded \$200M in private investment along the Cultural Trail’s corridor in just two years) • maintain Fiscal Responsibility – targeting investment in a proven method of bicycle + pedestrian connectivity enhancements. • assure Environmental Sustainability – (green infrastructure investment financed through US EPA Consent Decree requirements) • enhance Neighborhoods (Linking long disconnected neighborhoods to adjacent neighborhoods, retail markets, and amenities will exponentially enhance their attractiveness for investment). Example: Opening up S. Shelby Street from Shelby Park neighborhood north through Smoketown, across Broadway, through Phoenix Place by removing the roadway blockage, north through Nulu and all the way to E. Witherspoon Street and ultimately the Big Four Bridge. • assure Equity for All System Users – providing safe and free or ultra-low cost alternatives to the auto-dependent paradigm. Walking is free, and bicycling is nearly so. By providing a much safer context in which users can feel comfortable and efficient in engaging in a renewed community connectivity plan, all users can benefit – especially the most economically challenged. We have a significant opportunity to re-imagine how Main Street (From the Stockyards to Portland), E. Market Street (Brook to Stockyards) can connect in a grade separated and fully integrated physical manifestation of the Urban Bourbon Trail. This itself can begin a greater effort tied into the planned 2 way integration of Jefferson Street, Main Street, S. Shelby Street, and many more outdated urban core one way streets and their associated 	40206
	<p>lane diets. Furthermore, the best path will be to fully examine how a re-imagined Broadway can be implemented bringing grade separated bicycle and pedestrian safe connectivity from Baxter all the way to the west end. Investment in a concerted Community Connectivity Initiative and its bicycle + pedestrian infrastructure can itself lead to removing the “east – west divide”, re-invigorate our urban core, and accomplish all the goals identified in the Move Louisville Plan. Furthermore, implementing a Community Connectivity Initiative that incorporates cross-river partnership and concerted investment will magnify the impact. As bridge tolls threaten to further divide the southern Indiana communities from Louisville in a context of fully integrated economies, we must creatively explore and invest in alternatives that assist no cost crossing investment in bicycle and pedestrian connectivity. Together we can Connect Our Core!</p>	
12/15/2014	<p>I work for the Presbyterian Church (USA) whose denominational offices are here in Louisville. I am regularly responsible for choosing the cities for large city-wide conventions. The availability of easy mass transit from the airport to the convention and hotel parts of the city are very important in our considerations. Minneapolis and Portland (OR) are recent examples of cities that I have chosen partly because of this feature. In addition, I am regularly organizing smaller (200 to 400 person) meetings in Louisville. Transit from the airport would be a boon to our work. Please make it happen.</p>	40208

12/15/2014	Any plans for Louisville future must connect downtown to UofL, Churchill Downs and the airport with a street car line or light rail. Nothing less will put Louisville on the map as a modern city. Furthermore, serious consideration should be made to slow all traffic to 30 mph or less in the old city, thus quieting traffic and allowing bikes to flourish.	40208
12/15/2014	Connecting our wonderful University (which adds so much value to Louisville) and our most famous event space, Churchill Downs, with Downtown is vital to Louisville's future. The fact that the Fourth St. Street Car would expose tourists, students and residents to our beautiful historic treasure, Old Louisville, only strengthens the case. Please consider this important project.	40208
12/15/2014	I hope the "Move Louisville" project will be supported. We moved here from Minneapolis/St. Paul 3 years ago and are amazed how many locals from Louisville have no idea of the historic treasures that exist between downtown and Churchill Downs. Old Louisville could be the next Savannah if the city recognized the economic significance of providing access to this area and promoting development of new restaurants and shops as a result. In fact, Old Louisville is much larger than historic Savannah and Savannah brings in millions in tourist revenue. On another note, providing easy access to the Derby from downtown is a win, win but people are going to want a place to stop and get a drink, eat, and shop. None of this can happen unless "Move Louisville" comes to fruition.	40208
12/15/2014	Would be a great addition for the city and for Old Louisville in particular.	40208
12/15/2014	We need a transit line from downtown to Churchill Downs and the airport or at least to University of Louisville. The 4th Street Corridor can be a vital link in rejuvenating the metro area if a transit line were in place. the Bingham group has promoted this as have a number of other studies - it is time to recognize this street as a major artery that needs to be taken advantage of. Let's not lose this opportunity.	
12/15/2014	I attended several of the initial meetings concerning this most important project. The transit line from downtown to Churchhill Downs made ever so much sense and was a logical method to move people...especially thru the wonderful Old Louisville Neighborhood along BEAUTIFUL 4th Street. Imagine my shock at seeing that transit line not a part of the latest proposal...not only am I surprised...I am dumbfounded that it is missing. PLEASE RETURN THE TRANSIT LINE TO THE PROPOSAL. Thank you. Joan Stewart Fmr Chair of the Old Louusville Neighborhood Council.	40208

12/15/2014	<p>I hope these ideas can aid in using Eastwood as a template for transportation development aiding economic development in rural Jefferson County. 1. In order to develop a cohesive Eastwood community we need a development plan for the area, making transportation and infrastructure needs much more informed and targeted. 2. Historically, Eastwood was one of the stops and charging station for Louisville's interurban railroad. By adding a pilot program using TARC's new electric bus, downtown could be connected with the Beckley Creek Park and Eastwood, while honoring Eastwood's place in history as a connection depot. It would also enhance significantly how we move about our city keeping cars in their garages and people strolling on the sidewalks and in parks. 3. Extend the Middletown - Eastwood Pedestrian and Bike Trail, connecting the village centers of Eastwood on both sides of Shelbyville Road, Beckley Creek Park, the Eastwood Recreation Center and Middletown with sidewalks and bike paths. Perhaps consider a long range plan to connect to Simpsonville. 4. Eastwood is at the intersection of five roads and will soon be getting a sidewalk and trail connecting it to Middletown and Beckley Creek Park. Consider establishing a village green and an enhanced civic center to make sense of the complicated transportation grid and sidewalks in the works within Eastwood. 5. Eastwood has a catch 22 with respect to commercial development due to the lack of sewers in the older part of the village. As transportation modalities are developed, consider opportunities that will help to extend or facilitate the extension of sewers while maintaining the village scale for new in-fill development. 6. Connect the nearby but isolated, Long Run Park with Beckley Creek Park and Eastwood, by improving Flat Rock Road with a sliver of the Middletown Eastwood Trail. 7. Develop adjacent connected green spaces following streams between the parks, so the deer and people have a path to cross roads, minimizing dangerous interactions between deer, pedestrians and cars. 8. Calm the traffic flow through Eastwood on Shelbyville Road and add a turning lane, since the Village Center designation in the Eastwood Neighborhood Plan includes village center segments that cross Shelbyville Road. 9. An exchange for 64 would be advantageous if new infrastructure is built to cross the train tracks and Long Run stream, to the east of Eastwood. The existing Eastwood tunnel circumvents the train tracks for vehicles and is over 125 years old. Select the proposed route for the new 64 interchange near Clark Station Road, to assure the village of Eastwood does not become a ramp for highway traffic. 10. Extend the scenic corridor designations to Gilliland/Echo Trail Road.</p>	40245
12/15/2014	<p>I support a transit line from Downtown to Churchill Downs. A significant tourist trade could be just what we need to spur the growth of restaurants, entertainment, dining, and shopping. The transit line will spur economic development along the line. The line will make it easier for Old Louisville residents to take advantage of the dining, shopping and entertainment in the downtown area. It can keep Louisville competitive in attracting new companies and residents that are interested in urban living.</p>	
12/15/2014	<p>I would like for this project to be kept on the table. Thank you.</p>	40208
12/15/2014	<p>Connecting downtown and Churchill downs will open up our beautiful neighborhood to the world. It is a huge opportunity for the area and Old Louisville property owners. It will bring Louisville closer to becoming a world class city.</p>	
12/15/2014	<p>The bicycle trail we extend or enhance should be adjacent to the Beckley Creek park and connect the rural countryside, two parks - Long Run and Beckley Creek Park with Eastwood using Flat Rock Road and Long Run Road to the north and Eastwood Fisherville Road and Gilliland Road to the south and adjacent to the park. Much greater economic development opportunities by activating those areas. Also ties together existing and proposed scenic corridors.</p>	40245

12/15/2014	It is pivotal and absolutely necessary that Louisville propel itself into the category of a modern city. As of now we are stuck in the mindset that highways, bridges, and more buses is the only answer to solve a starving downtown. Anyone from Louisville knows there are two things that are needed now to support life downtown, groceries and public transportation. In order to bring business to Louisville, we must first focus on bringing people there. I lived in Louisville for 20 years and couldn't name one bus route. The answer many cities are finding these days is a centralized downtown system of light rail and street cars. Like the cities of old in the west, lay down rail and people will follow.	
12/15/2014	As a new resident to the city and Eastwood specifically, I would like to see the extension of the Middletown-Eastwood Pedestrian and Bike Trail to continue east to the Eastwood Recreation Center to allow people to access this area safely on foot as well as bicycles. Beckley Creek Park continues to grow as a destination site for both walking and biking, but it is very difficult to access the park currently without driving there first. While there are currently side streets that allow access to the park, those streets are both narrow and contain numerous twists and turns making it unsafe for most pedestrians and bicyclists. Furthermore, adding the bike and Pedestrian path to Long-Run or Flat Rock road would allow for community members living on the Northside of Shelbyville Road to walk or bike to the Eastwood Rec Center and Beckley Creek Park.	40245
12/15/2014	I am greatly in favor of the proposed transit line between downtown and Churchill Downs. How soon can you make that happen?	40208
12/15/2014	TR-004 TR Transit Corridor Main St Streetcar between Market-15th and Baxter-Jefferson Move Louisville Workshops 2.52 \$88,041,454 24.00 Move Louisville is advancing for public funding more than \$ 1 billion dollars of concrete expressway interchange and widening projects. The emissions of greenhouse gas have not been modeled or given to the interested public. The millions of cubic yards of concrete and the decades of single occupant vehicle emissions in the KIPDA area are not presented. Thus, I have no reasonable opportunity to choose between the merits of one project or another --based on real science. Previously Metro Government paid \$ hundred thousand or so for the Trinity Consultants Greenhouse Gas Inventory 2008. That wasn't referenced in any materials shown anywhere to the public. Its inventory figures were not discussed as a starting point for the CO2 eq emissions the expressway interchange and widening projects will induce. Metro Louisville organized a sustainability committee and is conducting a Heat Island effect reduction program. But Move Louisville proposed highway projects will increase heat island effect, increase dirty urban stormwater runoff and increase air pollution. The Asthmapolis data generated by Ted Smith's project showed the relationship between Louisville asthma sufferers and traffic pollution. Move Louisville didn't reference that data in any material so that people could have a reasonable opportunity to evaluate high versus low emissions projects. Relevant and material data to choose between projects that is employed by traffic planners across the country was eliminated or excluded in generating these project proposals. Scientists meeting to reach climate control treaties are targeting 2 degree centigrade limit on global average temperature rise. Key to protecting coastal cities and key animal populations is reducing carbon emissions. That Move Louisville ignored this challenge invalidates the process and reveals it for a sham. In Louisville 90 % of people drive cars and use millions of gallons of gas per day. The low emissions system we need to make a livable community is sacrificed so that powerful auto manufacturers and gasoline retailers can make profits. Which brings me to TR-004 TR. This should rate even higher than it does if greenhouse emissions were considered. Fixed rail transit should be seen as the future method of moving millions of people here after the ice caps have melted and driven people inland. Low emissions light rail or streetcar could provide manufacturing jobs for the unemployed locally so that transportation planning in Louisville helps the segregated black west end instead of walling it off and suffocating it. Build the streetcar and convert all the BRT projects to streetcars as well.	40204

12/15/2014	<p>The two most desperately required road projects remaining after completion of the bridges and spaghetti junction redesign have been shelved for political or other reasons and are noticeably missing from this plan. For 10 years, arguably 20 years, I-64 from spaghetti junction to the Watterson Expressway and I-71 from spaghetti junction to the Gene Snyder Freeway have needed to be widened to 6 lanes. The widening of I-71 to 6 lanes was put in the long range budget of the Kentucky Transportation Department during the administration of Wallace Wilkinson. What has changed in the intervening 28 years? Has there been a mass exodus from northeast Jefferson County, justifying the removal of the project? No, to the contrary, northeast Jefferson County is a very prosperous and fast growing area. The volume of traffic on I-71 has been at levels not anticipated then. We are trying to promote people to spend time downtown, yet those in some of the most prosperous areas are discouraged from trying to travel downtown. What has been foisted upon us, as we sit in traffic daily, are band-aid approaches of widening shoulders and a fly-over ramp at a cost of more than \$60M. What a tremendous misguided waste of money. I-64 will soon be 6 lanes from the Watterson through Shelby County, Franklin County . . . all the way through Clark County, Kentucky. Yet one of the most used portions of the road, that being inside the Watterson Expressway, isn't being considered for 6 lanes. The Transportation Cabinet states that the widening of the Cochran Tunnel is not being considered. We are spending more than \$800 million to save one house by tunneling under it in connection with the east end bridge project. We can throw some money at tunneling for I-64 and save portions of Cherokee Park for all of us, and not just one family's house. Let's get our priorities as a community straight. Roads are made to move people and need to be widened when the existing roadways are inadequate. We are spending a fortune improving roadways in rural areas which carry few cars and yet are neglecting the City of Louisville's two most important projects. The proposed band-aids to I-71 and I-64 are shameful, wholly inadequate and unacceptable. "Lip service" is often paid to Louisville being the economic engine of the state, supplying more than 40% of the state's jobs. It is absolutely true and goes without saying that Louisville is Kentucky's economic engine. It also goes without saying that watering down the gas, as these band-aids do, destroys the engine and prevents it from functioning properly. Failing to adequately maintain Louisville's most vital roads, cannot be in the best interest of Louisville or the Commonwealth. Thank you for anything you can do to refocus priorities in the most obvious direction and overcome the politics and petty self-interests.</p>	40059
12/15/2014	<p>Extend the Middletown-Eastwood Pedestrian and Bike Trail, connecting the village centers of Eastwood on both sides of Shelbyville Road, Beckley Creek Park, the Eastwood Recreation Center and Middletown with sidewalks and bike paths. Connect the nearby but isolated Long Run Park with Beckley Creek Park and Eastwood by improving Flat Rock Road with an extension of the Middletown Eastwood Trail. Long Run Park is not shown on any of your maps. It is in Jefferson County.</p>	40245
12/15/2014	<p>Stop taking away all the current street lanes for bicycles. You cannot possibly take 50% of something away and not have it impact the other 50%. For those of us that drive from Old Louisville to Downtown or elsewhere, we need our driving lanes. As soon as you the City, get rid of all the bums, Halfway houses, drug rehab locations and Salvation Army and pint sales of liquors and clean up known drug sales areas like the 400 and 500 blocks of West Ormsby, so that I can feel safe riding a bike, walking to work or taking the bus that my employer will pay for, I will do so. In the meantime, don't ask me to support bike lanes and more buses when you can't even get my neighborhood safe for all that live here. After that, clean up Oak Street so that business will want to reside there. Get rid of the TNDZ since this is not 1900 - it is 2014. We need a business friendly community and regulations and zoning that are appropriate. Look at Charleston SC - they incorporated many modern buildings into the historic district and allowed businesses on the first floor. We need first floor businesses allowed on the first floor of all Oak St buildings - look at successful historic districts and downtowns in other cities and towns. If you want boutique shopping in a historic district look at Geneva, St. Charles and Elmhurst Illinois. It doesn't get much better. This idea that you can only use a building for its original purpose is dumb and does not support small business development. We also need the contiguous slots of retail and commercial units - not one unit every block or so. Get after current businesses to keep it clean, windows washed, garbage picked-up and businesses that will call the city and police on vagrants, vandals and drugs. We need the city to sit on the nay-sayers in Old Louisville. Then put in the light rail or electric buses. Thank you for your consideration.</p>	40208

12/15/2014	I am very interested in seeing the transportation lines from Downtown to Churchill Downs, with stops in Old Louisville. I work with the Conrad-Caldwell House Museum and almost daily for tours, we have people ask about transportation to and from the conventions downtown. So many of our visitors are from out of town! And they are overwhelmed at the gem Louisville has in Old Louisville. It is always easier to see something special in another city, but Louisville really has been blessed with this area. It has been a real shame that the city does not appreciate the importance of this for tourism, or at least not enough to provide a regular trolley line, that would be easy for tourists to find and use. The Museum regularly has visitors come and ask why we don't have better transportation downtown. I feel certain that this would help with our daily attendance since they could find us easier, and get recognizable transportation to the area. Our existence is dependent on special events, donations and tours; we are open year-round. This service would have a marked impact on us, and we strongly urge the city to consider keeping this project.	
12/15/2014	As a resident of Old Louisville I want to express my support for some type of transit line moving from downtown through Old Louisville and going to Churchill Downs. As tourism grows we must as a city make the investment necessary to develop ways to make things easy for tourists to get where they want to go because economic development will follow. Thank you.	40208
12/15/2014	Move Louisville I think the Louisville Loop project is great and needs to be expanded. Bike riding needs to be seen not only as recreation and fitness, but as a viable transportation. Louisville needs to continue to expand this commitment, and not go back to what it was doing before. I strongly support the idea of having more transportation choices in the city of Louisville. Also, progressive cities are spending money on infrastructure - like light rail or electric buses. That would be awesome to see!!	40213
12/15/2014	I wholeheartedly support this project, and I hope ALL the improvements happen. I bike or walk as much as I can because it is cheaper, yet, I am often forced into driving a car, even for short distances, because it would be suicidal to walk or bike (Lexington Rd comes to mind). But the plan is not enough: Louisville needs a streetcar that connects downtown with the Churchill Downs. Such a car would also traverse UofL and Spalding campus and Old Louisville. This is important for two reasons: - tourism is one of the few growth industries in the city. This growth needs to be nurtured. A streetcar would connect two of the largest tourist destinations of the city. Tourists love this sort of stuff too. Imagine the sight of beautiful women and proud gentlemen in their derby hats and suits going to the races in the morning, gossiping away on the tram, and riding back in the evening for cocktails at the Seelbach. That's the image Louisville should project! - Old Louisville is vastly undervalued, and undeservedly so. It is a green oasis, located between the deeply unpleasant surface parking hell that is downtown, and the UofL campus (which itself is surrounded by deeply unpleasant interstates and roads). Investing in streetcars is proven in other cities to fuel development of the surrounding neighborhoods. It will be the same for downtown and Old Louisville. Lastly, I would like to stress that Louisville is in the happy position that it can achieve multimodal transportation within the urban core without harming the car-dependent life of many its residents. The city is glut with roads and parking surface and vacant lots. It would take hundreds of streetcars and extremes rates of in-development to crowd out the cars. This is not and EITHER/OR question: it is a false choice. cars or bikes, cars are trams, cars or sidewalks. It is an AND question: Cars AND bikes AND streetcars AND people.	
12/15/2014	I'm not sure of the Project number, would like to put all my support to the idea of a streetcar connecting downtown and UofL/Churchhill Downs. This would be a very beneficial project for all of Louisville, and I think it is a wise use of taxpayer funds and incentives.Thanks for your consideration.	40208
12/15/2014	This proposed transit line from Churchill downs to downtown should actually be expanded out to the UPS or Grade lane. It can bring Louisville into the 21st century, by keeping mass volumes of Louisvillians off of the I-65 corridor. This north - South corridor also links up with the largest TARC bus lines serving Louisville. This makes for an obvious transit location.	40213

12/15/2014	I'd like to weigh in on the streetcar proposal in the Move Louisville Project, particularly the north-south line that would run from downtown to UofL and Churchhill downs. That line makes sense to be both from a tourism perspective, as well as from a mass-transit perspective.	40208
12/15/2014	<p>Are the high performing projects the right kinds of projects for Louisville? Yes. It is good to see complete streets enhancements, traffic calming projects, transit, bicycle and pedestrian projects recognized as high performance. High performing projects are the result of the seven well considered and logical goals that constrain the performance metrics. It is very encouraging to see many high performing road-based projects include transit, pedestrian, and bicycle accommodations. The high performance projects in the lists will greatly contribute to achieving livability goals in the metro comprehensive plan and complete streets guidelines. Should we spend a more balanced proportion of our budget on transit, pedestrian and bike projects to improve those systems? Yes. While access for freight and commuters is important, Louisville has a very well established road, highway, and bridge system that, with the exception of peak hours in certain locations, accommodates automobile and truck mobility well. Better transit, bicycle and pedestrian facilities will relieve existing congestion even more. There is a big deficit of pedestrian, bike, and transit facilities that must be addressed if Louisville is to attract and retain active and talented entrepreneurs who desire multiple mobility choices, walkable, and bikeable communities. In no small measure, rebalancing spending especially benefits those who rely exclusively on transit, bicycle, and pedestrian facilities to connect with job centers, educational institutions, recreational amenities, shopping centers, and entertainment venues throughout the city. This rebalancing is long overdue. Are there any specific projects that you feel are important despite evaluating poorly? Why? The proposed removal of the 9th street interchange and construction of a new one around 12th - 13th street has important implications for downtown and West Louisville. The most important result could be the removal of the barrier that separates West Louisville residents from downtown. The 9th street corridor projects must be designed in a way that accomplishes the goals of unifying West Louisville with Downtown without creating another impediment further west, allowing freight traffic to move safely through the corridor while protecting potential transit infrastructure, cyclist and pedestrian safety and access, preserving important and historical buildings in the areas, and not displacing residents without full accommodation of their future options. It may be possible to improve the 9th Street Corridor to achieve desired goals without removing the existing ramp. With regard to Project RD-015, thank you for including this project in this draft. If it is infeasible to carry this project all the way to Breckinridge Lane because of traffic volumes beyond the Watterson or the problems navigating the ramps from the Watterson, please continue to include the portion of approximately 1mile from Trevillian Way/Bardstown Road to PeeWee Reese Lane, which would involve only restriping and cost virtually nothing; traffic volumes would almost certainly be conducive to a road diet in this area and it would tie in to the network of trails near Bowman Field and Seneca Park. For projects which focus on redevelopment of areas with a lot of vacant properties, focus should be on areas closer to the city</p>	40220
	center. The Eastwood Fisherville Road interchange is an example of a poor project. It is centered on developing an area far from the city center, is very much auto-focused and dedicated to increasing sprawl.	
12/15/2014	I support true bike lanes with a divider where possible	40206
12/15/2014	Historically, Eastwood was one of the stops and charging stations for Louisville's inter-urban railroad. By adding a pilot program using TARC's new electric bus, downtown could be connected with the Beckley Creek Park and Eastwood. This would recognize Eastwood's place in history as a connection depot. It would also enhance significantly how we move about our city keeping cars in their garages and people strolling on the sidewalks and in parks. Calm the traffic flow through Eastwood on Shelbyville Road and add a turning lane, since the Village Center designation in the Eastwood Neighborhood Plan includes village center segments that cross Shelbyville Road.	40245

12/15/2014	<p>The first mass transit improvement should be a true BRT line in the middle of Broadway with transit oriented development incentives at strategic locations. The line would go from one end of Broadway to the other with Stations (featuring critical retail) at Baxter (Old gas station site) 4th St. and Dixie Highway. The next step should be a North-South light-rail line connecting downtown with the airport. Obviously this line should connect the major Louisville area attractions, extend south of the airport for a park and ride site, and and meet up with the BRT line at a transfer station at 4th and Broadway. Again Transit oriented development including incentives for dense housing development is critical for this project's success. Further transit improvements should include a Market St/Frankfort/Bardstown Rd street car line. The traditional bus lines could then be re-oriented to serve as feeder lines to this multi-modal mass transit system. Although I think these improvements are critical to Louisville's economic viability in the 21st century I'm not optimistic about the becoming a reality. We live in the State of KY, the most anti-urban State in America with terrible pension liabilities and poor health. KY currently funds public transit 48th in the nation and is the 4th most centralized in its tax collection policies, not to mention the crazy corruption in the KYTC. Those Louisvillians who are most supportive of Transit improvements are generally those who howl when a developer proposes demolishing a 1-story shotgun house on a wide street. They are also likely to oppose any building with a contemporary design or exceeding 3 stories. For Transit to succeed Louisville must embrace density and somehow ignore this delusional constituency. Gambling money is a potential source of transit funding but again, Louisville will most likely drag its feet on this issue and instead of pushing for a few true Casinos downtown, with pro-sports wagering, just wait around until every surrounding community gains early mover advantage. Again our anti-urban State political atmosphere robs Louisvillians of both their resources and their democratic rights. I am not optimistic about Louisville's ability to make the changes necessary to compete in the 21st century global economy.</p>	40206
12/15/2014	I fully support light rail through Old Louisville. I love using similar systems in European cities and places like San Francisco in the US.	40208
12/15/2014	<p>I find the overall concept, as presented online, very difficult to review and digest, so I will offer general feedback. BIKE I'm pleased with the city's recent priority on bike lanes, including the protected lanes on Kentucky and Breckinridge. That takes courage, since the ridership does not currently fully justify the investment. I think it's definitely a "build it and they will come" circumstance. In a couple years, as more lanes are built and maintained, it seems inevitable that those lanes will see more use. I see two things that need to happen to encourage that use. First, bike lanes must be cleaned regularly. Public Works has to devote some resources to this. Second, police need to *occasionally* enforce how the bike lanes are used. The ones on fourth street on UofL's campus, for example, are scary. People zip through the bike lanes to get around slower traffic, to get to the next intersection for turning, or to get to parking entrances mid-block. Tickets need to be written. PEDESTRIAN It was hard to spot and study the pedestrian improvements on the map and list, but I know they're there. Intersections need to be reimagined to put pedestrians first, through bump-outs outside the CBD, four-way simultaneous crossing at busy pedestrian intersections outside the CBD (how many people think it's okay to turn right through a crosswalk on a red light?) and other measures that put higher priority on foot traffic. Mid-block crosswalks need to be eliminated or dramatically marked, with flashers embedded in the road, since drivers almost always ignore mid-block crosswalks. ROAD I was saddened to see -- I think -- a road widening planned on Preston Street/Hwy just south of Eastern Parkway. That stretch, even during rush hour, does not seem overly busy. It seems like a candidate for a Grinstead Drive-type re-striping. I hope that project is reviewed carefully with updated traffic counts. Other than days where I-65 is blocked and side streets are flooded with traffic, that stretch is relatively calm. There's also a fair bit of pedestrian traffic in this area; I hope the redesign improves safety for them. Again, I hope all road projects take pedestrians into greater account. Intersection design needs to use measures that remind drivers that pedestrians come first. MASS TRANSIT Incremental improvements to mass transit will only result in incremental ridership increases. We won't get people out of their cars until we have dedicated bus lanes, light rail, more routes with 15-minute bus schedules, etc.</p>	40217

12/15/2014	YES!!! I am excited to see complete streets enhancements, traffic calming projects, transit, bicycle and pedestrian projects recognized as high performance. High performing projects are the result of the seven well considered and logical goals that constrain the performance metrics. It is very encouraging to see many high performing road-based projects include transit, pedestrian, and bicycle accommodations. The high performance projects in the lists will greatly contribute to achieving livability goals in the metro comprehensive plan and complete streets guidelines.	40203
12/15/2014	YES. While access for freight and commuters is important, Louisville has a very well established road, highway, and bridge system that, with the exception of peak hours in certain locations, accommodates automobile and truck mobility well. Better transit, bicycle and pedestrian facilities will relieve existing congestion even more. There is a big deficit of pedestrian, bike, and transit facilities that must be addressed if Louisville is to attract and retain active and talented entrepreneurs who desire multiple mobility choices, walkable, and bikeable communities. In no small measure, rebalancing spending especially benefits those who rely exclusively on transit, bicycle, and pedestrian facilities to connect with job centers, educational institutions, recreational amenities, shopping centers, and entertainment venues throughout the city. This rebalancing is long overdue.	40203
12/15/2014	The proposed removal of the 9th street interchange and construction of a new one around 12th - 13th street has important implications for downtown and West Louisville. The most important result could be the removal of the barrier that separates West Louisville residents from downtown. The 9th street corridor projects must be designed in a way that accomplishes the goals of unifying West Louisville with Downtown without creating another impediment further west, allowing freight traffic to move safely through the corridor while protecting potential transit infrastructure, cyclist and pedestrian safety and access, preserving important and historical buildings in the areas, and not displacing residents without full accommodation of their future options. It may be possible to improve the 9th Street Corridor to achieve desired goals without removing the existing ramp.	40203
12/15/2014	Any project that can open the dam for economic development in rural areas, while securing diversity and improved density for residential development for example in villages scattered around the new 21st Century Park, are worth the immediate expenses for long term benefits that could easily be lost for timing. Examples would be developing new TARC routes to touch the 21st Century Parks and adjacent villages or towns with downtown. Develop new policies to help economically less advantage property owners, connect to sewers in order to sustain and grow economically diverse villages and towns fed by new transportation routes adjacent to the 21st Century Park. Treat our geographic ridges and watershed areas with care, to treat carefully our water supplies at their sources by avoiding using ridges as major transportation routes. Perhaps add bicycle ways instead on key watershed ridges.	40245
12/16/2014	In rural areas, the few public roads that function as significant north south or east west connectors such as Gilliland Road, Flat Rock Road, Long Run Road and Eastwood Fisherville Road should be improved with shoulders or paths that serve bikes and pedestrians or multi modal transportation before Beckley Creek Park is further improved for bikes. Primary public roads will have a significant impact on adjacent economic development opportunities, not as much if the same funds are spent within the park. Any bike paths in Eastwood must connect the village centers which straddle Shelbyville, in order to support the sense of place in Eastwood's village and the economic development opportunities that are poised to run out of the gate. We ought to connect Long Run Park to Beckley Creek Park with the Flat Rock or Long Run Road pedestrian or bike connectors to Eastwood before we enhance further the Beckley Creek Park Bike and pedestrian routes.	40245

12/16/2014	<p>Eastwood should be designated as an in-fill hub - one of the circles. It is poised for huge growth with the extension of sewers. MTP-390 is a good concept in its connection of Shelbyville Road and Taylorsville Road, but poorly placed due to its proximity to a ridge that serves the watershed for both Floyd's Fork and Long Run streams as well as some historic landmarks and extreme adjacency to the Beckley Creek Park which cannot be residentially or commercially developed. Additionally Gilliland Road is to be designated a scenic corridor as per the Eastwood Neighborhood Plan. Finally, if Eastwood is developed as planned, the route would dissect the village. The route connecting Taylorsville Road and Shelbyville Roads requires some infrastructure to cross Long Run stream and the train tracks south of Shelbyville Road. Better to place in less developed areas to provide opportunities for growth where few roads reside which was one of the options in the transportation study.</p>	40245
12/16/2014	<p>It was a little difficult to understand why one map is missing - MTP 1916 which is an essential connector for Eastwood and the Parklands of Floyd's Fork to downtown and some of the over 700,000 visitors that walk and bike its paths and roadways. This part of Jefferson County is poised for significant growth and could easily support transportation to the area as it catalyzes further economic development in the area. Eastwood should be designated a hub for in-fill development as per its neighborhood plan and adjacency to the Beckley Creek Park. Another asset and important for connectivity is not showing on the map - Long Run Park. With its presence the opportunity to connect it to other contiguous green spaces and Floyd's Fork becomes apparent as it is only about two miles from Beckley Creek Park and Eastwood.</p>	40245
12/16/2014	<p>I stopped riding TARC to work because over the past 12 months service has become wildly unreliable. Buses come 15-20 minutes, if they show up at all, drivers seem completely unconcerned about keeping up with the timetables and comments submitted to TARC go unanswered. TARC should have all of this information available to them from GPS devices mounted in the buses so that makes it even more perplexing that TARC is unable to provide service on-time as posted in the route schedules. I can't use TARC if there's no telling when or whether a bus will show up.</p>	40206
12/17/2014	<p>I have been a resident of Eastwood for 38 years. I grew up in Crescent Hill in the 50's and 60's. Eastwood is a beautiful and surprisingly rich historic location. At the same time it is remarkably isolated. As a child i had access to all parts of Louisville from the oxmoor Mall to fountain Ferry and Downtown. From an early age my 6 siblings and I would take the bus anywhere we wished to go. My children, who were raised in Eastwood had to beg a ride to go anywhere and the streets were unsafe for walking or biking, due to lack of public transportation and no sidewalks or bike paths. This situation has not altered to date, which seems remarkable considering a history which includes Lincoln's grandfather, revolutionary and civil war battle scenes and early churches which date to pre civil war era. Today the population has boomed out here and yet still no sidewalks, sewers, bike paths or public transportation. I encourage you to develop transportation links to Eastwood, both for the advantage of the residents of Eastwood, but also for the advantage of all of Metro Louisville.</p>	40245
12/17/2014	<p>I am a 38 year resident of Eastwood. I would like to comment on two traffic opinions, and I thank you for taking consideration of my point of view. At the intersection of US60 and the west end of the Eastwood Cutoff is a need for a traffic light. It is dangerous from all three directions, and has been the location of several accidents. Second is the location of the new I-64 interchange. I believe there are advantages of the eastern most Gilliland Rd. proposal made a few years ago before the recession hit. This plan has the effect of providing ready access to the several attractions located here without impinging on any of them. I know there has been talk of a Clarks Station location instead. That location has the difficulties of being further from the Park and other attractions which would place more traffic onto US 60 for a greater distance, it is also a more difficult and therefore more expensive location on which to build. Once again thank-you for your consideration.</p>	40245

12/18/2014	My transportation comments/concerns: * Have the City and your MPO look at an alternative to Bardstown Road for the masses of people living in Mount Washington and commuting into Louisville. * Better Pedestrian Access from Hikes Point to Dupont. It is dangerous to run/walk/bike on both Browns Lane and Breckenridge lane Overpasses. *Continue to explore Mass Transit within the City *Commuter rail from Louisville to Elizabethtown Thanks for all of the work you all are doing to improve Louisville.	40220
1/1/2015	<p>Are the high performing projects the right kinds of projects for Louisville? Yes. It is good to see complete streets enhancements, traffic calming projects, transit, bicycle and pedestrian projects recognized as high performance. High performing projects are the result of the seven well considered and logical goals that constrain the performance metrics. It is very encouraging to see many high performing road-based projects include transit, pedestrian, and bicycle accommodations. The high performance projects in the lists will greatly contribute to achieving livability goals in the metro comprehensive plan. Should we spend a more balanced proportion of our budget on transit, pedestrian and bike projects to improve those systems? Yes. While access for freight and commuters is important, Louisville has a very well established road, highway, and bridge system that, with the exception of peak hours in certain locations, accommodates automobile and truck mobility well. Better transit, bicycle and pedestrian facilities will relieve existing congestion. There is a deficit of pedestrian, bike, and transit facilities that must be addressed if Louisville is to attract and retain active and talented entrepreneurs who desire more mobility choices and multimodal, walkable and bikeable communities. In no small measure, rebalancing spending especially benefits those who rely on transit, bicycle, and pedestrian facilities to connect with job centers, recreational amenities, shopping centers, and entertainment venues throughout the city. This rebalancing is long overdue.</p> <p>Are there any specific projects that you feel are important despite evaluating poorly? Why? The proposed removal of the 9th street interchange and construction of a new one around 12th - 13th street has important implications for downtown and West Louisville. The most important result could be the removal of the barrier that separates West Louisville residents from downtown. These projects must be designed in a way that accomplishes the goals of unifying West Louisville with Downtown without creating another impediment further west, allowing freight traffic to move safely through the corridor while protecting potential transit infrastructure, cyclist and pedestrian safety and access, preserving important and historical buildings in the areas, and not displacing residents without full accommodation of their future options. It may be possible to improve the 9th Street Corridor to achieve desired goals without removing the existing ramp.</p>	40205
6/10/2015	I have input for the MOVE Louisville report and apologize to be late in the process for sending this. A Louisville Sustainability Council team is in the process of creating a Solar Over Louisville campaign. Part of the campaign will be to encourage greater use of solar-powered electric cars and a network of solar-powered EV charging stations. A recent NCSU report put Louisville last of 50 large American cities in their use of solar so we feel this is a great opportunity for the community. If there is a way to work this goal into the MOVE Louisville project and report I would like to be contacted to give more details and find out what information you need from us to consider this fully. Thanks.	40206
6/29/2015	I hope that Move Louisville comes through to make a light rail for the city of Louisville. It is so necessary considering the commuter nature of our metropolitan. I think that a light rail will bring people together within the city and strengthen opportunities for our citizens.	40206

7/6/2015	<p>It is ridiculous, an outrage really, that a city the size and age of Louisville has no mass-transit rail system. I formerly lived in Denver, and only about 20 years ago they too were without a rail system and were totally car and bus dependent. It was a backwater city dependent on the automobile, and plagued by smog. Then, the citizens and its various government voted to plan and build a metropolitan-wide light rail system that would complement its bus system and further promote multi-modal transportation. The residents voted several tax increases to fund that ambitious, visionary plan. Now, 20 years later, Denver has several light-rail lines that speed riders to their destinations, including a new line to their airport due to open next year. All the transit lines have boosted real estate values, helped nurture a downtown rebirth (including a renovated train station), reduced automobile traffic, and created a more cosmopolitan region. Why is Louisville, which has pretensions of being a modern city, still stuck in the car-dependent, unsustainable, 20th century past? For shame. Until the Louisville region plans, funds, and builds a mass-transit system it can't be a great city, no matter how many hip restaurants it has.</p>	
9/18/2015	<p>Traffic tends to bottleneck around a variety of commercial, industrial and retail chokepoints. The overall metro-Louisville street layout does allow for the provision of utilizing a light rail system along a park-n-drive basis which could connect to major west-east and north - south arterials. The rail system could follow the Waterson and the Gene Snyder, with a spoke arrangement for stops and destinations such as, Bards Town Road, Newburg, Preston Highway, Poplar Level, etc., [Watterson Rail Line]. A further removed [from the city center] light rail line along the Gene Snyder could intercept buses for local and ultimately light rail for longer express runs which could intersect at the crossing which are both most traveled and lead with minimal interruption to the downtown area [ultimately]. There could be several junctions where one could change modes of transit, including switching to or from a personal automobile or carpool. I could elaborate on this if you have any interest in how I see such a project operating and constructed [in phases]. All major destinations should be planned within phases; such as, the zoo, airport, Kentucky kingdom, major shopping centers, major employers [especially within enterprise zones], the downtown area and traverse the entire length east to west and north to south accessible via as large number of entrances as possible. Staged expansion with a master plan including the fiscal concerns and timetables would be needed and probably amended over time. This should include all possible public and private funding sources. Again, if you have any interest in this I can elaborate further. Thank you for your attention.</p>	42701
14-Oct	MTP961 - Manslick Widening Road needs sidewalks and widening for safety. I can't safely be a pedestrian on the subject street.	40219

Ms. Patti Clare
Move Louisville
444 South Fifth Street
Louisville, KY 40202

December 15, 2014

Dear Ms. Clare:

Thank you for allowing Greater Louisville Inc. (GLI) and the Building Industry Association (BIA) to be involved in this important process of determining the direction of Louisville Metro's transportation needs.

In the attached excel file, GLI and the BIA have ranked the proposed Move Louisville projects using the ranking system laid out below. This system does not serve to rank the nearly 400 projects from 1-400 but instead groups those in which we see high value and would prioritize, those which we would give some priority for business and economic development needs, or those which we see as having low priority. In addition, we have ranked seven projects as "top" projects, or those which we believe should be given priority above all others due to their importance in Louisville's economic development. Our rankings should be interpreted as following:

1. GLI and BIA support, sees high value in, see as good for business and/or economic development
2. GLI and BIA see as having medium priority or some value for economic development needs
3. GLI and BIA see as having low priority and minimal effectiveness

The projects are ranked within their silos of Road, BikePed, and Transit. Within these silos, there is some focus on specific geographic areas of Louisville Metro. The next paragraphs briefly outline some of the basic criteria and methodology used when ranking the projects.

We strongly believe that economic development should be the primary factor by which all projects are judged. Without the ability to effectively move goods and services, as well as people to jobs, we will not remain competitive as a city.

Generally, we support projects that build capacity and increase opportunities to move traffic north/south and east/west, thereby easing congestion. This criterion is the highest priority. It is imperative that additional revenue sources be sought in order to help fund the bike, pedestrian and transit projects suggested in the Move Louisville plan.

To avoid impeding freight routes, most of the bike and pedestrian priorities have been focused in the city center and in regions without significant industrial or freight presence. To do this, we have mapped

manufacturing and freight headquarters and major freight thoroughfares. Any bike lane projects inside these areas were ranked lower. Any project that served to widen roads or increase capacity was ranked higher. All new road projects were evaluated by their cost and potential economic impact. Any bike and pedestrian projects that did not improve the flow of goods, services, or people to or from businesses were ranked lower. All projects that aimed at promoting safer pedestrian transportation and increasing school zone safety were ranked higher.

The project rankings outlined in the Move Louisville document do not appear to holistically consider all of Jefferson County or our surrounding job shed. Our city is more than 460 square miles and has more than 165,000 people who commute daily. These workers pay multi-millions of dollars collectively in occupational taxes on an annual basis. As the majority of these resident commute by car, road projects that open up capacity and increase the number of jobs we can add inside the city's numerous job centers should be given the highest priority ranking. Because we deem road capacity so essential to economic development, intersections reconstruction projects and road diet projects need additional information and clarification provided in order to be considered. We believe road diet projects in particular may negatively impact capacity; we have not yet seen the data proving their efficacy.

Public transit projects are vital to economic growth and the only link to jobs for many Metro citizens. We recognize the need to open up new corridors both east and west and north and south. We also recognize that there are limited funding sources for transit projects. However, we do not have the necessary information or expertise to thoroughly evaluate the transit projects suggested. We believe and would recommend that Move Louisville closely collaborate with TARC on suggestions for new routes and improving the efficiency and capacity of existing routes.

In our attached priorities, we attempt to spread projects and investment equally across Louisville Metro, taking into account economic impact, population, and need. We see these rankings as fair judgments based on business interests and the interest of moving goods, services, and people in the safest and most efficient ways possible. There is one project that we believe is critical that was not included in the current listing of projects but can now be found under the tab marked "Additional Projects."

Ultimately, we were unable to see the true coherent narrative that runs through the Move Louisville projects, which is not to say that one does not exist. However, GLI and the BIA want to emphasize the need for a long-term strategy in regard to securing and allocating funding, accounting for further input, and continued adaptation in the prioritization of projects. To further that end, we would like to continue this conversation and as Louisville Metro starts to prioritize the projects included in the next Louisville Metro budget, GLI and BIA stand ready to help in anyway appropriate. Additionally, as Louisville Metro prepares priorities for transportation plans and funding at the state level for inclusion in the next biennial budget, GLI and BIA would like to be involved in these discussions as well.

If you have any questions regarding these rankings, do not hesitate to contact us. We look forward to working with you to enhance the economic growth of the area.

Kind Regards,



Kent Oyler
President & CEO
Greater Louisville Inc.



Charles J. Kavanaugh
Executive Vice President
Building Industry Association of Louisville

cc: Mary Ellen Wiederwohl, Louisville Forward
Jim Mims, Develop Louisville



Move Louisville Planning Team
Advance Planning
City of Louisville, KY

December 8, 2014

Coalition for the Advancement of Regional Transportation
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Comments Regarding Move Louisville Releases in October 2014

We are pleased with the efforts of the Move Louisville team and continue to follow developments with interest. There are three areas we focused on for this feedback: (1) the “Centers-Based” scenario, (2) transit projects and others of special interest and (3) the philosophical foundation of the project goals and the need for more detailed information in narrative form about connectivity within the system.

Centers-Based Scenario

The notion of a Centers-Based scenario is a radical departure from past planning activity and we fully support it. Never before has the city of Louisville explicitly considered any growth model other than expansion at the edge. The presenter at the October workshops correctly noted that “re-balance of spending” will be necessary if there is to be even a modest (14% +/-) shift in spending devoted to supporting a centers-based scenario. A modest but significant shift in funding away from the nearly exclusive preference in the past for roads and bridges can be justified considering the long neglected funding for alternate modes, changing demographics, and explicit public preferences. He noted that there would also need to be “adjustments to zoning and land use planning” and that both changes will require substantial public support. We strongly support this scenario because the only way to promote necessary urban and near urban redevelopment (and the amenities, growth, and density that will follow) is through explicit public policy. We hope your next report fully supports this scenario and provides necessary steps and timelines for implementation.

We also believe that there is a historic opportunity provided by the Centers-Based scenario to leverage contemporary urban planning and design methods that will assist building public support. The following items should be seriously considered:



- Of the 28 identified, a few of the “Redevelopment Nodes” could be identified based on strategic potential and rezoned using true form-based codes.¹ Currently our “form districts” and “overlay districts” restrict the buildings and streetscapes (in statutory regulation, if not in practice) to criteria related to the general form of the surrounding environment while strictly restricting use through “Euclidian” zoning. True form-based codes permit multiple uses in a built environment defined and designed in advance in an open and inclusive charette process.
- The criteria for selecting priority Redevelopment Nodes should be based on the node’s proximity to strategic transit routes that connect activity centers and other redevelopment nodes.
- Redevelopment nodes should emphasize pedestrian and bicycle access along with generous allocation in planning for affordable housing.

Transit Projects

All 26 of the transit projects listed in the latest release have merit however there are a few that stand out to CART for their ability to improve connectivity, increase ridership, encourage business development inside the beltways, and better serve neighborhoods. The projects vary in scope and scale but the element that is missing for all of them (with the exception of MTP projects) is the timing of implementation. We would like to know which of these projects are near term, medium, and long priorities.

Addition of transit services will require additional funding for TARC operational costs. Please include potential, well considered funding options for proposed new projects.

It is well known that strategic addition and improvement of permanent fixed transit facilities encourages business investment and strengthens neighborhoods they traverse and connect. The elements that inform the process include knowing which neighborhoods and activity centers are being connected, the opportunities for investment along the way, and what patterns of land use are desired by the community. Please articulate specific expected benefits in the narrative corresponding to transit projects in the final plan.

There are nine “superstops” on the list but there is no description of the features those facilities will have that make them “super.”

¹ <http://formbasedcodes.org/definition>



CART's Top Priority Projects

- The Broadway Corridor Complete Street project (CS-106) deserves the high performance ranking and should be a high priority. We see important and far reaching economic, social, and environmental benefits to the community as a whole and downtown and West Louisville in particular. This project appears to be intimately connected to other projects including the Eastern Transit Hub. Please include a detailed narrative of how this project integrates multiple modes, connects with other transit routes, increases motivation for particular redevelopment nodes, and benefits adjacent low income communities.
- Main Street Streetcar – This could be an excellent project to anchor public transit in downtown. It could also serve to add prestige to Main St. addresses all along the route supporting ongoing redevelopment efforts in Downtown. There remain some unanswered questions and concerns. First, what is the strategy for overcoming fiscal concerns? The current state of federal and state transportation funding is worrisome and good rail projects are often scuttled in favor of less expensive options. Many political voices locally and across the country are anti-rail. With this in mind, it is essential that long term economic benefits of any rail project be thoroughly articulated. Please include projected economic and social benefits that justify the public spending on a streetcar including how this project would connect people and places. Additional questions include: Will the streetcar replace the Main-Market Circulator (TARC Trolley route 77) and their operational costs? Currently electric buses are slated to replace existing trolleys. Does the streetcar line rely on the East and West Hubs? What bus lines will connect to the hubs? Will there be parking at the hubs to ease downtown congestion? By ending the line at 15th St. service to West Louisville is neglected. Why stop at 15th St.? What are the connectivity options to the streetcar for West End residents? Finally, why is the east-west route favored over a north-south route connecting Downtown to the University of Louisville (as in Cincinnati) and the airport?
- Dixie Highway BRT Corridor – We believe this is a very important project in a critically important corridor. The high performance rating is well deserved. It would be helpful if the narrative included a comprehensive Dixie Highway vision including traffic management, pedestrian enhancements, and streetscape improvements as well as any fixed transit infrastructure it will have along the route. Will there be any fixed or dedicated guideways, level boarding, or signal priority? We are opposed to the term BRT-Lite because it suggests something less. If it will not be true BRT (as appears to be planned for Broadway) call it Rapid Bus or by any name that suggests a better experience not a lesser one.
- 4th St. High Capacity Corridor – What will be different than today's route 4?
- Frankfort Ave / Shelbyville Rd Corridor – This important project does not appear in the KIPDA MTP. Please provide information as to the location of this plan in KIPDA docs. This is a very important corridor. Benefits of rapid bus with bike and pedestrian service through this corridor



would have many benefits including integration with redevelopment nodes and connecting east, central, and west communities and their many amenities.

- Inner Crosstown bus route– Excellent route. Implement as soon as possible
- Outer Crosstown bus route– Excellent route. Implement as soon as possible

The following are other projects about which we have specific questions and input:

- East and West Transit Hubs – Please expand upon features, connections, and development possibilities in the surrounding areas.
- What exactly is a Super Stop? Is it a general term with flexible design options or is it a “cookie cutter” structure?
- Taylorsville Rd. Rd Diet from Bardstown Rd to Bowman Field – This was discussed in workshops but isn’t in the project list. This is needed for bike and pedestrian connectivity between Bowman/Furman neighborhoods and Highlands.
- I-64 Fisherville Interchange (MTP-390) – This project should be delayed or eliminated in favor of focus inside the beltways. The funds allocated for this project (\$30 million) could be applied to planning, design, and build of other capital projects impacting several redevelopment centers in the urban and near urban areas. There was a draft plan for development of the mostly rural land east of Floyds Fork Creek that was intended to guide development in a fashion that would preserve the rural character of the area.² But we understand that it has not been approved and discussions have not resumed. Without a coherent plan for development, approved by the residents of the area, that protects the natural resources and preserves the rural character in Eastern Jefferson County, a Fisherville interchange would open the area to rapid and uncontrolled sprawl, create a windfall for land owners adjacent to the interchange, and lead to development of exclusive subdivisions devoid of transit, bicycle, and pedestrian facilities. The Fisherville Interchange is the kind of project that must follow a plan, not precede one, if there is to be any hope of coherent, thoughtfully examined growth in this part of Metro Louisville.

Conclusion

The goal oriented analysis by the Move Louisville team yielded high performance ratings for projects that address broad interests and holistic functional criteria. This does not mean that all stakeholders agree with the stated goals as CART does. There are very likely individuals and groups who will completely reject some or all of the stated goals. It therefore requires that the Move Louisville team be thoroughly prepared to justify and defend the goals upon which the performance metrics rest. This is

² <http://archive.courier-journal.com/assets/b2155628414.pdf>



no small task and will likely be the basis for much of the discussion after the report is released. Be prepared to defend the stated goals on clearly considered philosophical and ethical ground going forward. To neglect this deeper consideration is to risk being taken by surprise.

Finally, the greatest omission in the presentation to the public so far is a clear narrative of how the projects integrate with each other and the transportation system as a whole. The final Move Louisville Report needs to explain how the discrete projects contribute to a coherent system. If the public is going to support the plan then the vision needs to clearly explain how the goals are being met. This goes far beyond a discrete list with priority ratings. Perhaps this task could be made easier by identifying zones and providing a detailed narrative of how implementation will transform existing form and function of activities (mobility-wise, socially, and economically) in the zones. The analysis should address how and why people will travel from point to point within zones and from zone to zone, what mode choices will exist, and how new infrastructure, system design, and transit routes meet the stated goals in each zone. It would also be helpful to indicate synergies that amplify effectiveness of discrete elements when combined into a whole system.

Move Louisville - Public Comments - Email and Online

Date	Comment	Zip Code
10/8/2014	<p>I heartily endorse this project to improve transportation in our city, particularly plans to increase the ability to commute in a "green" manner. Priority should be given to creation of bike lane on River Road, all the way from Prospect to downtown, both for work and recreational use. It is scenic byway and a major commuting route. Currently, it is not possible to safely ride from my home to downtown or even to join up with the Scenic Loop that extends west from downtown. Furthermore, it should be a goal to have bike lanes and sidewalks on every street. I do not live far from my job in the Dupont Circle area, but cannot get there safely-no adequate berm on Lime Kiln, Brownsboro Road, Westport Road, Shelbyville Rd or most other streets I traversed, trying it out on a Sunday. And forget sharing a lane with cars-they honk, swerve, get impatient, and it is way too dangerous. We should be able to bike or walk anywhere, at least from a transportation safety standpoint, if we want to increase the health of our citizens and reduce our reliance on fossil fuels and other energy resources.</p>	40222
	<p>I am hopeful that the Move Louisville plan still has time to more aggressively lay out alternatives to continued sprawl. While the plan shows a slower rate of sprawl, it continues to show numerous interstate expansions and additions to the road network. We do not have a well maintained existing network and have many opportunities to improve the layout of what we already have. Please lay out a vision of what can be accomplished if we ended funding for any new roads or expanded highways and instead fixed/improved what we already have. With that in mind four priorities come to mind: 1. Restore 90% of one way streets to two way (including Breckinridge and Kentucky) 2. Redesign Broadway to lower speeds and allow commercial development, including no more time of day parking restrictions. 3. Open the intersection of Preston and Burnett. Preston has almost died as a street and the area is ripe for infill development if better connections existed between neighborhoods and highway access was not prioritized. 4. Add as many roundabouts as possible. Two is checking off the box, a few dozens is worthy of a long-range strategic multi-modal transportation plan. In addition Louisville should be advocating for a more aggressive upgrade for the rail tracks between us and Indianapolis so that 80 mph transit trains are able to use the tracks in the future.</p>	40208

	<p>My experience with roundabouts in US cities like Seattle and other cities in Europe and most recently in New Zealand, is that they are preferable for up to four lane roads for the driver in almost every way versus the stoplight. Everyone knows the frustration of sitting at multiple or consecutive red lights. The cumulative idle time is horrendous for a city that is already notorious for poor air quality. Electricity can be saved by retiring stoplights where roundabout signs/berms are added. And lately, stoplights have signaled a dangerous opportunity to those tempted to text and drive, leading to a temporary but complete loss of awareness of other vehicles. When storms move in, there would be no stoplight to fail. In addition, the ease of having to yield to only one direction of cars simplifies the current multi-car communication necessary to manage a four-way stop immensely. I hope roundabouts will be used in as many intersections as possible in the years to come. If we can't convert all of our stoplight intersections to roundabouts, perhaps we can focus on those intersections with the most frequent left turn/red light accidents. The intersection of Cannons Lane and Lexington Road might be one, where there were three accidents last week alone. Also, any time you add a roundabout you are automatically adding a built-in deterrent to full-throttle speeding/drag racing. Having seen Eastern Parkway between Shelby and Poplar Level used as a race course with more motorcycle wheelies than I can count, perhaps a roundabout at Burnett and Eastern Parkway, and the Goss Avenue/Polar Level intersection might help. More than once, in Portland, cars have landed on the Portland Library steps failing to veer slightly left where Portland Avenue and Northwestern Parkway converge on 33rd Street, heading west, where also there is a long history of drag racing. In addition to those already on the map, there are some intersections that are seeing increased congestion: the corner intersection of Cannons Lane, Willis Avenue and PeeWee Reese corner of Seneca Park; or unnecessary congestion like at the double intersection of Douglas Boulevard and Bardstown Road; when heading toward downtown, you are almost guaranteed to be caught by both red lights; Trevilian Way and Newburg Road at the bottom of Joe Creason; Thierman Lane and Westport Road intersection where it's difficult to pull out onto Westport, but not enough to necessitate another light; Westport Road and Hubbards Lane; Dutchman's Lane and Cannons Lane seems like it would be a simple one where JCC is; the veering and confusing Berry Boulevard/7th Street Road and Manslick Road intersection; the list goes on and on. Thank you for your hard work and for considering this easy fix to so many unnecessary accidents.</p>	
10/8/2014	<p>No suburban crosstown routes? Hugely disappointed. This is TARC's most underrepresented weakness. I mean, I know it's going to be difficult to get people to use them, but that doesn't mean ignore that idea entirely. MTP-279 and MTP-260 would be extremely useful transit connections in such a project.</p>	
10/8/2014	<p>MTP 1938: Please, PLEASE put stop signs or speed bumps on Seneca Trail! Do something! It is straight, wide and (supposedly) an emergency services access route. It is also where I live. We have a huge, long-standing issue with speeders, tractor trailer traffic (supposed to be illegal), drag racers, etc. We had an elderly driver t-boned and killed by a speeding driver at the Seminole/Seneca intersection in 2013. There is NO regard for the 25mph speed limit. I have watched cyclists run off the road and up over the high curb. Those of us who live on the street regularly have insane drivers pass us on our turning side while trying to turn into our driveways, screaming and cursing at us all the way, and have all had many near disasters with rear end AND head on accidents. Neighbors are afraid to let their kids play in the front yard. Neighbors' cars parked at the curb have been wrecked - totaled - by speeders overnight. This is a dangerous street. We have tried to work with Councilman Johnson to no avail. We have tried to work with LMPD, but they are stretched to thin to sit and catch speeders. I am trying to work with Metro Planning, but I'm not hopeful. I refuse to believe nothing can be done. Please make some changes on Seneca Trail before another life is lost on my street!</p>	
10/8/2014	<p>RD003- New Cut Road Diet PLEASE make this happen. Traffic, speeding, congestion are huge issues in this area!</p>	

10/8/2014	PC-023: Americana Crosswalk: PLEASE make this happen! I used to work at the Center, live in the area, and every day there are children from the center and families from the neighborhood that must sprint across the speeding traffic on Southside Dr. We have a high concentration of refugees in our neighborhood and, partly because of that, a lot more foot traffic than other parts of the city. It's part of why we love our area, but the streets and traffic are deadly from speeders and big rigs. Well-marked crosswalks that people MUST obey are critical to our safety.	
10/8/2014	Strawberry Lane Bike Lanes: I live in the area and drive this route to work everyday and ALWAYS pass cyclists trying to get to and from work on the RR, at UPS, and beyond. Please put in bike lanes to protect these folks! I know some of them personally and they bike because they can't afford a car, the gas, insurance, etc. You shouldn't have your life put at risk trying to get to work just because you're poor. All of your proposed bike lanes in this area and any along Preston would go a long way towards protecting people. Biking isn't just for fitness.	
10/8/2014	Please make this project happen! Increased vehicle traffic (especially big trucks) and speeding, the lack of shoulders, make this and many other residential streets (i.e. Seneca Trail, etc.) dangerous routes for residents, cyclists, and even other vehicles. This is a tight neighborhood with a bikeable, walkable core, but many of us don't get out of our cars because it is unsafe and unpleasant. Unfortunately, the many refugee and lower-income families in the area do not have a choice and must use TARC, bicycles, and their two feet to get to work, shop, pick up their kids from school. The proposed projects for this area (and links to projects in nearby job hubs like Preston Hwy) could make this a green, equitable, cycle/pedestrian-friendly hub in the city. We really need bike lanes beyond East Louisville! Help people in S. Louisville get to work safely!	
10/8/2014	Third street DOES NOT need a bicycle route. 3rd street is narrow and dangerous for people in vehicles. City buses travel down this road and are too wide for the lanes, taking up a lane and a quarter or more. I have spoken to cyclists and they state that they would not ride down 3rd as its dangerous. The lanes are also VERY uneven and the grates are not level. People do not travel in their own lanes because of this. We were promised by our counsel member that this was going to be fixed July of 2014 but have heard several reasons as to why it hasnt (petition, funding, etc). This street is DANGEROUS.	
10/8/2014	Rail system starting at the riverfront (3rd St.) with stops at Yum Center, Convention Center, 4th St Live, University of Louisville, Ky Fair & Expo Center and Louisville International Airport. Louisville is fortunate to have these major destinations within an approximate seven mile line. Tucson, Az recently started an electric car rail system that runs from the University of Az to downtown. Tucson is at a disadvantage when it comes to connecting major destinations in a short distance.	
10/8/2014	As a longtime worker on Bishop Lane, please be advised that the plans to re-hab the section between Jennings and Poplar Level are not well-directed. That section of Bishop functions fairly well, seldom experiencing long delays, except for train passages. The section of Bishop Lane between Jennings and Newburg Rd. is almost completely dysfunctional. It is a primary trucking corridor, with only two narrow lanes leading to the Newburg on-ramp to 264. Except between Gardiner and Newburg, there is no center turning lane, despite multiple businesses whose primary functions employ tractor trailers, including where Bishop becomes Jennings. Between Gardiner and Newburg, the center turning lane handles overflow traffic and does not function well as a turning lane.	
10/8/2014	There are traffic jams on Gene Snyder, 65, and 64 and Watterson. What are you going to do about those?	
10/8/2014	I see no thought, or consideration of a mass transit (Light Rail, BRT, Street Car) connection from the airport to downtown Louisville - and preferably on to southern Indiana, similar to what TARC was proposing with their T2 system.	

10/8/2014	<p>Widening the Gene Snyder is needed drastically. I drive to work every day from Billtown Road to National Turnpike, and there is rarely a day that traffic doesn't come to a complete stop - often multiple times. The worst two spots are where the merge lanes enter the highway from Beulah Church and Smyrna, but Bardstown Rd can also be really bad. ANY type of disturbance causes a stoppage, as simple as people picking up trash, or a car pulled over to the shoulder, even if there is no accident. It has gotten to be a huge problem, and very dangerous, as I have witnessed accidents and near-accidents multiple times in the three years I have lived in this part of the city. People drive too fast and don't see that traffic has stopped. Please make this a priority!</p>	
10/8/2014	<p>The first mile or so of KY155 from its beginning at Bardstown Rd. to Pee Wee Reese Ln. is an excellent candidate for a road diet and should be added to the list.</p>	
10/8/2014	<p>From the Big Four, there an exists, along Hancock or Clay, an opportunity to connect the downtown business district and NULU through to the U of L campus to Douthern Pkwy. This separated parkway could serve as an incubator for development and easier travel other than by car.</p>	
10/8/2014	<p>My wife and I recently moved to Louisville from Cincinnati for her work with Humana. I would love to see progress made towards a streetcar between downtown and U of L. We watched an explosion of economic development happen in Cincinnati related to the streetcar they are currently building. My wife and I really enjoy the beautiful Victorian Style of architecture in Old Louisville, but when looking for a home for us to purchase the neighborhood didn't have much more to offer. While we were in Cincinnati we lived in a similar style of neighborhood called Over-the-Rhine. We watched the neighborhood fill with exciting restaurants, breweries, art galleries, and shops, not just along the street car line but even extending throughout the neighborhood. I really do believe that a streetcar will create a seamless stream of economic development and value from the campus through downtown. There are a lot of people from the younger generation coming to Louisville for work, and if the city stays on the cutting edge then this younger generation of workers will be excited to stay.</p>	
10/8/2014	<p>Please consider a streetcar line from downtown Louisville up the third Street quarter through old Louisville and Central Park to the university and Churchill Downs in the mass transit plan for the city of Louisville. This route would connect the most densely attended sites in the city, provide needed transportation at highly attended events and become an engine for permanent growth as well as serving as a tourist attraction. This route also is a logical backbone for further expansion along market Street and potentially into the Highlands and Frankfort Avenue. This route would also be similar to the routes in Portland and Tucson that have proved very successful as well as the planned route in Cincinnati.</p>	
10/8/2014	<p>I fully support the university to downtown streetcar proposal. I feel that it will be a huge economic engine for the 4th street corridor and could kickstart development for the old louisville and sobro neighborhoods.</p>	
10/8/2014	<p>I think the 4th street streetcar is a great idea. lots of great nodes on this route -- Downtown/4th Street Live, Spalding College, Central Park/Old Louisville, UofL, and Churchill Downs. hope you all will add it to the list of potential high-impact projects.</p>	
10/8/2014	<p>Louisville needs rail transit! If Tennessee is studying light rail, surely Louisville should! At a minimum we need airport to downtown thru UofL.</p>	

10/8/2014	I know there are some duplications in which area they fall in (Road, transit and bike/ped) but I'll list what I wrote down the first time I read it. RD-010, The Baxter Ave road diet is already complete. TR-021, I thought Iroquois Park already had a Park & Ride. IC-004 to IC-009, there's not enough information OW-002, 004, 006 and 008, there's not enough information MTP-1872, it looks like the sidewalks are already built IS-004, this technically wouldn't be a "3" way MTP-1917, I believe Traffic Engineering has already made these improvements about a year ago. Re-striping and left turn restriction removed. CS-111, from a road capacity standpoint, this is not a good idea, especially approaching Palatka heading southbound which really starts to back up in the PM peak. CS-109, from a road capacity standpoint, this is not a good idea, especially approaching Eastern Pkwy heading eastbound which really starts to back up in the PM peak.	
14-Oct	Preston Hwy & McCawley Rd. Lower priority; live in area, see it everyday, not a major issue - save money for something else.	40219
14-Oct	Reduce from 4 to 3 lanes between Highland and Eastern Parkway. May not be feasible as a road diet; review parking.	
14-Oct	Widen KY 907 and KY 1020 (Southside Drive) from 2 to 5 lanes (5th lane will be a center turn lane) from KY 1865 (New Cut Road) to Strawberry Lane. The design will include the consideration of bicycle and pedestrian facilities (B-166). Project length is 1.1 miles. Drop this project.	
14-Oct	Reconstruct and widen KY 2845 (Manslick Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Shepherdsville Road to KY 864 (Beulah Church Road). Road needs sidewalks and widening for safety; I place a priority on this project, because I can't safely be a pedestrian on E Manslick Rd.	
14-Oct	Frankfort Avenue and Shelbyville Road Transit Corridor Transportation Management Plan from Baxter Avenue to Eastwood. Approximate length 18 miles. Use for electric buses; reflects historic context of Eastwood	
14-Oct	New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on I-64. Corridor would be in vicinity of Gilliland Road. This may also connect to Eastwood-Fisherville Road. Kill - Exchange loses Eastwood Village & on watershed for Floyd's Fork	
14-Oct	Shared Use Path (Min. 10' asphalt or concrete shared use path on one side of road). Great, higher priority; add missing utilities at same time; connect to Flat Rock	
14-Oct	Shared Use Path (Min. 10' asphalt or concrete shared use path on one side of road). Kill - on ridge - watershed and scenic corridor; Observe watershed for Long Run	
14-Oct	Complete Street retrofit of Broadway to include fixed-guideway BRT, two-way cycle track, and sidewalk and intersection crossing improvements. Transit Guideway continues on Chestnut and Campbell Streets at eastern end to connect to proposed transit center (TR-007). Poor sidewalks, they are crumbling from care still going west on Broadway; also there is a need for people to walk safely also around the cars that are speeding by.	
14-Oct	Reduce from 4 to 3 lanes between Story Ave and N Ewing Ave. To connect with RD-008. At least needs ped facilities! Please continue the road diet, ideally.	

14-Oct	Improve crosswalk and curb ramps for safer crossing. The highest priority for the Clifton neighborhood - put this in, to fix intersection & sidewalks to make safe for peds.	
14-Oct	Remove raised median to construct a center turn lane and widen KY 61 (Preston Highway) from 4 to 5 lanes from Southern Railway Underpass to Clarks Lane (+ B-159 bike lanes). Dedicated bike lanes from Eastern Pkwy to Hess Lane. 5 lanes is excessive.	
14-Oct	Reduce from 4 to 3 lanes between Story Ave and N Ewing Ave. To connect with RD-008. Please score this project; Brownsboro Rd sidewalk from Ewing to Hillcrest should be high priority	
14-Oct	Must have sidewalks on Lexington to the park.	
14-Oct	No road diet on New Cut.	
14-Oct	Proceed with 3 lane Complete Street on Greenwood.	
14-Oct	Proceed with 3 lane Complete Street on St Andrews & Manslick.	
14-Oct	Interesting work. Informative. Fight for the in-fill and transit option.	40216
14-Oct	Put in a project to overpass or underpass on National Turnpike at the railroad track to prevent (Amily?) Backup	40214
14-Oct	Since there is still an existing train station (and right of way to Middletown) at Baxter and Liberty, I would like to see rail wherever practical.	40204
14-Oct	Infill, infill, infill. A downtown more attractive for pedestrians, commuters, bikers, drivers means more people will come downtown. We have enough vacant properties and space downtown, we don't need to keep expanding.	
14-Oct	From a carbon emissions standpoint, mass transit and bike projects should take priority. I myself was going to rely exclusively on bike and bus when I moved here, but it is proving difficult enough that I am looking into cars. And I am fortunate to be able to afford one, what of those that can't? What should we prioritize for the vehicle-less?	
14-Oct	Stop the sprawl on the edges because the bus system is stretched to its limits.	40206
14-Oct	More sidewalks - higher priority; we cannot have public transit without accessible sidewalks; build out sidewalks throughout metro.	40206
14-Oct	Cut back on road funding to increase transit funding; want to see higher frequency bus service on all routes and service later into the evenings.	40206
14-Oct	Need other capital infrastructure routes over train tracks.	40245
14-Oct	It's a lot of projects - how do they fit into a funding (state, MPO, federal) strategy?	40204
14-Oct	The projects are on point, but the priority on the projects are a problem.	40218
14-Oct	9th St - make it the truck route it was intended to be and STOP truck infiltration in OLD Louisville.	40205

14-Oct	Mesh LDC with transit nodes at 18th & Broadway and create an urban development enhancing transit and walkability.	40205
14-Oct	Give MSD a reality check on Story Ave, etc. for ADA compatability. These projects are occuring in a vacuum.	
14-Oct	Why is Shelby Street (MTP-1810) recommended for two-way conversion and not Logan Street?	40204
14-Oct	I appreciate the thoroughness of your actions thus far. I believe we should push for the "infill" option of growth to reduce sprawl. Any projects that increase transit options and improve sidewalks/bike paths will benefit the entire area. Ideally, we need light rail or trolleys to reduce car use and pollution.	40222
14-Oct	Still looking at the projects; definitely encourage INFILL development and slow sprawl so facilities (ped, transit, bike) can be improved!	40206
14-Oct	Pedestrian projects should get priority; the pedestrian network needs to be built out throughout Metro and maintained.	40206
14-Oct	Whenever bicycle facilities are added, add ped facilities (or repair them!)	40206
14-Oct	Increase transit routes and frequency & connectivity.	40206
14-Oct	Replace Eastwood-Fisherville Rd RR overpass.	40202
14-Oct	Repair the riverwalk at Shawnee.	40206
14-Oct	NO money for roads for single occupancy vehicles except for differently abled.	40206
14-Oct	Have bike lockers - long and short term parking at the airport.	40206
14-Oct	More bus service to airport, so those using air travel can access Louisville by bus.	40206
14-Oct	It is great to enhance bicycle friendly facilities.	40206
14-Oct	Look at streetcar on Market all the way to Shawnee Park; Shawnee to Big 4.	

10/8/2014	<p>I am a current resident of the Clifton neighborhood and would like to comment on the (lack of) plans addressing Frankfort Ave. I see the plan to realign Hillcrest and Stiliz Avenues and a few of the smaller neighborhood plans addressing sidewalk issues. These are fine and they seem to address real needs in the area. However, I am a bit perplexed at the lack of plans addressing the Frankfort Ave. corridor. This is an important business and therefore, an important pedestrian and transit corridor. Additionally, the Kentucky School for the Blind (KSB) is located here. Having met a few of my neighbors who are visually impaired and hearing their stories of being struck by cars in the area, I am surprised there are no plans to improve the pedestrian safety in this area. As someone who walks and runs along Frankfort Ave. 5-7 times/week, I can attest to the pedestrian unfriendliness of this corridor. There are many things Move Louisville can consider doing to improve this area. Some are incredibly easy. First, paint more crosswalks! Yes, even on side streets! These are some of the more dangerous areas. While the city and many drivers may think this is a low-speed corridor, it is not. Most drivers are thru-drivers and do not obey the speed limit or pay attention to the high amount of pedestrian traffic in the area. Because of this, they act as if they have the right-of-way at all times - turning onto side streets without looking for pedestrians. I have nearly been hit a few times and this is where I have been told of cars hitting people. Painting crosswalks is start to reminding people that pedestrians use this area and have the right-of-way. Second, consider additional crosswalks on Frankfort Ave. This is a much-needed improvement. There are several blocks between most crosswalks and because the area is so dense with small business and pedestrian traffic, this is not something that helps pedestrian safety. The area between Bellaire and Ewing is particularly in need of an additional crosswalk - perhaps with flashing lights and/or signs. This would also help to remind drivers of the pedestrian activity in the area. Third, consider revisiting the pushbutton crosswalks. I believe this should be reevaluated alongside advice from officials from the KSB. The audible signals are great, but not having the right-of-way without pushing a button at an intersection places more burden on pedestrians. Pedestrians should not have to wait a full traffic cycle before being given permission to cross a street. Fourth, consider leading pedestrian interval (LPI) or "pedestrian head start" signals as mentioned in Jeff Speck's book "Walkable City" (pg 187) and implemented in Washington D.C. This type of signal gives the pedestrian a three second head start over vehicular traffic. Such a design allows the pedestrian to get out into the intersection and become visible or even to get out of danger before turning cars are given a green light. Speck's book covers so many great innovations. Finally, consider traffic-calming street fixtures. Curb bump-outs or curb extensions are a great way to do this. Currently, many drivers treat Frankfort Ave. as a four lane street when cars are not parked along the sides. I have experienced this as a driver, cyclist and pedestrian. It is dangerous at all times! Extending the curb out will eliminate such behavior, would serve to visually narrow the street, and improve pedestrian visibility and safety. Pedestrians would also have less ground to cover when crossing the street. Some parking would be lost but there is plenty of parking on side streets and along the north side of Frankfort Ave. between Ewing and Stiliz. The benefits would far outweigh any such concerns. Trees and landscaping could be planted in areas in the middle of blocks and the improvement in appearance and pedestrian safety would be great for the businesses and neighborhood.</p>	
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