

Bardstown Road Corridor Safety Study
Summary of Online Comments Received Between April 19 and May 11, 2018
Regarding the Build Alternative Concepts

May 22, 2018

by Qk4, Inc.

for Louisville Metro

This report provides a summary of the public comments received on Louisville Metro's *Bardstown Road Corridor Safety Study* following a public meeting held April 19, 2018.

Louisville Metro and consultant Qk4, Inc., have conducted two public meetings regarding the planning study for redesigning the Baxter Avenue/Bardstown Road Corridor between Broadway and I-264. On November 11, 2017, they introduced the proposed project and solicited the public's feedback about problems along the corridor. Based on input received during that meeting and data collected in the research phase of the study, the planners and engineers developed redesign alternatives presented for public comment at the April 19 meeting. Approximately 60 people attended the meeting.

Following the meeting, an online survey was made available to the public for three weeks. In all, 1,177 online comments were received. The survey asked how the respondents used the corridor (drive, walk, bike, transit, etc.), and then asked their opinions of the alternative concepts presented for four sections of the corridor: (1) Broadway to Douglass Loop, (2) Douglass Loop to Taylorsville Road, (3) Taylorsville Road to Tyler Lane, and (4) Tyler Lane to Brighton Drive. Four alternatives were developed for Broadway to Douglass Loop, which is the longest section: (A) make no changes, (B) remove the alternating lane lights but make no other changes, (C) provide a two-way left-turn lane and remove parking on one side, or (D) provide one lane in each direction with left-turn lanes at the signalized intersections. Concept D was identified as the preferred concept by Metro planners and engineers.

The questions asked were open-ended; therefore, there were no "either/or" votes or multiple-choice options that could easily be tallied electronically. Because comments ranged in length and complexity from one word to a paragraph or more, we acknowledge some subjective interpretation herein. For example, when asked their thoughts about the four concepts (A, B, C, or D), some simply replied "Support D" or "Oppose D," while others added a caveat such as "Support D, if there were no metered parking," which was assumed to indicate support since metered parking was an optional component. Where the intention was less clear, "Oppose..." was considered the response when opposition seemed to be the general thought conveyed. The comments were reviewed to identify creative solutions to safety problems or detect themes/suggestions for further analysis. Overall, the use of open-ended questions proved the best survey format as they gave citizens opportunities to comment on concepts presented as well as suggest their own ideas, many of which will likely make their way into the final set of recommendations.

SUMMARY OF RESPONDENTS' COMMENTS, BY CORRIDOR SECTION

Broadway to Douglass Loop

Questions 5 and 6 asked for information about the alternatives in this section of the corridor. As stated above, there were four alternative concepts for this section. Alternative D was identified as Metro's preferred alternative. That decision was made because the alternative has notably more pros and fewer cons than the other alternatives in the section, especially regarding the primary goal of improving safety for pedestrians. A total of 824 respondents were identified as expressing support of/opposition to Option D, as summarized below:

- General Support for Option D – 51% (419)
- General Opposition to Option D – 49% (405): of that total, 234 (28%) noted support for Option A, 20 (2%) for Option B, 30 (4%) for Option C, and 121 (15%) identified no option.
- Common Themes:
 - Enforce parking and traffic violations in lieu of a redesign – 82
 - Consider effects of traffic on neighborhood roads – 71
 - Do not add parking meters – 50
 - Consider bike lanes – 22
 - Enhance crosswalks – 22

From Douglass Loop to Taylorsville Road

Question 7 presented a summary of the only recommended redesign concept in this section: Provide five lanes with a center two-way left-turn lane, and improvements such as enhanced crosswalks. Respondents' comments are summarized below:

- General Support – 69% (318)
- General Opposition – 31% (141)
- Common Themes: Keep Parking and/or Parking with Restrictions – 115

From Taylorsville Road to Tyler Lane

Question 8 presented a summary of the only recommended redesign concept in this section: Provide sidewalks along both sides of the road, and make no changes to the driving lanes. Respondents' comments are summarized below:

- General Support – 83% (424)
- General Opposition – 17% (84)
- Of note: This concept was supported by many respondents who opposed all other changes from Broadway to Taylorsville Road.

From Tyler Lane to Brighton Drive

Question 9 presented a summary of the only recommended redesign concept in this section: Provide five lanes with a two-way left-turn lane. Respondents' comments are summarized below:

- General Support – 87% (439)
- General Opposition – 13% (56)

- Of note: Nearly all written comments that mentioned schools supported improved safety in this area. Also, this concept was supported by many respondents who opposed all other changes from Broadway to Tyler Lane.

Entire Corridor

Question 10 stated: “Regarding the entire corridor, we welcome other comments, suggestions, or thoughts...Metro is always open to other ideas, which is the purpose of these comment forums.”

Following is a summary of the major themes reported:

- General Support for the changes – 70
- General Opposition to the changes – 73
- Enforce parking and traffic violations – 66
- Maintain two lanes of traffic during peak hours – 33
- Consider effects on neighboring streets – 31
- Improve crosswalks – 26

SUMMARY OF RESPONDENTS' COMMENTS

