



**Move Louisville Projects Update: the chart below describes each project in the 20-year Move Louisville transportation plan, which was revealed in April 2016 and is administered by Louisville Forward’s Office of Advanced Planning and Sustainability as well as Public Works. The chart also provides an update on the progress of each project as of June 2021.**

Project	What is it?	What are the benefits?	Status
<b>A. East/West Transit Corridors</b>	<ul style="list-style-type: none"> <li>• Cross-town transit route connecting Dixie Highway to Westport Road</li> <li>• Two major routes are proposed, one just inside the Watterson Expressway and one just inside the Snyder Freeway.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhanced cross-town transit routes to better connect residents to jobs</li> </ul>	Routes will be evaluated as part of TARC’s Comprehensive Operations Analysis which was started in 2019 and is ongoing, despite delays due to COVID-19.
<b>B. Transforming Dixie Highway Bus Rapid Transit (BRT)</b>	<ul style="list-style-type: none"> <li>• Improvements to Dixie Highway including a Bus Rapid Transit line, sidewalk enhancements , landscaping and traffic signal upgrades</li> </ul>	<ul style="list-style-type: none"> <li>• Creation of a safer, more efficient and economically successful multimodal corridor</li> </ul>	Construction complete. The new BRT line began operations in early 2020.
<b>C. Broadway Complete Street Bus Rapid Transit (BRT)</b>	<ul style="list-style-type: none"> <li>• Complete street retrofit of Broadway from Shawnee Park to Baxter Avenue to accommodate Premium Transit Service along with bicycle and pedestrian safety and mobility improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased transit frequency, reliability and efficiency</li> <li>• Transit user experience improvements</li> <li>• Enhanced bicycle and pedestrian infrastructure to improve safety, mobility and access to high capacity transit services</li> </ul>	Broadway All the Way (Broadway Master Plan) is currently underway. The consulting firm has developed preliminary concepts that are being vetted through community engagement. Project should be finalized in Summer 2021. <a href="http://broadwayalltheway.org">broadwayalltheway.org</a>

<p><b>D. Preston Corridor Premium Transit</b></p>	<ul style="list-style-type: none"> <li>• Introduction of Bus Rapid Transit (BRT) or Premium Transit, pedestrian and streetscape enhancements.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide enhanced transit service and better connect residents to jobs.</li> </ul>	<p>A master planning process for Preston Highway, that will include analysis for premium transit, began in Spring 2021 and will be ongoing through Spring 2022.</p>
<p><b>E. Oxmoor Farms Bridges &amp; Access</b></p>	<ul style="list-style-type: none"> <li>• Transportation infrastructure, including new bridges and roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Unlock this ideally situated undeveloped parcel of land with the addition of transportation infrastructure</li> <li>• Ease congestion in the area and provide new connectivity points.</li> </ul>	<p>Discussion initiated with Kentucky Transportation Cabinet. Substantial appropriations from the state is required.</p>
<p><b>F. Urton Lane Corridor Improvements</b></p>	<ul style="list-style-type: none"> <li>• Extending Urton Lane from Middletown to Taylorsville Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a local thoroughfare expediting the movement of goods and services and facilitating shorter and more efficient commutes.</li> </ul>	<p>Portions of the corridor are under construction, including the bridge over the railroad tracks close to the I-265 and Taylorsville Rd. connection.</p>
<p><b>G. East Louisville Connectivity</b></p>	<ul style="list-style-type: none"> <li>• Holistic transportation approach to the Parklands including strategically improving existing rights of way and building a limited number of new connector roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Accommodate new development and all modes of travel where appropriate.</li> </ul>	<p>Mobility, access, and the street network are included in the <a href="#">South Floyds Fork Vision</a> area plan that was adopted in August 2020.</p>
<p><b>H. West Louisville Connectivity</b></p>	<ul style="list-style-type: none"> <li>• Conversion of one-way streets to two-way streets and improved maintenance of the street, bicycle and pedestrian networks.</li> </ul>	<ul style="list-style-type: none"> <li>• Support reinvestment, particularly private development, throughout West Louisville.</li> </ul>	<p>18<sup>th</sup> Street, on the north and south sides of Broadway has been realigned. Metro Council allocated funding in FY21 for two-way conversion of West Louisville streets, including Chestnut St/River Park Dr,</p>

			Muhammad Ali Blvd, Portland Ave, and Bank St. Liberty St. to be extended from 9 <sup>th</sup> to 13 <sup>th</sup> St.
<b>I. Downtown/Edge Neighborhood Two-Way Streets</b>	<ul style="list-style-type: none"> <li>• Conversion of Louisville’s downtown street network from one-way to two-way.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase the livability of the affected neighborhoods for both residents and visitors.</li> </ul>	3 <sup>rd</sup> Street from Liberty to Broadway and from Market to Main has been converted to 2 way. An urban core analysis for safety improvements has been completed. 7 <sup>th</sup> Street, 8 <sup>th</sup> Street, Jefferson Street (east of I-65), Muhammad Ali (east of Jackson), Chestnut (east of Jackson), Shelby St (Main to Broadway), Campbell St (Main to Chestnut) are planned to be converted in the near future.
<b>J. River Road Complete Street/Extension</b>	<ul style="list-style-type: none"> <li>• Extension of River Road westward from its current end at 7th Street</li> </ul>	<ul style="list-style-type: none"> <li>• Provide connections between east Louisville, downtown, the Portland/Russell neighborhoods, and the future Waterfront Park Phase IV</li> <li>• Improvements to the existing portion of River Road from 3<sup>rd</sup> Street to 7<sup>th</sup> Street to make the road safer and more attractive for all modes of travel.</li> </ul>	<p>Preliminary design phase of River Road Extension is complete, final design has been initiated. Construction to be completed by 2022-2023.</p> <p>Complete street retrofit of River Road from 3<sup>rd</sup> Street to 7<sup>th</sup> Street is currently in final design. Funding provided through KYTC TAP.</p>
<b>K. Reimagine Ninth Street</b>	<ul style="list-style-type: none"> <li>• Reimagining the Ninth Street corridor as a true urban boulevard</li> </ul>	<ul style="list-style-type: none"> <li>• Enhance connectivity between downtown and</li> </ul>	<p><a href="#">Re-imagine 9<sup>th</sup> Street</a> Master Plan completed in early 2018. Seeking federal funding for</p>

		surrounding neighborhoods <ul style="list-style-type: none"> <li>• Supports Choice Neighborhood project</li> <li>• Pedestrian connectivity improvements</li> </ul>	implementation through RAISE grant opportunity in 2021.
<b>L. Main Street/Story Avenue Intersection Redesign</b>	<ul style="list-style-type: none"> <li>• Reconstruct the intersection at Story Avenue, Main Street and Baxter Avenue</li> </ul>	<ul style="list-style-type: none"> <li>• The eastern end of Main Street is oddly designed, difficult to understand and unsafe for pedestrians.</li> <li>• Safety improvements and support of the two-way operation of downtown streets.</li> </ul>	Final design has been completed. Construction expected in 2021.
<b>M. Improved Sidewalk Connectivity</b>	<ul style="list-style-type: none"> <li>• Metro is committed to increasing the connectivity of sidewalks by adding 150 miles of new sidewalks along corridors with high pedestrian demand.</li> </ul>	<ul style="list-style-type: none"> <li>• There are currently more than 2,000 miles of sidewalks in Louisville Metro, yet many areas in the city do not have sidewalks at all.</li> </ul>	Approx. \$900,000 was allocated in the FY17 budget to fund new sidewalks. An additional \$730,000 was allocated in FY18 and \$816,000 was allocated in FY19. Approx. \$2.7 million was allocated in FY21 to fund new sidewalks.
<b>N. Central Bicycle Network</b>	<ul style="list-style-type: none"> <li>• Implementation of a network of extensive, yet inexpensive and relatively easy to implement bike facilities - connected to transit - in the downtown and the central neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Support the success of LouVelo, the city's bike share program.</li> <li>• Launch Bikes for Everyone program making Bikeshare more accessible to all residents.</li> <li>• Implementing residents desires to get around the city by bike</li> <li>• Reduction of vehicle miles travelled, increase</li> </ul>	Bike share launched in 2017. Four additional stations added to UofL campus with three more in Southern Indiana in 2019. A SNAP/EBT discount rate is available plus discount rates for students and government employees. Initial contract with operator for bikeshare system is ending, with an RFP for a new operator

		of alternative transportation modes and achievement of the corresponding health improvements	expected to be released in Summer 2021. Dockless vehicle policy drafted in 2018.
<b>O. Louisville Loop</b>	<ul style="list-style-type: none"> <li>Approximately 50 miles of the Loop has been completed. Additional funding is needed to design and build approximately 65 more miles</li> </ul>	<ul style="list-style-type: none"> <li>A shared-use path system of more than 100 miles that will connect residents and visitors to parks, jobs, transit, schools and other destinations.</li> </ul>	A Middletown Eastwood Section from Wooded Falls Rd to Urton Ln completed. There are approximately 20 other KYTC state ID segments/projects in active phases or programmed for phases in the current TIP.
<b>P. Lexington Road Complete Street</b>	<ul style="list-style-type: none"> <li>Reconfiguring Lexington Road as a multi-modal street</li> </ul>	<ul style="list-style-type: none"> <li>Address safety issues to improve efficiency and enhances future redevelopment opportunities.</li> </ul>	Phase I Implementation complete from Grinstead Drive to Payne Street. Phase II design to be coordinated with 2-way conversions and other connected roadway projects. Safety enhancements from Grinstead to Stilz implemented in spring 2020.