



## COMPLETE STREETS ABRIDGED CHECKLIST

**This section should be completed whether the entire Complete Streets Checklist is going to be completed.**

<i>Database Information</i>	
<b>METRO ID:</b>	-
<b>PROJECT NAME:</b>	SS4A Zorn Ave
<b>PROGRAM CATEGORY:</b>	-
Other (explain):	
<b>PROBLEM TYPE:</b>	-
Other (explain):	
<b>LINK TO PROJECT FOLDER:</b>	G:\PW-Eng\00 LPA Projects\04 SS4A
<b>PROJECT MANAGER:</b>	James Maynard
<b>PM CONTACT INFORMATION:</b>	james.maynard@louisvilleky.gov
<b>DATE LAST UPDATED:</b>	8-16-2023





<i>Complete Streets Performance Measures</i>	
<b>LANE MILES OF ADDITIONAL ACTIVE TRANSPORTATION:</b>	0 miles new roadway
<b>LANE MILES OF ACTIVE TRANSPORTATION IMPROVED:</b>	1.2 miles existing roadway improved
<b>NUMBER OF NEW CURB RAMPS INSTALLED:</b>	TBD
<b>NUMBER OF CROSS WALK AND INTERSECTION IMPROVEMENTS:</b>	TBD
<b>PERCENTAGE OF FUNDING ALLOCATED TO PROJECTS THAT INCLUDE PEDESTRIAN, BICYCLE, AND/OR TRANSIT INFRASTRUCTURE:</b>	TBD

<i>Complete Streets Exclusions</i>	
Exclusion	Explanation
Specific complete streets principles are prohibited by law, such as bicycle and pedestrian facilities within access-restricted highway corridors;	
“Routine maintenance” that does not change the roadway geometry or operations;	
Emergency repairs to streets and sidewalks due to broken utility lines or natural disasters.	
The cost of complying with Policy on a project would substantially exceed the public value to be realized, taking into consideration the need and probable use of the project;	
Compliance with Policy would substantially impair unique characteristics of great public value, such as historical importance or sensitive environmental or cultural characteristics.	
The project progressed to final design before the Complete Streets Checklist was implemented internally.	



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<b>Complete Streets Elements</b>			
Category	Subcategory	Included (Y/N)	Explanation
Bike Facilities	Protected Bike Lanes	TBD	Proposed Buffered Bike Lane w/ Delineators
	Bike Lane	TBD	Proposed Buffered Bike Lane
	Shared Use Path	N	N/A
	Bicycle Boulevard	N	N/A
	Other	N	
Pedestrian Accessibility	New Sidewalk where none existed	Y	Proposed new sidewalk
	Sidewalk Repair/Replacement	Y	Replace existing sidewalk
	Sidewalk width expansion	N	N/A
	New ADA Curb ramps	Y	New curb ramps
	Other	N	
<b>Traffic Calming</b>			
Pinch Point	Curbside Painted Buffers	N	N/A
	Median	Y	Proposed Median
	Chicane	N	N/A
	Curb Extensions	N	N/A
Surface Treatment	Raised Pedestrian Crossing	N	N/A
	Speed Tables	N	N/A
	Speed Humps	N	N/A
Intersection	Curb Extension	N	N/A
	Diagonal Diverter	N	N/A
	Traffic Circle	N	N/A
	Other	N	Proposed U-Turns
Transit	Bus Bay	N	N/A, no bus route on corridor
	Bus Shelter	N	N/A
	Wheelchair landing pad	N	N/A
	Other	N	



## EXPANDED COMPLETE STREETS CHECKLIST

**This section should only be completed if the project doesn't meet the exemptions listed above.**

<i>Elected Representation</i>	
<b>METRO COUNCIL DISTRICT(S):</b>	District 4 Jecorey Arthur & District 9 Andrew Owen
<b>STATE SENATE DISTRICT(S):</b>	District 26 Karen Berg
<b>STATE HOUSE DISTRICT(S):</b>	District 43 Pamela Stevenson & District 34 Sarah Stalker
<b>CONGRESSIONAL DISTRICT(S):</b>	District 3 Morgan McGarvey
<b>OTHER MUNICIPALITY:</b>	
<b>NEIGHBORHOOD(S):</b>	Waterfront

<i>Project Description</i>	
<b>PROBLEM TO BE CORRECTED:</b>	Convert the existing four-lane divided roadway to a two-lane divided roadway with separated bicycle lanes in each direction. Sidewalks are proposed on both sides of the roadway with the construction of curb and gutter and proposed sidewalk on the east side of Zorn Avenue. Remove pavement and close the existing median at Mellwood Avenue. Construct curb extension and systemic signing and striping improvements at Madelle Avenue / Riedling Drive.
<b>PROJECT PROPOSED TO BE CONSTRUCTED:</b>	Zorn Ave between River Road and Madelle Ave.



*Previous Studies and Plans*

<b>NEIGHBORHOOD PLAN:</b>	No
<b>MOVE LOUISVILLE:</b>	No
<b>VISION ZERO LOUISVILLE SAFETY REPORT (2021):</b>	Yes
<b>BIKE MASTER PLAN (2020):</b>	No
<b>OTHER PLANS:</b>	No
<b>SPEED STUDY:</b>	No
<b>PARKING IMPACT STUDY:</b>	No
<b>SPEED HUMP STUDY:</b>	No
<b>SIGNAL REMOVAL STUDY:</b>	No
<b>OTHER STUDIES:</b>	No

*Inaction Analysis*

<b>IS PROJECT IN A JUSTICE 40 AREA:</b>	No
<b>DESCRIBE THE ADDED COST OF COMPLETE STREETS FEATURES AND THE ADDED BENEFIT:</b>	TBD



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<i>Existing Transportation Network Characteristics</i>	
<b>CORRIDOR:</b>	Zorn Ave
<b>TERMINI (BEGIN):</b>	River Road
<b>TERMINI (END):</b>	Madelle Ave
<b>NETWORK TYPE:</b>	Minor Arterial
<b>Other (explain):</b>	
<b>STATE OR LOCAL ROW:</b>	Metro owned ROW, portions in KYTC interstate ROW
<b>WIDTH OF PAVEMENT:</b>	2-24' separated by 45' landscaped median, Typical
<b>WIDTH OF ROW:</b>	Varies
<b>ZONING:</b>	Park, Residential
<b>LAND USE:</b>	Open Space, Public, Semi-Public, Commercial, Single Family, Multi-Family
<b>NOTABLE DESTINATIONS:</b>	Waterfront Park
<b>WALKWAYS (CARDINAL):</b>	Zorn Ave (W intermittent)
<b>WALKWAYS (NON-CARDINAL):</b>	Zorn Ave intermittent on VA Hospital side
<b>BIKE FACILITIES (CARDINAL):</b>	N/A
<b>BIKE FACILITIES (NON-CARDINAL):</b>	N/A
<b>ON-STREET PARKING:</b>	N/A
<b>SPEED LIMIT:</b>	35
<b>AVERAGE SPEEDS:</b>	N/A
<b>TRAFFIC COUNT:</b>	22,000 ADT– 8,000 ADT
<b>TRANSIT ROUTE:</b>	Yes



*Vision Zero Assessment*

**CRASH HISTORY:**

<b>Corridor Crash Summary: (2013-2017)</b>				
Severity	Crashes			Total
	Signalized	Unsignalized	Segment	
K	1	1	1	3
A	1	3	2	6
B	3	7	-	10
C	5	13	3	21
O	76	217	34	327
<b>Total</b>	<b>86</b>	<b>241</b>	<b>40</b>	<b>367</b>

<b>Pedestrian and Bicycle Crash Breakdown</b>	
Pedestrian	Bicycle
1 Total	2 Total
1-Segment	1-Signal 1-Int Other
1-K	2-B

**CRASH HISTORY MAP:**

See Vision Zero Study.



***Detailed Description of Project:***

Convert the existing four-lane divided roadway to a two-lane divided roadway with separated bicycle lanes in each direction. Sidewalks are proposed on both sides of the roadway with the construction of curb and gutter and proposed side walk on the east side of Zorn Avenue. Remove pavement and close the existing median at Mellwood Avenue. Construct curb extension and systemic signing and striping improvements at Madelle Avenue / Riedling Drive.





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<i>Funding and Prioritization</i>	
<b>COST ESTIMATE:</b>	\$3,800,000
<b>IN A METRO BUDGET:</b>	\$800,000
<b>KIPDA ID:</b>	TBD
<b>IN CURRENT TIP:</b>	TBD
<b>STATE ID:</b>	TBD
<b>IN KYTC SIX YEAR PLAN:</b>	TBD
<b>IN CURRENT MTP:</b>	TBD
<b>SUPPORTED BY COUNCIL:</b>	Yes
<b>SUPPORTED BY MAYOR:</b>	Yes
<b>SUPPORTED BY OTHER ELECTED OFFICIALS:</b>	Yes
<b>SUPPORTED BY ADVOCACY GROUPS:</b>	Yes
<b>CAN THIS PROBLEM BE ADDRESSED BY TRAVEL CONTROL MEASURES: (Carpooling, Ridesharing, Telecommuting, etc.)</b>	No



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***Public Works Leadership Review***

**TRANSPORTATION PLANNER  
SUPERVISOR:** Not yet reviewed.

**TRANSPORTATION DIVISION  
MANAGER:** Not yet reviewed

**TRAFFIC ENGINEERING  
MANAGER:** Not yet reviewed

**ASSISTANT DIRECTOR OF  
ENGINEERING:** Not yet reviewed.

**DIRECTOR OF PUBLIC WORKS  
& ASSETS:** Not yet reviewed.

**COMPLETE STREETS  
COALITION:** Not yet reviewed.



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<i>Approval to Move to Next Phase of the Project Delivery Process</i>
<b>PERMISSION TO MOVE TO NEXT PHASE:</b>
<b>APPROVAL/DENIAL REASON:</b>
<b>ADDED TO PROJECT DATABASE:</b>
<b>PERSON/TEAM RESPONSIBLE FOR NEXT STEPS:</b>
<b>PWA ACTION ITEMS:</b>

**CSC CHAIR SIGNATURE:**

**DATE:**

**CC:**