



COMPLETE STREETS ELEMENTS CHECKLIST

<i>Complete Streets Elements</i>			
Category	Subcategory	Included (Y/N)	Explanation
Bike Facilities	Protected Bike Lanes	N	N/A
	Bike Lane	N	N/A
	Shared Use Path	Y	Improvements made to Louisville Loop
	Bicycle Boulevard	N	N/A
	Other	N	
Pedestrian Accessibility	New Sidewalk where none existed	Y	New sidewalk on portions of River Road, connections from 7 th St, 8 th St, 10 th St, and 11 th St to River Road and Louisville Loop.
	Sidewalk Repair/Replacement	Y	Replace sidewalk where removed with new alignment
	Sidewalk width expansion	N	N/A
	New ADA Curb ramps	Y	New curb ramps
	Other	N	
Traffic Calming			
Pinch Point	Curbside Painted Buffers	N	N/A
	Median	Y	Median on River Road from 7 th St to 10 th St
	Chicane	N	N/A
	Curb Extensions	Y	Curb extensions at some intersections and midblock
Surface Treatment	Raised Pedestrian Crossing	N	N/A
	Speed Tables	N	N/A
	Speed Humps	N	N/A
Intersection	Curb Extension	Y	Curb extensions at some intersections and midblock
	Diagonal Diverter	N	N/A
	Traffic Circle	N	N/A
	Other	N	
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

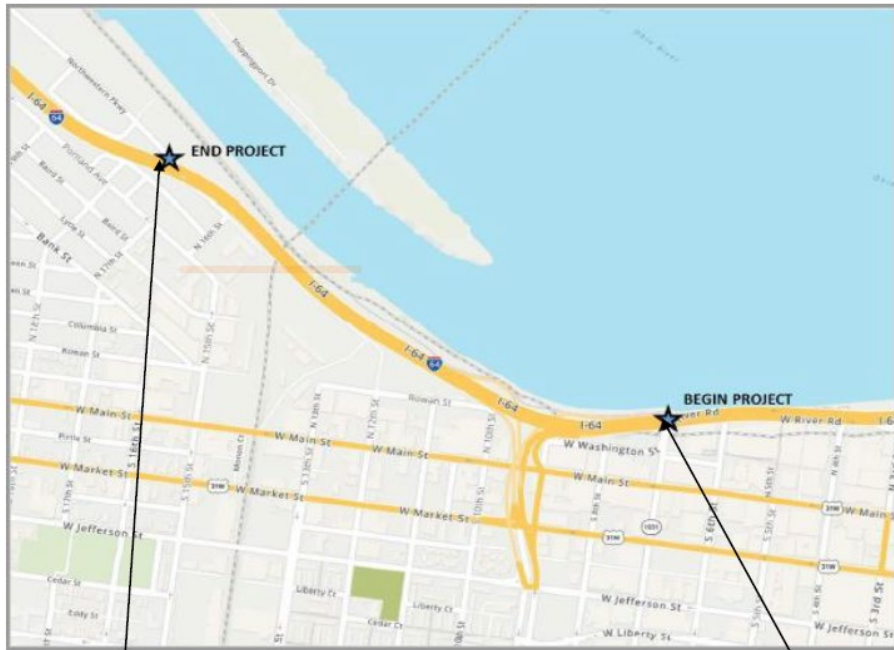
This form is to be completed by Public Works Team and presented to the Complete Streets Checklist .

<i>Database Information</i>	
METRO ID:	-
PROJECT NAME:	River Road West Extension
PROGRAM CATEGORY:	-
Other (explain):	
PROBLEM TYPE:	-
Other (explain):	
LINK TO PROJECT FOLDER:	G:\PW-Eng\00 LPA Projects\512-River Road Extension-JM
PROJECT MANAGER:	James Maynard
PM CONTACT INFORMATION:	james.maynard@louisvilleky.gov
DATE LAST UPDATED:	4-10-2023

<i>Elected Representation</i>	
METRO COUNCIL DISTRICT(S):	District 4 Jecorey Arthur
STATE SENATE DISTRICT(S):	District 33 Gerald A. Neal
STATE HOUSE DISTRICT(S):	District 43 Pamela Stevenson
CONGRESSIONAL DISTRICT(S):	District 3 Morgan McGarvey
OTHER MUNICIPALITY:	
NEIGHBORHOOD(S):	Waterfront



Project Area Map



Project Description

PROBLEM TO BE CORRECTED: Improve connectivity between the Central Business District and the near west neighborhoods of Portland and Shippingport.

PROJECT PROPOSED TO BE CONSTRUCTED: River Road West Extension project includes River Road from N 7th St N 11th St and Rowan St from N 11th St to N 13th St.



Previous Studies and Plans

NEIGHBORHOOD PLAN: No

MOVE LOUISVILLE: No

**VISION ZERO LOUISVILLE
SAFETY REPORT (2021):** No

BIKE MASTER PLAN (2020): No

OTHER PLANS: No

SPEED STUDY: No

PARKING IMPACT STUDY: No

SPEED HUMP STUDY: No

SIGNAL REMOVAL STUDY: No

OTHER STUDIES: Waterfront Development

Inaction Analysis

IS PROJECT IN A JUSTICE 40 AREA: Yes

**DESCRIBE THE ADDED COST OF
COMPLETE STREETS FEATURES
AND THE ADDED BENEFIT:** TBD – preliminary estimate did not break out these items, will produce actual costs after final design and construction.



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<i>Complete Streets Performance Measures</i>	
LANE MILES OF ADDITIONAL ACTIVE TRANSPORTATION:	0.5 miles new roadway
LANE MILES OF ACTIVE TRANSPORTATION IMPROVED:	0.3 miles existing roadway improved
NUMBER OF NEW CURB RAMPS INSTALLED:	17 new curb ramps
NUMBER OF CROSS WALK AND INTERSECTION IMPROVEMENTS:	11 improved crosswalks
PERCENTAGE OF FUNDING ALLOCATED TO PROJECTS THAT INCLUDE PEDESTRIAN, BICYCLE, AND/OR TRANSIT INFRASTRUCTURE:	TBD

<i>Existing Transportation Network Characteristics</i>	
CORRIDOR:	River Road
TERMINI (BEGIN):	N 13 th St
TERMINI (END):	N 7 th St
NETWORK TYPE:	Major Collector
Other (explain):	
STATE OR LOCAL ROW:	Metro owned River Road and Rowan Street, portions in KYTC interstate ROW
WIDTH OF PAVEMENT:	2-18' (divided) – 22' (undivided)
WIDTH OF ROW:	Varies
ZONING:	Commercial/Industrial
LAND USE:	Public, Semi-Public, and Industry
NOTABLE DESTINATIONS:	Waterfront Park



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WALKWAYS (CARDINAL):	Primarily north side of River Road, east and west side of N 10 th St, east and west side of N 8 th St, and west side of N 7 th St.
WALKWAYS (NON-CARDINAL):	Primarily riverside of River Road, both sides of N 10 th St, both sides of N 8 th St, and one side of N 7 th St.
BIKE FACILITIES (CARDINAL):	North side of River Road (Louisville Loop shared use path)
BIKE FACILITIES (NON-CARDINAL):	Riverside of River Road (Louisville Loop shared use path)
ON-STREET PARKING:	None on River Road, preserve existing on Rowan St
SPEED LIMIT:	25
AVERAGE SPEEDS:	N/A
TRAFFIC COUNT:	N/A (Design 11,000 ADT)
TRANSIT ROUTE:	N/A



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Vision Zero Assessment

CRASH HISTORY: N/A

CRASH HISTORY MAP: River Road Extension will be a new section of roadway.



Detailed Description of Project:

The project is located in downtown Louisville, KY, the county seat of Jefferson County. This project will provide a more direct connection between the Central Business District and the Portland area. There are a series of one-way streets that connect the Central Business District to the Portland neighborhood; this project would introduce a more direct two-way connection. The project will extend River Road from 7th Street to Rowan Street near 10th Street. From 10th Street the project will utilize the existing street network to make the connection to the Portland area. The area where the River Road extension is to occur between 7th Street and 10th Street is under the elevated existing I-64. Today the area under I-64 is used for surface parking.

River Road (KY 3077) is a state owned and maintained facility between 7th Street and Witherspoon Street. Existing River Road is classified as a major collector. The ADT on River Road is 10,700 (2017) / 16,104 (2035), it is projected that the ADT on the extension would be 10,947 (2035). Existing and proposed River Road are curb and gutter two-lane sections of roadway with one lane in each direction and a raised median. The proposed extended portion of River Road from 7th Street westward will be owned and maintained by Louisville Metro. The design speed for extended River Road is 25 mph.

The **purpose** of the project is to improve connectivity between the Central Business District and the near west neighborhoods of Portland and Shippingport. The **need** for the project is to provide direct access and mobility between the CBD and neighborhoods to the west.

The Project will tie into existing River Road, which is a four lane (two lanes in each direction) roadway. The lanes are separated directionally by the existing bridge piers of elevated I-64. The proposed typical section will transition from two lanes in each direction to one lane in each direction between 6th and 7th Street. The proposed typical section between 7th Street and 10th Street allows for an 18 foot width in each direction (a 10-foot travel lane with a 2-foot shoulder and a 6-foot flush curb delineated by pavement markings and curb extensions/bump-outs). Sidewalks will be installed on the south side of River Road between 7th Street and 10th Street. The sidewalk width between 7th Street and 10th Street varies between 5 feet and 8 feet depending on the location and existing conditions within the project limits. The majority of the sidewalk will be 8 feet in width except at the locations where there are bridge piers which restrict the available width of the sidewalk to 5 feet. Between 10th Street and 11th Street sidewalks will be installed on each side of River Road. The sidewalks between 10th Street and 11th Street will be 8 foot in width. The project team selected the 10-foot travel lane to encourage a lower operating speed for this urban area which will serve multiple modes of transportation. The additional pavement width of 18 feet will allow emergency response vehicles the ability to pass during an emergency event. Per the *Louisville Metro Code and Ordinances Section 94.80* “any public or private way for vehicular traffic used as a primary means of access for emergency vehicles” must have a minimum width of at least 18 feet. The 18 foot width allows a vehicle to occupy the 2 foot paved inside shoulder and a portion of the travel lane allowing passage of an emergency vehicle on 6 foot outside shoulder and the remainder of the travel lane. If the motorists elects to use the 6 foot outside shoulder and a portion of the travel lane then the emergency vehicle could use the remainder of the travel lane and the 2 foot shoulder for passage. At 10th Street the travel lanes in each direction come together. From 10th Street to 13th Street the lanes remain non



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bifurcated with the typical section between 10th Street to 13th Street having curb and gutter section containing two 10-foot travel lanes with on-street parking and sidewalks. This section follows existing Rowan Street. This alternative avoids the exposed cobblestones between 10th Street and 11th Street. The remainder of Rowan Street between 11th Street and 13th Street has cobblestones that have been surfaced with asphalt. It is the intent of this project to utilize the existing pavement and restripe the road with a centerline and mark the parking stalls. There is existing drainage on Rowan Street that will be used with the proposed design, no additional drainage structures are anticipated on this section of the project. The project proposes to use the existing curb and sidewalk along Rowan Street between 11th Street and 13th Street. The Design Team presented two Alternates for Section and selected the 25 mph alternate.

The travel lanes are separated by the I-64 bridge piers between 7th Street and 10th Street. At 10th Street the travel lanes come together, from 10th Street to 13th Street the lanes remain non-bifurcated. All of the intersections along the corridor are stop controlled. This alternate has minimal impacts to the exposed cobblestone (Section 4(f) resource) on Rowan Street. The 25 mph is more desirable along the corridor due to increased pedestrian facilities and the proposed Phase IV Waterfront Park. Existing Washington Street between 7th and 8th Streets will be removed and replaced with a 16' wide bike/ped facility. This path will be able to accommodate utility vehicles if they need to service their utilities in this area. The disturbance in this area will be minimal with the removal of the existing roadway and installation of the pedestrian path. There will be minimal impacts to the parking facility of the Museum Holdings, LCC property. The parking lot will now be accessed from 7th Street instead of Washington Street.



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<i>Funding and Prioritization</i>	
COST ESTIMATE:	\$11,449,000
IN A METRO BUDGET:	\$347,623
KIPDA ID:	1338
IN CURRENT TIP:	Yes
STATE ID:	5-512
IN KYTC SIX YEAR PLAN:	Yes
IN CURRENT MTP:	Yes
SUPPORTED BY COUNCIL:	Yes
SUPPORTED BY MAYOR:	Yes
SUPPORTED BY OTHER ELECTED OFFICIALS:	Yes
SUPPORTED BY ADVOCACY GROUPS:	Yes
CAN THIS PROBLEM BE ADDRESSED BY TRAVEL CONTROL MEASURES: (Carpooling, Ridesharing, Telecommuting, etc.)	No

METRO ID:



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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>
PERMISSION TO MOVE TO NEXT PHASE:
APPROVAL/DENIAL REASON:
ADDED TO PROJECT DATABASE:
PERSON/TEAM RESPONSIBLE FOR NEXT STEPS:
PWA ACTION ITEMS:

CSC CHAIR SIGNATURE:

DATE:

CC:

METRO ID: