



COMPLETE STREETS COALITION MEETING

METRO DEVELOPMENT CENTER, 444 S. 5TH STREET, ROOM 101, LOUISVILLE, KY

April 13, 2023 AT 11:30 AM to 12:30 PM

Meeting Minutes

ATTENDEES:

VOTING MEMBERS

Sandra Mayes
Elijah Lacey
Joseph B Spencer
Kenneth Thompson
Jesse Bray
Estela Valdez
Janet Douglas Heston
Benjamin Putman
Patrick Smith
Shannon R Perez
Lucas Frazier

GOVERNMENTAL REPRESENTATIVES

Nate Keltch, *Co-Chair*
Louisville Metro Public Works
Amanda Deatherage,
Louisville Metro Public Works
James Maynard,
Louisville Metro Public Works
Jennifer Caummisar,
Louisville Metro Public Works
Michael King,
Advanced Planning, Louisville Metro Government

HANDOUTS:

- April 13, 2023 Meeting Agenda
- March 2023 CSC Meeting Minutes
- Draft Complete Streets Checklist
- [Application Form](#) for Complete Streets Coalition
- Presentation on Checklist, Bylaws, and Projects (school zones & Lone Oak Trail)

ITEMS

CALL TO ORDER 11:30 AM:

- A meeting of the Complete Streets Coalition (CSC) was called to order at 11:30 AM on April 13, 2023 by Patrick Smith Citizen Representative Co-Chair (CRC) of the CSC.
- CSC Secretary Elijah Lacey recorded attendance (Attachment 1)

ADOPT MINUTES FROM PREVIOUS MEETING 11:35 AM:

- Estela motioned to approve the 3/16/23 CSC meeting minutes, Jesse Seconded, motion Carried



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OLD BUSINESS

TIMING OF MEETINGS 11:35 AM:

- Pat Smith led a brief discussion on timing of meetings and consider the option of a hybrid or in person May meeting.
- The CSC agreed to a virtual May meeting

MEMBERSHIP 11:37 AM:

- Some members of the CSC have not met the attendance requirements. The CSC discussed the next steps to take.
- Dino and David are currently out of compliance with attendance requirements
- Jesse proposed we follow up with a letter and/or email and/or phone call and if we can't make contact, we will vote at the next meeting
 - Janet thinks we should include a time limit for the response on the letter
- Lucas pointed out that each CSC member had to testify to Metro Council as to why they are interested in serving on the CSC
- Nathan will send Dino and David a letter including a deadline for a response

REMAINING TRAFFIC CALMING FUNDS PRIORITIZATION 11:40 PM:

- Nathan Keltch presented preliminary plans for the traffic calming in school zones prioritized through the survey distributed after the March meeting.
- Academy at Shawnee
 - Curb extensions on W. Market St. at S 40th St intersection
- Brandeis
 - Curb extensions on Garland Ave and S 28th St intersection
 - Curb extensions and additional striping on S. 28th St and W Kentucky St. intersection
- King Elementary
 - Curb extensions on Vermont Ave at S. 43rd St intersection
- Newburg Middle School
 - Curb extensions on Exeter Ave at Shasta Trail and Kilgore Court Intersections
- Wheatley Elementary
 - Curb extensions on West Oak St. at the S. 17th St intersection
 - Curb extensions on Dixie Highway at the St. Catherine St intersection
- Young Elementary
 - Curb extensions on Vermont Ave at the S 35th and S 36th St intersections
- Amanda asked if there's been consideration to install crosswalks at curb extensions to reduce the distance to cross the road
- Nathan explained that bulbs at the corner are cost restrictive due to drainage impacts

PREVIOUS TRAFFIC CALMING PROJECTS 12:10 PM:

- Pat Smith and Nathan Keltch updated the CSC on the progress made on the supported projects:
- North 35th Street (\$160,000)



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- Construction began 4/11/23
- Press release has been sent out
 - Nathan will distribute the press release to CSC members
- Central Avenue Traffic Calming (\$130,000)
 - Meeting with Churchill Down on 4/20/23 to explore beautification and ongoing maintenance agreement
 - Addition of planters will cost approximately \$20,000
 - Janet said the planters are worth the expenditure if we reallocate the budget for the W Tenny Ave project
 - Jesse thought the CSC should wait and see if Churchill Downs will fund the planters
 - Ben asked if the CSC could work with Trees Louisville to plant trees
 - Jennifer said Louisville Grows would potentially have extra trees and she could contact the group
 - Ben asked if it would be possible to use the bump outs as stormwater control
 - James explained it would be cost prohibitive and likely wouldn't capture much water
 - Construction will occur after Derby
- W Tenny Avenue (\$10,000)
 - Community members did not support this project due to decrease in parking
 - Janet thinks the CSC should reevaluate this project next year
 - Shannon made a motion to revisit this project next year, Janet Seconded, motion Carried
 - Janet motioned to move the \$10,000 allocated for the W Tenny Avenue project to the Central Avenue Traffic Calming project if the CSC is unable to secure the funds from external stakeholders, Sandra Seconded, motion Carried
- Big Ben Speed humps (\$12,000)
 - Construction is complete and paid for
- Lone Oak Trail (not supported yet)
 - CSC will consider Section A in the May meeting
- CSC discussed remaining budget for traffic calming projects

Project	Cost
North 35 th Street	\$160,000
Central Avenue	\$130,000
W Tenny Ave	\$10,000
Big Ben Speed Hump	\$12,000
Total Cost of Supported Projects	\$301,000
Remaining Funds	\$199,000

- CSC discussed prioritizing traffic calming projects at various schools
- Janet and Ben supported getting community input to prioritize school projects
- Pat proposed the CSC should wait until there's more feedback and final cost estimates from Public



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Works and Traffic engineering before allocating money to the school projects in the May meeting

- Additional Schools to consider
 - Iroquois High School
 - Already project taking place on Taylor Blvd, which is a state route
 - James explained we'd need an encroachment permit and traffic control plan which would add additional time and cost to the project
 - Moore High School
 - Located on Outer Loop Rd, which is a state road, this would add additional time and cost
- Jesse proposed the CSC creates a tiered list of project priorities
- Janet explained that with next years Choice School Plan some schools will lose Title 1 status
 - Janet will send Nathan school list
 - Joe said that very few kids who go to Shawnee are from the area, and they'll be getting a large influx of students for the 2023-2024 school year

COMPLETE STREETS CHECKLIST DEVELOPMENT 12:15 PM:

- Nathan Keltch presented an example checklist (Attachment 2) so the CSC can comment on the makeup and presentation of the checklist so that improvements can be made moving forward.
- Lucas asked if the checklist is binding to include more complete streets elements in projects
- Nathan will restructure checklist to address these concerns

ADJOURN 12:30 PM

- Kenneth Motioned to adjourn the meeting, Ben Seconded, motion Carried

Attachment 1

Roll CSC							
	Number of Absences	11/10/22	12/8/22	1/12/23	2_18_2023	3_16_2023	4_14_2023
Dino Johnson	4	Present	Present	Absent	Absent	Absent	Absent
Sandra Mayes	2	Present	Present	Present	Absent	Absent	Present
Elijah Lacey	0	Present	Present	Present	Present	Present	Present
Joseph B Spencer	1	Present	Present	Present	Absent	Present	Present
Kenneth Thompson	0	Present	Present	Present	Present	Present	Present
Jesse Bray	1	Present	Present	Present	Absent	Present	Present
Estela Valdez	0	Present	Present	Present	Present	Present	Present
Janet Douglas Heston	0	Present	Present	Present	Present	Present	Present
David M Orosco	4	Present	Absent	Present	Absent	Absent	Absent
Bill Wright	1	Present	Present	Present	Present	Present	Absent
Benjamin Putman	0	Present	Present	Present	Present	Present	Present
Patrick Smith	0	Present	Present	Present	Present	Present	Present
Aletha Fields	3	Present	Absent	Present	Absent	Present	Absent
Shannon R Perez	2	Present	Present	Absent	Absent	Present	Present
Lucas Frazier	0	Present	Present	Present	Present	Present	Present
	Attendance	15	13	12	8	12	11
	Format of Meeting	In Person Weekday	Hybrid Weekday	Hybrid Weekday	Hybrid Weekend	Virtual Weekday	Virtual Weekday
KIPDA	1	Present	Present	Present	Present	Present	Absent
APS	1	Present	Present	Present	Absent	Present	Present
TARC	2	Present	Present	Present	Absent	Present	Absent

Attachment 2



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

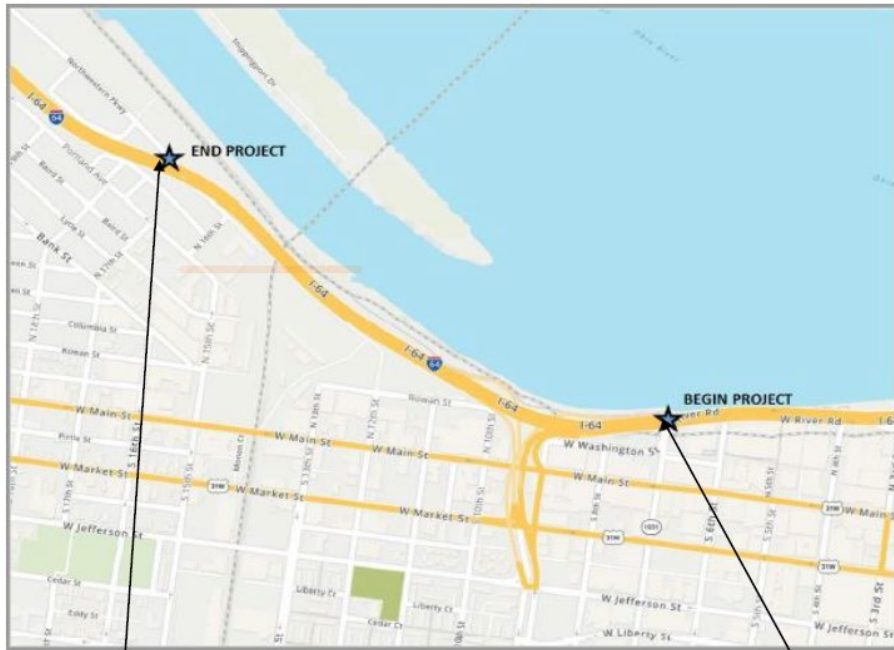
This form is to be completed by Public Works Team and presented to the Complete Streets Checklist .

<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



END PROJECT

BEGIN PROJECT

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 10th St, both sides of N 8th St, and one side of N 7th 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



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: