



COMPLETE STREETS ABRIDGED CHECKLIST

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

<i>Database Information</i>	
METRO ID:	-
PROJECT NAME:	SS4A River Road
PROGRAM CATEGORY:	-
Other (explain):	
PROBLEM TYPE:	-
Other (explain):	
LINK TO PROJECT FOLDER:	G:\PW-Eng\00 LPA Projects\04 SS4A
PROJECT MANAGER:	James Maynard
PM CONTACT INFORMATION:	james.maynard@louisvilleky.gov
DATE LAST UPDATED:	12-07-2023





<i>Complete Streets Performance Measures</i>	
LANE MILES OF ADDITIONAL ACTIVE TRANSPORTATION:	0 miles new roadway
LANE MILES OF ACTIVE TRANSPORTATION IMPROVED:	1.5 miles existing roadway improved
NUMBER OF NEW CURB RAMPS INSTALLED:	TBD
NUMBER OF CROSS WALK AND INTERSECTION IMPROVEMENTS:	TBD
PERCENTAGE OF FUNDING ALLOCATED TO PROJECTS THAT INCLUDE PEDESTRIAN, BICYCLE, AND/OR TRANSIT INFRASTRUCTURE:	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;	None
“Routine maintenance” that does not change the roadway geometry or operations;	None
Emergency repairs to streets and sidewalks due to broken utility lines or natural disasters.	None
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;	None
Compliance with Policy would substantially impair unique characteristics of great public value, such as historical importance or sensitive environmental or cultural characteristics.	None
The project progressed to final design before the Complete Streets Checklist was implemented internally.	None



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Complete Streets Elements			
Category	Subcategory	Included (Y/N)	Explanation
Bike Facilities	Protected Bike Lanes	N	Utilize existing Louisville Loop
	Bike Lane	N	Utilize existing Louisville Loop
	Shared Use Path	N	Existing Louisville Loop
	Bicycle Boulevard	N	Utilize existing Louisville Loop
	Other	N	
Pedestrian Accessibility	New Sidewalk where none existed	N	Utilize existing sidewalk
	Sidewalk Repair/Replacement	Y	Replace existing sidewalk as needed for new curb ramps
	Sidewalk width expansion	N	N/A, utilize existing sidewalk
	New ADA Curb ramps	Y	New curb ramps
	Other	N	
Traffic Calming			
Pinch Point	Curbside Painted Buffers	TBD	Not included but not excluded, concrete curb extensions preferred
	Median	Y	Proposed Median
	Chicane	N	Not appropriate for 35 mph minor arterial
	Curb Extensions	Y	Proposed Curb Extensions
Surface Treatment	Raised Pedestrian Crossing	N	Not appropriate for 35 mph minor arterial
	Speed Tables	N	Not appropriate for minor arterial
	Speed Humps	N	Not appropriate for minor arterial
Intersection	Curb Extension	Y	Proposed Curb Extensions
	Diagonal Diverter	N	Not appropriate for minor arterial
	Traffic Circle	N	Not appropriate for minor arterial, roundabout would be preferred treatment
	Roundabout	N	Not preferred for intersections on this route, not feasible with ROW constraints from Park, Railroad and Interstate
	Other	N	
Transit	Bus Bay	N	No bus route on corridor
	Bus Shelter	N	No bus route on corridor
	Wheelchair landing pad	N	No bus route on corridor
	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>	
METRO COUNCIL DISTRICT(S):	District 4 Jecorey Arthur
STATE SENATE DISTRICT(S):	District 33 Gerald A. Neal & District 26 Karen Berg
STATE HOUSE DISTRICT(S):	District 43 Pamela Stevenson
CONGRESSIONAL DISTRICT(S):	District 3 Morgan McGarvey
OTHER MUNICIPALITY:	
NEIGHBORHOOD(S):	Waterfront

<i>Project Description</i>	
PROBLEM TO BE CORRECTED:	Convert the existing four-lane roadway to a three-lane roadway with a median barrier with turn lanes at intersections and designated parking. Refresh ladder style crosswalk at the HAWK pedestrian signal. Systemic signing and striping improvements at Frankfort Avenue. Install LED lighting on new poles along the corridor.
PROJECT PROPOSED TO BE CONSTRUCTED:	River Road between Witherspoon St and Beargrass Creek.



Previous Studies and Plans

NEIGHBORHOOD PLAN: No

MOVE LOUISVILLE: No

**VISION ZERO LOUISVILLE
SAFETY REPORT (2021):** Yes

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



<i>Existing Transportation Network Characteristics</i>	
CORRIDOR:	River Road
TERMINI (BEGIN):	Witherspoon St
TERMINI (END):	Beargrass Creek Bridge
NETWORK TYPE:	Minor Arterial
Other (explain):	
STATE OR LOCAL ROW:	Metro owned ROW, portions in KYTC interstate ROW
WIDTH OF PAVEMENT:	48' Typical
WIDTH OF ROW:	Varies
ZONING:	Park, Residential
LAND USE:	Open Space, Public, Semi-Public, Commercial, Multi-Family
NOTABLE DESTINATIONS:	Waterfront Park
WALKWAYS (CARDINAL):	River Road (N, S)
WALKWAYS (NON-CARDINAL):	Both sides of River Road
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:	River Road Permissive Parking
SPEED LIMIT:	35
AVERAGE SPEEDS:	N/A
TRAFFIC COUNT:	12,000 ADT
TRANSIT ROUTE:	N/A



Vision Zero Assessment

CRASH HISTORY:

Corridor Crash Summary: (2013-2017)				
Severity	Crashes			Total
	Signalized	Unsignalized	Segment	
K	-	1	2	3
A	1	1	2	4
B	-	-	4	4
C	3	3	1	7
O	20	12	46	78
Total	24	17	55	96

Pedestrian and Bicycle Crash Breakdown	
Pedestrian	Bicycle
1 Total	2 Total
1-Segment	2-Segment
1-K	1-K 1-O

CRASH HISTORY MAP:

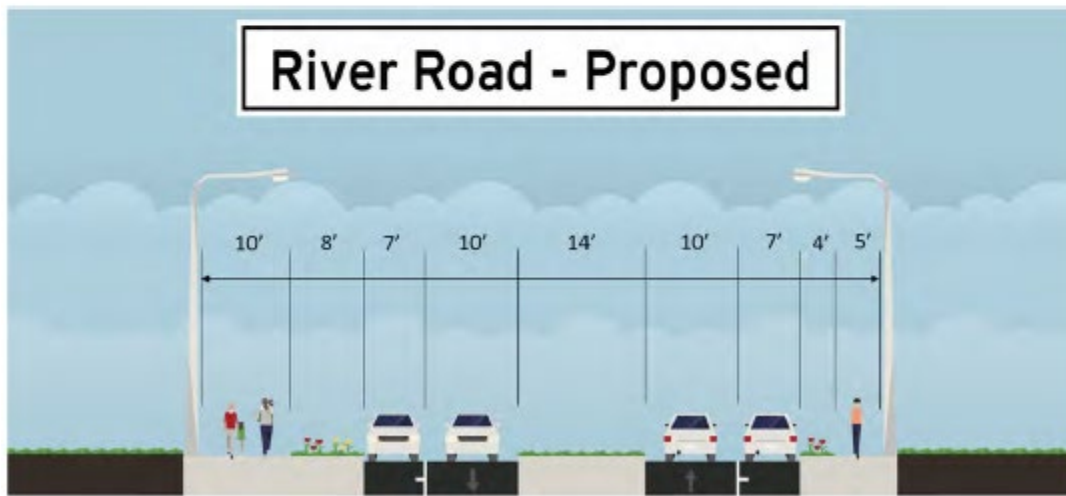
See Vision Zero Study.



Detailed Description of Project:

Convert the existing four-lane roadway to a three-lane roadway with a median barrier with turn lanes at intersections and designated parking. Refresh ladder style crosswalk at the HAWK pedestrian signal. Systemic signing and striping improvements at Frankfort Avenue. Install LED lighting on new poles along the corridor.

Existing and Proposed Planning Typical Sections:





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<i>Funding and Prioritization</i>	
COST ESTIMATE:	\$4,300,000
IN A METRO BUDGET:	\$900,000
KIPDA ID:	TBD
IN CURRENT TIP:	TBD
STATE ID:	TBD
IN KYTC SIX YEAR PLAN:	TBD
IN CURRENT MTP:	TBD
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



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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: