

TAYLOR BOULEVARD / WINKLER AVENUE

Rightsizing for a safer, calmer, and more inclusive street



VISION
ZERO
LOUISVILLE



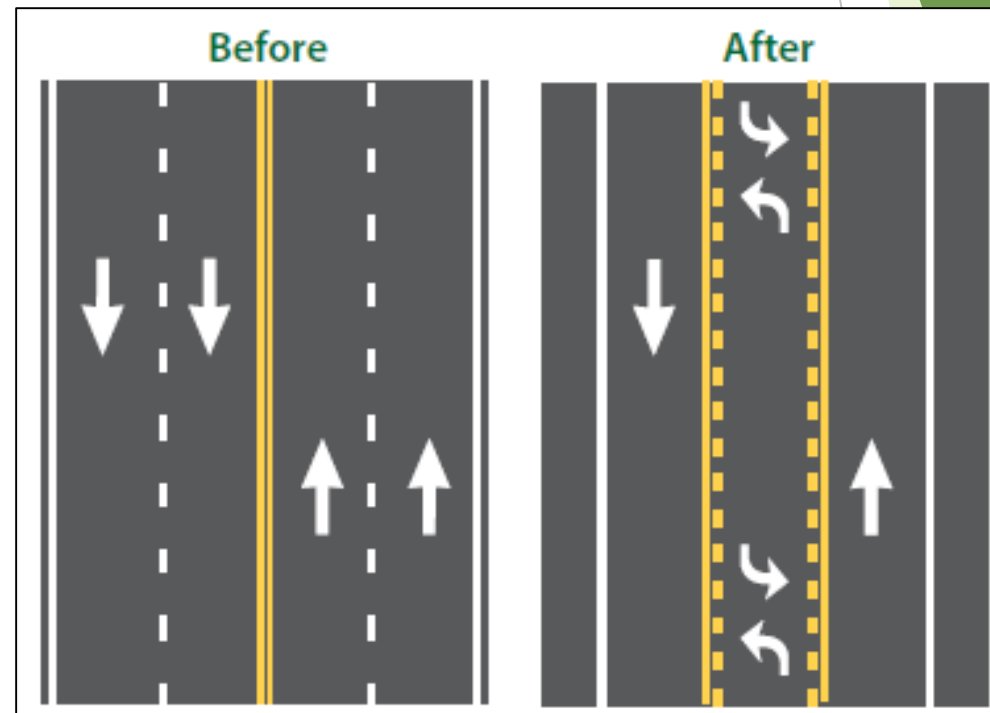
Berry Blvd

3rd Street

Why rightsize?

TO IMPROVE SAFETY

- ▶ Proven safety countermeasure to **DECREASE** both the *number* and *severity* of **CRASHES** (Federal Highway Administration).
- ▶ Reduce speeding.
- ▶ Reduce weaving by separating left-turning traffic from through-traffic.
- ▶ Improve pedestrian safety by reducing the number of lanes people must cross at intersections.



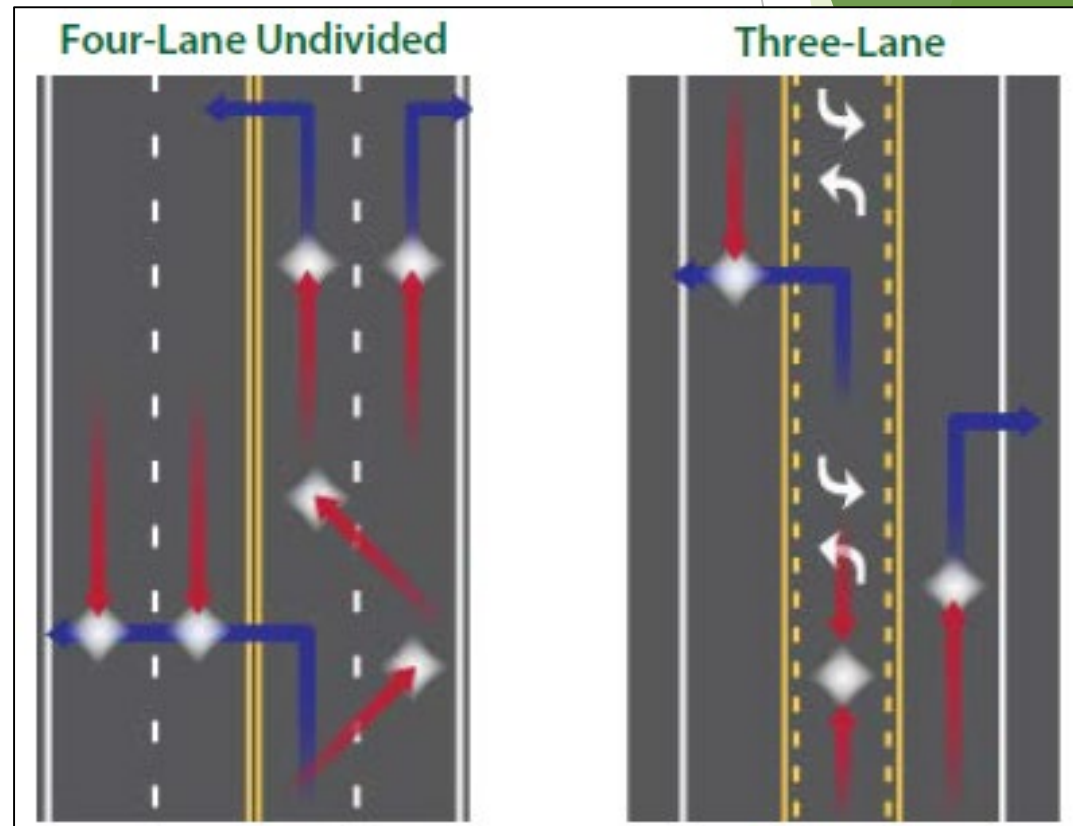
How do you determine which streets to rightsize?

MUST HAVES:

- ▶ 4 or more lanes
- ▶ Traffic counts less than 20,000 vehicles per day

OTHER CONSIDERATIONS:

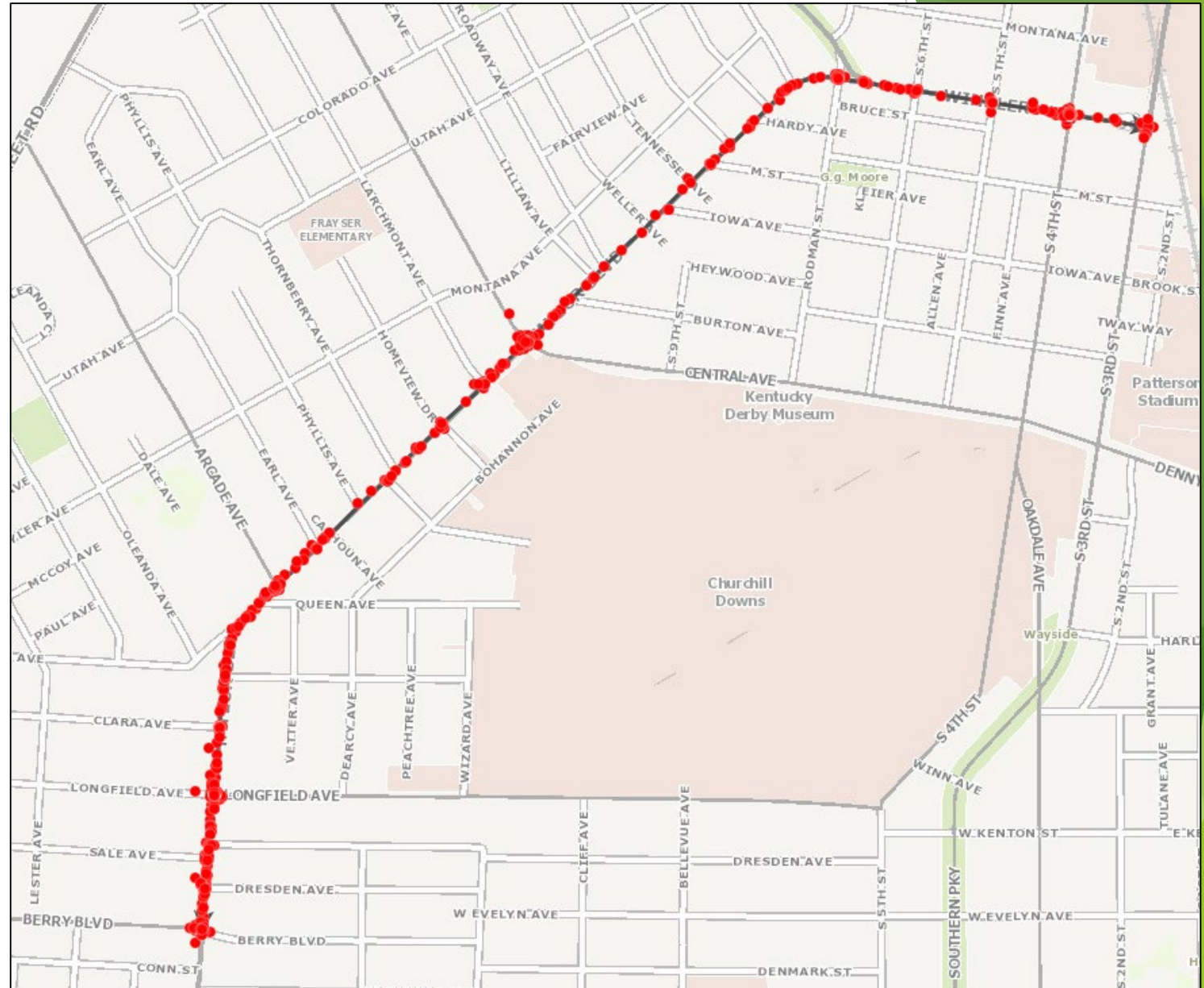
- ▶ Above-average crashes and injuries
- ▶ Left-hand turning movements
- ▶ Speeding and lane weaving
- ▶ Pedestrian safety
- ▶ Economic opportunities



Why rightsize Taylor Blvd / Winkler Ave?

- ▶ **732 crashes** in 5-year period*
- ▶ High crash rate at nearly every point along this 1.7-mile stretch.

**Source: Kentucky State Police. Date range: July 1, 2016 - June 30, 2021.*



Why rightsize Taylor Blvd / Winkler Ave?

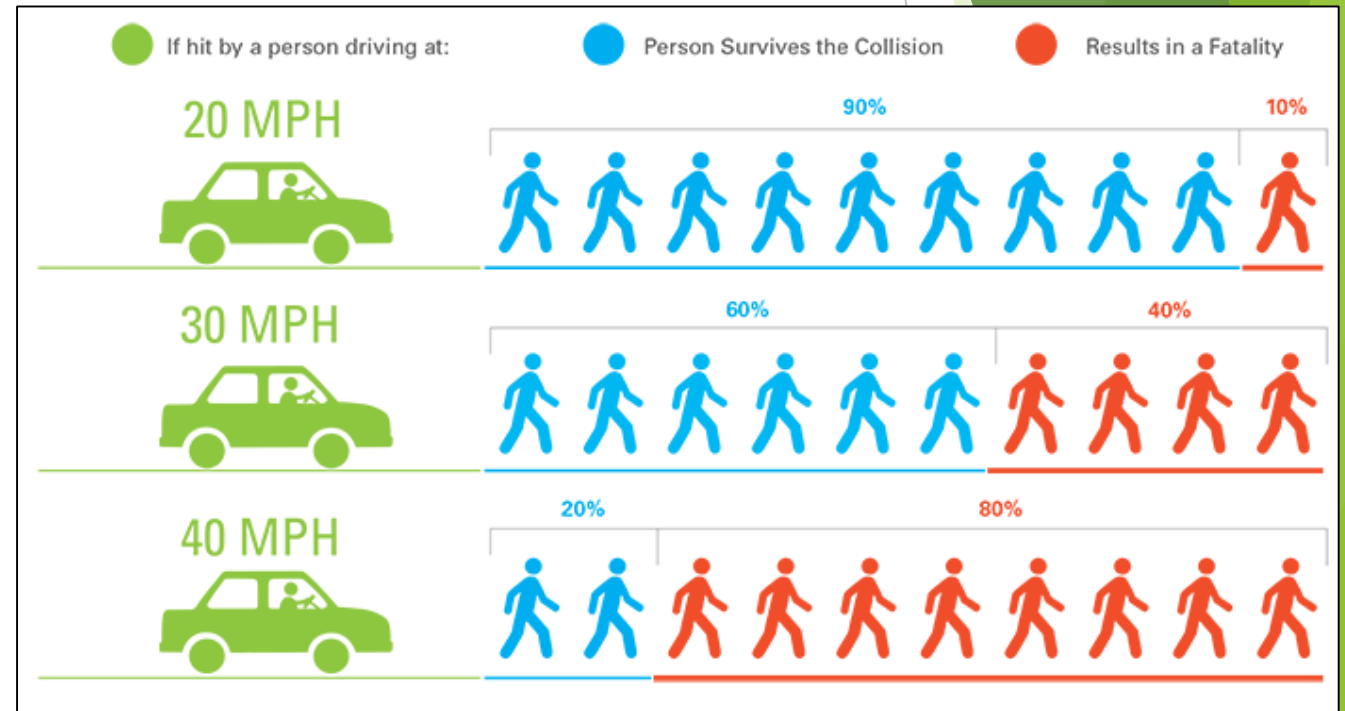
- ▶ **3 deaths** during 5-year period of July 1, 2016 - June 30, 2021.
- ▶ **299 injuries**
- ▶ **Taylor Blvd traffic counts:**
Average of 16,000 vehicles per day.
- ▶ **Winkler Ave traffic counts:**
Average of 10,000 vehicles per day.



"No charges expected after pedestrian hit and killed on Taylor Boulevard", WDRB, August 2, 2017

Why rightsize Taylor Blvd / Winkler Ave?

- ▶ Posted speed limit is 35 MPH
- ▶ Speed test conducted at 3 points along the corridor on July 15, 2021
- ▶ Average Speed: 40 MPH
- ▶ 85th Percentile speed: 45 MPH



Local Examples

3rd Street:

- ▶ **16%** decrease in crashes
- ▶ **24%** decrease in injuries

Date Range: March 1, 2018 - February 28, 2021

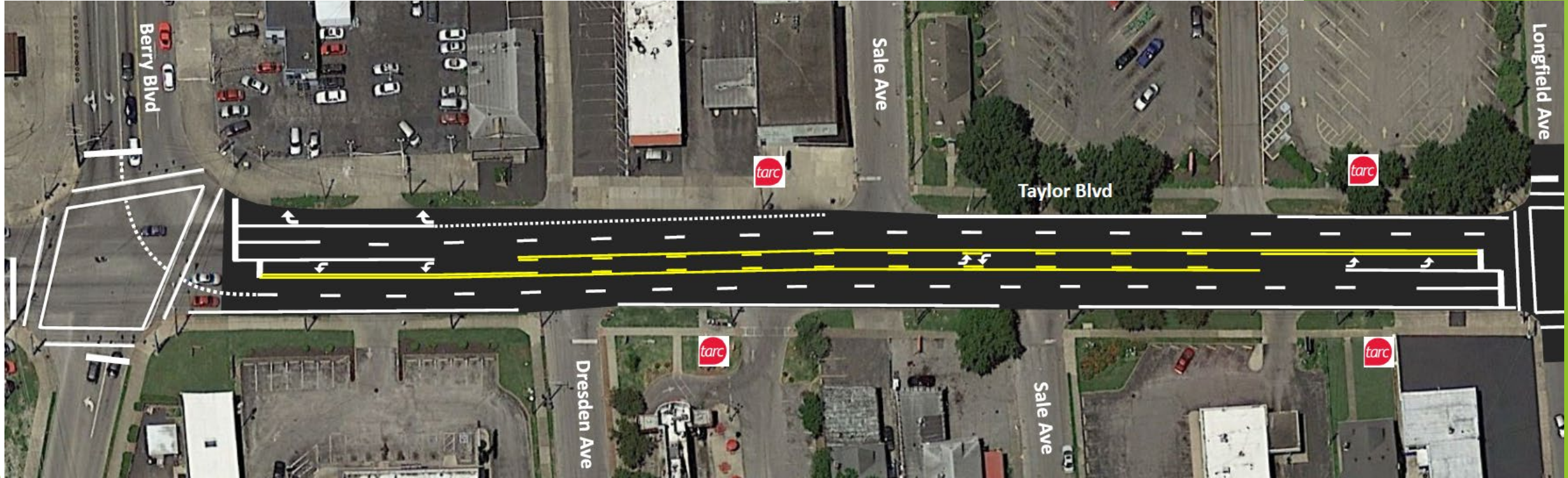
Other Examples:

- ▶ Grinstead Drive: **67%** decrease in crashes, **78%** decrease in injuries.
- ▶ Brownsboro Road: **17%** decrease in crashes, **27%** decrease in injuries.

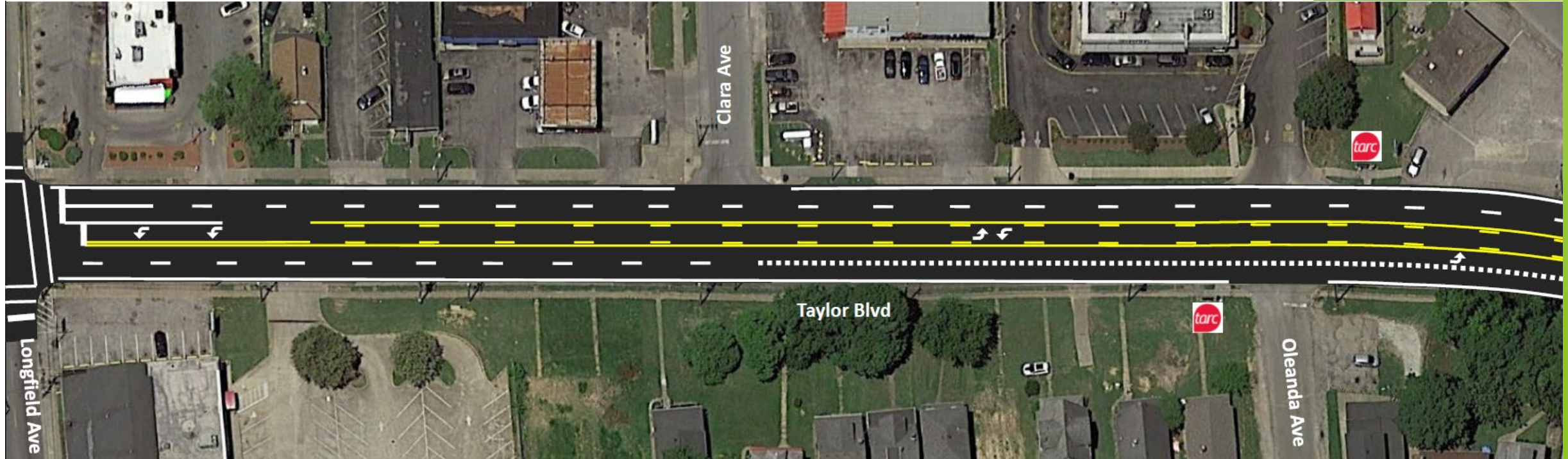


3rd Street, looking north toward W. Fairmont Ave

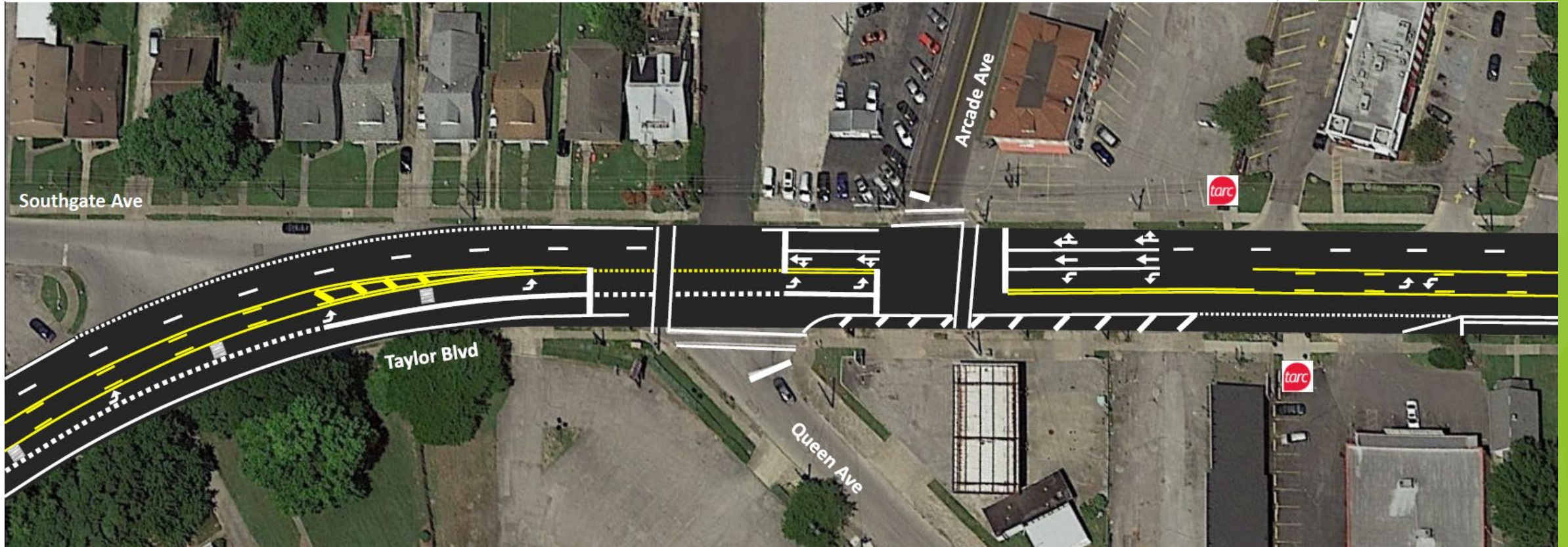
1. Berry Blvd to Longfield Ave



2. Longfield Ave to Oleanda Ave



3. Southgate Ave/Queen Ave/Arcade Ave



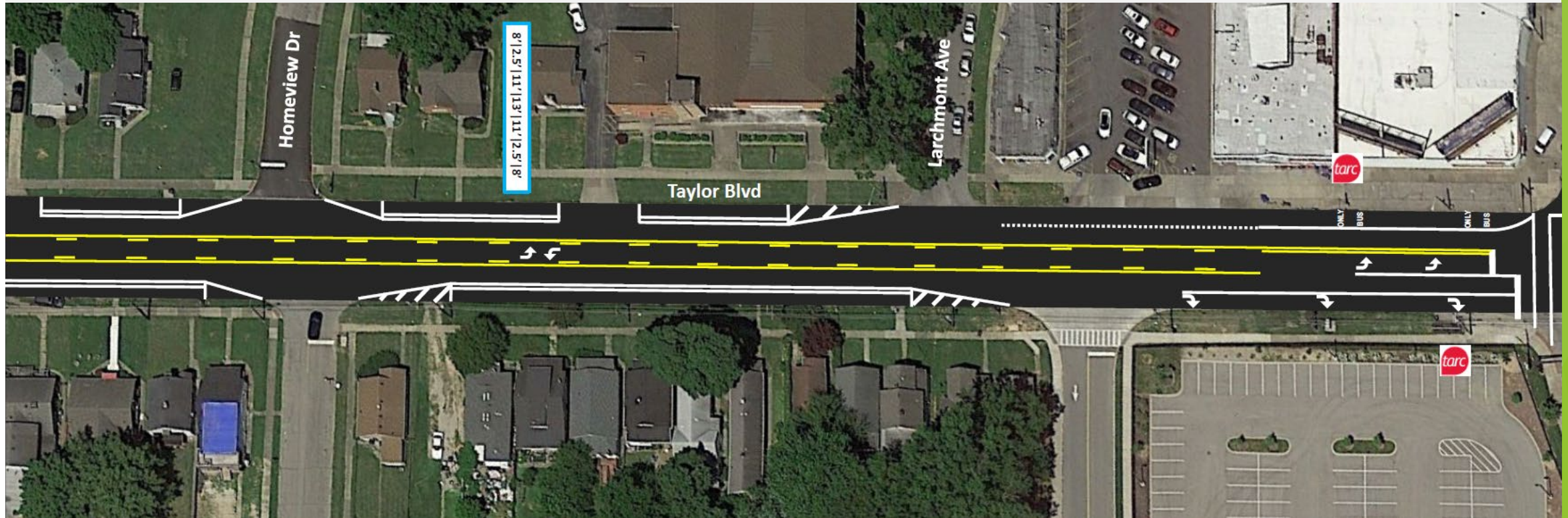
4. Earl Ave to Thornberry Ave

8' parking lane | 2.5' buffer | 11' travel lane | 13' TWLTL | 11' travel lane | 2.5' buffer | 8' parking lane



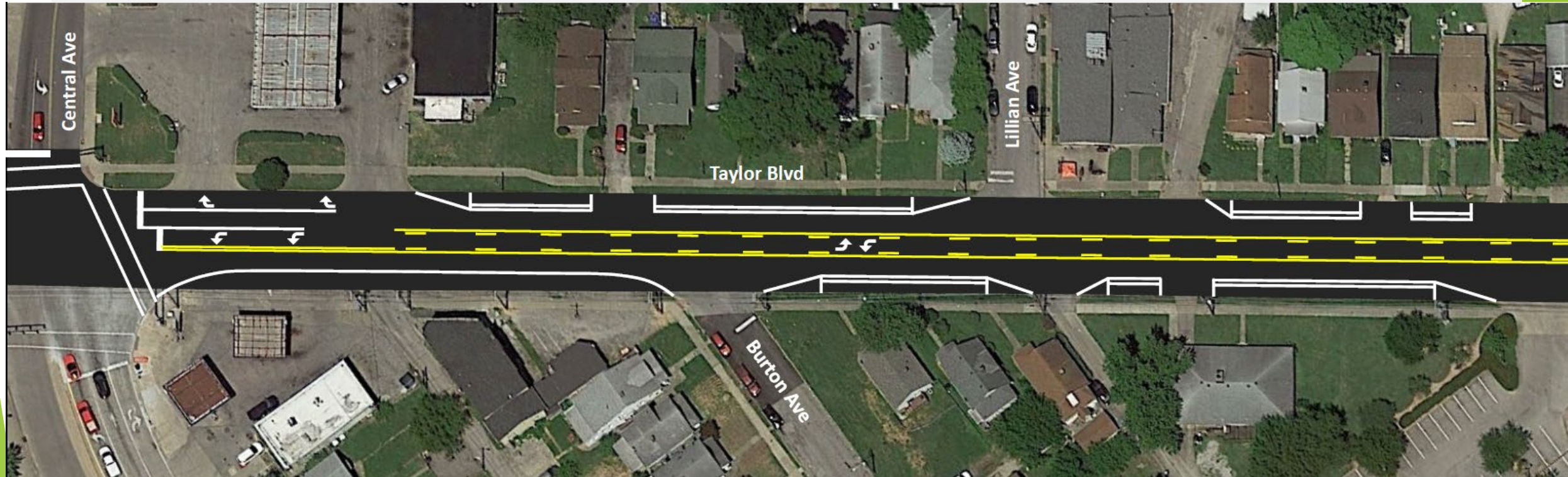
5. Homeview Dr to Central Ave

8' parking lane | 2.5' buffer | 11' travel lane | 13' TWLTL | 11' travel lane | 2.5' buffer | 8' parking lane



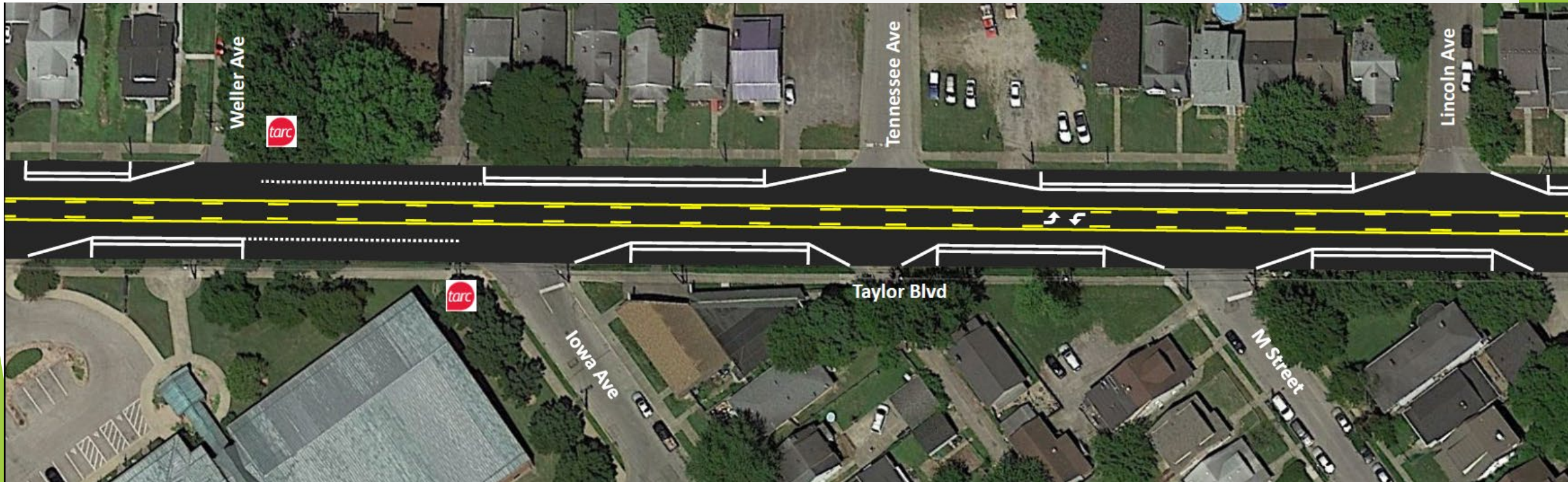
6. Central Ave to Lillian Ave

8' parking lane | 2.5' buffer | 11' travel lane | 13' TWLTL | 11' travel lane | 2.5' buffer | 8' parking lane

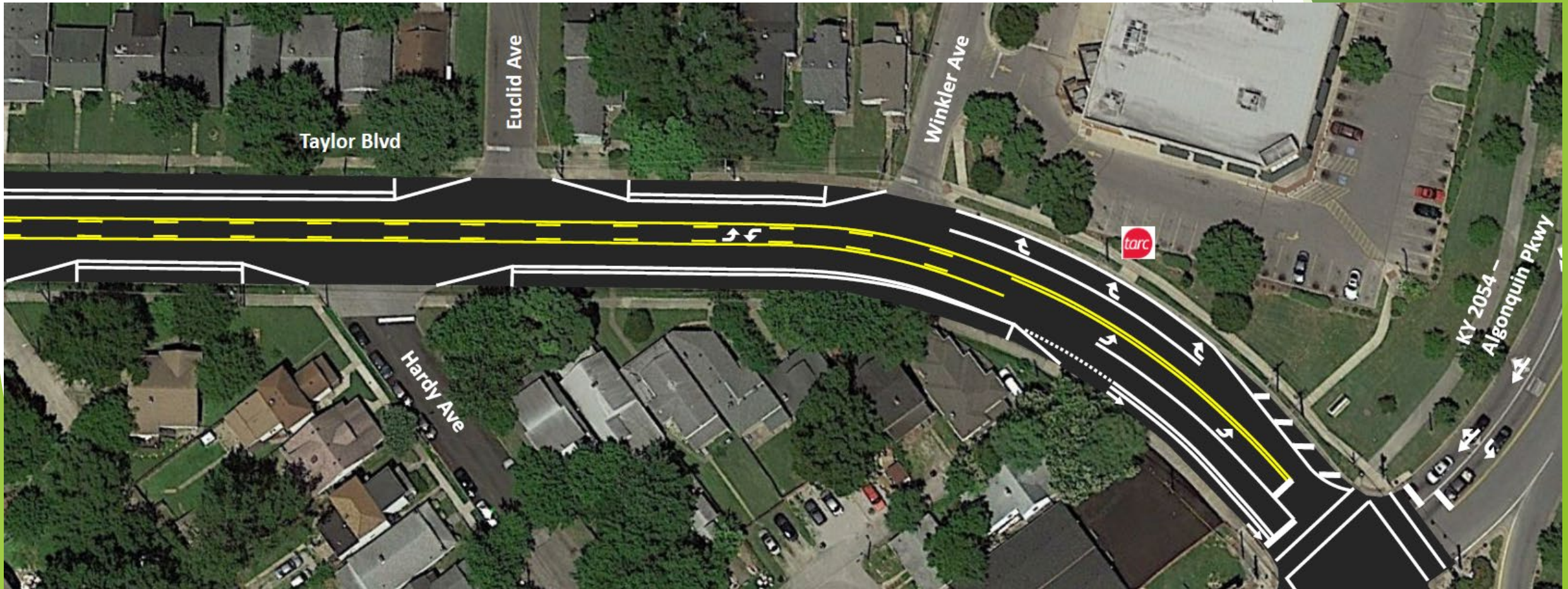


7. Weller Ave to Lincoln Ave

8' parking lane | 2.5' buffer | 11' travel lane | 13' TWLTL | 11' travel lane | 2.5' buffer | 8' parking lane



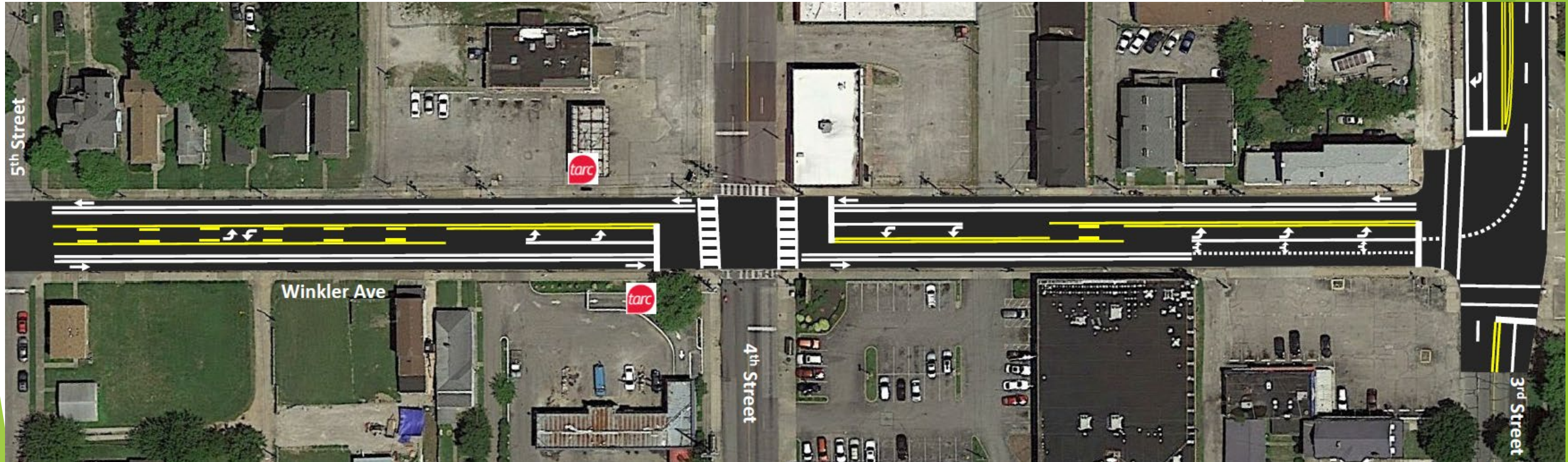
8. Hardy Ave to Algonquin Pkwy/Rodman St



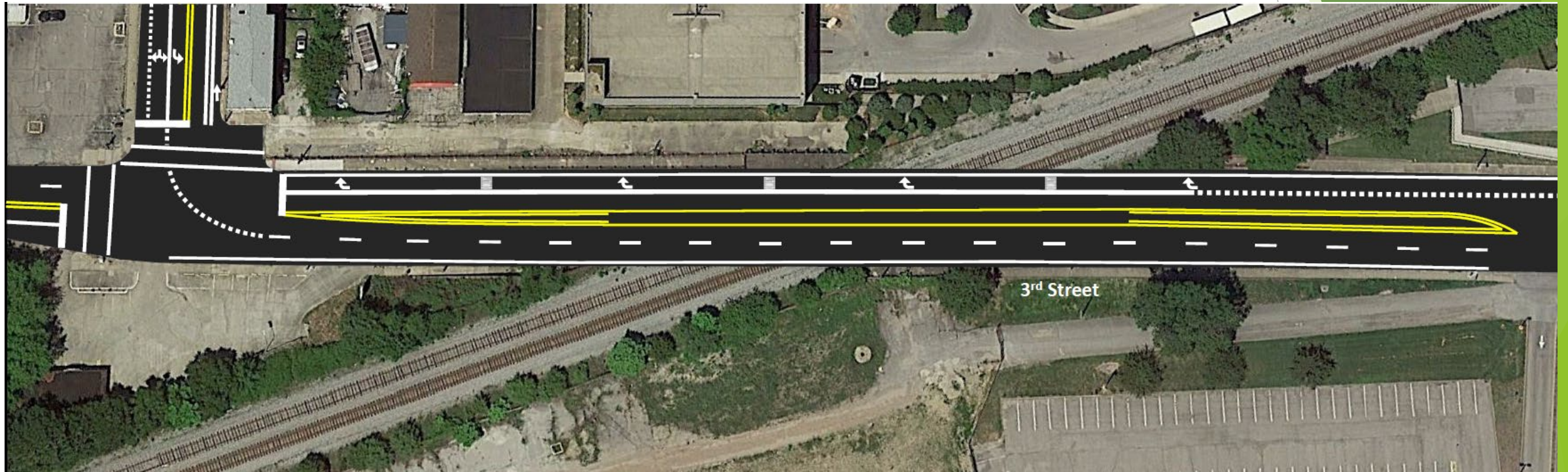
9. Algonquin Pkwy/Rodman St to 5th St



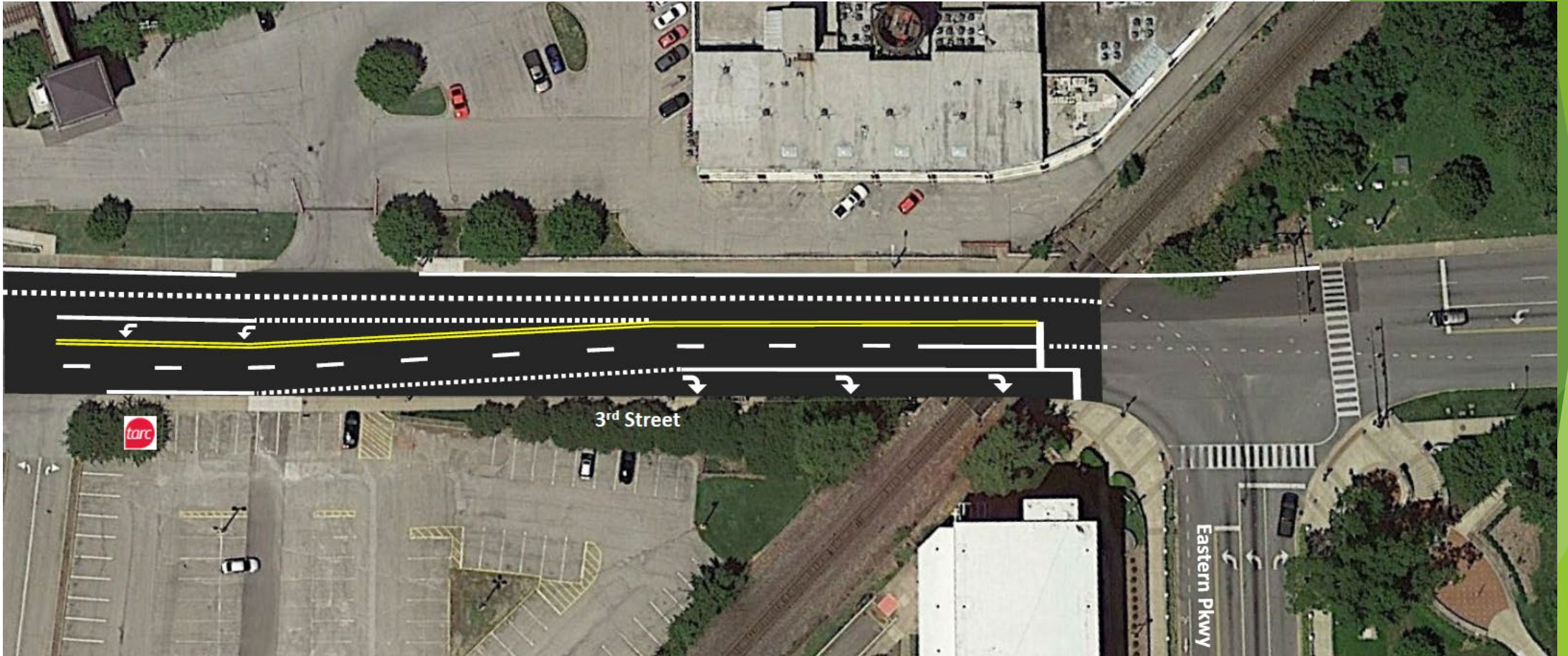
10. 5th St to 3rd St



11. 3rd St north of Winkler Ave



12. 3rd St south of Eastern Pkwy



How will rightsizing be evaluated?

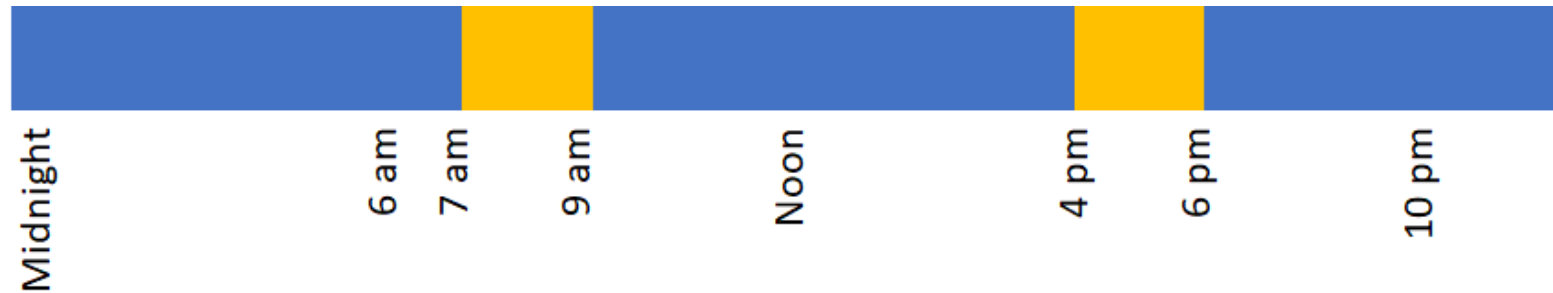
- ▶ Traffic counts
- ▶ Travel time analysis
- ▶ Speed studies
- ▶ Safety analysis



Frequently Asked Questions

Q: Will the reduction in traffic speed affect travel times?

A: On average, there is less than a 30-second reduction in travel times during the peak hours.



Frequently Asked Questions

**Q: Will cars drive down the center lane as if it is another travel lane?
How can we prevent this?**

A: Metro will monitor driving patterns and consider the installation of countermeasures as needed.



More Information and Contact

www.louisvilleky.gov/rightsizing

- ▶ Michael King, Advanced Planning & Sustainability
 - ▶ Michael.king3@louisvilleky.gov
 - ▶ 502-574-0032
- ▶ Dirk Gowin, Louisville Metro Public Works
 - ▶ Dirk.gowin@louisvilleky.gov
 - ▶ 502-574-5925



**VISION
ZERO
LOUISVILLE**