Welcome!!
And Thank You for Coming Out.

Lexington Road Corridor Transportation Plan
Lexington Road Corridor Transportation Plan

- Clifton
- Highlands
- NuLu
- Cherokee Park
- Butchertown
- Phoenix Hill
Purpose of the Study

1. Assess the current safety and access issues for residents, business and all users – drivers, pedestrians, bicyclists, and transit

2. Identify Potential Improvements

3. Develop a Master Plan
Vision Statement

To develop a multi-modal, complete street, neighborhood friendly road that is safe and efficient for all users.
Study Approach – Involvement

1. Louisville Metro Lead
2. Internal Stakeholders – TARC, Parks, Public Works, Planning, EMS, Utilities, KYTC
3. External Stakeholders—Businesses, Residents, Public
Study Approach—Steps

1. Assess Existing Conditions
   1. Talk with Businesses
   2. Conduct a Safety Audit
   3. Collect Traffic, Bike, and Ped Volumes, and Transit Ridership
   4. Review Crash Data
   5. Approved Developments

2. Identify Broad Range of Design Options – November

3. Present Recommended Concepts – December

4. Present Final Plan – January

5. Submit Draft and Final Report – February
Upcoming Discussion Questions

• Handout...
  – How you interact with the corridor?
  – Identify unsafe/frustrating areas
  – Identify spots that need to be redesigned
  – Suggest solutions for entire corridor
  – Suggest landscape and enhancements
Existing Conditions

**Average Daily Traffic:** 8,800

**Classification:** Minor Arterial – Louisville Metro Street

**Crashes:** 128 crashes over 3 years (2011-13)

**Land Uses:** Parks, Homes, Businesses, Restaurants, City Garage.

**Form District:** Traditional Neighborhood.

**Zoning:** Residential, Special, Commercial and Industrial

**Constraints:** RR viaduct, three bridges, street parking, Cave Hill wall
Frankfort Avenue: 8,000 – 16,000
Brownsboro: 9,000 – 21,000
Grinstead Avenue: 14,000 – 19,000
Baxter Avenue: 10,000 – 22,000
River Road: 6,000 – 13,000
Mellwood: 5,000 – 9,000

Lexington Road: 9,000 ADT

Average Daily Traffic (ADT)
Comparative Roads

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Near Future Changes

**Axis Apartments:** 300 Units

**The Woods at Lexington Road Apts.:** 72 Units

**Over 1,000 Units in the Encompassing Area**

**River City Metals Site:** Future?

**Distillery Commons:** Future?

**Vacant Land Zoning:** Industrial / Commercial
What Are Complete Streets?

Users:
- Drivers
- Bicyclists
- Pedestrians
- Transit
- Parking

Elements:
- Furniture
- Drainage
- Streetscape

Safe Streets
Connected Streets
Green Streets
Accessible Streets
Livable Streets
Balanced Streets

https://www.youtube.com/watch?v=nb0PC-OC0CU&feature=youtube_gdata_player
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Why are we doing this?

- Property values increase
- Jobs increase
- Transportation cost decreases
- Stormwater savings increase
- Health cost increases
- Accidents decrease
- Sense of place increases
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Safe Streets

Slower speeds reduce pedestrian fatalities.
“75% of pedestrian crashes occur where there are no traffic controls”

“Pedestrians are safer in areas with sidewalks than in areas without them.”

In the United States:

- 40% of all trips are 2 miles or less
- 28% of all trips are 1 mile or less

These distances can be covered by a short, healthy bike ride or walk.

Yet ...

65% of all trips under 1 mile are made by car.

Options

What if....

Tomorrow you could no longer drive?

• 1/3 of Americans **do not drive:**
  • Children under the age of 16
  • 21% of Adults over the age of 65
  • Those who cannot afford a car
  • Those who are not able to drive a car
Lexington Road Complete Streets Elements

- Lane Redesign
- Bike Lanes
- Cycle Tracks
- Sidewalks
- Transit Stations
- HAWK Signals
- Streetscapes
- Green Infrastructure
Lane Redesign

- 30% crash reduction nationwide
- 40% crash reduction in Louisville
- Benefits / Outcomes
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Old Brownsboro Road

Now
Lexington Road Corridor Transportation Plan

Grinstead Avenue

Then & Now
52% of Americans want to bike more than they do now.

- America Bikes Poll
Bike Lanes
Bike Lanes
Buffered Bike Lane
Cycle Tracks
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Cycle Tracks

Bend, OR
Cycle Tracks
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Transit Pull-Off Stations
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HAWK Signals
HAWK Signals
• Area-wide destinations for bicyclists
  – Downtown, St. Matthews, Highlands, Cherokee Park, Clifton, Nulu
  – Beargrass Creek Trail
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Beautification / Streetscape Enhancements

- Community Gateways
- RR Viaduct
- Street Trees
- Furniture
- Art

Results in Economic Investment
Green Infrastructure

- Tree boxes / canopies
- Drainage
- MSD Funding
- Grasses
- Rain Garden

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