

Online Survey Results

Charts of Response Distribution

Question 1:

Which of the following do you participate in regularly? Please check all that apply.		
Answer Options	Response Percent	Response Count
I walk to the bus stop	19.5%	207
I walk all the way to work, school or my volunteer activities	8.0%	85
I walk to run errands or to get to other destinations	35.7%	380
I take walks for fitness/exercise	73.8%	785
I walk around my neighborhood for enjoyment or to walk the dog	71.5%	760
I walk because it is my only transportation option	2.1%	22
I walk to my car	59.1%	628
I rarely or never walk	4.0%	42
<i>answered question</i>		1063
<i>skipped question</i>		7

Question 2:

How frequently do you walk to your activities, e.g., work, school, shopping, entertainment?		
Answer Options	Response Percent	Response Count
Always	4.3%	45
Frequently	21.3%	224
Sometimes	26.9%	283
Rarely	30.5%	321
Never	16.9%	178
<i>answered question</i>		1051
<i>skipped question</i>		19

Question 3:

How frequently do you bike to your activities, e.g., work, school, shopping, entertainment?		
Answer Options	Response Percent	Response Count
Always	1.3%	14
Frequently	10.1%	106
Sometimes	16.2%	169
Rarely	21.7%	227
Never	50.7%	530
<i>answered question</i>		1046
<i>skipped question</i>		24

Question 4:

How frequently do you take the bus to your activities, e.g., work, school, shopping, entertainment?		
Answer Options	Response Percent	Response Count
Always	2.2%	23
Frequently	9.6%	101
Sometimes	11.3%	119
Rarely	20.2%	212
Never	56.7%	596
<i>answered question</i>		1051
<i>skipped question</i>		19

Question 5:

How long do you usually walk for exercise/recreation?		
Answer Options	Response Percent	Response Count
Less than 15 minutes	8.9%	93
15 to 30 minutes	27.9%	291
30 to 45 minutes	35.0%	365
About an hour	19.3%	201
More than an hour	8.9%	93
<i>answered question</i>		1043
<i>skipped question</i>		27

Question 6:

What would have the GREATEST impact on improving transportation in Louisville?		
Answer Options	Response Percent	Response Count
More and better sidewalks for walking	14.6%	149
More and better bike lanes, routes and signage for bicycling	15.0%	153
More recreational paths or trails	6.6%	68
If it was easier to get around by car	2.0%	20
Better transit service	21.3%	218
If more people used alternative modes of transportation (such as bicycling or taking transit)	16.2%	166
If pedestrians and bicyclists followed the rules of the road (no jaywalking for example)	3.0%	31
If drivers obeyed the rules of the road (yielding to pedestrians, driving at posted speed limits)	10.8%	110
Other (please specify)	10.6%	108
<i>answered question</i>		1023
<i>skipped question</i>		47

Question 7: What would encourage you to walk more frequently in Louisville?			
Please select your top two choices.			
Answer Options	Choice #1	Choice #2	Response Count
Wider sidewalks	30	41	71
Better sidewalk surface quality (smooth, no gaps)	89	102	191
More places I want to go within walking distance	269	100	369
Fewer physical barriers when going to my destination (interstate, buildings, gates)	84	110	194
Less traffic	35	45	80
Drivers following the rules of the road (yielding to pedestrians, obeying speed limits)	85	120	205
Safer intersections	50	88	138
More off-road paths for walking or bicycling	181	116	297
Better lighting	13	39	52
Improved public safety	64	73	137
Better facilities for people with mobility limitations (such as curb ramps)	14	9	23
Nothing, I prefer to or need to drive	21	22	43
Other	68	33	101
<i>answered question</i>			1005
<i>skipped question</i>			65

Question 8:

If you selected "other" above, please specify here	
Answer Options	Response Count
	115
<i>answered question</i>	115
<i>skipped question</i>	955

Question 9:

Did you attend the Bicycle Summit in 2005?		
Answer Options	Response Percent	Response Count
Yes	5.3%	53
No	94.0%	945
Don't Know	0.7%	7
<i>answered question</i>		1005
<i>skipped question</i>		65

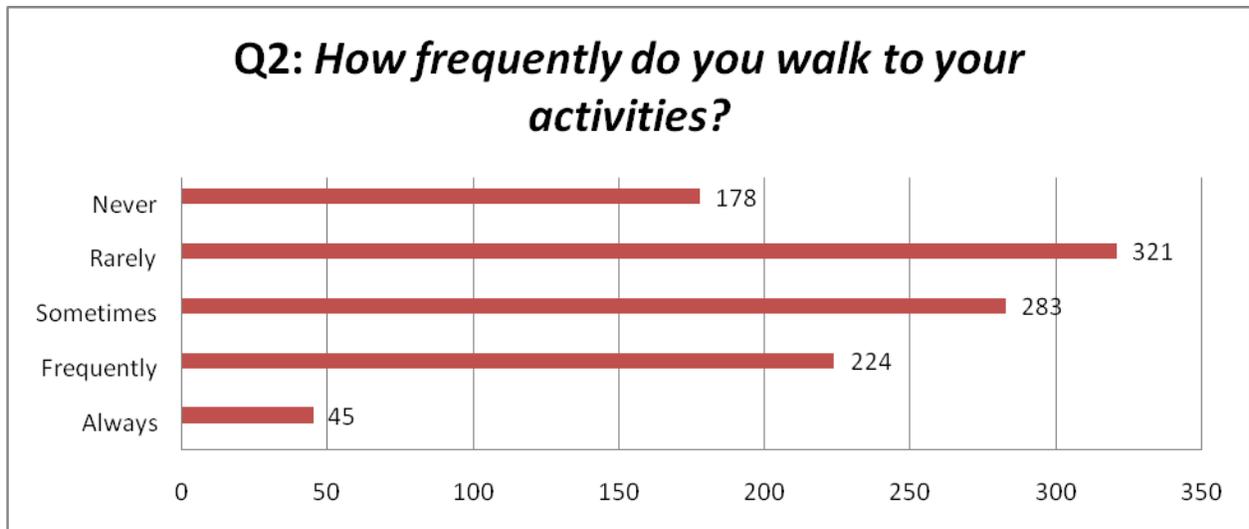
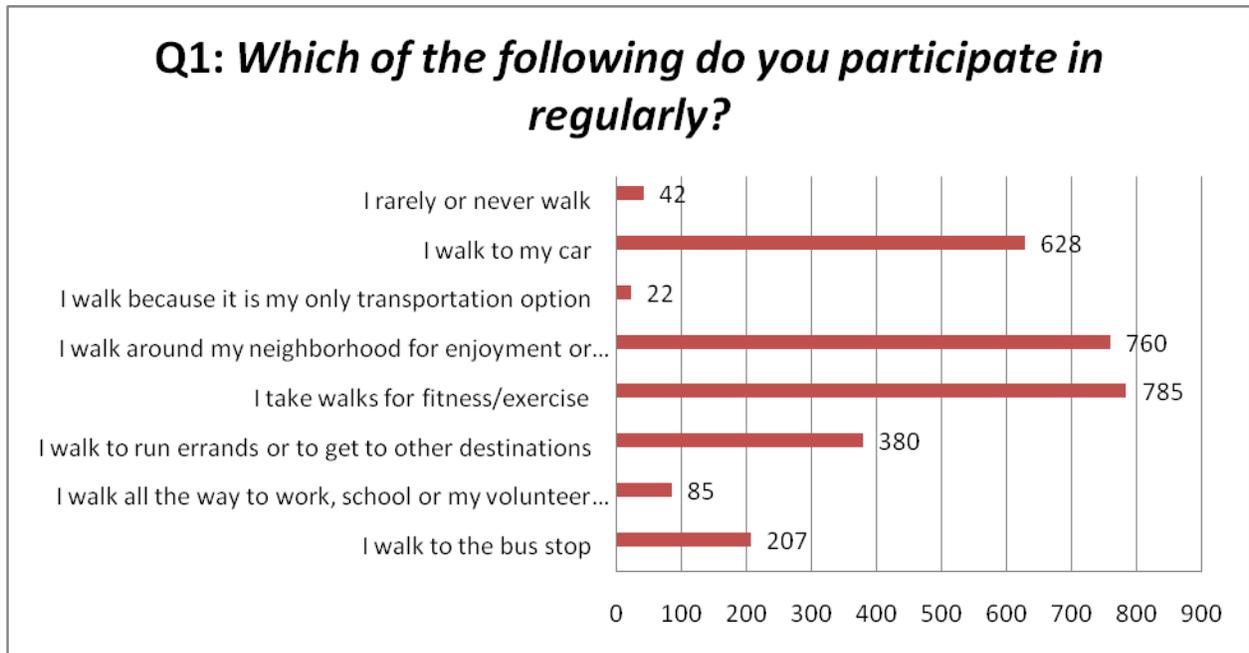
Question 10:

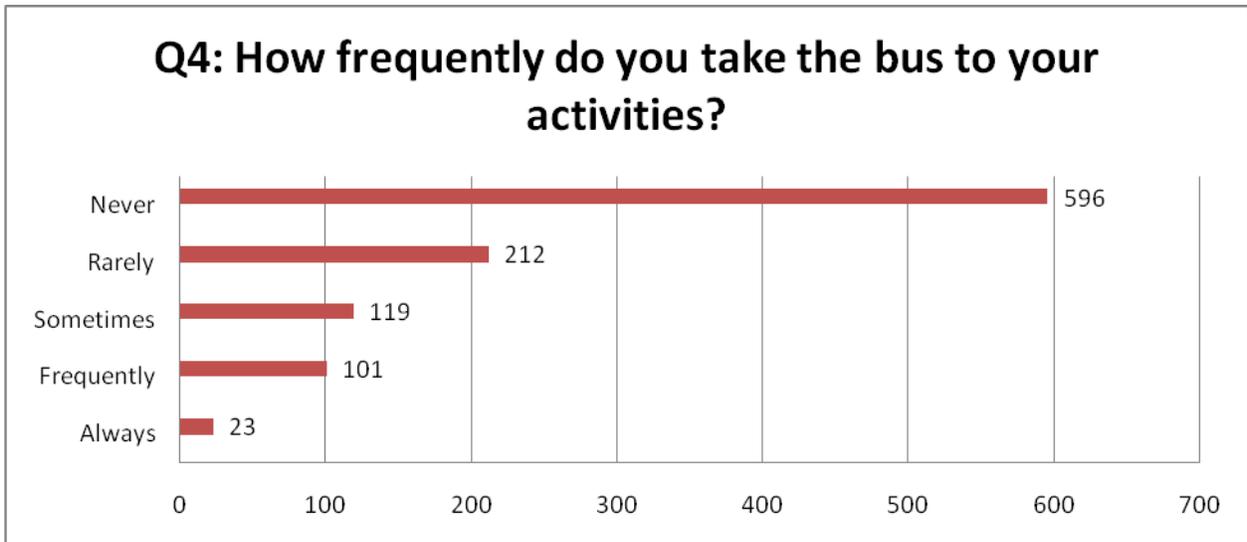
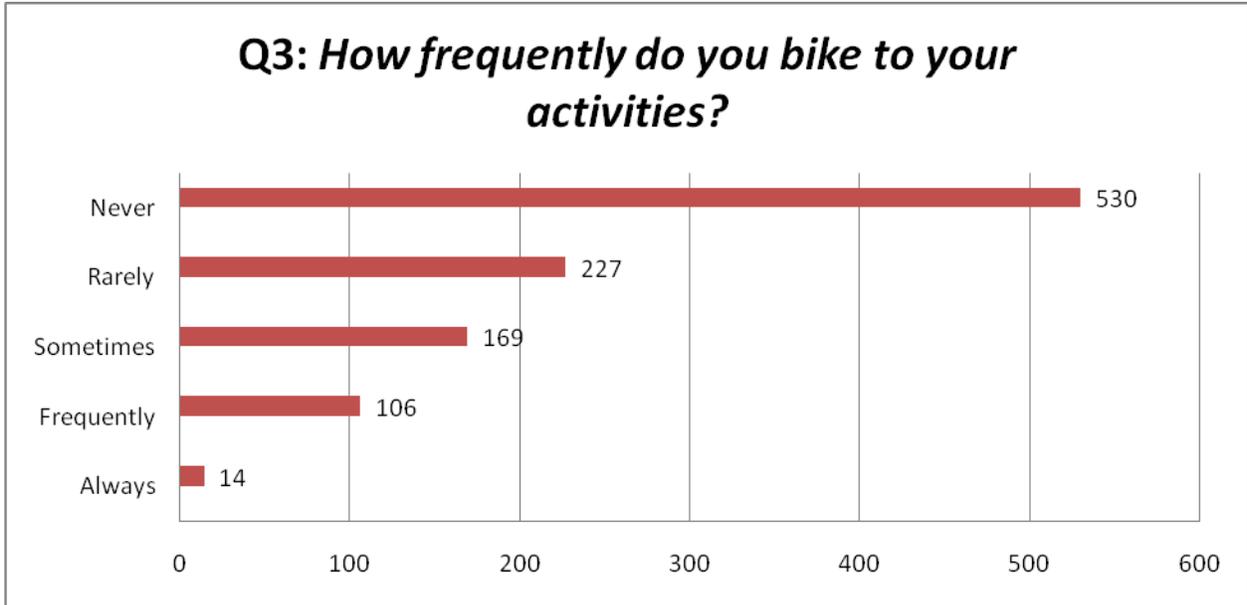
If yes, based on your experience at the Bicycle Summit, do you have any suggestions for the Pedestrian Summit to be held on May 10, 2008?	
Answer Options	Response Count
	33
<i>answered question</i>	33
<i>skipped question</i>	1037

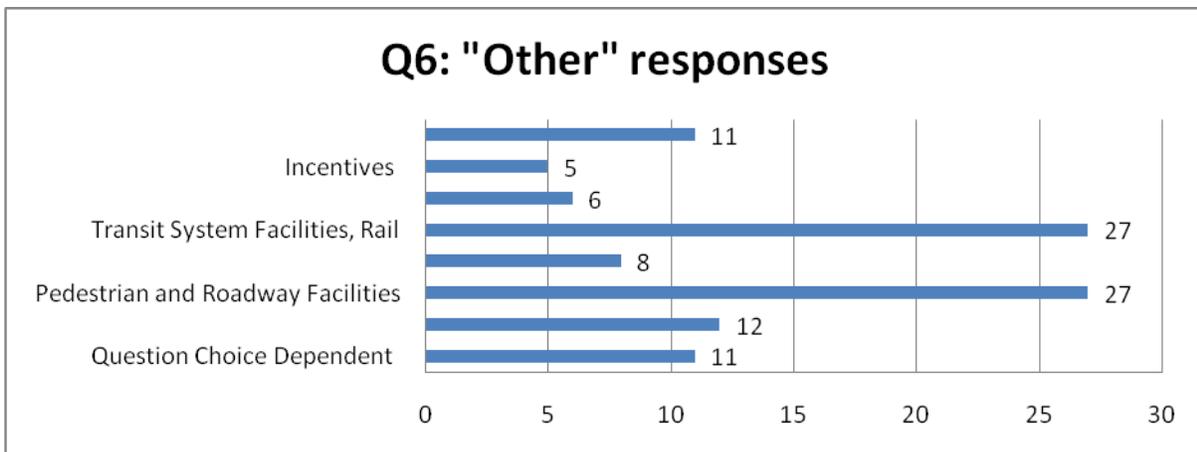
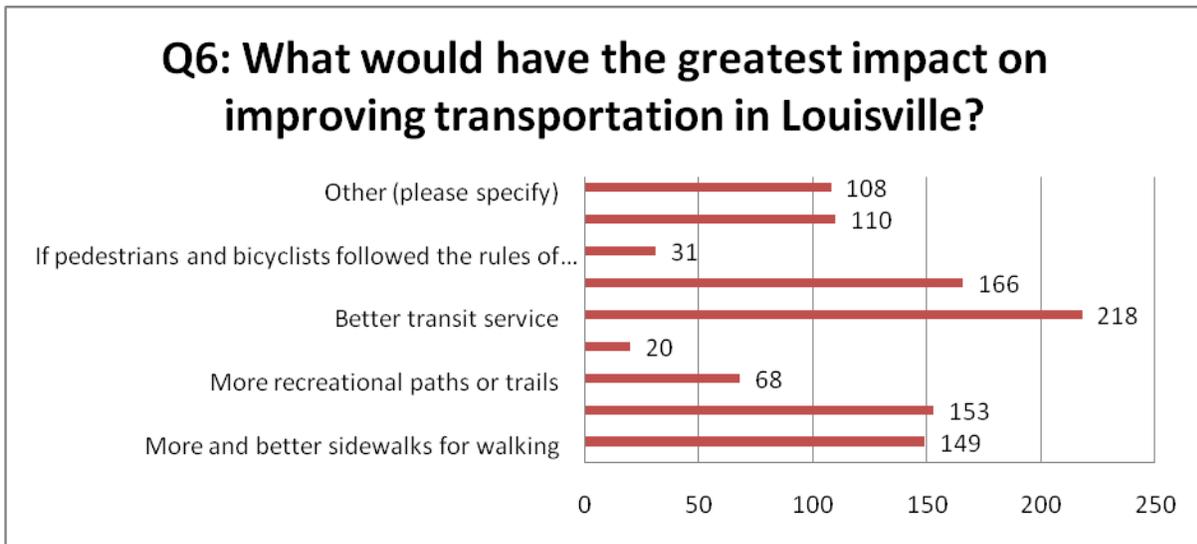
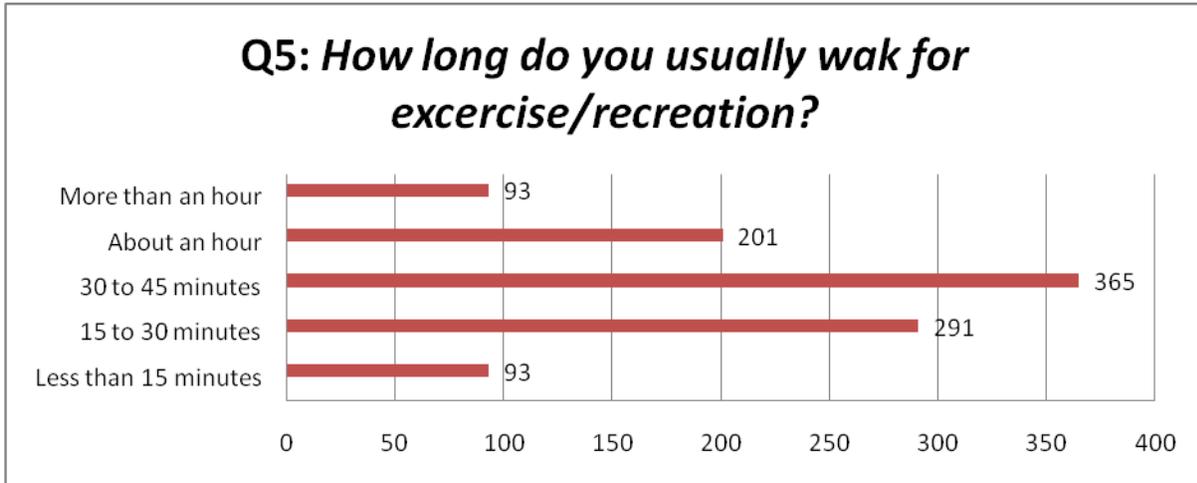
Question 11:

Please provide any additional comments below related to transportation in Louisville (optional).	
Answer Options	Response Count
	353
<i>answered question</i>	353
<i>skipped question</i>	717

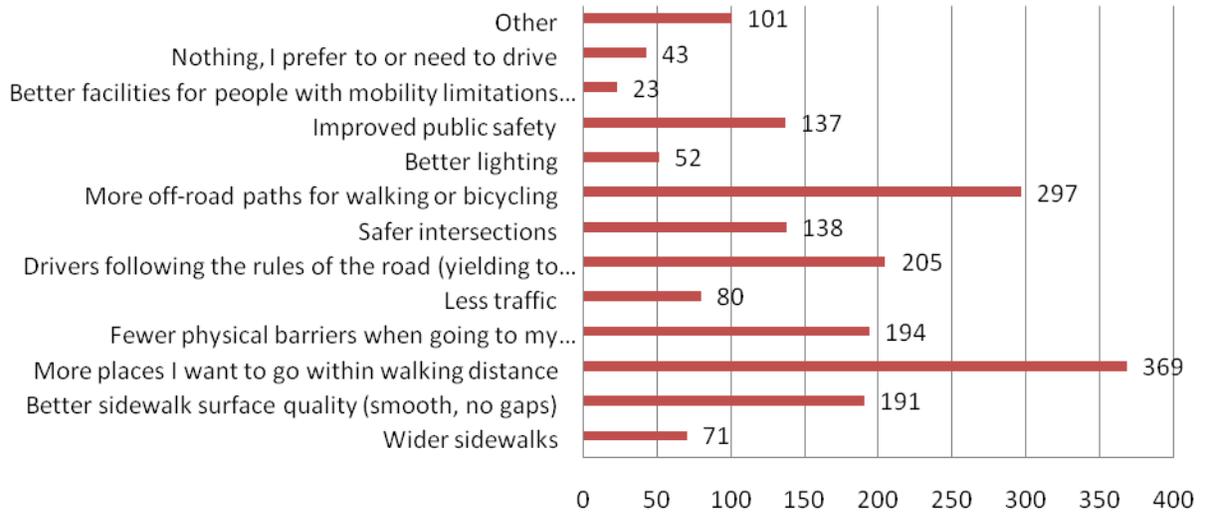
Graphs of Response Distribution



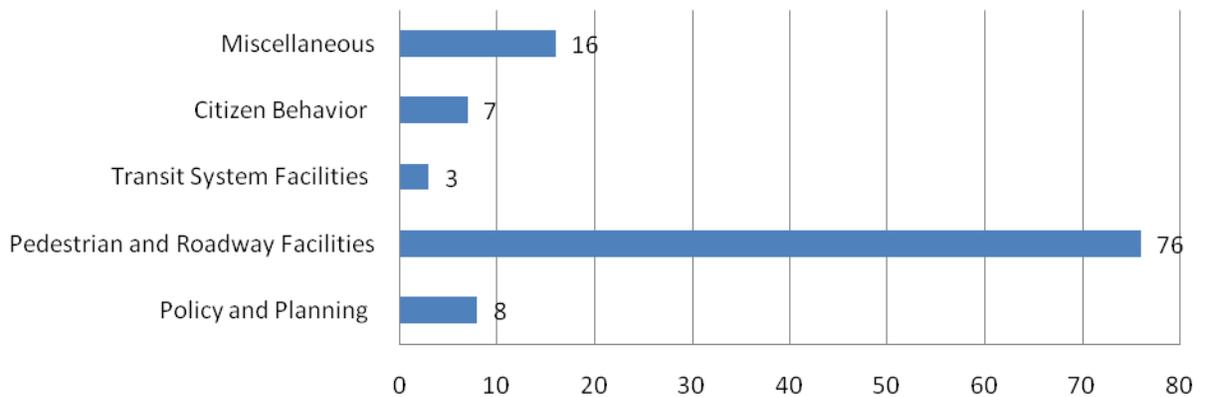


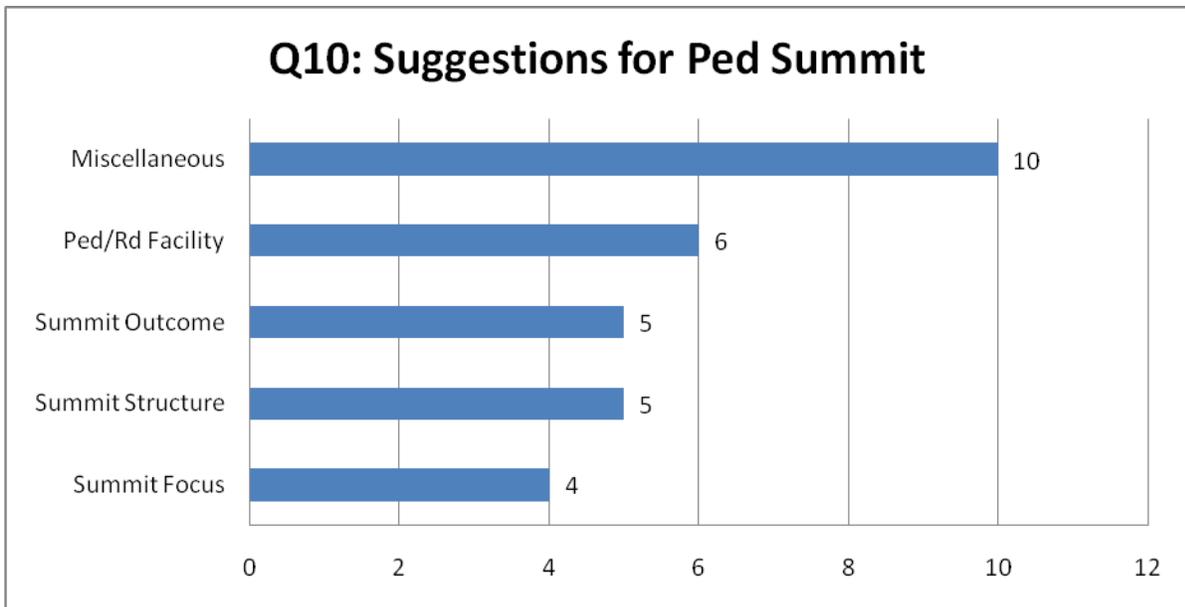
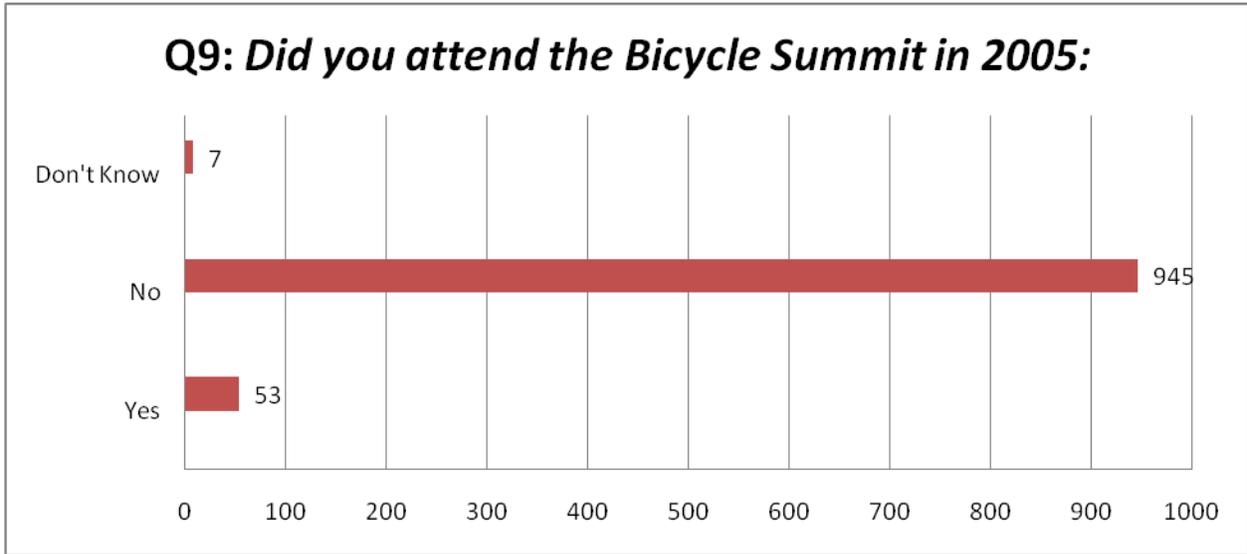


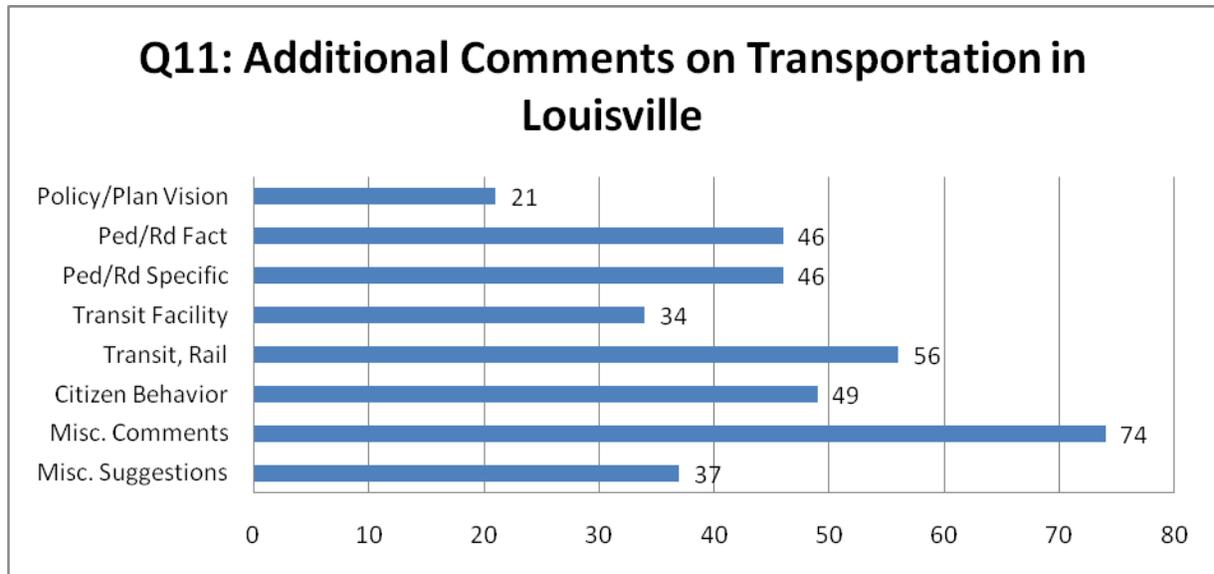
Q7: What would encourage you to walk more frequently in Louisville?



Q8: "Other" responses for Q7







Written-In Comments

Question 6: *What would have the GREATEST impact on improving transportation in Louisville?*

Number	Other (please specify)
1	More frequent bus runs in the afternoons
2	all of the above
3	selections 1-3
4	better planning/zoning
5	Flex new road funding to alt. transportation modes
6	Rail and or Subway system
7	Bike Lanes & Sidewalks on River Rd
8	Light Rail
9	we need a rail transportation system for comuters
10	a light rail system
11	Build the Ohio River bridges, widen I-64 to six-lanes
12	Integrated land use and transportation planning, especially transit oriented development
13	mass transit/light rail
14	8664
15	all of the above
16	gasoline rationing
17	Transit orientedDesign/Development
18	Getting rid of the one way roads
19	undisputed pedestrian r-o-w, enforcement & prosecution
20	public rail
21	All roadways, walks, trails, bike lanes and paths need to keep pace with demand and living patterns within an environmentally friendly planned development program.
22	introduction of car sharing programs
23	mass transit (e.g.light rail)
24	keep current sidewalks repaired; especially in subdivisions
25	\$10.00/gal gas or other economic incentives for using modes of transportation other than single occupant motor vehicles.
26	Many areas of the city do not have sidewalks that allow you to have access to bus stops or walk to allow you to walk to work/grocery/drugstore or allow you to walk for fitness/exercise.
27	Pedestrian survey or transportation survey? How about a fully accessible central core, including wheelchair and elderly-friendly housing.
28	all of the above
29	Wider roads rather than bike lanes so that motorists can easily pass while not forcing cyclists into dangerous situations such as open doors on parked cars, glass and drainage inlets. When drivers see a bike lane they think a cyclist has to be in that lane regardless of the obstructions that the cyclist may face. Also, rather than a bike lane for the length of River Road, a two-way left turn may be a better option. It would allow motorists to easily pass cyclists while also improving the capacity of the corridor.
30	#1,5,7 and 8
31	safe neighborhoods; I don't take the bus due to unsafe neighborhoods
32	light rail
33	Job requirements make it difficult to use public transportation and yet the mileage

	reimbursement does not keep up with our gas and maintenance bills.
34	Monorail or subway.
35	Transit Oriented Design/Development
36	all of the above
37	BETTER ROADS
38	Light Rail System
39	Louisville is pretty easy to get around in, but the suburbs aren't really setup to get to shopping and recreational centers easily on bikes or sidewalks.
40	push people to use motorcycles
41	build the bridges
42	commuter train system
43	If Gas was CHEAPER
44	If ALL obeyed rules of the road
45	Train or Subway system
46	lower gas rates
47	increased funding for public transit in order to increase service and make it even easier to utilize
48	Making the use of automobiles more expensive and less convenient.
49	"Complete Streets" everywhere
50	land use patterns which support bike/ped/ transit as well as car access.
51	Create friendly walkways and bikeways on existing streets. Not bike lanes. Just make existing infrastructure safe for pedestrians and cyclists.
52	THE LOUISVILLE METRO NEEDS MORE PUBLIC TRANSPORTATION IN THE FORM OF BUSES TRAINS FOR SUBURBS .
53	I think all of these are very good ideas
54	If the public was better educated regarding the rights of cyclists to road use.
55	Affordable light rail transit
56	Lite Rail
57	better bike rules, if cars have to share the road ways with bikers, then why don't bike riders have to maintain the same speed limit as cars do. It really angers me when a bike rider is riding 5 mph in front of me in a 25 mile zone. I have to patiently ride behind them. I wonder what would happen if they rode so slow in front of a police car not on a run. Cars and bikes are not meant to share the same road!!!!
58	Who wants to walk and bike to work- this isn't Red China or Cuba. Just fix the potholes and keep the roadways and signs in repair. Also, expand the cabling to cover all of local interstates that do not already have a concrete center divider. Thanks!
59	Safer neighborhoods to access bus
60	Better transit AND more people using it
61	all the above
62	more frequent transit service
63	light rail
64	The feeling of safety when choosing alternative modes of transportation (i.e. seperated bike/walk paths such as Southern Pwky, etc)
65	finding a faster alternative-it take to long to take the bus
66	Light rail
67	If gas was cheaper
68	If there were more express busses
69	If drivers obeyed the rules of the road (yielding to pedestrians, driving at posted speed

	limits). AND driver LIABILITY were increased measurably in the event they hit, injure, kill a pedestrian.
70	More public awareness of pedestrian/cyclists rights of way.
71	BETTER GAS PRICES
72	more forms of transportation available
73	light rail
74	get rid of bike lanes
75	Land Use patterns that facilitated walking
76	Save GAS...Ride a HORSE!
77	If people carpooled or had only one car. My husband and I share one car. We work within a mile of each other and drive/pickup each other the same trip.
78	light rail
79	more and better maintained bike/ walking/skating paths for commuting, not just recreation
80	Better Mass Public Transit such as a Light Rail Through downtown, Highlands, Old Louisville, Cherokee Park, St. Matthews, Frankfort Ave., etc.
81	More and better bike lanes and routes will also need bike garages and bike stands. I wish someone would take a trip to Amsterdam and study their rules and regs for bike traffic, I'll go! And when is there going to be a walk bridge across the Ohio? I see a generation of bike riders for work and recreation if Louisville would commit to such a plan.
82	Completing I-265 and the Ohio River bridges project
83	All of the above
84	If you could work close to your work would help.
85	Light rail!! Now is the time!
86	#2 and #6 - I feel very at risk on a bike on the street. I would prefer separate network of bike routes.
87	Bridges on both ends of Louisville to make true circles. Cameras on stop lights to deter violations.
88	more pedestrian crossings, reduce speed limit in congested neighborhood pedestrian heavy areas like Crescent Hill/Frankfrot Avenue
89	I'd like to be able to ride my bike safely and efficiently from East Louisville to Downtown to avoid highways and busy roads.
90	Light rail connecting Indiana and Oldam county with Louisville
91	More buses, often schedule
92	bike lanes, routes, and signage for ALL parts of Louisville, not just the east end
93	Better Pub Transportation, sidewalks and bike lanes
94	Car Free route's for bikers and walkers
95	Light railway system
96	ANOTHER BRIDGE!!!
97	It's hard to choose just one of these options. I want more bike lanes & sidewalks, more people using alternative transportation, and drivers/pedestrians/bicyclists who obey road rules.
98	light rail from suburbs to downtown
99	86- I 64
100	Do you mean for health reasons or for environmental reasons. Your questions are confusing.
101	"diamond lanes" on I-65 and Watterson

102	a rail system to get around town
103	Bikes need to take "a lane" not a sidewalk and cars need to accept the situation
104	Changing the behavior & image of the typical bike-rider when in traffic from cutting across and in between lines of cars. This causes resentment and reluctance to join the bike movement
105	Light Rail
106	Light rail/better transit service- greater metro area- to Bullitt County
107	I would say need sidewalks everywhere and bike lanes on all major streets including the "improved" Westport Rd corridor which did NOT include bike lanes!!!!
108	bikes are good. i do not think we are ready for a light rail system but i would like to see it happen. if we had trains running along the i64 i65 i71 i264 ect. into and out of downtown it might work.

Question 8: *What would encourage you to walk more frequently in Louisville?*

Number	Response Text
1	More CONTIGUOUS bike lanes and sidewalks
2	Better sidewalk connectivity...sidewalks in some areas are good, but sometimes you can't connect between areas and neighborhoods due to lack of sidewalk in some areas or a nasty expressway interchange.
3	More sidewalks (better connected)
4	sidewalks to use to get to my destinations safely
5	i would walk often if they finish/start the planned walk path in Prospect
6	eliminating the constant panhandling
7	More sidewalks and pedways
8	Commercial development designed fro pedestrian access instead of vehicle access.
9	At the moment, its a scheduling issue for me. Work fulltime and U/L 3/4 time - always on the run. Will be able to walk more locally after graduation.
10	sidewalks where there are not any in Metro
11	more sidewalks
12	Motivation!!!!
13	More bike lanes or bike routes
14	more time!
15	Connector paths between shopping areas
16	Less people panhandling
17	keep dogs from running loose and attacking you
18	Sidewalks in my neighborhood
19	Sidewalks along high-traffic thoroughfares
20	fewer stray, loose dogs
21	More sidewalks and walking paths
22	More sidewalks in neighborhoods & along thouroughfares
23	New sidewalks where none currently exist.
24	traffic light buttons so we wouldn't have to wait as long for lights
25	There are no sidewalks in the Iroquois Manslick Road area. Bus stops are on the edge of the road with no sidewalk available.
26	I live in the county-you can't walk to get to the stores.
27	Sidewalks. We don't have them on National TPKE

28	walking sucks. ride a bike
29	Not having to worry about crime and my safety.
30	More sidewalks
31	Sidewalks along busy streets ie.Fegenbush Lane/S.Bardstown Rd.
32	Way out on Bardstown Road (just beyond the Gene Snyder), we need sidewalks and crosswalks between our neighborhoods and the stores/schools.
33	more lanes in the park
34	More interlinked roadways and paths to offer diversity in routes, particularly in suburbia.
35	More sidewalks!! My neighborhood has a TREMOUSOS lack of sidewalks.
36	there is no sidewalk on sections of Brownsboro Rd. that I would use to walk to the grocery etc
37	connect more subdivisions and neighborhoods to shopping centers via sidewalks
38	RESTRMS. AVAILABLE OPEN ALL YR. AROUND
39	Safer "connections" from neighborhood to shops for cycling and/or walking
40	Heavy vehicle traffic. (More costly use of automobile, less convenient)
41	Sidewalks on both sides of all streets
42	Knee replacement
43	More sidewalks in Prospect
44	More sidewalks to make it safe/possible to walk
45	More sidewalks
46	Sidewalks everywhere
47	More Sidewalks
48	why can't bikers obey the 25 mph speed limit? Cars are meant for the street, bikes are not!!!!!!!!!!!!
49	Less sprawl
50	More sidewalks
51	Sidewalks & walk lights where none exist & are needed
52	having sidewalks
53	Whatever it takes to get bicyclists to not ride on the sidewalk. I almost get mowed down by one every time I walk on the sidewalk.
54	Sidewalks, period. We don't have any.
55	No sidewalks near me. Lime Kiln is a death trap.
56	Addition of sidewalks/on-street bike lanes
57	More sidewalks
58	Parking that allowed one to leave one's car while going to multiple independent businesses in an area. Confusion on whether it's okay to leave car in a business lot once business in that firm is completed but other business/entertainment to be accomplished within walking distance.
59	More sidewalks along Brownsboro Road/Hite area
60	Do something about stray dogs
61	Need sidewalks in Fern Valley Road area, now you must walk through mud and grass or walk on the street. Totally unsafe.
62	More frequent mass transit
63	sidewalks in all neighborhoods -- my street has none
64	Sidewalks everywhere and ease of crossing large barriers
65	MORE SIDEWALKS ALONG MAJOR CONNECTING STREETS.
66	I'm in Fern Creek. We simply need a lot more sidewalks!
67	More sidewalks

68	Sidewalks! Sidewalks!
69	get rid of bike lanes
70	We need sidewalks that connect residential areas to the neighboring businesses, especially in the suburbs
71	Save GAS.....Ride a HORSE!
72	there are no sidewalks to use once I come out of my subdivision I have places to shop or eat at but there are no sidewalks
73	sidewalk from neighborhood to stores
74	How about actual sidewalks
75	The completion of I-265 and the Ohio River bridges project
76	Motorists stopping at stop signs
77	sidewalks in areas that need them
78	resources clustered around my residence and safe routes to get there
79	More neighborhood sidewalks
80	more sidewalks in suburban areas, particularly south end
81	sidewalks to the places I want to go - many areas in St. Matthews/Lyndon are without sidewalks
82	Reconstruction similar to Bardstown Road area from Bonnycastle - north.
83	Public Safety and dogs secured in proper gates/cages
84	more continuous sidewalks
85	less responsibility
86	I would prefer biking to walking
87	Having sidewalks on all streets - especially busy streets
88	more police noticeable when walking
89	Main roads have no safe place to walk - Westport - Shelbyville - Lexington roads- makes it hard to get to safe areas to walk and ride without taking a car.
90	Keeping Cars and bikers, walkers separated
91	More sidewalks connecting places to each other
92	sidewalks, ped bridges, and safe bike paths to shopping areas
93	Finishing the walking trail on the bridge between IN & KY
94	MORE sidewalks along major highways
95	better facilities for strollers (smooth, no gaps, ramps)
96	#1: weather, time
97	It is painful for me to walk currently due to having broken my heel.
98	For health safe routes.
99	more transit service
100	rail system
101	I notice as I walk a few restaurants block the sidewalk with tables also a tattoo palor on bardstown rd and speed ave block the sidewalk with parked cars
102	Job opportunities near residential areas of choice
103	More sidewalks (for me on Alta Vista Road)
104	Just more sidewalks - there are things within walking distance but with 2 children cannot walk along the side of the road to get there safely
105	Not enough busses/bus lines
106	More organized walks that start near where I live (ex. organize a walk that occurs on the same day at the same time, but at several locations in louisville...)
107	MORE SIDEWALKS!!!!...everywhere!
108	Simply having sidewalks in certain areas--we used to live on Klondike Lane and I would

	often walk to the Souteast YMCA, but there is not sidewalk from Klondike to Six Mile Lane and this is a very dangerous intersection.
109	more sidewalks on roads in busy areas - shopping / restuarants
110	More sidewalks in general throughtout the city (e.g. Old Henry Road, Reamers Road, Lagrange)
111	Greater availability of public restrooms along walking paths and sidewalks
112	once both my kids are in the same school, I will walk them to school on a regular basis. Can't do that in 2 different schools several miles apart.
113	ANY sidewalks! There are no sidewalks on Manslick (around Constitution Drive) or Palatka or the area in general. Why is the south end always behind in amenities?
114	this part of the survey is confusing
115	Safer bike lanes around my neighborhood

Question 10: *If yes, based on your experience at the Bicycle Summit, do you have any suggestions for the Pedestrian Summit to be held on May 10, 2008?*

Number	Response Text
1	Better prioritization of projects that come from input at the Summit. The Bike Summit agenda was "hijacked" by a small group of people who had a particular agenda. It was very undemocratic, and many who attended the Summit felt, on the final day when the priority goals were presented, that their voices had been ignored. It was very, very frustrating.
2	Interaction with stakeholders is key
3	Please have a more grounded plan that actually results in something.
4	Emphasize the built environment and how it impacts the ability and the attractiveness of alternative modes of transportation.
5	n/a
6	Keep focus group sessions as small (few in number)as possible, and tightly facilitated to stay on task and involve as many attendees as possible
7	Don't cook the books on the public input process, like they did at the Bike Summit.
8	digital projectors should be checked a week in advance to make sure everytheing works.
9	To me, creating walking/biking opportunities to schools is the most important.
10	Session on strategies/arguments to convince property owners to accept new sidewalks in front on the easement
11	Create a one-stop place on the web or a phone number for information on planning and construction of pedestrian facilities. For example, new roads or road renovations should always include pedestrian facilities - it is the only way to begin building the network of paths, walkways, trails.
12	give peds undisputed r-o-w
13	consider any alternative to building more bridges/roadways
14	Assure that participation is well represented beyond special interest groups, unless they are pedestrian advocacy groups.
15	it's a joke. your department talks more about it more than we see action. here's a novel idea: enforce speeding on 2nd street bridge.
16	N/A
17	Yes. In cities where people walk alot, they have Small shops within walking distance (an hour or less) of each neighborhood. Places where you can get groceries, fresh produce, pharmacy, etc.
18	Make it paperless with the exception of the program. Don't allow promotional/informational

	brocures to be distributed. Create PowerPoint presentations for each session. Have comments from each session typed directly onto laptop computers then compiled the Goals into a final PowerPoint presentation.
19	more NPO and NGO recieving invitations
20	There is an incredible opportunity to use the areas along the Beargrass Creek tributary that could be a multi-use path if the time and monies could be spent to developpe this idea. Look at what they've done in Denver.
21	Put people who are really concerned about pedestrian issues, and who actually walk for utility, on any resulting task force
22	The format of the 2005 Summit was almost perfect. Only suggestion is to provide a postcard-sized report card after the summit so that attendees can check off the recommendations that become realities. It helps attendees "close the loop" on their inputs.
23	nope
24	I think the number one issue for consideration about transportation is that we need to have safe streets - roads where drivers obey 25 MPH MAX speed limit in residential neighborhoods
25	If we had less sprawl (things were closer) then it becomes easier to bike/walk/bus
26	N/A
27	Encourage everyone - motorists, cyclists, runners, walkers to follow the rules of the road. I grow tired of speeding vehichles that don't stop for stop signs or before turning right on red infront of you, walkers that walk facing traffic and cyclists that ride against traffic. We need to find a way to educate everyone.
28	not at this time
29	Pedestrian and Cyclist should not share the same routes. It is dangerous when cycling to come up on a walker when making a sharp curve at the bottom of a hill Cherokee park is a perfect example.
30	Makes bike lanes, and have some kind of awareness program for drivers to accept cyclists on the road. I get extremely irritated when I'm walking and there are bicyclists on the sidewalk who seem totally unaware that they are supposed to be on the street.
31	more accessible to more of the community
32	Present data on the length of light cycles i.e. how much time do intersections give you to cross. I think that some are shorter than others.
33	10 Use skilled facilitators with no personal "agenda" rather than ped/bike "leaders" to facilitate break-out groups. 2) Have experts on hand for dialogue with participants regarding the participants' ideas
	yes , lets get started

Question 11: *Please provide any additional comments below related to transportation in Louisville (optional).*

Number	Response Text
1	Prior to opening Blankenbaker to South Pope Lick Rd. I was able to walk 20+ miles a week. The traffic now is so heavy and FAST walking is dangerous.
2	I've ridden with the Wheelman back in the 80s for exercise and on my own or with friends for the pure enjoyment of traveling long distances and loving the scenery and how it made

	<p>me feel. Granted I certainly don't have that kind of drive or time anymore. We still make the Mayors ride every Memorial Day and Labor Day though...a terrific, well managed event. But what I see now is about half of the cyclists have this "you'd better not beep, honk or toot your horn at me Buster" or "don't you know that I'm special now and I rule the road" attitude that can and is a very dangerous attitude. I drive a minivan and to be frank, I don't have the same room you do "Buster"...so stop smacking the side of my van. I mean what am I supposed to do...lag behind you until I can find the opportunity to somehow get by you without p!\$\$ing you off! The roads are primarily for automobiles, trucks and motorcycles going to work, picking up kids from school, going to the many restaurants or to see a show...then bicycles, runners, etc. for exercise mostly. What I believe we need here in Louisville are primarily safe roads for motorized vehicles then when and where we can accommodate the "other" forms of transportation for primarily exercise and recreational use. I mean folks, let's be realistic. I'd love for this city to have a computer (versus a city employee...no offense) set up at the corner of Bardstown Road and Douglass Boulevard on a Wednesday from the hours of 6am-6pm and "count" the motorized vehicles versus the recreational modes of transportation. This way we can determine the "actual" numbers of the various modes of transportation, at least in the Highlands, on a typical weekday. Nothing would me happier than there be more people exercising and enjoying an energizing ride off to work or the corner cafe, but I don't believe that the numbers would justify taking the chance that more people would ride bicycles on our city roads rather than putting more time and money in off-road activities like within our extensive park systems or more Y's or youth centers...you get the idea. I mean the good Mayor Sloane (Mr. TARC) tried the same thing way back when sometime in the 70s to tie together cars and bicycles on major roads with limited success. Some things are better left alone or limited. Another day we can talk about Louisville drivers:-) At least you now have my two cents. Thanks for your time! P.S. Thanks for the stop sign there at Seneca Park Road and Pee Wee Reese Road...very good idea! We could use a few more of them.</p>
3	<p>It would be great if all new development in Louisville metro were required to be connected (via sidewalk/bikepath.) I live in Norton Commons and cannot even walk (safely) to the corner Walgreens because there is no sidewalk.</p>
4	<p>Most people will walk only a limited distance to a destination. That distance will be different for each person, but I would imagine that a one mile radius might be an average maximum distance. I believe that the best way to promote increased walking for transportation purposes is to develop in a mixed use, higher density pattern that provides services, business, and residential all within a walkable distance. Personally, I don't think that bicycling will become a viable form of transportation unless vehicular travel were to become cost prohibitive or severely limited. I would not support policies that forced this situation as I believe that they would be economically counter productive. (ie. artificially higher fuel costs, mimimal road improvements, etc.)</p>
5	<p>There is a worsening EPIDEMIC of red-light running going on that I first noticed about 2 years ago in front of Mall St Matthews at Derby Festival time. Now it is every light change at every intersection- police cars even do it! When did stopping for the red light become optional?</p>
6	<p>Wow...I could write a book on this topic. Many Louisville neighborhoods have their own transportation strengths: some have great TARC service, some are very walkable, some are very bikeable, and some are fully optimized for car travel. There are a lot of good things going on, and there are a lot of strengths. However, having a walkable neighborhood only goes so far if you can't get to your friend's house which is located in another neighborhood on a street without sidewalks. We need connectivity...we need to think system-wide while addressing the "devil is in the details" kind of stuff.</p>
7	<p>I would like to see more funding for: a more efficient mass transit system (some areas have</p>

	<p>1-2 hour gaps between bus arrivals - in DC you never have to wait more than 15 minutes for the Metro); lightrail or subway as in DC and Portland; more sidewalks; more signage at intersections for peds and bicyclists; more off-road bike and recreation trails for running and cycling that can also be used for transportation (as in the DC/Arlington area); more traffic calming measures; more enforcement of cars yielding to peds and cyclists, including higher fines; and more attention placed on the "transportation pyramid", where peds have the most priority and cars/trucks have the least priority. It would be a great idea to take funding away from highway projects and put them into a good mass transit, walking, and biking program. With the exception of walking to grocery stores/movies along Bardstown road, I mainly drive to work and other places because I feel that it is unsafe to bike alone here and our mass transit system is inefficient, especially for people who work in 2 or more locations in a day. I would give up the car completely if these things become a reality in our city. I am glad that the city is making some improvements in these areas. I will be attending the Summit to see if I can help. Thanks.</p>
8	<p>I have a disabled daughter that lives in the Cain/Bingham Apts. on Chestnut @ Clay Streets, the sidewalks in that area are horrible, and that's terrible because the Cain/Bingham Apts. are made for people with disabilities, it's very difficult for them to get around via sidewalk, and dangerous when they have to get out in the middle of the street because the sidewalk is in such bad shape. I have made many calls about this but response is very poor.</p>
9	<p>My dream is to see sidewalks on busy streets so that I could walk safely ie. Fegenbush Lane, South Bardstown Road.</p>
10	<p>More bike lanes and more bike racks would be a real asset in the community.</p>
11	<p>Many neighborhoods would benefit from sidewalks so children can walk to school/playground. One example is Barbour Lane. Another idea is to make the path is Prospect. I live in Bridgepoint and would walk to the grocery and recreational/dining...if there were a path. As it is now, i would have to walk on US 42 to get to a huge shopping strip that is within an easy walk from my house</p>
12	<p>Many of the main arterial roadways throughout Louisville do not have any pedestrian or cycling interventions. It makes it difficult unless you have a motorized vehicle to traverse the city.</p> <p>Education of drivers needs to improve regarding pedestrian and cyclists rights</p> <p>Education among law enforcement needs to increase in order to effectively enforce laws which will help pedestrians and cyclists feel safer about walking and cycling in Louisville.</p> <p>Thank you</p>
13	<p>I would use Tarc everyday if there were more east-west routes available. In regards to biking, a large obstacle in the middle of the city is the Kentucky Expo Center and the airport. A dedicated bike/pedestrian path cutting through on Philips Lane (connecting Crittenden and Preston) would be great!</p>
14	<p>Walking in downtown Louisville 5 days each week has shown there are great strides to be made with improving public safety. Quite frequently drivers do not yield to pedestrians (when pedestrians are crossing with the "walk" signal). It is extremely scary walking downtown! It would be wonderful if something was done to improve safety. It would also be beneficial to provide the public with "Rules of the sidewalk" - many people walk 4 abreast on the sidewalk, not moving over to allow on coming foot traffic (this is really evident when there are activities that involve teens to 20/30 year olds). I would always prefer to walk outside and there are many areas of downtown to walk - unfortunately it is</p>

	not safe!
	<p>We are downtown residents and walk to everything. Our community needs as we see it are:</p> <ul style="list-style-type: none"> improve/repair downtown sidewalk surfaces; eliminate the constant panhandling every time we go out (this is not inflated); have police officers walking a beat on the downtown streets; eliminate fences/barriers across sidewalks; pass city ordinance requiring property owners to clear snow from downtown sidewalks; eliminate street parking on at least 4 main downtown arteries; add designated bike/bus lane on those main downtown arteries; add designated bike lanes to enhance bike transportation from close-in neighborhoods and parks to downtown; make Mellwood and Story Streets 2-way; make more downtown streets 2-way; eliminate the confusion of streets that switch from 1- way to 2- way; add additional routes to Trolley system; plan for alleviation of gridlock if and when the arena is built--the Arts will wither and die if alternative transportation is not provided into downtown from the east end and southern Indiana; (express electric buses from all major malls? light rail along the center of I-64?) support 8664 and end I-71 at 265; I-64 traffic uses 265, 65 and 264 to go around downtown and eliminate "through" traffic downtown and I-64 west of 264 becomes a downtown- only parkway.
15	Thanks for asking our opinion.
16	I live out in Middletown and I feel like for my area specifically, people are not going to consider walking or taking the bus to work unless the bus schedules are timely and more

	frequent. To me, walking goes hand-in-hand with mass transit.
17	I'd like to see improvements in the quality and continuity of sidewalks, better lighting of our walkways and more bike paths. I'd also like to see more education about pedestrian and bike traffic for everyone. One BIG problem in my Belknap neighborhood of the Highlands, is that some people PARK on the sidewalk making it impossible to safely pass without going into someone's yard or the street. I'd like to see Metro Police ticket for this infraction. It is very unsafe as well as being a barrier to pedestrian traffic.
18	Better sidewalks to destinations such as parks shopping and schools. I would walk to work if there was a safe route to take. The biggest problem in Louisville is not having safe routes to take away from traffic. Many times I have noticed crosswalks leading right into gardrails. You should not be expected to walk over a gardrail or to lift a bike over one.
19	Many of the parks still have combination walk/drive lanes, but cars are allowed to drive both ways. Those should all be converted to one-way driving lanes, with a separate side for walkers/cyclists (like at Seneca/Cherokee). Or else create new separate walking paths. Long Run Park is one example that could use this conversion.
20	I think bike lanes should be added to main roads.
21	Better Transit Options.
22	Louisville is really behind the times on this. Previously, I have lived in downtown Madison, WI and New Orleans. I never drove in either of these cities; biking or walking was always the preferred mode of transportation. Though I live in Germantown and work downtown, I would NEVER consider biking in Louisville. The drivers just don't seem to be used to seeing bikers/pedestrians. Plus, everything is too spread out. I really wish there was a stronger retail presence downtown. Would love to walk to Whole Foods, farmer's markets, etc.
23	I love to walk and bike. I dont feel that Louisville is anywhere NEAR being a good place to do either. How costly would it be to ensure sidewalks and/or bike/run lanes throughout the city and suburbs? I live in Fern Creek and would have to risk traffic for a half mile to reach a sidewalk. That is a sad story.
24	I work downtown and walk most everywhere downtown. I live in the suburbs surrounded by major roadways and feel "boxed in" to my neighborhood. I can not safely get out of my neighborhood.
25	I would love to see bike lanes and/or an off-road pedestrian path extended along North River Road past Blankenbaker Lane.
26	I chose Louisville 13 years ago as a good place to start a new job BECAUSE of it's decent bus system. I do not own a car.
27	Bus routes are not convenient outside the old city limits. All routes go downtown, never around the perimeter of the county.
28	I am not in Louisville but when I visit I see this as big problems
29	The area surrounding willow Park is VERY dangerous, traffic moves too fast exiting from Cherokee Parkway onto Cherokee Road going to 1400 willow condo's. The intersections are confusing and poorly marked.Children are in Danger.
30	Walkability is a function of community and neighborhood planning. We need more "community centers" in our 1950's style suburbs so more goods and services are within walking distance.
31	A metro plan for sidewalks where there are none. I have been unable to obtain info.
32	Transportation is much worse in Louisville then our city leaders would like to admit. I would certainly do more walking in general if there were sidewalks in my neighborhood, and if the area of town I lived in was safer as far as the drivers on the main roads. (Preston Hwy) Off duty police officers are just as bad about following the rules of the road as many of the drivers in this area. There are not a lot of places that I would want to walk to in my area anyways. I would rather drive across town to a park in the east end than walk to any park

	within walking distance to my home.
33	We need subway and or rail systems badly.
34	Bike lanes and sidewalks on River Rd. & Blankenbaker Ln would make mobility in the area much easier!
35	with the gas prices I would definitely use public transportation if it were available to me. I see the need for light rail from outer county areas such as Brooks to a downtown hub that would be served by smaller transport vehicles to different areas of the city.
36	I would bike more often if I could use major arteries (like Bardstown Road, Shelbyville Road, etc.) I can't bike on those roads because the auto traffic is way too dangerous. Instead, I have to map out a route using less-traveled neighborhood streets. This adds alot of extra time to any trip, and many times I just give up and take my car.
37	If more bus routes were available and more frequent, more people would use them.
38	I walk and ride TARC daily. The location, condition, and safety hazards that make up many of the TARC stops suggest that those of us who use public transit, or walk, are second class to automobiles. Yesterday I waited for the #18 in front of the Family Dollar on Dixie Hwy, in a ditch, sitting on a bumper stop in an area littered with bottles and trash. No sidewalk to get to the stop itself, just the shoulder of the road. Alternative transporation is gehttoized in this city.
39	There is a major link between land use, transportation and design with regard to increased transportation choice and alternative transportation usage.
40	I don't understand why so many cars going down the major roads have one passenger when one bus can carry 50 of those car loads. It needs to be more difficult to take your car and easier to take the bus, whatever the reasons traffic currently works this way. Raise parking costs in urban areas? Carpool lanes? Help the public understand that we won't solve our nation's embarassing transportation (or health) problems with bigger cars on bigger interstates? Provide more public education and incentives for bus and other lower-impact forms of transit?
41	Public transportation is essential to a growing vibrant city. Can light rail be revisited as an extension from the East and West ends of the City? Maybe it could run parallel to 264?
42	I would ride my bike more to do errands and maybe to work too, if there were bike lanes along the whole route. It isn't safe to ride your bike in traffic.
43	I have always loved going to bigger cities and using their subways/light rail systems. I know there are more pressing needs right now in the city but everytime lightrail comes up, it gets shelved. I mainly use I-64 & I-71 and it just doesn't seem like its possible to widen these interstates very much if at all. I would love to be able to park and ride on a rail system; and that would keep not only my car off the roads, it would keep buses off the roads pending on the rail routes. Riding a bus can be sometimes problematic because even though less people are on the road, buses still have to fight traffic congestion and get around accidents. Light rail is what I have always thought would keep Louisville a a great destination, especially now that commutes into downtown have become increasingly congested as our current transportation infrastructure has not grown while traffic has!
44	Use the Hikes Point area as an example. It is impossible to walk anywhere.
45	It is my opinion that the city of Louisville has become far too dependent on automobiles as the only means of transportation. I feel this dependancy is a result of focusing too many resources onto new roadways. With the current budget crisis and the rising cost of oil, it only makes sense for us (Louisville) to look towards alternatives to driving (i.e. mass transit, more sidewalks, more bike lanes, 8664.)
46	I HATE Louisville's push-to-cross crosswalks. The buttons are often hidden and far from the jumping off point into the intersection. It's a public surface everyone is touching (dirty). Add to that a careful reading of KY law shows that you have to have the "white man" to cross

	<p>the street if such a signal is present. It's another hoop to jump through; it is an annoying delay; and the analouge for motorists is automatic (magnetic coils buried in the roadway).</p> <p>Often these buttons do not do anything anyway - e.g. Bardstown & Eastern Parkway has a 60 second green. Pushing the button has no effect on the length of the green, it merely lights the "white man" for 5 seconds. 60 seconds is an eternity to cross that street. Why not assume there are pedestrians present at the intersection at all times - they are there in practice.</p>
47	This is not a one thing or other thing issue. There are many things that have to be addressed. Improved bike lanes and walking paths mean nothing if theree is no destination or if a person does not feel safe either from traffic or crime.
48	I live in the Highlands and have no problem with sharing the road with bikers, would prefer they also follow traffic rules. However, I do not understand why people on bikes would want to be on Bardstown Rd. during rush hour traffic. It is dangerous due to the difference in speed and heavy traffic.
49	Motor vehicle operators, bicyclists, and pedestrians need to obey the laws and respect one another. More money needs to go to non-motorized transportation and transit in order to improve the health of our community.
	exploring idea to place some type of 'sidewalks' over sways, permable pavement, planks, etc. that would allow ditch right-of-way to also be used as sidewalk right of way I feel would do a great deal to help walkers and as a side benefit could also be used as a car emergency lane.
50	If these same rights of right could be used for underground utility lines, trees could again be grown close to the roadway.
51	Fix potholes
52	Cycling is ignored by our administration. While they give lip service as to building new and effective bike lanes I have yet to see a safe bike lane. They are adjacent to parking lanes causing a risk of being "doored" and force cyclists to ride in traffic anyway. They end with no option for a rider to find a safe path (Taylorsville and Hurstbourne). It is currently more safe for me to ride in the middle of the lane and ignore traffic laws. Motorists ignore our rights and endanger our lives. I will gladly follow the law when I feel safe doing so. In the meantime I will be making criminal complaints on any motorist who endangers my safety.
53	I really believe we need a better transit system, so more people will use it. Something like a subway or above-ground rail system would be best.
54	When we have major snow accumulation, snow plows piled up the snow right at the intersections! I could not cross where the lights were, AND cars could not see around the huge snow piles! No snow should be piled up at intersections and cross walks!
	Light rail transportation between Indiana and Ky
55	Bld the East end bridge first -- becasue of the business park in Utica
56	Bardstown road really needs to be improved.
57	As I get older, I'm more concerned about myself and others using transit. We need more benches and shelters at more bus stops - it's often very unpleasant for anyone or difficult for disabled people to stand and wait right next to a busy road. Often sidewalks are not at bus stops or just missing from neighborhoods and shopping areas.

58	We need more leadership from our elected officials on making the streets safer for pedestrians and cyclists.
59	NOW additional bus service should follow route of proposed next generation (light rail)? public transit
60	cars need to be separated from pedestrians. Share roads, etc does not work. As parent who runs, too many cases of drivers speeding and hugging curves (ie in bike/running lanes)(Seneca park is unsafe during morning and pm rushtime), I will not let my kids bike/walk any of these shared pieces of pavement.
61	Need to have transportation agencies work together to meet needs of local residents in terms of seeking neighborhood input for transportation projects. The system used today for planning and building projects appears to exclude public input or ignore public comments related to pedestrian and bicycle facilities on road projects.
62	General public needs to be better informed
63	I live on Morgan ave., in Camp Taylor. This street is off of Preston Hwy and is the main street coming into the neighborhood and there are no sidewalks. All pedestrians must walk in the street and is very dangerous. I believe if we had sidewalks installed on at least one side of the street more people would be encouraged to walk.
64	We have come a long way.....but, keep it going!
65	Hurstbourne Parkway needs to have sidewalks and bike paths for ease in traveling.
66	I have only recently bought a bicycle after nearly 35 years of having seriously ridden one, and awareness, accessibility, education and convenience for bike riding seems to be lacking. I have seen progress, but as a rule, it seems to be minor, and the automobile has such a hold on this town, it seems to me. I love walking and having more walker friendly places in which to walk would be of great benefit.
67	I would like to see development emulate the "smart community" of Norton Commons. Also, sidewalks along such roads as Hurstbourne and Shelbyville would help Louisville Metro move away from its largely "car culture" character. I think passenger and commuter rail would help, too.
68	We need better TARC connectors from Valley Station/PRP to Okolona. Rountes seem to mostly run in Dixie and back out Preston, or the other way around. We also need a new road from the Gene Snyder at New Cut Rd. to Dixie at Blanton Lane, following the power line corridor over the hill.
69	The Ohio River Bridges Project is the least progressive use of taxpayers' resources to move people/freight in Kentuckiana, not to mention that it can't be funded. Transit-friendly development, and bicycle and pedestrian and rail investments, are eco-and fiscally-responsible, and much better-looking than development which is suited to single-occupancy vehicles.
70	The issues are so different in the various parts of the city. I hope this is taken into account at the summit. Car sharing would be a great experiment for the city.
71	Far more resources need to be committed to cleaner, healthier and smarter areas of transportation that include walking, biking and public transportation. Also,ALL development must be required to plan healthy transportation into their project(s)before they can be approved.
72	I live 3.5 miles from work. I can't walk from work because there are NO sidewalks from my employment to my home and it is a busy road. I WOULD take the bus to work and walk home (depending on weather) if there were sidewalks.
73	So called Parkways, such as Hurstbourne Pkwy, should be built with separate bike lanes/walking lanes. There are way too many entrances onto this road for businesses. Poor planning! Resulting in lower quality of life along that corridor.
74	Light rail would move people away from dependence on autos and open up more

	opportunities for alternative transportation, i.e. biking and walking
75	Expanded hours for some TARC routes, particularly SW Jeff Co
76	Drivers do NOT obey the rules. Having moved back in 2005, I was stunned to see how often drivers run red lights, turn at intersections on red when there is a posted "NO TURN ON RED" (these signs need to also be hung from the lines that hold up the street lights), speeding in school zones, and when pedestrians are in the crosswalk. Why isn't Metro police ticketing for these infractions? It did when I lived here before (21 years).
77	What about running? This survey neglects the running community, but I answered as if the questions said run instead of walk. I run 20-25 miles a week.
78	There are far too many places where sidewalks end abruptly, forcing pedestrians to fight vehicular traffic. Also, too many suburban developments are disconnected from each other (except by major roadways), even though it would be easy to create walking/cycling paths to connect them.
79	bring back the streetcars
80	Safety would be my #3 concern.
81	We need more "NO TURN ON RED" intersections, especially in areas with lots of pedestrian activity. Police need to enforce existing traffic laws (they don't) with regards to pedestrian right-of-way.
82	Overall sidewalk quality is poor, as well as incomplete in many areas. Sidewalks are almost too dangerous to run on. Consider wider use of the hexagonal sidewalk blocks that are on parts of Willow avenue in the highlands - they seem to hold up better in area where large tree roots damage or push the sidewalks up.
83	If the community/city was more diligent in keeping trails clean and bike lanes and paths clean and free of debris (glass, rocks, mud, nails, etc.) more would be encouraged to use bikes for their commute.
84	Light rail
85	I would love to attend the Pedestrian Summit, but it is during the day when I have to work.....
86	We need a long-term plan for systematically funding pedestrian facility improvements or retro-fits in the older neighborhoods of Louisville.
87	When reviewing the city for transportation capability and availability, please include the southwest side of the city when developing plans. Currently, it is extremely dangerous for people to have access to bus transportation because there are NO sidewalks and it isn't very smart to stand literally on the edge of a heavily traveled road in the dark hours of winter to ride a bus.
88	Mass transit is very limited. You really need a car to get around this city
89	I would regularly ride my bicycle to work, on errands and for recreation if I felt safer while riding in motor vehicle traffic. I do not feel that dedicated bicycle lanes have improved the safety of riders. In fact, I sense an expectation from drivers that bicyclists should be restricted to the dedicated lanes. This expectation leads to driver annoyance and frustration when cyclists ride as Kentucky state law proscribes. I am dismayed by the lack of consideration on the part of many users of our roads- drivers, riders and pedestrians. It seems that road safety education needs to be more intense and frequent.
90	Bus stops aren't conveniently located outside of the Watterson X-way, From my home in Okolona, the stop is a 10 minute walk, the Okolona Express runs twice a day to my knowledge, early morning and evening...bus bike racks

91	I commute by bicycle almost everyday and I find it far more dangerous than it should be just to go the 3 miles to work. I have had to jump on to the sidewalk numerous mornings to avoid a collision with a car turning across my path or refusing to move over slightly to give me room to actually cycle - particularly down Bardstown rd.
92	Better public transportation options. Scrap the bridges and invest in public transportation.
93	I can't TARC because the bus stop is 3/4 mile away, and there are no sidewalks along National Tpke. There are only ditches and road, and traffic is too fast and reckless along there to walk in the road, and nowhere to get out of the way.
94	Better transit options - such as a light rail system from suburbs to inner city or circling outer city. Increased bike lanes. Public education in outlining areas on why cyclists must share the roads with vehicles. Provide vehicle/cycling road-sharing education as part of driver requirement testing.
95	Many problems would be eliminated if both cyclists/walkers and drivers cultivate respect for each other. The general attitudes of arrogance, impatience & entitlement on the part of both groups fosters resentment & creates an adversarial climate that is difficult to overcome.
96	Cleaner air would make it easier to walk. I could ride TARC for free but don't ride to work due to working in the West End, where I feel very unsafe walking or waiting for a bus.
97	Exercise is good, walking is great, bicycling is a compromise that accomplishes transport with exercise.
	Please put a trolley/bus stop at the corner of 6th and Main.
98	Also, perhaps seventh needs to be 2-way between Market and Main, to help with Main Street traffic at Seventh Street (since it has closed due to the construction)
99	I used to walk 4 miles a day but because of health issues, cannot walk now. Everyone should walk if they are about to. I really miss it.
	you've been skilled at collecting data and littering us with requests. we've seen little actions. Cyclists have been killed by innatentive drivers and yet you still keep on soliciting for more feedback. Tell ya what. you ride on eastern pkwy or 2nd street bridge and then you fill out your cute little survey. Put the councilman and the mayor on a bike and send them packing on river road too.
	Tom Owen is seen often riding sidewalks along eastern parkway.
100	if you are not going to actually do something, stop embarrassing yourself and posting to purplerides.
101	Number one, Louisville needs to stop all the killing, so that it's people would feel safe to walk or bicycle more often.
102	I believe we need a subway/monorail system to get us into the 21st Century. The buses are great but we need to be more environmentally friendly. I also think we need to make frequented places such are grocers closer (within walking distance).
103	Step Ahead, Designated one lane on the Interstates and Expressways during certain hours of the day for vechiles with two or more occupants. Bus services or shuttles hopefully would increase which would in turn offer more areas in which to catch the bus without a lot of transfers. You have a better commute if you can avoid the daily hassle of drivers on cell phones, putting on makeup or stretching their necks to see what happened when they see vechiles off to the side. My suggestion would be one lane from the hours of 5AM till

	8:30AM and from 4PM till 6:30PM. We need to consider those who live outside of Louisville but work in the city.
104	There are way too many streets that have no sidewalks or a partial sidewalk.
105	the transit transportations should be time to connect so that you want miss you schedule bus. and drivers should be more considerate to wait on people when they are trying to catch there connection. I have been on public transportation and have seen drive see a bus coming and would pull off just as the connecting bus stopped. the bus stopped should also be place where you don't have to cross traffic to catch a connecting bus. some drivers want even wait for the traffic when the clearly see some one trying to catch the bus.
106	More express routes during peak times. More central sectors of commerce with residential areas surrounding making transportation more fluid and feasible.
107	PLEASE provide more/improved bike/multipurpose lanes!
108	These surveys are not a necessity to all as what has been said before hasn't changed. Things are always made more accessible for the City of louisville and no one else.
109	In Fairdale we only have sidewalks on main roads. At Keys Ferry I have to walk in the street 1 mile to get to sidewalks
110	Better and more sidewalks is the key. I live out in Jtown area. I hate how some sidewalk stop and start, instead of continuous. Also sidewalks are in bad shape. Mostly no sidewalks on busy side streets, which cause kids to walk in streets or close to it. Very dangerous!
111	BETTER DOG ORDINACE I'M AFRAID TO WALK FEAR OF GETTING BIT BY A DOG.
112	it's great now - government can only do so much. ultimately, individuals will have to make a choice. appreciate all the efforts local government is making to encourage this behavior. tom owen and others are leading by example.
113	Is question #5 per week, day? I answered per week
114	We need a cooperative spirit between runners, walkers and cyclist AND the motoring public. We are NOT in competition for the road. We can exist together, with some give and take.
115	Gas prices are effecting our economy and lifestyles. We need control of the situation if at all possible.
116	Safe crosswalks are a necessity for pedestrians, and should be numerous in areas where we are trying to encourage people to walk more (Lexington Rd. in St Matthews is a prime example).
117	Keep improving alternatives to automobile travel. More people using alternative transport will create its own momentum. Provide incentives to residents to add no car days to their weekly schedule. Have community and business leaders provide by example non car days in their transportation choices.
118	I think we should put the use of mopeds and motorcycle to reduce the traffic and air pollution problems. More education on that topic the better. Look how many people drive to work alone.
119	we need light rail, we need better transit systems, we need more safe walking places
120	Also, in cities where they walk alot (San Francisco)there are walking paths leading from every neighborhood straight to a central area where there are shops, restaurants, pharmacy, etc. The neighborhoods are like wagon wheels with shops in the center. The spokes are the walking paths.
121	Change regulations to require sidewalks in front of all properties on every type of street even if it is a small cul-de-sac. Provide bicycle and walking facilities (bike lanes and off-street paved multi-use paths) throughout Jefferson County and connect to adjacent counties.
122	Enforcing speed limits to make the roads safer for pedestrians and cyclists!
123	we need a subway system like in washington d.c.

124	BETTER BUS SERVICE.
125	we need the east end bridge asap and then evaluate the dntn bridge. a real city of this size would look more seriously at a bridge in the southwest end of the county so together truck and thru traffic could go around either direction taking traffic from dntn.
126	I would like to see more people use public transportation. I think it needs some type of marketing campaign.
127	We would love to see Louisville embrace the light rail system.
128	More frequent buses on major routes.
129	How about closing Bardstown Rd to cars and doubling or tripling the buses there? Driving on Bardstown Rd is so slow anyway--and hanging out there would be so much more pleasant without cars revving their engines at stoplights...
130	we desperately need the old railroad bridge project finished to ensure a safe bike/ped route across the Ohio
131	Seems to be "us against them" attitude rather than "we're all in this together".
132	I am looking forward to using the Northeast Louisville loop when complete.
133	We need bicycle rental/stations at our public schools with "safe" bike paths so our youth have the easy option of riding from school - what an excellent habit to form...
134	I live out in the county and the nearest bus stop is two miles away. Plus, it only comes maybe four times a day and doesn't go anywhere I need to go. Any trip would require at least one transfer and take 2+ hours.
135	I believe the layout of the subdivisions makes sidewalks and bike lanes along main streets essential if we are to become less dependent on our cars.
136	educate people about other cities that have been successful. people need to know it can and has been done.
137	It is difficult to ride your bike on roadways, as one is likely to be killed. True bike lanes or paths especially in connecting parks and destinations would encourage more riding.
138	Effort to transform transportation in Louisville is inspiring, however more focus needs to be given to light rail. Would like to see feasibility study of building bike paths alongside railroads through the city to alleviate road congestion and make bike trips shorter.
139	One of my favorite things about Louisville is our park system. The city has done a fabulous job creating trails and making Cherokee park pedestrian friendly. I also think TARC is a wonderful service.
140	Review all areas for where side walks CAN be put in. Maintain what will and does exist. Put in more clearly marked pedestrian crossing areas. Perhaps wider white stripes at crossings . Use reflectors at crossings and on ALL Jefferson County streets to aid motorists to stay in their lanes.
141	-
142	We need better bus service and light rail
143	I wish I could take the bus or walk or bike to go places. Unfortunately my job requires me to use my personal vehicle for performing my job duties. Also, I live in the east end where there are not many buses and not too much within walking distance.
144	we desperately need more and better mass transit
145	I float, better prices on gas is needful. I walk in order to get my job done, sometimes that is all day
146	There are places that don't have side walks at all, such as Lexington Road, especially down the down of the street where the new Girl Scout Office is located.
147	Brownsboro Road between Clifton and St. Matthews needs more complete sidewalks and sidewalks on the parts where none exist

148	Tarc provides good public transportation. I would like to see more bike paths developed along major streets so that more cycling to and from work and errands could be safer and easier. I would gladly give up driving especially for shorter trips.
149	I find that vehicle drivers don't know how to handle the new bicycle lanes. I have never seen any explanations in the paper etc. letting drivers know that how to deal with the lanes. I see drivers treat the solid white lines as solid yellow lines and will not cross the lines to park, turn, etc. I Leave downtown each day, the right hand curb lane is no parking so the flow of traffic can leave the city. Drivers don't use this lane because they don't feel comfortable with bicycles between cars. Also, cars turn from middle lanes because they are unsure if they are allowed in the curb lane which would require them to cut across the bike lane.
150	Please keep existing bike lanes clear. Trash flies into bike lanes and stay there. Nails and other sharp objects stay there also. This is important to encourage people to use bike lanes.
151	THE ROADS ARE SO FULL OF POT HOLES THAT EVERY DAY I WONDER WHEN ONE OF MY TIRES ARE GOING TO BLOW. MY HUSBAND, WE CYCLES, SAID THAT THE ROADS ARE SO BAD THAT HE IS OFTEN WORRIED THAT HE WILL FLY OFF THE BIKE BECAUSE WE HAVE LET THEM GET SO BAD.
152	Urban sprawl does not encourage pedestrian traffic.
153	Problem is that the roads and laws are tendered to assist motorists. Bring pedestrians and cyclists to the same level.
154	In my neighborhood (Valley Station) there are few sidewalks, they are poorly lit, and the closest shop/diner is over 1 mile away.
155	Please, please, please put a bike lane on River Road. I ride to work most days and I will get hit sooner or later notwithstanding that I am an experienced cyclist who rides over 8000 miles a year. This road is amajor bike arterial and is the safest way into town, but is dangerous for cars and cyclists because of pavemetn width. The right of way is there for bike lanes, there are a few engineering challenges with low spots, but it would be an easy thing to do with little (comparativley) money and will save lives and encourage alternative ways to get to work. If there is anything I can do to assist or expedite pelase contact me. jclark@fbtlaw.com
156	Demand LMPD enforce speed limits as a priority issue; build complete streets infrastructure and maintain smooth surfaces; encourage businesses to provide quality bicycle racks and even "pods" for secure destination "parking;" ban parking on 1 (or both) sides of streets too narrow for safe bicycle/car sharing; work to increase the real penalties on drivers who injure and/or kill pedestrians and cyclists (jail, fines, revocation of license, impounding of vehicle, etc).
157	1. better mass transit system (more frequent service) 2. better drainage in some places for walkers and cyclists during heavy rainfall (less water pooling in roads, intersections) 3. snow plow sidewalks in addition to roads 4. more TRAFFIC CALMING measures 5. enforcement of traffic laws (yielding to pedestrians, 3-4 foot passing rule for cyclists, speed limits) 5. education of drivers re: LOOKING for cyclists and peds, not just cars; cyclists' need to take the lane; safe passing; most vulnerable road users, etc. 6. severe consequences for motorists who kill peds/cyclists 7. equate distracted driving with drunk driving or at least have more severe consequences for distracted driving 8. provide ways for cyclists and pedestrians to safely and efficiently navigate around interstate interchanges - a major barrier 9. eliminate parking to the right of bike lanes 10. I prefer the shared lane markings vs bike lanes - I've had motorists get closer to me when I'm in a bike lane vs when I'm not; Also, many bike lanes are not usable due to debris, holes, etc. and motorists think that if there's a bike lane you should be in it regardless of where you need to go or the condition of the lane.

	<p>11. Would like to see more off-road multi-use trails (such as beargrass creek trail) but do not do it if other environmental problems will result from their creation</p> <p>12. grass separation between sidewalk and roadway in many areas (ie Bardstown rd near village dr., Lexington Rd. near Bauer Ave and the Baptist seminary, etc).</p> <p>13. Change restrictive zoning practices to allow for increased, efficient car-free travel between businesses and homes - drive the wal-marts out and bring back mom&pop shops</p>
158	What happen to light rail?
159	Work on keeping the bike lanes clean
	<p>I like the initiatives being taken for biking and walking. I live 4 miles from my work, and try to bike or jog every day. It's good that my employer has a shower/locker room available, otherwise, I would not be doing this, so having employers who encourage that activity is good.</p>
160	<p>The only thing discouraging about biking and running, is the litter that I see on the sidewalks and streets. It's all over the place. The city is doing work to try to address this, so I appreciate the effort.</p>
161	<p>If everyone had a safe route to commute to work on a bike and did so, we could solve a multitude of problems including pollution, obesity, road rage, gasoline usage, traffic and more. We need more safe bicycle routes (and fewer fat, aggressive drivers).</p>
162	<p>I don't know if Louisville is considered large enough or has the resources for a better and safer transportation system (such as trains, a quicker shuttle system, etc), but that would definitely improve transportation, air quality (from not driving as much) and may encourage more people to go downtown more often. This would not improve walking or exercise in the city, but it would improve transportation. I am excited about the pedestrian bridge that is going to be built. Hopefully it will be safe and lots of people will use it.</p>
163	<p>Light rail is an obvious need here. Too many trips are taken unnecessarily by car, and motorists are too oblivious to their responsibilities.</p>
164	<p>The bus information as far as what bus goes where is really bad. I am scared to hop on the ones that I do not know in fear of ending up someplace that I do not need to be. And the drivers could be nicer. (most, not all)</p>
165	<p>There are multiple deterrents to safe walking/cycling. Just try to walk/bike through one of the intersections with the Watterson on the east end for example. It is extremely unsafe and if you are not on your highest alert will be ran over by a car. For example going west on Shelbyville Rd through the Watterson area walking just forget it. On a bike you are forced into the middle lanes b/c of cars turning onto the Watterson ramp. If you are in one of those right hand lanes they WILL run you over. In the middle lanes they honk, scream, curse, etc. Try it for yourself. The alternative is to walk/ride several MILES out of your way to another crossing that is not QUITE as bad. It would be nice if as a community we could take our roads back. Ticketing of drivers who run over bikers and pedestrians would help too. As it stands today a driver just has to say that they 'didn't see' the biker or pedestrian and thats it. Usually they don't even get their name in the paper when they run over and kill someone. How's that for a message to other bikers and pedestrians.</p>
166	<p>I recently visited and biked in Portland Oregon where as a cyclist, I was respected by motorized vehicles and have never felt so safe. Cars at crosswalks would stop in advance of my arrival and wait for me to pass. Developing this culture will take a lot of time and consequences for drivers. I appreciate everything you are doing to help make Louisville safer for cyclists and pedestrians.</p>
167	<p>FOR THIS TO BE A CITY ,IT IS SAD THAT A PERSON HAVE TO WAIT 45MIN TO AN HOUR TO GET ON A BUS ON WEEKENDS.</p>

168	Need sidewalks in all new suburbs and sidewalks and routes out of them.
169	I think something needs to be done to improve 'things' - All of the 'ideas' are good and need follow through - I exercise regularly and recently purchased a bike for exercise, where do I as a first time bike rider ride where it is safe - ???
170	I live inside the Watterson and still find it difficult to walk and therefore use transit for transportation. Would like more and better sidewalks in neighborhoods, linking them to shopping areas. Would also like more transit service - more frequent, neighborhood service. TARC does a great job, help them do more!
171	Many stores/ buildings do not have adequate places to lock your bicycles (bicycle racks). Design of this city favors automobiles rather than other modes of transportation and the city designers continue to promote urban and suburban sprawl. Many of us want change and vote accordingly!!! Cities like those in the Northwest US have the best attitude and Louisville lags far, far behind!!!
172	Rapid transit/rapid bus/light rail
173	In my case, living in the East end 'burbs, having a biker/walker friendly route TO and from the nearest bus stop would greatly help. Identify some big subdivisions (Owl Creek, Plainview, etc.) and mark/publicize a route for bikers/walkers to get to a bus to ride downtown. I'd bet you would greatly increase your ridership by making this multi-mode transpo option available. Even making a parking lot available so that I could DRIVE and park at the nearest busstop would help.
174	all aspects of safety are the most important ; I would like to see the police on bikes,ATVs, or on horses patrolling the trails or paths for me to feel safe walking alone with my children;
175	Better transit with good connections is imperative. Easy transit to the airport would be great. Sidewalks in all developments and removal of impediments to walking is necessary.
176	In this time of high gas prices I would appreciate a better transit system from East end to downtown and also from Louisville to Frankfort.
177	It is difficult to "safely" ride or walk. Louisville motorists are not friendly to cyclists and walkers. Existing bike lanes are not kept clean causing cyclists to ride in the driving lane.
178	since the gentleman died from being hit on the 2nd street bridge who was riding in the street, the mayor now says that we must share the roadway. Why should you have to ride behind a bicyclist who can only do 5 mph and the car behind has to ride @ 5 mph too because he/she feel that the road is for them too. Yes it is, but a 2 ton car vs 20 lb bike.... give me a break please. Any other dumb ideas?
179	Louisville desperately needs a light rail system which provides transportation across the river. The maintenance costs for Interstate highways are 50 times greater than the maintenance cost for a rail corridor, yet the City has been only working on Interstate bridges. Have you not noticed the rising cost for gasoline? Light rail is the way forward for the future, whereas sinking all our capital into Interstate bridges will seriously hurt Louisville in the carbon-constrained future we all know is ahead.
180	If there was easier access to tarc stops and direct stops between Okolona and downtown (without having to take three buses) I would use tarc everyday.
181	Gas prices WILL ONLY increase in the coming years. Louisville has a chance to be a model of a new type of city - one that is NOT built around cars; one that is designed to accomodate/make life easier for pedestrians/bikers/people not cars/motorists. I'm confident that the world will be forced to move in this direction. We can and need to get a huge jump on moving that direction by starting today.

	Forget the Bridges, begin building a pedestrian/person-centric city. Invest our money in less sprawl, less traffic, more mass transit and sidewalks.
	If people drive badly (ie, hurt/recklessly endanger someone with their vehicles) we should take away their licenses. Not so much as a punitive measure, but more as a reminder that driving is a privilege - and a dangerous one with tremendous risks associated with it. If you don't drive safely, you don't drive. Period. At the least, you lose your license for a while.
182	Many roads have no sidewalks at all. Many intersections have no provisions for pedestrians. Most traffic lights will not change for bicycles and cyclists are forced to run these lights. Motorists don't realize this and just think cyclists are not following the rules. Many don't follow the rules, some out of fear of cars.
183	I look forward to attending this year's Summit and hopefully getting more involved.
184	There aren't enough sidewalks, public transportation or bike paths in Louisville. Often if you could take public transportation, there's no sidewalk to get you to your destination
185	Need light rail
	Cable all local interstates that do not have concrete dividers already. Keep roads and signs in repair. Increase police traffic patrols.
186	Bicycles should not be allowed on any road with a speed limit above 25mph! They are a safety hazard!! If you diasagree then lets go ahead and let them on the expressways where there is at least an emergency lane they can ride in.
187	I would love to have a side walk along Brownsboro Rd. all the way from Cresent Hill to the expressway enterchange. Safe sidewalks along all major and secondary roads ie.Hubbards Ln and Blankenbaker Ln. to connect St.Matthews and numerous neighborhoods to encourage more recreational and errand walking. River Rd. from Indian Hills Trail, out to Prospect would also be wonderful!!!
188	I would love to take the bus to work (live in Highlands, work in eastern Jefferson County, but buses to my work require me to go downtown and then out to work (taking over 1 1/2 hours travel time each way). The buses also travel at limited times, so if I had to work late I may not have a way home. Better transit or light rail would be a wonderful addition to getting around in Louisville.
189	More bike friendly roads would increase # of people biking to and from work and other activities. It would not only benefit the health of our community, but also ease our traffic congestion on side streets.
190	I bike to work in southern Indiana, so any thing that can be done to make commuting safer I am for.
191	Though I do not have any physical limitations on my ability to get around on foot, in my neighborhood (Southern Pky area), there are many areas that are not accessible for individuals with disabilities - or even for individuals using baby strollers. Barriers include non-existent or broken sidewalks, overgrown shrubbery or other impediment, and inappropriate curb cuts and ramps.
192	I get around Louisville on foot, by bike, and on the bus. This is fine in the Highlands and downtown, but going to the suburbs or the South End is virtually impossible. Buses need to run more often, and later, and more people need to take them. With rising gas prices, better public transit is the way to go.

193	TARC may wish to consider more routes with more pickup times from J-town area.
194	Louisville needs more sharrows to go along with the bike lanes along many county roads, in particular the Parkways. This would help slow down traffic and encourage more walkers and cyclists to be less fearful
195	I would use the bus if I could. There's a bus stop in my yard, but 4 buses a day, & not to where I want to go.....
196	My understanding is that the bicycle summit was an invitation-only event; I wasn't invited.
197	When we were in Europe, it was obvious they were serious about bicycle and pedestrian safety. Even protected medians. So people were more comfortable about doing it. My wife tells me to stay off Dixie Highway with my bike. Smart lady.
198	Please do not build bicycle paths along sewage reeking streams. Its not very attractive for being a green city to see that some paths like baregrass creek stink of sewage. Is that a health hazard since we dont allow people to have septic tanks that stink?
199	I love to bike but biking on major roads makes me very nervous. I would love to see roads that connect to the major parks - like Eastern Parkway - have bikelanes.
200	There was a time in my life in which I did not have access to a car. I was amazed at how pedestrian unfriendly parts of the city were as you got out of the downtown area. Areas such as Preston/Grade Lane, Fern Valley Road and south Dixie Highway are actually dangerous with limited side walks and motorists who have little or no regard for pedestrians. There are still many parts of the community that it very difficult, if not impossible, to get to by public transportation. I grew up in Chicago and the public transportation system there is infinitely better.
201	I think Louisville would benefit greatly if we had a rail system and parking lots to park our cars so we could use the rail system. St. Louis has a nice rail system that Louisville could possibly copy. We could save on gas, create less pollution and stress from having to drive everyday.
202	Downtown is not safe to walk, especially for females.
203	Improve pedestrian access between neighborhoods
204	A lot has to do with urban sprawl. Lots of people here live in areas where you can't walk to a store. It is easier to drive. This city is designed around driving. For me personally, if buses ran more frequently I would be more inclined to take the bus to work. But I don't like to schedule my work day around when the bus is going to show up.
205	I think the arguments for bridges overlooks the issue of providing light rail service, which would cost less, be more environmentally sound, and put our community up there with cities that have it.
206	There are few places I go (by TARC) that I don't have to transfer. It is ridiculous that TARC either eliminates bus stops (on an existing route) or make a connecting transfer stop so far away that I have to travel 1/2 block or more to get to my next bus stop or have to cross heavy traffic only to have the connecting bus take off after I have run to get it.
207	An electrical rail system of some type would be wonderful. No fumes, better time scheduling, and cost and maintenance would be lower than TARC.
208	A public art plan that leads to a public art program that strategically places art in public spaces around Louisville Metro each year would dramatically increase walkability in this city. This has been repeatedly demonstrated in many, many other cities.
209	I hope the schools are involved
210	We have a vicious cycle with our current public transportation. Not many ride, so the buses come infrequently. The buses come infrequently, so nobody rides. I can ride my bike to work in about 1/3 the time it would take to ride TARC, which I do sometimes. However, arriving to work sweaty and smelly is not well accepted, so I can only do this during nice weather.

211	I commend your efforts to provide better walking and bike conditions in our city. I think these improvements would motivate me to start waling more.
212	Things are improving & more people are using alternative transportation but we have along way to go, patience!
213	I think there needs to be a combination of changes not one change to improve transportation in Louisville. I feel that changes such as mandating drivers to follow the rules of the road, adding more sidewalks in some areas, added more bike lanes to make bicyclist safer on the road, and developing safer intersections can be vital in improving transportation in Louisville. I would also like to suggest that about every 8 years that drivers are retested about road safety to renew their drivers license, may be this will make drivers more aware of the importance of safety on the roads.
214	Metro employess at Health Dept. need city cars like IPL allotted.
215	While I prefer walking to biking, there are a number of neighborhoods between where I live and work that I just do not feel safe walking through. The one time I attempted it, I almost got hit by a car and had a guy following me.
216	It should be written into law that all Pedestrians and bicyclists on the roadway always have the right of way, and injury or death of a pedestrian by a motorist should have serious legal consequences. Speed limits on roads legal for bicyclists should not allow the motorist to exceed the bicycle speed by more than 2 times. When passing a bicyclist a motorist must not be allowed to pass at a speed more than 10 mph faster than the cyclist is moving at.
217	<p>People would ride tarc if routes were better advertised: "Take the 23 and be at 4th Street Live in less than 25 minutes" Stuff like that.</p> <p>Also, I notice a lot of people walking to tarc stops in DuPont over the unwelcoming Browns Lane-Watterson Expressway Bridge. It seems unsafe, and I think more people would take the tarc if Browns Lane had more extensive route.</p>
218	It would be great if Shelbyville Road from Eastwood to St. Matthews had a safe sidewalk, there are many bus stops on that route and many people cross the street unsafely. I and many others would walk and bike more if there was a walkers path down that whole road
219	Connecting the bike lanes and more of them. Room for bikes and pedestrians in the 'burbs.
220	I live in oldham county and we have poor TARC Service. louisville needs light rail similar to Salt Lake City one line N-S and one E-W.
221	We need more sidewalks in every community, at least on one side of the road,to go the flil length of the road.
222	Thnaks. Keep up the good work!
223	make taylorsville rd. at watterson overpass pedestrian safer and friendly.
224	A comprehensive light rail based transit system - Democratic transportation planning - 8664
225	My wife and I have one car for environmental reasons; I ride my bike and take the bus to work (4 miles away)
226	<p>To create a greener, safer, healthier community in</p> <p>the future for our children and grandchildren, Louisville needs to continue on the present path of decreasing the "jungle" majority one-person car traffic and daily increase and improve public</p> <p>transit, walking, biking and other "human and environment" friendly activities. THANK YOU FOR THE WORK THAT YOU ARE DOING DAILY IN THIS ENDEAVOR!</p>

	I ride to my job down Preston Hwy and would like to see bike lanes there. The road appears to be plenty wide. Just needs to be restriped.
227	Also the city needs a public relations campaign regarding the rights and responsibilities of cyclists and drivers. Something with a sense of humor, not boring.
	we need more paths, safety/awareness of motor vehicles.
228	Thank you mayor for recognizing the importance of physical activity and taking on this issue.
229	The Watterson expansion did much to cut off the suburbs from the city, especially the Hikes Point Area. Interchanges at Taylorsville Road and at Bardstown Road are very unsafe for cyclists who are not supposed to ride the sidewalks. When I was growing up, I used to ride my bike safely from Hikes Point to my grandmother's house in Shelby Park. Today, the highways make that impossible. I also can't ride my bike safely from my home near Trevilian way to the BOn Air branch of the library. Riding and walking along Trevilian are dangerous in the best of times and deadly in snow.
230	If I felt safer in my neighborhood I would enjoy walking for excercise and to the stores but fell unsafe with area and traffic.
231	We need light rail, as impossible as that sounds, communities designed for walking with accessible amenities and staple shopping, and better public transportation in general.
232	Some communities in Louisville have a lot of cool places to walk to. We live in the Southend off Manslick and there are really no places to walk to.
233	we need more public transit options! light rail, more bus routes and more frequent buses!
234	local government is behind the curve on alternative modes of transportation. streets are unsafe for either bikes or walking. pedestrians and bicyclists are run down and drivers go free with no repercussions. if laws are not in place to prosecute reckless drivers who disregard pedestrian or bicyclists' right of way then ordinances need to be enacted. if laws are adequate then leadership is needed to ensure enforcement.
235	I wish there were more signs downtown to remind drivers that pedestrians have the right of way, particularly for drivers turning from one one way street to another, they do not even see the pedestrians. There is a sign that drivers MUST yield to pedestrians on 6th at the Broadway intersection warning drivers turning left onto Broadway. I would like to see more signs like that and see drivers ticketed for simply turning when the light turned and not paying any attention to the pedestrians. A particularly dangerous intersection for pedestrians is crossing 6th street at Main. No matter which way the light is, drivers are crossing this intersection and pay no attention to pedestrians. I would like to see a light rail system and more of a county-wide system that was coordinated to go around the county. Going in and out of downtown is pretty good, but the buses going around/across the city rarely run on weekdays, much less on weekends. I would like to see pedestrian access along the main roads, such as all along Hurstbourne Lane. I would like to see pedestrian access to shopping areas. In Europe, those taking public transportation have a big advantage over cars in accessing the most sought after shopping - wouldn't that be a switch? Often it is very difficult to walk or take public transportation into shopping areas, everything is preferential for individual cars. I live in the Beuchal area and on Bardstown Road and there are no sidewalks along the area near Fegenbush Ln to Breckinridge Ln - even though there are shopping areas and major bus connections through this area.
236	Might take bus more often if: 1) schedule was posted on bus stop 2) more frequent service 3) more bus routes
237	We need more and better bus and/or light rail service. Cut out express and use regular routing.
238	it's my understanding that a homeowner can refuse to allow a new sidewalk in front of their

	home (older streets). If true it seems unfair that one can adversely impact countless others!
239	Tarc is a joke, especially as you get away from downtown. If you want people to rely on buses, then buses need to be reliable!
240	Please consider the following : 1) Sidewalks parallel or close to main roads in metro Louisville. 2) Make it safer for bikes to be on the road. 3) Smaller TARC buses providing transportation more frequently through out Metro Louisville. For example it would be wonderful if I were able to take ONE bus from Bashford Manor and Bardstown road and be dropped off at Holiday Manor shopping center off Brownsboro road within 40 minutes or less. Thank You
241	There needs to be bike trails and running/walking that are safe. Drivers, especially the elderly will not move over if you are running or biking on the road. Also, on busy 4 lane streets, such as US 42 they just blow right past you and will not slow down.
242	Plan to purchase a bike soon
243	I really feel if bike lanes and public transit were set up more effectively, they would be used much more often. (Although I realize it is difficult to vastly improve public transit in Louisville with such low densities of housing throughout most of the city)
244	Transportation and land use MUST be considered together in a holistic manner, simply providing more or better sidewalks will not solve the problem.
245	I understand and participate in exercise. What I don't understand is why bikers will not use the bike lanes that are set up for them. I live off of Southern Parkway so the bike lanes are well paved. As a walker, I use the walking lanes and rarely see bikers using the biking lanes. Instead, they use the roads and do not use the safety rules for using the roadways (which cars also use!). For all safety and better transportation for all including walkers, bikers, AND yes, cars, the safety rules should be adhered by all.
246	Revisit light rail
247	I recently moved to Louisville from San Francisco. I find that Louisville drivers are very pedestrian unfriendly - rarely do they slow down in the vicinity of parks, never stop for pedestrians in crosswalk. Even Cherokee park is dangerous for pedestrians given speeding cars. We live in Old Louisville, and going to Central Park from St. James Ct is dangerous at times because of the speeding police cars (yes, POLICE CARS SPEED on Magnolia even though there is a playground in the park!!). So, the point is, if our authorities don't set an examples Louisville will not be a walkable city.
248	need more sidewalks in major retail areas such as shelbyville rd
249	I WOULD LIKE BIKERS TO BE ABLE TO RIDE ON THE SIDEWALK. I DO NOT FEEL SAFE RIDING ON THE STREET, EVEN IF THERE ARE BIKE LANES
250	My mom is in a wheelchair that is motorized and trys to go everywhere but because of lack of sidewalks manytimes she has to ride in the street and that is very dangerous to her and she takes her life in her hands every time she goes out, I feel if she gets hurt it will be the cities fault for not providing the sidewalks she needs to get from place to place. And I would seek legal help to sue if I could.
251	Bicycle and pedestrian paths (current and future) must be kept clear of debris and in good condition so people can count on using them safely.
252	We need a more extensive transit system such as more frequent busses; less complicated routes; more buss stops with seating and cover from the weather.
253	Although a bicycle path or walking paths for exercise are great, time needs to be spent on a

	safe way for people living in neighborhoods outside the shopping areas to have access. There are lots of families that would take advantage of walking or bicycling to a grocery if there were a safe way to do that - specifically the eastern Taylorsville Road area - the road is much to narrow to ride a bicycle safely to anywhere!!! So, driving to a pathway that indirectly takes you to where you want to go seems a terrible waste of gas and time.
254	We have to look at getting rid of the interstate right on the waterfront. If we are ever going to get people down there on a regular basis, we have to improve the walkability, aesthetics, and variety of uses on the waterfront. We are on the way, 25 years ago there was nothing compared to what is there now. However, we still have a long way to go. We must look at how other cities across the country utilize their waterfront, downtown, and residential areas. Once we do this, I beleive we will see an increase in walkability. Simply stated, there are two points here. Number one: you have to give people something to walk to and from. And number two: the walk must be enjoyable along the way.
255	Improve transit service in a way that it should be frequent enough. I should not change 3 busses to go from point A to point B.
256	Disobeying Traffic laws seems to be getting worse. There does not seem to be enough enforcement. Labeled ticketing traffic cameras may be a good idea to consider at places where walkers/cyclist/children/elderly/motorist or the general public feel unsafe.
257	I think since we have no mountains or beaches but beautiful rolling hills...we should concentrate on areas where the asthetics are greatest and where people can drive to the area, park a car if necessary and rent a bike, ride a bike, take a walk, enjoy the river. Eat, go to a museum..enjoy the beauty of the city.
258	I enjoy cycling to work - about 10 miles - but every route I take has hazardous sections (narrow roads, no sidewalk, etc) I think this is a big reason a lot of people do not.
259	Perhaps a campaign to convince Louisville drivers that a Stop Sign is not just a suggestion. When we are walking, it is not uncommon to see 80% of drivers failing to stop at stop signs. Many don't even slow down, just blow on through. A serious ticketing effort with an "advertising" campaign just MIGHT make a difference. The pedestrian really has to be very alert at crosswalks because of poor driving habits and a general disrespect for the rules.
	Bluelick is not walking or biking friendly but people do it all the time. You have too many apartments on the road to not have sidewalks. If my wife and I want to go anywhere outside our sub division we put the bikes on the car and drive some where.
260	My only other suggestion would be to put a sidewalk from Slate Run to Commerce Crossing so people that work in there can have access to the business park and not have to drive two miles to go a half a mile to work. This would also gain access to Preston Highway for riders and walkers.
261	Thanks for taking the time to read this.
262	Bluelick middle school is not walkable to in any way shape or fashon from people that live on the bluelick road.
263	Blue Lick Road needs to be widened desparately. It is dangerous for both motorized and pedestrian traffic. It also needs sidewalks so that pedestrians are not forced to walk on the side of the road and risk getting hit.
264	We need more bus routes and more frequent service. We also need more sidewalks in the suburbs, especially along major roads.
264	The bus system is pretty good about reaching most parts of the city, but can take a long

	time to get somewhere because of time waiting when changing buses, before the connecting bus arrives.
265	think there should be more exerciase to much driving it helps our health
266	Better mass transit is needed. We more dedicated more bike paths.
267	I think it would be very useful to connect St. Matthews, Crescent Hill, and Clifton by creating a bike/jogging path in the unused part of the CSX right-of-way! Riding a bike down Frankfort Avenue can be scary.
268	Comparison to European mass transit
269	I have never taken TARC but would consider it. Having spent time in major cities in the US and Europe, public transportation used by all demographics creates efficient and more aware communities. Plus, we would have more time to read!
270	Having moved to Louisville a year ago, I am shocked at how meaningless following the rules of the road are here. Drivers do whatever they want. Even as a pedestrian, following the rules of the crosswalk & being extremely careful, I have nearly been run over. Are laws optional here for drivers?
	Get bikes of sidewalks
	Encourage(demand) enforcement of traffic laws. it is appalling to me, the lack of respect that drivers show in this city. Speeding, running lights, not stopping at intersections, not using turn signals, etc., etc. are all problems that make bicycle and pedestrian transportation difficult (as well as other vehicles).
271	For such a progressive community, the abuse of rules of the road is frightening to me.
272	Sidewalk improvement is needed to support walking especially along routes used by school children. The block of Goldsmith Lane before it turns toward Seneca HS, west of Bon Aire library, for example. Neither side of the street has a sidewalk and there is a TARC stop in the block. Where is a person supposed to stand and be out of traffic?
273	I wish we had a light rail system but not sure if we ever will.
274	It's fantastic the city is even considering this. Unfortunately travelling by bike in Louisville is a dance with disaster. Most parts of town do not have bike lanes or wide shoulders, and drivers enjoy intimidating cyclists. It's a wonder more people are hurt or killed. Hefty fines should be levied for intimidating cyclists, and drivers need to be taught that bikers pay taxes and have the same rights they do. And of course, law enforcement needs to enforce any laws pertaining to cyclist/pedestrian right of way. And cyclists/pedestrians need to be held accountable when they make boneheaded moves that bring the ire of motorists.
275	There seems to be a serious lack of enforcement of existing traffic controls - speed, red lights, rolling stops. If there are not enough officers, perhaps cameras on stop lights would assist. I have witnessed dramatic compliance improvement in other cities.
	Please pass this on to the department that is working to cut down on pollution: The roundabouts in Europe work beautifully, keeping cars moving without idling at street lights or wasting gas, waiting for the green light! Please seriously consider this suggestion where it could be a serious possibility if the intersection could be reconstructed. We need to be a forward-thinking city, examining options outside the typical box of normal options. Our pollution is a great health hazard to our citizenry; this would be one way, where feasible, to make a difference!
276	Intersections do need to be safer to cross. I don't believe I would consider crossing Lexington or Grinstead Drive at the intersection of those two roads because they are the

epitome of "car culture only" intersections.

I would love to have a biking lane on Lexington Rd., Willis Ave. and through Seneca park so that it felt safe to cycle to those places.

Does Louisville have any options for converting Rails to Trails? That organization has been very effective in creating walking /cycling paths those much of the country.

If some of my suggestions apply to other departments, please do send my suggestions along to the proper departments.

The Edenside and Norris Place intersection coming from Eastern Parkway is a very dangerous place to turn LEFT because cars are allowed to park, thus obstructing the view, especially to the right on Edenside towards Bardstown Rd. I cringe every single time I must turn left there. It is also very difficult to see on the left side as well.

Here is an important suggestion to consider: In Vermont, New Hampshire, Maine and in Nova Scotia, a pedestrian crossing a road has the right of way! It is a completely civilized way to treat pedestrians and quickly changes the way car drivers think about pedestrians: they come first and have first priority. Some research should be done on these states and how and when this policy was instituted. At first thought, I'm sure this seems like a totally insurmountable problem, but if Mayor Jerry and Dr. O. Troutman and other public figures created a public information campaign to educate the citizenry, I believe this actually could happen here. We loved being in those states because of that single, civilized policy.

Thank you for reading such a long list of suggestions!

Bardstown Rd. from Bashford Manor Lane through the Highlands needs a bike lane desperately. It is too dangerous to ride on the street, so cyclists are forced up onto the sidewalks!

Pedestrians also desperately need a separate waling lane along Newburg Rd. between I-264 and Eastern Parkway, and also on Baxter from Eastern Parkway to Highland Ave.

Cherokee Rd. from Cherokee Parkway to Spring Drive is in desperate need of lighting so that we can walk and bicycle after dark on that safer roadway.

277	We need more bike lanes, more safety and a better bus system and incentives to carpool so people drive their cars less.
278	I live in a suburb and shopping is not convenient by car, but want would like to see sidewalks in neighborhoods to promote more walking. It's unsafe to walk on the roads because of speeding cars and people talking on cell phones.
279	Drivers need to be aware that pedestrians have the right away. When a visually impaired/blind person is traveling using their cane, pedestrians are unaware of the white cane law. There are many visually impaired/blind pedestrians in our city but drivers appear to ignore the right of way for these pedestrians.
280	The sidewalks along Bardstown Road that were recently reconstructed, north of Bonnycastle are not only beautiful but very functional. We need to work to create more like this. The intersections are well marked and signage is bright and easy to access. The plantings are nice and also provide barriers from the road. Frankfort Ave from Stilz on north, is a similar area to Bardstown Road and has a lot to be desired with sidewalks and aesthetic appeal.
281	Accessibility (in the broadest sense)
282	Am still in hopes that light rail can be revisited in the future, but for now, if buses ran more often, not just during peak times, that would improve ridership.
283	I would love to be able to bike in Louisville, for health and monetary reasons, but am too afraid to because there are no options to bike at a distance from cars. Drivers are unaccustomed to having to yield to/pay attention to bikers & pedestrians so they drive fast and often seem angry that bikers are in their way on the road. I personally don't feel comfortable biking with cars and would bike more if there were separate trails throughout the metro area to get to main areas of the city easily. Since riding on the sidewalks is illegal, it would be great for people like me to have another option.
284	I live in the middle (1950's) suburbs and drive everywhere. There are many more options for walking and biking in the older (1900 era) suburbs with business districts and neighborhood centers.
285	Please tell Metro Planning & Design to stop referring to the widening of roads as "improvements."
286	There are very dangerous stretches of road in the city without continuous sidewalks, with two prominent examples being Third Street Road and Hurstborne Parkway. It is especially dangerous for people to walk down Third Street Road to the Auburndale bus stop.
287	I am overweight. Many times while walking or riding my bike I get comments from youths- usually something like - "don't eat so much" or "fat XXX" and other things along that line. It is embarrassing and makes me not want to exercise in public.
288	Bike parking locations with secure lockup and showers would be nice. Also, a better bus system (indicate at bus stops which routes stop there and where the route goes) and a light rail system would improve traffic.
289	I'm encouraged by cities like Indianapolis which connect large portions of the city by bike trails. Living north of the Louisville (Oldham), I would love a way to be able to bike to work.
290	I would love to walk to UofL campus every day but the traffic on Crittenden Drive is ridiculous. People do not obey the speed limits and act like you are a duck in a shooting gallery.
291	We need more leadership locally and nationally to promote public transportation, not just keep pouring more concrete.
292	I am an "aging" cyclist. Unfortunately, things take time. I was hoping River Road improvements would be happening by now. It is SO DANGEROUS between the 4 lane section to Zorn Ave.! Also, I would LOVE to take a bus to work. Unfortunately, when I researched...I would have to drive to Brownsboro Rd. Kroger to park, catch bus then

	transfer down town. This would take too much time and seems to defeat the purpose. I live off of Mellwood Ave. and work at U of L. Although the City Bus folks were helpful...they could only communicate existing routes. With the price of gas continuing to rise...more bus routes would be helpful and I am one who would take a bus to work.
293	We cannot just accept bad behavior in passing. Having someone throw a bottle at me from out of their car window and screaming "fat bitch" does not threaten my life, but diminishes my desire to use alternative transportation. We need to address physical and emotional threats to pedestrians and bikers before addressing the actual physical space.
294	We need faster bus routes and more sidewalks and waiting stations for bus riders. I see people standing on corners of busy streets with no sidewalks waiting for buses. There is a bus route on my street but it doesn't come frequently and I often have bus riders ask me when it comes by. I have to tell them to walk about 1 mile away to a busier street where the bus comes more frequently.
295	Better commuter buses such as Chicago, Las Vegas, and other tourist areas.
296	We love to ride or bikes and walk - and have many new wonderful places within walking riding distance. The new Camalot Center for one. But you can not safety ride or walk a family up Westport Rd.
297	There are not enough sidewalks in neighborhoods, especially those where drivers speed through the streets. I don't feel safe walking along or crossing busiers thoroughfares with my children.
298	The Louisville Police need to make driver follow the rules and they also must follow the road rules. I see the Louisville police doing the same as the drivers. As a driver (who follows the road rules), biker, and walker - this need to improve.
299	All drivers, including the Louisville Police need to follow the rules and if they do not, some one and I wish it was the police needs to do something.
300	The changing parking, driving, & turning lanes on Bardstown Rd. in the Highlands are a mess. People blatantly ignore the signs and drive in the turning lanes every day. It needs serious help or better monitoring. It's very dangerous for drivers trying to follow the proper lanes.
301	The sidewalks in Louisivlle are sporadic with no connecting factors. If you want to walk or bike in safe areas, you usually have to drive to get there.
302	I would like to see more direct routes from all over the city going to the University of Louisville. A lot of students/faculty/staff say they don't take the bus to UofL because they have to change buses. I moved out of a great location (Crescent Hill) because I didn't want to change buses to get to UofL.
303	There needs to be better enforcement of road rules for both drivers and cyclists.
304	I live in Jeff, IN. Work in Louisville. I would love to see the walking trail on the old bridge finished. What a great walk that would be!
305	I live on Taylorsville Rd east of J-town. We really need sidewalks & bike lanes in this area. It is unsafe to travel by bike now and there are no sidewalks to get from my street (Tucker Station Rd) to the new shopping center built 1/2 mile away.
306	There is an epidemic of people defiantly running red lights, accelerating as they approach a light that is already red. I don't know how they avoid serious accidents. I guess the law abiders are just cautious.
307	Walking is hazardous in Louisville. Drivers do not watch for pedestrians. One takes one's life into one's hands when crossing at intersections.
308	After seeing light rail in Charlotte, NC. Why don't we do this???? We have tracks, it does not have to be elaborate. Other comments are I ride my bike daily. Drivers are not considerate on the whole. Some are, but I cannot trust that one won't pull out in front of me or cut me off. I've started to ride the sidewalk because it is TOO dangerous to ride on

	<p>our streets mainly because of all of the parked cars on the main streets. All around UL, down Bardstown Rd. downtown. Other roads off the beaten path are too narrow and dangerous too (Trevillian Way, Eastern Pkwy). The mayor is putting this loop in around the city, not bad, but has he ridden alone west of downtown? SCARY all of the time, deserted buildings, overgrown weeds, I won't do that again. What is he thinking? It is just not safe.</p> <p>He thinks he is doing good with this, but it won't get me to work safely. Concentrate on practically helping us day by day; bike lanes all over the city and get the cars to stop parking on the street, not so much for recreation.</p>
	<p>The major problem as I see it is a complete and utter disregard by cars for pedestrians. Today's society seems so me-focused that everyone feels himself or herself to be more important than those around them. Four way stops are never utilized properly; no one stops at a stop sign, rather they roll slowly through. Pedestrians should always have the right away of in cross-walks, but that doesn't stop cars from continuing to drive through once the pedestrian is--in the driver's mind--safely through the walk. I have myself been nearly hit by a car, in a crosswalk, when the driver had a red light and I had a green walk signal. That shouldn't happen. Ever. And no one seems to care about pedestrians.</p>
309	<p>This city also has horrible sidewalks. It is impossible to walk anywhere that isn't close to a park.</p>
310	<p>downtown needs a grocery store for people who live down town. Something like a Mejer.</p>
311	<p>Education of drivers!</p>
312	<p>Get the buses off the side streets. In the tight one-way streets in the Highlands, it is impractical to have to battle with a bus that once again couldn't make the turn!</p>
313	<p>I would love to ride my bike on errands, but there is no path along Seminary Road or Brownsboro Road. I'm not comfortable riding in traffic on US 42 or US 22 or Westport Road. Also, until recently there weren't many places to shop within easy riding distance. I'd like more shops clustered closer to my home and paths to get there. I'd love to give up my car for the weekend!</p>
314	<p>I didn't check this on the survey, but I think driver education & law enforcement should be a priority. I drive to Cherokee Park & then walk the loop frequently - I notice violations constantly. It feels like the drivers have the attitude that bikers & walkers are in their way and they don't seem to realize they are driving in a multi-use park -- this is an issue on the loop and on the arteries throughout the park. Another problem is people creating parking spaces where they shouldn't be parking - this creates problems for drivers, bikers & walkers. I've seen police patrolling, but not doing anything. I have a feeling this is an issue in other locations as well - other parks, etc. The River Road corridor can be an issue too. Sometimes people trying to cross the street near Tumbleweed are really taking their lives in their own hands. I live in a neighborhood near Bowman Field (LOVE the new paved path!!) and when I first moved there I did not own a car. Public Transit is sparse there (there are bus routes, but it seemed that when I needed it most they weren't running or dropped off far from my house) and I sometimes felt really closed in by the highways and the fact that I couldn't easily walk or bike to places. I'm hoping the railroad bridge will give another point of access to IN for bikers? A friend & I wanted to bike or TARC over to the IN for parts of Thunder & it turned out we had no options for either. The sidewalk along Rudy Ln - though somewhat controversial - was a great addition & I have used it multiple times when in that area. I think Louisville is becoming more bike & pedestrian friendly, but we could definitely use improvements.</p>
315	<p>I think both my wife and I would at least try out using mass transit if light rail were added</p>

	along the I-64 corridor from the Snyder into downtown. We can both ride the bus free (I work for UofL; she works for Humana), but it just does not seem as practical as we envision light rail could be for us, especially if there were "park and ride" locations like there are along I-80 for the light rail line into Sacramento, CA.
316	I live in the hurstbourne/shelbyville road area and there are few sidewalks to encourage walking/jogging in the area. I run on a regular basis and I have to drive somewhere that has sidewalks or a trail.
317	I would bike and walk more if my neighborhood was safer. There is a lot of crimes around the University of Louisville as many people come downtown to prey on the students. We need more security around the undergraduate campus
318	I am not familiar with alternative modes of transportation from Indiana to Louisville. I suspect that as long as my daughter relays on me for transportation to school, I may have to drive.
319	People are scared to ride the bus, since they think it is a "poor people" thing. I think that people need to know that the bus is a viable, economical, earth-friendly mode of transportation, and that daily commuting DOES NOT need a car.
320	Sidewalk on Brownsboro Rd. Chenoweth to Chipawh(Sp. to Broadway Baptist Church). People tend to walk in the road on this stretch. The speed limit is 35mph, but traffic tends to drive at 50 or >.
321	Why are bicycle lanes on one-way streets on the right side where drivers are more likely to open doors without seeing the rider approaching? They should be on the left side of one-way streets.
322	need bike/running path from Bardstown Rd/Eastern Pkwy all the way to UofL!!
323	People need to know how much it really costs them - in public infrastructure costs, crash costs, physical inactivity health costs, and direct out-of-pocket costs - to drive. Then, they need to know how much the finances and quality of life could benefit from walking, biking, and taking transit more frequently.
324	Bicycling is difficult anywhere there isn't a bike lane. No traffic yields to bicyclist, and there is a great danger of being run down, especially on Bardstown Road (congested), downtown (road rage traffic and cruisers), and busy intersections such as Taylorsville Road and Hurstbourne Lane. I would also be interested in some requirement of knowledge of the law concerning cyclists, also public service announcements of such laws and courtesies. Bicyclists have the unfortunate status of road vehicle when a collision would obviously injure or kill a cyclist while a driver receives no injury. A cyclist is on 2 wheels and must keep moving to stand up. A cyclist must always yield to faster moving traffic. Traffic behind a cyclist tailgates the cyclist--and bus drivers are often the worst for doing this. If a cyclist stopped fast, a bus driver could not stop at all in the distance it travels behind a cyclist. To ride a bike in normal traffic is taking one's life into one's hands.
325	Public places offering spots for bike parking and locking up bike.
326	Start/Finish signs on walking paths/sidewalks stating 1,2,3,..etc. miles walked.
327	Walking/Biking from the Highlands to UofL is difficult. Eastern Parkway is a challenge to use and creates a huge barrier to access the UofL campus
328	Encourage local businesses to form walking & TARC bicycle clubs that compete and get rewards
329	Light Rail! Water for walkers
330	Make survey reflect those who have mobility impairments
331	Please more bicycle paths! I live on the east end and would bike more for transportation if

	there were bike lanes that made it feel safe to do so.
332	I am concerned about the accessibility for wheelchairs, walkers, etc. of the curbcuts at the Liberty Green development. Some are very unsafe for wheelchairs and others with mobility problems. They need to be fixed ASAP.
333	It would be wonderful to oneday have a light rail system.
334	Some areas of town only have sidewalks in their community so you can walk in the community but to get to the store or anywhere else you have to walk along the road. This is just not safe.
335	Concrete is bad surface for walking and running- blacktop or natural materials healthier. Unleashed dogs and dog poop are also major issues for walkers
336	We really need light rail. East and West, North and South. I teach in Mt. Washington. However, the bus only goes within two miles. Drivers are bumper to bumper coming in. Also, I would like to see light rail going across Louisville. I live in Paristown and do walk in the neighborhood.
337	Part of the key to reducing traffic and encourage biking is to either give people something (really the illusion they are getting something other than health -- for example if I ride to work, I think an hour off on that day would be nice, but gov't has to encourage businesses to implement a plan....even if just once a week).
338	<p>I lived in Salt Lake City, UT for 23 years, and moved back here 5 years ago. There are sidewalks everywhere in SLC and people walk...a lot. There are shoulders along most roads which make biking safer. Neighborhoods in SLC are almost all interconnected and you find very few areas that have only one street into/out of the area. In SLC you can go anywhere in town by taking any number of streets. I could walk from the north end to the south end of the city, or bike it which I often did and would not have to take a freeway. I realize that Louisville is not so smartly planned out in a grid like SLC, but we could do a lot to improve on what we have. In Louisville we for some strange reason seem to pride ourselves in having these neighborhoods with one entrance/exit to the neighborhood...is it some snobbery thing? I don't get it. When there is a traffic tie up on a major street there is often no way to go around it, the exception being in older parts of Louisville where streets do connect and are walkable.</p> <p>I have friends who live in outlying communities who say they don't want sidewalks because they think it will somehow increase traffic! I remember the big uproar when some wanted the sidewalk along the one stretch of Rudy Lane....I now often see walkers using that sidewalk.</p> <p>I live off of Ormsby which runs between Westport RD and LaGange RD and there is no sidewalk...try walking along that narrow road with NO shoulders!!</p> <p>Consideration needs to be given to some way for walkers to negotiate freeway interchange areas...the new Westport RD sidewalks are great, but it will be dicey to use the walks and go under the Watterson once the interchange is completed. What about a pedestrian ramp over the freeway?</p>
338	I am a physical therapist and see such a great need to to improve the walkability (and bikeability) of our city in order to assist in improving the health of our residents.
339	More frequent bus service to get from Crescent Hill to the South Hurstbourne lane area.

	Every half hour during rush hour seems a little sparse.
340	I have tried to get into the mode of riding the bus. My route takes about 40 minutes and I can drive to work in 15. I wish there could be an express route (maybe some of the times) rather than the one that weaves through neighborhoods. My bus route is 29 and I can't comment on other routes.
341	The city is set up based on auto transportation. I'm not sure how we can make it more pedestrian friendly when you consider that. Possibly someone at the Summit will address this issue.
342	Need more sidewalks on busy streets and in business districts like Shelbyville road. Need better crosswalk signs at busy intersections.
343	More transit routes should be made available throughout the city so that it is more accessible to citizens. Thanks for the opportunity to provide input on this important topic.
344	Sidewalks are needed along Bardstown Rd between Fegenbush and Hudson.
345	The absence of sidewalks (or even a reasonable shoulder) on main roads make it very unsafe to walk "to" places. I have lived as close as 2 miles to work and could not walk. Also, I would like to walk "to" places such as the store with my dog. I feel safer that way and we both need the exercise. It would be nice to have places to tie dogs up outside of stores, etc.
346	More explanation of traffic lights on Baxter Avenue and Bardstown Road. Drivers do not understand. Cars that park illegally during morning & evening rush hour should be quickly towed or ticketed to prevent traffic problems (especially on Baxter Avenue near Molly Malones and O'Shea's).
347	I have none
348	i would love to do a critical mass type event. my friends would to/too/also.
349	I bicycle daily, and have been hit 4 times by unattentive drivers. (never injured) louisville needs more bike lanes and awareness to "share the road".
350	I would take public and bike/walk transportation regularly if it were more reliable, safe and convenient. It is very difficult to be a 1 car family in this city and we are a active, healthy couple who bike and walk for pleasure in our spare time. It is not a desirable alternative for individuals who do not incorporate fitness into their daily lives.
351	Transit stops need to be better, perhaps less frequent in some routes, but often a "Stop" consists of a roadside ditch with an upended milk crate to sit on, or a bumper stop. Not conducive to wanting to take public transit or sending your child to the stop to wait. Many intersections in urban areas and suburban ones and access to them is a joke. Shelbyville and Brownsboro Roads come to mind. I adore walking and TARC but feel like an oddity not normal, like I feel when in Chicago, for example. And of course, continuing to build in outer Louisville is insanity when the inner city is crumbling, and provides the best hope for our future in terms of accessibility and affordability. Linking things like Oxmoor to the Mall without getting into a car....shopping shuttles, interurban rail reactivation....so many things, so little time. Gas is \$4 and climbing. For Louisville to compete in the future, it HAS to get its transportation act together, stop dreaming of bridges, and be more communal and earth-conscious than ever.
352	light rail is a great option
353	More people need to take the bus to work. A train system would also help increase use of mass transit. It's time for people to realize they have no choice but to decrease dependency on fossil fuels.

