

LOUISVILLE METRO'S BICYCLE MASTER PLAN

Project Updates 2016-2020

BIKE



THE DEPARTMENT OF PUBLIC WORKS AND ASSETS





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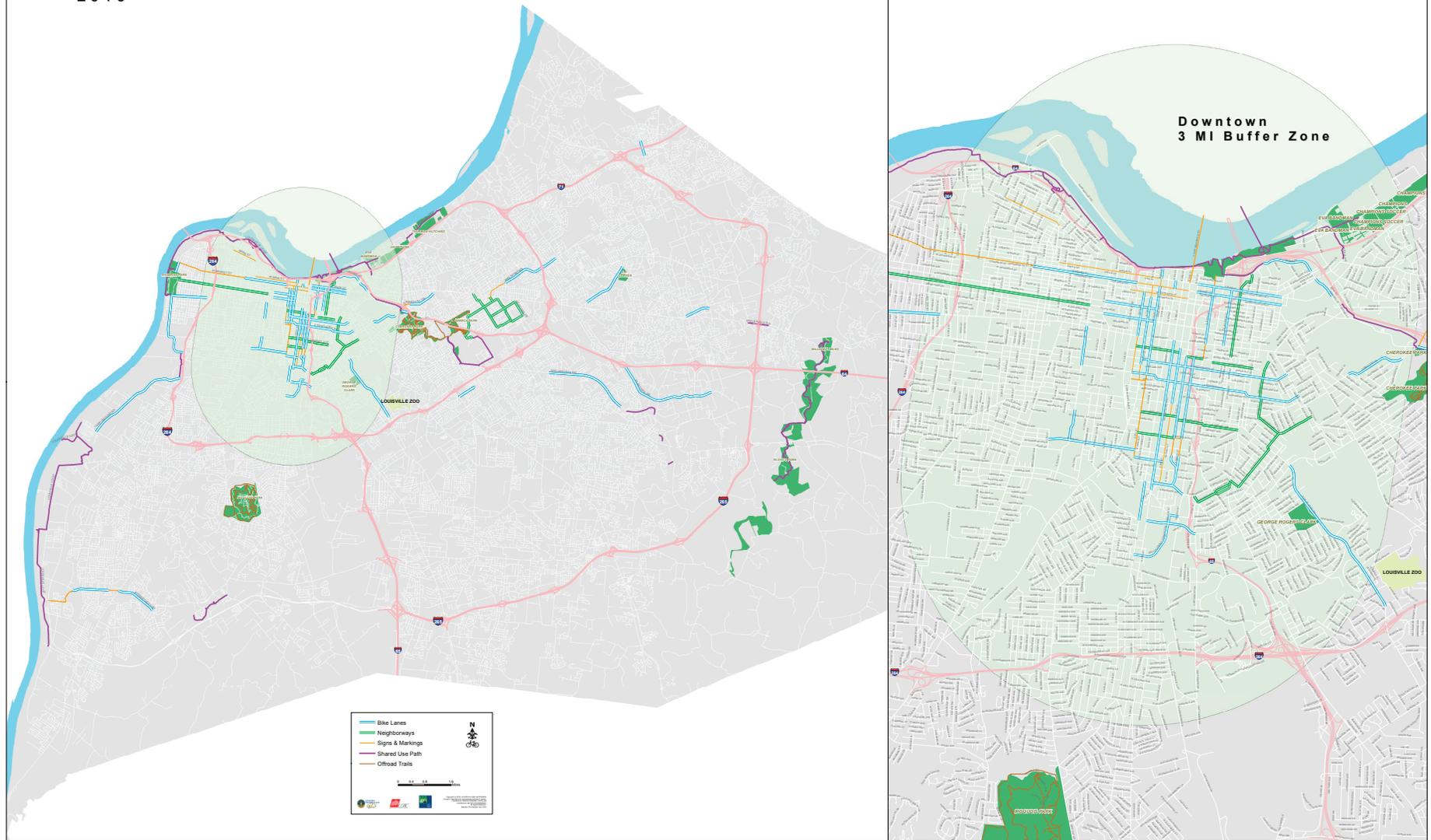
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**LOUISVILLE METRO
BICYCLE FACILITIES
2016**



BACKGROUND

There are many benefits to be gained from bicycling. Bicycling has many obvious individual health and fitness benefits, and has been shown to reduce healthcare costs. The bicycle is one of the most environmentally and economically efficient modes of transportation. Bikes are an important part of the transportation system and are part of the solution to addressing greenhouse gases and roadway congestion. As a viable means of transportation, bicycling promotes vibrant communities. Increasingly people, especially young people, want more mobility options to work, to school, or to run errands. Bicycling is becoming a more viable and attractive option as communities across the country are building more bike facilities, to keep and attract millennials and the creative and economic energy that comes with them. Investing in bicycle infrastructure is important to provide the mobility options that are necessary to make Louisville competitive for new talent in the 21st century. Louisville has achieved a Silver Bicycle Friendly status through the League of American Bicyclists' Bicycle Friendly Community program. Bicycling is a notable quality of life factor for our residents who have expressed a desire to get around the city by bike. Recognizing this, Mayor Fischer is focused on expanding bicycle use that is critical to enhancing the city's transportation, health and air quality. Bike infrastructure provides an opportunity for making our streets safer, which unleashes demand for cycling. To that end, the city — including the Metro Council appropriates funding each year toward re-striping and signage to allow for bicycles on current roadways to help build the urban bike network a strategy of the 2010 Bike Master Plan.

The Bike Master Plan (BMP), led to the adoption of the 2013 *Bikeways* core graphic from Cornerstone 2020. The BMP is a long-term action plan that outlines the policies, programs, design criteria, and projects that will further enhance bicycle safety, comfort, and access in all of Louisville's neighborhoods. Many of the projects are to be implemented over the next 15 years. By implementing the Bike Master Plan, Louisville will expand the bicycle system to over 550 miles with a total cost of \$50 million or an average of \$2.5 million per year which will make its transportation system more environmentally, economically, and socially sustainable. The BMP also identifies education, encouragement, enforcement, engineering and evaluation projects and programs.

Set to be released later this spring, Move Louisville is a long-range strategic multi-modal transportation plan that will focus on creating greater mobility between the places where people live, work, shop and enjoy leisure time in Louisville. This plan provides a set of projects that will help implement a key objective of Move Louisville – a reduction in vehicle miles traveled (VMT). Connected and safer bikeways will give residents an alternative transportation option beyond the car, especially for the shorter trips, and provide crucial first and last mile connections thus reducing VMT.



OVERVIEW & PURPOSE

The purpose of this document is multifaceted. It helps implement the goals of Move Louisville and BMP. It will also serve as a communication tool and reference for elected officials and the public regarding the urban bike network and bike outreach programs.

This plan document provides an update to the BMP. It outlines the efforts of Bike Louisville and its partners will undertake to implement the BMP over the next four fiscal years. When fully funded and combined with existing facilities, the projects and programs identified in this implementation plan will result in approximately 200 miles of on road bicycle facilities, and will make significant progress towards implementing other aspects of the BMP.

This document provides information about the status of bike programs and projects budgeted for the current fiscal year. Consistent with the 2010 BMP, Bike Louisville will update the Implementation Plan annually, by the end of each year and is intended to:

- Provide predictability for stakeholders by including a multi-year project list
- Serve as an accountability and reporting tool
- Guide future budget requests

This document is intended to reflect ongoing and new projects and programs planned for the next four years. Some projects that are not in the document may be built to take advantage of leveraging or other opportunities, such as the opportunity to coordinate with a paving, utility or private development project that was not anticipated at the time the Implementation Plan was updated. Such projects would follow the project development and outreach process outlined in the BMP.

Bike Louisville prepared this document to align with the city's open and transparent government policies. The document is also available at www.louisvilleky.gov. Also, Bike Louisville will prepare and submit to LouieStat a progress report, covering the prior year's achievements.





PROJECT DELIVERY, PROGRAM DELIVERY & PUBLIC ENGAGEMENT

The project delivery process will follow the steps outlined in the Urban Bike Network Process Map (Appendix 1), which includes reviewing proposed projects, previous plans, data collection, evaluating viable alternatives with costs estimates and constraints. This update assumes a mix of implementation strategies – for example, some protected bicycle lane projects will be implemented with paint and delineator posts and some will involve more permanent infrastructure. These decisions will be based primarily on funding availability and leveraging opportunities.

Public engagement was at the core of developing the 2010 BMP. Today, public engagement is a multi-pronged approach and takes on many forms including bike maps, bike club events, videos about bike safety, youth school events, share the road and driver education, social media and general public involvement. It continues to play a prominent role in the encouragement of a robust bicycling culture and the implementation of bike infrastructure. Bike Louisville has developed an effective public involvement decision tree as part of the Urban Bike Network Process Map to collect feedback on proposed bike projects. The strategies and programs developed in the BMP including, education and encouragement programs, maintenance, and others will also include public engagement as appropriate. These are listed in Appendix 2.

Bike Louisville maintains a regular dialogue with the active bicycling community, downtown business groups, neighborhood groups, and active transportation advocacy groups to ensure continuous public involvement. Bike Louisville also coordinates with the Louisville Downtown Partnership (LDP), Transit Authority of River City (TARC) and the Parking Authority of River City (PARC) to ensure project plans are assessed and identify any concerns. This network of stakeholders is called the Urban Bike Network (UBN). Collectively, the UBN developed a process map to help the project delivery and prioritization process.

To gather feedback from the public for this update, Metro officials partnered with Bicycle for Louisville to host two public involvement meetings on December 2-3, 2015. The purpose of the meetings was to inform and share with the public the list of projects planned for implementation and to give participants an opportunity to suggest other areas, or the gaps in the network for future projects. In addition to the two open houses, an online survey was created. The survey data and the suggestions provided from these meetings are provided in Appendix 2.

PRIORITIZATION

Bike Louisville has developed the project lists included in this update using the prioritization criteria based off of the methodology defined in the 2010 BMP. In order for a project to be considered eligible for this plan, the project must have met four criteria:

- Connectivity (40 points)
- Safety (30 points)
- Equity (20 points)
- Other Barriers (30 points)

If a project does not meet the all four criteria, it will be categorized into the list as “Projects for Future Evaluation.”

Connectivity is defined as access to existing bike facilities, bike share stations, destination (residence, jobs, attractions, etc.) and TARC stops. Safety is defined primarily using crash history and data as well as public safety concerns. In terms of equity, this comprises age-friendliness, income, and users’ needs. Finally, Other Barriers included costs, state routes, pavement width, maintenance, and lack of community support. In addition to the quantitative criteria, the plan looks at near-term priorities and other citywide projects to help group projects, including:

- Central Business District
- Neighborway projects
- High-demand segments of the citywide network, specifically in, and connecting to, the Central Business District
- Coordinating with other modal plans and resurfacing projects
- Updating previous bike facilities to current standards
- Maintaining existing bike facility stripes and markings
- Implementing programs

First, projects were grouped using the near-term and other priorities, then evaluated by quantitative criteria, and finally ranked into priority tiers with Tier 1 made up of the highest scores; Tier 2 the next, and so on. The projects and maps are shown in Appendices 3 and 4. Projects are also designated a Facility Class System. Class 1 facility is defined as separated from the road by a physical barrier, i.e, bollard, raised concrete, etc. A Class 2 facility is defined as separated from the road by paint and Class 3 facilities typically include bicycle markings and signs. Provided below is a more detailed explanation of the classification system, Figures 1-12 are in Appendix 5.

The project lists will evolve as Bike Louisville accelerates or decelerates projects based on changing conditions or opportunities. Project types may change within a corridor – for example, due to grades or other constraints, a corridor might have a buffered bicycle lane on one side of the street and a shared lane marking on the other side of the street, as seen on 1st St and Brook St.

Bicycle Classification System (see Appendix 3 for images)		
Class 1 (Image 1-4)	Class 2 (Image 5-8)	Class 3 (Image 10-12)
a. Shared Use Path	a. Double Buffered Lanes	a. Neighborway
b. Vertical /Raised Bike Lanes	b. Single Buffered Lanes	b. Shared Lane Connections
c. Separated Bike Lanes	c. Bike Lanes without Buffer	c. Bicycle Wayfinding Signage
d. Human Powered Trails	d. Two-Stage Turn Queue Box	
	e. Bike Box	

COSTS & FUNDING ASSUMPTIONS

The update identifies a \$3,668,050 investment over the next four years on bike infrastructure, education, and encouragement activities. The funds include local, state and federal funding sources. The work planned for FY 2016 is fully funded based on the adopted budget, totaling \$2,141,450. Of that, \$849,250 (nearly 40%) will support on-street bike facilities citywide. Funds to support education, encouragement, and enforcement efforts total approximately \$40,000 and \$1,250,000 is set aside for bike share. It is worth noting that some projects that start in 2016 may carry forward into 2017.

A more detailed breakout of the costs and funding sources is in Appendix 5. It includes a summary of planned spending for FY 2016 and the funding plan for the next four years.

The “total cost estimate” line includes new bicycle facilities, as well as other projects and programs identified in this update such as bicycle facility maintenance, spot improvements, and other work to advance the outreach strategies and program.

Bicycle improvements recommended from the Bicycle Master Plan are funded through a dedicated line item in Metro’s budget. Actual funding levels for future years will vary depending on future adopted funds and state and federal funding levels. The funding assumptions and work plan will be adjusted in future updates to reflect new information.



STAFFING

In order for the city to advance to Gold or Platinum Bicycle Friendly status through the League of American Bicyclist's Bicycle Friendly Community program the city will need to dedicate more staff to this effort. Currently, the Bicycle and Pedestrian Coordinator, Rolf Eisinger, leads both the Bike Louisville and Look Alive Louisville programs with part-time assistance for the Look Alive Louisville Program. Eisinger is responsible for interagency coordination of bike and pedestrian programs, UBN coordination, development and implementation of the bicycle facilities, pre/post project elevations including bike count and project studies, and public engagement.

The update calls for the Department of Public Works and Assets to hire one full-time employee to support the Bicycle and Pedestrian Coordinator. The Bicycle and Pedestrian Program Assistant would be responsible for education and encouragement programs coordination, internal and external meeting management, grant writing, social media management, and staff support at the UBN and public meetings.



GUIDE TO APPENDICES

Appendix 1: Urban Bike Network Map Process

This appendix shows the process map for prioritization and public outreach and engagement.

Appendix 2: Public Engagement – Strategic Communication Plan, Survey Summary & Results, and Suggested Projects from Community Meetings

This appendix provides a link to the Communications Plan, a summary of the online 2015 Bike Survey and the suggested projects provided by participants at the two public meetings hosted in December.

Appendix 3: Bike Classification Figures

This appendix provides the figures associated with the Bike Classification System.

Appendix 4: Project Lists

The project lists are sorted by project type and include each project's location, length, priority tier, and planned implementation year. As noted above, adjustments will be made to the projects lists and maps as part of the annual update process to reflect changes in project schedules, project types, and to add or remove projects. Project schedules can be affected by coordination with other projects, environmental review, and a myriad other factors. Project types may change based on the initial evaluation and outreach for a particular corridor, and some projects may begin one year and continue into the next.

Appendix 5: Project Maps

These maps show the projects planned for implementation in 2016 through 2018 and placeholders for future projects that are still being determined for 2019-2020.

Appendix 6: Costs & Funding Summary

This appendix includes a summary of planned spending and available or proposed funding. The “total cost estimate” line includes new bicycle facilities, as well as other projects and programs identified in this implementation plan such as bicycle facility maintenance, spot improvements, and other work to advance the strategies in Appendix 5. Some projects that start in 2016 will carry forward into 2017.



APPENDIX 1: Urban Bike Network Process Map

Urban Bike Network Process Map

Louisville, KY



PROJECT TEAM

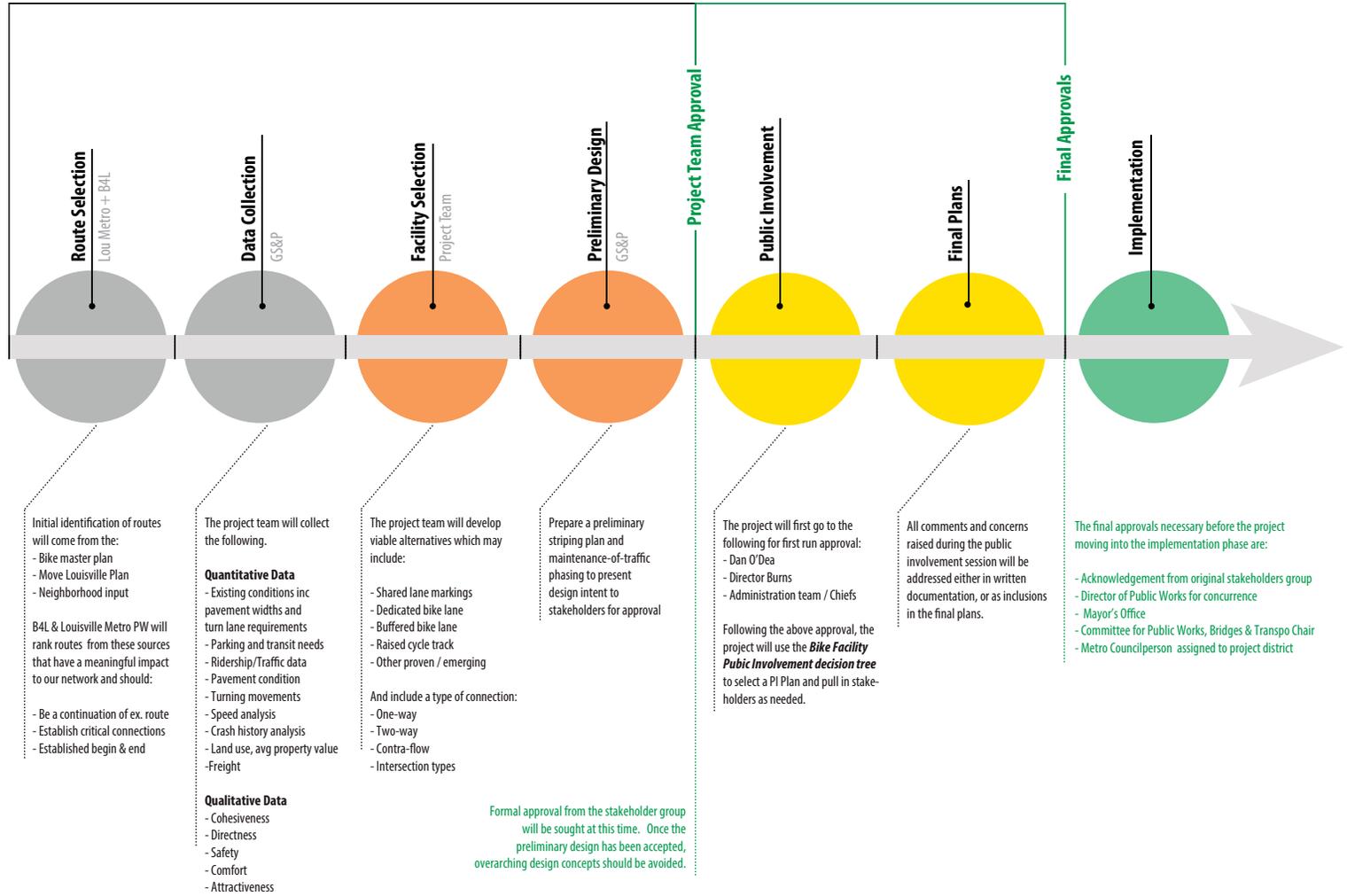
- Louisville Metro Government**
 - Rolf Eisinger
 - Dirk Gowin
 - Pat Johnson
 - Jeff Brown
 - Gretchen Milliken
- Bicycling 4 Louisville** - Representative
- TARC** (if impacted)
 - Aida Copic or representative
- PARC** (if impacted) - Representative
- LDP** (if impacted) - Representative
- GS&P**
 - Mike Sewell or Katie Shaw

BIKE FACILITY PUBLIC INVOLVEMENT DECISION TREE

- The following will be used to determine the level of effort during the public involvement process.
- Shared Use Markings:**
- Council Member notice
 - Door hanger with project information and educational information (optional)
- Bike Facilities with no lane drop:**
- Council Member introduction
 - Stakeholder introduction
 - Public information meeting, Q/A format, no formal presentation
 - Opportunity for input via questionnaires
- Bike Facilities with lane drop:**
- Will follow established Road Diet Public Information Policy as set by Louisville Metro

PRELIMINARY PLANNING

FINAL DESIGN



APPENDIX 2: Public Engagement – Strategic Communication Plan, Survey Summary & Results, and Suggested Projects from Community Meetings

Survey Summary & Results

PLEASE *CLICK HERE*
to view the Look Alive Louisville
and Bike Louisville Strategic
Communications Plan.



Louisville Metro Look Alive Louisville's & Bike Louisville's STRATEGIC COMMUNICATIONS PLAN



Suggested Projects from Community Meetings

Each suggestion provided was reviewed by staff. The review identified challenges or constraints including, costs, jurisdiction, and agency coordination. These suggestions will be reevaluated on ongoing bases to determine if they can be coordinated with other projects or funding sources.

Suggested Route/Gap	Extent		Status
Neighborway	Male HS	Zoo	Currently evaluating for FY 2018
Sycamore Ave	Ewing Ave	Vermont Ave	Currently evaluating for FY 2018
Zorn Ave	River Road	Brownsboro	Currently evaluating for FY 2018
Cherokee Rd.	Baxter	Cherokee Pkwy	Currently evaluating for FY 2018
Norris Pl conect to Castlewood			Currently evaluating for FY 2018
Hale Ave/Virginia Ave/W Oak/E Oak	Southwestern Pkwy	Barret Ave	Currently evaluating for FY 2018
Barret Ave	Broadway	Eastern Pkwy	Currently evaluating for FY 2018
Shelby St	Preston Hwy	Witherspoon	Currently evaluating for FY 2018
Southern Pkwy	3rd St	New Cut Rd	Currently evaluating for FY 2018
Whipps Mill Rd	Lyndon Ln	Shelbyville Rd	Currently evaluating for FY 2018
Whipps Mill Rd	Gallant Fox Run Rd	La Grange Rd	Currently evaluating for FY 2018
La Grange Rd	Whipps Mill Rd	Lakeland Rd	Currently evaluating for FY 2018
Lakeland Rd	La Grange Rd	Freys Hill Rd	Currently evaluating for FY 2018
River Road	Blankenbaker Pkwy	Prospect	Currently evaluating for FY 2018
S Hurstbourne Pkwy	Linn Statio Rd	Taylorsville Rd.	Currently evaluating for FY 2018
4th St	Market	York St	Currently evaluating for FY 2018
22nd St	Louisville Loop	Main St	Currently evaluating for FY 2018
Main St	22nd	Story Ave	Currently evaluating for FY 2018
Story Ave	Spring St	Main St	Currently evaluating for FY 2018
Market	Brook St	Baxter Ave	Currently evaluating for FY 2018
Adams/Spring	Witherspoon	Lexington	Currently evaluating for FY 2018
3rd St	Cardinal	Iowa	Need state or other agency coordination
Preston Hwy	Belmar Dr	Audobon Pkwy	Need state or other agency coordination
Frankfort Ave	Story	Shelbyville Rd	Need state or other agency coordination

Suggested Route/Gap	Extent		Status
Grinstead	I-64	Lexington	Need state or other agency coordination
Goldsmith Ln: connect over 264			Need state or other agency coordination
Eastern Pkwy	Crittenden Dr	Cherokee Rd	Need state or other agency coordination
Shelbyville Rd	New La Grange Rd	Ten Pin Ln	Need state or other agency coordination
Broadway	Madelon Ct	Baxter Ave	Need state or other agency coordination
Baxter Ave	Broadway	Shepardsville Rd	Need state or other agency coordination
Bardstown Rd	Baxter Ave	Taylorsville Rd	Need state or other agency coordination
Brownsboro Rd	264	Ewing Ave	Need state or other agency coordination
Story Ave	Frankfort	Main St	Need state or other agency coordination
Shelbyville Rd	Blankenbaker Pkwy	Frankfort Ave	Need state or other agency coordination
7th St	Hill	Dixie Hwy	Need state or other agency coordination
Mellwood Ave	Frankfort Ave	Blankenbaker	Need state or other agency coordination
Jefferson/Baxter/ Lexington			Project is on list of Coordinating with othe modal plans and resurfacing projects
4th St	Iowa	Longfield Ave	Project is on list of Coordinating with othe modal plans and resurfacing projects
Lexington Rd	Grinstead	Baxter Ave	Project is on list of Coordinating with othe modal plans and resurfacing projects

2016 Bike Master Plan Report Card - January 2016

Completed Year 3	Year 4		Year 5-8	Year 8 and beyond
2014-2015	Short-Range 2016 January to July	Short to Mid-Range 2016 July to December	Mid-Range 2017-2018	Long-Range 2018-2030
Education				
<u>30% of Jefferson County Public Schools (JCPS) School received Bike Sense</u>	33% of JCPS Elementary School receive Bike Sense (3 new schools)	38% of JCPS Elementary School receive Bike Sense (5 new schools)	50% of JCPS Elementary School receive Bike Sense; 6 per semester	100% of JCPS Elementary School receive Bike Sense
<u>100% of Community Centers received Summer Bike Sense</u>	Continue	Continue	Continue	Continue
<u>100 adults completed the League of American Bicyclists Road 101 Class</u>	50 adults to complete LAB Road 101 Class	100 adults to complete LAB Road 101 Class	200 adults to complete LAB Road 101 Class	Continue
<u>EKU Traffic Safety Institute has agreed to show the video to an annual 16,000 motorist who attend traffic school in Kentucky each year</u>	Re-evaluate	Continue	Continue	Continue
Transit Authority of River City (TARC) continues to show a video for TARC bus driver about sharing the road with all road users.	Re-evaluate	Continue	Continue	Continue
Rules of the road handout tailored to Louisville taxi drivers.	Continue to provide office with more road handouts tailored to Louisville taxi drivers	Continue	Continue	Continue
Five DMV's have 6' sharing the road pull up banners; Reach 46,000 new and renewing motorist	Create additional banners	Continue	Continue	Continue
Expand Street Sense "See and Be Seen" LMPD Yellow Tip Card Campaign	Expand through Look Alive Louisville	Expand through Look Alive Louisville	Continue	Continue
Created the Friday Night Middle CX Program in the fall.	---	Continue Friday Night Middle CX program	Continue	Continue
<u>Mountain Bike Short Track Series Short Track Bike Sense</u>	Short Track Bike Sense program	Continue	Continue	Continue
<u>Host monthly APBP webinars for engineering staff, local advocates and engineering/ planning consultants: Located at Gresham, Smith & Partners on 101 S 5th St #1400 Louisville, KY 40202 Webinar Schedule</u>	Continue (increase participation)	Continue	Continue	Continue

2016 Bike Master Plan Report Card - January 2016

Completed Year 3	Year 4		Year 5-8	Year 8 and beyond
2014-2015	Short-Range 2016 January to July	Short to Mid-Range 2016 July to December	Mid-Range 2017-2018	Long-Range 2018-2030
Encouragement				
700 people participate during Bike to Work Day (BTWD) Expanded to a fall and winter BTWD	Continue and expand	Host another fall and winter Bike to Work Day	Continue and expand	Continue and expand
Hosted Louisville's first Bike Kick-Off Events	Continue and expand into a Complete Streets Kickoff event	Continue and expand	Continue and expand	Continue and expand
<u>20,000 people participated in the Memorial Day and Labor Day Hike, Bike and Paddles (HB&P)</u>	11,000 people participated in the Memorial Day HB&P	11,000 people participate in the Labor Day HB&P	Continue and expand	Continue and expand
<u>Promoted Bike Valet Parking during six events</u>	Continue and expand	Continue and expand	Continue and expand	Continue and expand
Provide LAB Road 101 Class for LDMD Bike Ambassadors	Determine if this program can launch this spring	Continue	Continue	Continue
Ensure the new <u>bicycle parking ordinance</u> is implemented	Ensure the new ordinance is implemented	Ensure the new ordinance is implemented	Continue	Continue
Distribute Revised Printed Bike Map	Revise and reprint	Continue to distribute	Revise and reprint	Revise and reprint
Used social media to promote recent bike infrastructure projects	Continue	Continue	Continue	Continue
Enforcement				
<u>Bike Sense Cops for Kids</u> - 9 locations	Bike Sense Cops for Kids- 4 locations	Bike Sense Cops for Kids- 5 locations	Continue and expand	Continue and expand
Louisville Metro Police Department (LMPD) Officers are provided with rules of the road materials	Expand efforts with reminders to LMPD Officers	Continue	Continue	Continue
Yellow Tip Card Campaign	Expand and continue	Expand and continue	Expand and continue	Expand and continue
LMPD officer bicycle certification	Expand and continue	Expand and continue	Expand and continue	Expand and continue
LMPD <u>Loop Watch</u>	---	---	---	---
Engineering				
<u>Bikeshare Program</u>	Finalize Business plan Finalize station locations	Finalize Business plan Finalize station locations	Launch Bikeshare	Operate Bikeshare

2016 Bike Master Plan Report Card - January 2016

Completed Year 3	Year 4		Year 5-8	Year 8 and beyond
2014-2015	Short-Range 2016 January to July	Short to Mid-Range 2016 July to December	Mid-Range 2017-2018	Long-Range 2018-2030
Engineering				
Added 3.3 miles of new bike lanes including: Buffered bike lanes Double buffered bike lanes Green Pavement Markings Separated bike lanes Please see the complete list here :	Start to add 7.4 new miles of bike lanes	Continue to add 7.4 miles of bike lanes	Add TBD miles of bike lanes per year based on Bike Master Plan	Add TBD miles of bike lanes per year based on Bike Master Plan
Added 24.4 miles of new Shared Lanes: Created a Neighborway program	Add 18.0 new miles of Shared Lanes	Add 18.0 new miles of Shared Lanes	Continue and expand Neighborways program	Continue and expand Neighborways program
Wayfinding Signage network in design	Plan the network	Plan the network	Continue and expand	Continue and expand
Installed 600, secure bicycle parking in all public parking garages	Continue and expand Create an on-street bike parking program	Continue and expand	Continue and expand	Continue and expand
Continue to improve World Class Cyclocross facility for national and world competitions	Continue	Continue	Continue	Continue
Human Powered Sports Trails	Please see the Louisville Loop and The Parklands plans.	Please see the Louisville Loop and The Parklands plans.	Please see the Louisville Loop and The Parklands plans.	Please see the Louisville Loop and The Parklands plans.
Evaluation				
Created a report of Bicycle automated counts Created Louisville first Downtown Multimodal Transportation Study Determined 3.4% of people commuting downtown are on bicycles	Continue counts and gather longitudinal data	Continue and create a yearly report	Continue and create yearly reports	Continue and create yearly reports
Mapped and analyzed bicycle crash data (determine high crash areas and solutions to decrease crashes)	Reevaluate the Bike Safety Action Plan (BSAP)	Continue	Continue and expand	Continue and expand
Seek adoption of the Bike and Pedestrian Master plans through the Move Louisville Plan process.	Continue	---	---	---
Found a sustainable funding source \$400,000	Seek additional funding for bicycle infrastructure	\$500,000 for bike facilities	Ongoing	Ongoing
Update Bike Master Plan Report Card	Ongoing	Ongoing	Ongoing	Ongoing

APPENDIX 3: Bike Classification Images



CLASS 1a



CLASS 1b



CLASS 1c



CLASS 2a



CLASS 2b



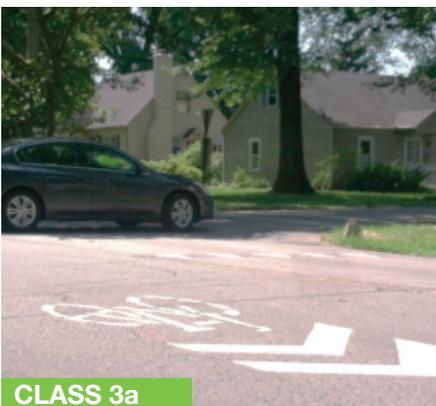
CLASS 2c



CLASS 2d



CLASS 2e



CLASS 3a



CLASS 3b



CLASS 3c

- Class 1a: Shared Use Path
- Class 1b: Vertical or Raised Bike Lanes
- Class 1c: Human Powered Trails
- Class 2a: Double Buffered Bike Lanes
- Class 2b: Single Buffered Bike Lanes
- Class 2c: bike Lanes without Buffer
- Class 2d: Two-Stage Turn Queue Box
- Class 2e: Bike Box
- Class 3a: Shared Lane Connections
- Class 3b: Bicycle Wayfinding Signage

APPENDIX 4: Project Lists

Central Business District							
Primary Street	Project Extents		Mileage	Year (FY)	Tier	Facility Class	Cost
4th St	Main	River Road	0.1	2016	1	2.b	\$14,920
7th St	Liberty	River Road	0.4	2016	1	3.b	\$1,000
8th St	Rowan	W Market St	0.2	2016	1	3.b	\$1,000
10th St	Rowan	W Market St	0.2	2016	1	3.b	\$1,000
Jefferson St	Floyd	8th St	0.8	2017	2	1.b	\$302,437
	FY16 sub total		0.9				\$17,920
	FY17 sub total		0.8				\$302,437
	FY18 sub total		TBD				TBD
	FY19 sub total		TBD				TBD

High-demand segments of the citywide network, specifically in, and connecting to, the Central Business District							
Primary Street	Project Extents		Mileage	Year (FY)	Tier	Facility Class	Cost
12th/13th St	Rowen	Hill St	4.4	2016	1	2.a	\$57,516.00
W. Kentucky	12th St	8th St	0.8	2016	1	2.a	\$19,512.00
Castlewood	Baxter	Barret	0.4	2016	1	1.b	\$17,377.00
Barret	Castlewood	Rufer	0.3	2016	1	1.b	\$24,256.00
W. Jefferson	10th St	26th St	1.5	2016	1	2.a	\$92,256.00
	FY16 sub total		7.4				\$210,917.00
	FY17 sub total		TBD				TBD
	FY18 sub total		TBD				TBD
	FY19 sub total		TBD				TBD

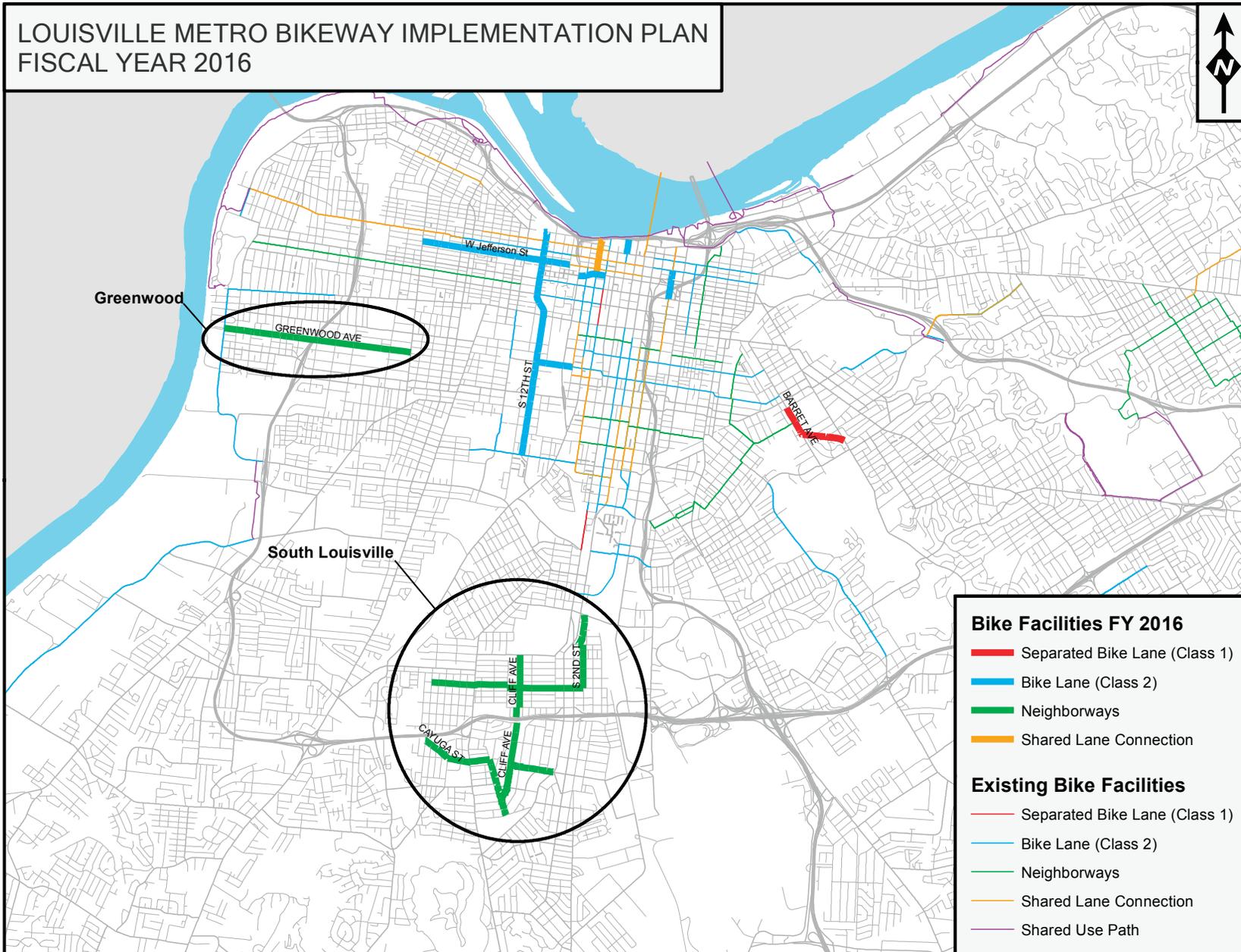
Neighborway Network							
Primary Street	Project Extents		Mileage	Year (FY)	Tier	Facility Class	Cost
Delor/Pindell			3.8	2016	1	3.a	\$16,000
Oriole Dr	Aububon Pky	Hess Ln	0.4			3.a	
Pindell Ave	Hess Ln	Thruston Ave	1.4			3.a	
Thruston Ave	Poplar Level Rd	Delor Ave	1.2			3.a	
Delor Ave	Thruston Ave	Hickory St	1.2			3.a	
Greenwood Ave			3.7	2016	1		\$11,180
Greenwood Ave	S 26th St	Southwestern Pkwy	3.7				
South Lou			11.2	2017	2		\$6,204
S 2nd St	Cardinal	Whitney	1.6				
Whitney	S 2nd St	Warren	1.4				
Carlisle	Warren	Powell	1.6				
Cliff Ave	Longfield	Expressway Ave	1.4				
Cliff Ave	Stanley	Peachtree	1.6				
Peachtree	Brookline	Bicknell	1.2				
Bicknell	Peachtree	Cayuga	0.8				
Cayuga	Bicknell	Churchman Ave	0.6				
Woodlawn	Cliff	Southern Pkwy	0.8				
Rutland Ave	Cliff Park	Woodlawn (sidewalk)	0.2				
	FY16 sub total		7.5				\$27,180
	FY17 sub total		11.2				\$6,204
	FY18 sub total		TBD				TBD
	FY19 sub total		TBD				TBD

Updating previous bike facilities to current standards							
Primary Street	Project Extents		Mileage	Year (FY)	Tier	Facility Class	Cost
Goldsmith Ln	Bardstown Rd	Bon Air	0.5	2016	1	2.b	\$5,000.00
Floyd St	Muhammad Ali	Market	0.3	2016	1	2.b	\$2,000.00
W Market St	S 22nd	Roy Wilkins Ave	1.6	2017		2.c	\$20,000.00
S. 8th St	W Jefferson	W Broadway	1.65	2017		2.c	\$5,000.00
Green Paint				2016			
Floyd St	Market St	Broadway	NA				\$5,000.00
7th St	Liberty St	Broadway	NA				\$5,000.00
Muhammad Ali Blvd	6th St	13th St	NA				\$7,000.00
Chestnut St	13th St	6th St	NA				\$7,000.00
Kentucky St	6th St	5th St	NA				\$2,000.00
Kentucky St	Shelby	Logan	NA				\$2,000.00
1st St	Cardinal Blvd	College St	NA				\$2,000.00
Brook St	College St	Cardinal Blvd	NA				\$2,000.00
Southwestern Pky	W Market St	Shawnee Park Dr	NA				\$5,000.00
4th St-Bike Box	At Market		NA				\$2,500.00
Kentucky	7th	Brook	NA	2016		Posts	\$1,500.00
Breckinridge	Brook	6th St	NA	2016		Posts	\$1,500.00
	FY16 sub total		0.8				\$49,500.00
	FY17 sub total		3.25				\$25,000.00
	FY18 sub total		TBD				TBD
	FY19 sub total		TBD				TBD

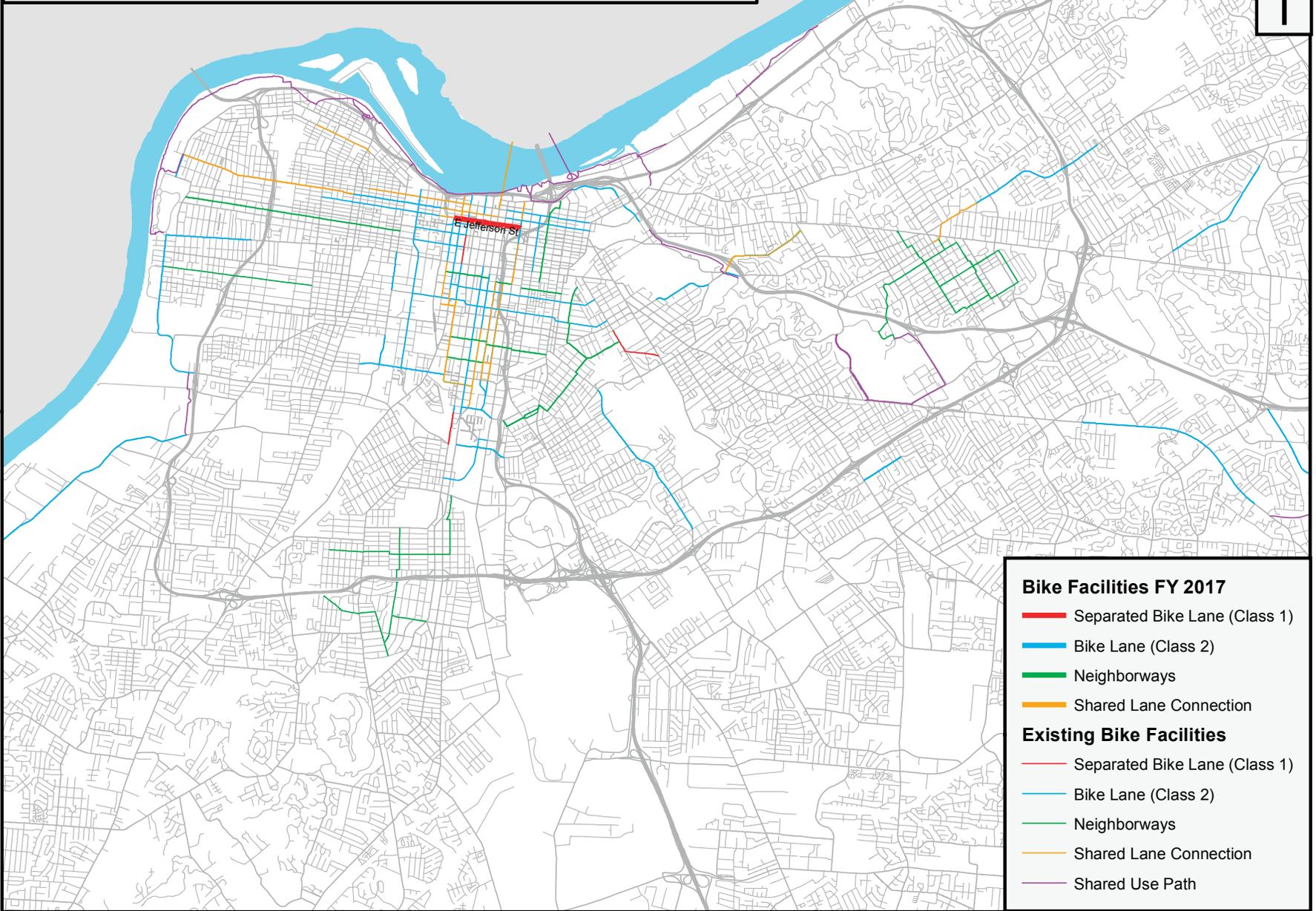
Federally Funded Neighborways Phase I and II

Project #	Primary St	From and To
1	Rowan	from 15th to 30th St
2	23/24/25th Streets	from Hardesty Ave to Northwestern Pkwy
3	19th St	from Broadway to Portland Avenue
4	Kentucky/Greenwood	from 26th to 16th
5	W Ormsby/Magnolia	from 23rd St to 6th St
6	Shelby Park Connector	connecting Burnett, Hickory and Ormsby
7	Washington St	from Adams St to S Hancock St
8	Highland Ave	from Edward St to Everett Ave
9	Everett	from Highland Ave to Willow Ave
10	Payne/Rubel/Edward	from Rubel to Edward to Julia
18	Audubon Pkwy/Nightingale Rd	from Preston Hwy to Illinois Ave
20	Duncan St	from west of Longworth Ave to 32nd St
	Amy Ave/38th St	from Vermont Ave to Duncan St
22	35th St/32nd St/30th St	from Bells Ln to Vermont Ave/Madison St
24	Shady Ln/Bonnycastle Ave	from Newburg Rd/Baxter Ave to Cherokee Rd
	Bonnycastle	from Norris to Fernwood
	Duker	from Bardstown to Fernwood
	Fernwood	From Bonnycastle to Shady Ln
26	Rosedale Ave/Fernwood Ave	from Princeton Dr to Eastern Pkwy
27	Princeton Dr	from Norris Pl to Princeton Dr
28	Boulevard Napoleon	from Yale Dr to Bardstown Rd
31	Hardesty Ave/Wathen Ln/Homeview Dr	from 23rd St to Colorado Ave
	Colorado Ave	from Arcade Ave to 5th St
32	Taylor Ave/Illinois Ave	from Reservoir Ave to Nightingale Rd

APPENDIX 5: Project Maps



LOUISVILLE METRO BIKEWAY IMPLEMENTATION PLAN FISCAL YEAR 2017

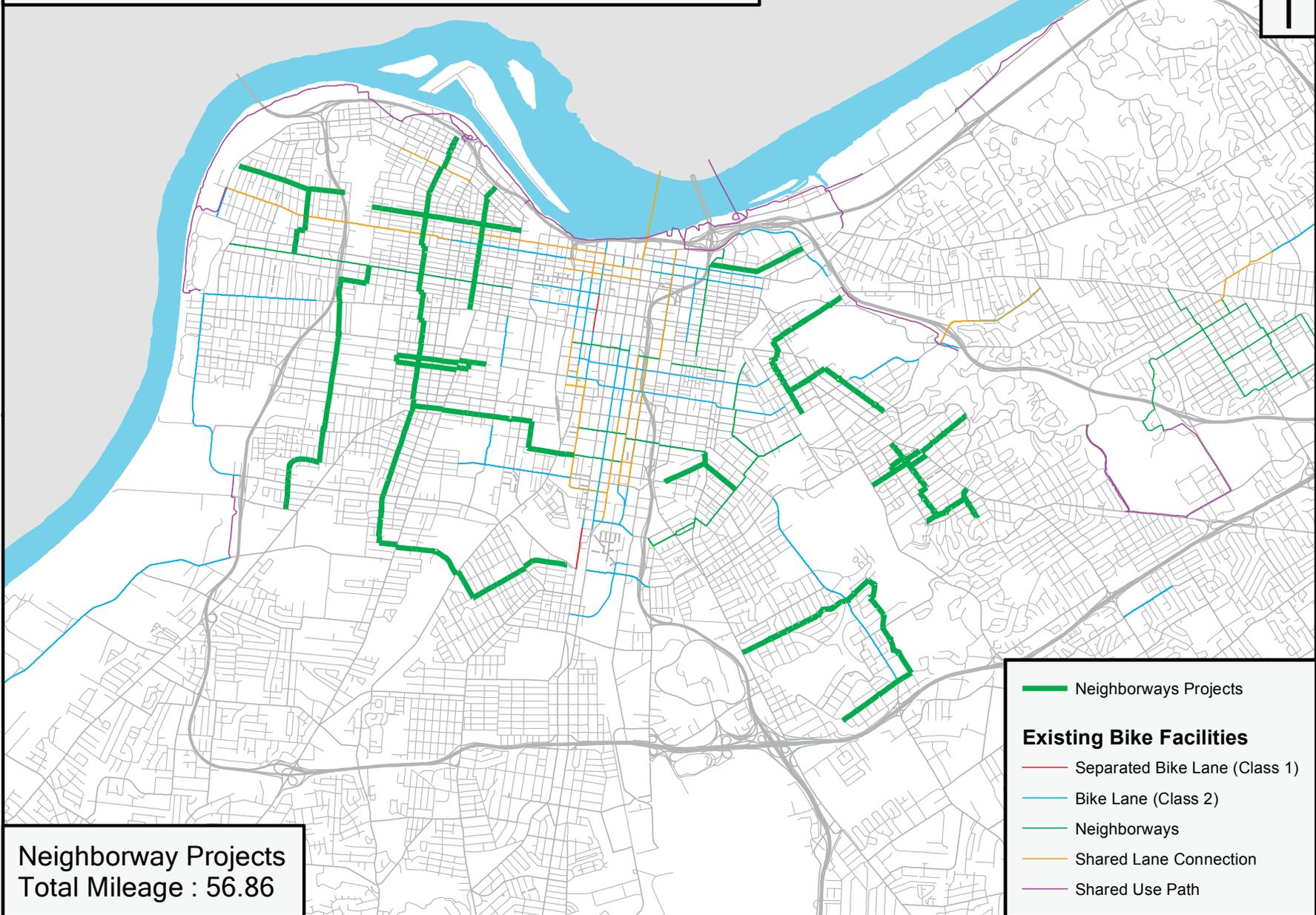


- Bike Facilities FY 2017**
- Separated Bike Lane (Class 1)
 - Bike Lane (Class 2)
 - Neighborways
 - Shared Lane Connection
- Existing Bike Facilities**
- Separated Bike Lane (Class 1)
 - Bike Lane (Class 2)
 - Neighborways
 - Shared Lane Connection
 - Shared Use Path

map placeholder 2018-2019

map placeholder 2019-2020

LOUISVILLE METRO BIKEWAY IMPLEMENTATION PLAN NEIGHBORWAY PROJECTS



Neighborway Projects
Total Mileage : 56.86

- Neighborways Projects
- Existing Bike Facilities**
- Separated Bike Lane (Class 1)
- Bike Lane (Class 2)
- Neighborways
- Shared Lane Connection
- Shared Use Path

APPENDIX 6: Cost Estimates & Funding Plan

FY 2016 COST ESTIMATE				
Education Funding	Local	State	Federal	Total Funds
Bike Sense	\$-	\$11,900.00	\$-	\$9,200.00
Travel with Care Campaign	\$-	\$15,000.00	\$-	\$15,000.00
UofL Earn-a-Bike Program	\$-	\$2,500.00	\$-	\$2,500.00
Encouragement Funding				
Bicycle Helmet Giveaway	\$-	\$5,000.00	\$-	\$5,000.00
Bike to Work Day	\$-	\$6,000.00	\$-	\$6,000.00
Enforcement Funding				
Bike Sense Cops for Kids	\$-	\$1,800.00	\$-	\$1,800.00
	\$-	\$42,200.00	\$-	\$39,500.00
Engineering Funding				
Urban Bike Network Funding	\$400,000.00	\$-	\$-	\$400,000.00
Neighborways Phase 1	\$25,100.00	\$-	\$100,400.00	\$125,500.00
Neighborways Phase 2	\$33,500.00	\$-	\$134,000.00	\$167,500.00
Bicycle & Pedestrian Striping, Signage & Signals Project	\$31,250.00		\$125,000.00	\$156,250.00
	\$489,850.00	\$-	\$359,400.00	\$849,250.00
Other Funding	\$-	\$-	\$-	
Bike Share**	\$250,000.00	\$-	\$1,000,000.00	\$1,250,000.00
	\$250,000.00	\$-	\$1,000,000.00	\$1,250,000.00
TOTAL COST ESTIMATE				\$2,138,750.00

*State and federal funding programs are a 80/20 cost share

**\$1,000,000 for Bikeshare is programmed in the TIP, but hasn't gone before Metro Council for adoption

TOTAL LOCAL	\$739,850.00
TOTAL STATE	\$42,200.00
TOTAL FEDERAL	\$1,359,400.00
TOTAL FUNDS	\$2,141,450.00

4-Year Cost Estimate					
Fiscal year	2016	2017	2018	2019	4 Year Total
Total Cost Estimate	2,141,450	\$442,200	\$542,200	\$542,200	\$3,668,050

Funding Plan Across Areas					
Fiscal year	2016	2017	2018	2019	4 Year Total

Education Funding					
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Bike Sense	\$11,900	\$11,900	\$11,900	\$11,900	\$47,600
Travel with Care Campaign	\$15,000	\$15,000	\$15,000	\$15,000	\$60,000
UofL Earn-a-Bike Program	\$2,500	\$2,500	\$2,500	\$2,500	\$10,000

Fiscal year	2016	2017	2018	2019	4 Year Total
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Encouragement Funding					
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Bicycle Helmet Giveaway	\$5,000	\$5,000	\$5,000	\$5,000	\$20,000
Bike to Work Day	\$6,000	\$6,000	\$6,000	\$6,000	\$24,000

Enforcement Funding					
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Bike Sense Cops for Kids	\$1,800	\$1,800	\$1,800	\$1,800	\$7,200
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Engineering Funding					
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Urban Bike Network Funding	\$400,000	\$450,000	\$500,000	\$500,000	\$1,800,000
Neighborways Phase 1	\$125,500	>	X	X	\$125,500
Neighborways Phase 2	\$167,500	>	X	X	\$167,500
Bicycle & Pedestrian Striping, Signage & Signals Project	\$156,250	>	X	X	\$110,000
Bike Share	\$1,250,000	>	>	X	\$1,250,000

Evaluation Funding					
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TBD					
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