

Appendix L- List of High and Low Cost Bicycle Facility Improvements

Table 4.1 Twenty-one high cost projects in rank of priority							
Priority	Sum_Length	Sum_Cost	Sum_Users	BCI	Predominant Facility	Codes	Districts
1	6.56	\$253,946	3367	13.26	Restripe for Bike Lanes	none	2/10/23
2	5.1	\$197,472	1950	9.87	Restripe for Bike Lanes	1	10/11/26
3	3.70	\$408,902	3889	9.51	Restripe for Bike Lanes	3	8/10/11/26
4	5.19	\$356,559	1825	5.12	Restripe for Bike Lanes	2/5	13/21
5	6.61	\$2,016,194	4864	2.41	Restripe for Bike Lanes	2/3/4	7/9
6	4.47	\$620,591	1466	2.36	Restripe for Bike Lanes	2/3	11/20
7	5.38	\$2,677,766	6117	2.28	Restripe for Bike Lanes	6	3/12/15
8	5.70	\$1,462,973	2872	1.96	Road Diet	4/7	1/3/5/6/15
9	2.81	\$440,335	810	1.84	Restripe for Bike Lanes	7	20
10	4.92	\$3,122,508	5532	1.77	Restripe for Bike Lanes	4/5	8/9/10/15
11	7.37	\$1,288,509	2254	1.75	Restripe for Bike Lanes	3	6/15/25
12	4.90	\$1,627,154	2598	1.60	Add 5-ft Paved Shoulders	1/5/7	7/17/19
13	5.19	\$5,067,546	7507	1.48	Construct Shared Use Path	none	12/25
14	2.32	\$309,225	440	1.42	Add 5-ft Paved Shoulders	1	20/22
15	6.02	\$1,939,998	2654	1.37	Construct Sidepath	1/3	7/11/26
16	4.47	\$1,550,645	1011	0.65	Add 5-ft Paved Shoulders	1/7	17/19
17	6.79	\$1,097,147	625	0.57	Add 5-ft Paved Shoulders	1	4/7/9/16
18	3.94	\$581,516	298	0.51	Add 5-ft Paved Shoulders	1	16
19	7.49	\$6,182,695	2562	0.41	Construct Bike Lanes	1/5	13/15/21/25
20	7.36	\$2,222,455	887	0.40	Add 5-ft Paved Shoulders	1/7	16/17
21	7.63	\$3,075,153	270	0.09	Detail Corridor Study Needed	1/3	16/17
22	4.39	\$1,570,514	64	0.04	Add 5-ft Paved Shoulders	1/7	16
<b>Totals</b>	<b>118</b>	<b>\$38,069,802</b>	<b>53862</b>				

Facility Codes:

- 1 = Restripe for Bike Lanes
- 2 = Road Diet
- 3 = Add 5-ft Paved Shoulders
- 4 = Construct Bike Lanes
- 5 = Construct Side path (Shared Use Path Adjacent to the Roadway)
- 6 = Construct Shared Use Path
- 7 = Detailed Corridor Study Needed

Figure 4.4 is a map of Louisville’s downtown proposed bicycle network. The blue highlighted road segments have a width of 42’ and therefore wide enough for lower cost bicycle facilities.

Understanding the current road widths, crash statics and the traffic directionality helps determine which roads are higher priorities for accommodating bicycle facilities (Table 4.2).

Priorities are based on the following categories:

- 🚲 Roads that will be converted from one-way to two-way.
- 🚲 Roads which are 42' and are the easiest to integrate bicycle facilities
- 🚲 Roads which are greater than 42' and will need special design considerations to integrate bicycle facilities
- 🚲 Roads which are less than 42' and are more difficult to integrate bicycle facilities

Table 4.2: Lower Cost / Higher Priority Projects			
Predominate Facility Recommendation	Council Districts	Length (mi)	Estimated Cost
Wayfinding Signage	1/3/4/5/6/8/9/10/15/21	56.8	\$ 23,000.00
Road Diet/Proposed-facility	1/3/4/5/6/8/9/10/15/21	26.4	\$ 1,022,208.00
<b>Total</b>		<b>83.2</b>	<b>\$ 1,045,208.00</b>