

Draft Recommended Alignment

The Draft Recommended Alignment was selected based on a number of factors. Consideration of these factors frame the rationale for the identification of the Draft Recommended Alignment. These factors are:

Constructability	Will the existing right-of-way accommodate a path? Is the topography within the Louisville Loop Standard Design Guidelines for constructing paths?
Connections	Are there connections to schools, libraries, neighborhoods, commercial areas, and other destinations that can be taken advantage of?
Cost Considerations	Will location of a path require major infrastructure improvements like bridges or utility relocation?
Safety	Can the path be safely traversed without major conflicts with vehicles?
User Experience	Does the path provide a scenic, secure, memorable, and enjoyable experience?
Transportation Link	Will location of the shared-use path provide for safe and efficient multi-modal transportation opportunities?
Right-of-Way Acquisition	How many parcels of land are affected by the proposed paths? How much land, if any, would have to be acquired?
Public Input	Is there strong public sentiment in support or opposition of a path location?

Next Steps

Following this meeting, a final report will be developed that will summarize the planning process used to identify the recommended alignment. The study report will include:

- Planning process used to identify the alternative alignments and the recommended alignment
- Potential locations for trailheads and other facilities (restrooms, drinking fountains)
- Operation and maintenance issues
- Development costs for the alternative alignments and recommended alignment
- Rationale for the alternative alignments and the recommended alignment
- Preliminary environmental conflicts evaluation
- Concepts for Ecological Restoration

For more information on the Pond Creek Corridor Project or on the Louisville Loop, please contact:

John Swintosky
Louisville Metro Parks
 P.O. Box 37280
 Louisville, KY 40233
 john.swintosky@louisvilleky.gov
 502-456-8112



Pond Creek Corridor

Welcome!

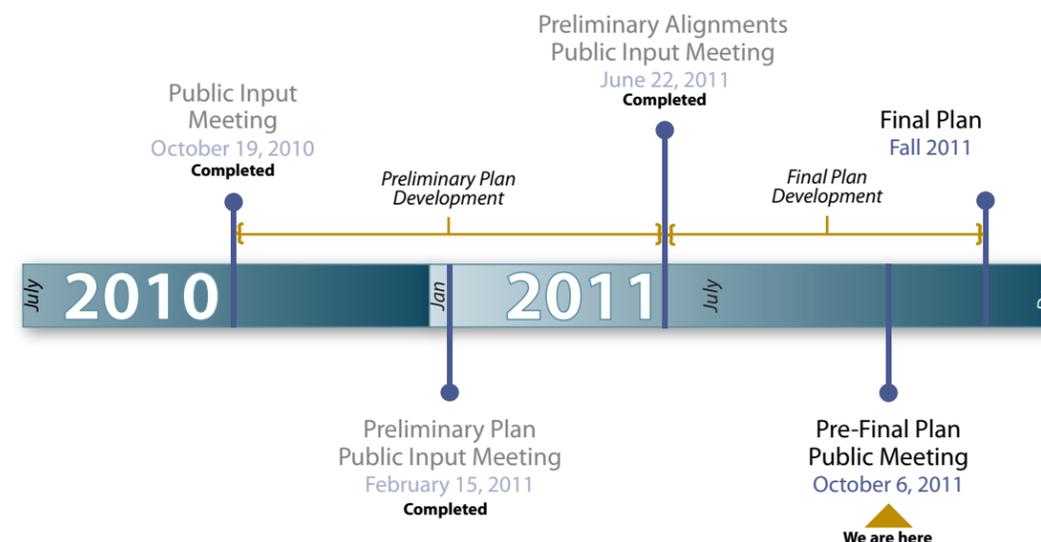
The purpose of today's meeting is to gather input on the draft recommended alignment for the shared-use path for the Pond Creek Corridor Project. Your input will be used to refine the draft recommended alignment and for use in finalizing the alignment that will be presented in a Final Plan. In June, a public meeting was held to gather public input on the preliminary alignments that aided in the development of the draft recommended alignment presented here (see inside pages of this handout).

The Pond Creek Corridor Study Area (generally from Watson Lane to National Turnpike Road) is the south-southwest link of the Louisville Loop. This path will serve as a major recreational and transportation feature for the nearby community and region. Path uses will include walking, biking, hiking and horseback riding. As part of the Pond Creek Corridor Study, the restoration of ecosystems along Pond Creek and associated tributaries will be addressed as a way to protect and enhance the watershed.

In 2005, the Mayor and Metro Parks announced a multi-million dollar, multi-year initiative to add thousands of acres of park land and protected green space to Louisville Metro's "greenprint." As part of Louisville's City of Parks initiative, the Louisville Loop, a planned paved trail of more than 100 miles around the Louisville community, will:

- Improve mobility for pedestrians, bicyclists and equestrians
- Encourage a wide range of users to improve their health and fitness
- Connect neighborhoods, schools, parks, workplaces and shopping areas
- Serve as a catalyst for economic development
- Celebrate the natural and cultural history of Louisville
- Enrich lives with public art

This is the fourth and final public meeting planned for this Project. Please see the back page of this handout for more details on the next steps following this public meeting. Several phases of public outreach and development will be utilized during the course of the study, as illustrated by the graphic below.



PROJECT DESCRIPTION

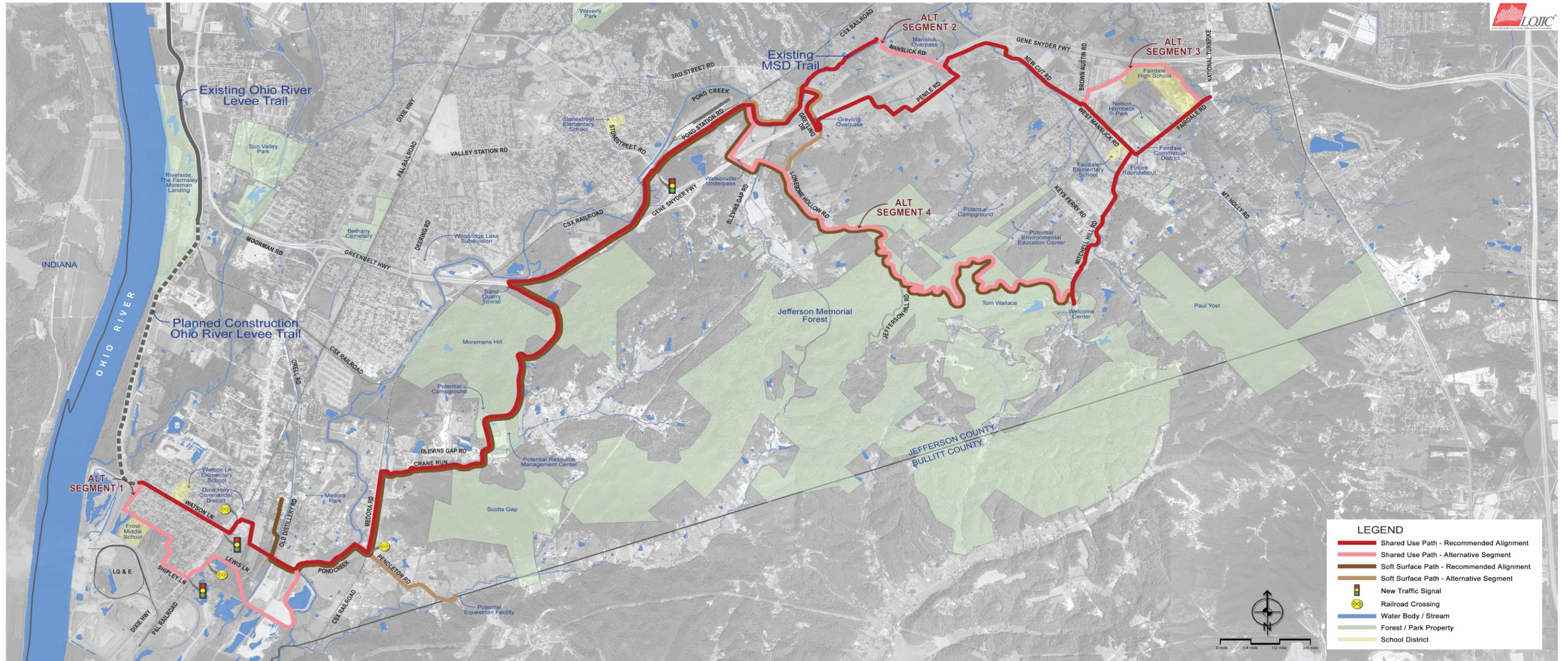
Plan a route for a 12' wide paved shared use path beginning at the LG&E plant entrance on Watson Lane and terminating at the National Turnpike/Fairdale Road intersection.

PROJECT OBJECTIVES

1. Provide connectivity to neighborhoods, schools, parks, workplaces, and commercial districts.
2. Achieve proper balance between path user experience, cost, and land acquisition.
3. Minimize disturbance to environmentally sensitive areas.
4. Consideration for efficient multi-modal transportation.

SHARED USE PATH: RECOMMENDED ALIGNMENT SUMMARY	
Length	16 Miles (Hard Surface); 13 Miles (Soft Surface)
Cost	\$27,500,000
ROW Required	30 acres (approximately)
Gene Snyder Hwy Crossing Locations	Tunnel at former sand quarry Greyling Dr
Dixie Hwy Crossing Locations	Existing traffic signal at Watson Ln
Railroad Crossing Locations	CSX Railroad at Pendleton Rd
Connectivity	Dixie Highway Commercial District, Fairdale Commercial District, Jefferson Memorial Forest (potential Jeff Jack Resource Center), MSD Trail, Fairdale High School, Nelson Hornbeck Park, Watson Lane Elementary, and Frost Middle School. A spur alignment provides connectivity to Fairdale Elementary School, the Fairdale Library, and the Jefferson Memorial Forest Welcome Center and Tom Wallace Recreation Area.

SHARED USE PATH ALTERNATIVE SEGMENTS	ADVANTAGES	DISADVANTAGES	COSTS
Alternate Segment 1 Frost Middle School/Shipley Lane	<ul style="list-style-type: none"> • Scenic • Safety (few vehicular conflicts) • Connectivity- good (Frost Middle School) 	<ul style="list-style-type: none"> • Dixie Hwy crossing- requires new traffic signal or pedestrian bridge • P&L Railroad crossing- utilizes private drive • Trail corridor is isolated on east side of Dixie Hwy 	Additional \$2,500,000
Alternate Segment 2 Manslick Overpass	<ul style="list-style-type: none"> • Length-shorter than Recommended Alignment • Cost-lower than Recommended Alignment • Takes full advantage of existing MSD Trail 	<ul style="list-style-type: none"> • Less scenic than Recommended Alignment • More vehicular traffic • Longer bridge over freeway • MSD Trail flooding 	Reduction: \$1,100,000
Alternate Segment 3 Brown Austin Rd/Fairdale High School	<ul style="list-style-type: none"> • Safety (few vehicular conflicts) • Avoids commercial driveways and impacts to parking lots • User experience 	<ul style="list-style-type: none"> • Economic development potential- less than Recommended Alignment • Connectivity to Fairdale- less than Recommended Alignment 	Additional \$740,000
Alternate Segment 4 Jefferson Memorial Forest/ Tom Wallace Recreation Area	<ul style="list-style-type: none"> • Safety (few vehicular conflicts) • Scenic • Connection to Jefferson Memorial Forest • No land acquisition required 	<ul style="list-style-type: none"> • Large construction disturbance to forest • Steep trail grades- difficult for some users • Connectivity (neighborhoods) • High cost 	Additional \$6,350,000 to \$13,200,000



Pond Creek Corridor

Shared Use Path & Ecological Restoration Plan
RECOMMENDED ALIGNMENT

