

Public Comments		
Council Location	Participant's Comments	Comment Responses
District 9	[Ped]Move up priority for sidewalks on Brownsboro Road east of Zorn because of connections to the path and resevoir - [Pulers?sp], TARC goes there.	Sidewalks along all principal arterials are a priority, including Brownsboro Road.
District 9	[Ped]Please have Field continued through St Joe's to provide better access to the path and resevoir for half of Crescent Hill residents who put up with the St. Joe's picnic every year without complaint.	Private property
District 9	[Ped]Please get a sidewalk on Lexington Road north of Cherokee Park. So many walkers need access and Lex Road is really dangerous - ped deaths there in 2007 or 6?	Sidewalks along all principal arterials are a priority, including Lexington Road. No pedestrian fatalities within past 5 years.
District 9	[Bike]Lexington Road east of I-64, or at least east of Cannons Lane, is also appropriate for a "road diet".	Will include for evaluation. Please see Figure 4.4 in chapter 4 of the Bike Master Plan.
District 9	[Ped]Alta Vista Road, or a parrallel path, should be considered for a sidewalk. It is a route into Cherokee & Seneca parks, it links two seminaries and it is part of a bus route.	Seeking funding for pedestrian improvements along Alta Vista.
District 9	[Ped]Valletta Road from Woodbourne Ave to Park Boundary Rd - or Millvale Ave - would be a good location for a sidewalk to provide safe access to Cherokee and Seneca Parks.	Focus is along collector level streets and above, with priorities ranked by number of anticipated users based upon density and destinations.
District 9	[Gen]Please check to see if it's feaseble to allow peds & cyclists to access Walmart etc. in Fern Creek from behind. In other words from the subdivision off of Beulah Church. It's understandable that residents wouldn't want veh. Traffic but these forms should be insisted on when possible. Connect more communities this way to encourage alternate methods of [xportation].	Access through Stone Ledge Farm Residents Assocation is feasible. Requires agreement with Residents association and Wal-Mart.
District 9	[Bike]Using old style curbs creates problems more than solving them I think. They prevent cyclists from having a way to leave the road in an emergency (ie aggressive driver), they also trap [debrite]. The newer style curbs (rounded) don't cause these issues. An example of a problem area that was recently created in the road connecting Cedar Creek to Fairmount - Gentry Lane.	Rounded curbs are considered mountable and are not typically used on Metro roadways. We will evaluate a policy of requiring them on preferred bicycle corridors.

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District 9	[Bike]Improve and maintain (re-open) the Shawnee golf course section of the riverwalk.	Coordination with the Army Corps of Engineers in an effort to re-open the Riverwalk.
District 9	Bike: Charts were confusing, was expecting a presentation.	This will be addressed for future presentations
District 9	Bike: Physical layout of the charts is not conducive to learning because there are conversations that are going in various directions.	This will be addressed for future presentations
District 9	Bike: Bike Lane on Poplar Level--very narrow. Because the original stripes were sandblasted after the new pavement was laid, drivers seem to think that these are the lane markers. There need to be symbols for the lanes and education for drivers	Bike lane markings and signage to be added in the spring of 2011.
District 9	Ped: Great Beginning	Thank you
District 9	Ped: Very Comprehensive and doable	Thank you
District 9	Bike: Excellent plan, lacks only a comprehensive transit vision to go with it	Coordination with transit is being evaluated.
District 9	Bike: Like the consideration of traffic signal adjustments and greater attention to "safe routes to school" and "complete streets" programs	Please see objective 2.3 in chapter 4 of the Bike Master Plan.
District 9	Other (conversations not on sheet):Enforce contracts in terms of time frame. Make sure that jobs are staged; don't demolish old sidewalks before the contractor is available to install the new one!	Good idea
District 9	Ped: Encourage large facilities to have better accommodations for walkers to attend. Examples might be the fairgrounds/state fair and other events, the new arena, baseball stadium, waterfront park.	The Bike and Pedestrian Master Plans are the tools which could be used to accomplish this task through the Cornerstone 2020 Plan.
District 9	Ped: We need TARC to all parts of the loop for pedestrians (youth, elderly, blind, handicapped, etc)	Parks is working with TARC to identify locations for enhanced service for Loop users
District 9	Other: At the next meetings I would like to see the last hour used as a question and answer session/brainstorming time so that all could learn from each other	This will be addressed for future presentations

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District 9	<p>Bike: I would like to see the 100 mile loop funded sooner. Would love to have all of Louisville educated on the idea that they could donate to this project (TV ads,? Etc?) Making it happen sooner would put Louisville on the mapas a "green city" model for the rest of the US. We need TARC service to ALL parts of the Louisville Loop for cyclists.</p>	<p>Mayor's Office and Metro Parks are working on a Friends of the Loop group to which donations could be sent to assist with Loop implementation. Parks would like to see the Loop happen sooner also! We are working with TARC on enhanced bus service to the Loop.</p>
District 9	<p>west market is not 4 lanes all the way to the west</p>	<p>Road diet evaluation is from 23rd to 10th Streets. Please see Figure 4.4 in chapter 4 of the Bike Master Plan.</p>
District 9	<p>[Ped]pushing the strollers in the street in st. mathews, should be a policy against this</p>	<p>People are allowed to run and walk against traffic on public right-of-ways</p>
District 9	<p>[Bike]It is incredibly dangerous to put bike lanes right beside traffic lanes. On more than one occasion I have almost been stuck by side view mirrors on cars. Bike lanes should be constructed between parking lanes and sidewalks. This is common in Europe and is becoming more common in the U.S. Louisville should also have bike boulevards. The only way to increase useage of bicycles, both for community and recreation is to make bicycling safer. This [is never] happen unless bicycles are separated physically from traffic. I have been knocked off my bike by a driver. My son was a victim of a hit and run while riding his bicycle to work. The car hit him from behind and sped off. He had to go to the hand surgeons for emergency surgery. Please take the necessary actions to make bicycling safe in Louisville. Lee D. Richardson ldrich2@attglobal.net</p>	<p>This plan is attempting to work within existing corridors to reduce construction costs. It is our goal to improve safety and physically separate facilities will be considered.</p>
District 9	<p>[Ped]make ped crossings more pedestrian friendly. Cars do not know to stop when pedestrians are in marked crossings. Example - Frankfort Ave at Reservoir.</p>	<p>Frankfort Avenue at the reservoir to be included for evaluation of pedestrian safety.</p>
District 9	<p>[Bike]Turn VET testing center by Bowman Field into bicycling hub/education center. Surrounding area can be used for riding/hands on practice.</p>	<p>Good idea. This is something that is being looked into.</p>
District 9	<p>[Ped]I strongly agree that relevent portions of the complete streets manual should be incorporated into the [LDC] to give it regulatory force.</p>	<p>Please see objective 2.3 in chapter 4 of the Bike Master Plan.</p>

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District 9	[Ped]Also support enforcement of zero tolerance policy speeding in school zones and parking in bike lanes.	Please see objective 3.3 in chapter 4 of the Bike Master Plan.
District 9	[Bike]I strongly agree that relevent portions of the complete streets manual should be incorporated into the [LDC] to give it regulatory force.	Please see objective 2.3 in chapter 4 of the Bike Master Plan.
District 9	[Bike]Also support enforcement of zero tolerance policy speeding in school zones and parking in bike lanes.	Please see objective 3.3 in chapter 4 of the Bike Master Plan.
District 9	[Gen]Pass both 15 & 17 (comment) and get the advanced transit projects back into the regional transportation plan.	Yes, they are part of the Master Plan and will be hopefully be implemented into other regional plans
District 9	[Bike]Plan for making River Rd more bicycle friendly. Example: flashing lights slower speed that would [send] drivers (that are using River Rd as a shortcut to get to Prospect) back to I-71 & US42.	Adjacent home owners resistant to lowering speed limits along River Road.
District 9	[Ped]Vague generalities - no or very few specifics	This will be addressed for future presentations
District 9	[Bike]Vague generalities - no or very few specifics	This will be addressed for future presentations
District 9	[Bike]Specific maps -- timelines confusing	This will be addressed for future presentations
District 9	[Gen]I would have liked to have had [a] oral presentation, with Q&A and a place for oral suggestions to have been submitted. It would have been great to hear what others ideas are and sometimes helps others to come up with new ideas.	This will be addressed for future presentations
District 9	[Ped]This presentation would not have [] very helpful to our visually impaired pedestrians.	This will be addressed for future presentations
District 9	[Ped]All sidewalks should be wheelchair accessible & have tactile markings for the visually impaired, as well as audible crosswalks.	Current guidelines require all sidewalks to be ADA compliant including tactile markings at each roadway crossing. Audible crosswalks are implemented when requested.
District 9	[Bike]All new roads or widened roads should not only have a bike path but a BUFFER ZONE between cars & bikes, for added safety.	Recent studies indicate that separated facilities encourage more ridership and are being considered.

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District 9	[Bike]I feel hopeful for the 100 mile loop to continue to make progress.	There are numerous projects currently underway in either planning or design phases that will enhance and extend the Loop over the next few years
District 9	[Bike]An east-west corridor and a north -south corridor, for BIKES ONLY, with good TARCS as connectors, to get you where you are going (you would need to take these from car routes!)	Evaluation is being performed on "road diets," reducing travel lanes from 4 lanes to 3 lanes and adding bicycle facilities.
District 9	[Gen]Ensure that incidents with auto versus pedestrians or bikes are prosecuted!	Added to objective 2.3. d in chapter 4 of the Bike Master Plan.
District 9	[Bike]River Rd. is Ground Zero for auto- versus bike conflict in Louisville Metro. Improving bike access on River Rd is utterly crucial. If, as I have heard, River Rd is widely used by Oldham County motorists as a commuting route, then we must make US42 more convenient for motorists & make River Road slower & or less convenient to motorists. Federal Scenic Byway status is incompatible with use as a preferred auto commuting route.	Plans are ongoing to provide accommodations for cyclist on River Road.
District 9	[Bike]Please improve the (nonexistent!) signage on the RiverWalk through Shanee Park and on Ohio River Levee Trail to help users avoid accidentally going to dead ends.	Metro Parks is preparing a wayfinding plan, with signage to be implemented as early as 2011.
District 9	[Bike]Please create bicycle boulevards on [Louisville]-traffic neighborhood streets by replacing 4-way stop intersections with yield-controlled neighborhood traffic calming circles. This could work on Iola Ave, Blenheim Road, St. Matthews Ave, and perhaps Rudy Ln. (though Rudy Ln. probably would require full roundabouts rather than mini traffic calming circles.	Iola Ave., Blenheim Road, St. Matthews Ave. and Rudy Lane are within the communities of St. Matthews and Windy Hill and are not included within this plan.
District 9	[Ped]We need sidewalks/shared use paths within 1 mile of every shopping [] and schools.	Per the Complete Streets Policy, sidewalks will be added with all new development and re-development. Additionally, funding is being sought to add sidewalks throughout the community.

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District 9	[Gen]I would like to see more canoe put-ins downtown and along the river.	Your request is being forwarded to Waterfront Development Corporation, and River access is addressed within the River Road Scenic Byway Corridor Management Plan (River Road is a state designated scenic byway from Zorn Avenue to US 42).
District 9	[Bike]We need to have <u>every</u> road be a SAFE bicycle road and not just put bicycles in bike lanes & think that [] is safe.	Safety is a primary consideration when adding bicycle facilities.
District 9	[Bike]I would like to see more	Thank you for your thoughts
District 9	[Ped]I live on Sterling Road and back up to DesPres Park. This is a very lovely area for using bike and pedestrian routes for travel and exercise.I can walk to 2 Krogers, Target, Walmart, many restaurants, many shops of all kinds.	Thank you for your thoughts
District 9	[Bike]The bike access lane along Taylorsville is a great addition.	Thank you for your thoughts
District 22	[Ped]We need to not just build sidewalks, but also create lovely spaces for walking - benches, lights, flowers, etc.	Yes, we agree. Thank you for your thoughts
District 22	[Bike]I want to make sure that there will be improvements on roads like Bardstown, Shelbyville Road especially outside the Watterson Expressway. Very important.	Complete Streets Policy will reinforce the need for sidewalks along new development or re-development. Please see objective 2.3 in chapter 4 of the Bike Master Plan.
District 22	[Bike]Also need to connect bike lanes and paths, not just have a few miles here and there but connect them to create a true network.	System network identified within the bicycle master plan attempts to construct segments approximately 5 miles in length.
District 22	[Ped]Encouraging Bus stops at controlled crossing areas is important. I see a lot of people dropped off along the "empty" side of Preston Hgwy (near 264) who have to cross 5 lanes with not even a cross walk. This is unconscionable.	Reducing bus stops to controlled intersections is hampered by a lack of sidewalks along principal arterials, including Preston Hwy. That will be the goal once sidewalk improvements are made.
District 22	[Bike]I'd like to see more focus on controlling the common causes of bike - car collisions. That is - the car! Traffic calming and separation of bike and car lanes is something lacking in the plan.	Please see objective 3.3 in chapter 4
District 22	[Bike]I hope there is as much energy put into making it safe for cyclists who use it as daily transportation as there is put into recreation.	Yes, we agree. Thank you for your thoughts

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District 22	[Bike]I live in the south end and commute via Preston Hgwy. There are a lot of cyclists who's voice is not heard because they are immigrants with no political clout.	Priorities are ranked in the master plans on density and destinations.
District 5	[Ped]I am for safety at all times. I have walked out Northwestern Pkwy and so far the walk is nice. To cross the street I don't see it so safe.	Yes, we agree. Thank you for your thoughts
District 5	[Bike]For the bike riders it seems we are trying to make the changes for the bikers instead of the residents. If the residents aren't complaining, what is the big deal.	Most long distance riders do not need special accommodations. Improvements are to provide facilities that the residents would consider using.
District 5	[Bike]What is the education plan. There are adults that use the sidewalks.	Please see objective 3.14 in chapter 4
District 5	[Ped]There are people who are afraid to walk on the sidewalks so they walk on the street.	Yes, we have to create sidewalks which encourage people to use.
District 5	[Bike]Utilize the boys and girls clubs, the neighborhood outreach locations to teach the bike safety classes.	Great idea, this will be part of objective 3.14 in chapter 4
District 5	[Bike]People from the west end are using the bike racks on TARC for transportation.	Yes, we agree. Thank you for your thoughts
District 5	[Bike]Is two way being considered for Bank?	An evaluation is being made of converting Bank Street to two-way west of 39th Street at the bottom of the interstate ramp as a measure to reduce traffic on Northwestern Parkway.
District 5	[Ped]Put in sidewalk on 35th and Bank south to walk to Kroger	To be added for evaluation.
District 5	[Gen]Signage - re getting to the Loop Uniform consistent signage	Metro Parks expects to have a new, consistent sign system in place on the Loop by early next year.
District 5	[Bike]Utilize signage that will highlight historic parts of Portland.	Please see figure 4.4 in chapter 4
District 5	[Gen]People need to have a way to navigate.	Please see table 4.2 in chapter 4
District 5	[Gen] We like the neighborhood the way it is.	Thank you for your thoughts
District 5	[Gen]We need good quality food in the neighborhood.	Thank you for your thoughts

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District 5	[Gen]Is it the only way we can get the grant is to change the street to two way?	A portion of the grant is to be used to make Northwestern Parkway more bicycle and pedestrian friendly for the residents. Conversion to two-way is being considered as a traffic calming measure, but other measures to slow traffic will be considered.
District 5	[Bike]Olmstead Parks and see conservency investments made in other areas. Why are we not doing this in this area. There was previously a cycling facility in the area.	Have recently invested in new trash bins and benches for Boone Square. Portland Promise Center has "adopted" the park and helps the Conservancy on clean-up days.
District 5	[Gen]We have to improve the asthetics in this area to go along with the other changes.	Yes, we agree. Thank you for your thoughts
District 5	[Bike]Put the median in and leave the traffic one way - will have two way bike traffic. Utilize a median in the center to make a center right of way with medians.	Thank you for your thoughts
District 5	[Gen]Please bring some treatments to the next meeting so they can be examined.	Yes, we agree. Thank you for your thoughts
District 5	[Bike]I think going two way on the street will improve the problem with motorcycle speeding.	Yes, we agree. Thank you for your thoughts
District 5	[Gen]We have a great concern that this will begin and will not finish. There is a history of getting through first phases of previous projects that are then abandoned.	Thank you for your thoughts
District 5	[Bike]We need to implement the plans to CONNECT routes & lanes & mark & sign destinations to make it safe to travel across town.	Yes, we agree. Thank you for your thoughts
District 5	[Bike]The list of proposed bike lanes isn't the same as the map shows next to it - hard to understand exactly what is proposed. A map would be more helpful with numbers to identify routes.	This will be addressed for future presentations
District 5	[Bike]MORE BIKE LANES will help lots of people ride who don't ride now.	Thank you for your thoughts
District 5	[Bike]Can crash data inform priorities as bike lanes are implemented? The most dangerous streets ought to be improved first not necessarily the cheapest.	Priorities are ranked by the number of potential users compared to costs, thus we will reach the most users for the least cost.

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District 5	[Bike]Lanes and improvements have to connect the existing lanes and routes so people can get around. I wish the bike plan had more lanes planned for in town where I ride. Most of them seem to be FAR from places where most bikers ride.	Please see figure 4.4 in chapter 4
District 5	[Bike]Enforcement of traffic violations (cars!) has to be part of the plan.	Please see objective 3.3 in chapter 4
District 5	[Ped]Shively{Dixie Hwy, Farnsley Rd, {Nobel Place has one sidewalk}} for example needs more sidewalks.	Per the Complete Streets Policy, sidewalks will be added with all new development and re-development. Additionally, funding is being sought to add sidewalks throughout the community.
District 5	[Ped]Would like to see more traffic calming everywhere.	Yes, we agree. This will be should be part of objective 1.2 and 1.3 in chapter 4.
District 5	[Ped]Infill development, less sprawl. This makes it difficult to get around without a car.	Yes, we agree. This will be should be part of objective 1.2 and 1.3 in chapter 4.
District 5	[Bike](Personal example)Please calm traffic. My new job is on Fern Valley Rd @ Preston Hwy. I live in Germantown & want to ride my bike to work but do not feel safe riding on Preston Hwy, Poplar Level Rd, even with bike lane which ends near I264, or Fern Valley Rd. I get harassed when I ride on Dixie Hwy North of I264 currently regardless of where I ride in the lane. I think I represent many people who would ride more if lower traffic, traffic-calmed routes were available. I don't know how this would be accomplished, esp on roads I mentioned. I don't like the idea of striping bike lanes without additional traffic calming and enforcement of speed limits. Help?	Yes, we agree. This will be should be part of objective 1.2 and 1.3 in chapter 4.
District 5	[Bike]I try to ride according to vehicular cycling but when traffic is zooming past @ 50 mph in 35 zone it takes the fun out of cycling for transportation. Many times there is no way to avoid major arterials. Would like more low-traffic connected routes &/or calmed traffic on major arterials. Thank you for your help!	Yes, we agree. This will be should be part of objective 3.3, 1.2 and 1.3 in chapter 4.
District 5	[Ped]Please do not leave out or bypass the riverwalk. It is part of the Portland community valuable heritage.	Metro Parks is working with U.S. Army Corps of Engineers to find a solution to the erosion problems.

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District 5	[Bike]The one thing that is always constant is change. I believe Metro Parks is on the right path. My concern is the area may not get all it desires. Revitalization efforts need to [be] ongoing and equal in all areas regardless of the area median income. The bike master plan is worth the effort for the community as a whole.	Thank you for your thoughts
District 5	[Ped]Curb cuts in this town are often unsafely implemented with 1-3" rise from the street asphalt. There should be a clear standard that all curb cuts must meet the street asphalt without a rise.	Current standards to not permit more than a 1/2" rise from the street at the curb ramps.
District 5	[Ped]Curb bumps and other corner modifications would help slow traffic and keep pedestrians safer.	Yes, we agree. This will be should be part of objective 1.2 and 2.4 in chapter 4 of the Pedestrian Master Plan
District 5	[Bike]I'm shocked that there are NO plans to make any improvements to Bardstown Rd and the entire Highlands corridor! This is a very dangerous and high-demand part of town. Eastern Parkway also deserves higher priority.	Improvements are planned for the Highlands Corridor in the short range projects. Eastern Parkway is a Metro Parks priority, and will continue to be a high priority.
District 5	[Bike]As a cyclist, I'd like to see more off-street paths for transportation purposes - not this focus only on recreational paths like the loop.	Yes, we agree. Please see objective 1.2 and figure 4.2 in chapter 4.
District 5	[Bike]A missing component of the plan is increased enforcement of traffic laws - one of the most dangerous things about biking in Louisville is the high number of drivers who exceed speed limits, fail to signal, or run lights - more enforcement of traffic laws would help reduce those behaviors.	Yes, high speeds are dangerous. Please see objective 3.3 in chapter 4
District 5	[Bike]I don't see any plans for bike boulevards. Cities like Portland have had great success with these and I think there are many neighborhood streets her which could benefit, e.g. Brook St. north of UofL, Magazine St, Texas Ave, etc.	Bicycle boulevards require low traffic volumes and speeds. Brook Street is not a good candidate being one-way. Magazine Street and Texas Avenue will be included for evaluation.
District 5	[Bike]Repair riverwalk path where it passes behind Shawnee Golf course. 7/6 - 7/5 mile markers. It's not broken because of the river. It was badly built.	Metro Parks is working with U.S. Army Corps of Engineers to find a solution to the erosion problems. Design should begin in January 2011.