

# NORTHWESTERN PARKWAY

shawnee neighborhood | portland neighborhood

# LIVABILITY



# PLAN

Creating Healthy & Livable Communities:  
A Community Action Plan for Portland & Shawnee



a **HealthyHometown** partner

March 2012



# LIVABILITY PLAN

## acknowledgements

This plan is the result of an opportunity made available to the two neighborhoods as part of the \$7.9 million obesity-prevention grant received by the city of Louisville from the U.S. Department of Health and Human Services and the Centers for Disease Control and Prevention for its Louisville Putting Prevention to Work (LPPW) program. The program was established to help address the high obesity rates and high rates of disease in twelve targeted neighborhoods in Louisville, including the Portland and Shawnee neighborhoods. The LPPW program includes 23 strategies to address these issues and to promote healthier lifestyles and lifestyle choices. Partners in this project include:

Mayor Greg Fischer  
Office of the Mayor  
Louisville Metro Government  
Councilwoman Cheri Bryant Hamilton  
Louisville Metro Parks  
U.S. Centers for Disease Control  
Louisville Metro Public Health and Wellness  
Louisville Metro Public Works  
Louisville Metro Planning & Design Services

This project made possible by a grant through:



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# SECTION 1



# NORTHWESTERN PARKWAY

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## introduction

# LIVABILITY PLAN

In neighborhoods across Louisville, including Portland and Shawnee, rates of diabetes and other health-related issues are on the rise. Often, these health trends are indicative of the way a neighborhood is physically designed: whether there are adequate facilities to promote walking and connections, whether people feel safe being outside, whether the community is well-connected to services, and whether there are adequate community facilities that promote and foster healthier lifestyles.

Walkable neighborhoods benefit all people who travel the corridor by foot, stroller, bicycle or wheelchair. Studies have found that residents in walkable neighborhoods achieve higher levels of physical activity through walking for utility purposes that cause a significant decrease in obesity levels<sup>1</sup>. Research has also indicated that there is an economic benefit to improving the environment for walking in residential and commercial districts<sup>2</sup>. Businesses are increasingly looking to locate in areas with transit- and pedestrian-friendly infrastructure. Property values increase as traffic speeds and traffic volumes are reduced. Residents and other users benefit from an enhanced sense of connection and safety due to greater interaction among neighbors.

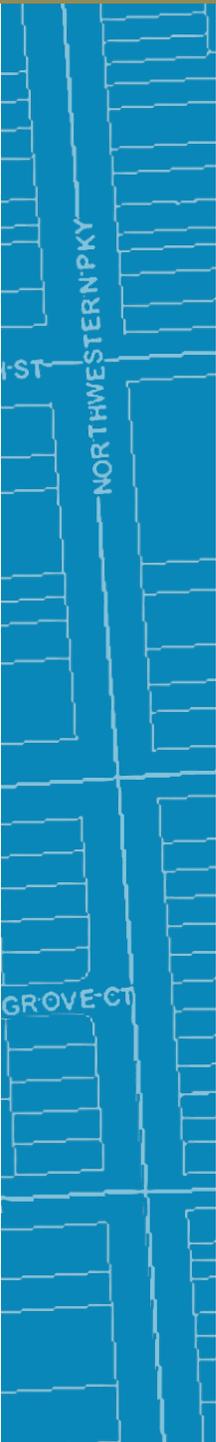
The Portland and Shawnee neighborhoods are two of the most beautiful neighborhoods in Louisville. Steeped in history, culture, and character, these picturesque neighborhoods are respected both within and outside of the neighborhood boundaries. There are, however, certain infrastructure barriers that make healthy lifestyle choices difficult.



Northwestern Parkway.

<sup>1</sup> Saelens BE, Sallis JF, Frank LD. Environmental correlates of walking and cycling: findings from the transportation, urban design, and planning literatures. *Ann Behav Med.* 2003;25(2):80–91. Saelens BE, Handy SL. Built environment correlates of walking: a review. *Med Sci Sports Exerc.* 2008;40(7 Suppl):S550–S566.

<sup>2</sup> Local Government Commission Center for Livable Communities. Focus on Livable Communities. "The Economic Benefits of Walkable Communities." March 14, 2012.



A livability plan can identify the barriers within each community that prevent healthier lifestyle choices. It can identify improvements that will enable residents to walk more safely and identify solutions that make the neighborhoods more livable. This plan seeks to address policy issues and physical barriers that make it more difficult for Shawnee and Portland residents to make healthier choices. These policy issues may include how city services are performing in the community or the lack of fresh produce. It also analyzes the physical infrastructure of the two neighborhoods, seeking to identify the physical barriers that prevent healthier living within the neighborhoods.

This plan is the result of an extraordinary opportunity made available to the two neighborhoods as part of a \$7.9 million grant received by Louisville Metro from the U.S. Department of Health and Human Services and the Centers for Disease Control and Prevention for the Louisville Putting Prevention to Work (LPPW) program. The program was established to help prevent obesity in twelve targeted neighborhoods in Louisville, including Portland and Shawnee.

Another focus of this study is to address how the Louisville Loop interacts within the two neighborhoods. The Loop is the proposed 100-mile trail that will circumnavigate Louisville and connect many communities. The Riverwalk is part of that overall system. Several years ago, a portion of the Riverwalk behind the Shawnee Golf Course was washed out during flooding and is closed until it can be repaired. A temporary on-street detour was routed along Northwestern Parkway through the neighborhoods. The U.S. Army Corps of Engineers is working on a plan to repair the Riverwalk. Emphasis should be placed on funding and repairing the Riverwalk; this connection will reduce bicycle “through” traffic on Northwestern Parkway in addition to connecting residents to the river. The Riverwalk also serves as a critical link for pedestrians in the larger Loop system and should be adequately maintained. However, the location in the floodplain still causes problems during flood events. Louisville Metro Parks is seeking a permanent detour during floods that will use local streets in both neighborhoods. This presents an opportunity for increasing neighborhood and resident access to the Loop, a city-wide asset.

## PROCESS FOR DEVELOPMENT:

An advisory committee, two public meetings and a design team charrette resulted in ideas for improving Northwestern Parkway. The result of those efforts is a plan that outlines steps to address community issues and offers recommendations to mitigate many of the concerns raised by the public and advisory committee. In addition, this plan offers recommendations on physical improvements that can be made to Northwestern Parkway to further address the issues and promote sustainable and enduring solutions for the neighborhoods. Finally, it provides options for a Loop detour.

## STUDY AREA:

Although much of this plan focuses on the Northwestern Parkway corridor, the limits of the study include a much larger portion of each neighborhood, with many of the recommendations addressing the entire Portland and Shawnee neighborhoods. Some of the critical issues identified and addressed in this study were community-wide issues, and the recommendations should be viewed as community-wide as well. Generally, the study area is bounded by the Ohio River on the north and west, 29th Street on the east, and Market Street and Duncan Street on the south. A map of the general study area is included on the following page.



**NORTHWESTERN PARKWAY LIVABILITY PLAN STUDY AREA**

# SECTION 2



# NORTHWESTERN PARKWAY

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## concerns & recommendations

# LIVABILITY PLAN

# 2

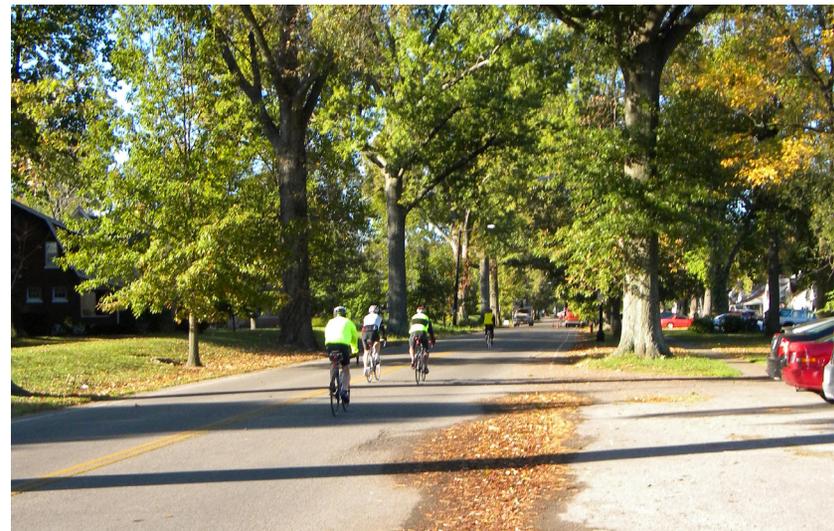
At the public meetings, many residents of the Portland and Shawnee neighborhoods talked about their deep roots in the area and the appeal of living in a historic neighborhood. Within these two neighborhoods, there are two National Register of Historic Places, the Portland Historic District and the Olmsted Parkway System. Residents are passionate about their neighborhoods, and that passion results in an active and engaged citizenry. Residents also face challenges. This Livability Plan seeks to capture the passion and spirit and channel it into a coordinated action plan.

### UNDERSTANDING THE ISSUES

Community representatives met and discussed their concerns and ideas for the two neighborhoods. The first public meeting in January 2011 was an open discussion concerning issues along the Parkway. After that meeting, an advisory committee was charged with directing the priorities of the planning effort. The advisory committee was asked to:

- Represent their neighbors and other residents.
- Define and determine issues critical to their neighborhoods.
- Identify potential solutions and improvements.

The advisory committee attended a working session on Saturday, October 15, 2011. Residents discussed the conditions that influence the livability of each neighborhood. Residents expressed low expectations that any of their concerns would be addressed. Numerous studies have been conducted in this area, but residents perceive that nothing has ever resulted from those efforts or their participation in those efforts. Residents feel as if some recent plans that would impact their neighborhood have been imposed upon them with little public input. The establishment of the advisory committee for this project was intended to make this a community-driven process, guided by the local residents, to provide implementable solutions.



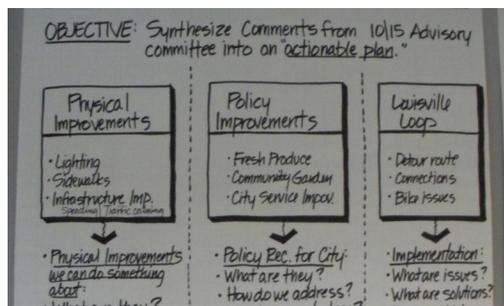
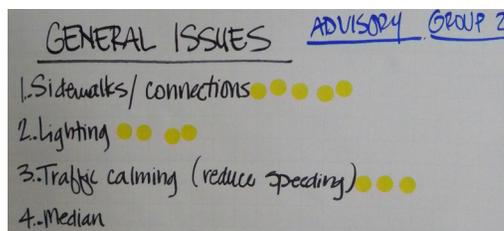
Northwestern Parkway.

## PRIORITIZING CONCERNS

The advisory committee discussed a range of issues that affect each community. The result was a list of priority issues and a map that illustrated where these issues needed to be addressed.

To verify the priorities, the advisory group assisted in presenting the results to other residents at a public meeting held later in the evening. The final step for Metro Parks and the consultant team was to take the results and identify potential solutions, recommendations, or action steps for addressing each priority. A series of recommendations were developed for each priority issue, and these recommendations---both physical improvements and policy changes---form the basis for this Livability Plan.

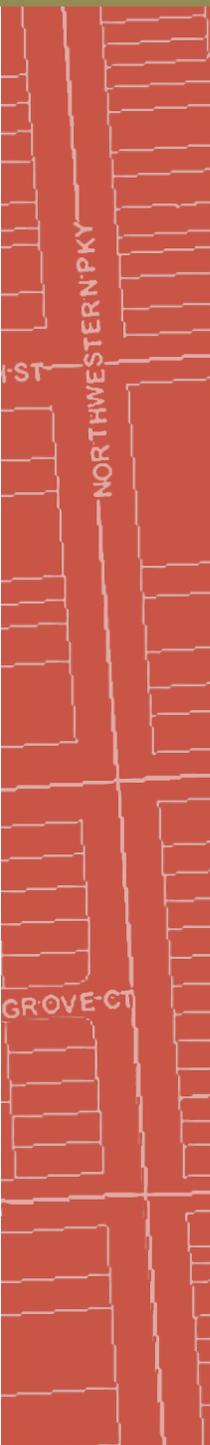
The Livability plan is by no means a final step in improving the quality of life in the Portland and Shawnee neighborhoods. It is an action plan for beginning to affect the changes necessary to create a healthier, more sustainable, and livable community.



Identifying and narrowing the issues.



Advisory committee meeting.



# PRIORITY OF ISSUES:

The advisory committee and October public meeting participants discussed and prioritized the following issues.



## ISSUE #1: SPEEDING

Concerns with speeding cars and trucks in the neighborhoods. This issue includes the design of transportation infrastructure in the neighborhood and traffic patterns.



## ISSUE #2: SIDEWALKS & CONNECTIONS

Concerns about the lack of sidewalks, pedestrian connections, pedestrian mobility and other pedestrian-oriented facilities within the community, such as bus stops.



## ISSUE #3: LIGHTING & SECURITY

Concerns related to poorly-maintained streetlights in the neighborhoods, lack of lighting or other physical conditions that lend to the perception that the neighborhoods are not safe environments.



## ISSUE #4: MAINTENANCE & SERVICES

Concerns related to the continued maintenance and upkeep of public and private spaces, such as streets, sidewalks, alleys and vacant lots. Includes issues relating to the level and quality of city services in the neighborhoods.



## ISSUE #5: BICYCLE FACILITIES & PROGRAMMING

Concerns related to inadequate bicycle facilities for families and less-experienced riders. Concerns regarding the use of the neighborhoods for bicycling and bicycle and running-related events.



## ISSUE #6: COMMUNITY PROGRAMMING

Concerns related to the lack of community programs for all ages, especially youth.



## ISSUE #7: LAND USE

Concerns related the lack of business services and access to fresh foods.



## ISSUE #8: HISTORIC CHARACTER

Concerns related to preserving the historic character, function and purpose behind many of the neighborhoods' streets and buildings.



## PRIORITY ISSUE #1: Speeding

### RECOMMENDATION OVERVIEW:

A major concern is the speed of vehicles along Northwestern Parkway and in the neighborhoods. Wide lanes and light traffic on Northwestern Parkway encourage speeding.

Along the wider, six-lane section of Northwestern Parkway in Portland, a planted median once existed; residents who recalled the median felt it had little influence on controlling speed. Reintroducing the median was discussed at the working session, but residents felt that a median would create too many problems, both functional and from a safety standpoint, if the street remains one-way in that section.

Several methods are recommended to slow traffic (traffic calming) and create a safer streets. These methods include physical improvements such as reducing travel lane widths, introducing separate bicycle facilities, and improving the pedestrian spaces along the corridor. Physical improvements combined with policy changes, such as clearer signs and increased enforcement, can address this issue.

### COMMUNITY COMMENTS:

Below are comments received during the advisory committee meeting and public meeting that relate to this recommendation:

- Speeding is an issue - Need a light at Portland Elementary.
- Bank and 24th as well as Bank and 22nd have accidents due to speeding. Need stop sign at Bank and 24th but can't be put there.
- Police patrols could help.
- Speeding is a huge issue!
- Fast cars are an issue on Northwestern; could a median help?
- How do we improve these conditions?
- Library steps were destroyed by a speeding accident.
- Speed is a problem from time to time but police/enforcement is needed to solve it.
- Physical infrastructure improvements are needed to prevent speeding.
- Traffic calming is needed including a light at the school or speed tables/bumps.
- I would like to see the center median restored in the historic area - it was removed because of speeding cars crashing into the trees.



Wide lanes and low traffic on Northwestern.



Cars traveling along portions of Northwestern.



Wide lanes under interstate on Northwestern.

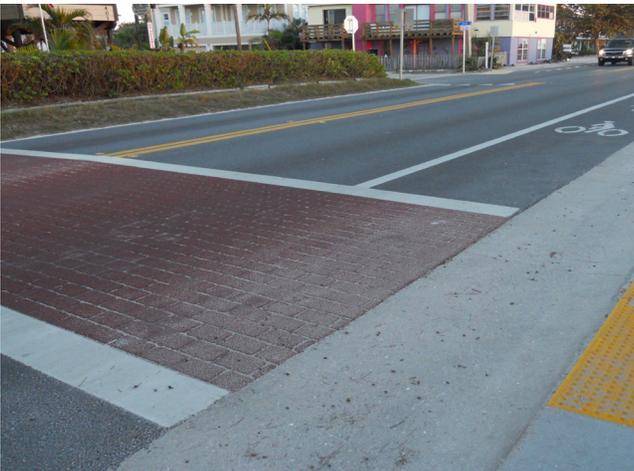
Example of reducing lane widths.



Example of marked shoulder for bicycles and pedestrians.



Example of traffic calming at designated cross-walk.



## SPEEDING RECOMMENDATIONS:

Solutions to traffic issues, such as speeding, can address functional roadway issues and improve the use of the corridor for local residents. Many of the physical and policy recommendations listed below aim to make Northwestern Parkway safer for cars, bicycles and pedestrians.

## PHYSICAL CHANGES:

1. Reduce lane widths to reduce speeding.
2. Implement appropriately designed bicycle lanes with reduced traffic lane widths that do not impede neighborhood circulation and function.
3. Provide appropriate signs to alert motorists that they are within the Loop corridor.
4. Break up long stretches of unimpeded traffic flow with new intersection treatments (particularly Bank Street).
5. Review needs for traffic signal / stop signs at Bank Street.
6. Work with JCPS on traffic issues around Portland Elementary.

## POLICY CHANGES:

7. If City departments are considering changes in the traffic pattern or solutions for speeding, coordinate with local residents prior to implementing solutions to ensure changes do not negatively affect residents' traffic patterns.



## PRIORITY ISSUE #2: Sidewalks & Connections

### RECOMMENDATION OVERVIEW:

Pedestrian connectivity is a problem along Northwestern Parkway as well as in the neighborhoods adjacent to the Parkway. Northwestern Parkway is characterized by areas both with and without sidewalks, making walking within the neighborhoods difficult and discontinuous. Many of the cross streets and other streets within the neighborhoods lack sidewalks. This creates a lack of safe, walkable connections. Even the Parkway's function as the high-water detour route for the Louisville Loop is complicated because the detour route lacks continuous pedestrian connections.

Walkability studies were conducted in 2009 and 2010 for the neighborhoods that identified needed pedestrian improvements. It was intended to be a tool for residents to advocate for sidewalk improvements. This livability plan reinforces that need and recommends implementation of a neighborhood-wide series of universally accessible walks. Creating a well-connected neighborhood leads to the establishment of a more livable and healthy neighborhood.

Metro Parks owns 60' of land on either side of Northwestern Parkway's center line. This area includes a double row of trees from 39th Street west between which a sidewalk or share-use path could be built. Existing driveways and a lack of on-street parking would need to be addressed before pedestrian accommodations are built.

### COMMUNITY COMMENTS:

Many residents were in favor of making the neighborhoods more walkable with sidewalks and better connections. However, a few residents were concerned with possible security issues. Below is a sampling of comments received during the advisory committee meeting and public meeting that relate to this recommendation:

- Sidewalks are needed - you can only walk where there is a sidewalk.
- My main concern is sidewalks.
- More sidewalks are needed and the existing ones need to be fixed.
- Include the issues identified in the walkability study.
- Why is there a lack of sidewalks in the area?
- Accessible ramps are being added to some areas; this is good.
- Sidewalks are needed but I want to be able to bike as well.
- Need investment of new sidewalks - both condition of existing and addition of new sidewalks should be considered.
- Physical infrastructure for walks is poor.
- People are parking on sidewalks.
- Sidewalks are not near street (close to houses).
- Some of us like the way the neighborhood is without sidewalks. It is a security measure. Some sidewalks are next to houses and bring people too close to your house.
- The sense of security is that we know everyone - sidewalks bring others into our neighborhood.



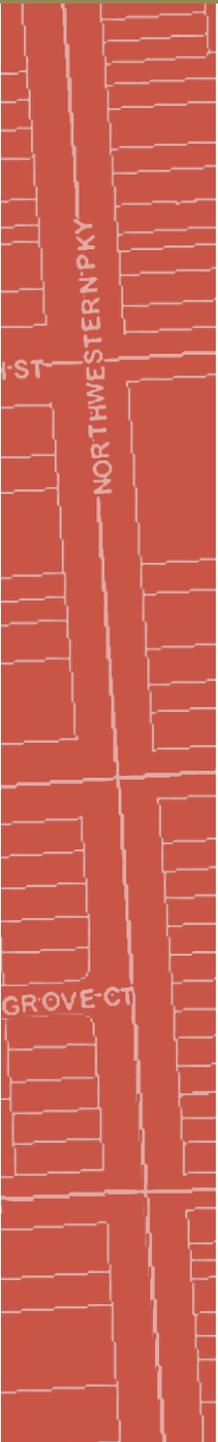
Residents park across existing sidewalks.



No sidewalks along some roads.



Sidewalks in poor condition.



Sidewalk linkages in residential area.



Accessible cross-walks.



Sidewalk connection to bus stop.



## SIDEWALKS & CONNECTIONS RECOMMENDATIONS:

If a neighborhood has sidewalks that form a complete system and provide important connections to destinations within the neighborhood and adjacent areas, the root issue of creating a healthier and more livable community will start to be addressed. Physical and policy recommendations to address sidewalks and connections are listed below.

### PHYSICAL CHANGES:

1. Build new sidewalks throughout the community as outlined in the Walkability Study and as in this plan. Sidewalk (for pedestrians) and shared-use path (for bicycle and pedestrians) treatment should adhere to the standards outlined in the Olmsted Parkways Shared-Use Master Plan.
2. Implement appropriately-designed bicycle lanes with reduced lane widths that do not impede neighborhood circulation and function.
3. Using the sidewalk inventory identified in the Walkability Study, work with the city to replace deteriorating walks or to construct new walks where none are currently present.
4. Use Louisville Loop wayfinding signage to identify strategic connections within the community and to identify destinations and distances outside of the community.
5. Work with TARC to improve the location and physical design of bus stops.
6. Update all crossings with pedestrian-activated signal buttons and count-down timers.
7. Upgrade pedestrian crossing at 34th Street/Louis Coleman Drive with a flashing caution signal to improve safety at school crossing.
8. Review and upgrade crossings and curb ramps to comply with handicap accessible requirements.
9. Provide connections to Louisville Loop and historic Portland Wharf Park.

### POLICY CHANGES:

10. Adopt a policy that prioritizes sidewalk improvements for neighborhoods or areas that have completed a neighborhood plan or walkability study.



## PRIORITY ISSUE #3: Lighting & Security

### RECOMMENDATION OVERVIEW:

Street lighting for both vehicles and pedestrians was a concern voiced by residents. Lighting within a neighborhood can aid in providing residents with a sense of security. Northwestern Parkway is lit, but several other portions of the neighborhoods lack lighting. In areas that are illuminated, many lights are inadequate or not maintained. Many members of the advisory committee commented that the lighting issues created an unsafe environment. They felt there was a direct correlation between walking and the level of lighting present in the neighborhood.

Lighting was not the only safety concern. Several other issues were identified that affect residents' feelings of safety and well-being, which prevent them from walking more in the community. These issues included the large number of abandoned houses or absentee ownership in the neighborhoods, the presence of physical impediments in the neighborhood (floodwall, elevated interstate, etc) and areas that are not maintained.

### COMMUNITY COMMENTS:

Below are some of the comments received during the advisory committee meeting and public meeting that relate to this recommendation:

- We need street lighting!
- The lights on Northwestern Parkway don't work or are very dim.
- Street lights could help prevent crime.
- Need lighting.
- Lighting is an issue.
- There is a lack of street lighting.
- Feel threatened.



Existing street lighting on Northwestern Parkway.



Residents felt more lighting could prevent crime.

Pedestrian countdown timer at crosswalks.



Review code-enforcement and patrol policy.



Street lighting example from Olmsted Parkways.



## LIGHTING & SECURITY RECOMMENDATIONS:

Addressing the issue of lighting and security is important to provide a sense of safety for residents. This can be done through physical and policy changes that are identified below.

### PHYSICAL CHANGES:

1. Identify areas within each neighborhood that lack public street lights and work with LG&E to install new street lights and replace existing street lights that are not functioning.
2. Work with local police precinct to identify threatening areas within the neighborhoods and increase presence and enforcement.
3. Continue to identify absentee owners of abandoned properties and work with the city to enforce current housing standards.
4. Improve lighting, striping and signs at key intersections to provide safe crossings for pedestrians.
5. Work with MSD and other regulatory agencies regarding code enforcement within the neighborhoods to provide timely upkeep of overgrown areas, such as the floodwall, or other areas that are unsafe and provide cover for crime.

### POLICY CHANGES:

6. Work with existing Crime Prevention Programs regarding block-watch and “front porch” lighting programs.



## PRIORITY ISSUE #4: Maintenance & Services

### RECOMMENDATION OVERVIEW:

Many frustrations from residents centered around lack of maintenance from both property owners and Louisville Metro as well as a perceived lower level of city services than in other parts of Louisville. Residents' concerns with this issues fell into three categories:

- Maintenance and upkeep of public facilities,
- Maintenance and upkeep of private rental properties or vacant homes, and
- Perceived lack of city services in the neighborhoods.

The Portland and Shawnee neighborhoods, by nature of their location near the river, have numerous facilities owned and controlled by public entities. These facilities include the flood protection levees and walls controlled by Metropolitan Sewer District/U.S. Army Corps of Engineers, the elevated interstate controlled by the Kentucky Transportation Cabinet, and park properties controlled by Louisville Metro Parks. Issues such as infrequent mowing and cleaning of the flood protection system, in the eyes of the community, lend to the sense that the community is run down and not well-maintained.

Rental properties and absentee ownership is also a key concern. A lack of maintenance and general upkeep at some rental or abandoned houses aids in deflating the property values and contributes to blight in the neighborhoods.

Finally, residents feel as if they do not receive the same level of services provided to other parts of the City. From upkeep of public infrastructure or properties to trash collection services, the level of service and the quality of those services is a concern.

### COMMUNITY COMMENTS:

Below are comments received during the advisory committee meeting and public meeting that relate to this recommendation:

- Property upkeep is an issue.
- Leaves in drain/street.
- Grass not cut, especially on the levee.
- This area doesn't get its share of City services, areas do not get cleaned up. We pay taxes but get fewer services than other areas of the City.
- City services need to supervise what is being done to make sure it gets done right.
- Junk sits on the sidewalk and trash bags are not picked up. Reported to the city with no results.
- Absentee landlords / high number of renters cause a private property maintenance issue.
- Need to clean up trees along river; homeless live there and it is a security issue.
- Frustrated that other projects get funded before West End projects.
- TARC is not dependable.
- Floodwall not maintained; storms wash trash along floodwall.
- MSD/subcontractors cause damage to property.
- Perception is that police do not patrol without being called.
- Poor maintenance affects property values.
- Historically have paid taxes without services.
- New sports facilities on east end but not west end.



Poor property upkeep on Northwestern Parkway.



Leaves piled in storm drains and gutters.



Trash not collected on Northwestern Parkway.

Example of street maintenance.



Homeowner assistance programs aid in rehabilitation.



Promote connections to city services along Parkway.



## MAINTENANCE & SERVICES RECOMMENDATIONS:

The issues related to maintenance and level of services are challenges that will require coordination among many organizations, agencies and city departments. Below, both physical and policy recommendations are identified to address these issues.

### PHYSICAL CHANGES:

1. Work with U.S. Army Corps of Engineers to repair the Riverwalk behind Shawnee Golf Course.
2. Work with City, MSD, Metro Council and the Department of Public Works to identify infrastructure problems (streets, walks, drainage) and budget for the repairs.
3. Conduct tree inventory along existing historic parkway route and replace any diseased trees.

### POLICY CHANGES:

4. Work with MSD, U.S. Army Corps of Engineers, Metro Parks and other public work agencies that control land within the neighborhoods to provide timely upkeep of overgrown areas or areas that provide unsafe cover for crime.
5. Work with the City to identify abandoned houses, businesses, or other structures and contact owners to alert them of violations. Work with City to enforce existing codes.
6. Establish a homeowner assistance program to provide guidance and support for those residents making improvements to their houses.
7. Work with City to identify problems with and improvements to existing services.
8. Promote annual neighborhood clean-up and beautification programs that are coordinated with Brightside, such as spring planting/litter pick up day or seasonal decoration contests.



# PRIORITY ISSUE #5: Bicycle Facilities & Programming

## RECOMMENDATION OVERVIEW:

During the advisory committee sessions, bicycling was noted by several members as being a major issue for the Portland and Shawnee neighborhoods. The neighborhoods are a popular route for the bicycling community. The designation of the Parkway as the detour for the washed-out portion of the Loop sanctions the Parkway as a designated route for bicycle traffic through the community.

While many specific bicycle issues were identified, the conflict between the residents and bicyclists is rooted in two distinct areas:

- Large groups of on-street cyclists ride through the neighborhood and do not obey traffic laws;
- Policy and programming issues related to special bicycle and running events.

Large groups of bicyclists, such as riding clubs, often use the Parkway and ignore traffic signals, stop signs, and do not always share the road. Residents feel the riders are insensitive to the residents and their use of the Parkway.

Equally troubling to residents are the larger, organized events that often cause the Parkway to be shut down and limits residents' abilities to get out of their neighborhoods or to return once they have left. In both cases, the residents feel that current bicycle route and event policies overlook the needs of the local neighborhood.

## COMMUNITY COMMENTS:

Below are some of the comments noted during these sessions:

- Bicycle facilities within the neighborhood are not properly designed, such as the bike lanes on Broadway that are not wide enough.
- The existing bicycle lanes (and Loop alternative route) were installed without talking with the residents.
- The large packs of riders that come through the neighborhoods are a problem.
- Bike packs are difficult--how can we get them to spread out and not have 33 riders all together at the same time?
- Dedicated bike facilities are needed for bikes.
- Cyclists riding in packs are oblivious to the needs of other users on the road.
- The city will often close down the streets for major bicycling events without informing residents or providing accommodations for neighbors to get into or out of their houses.
- Bike events that close the streets should be limited to once per year.
- The neighborhood is impacted by "others" biking or closing our parks for outside use.
- Cars are not always sensitive to the needs of cyclists.



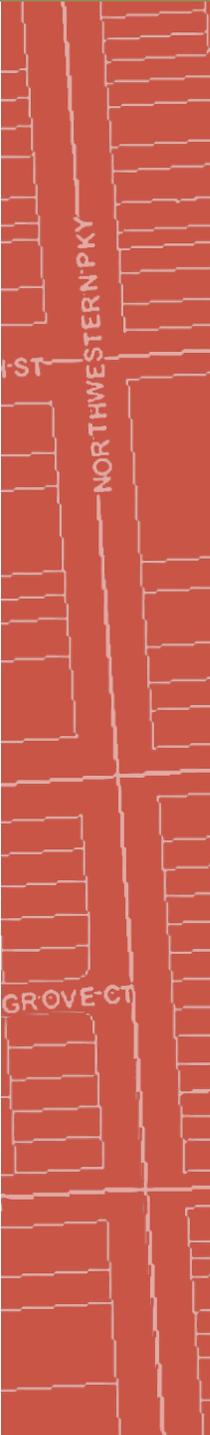
Bicycle club ride on Northwestern Parkway.



Bicycle club ride on Northwestern Parkway.



Detour sign for Louisville Loop on Northwestern Parkway.



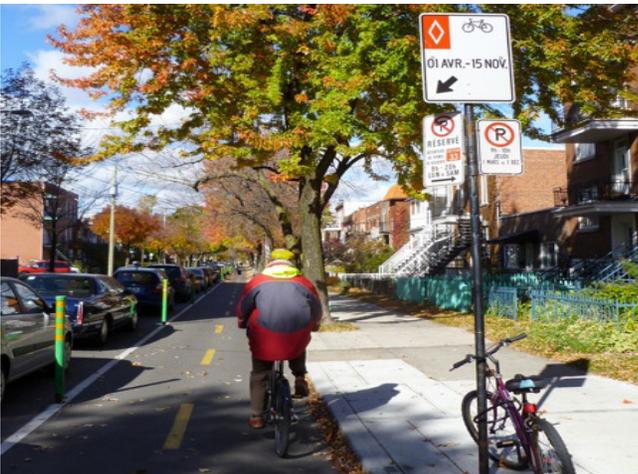
Marked sharrow.



Wayfinding directional signs.



Example cycletrack.



## BICYCLE FACILITY & PROGRAMMING RECOMMENDATIONS:

Changing the behaviors of cyclists or the perceptions of residents requires time and patience. There are programmatic and policy changes that can start to improve the relationship between these two groups. There are also physical enhancements that can help to solve some of the problems, including:

### PHYSICAL CHANGES:

1. Upgrade bicycle facilities along Northwestern Parkway to incorporate appropriate design standards that encourage bicycle use but discourage the large-pack riding (see section 3 of this report).
2. Since the Parkway will continue to serve as the designated high-water detour for the Louisville Loop, improve and complete separate pedestrian facilities along the entire length of Northwestern Parkway. Construct sidewalks in sections where no sidewalks exist.
3. Make sure that the Loop route is well-marked so that all users of the street recognize that Northwestern Parkway is part of the overall system.

### POLICY CHANGES:

4. Require the city to work with neighborhoods on accessibility plans for special events.
5. Encourage continued education of bicycle etiquette for users along the Parkway. Conduct meetings between residents and bicycling organizations to discuss and address issues related to bicycling in the neighborhoods.



## PRIORITY ISSUE #6: Community Programming

### RECOMMENDATION OVERVIEW:

The amount of community programming in the two neighborhoods is an area of concern and there is a desire to increase programming for all ages. Many community facilities that once provided active programming for children and adults have either closed or are in the process of closing.

The Portland Boys and Girls Club is the most recent closure of these types of facilities that provide structured programming for youth. These closures have resulted in a significant loss of programmed youth activities in the community and residents spoke of children playing in the street due to a lack of open space for programmed activity.

Part of keeping the neighborhoods vibrant and active is having community resources that make residents want to stay and raise families in the neighborhoods. Focused community programming is essential to maintaining a healthy community with a vibrant quality of life.

### COMMUNITY COMMENTS:

Below are some of the comments received during the advisory committee meeting and public meeting that relate to this recommendation:

- Need places for children to go for recreation.
- Boys and Girls Club is closing. This is a loss to the neighborhood.
- Need youth programs.
- Need anti-obesity programs for all ages.
- Ball field at 37th Street was turned into a cultural center.
- Only one place kids can go - they need youth activities.
- Need to implement youth and health programs and education.
- Boys and Girls Club closing is an example of the lack of community investment in these neighborhoods.
- City should provide programs for older adults that relate to health.
- Kids play in the streets because they don't have programs.
- Public recreational facilities were historically here, but they are now closed.



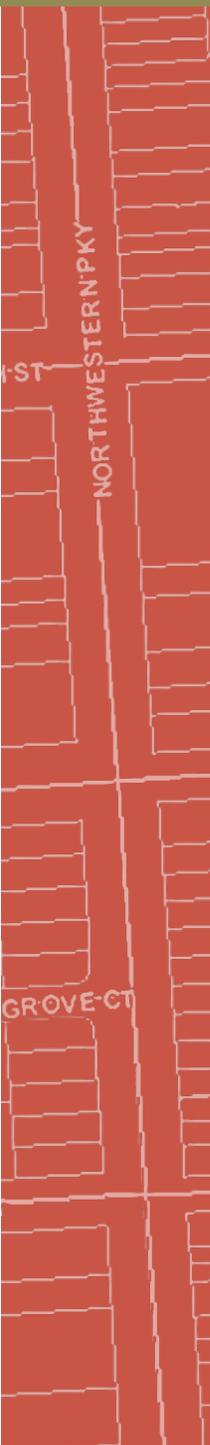
Portland Elementary.



Shawnee Park Sports Complex.



Open space exists but there is a lack of programming.



Organized sports leagues for youth.



Neighborhood community programming events.



Structured play areas.



## COMMUNITY PROGRAMMING RECOMMENDATIONS:

Programming for the community can provide a needed, structured outlet for youth and aging adults. Programs for youth can encourage positive behaviors and life choices through developing mentoring and self-esteem while elderly programs can help this population stay active and healthy. Physical and policy recommendations that aim to address community programming issues are listed below.

### PHYSICAL CHANGES:

1. Review facility needs in neighborhood parks based on desired programming.

### POLICY CHANGES:

2. Work with the city's Economic Development Department and community officials to identify and attract community centers for children and aging adults.
3. Work with Louisville Metro Parks, Jefferson County Public School District and local civic and religious leaders to establish programming at existing facilities within the neighborhoods to increase opportunities for residents to get exercise or physical activity.
4. Work with existing community organizations to highlight and promote activity within the community.
5. Coordinate and promote programming efforts with local neighborhood cultural institutions (Portland Museum, Portland Library).



## PRIORITY ISSUE #7: Land Use

### RECOMMENDATION OVERVIEW:

Services associated with community land use was a major issue identified by residents during the working sessions. Among the issues identified were the lack of commercial businesses to provide fresh produce and food, lack of places in the community to “spend money” (shops and restaurants), lack of local health centers, and a lack of local specialty shops. By not having these resources in the local communities, residents must travel elsewhere for these services. That equates to money leaving the community, a loss in the ability to walk to local services, and more reliance on automobiles or alternative transportation to access these services.

Residents expressed a strong desire to improve their community by attracting these types of services, especially the ability to buy fresh fruits and vegetables in the neighborhood.

### COMMUNITY COMMENTS:

Below are some of the comments received during the advisory committee meeting and public meeting that relate to this recommendation:

- There are two grocery stores in the area and neither is in Shawnee. Food choices are bad and fresh vegetables and healthy foods are needed.
- A community garden is planned.
- We like the greenspace in the West End.
- Do not like Kroger but there are few options.
- Need access to grocery stores.
- The Friends’ Shopping Center opened, and there is a garden across the street.
- There are small gardens at 26th Street and Jefferson and 22nd Street and Jefferson.
- The church at 37th allows people to sign up for fresh food.
- There is nothing to do in the west end - people don’t spend their money here.
- Need to make it a better place so people stay here.
- Need places to eat.
- Lack of food options: grocery and fresh alternatives.
- We have to leave the neighborhood to shop.
- We should envision something better for our neighborhood with better options and selection of foods.
- Lack of access to a health center.
- I don’t want businesses in the neighborhood - it is residential and park-like.
- Kroger produce is poor quality but it is a problem that can be fixed.
- Alcohol issues also relate to health problems in the area.



Kroger grocery store in Portland.



Local stores do not sell fresh foods.



Nature learning at Portland Elementary.

Example of neighborhood restaurant



Example of neighborhood businesses.



Example farmer's market.



## LAND USE RECOMMENDATIONS:

Many issues centered around problems that directly or indirectly relate to land use in the neighborhoods. Coordination with local residents, non-profits, community organizations and government agencies is needed to fully address these long-term issues.

## PHYSICAL CHANGES:

1. Promote the establishment of community gardens within both neighborhoods.
2. Establish a weekly farmers market with fresh produce in the community.

## POLICY CHANGES:

3. Work with the city's Economic Development Department, community organizations and community officials to attract businesses, especially food and service businesses, to the Shawnee and Portland neighborhoods.
4. Work with Louisville-area medical facilities to publicize access to local health clinic (such as Portland Health Center) for residents.
5. Determine if it is necessary to change zoning in priority areas to support services and related businesses.
6. Meet with Kroger and other local businesses to discuss needs and wants of local residents.



## PRIORITY ISSUE #8: Historic Character

### RECOMMENDATION OVERVIEW:

Advisory committee members and the public prioritized the importance of Portland's and Shawnee's historic character. Their cultural resources and rich historic heritages may be seen in many of the houses, buildings, churches, and other structures throughout the neighborhoods. Northwestern Parkway is one of Louisville's historic Olmsted Parkways, designed by Frederick Law Olmsted. The parkway is on the National Register of Historic Places. In addition, the Portland Historic District is also on the National Register of Historic Places.

This historic character is part of what makes the neighborhoods so unique and an attractive place to live. Finding the appropriate balance between the development of new features and infrastructure within the historic context of the neighborhoods is a must.

### COMMUNITY COMMENTS:

Below are some of the comments received during the advisory committee meeting and public meeting that relate to this recommendation:

- I would like to see the center median restored in the historic area - it was removed because of speeding cars crashing into the trees.
- The Portland Museum helps to celebrate the history of the community.
- I want to restore the center median along the Parkway.
- Would a median help with speeding?



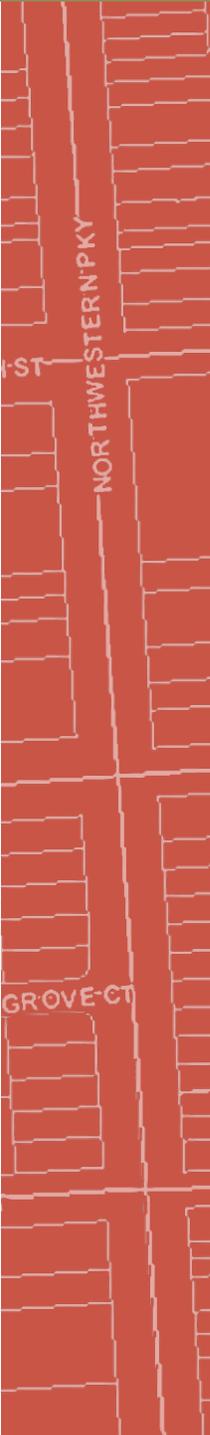
Historic Portland Library.



Historic brick pavers in some sidewalks.



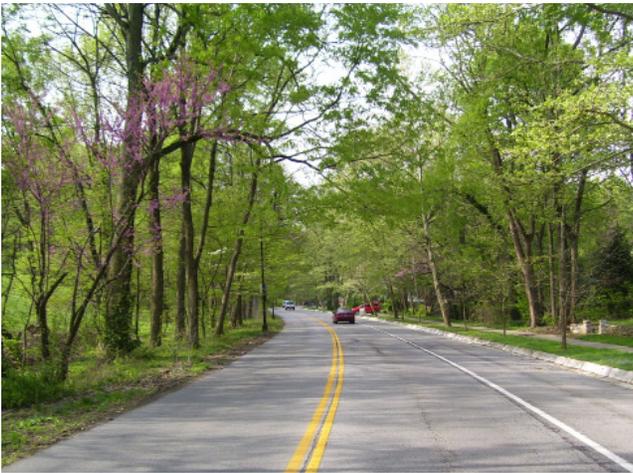
Historic design of the Parkway with rows of trees.



Incorporating pedestrian uses into a historic parkway.



Preserving the curb lines along historic parkways.



Preserving the historic Olmsted character of the Parkway.



## HISTORIC CHARACTER RECOMMENDATIONS:

Residents do not want any changes that would harm or hinder the historic significance of their neighborhoods. Below are both physical and policy recommendations to preserve the community's historic cultural and physical history.

### PHYSICAL CHANGES:

1. Ensure that all roadway improvements along Northwestern Parkway maintain the existing curb lines and that all design elements adhere to the standards of the Olmsted Parkways Master Plan.
2. For new pedestrian facilities, ensure appropriate design and construction as outlined in this plan.
3. Conduct tree inventory along existing historic Parkway route and institute a tree planting program for replacement.

### POLICY CHANGES:

4. Encourage implementation of the Portland Wharf Park Master Plan, the Portland Wharf Park Interpretive Master Plan, the Portland Cultural Trail plan, and other plans that highlight the historic portions of the two neighborhoods.
5. Review code enforcement regarding signs (advertising/business) along the Parkway in order to ensure it is in compliance with the historic district.

# EMPOWERING RESIDENTS: ACTIVE LIVING NORTHWEST END COMMITTEE

This plan and the proposed designs for Northwestern Parkway represent solutions tied to ongoing efforts that promote physical activity and make the area more livable. The issues discussed in this plan are also present in other past and current plans for the Northwest End, such as the community walkability assessments, community safety audits, and neighborhood plans. Common themes arising from these efforts represent an emerging need for greater empowerment, organization, and follow-up to implement existing and future plans.

One solution to promoting a more active and livable neighborhood is to form a citizen-driven advocacy committee for the neighborhoods of Shawnee and Portland. The Active Living Northwest End Committee will:

- Advocate for issues in relation to the neighborhood
- Monitor progress and seek funding for specific policy and physical recommendations such as sidewalks, fixing the Riverwalk, and maintenance.
- Serve as a work group to assure a sustainable future for mobility and active living principles.
- Include representation of both Shawnee and Portland neighborhoods, including residents, local businesses, and local organizations (such as Shawnee Neighborhood Association, Portland NOW, and the Step Up Louisville! Task Force).
- Coordinate with other multi-neighborhood efforts, such as the District 5 Neighborhood Advisory Committee or the West End Coalition.

In order to be successful, a citizen-based committee should be formalized, empowered, and accountable:

- **Formalized** - The group needs to have established procedures for operation, a recurring meeting schedule, and have a recognized purpose. This includes a formal procedure for selecting members of the group.
- **Empowered** - The group needs to be authorized to hear and propose recommendations for issues within the neighborhoods, and should be encouraged to oversee the implementation of recommendations in this plan and other studies or projects within the two neighborhoods.
- **Accountable** - The group should be held accountable by answering directly to the Metro Council Representative of the neighborhoods, providing public meeting minutes of all meetings, providing an annual report at the end of the year, and providing reports to the neighborhood associations on a consistent basis. The group should also have the ability to hold others accountable by becoming a notified party for all public projects that will affect the neighborhood, acquiring a seat on other organizations' working groups, serving to represent the neighborhoods at other civic events.

Advisory Committee meeting.



Advisory Committee meeting.



Advisory Committee meeting.



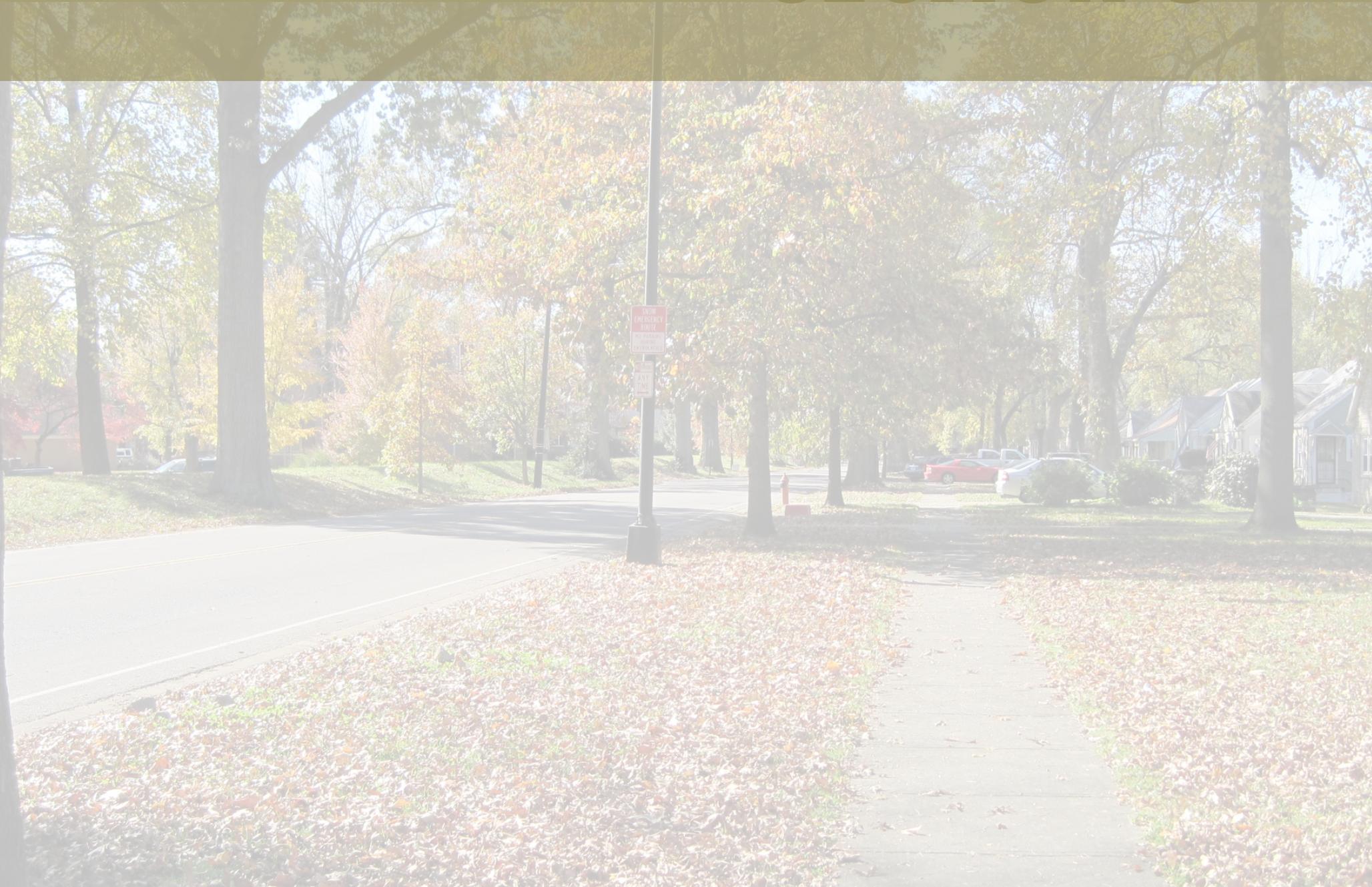
Through this process, the Active Living Northwest End Committee can become the force that helps to ensure that all of the recommendations of this plan, whether short or long-term, are implemented.

## COMMUNITY COMMENTS:

Below is a sampling of comments received during the advisory committee meeting and public meeting that relate to this recommendation:

- Communication is important!
- Need to address smaller issues first. We can't do the bigger ones without the basics.
- Never heard back on Walkability Study
- Improvements have to start with you (residents)!
- Envision something better for the area.
- Want to improve the area so young people will want to stay.
- The area isn't respected.
- This is an opportunity to use funds and identify priorities to get something done.
- There is confusion on the different planning efforts in the neighborhoods (walkability study, bike/pedestrian striping projects and CDC grant planning study).
- Improvements must start with the individual.
- We want to feel safe.

# SECTION 3



# NORTHWESTERN PARKWAY

shawnee neighborhood | portland neighborhood

## loop recommendations

# LIVABILITY PLAN

# 3

Northwestern Parkway is a historic element of the Portland and Shawnee neighborhoods that provides both a distinct character and a unique landscape. This plan reinforces this unique asset while incorporating 21st century transportation needs. The need to accommodate multiple modes of transportation was elevated when Northwestern Parkway was designated as the detour route around the closed portion of the Louisville Loop. While the current detour is a short-term solution, the location of Northwestern Parkway makes it the obvious pedestrian and bicycle alternative to the Loop during flooding events.

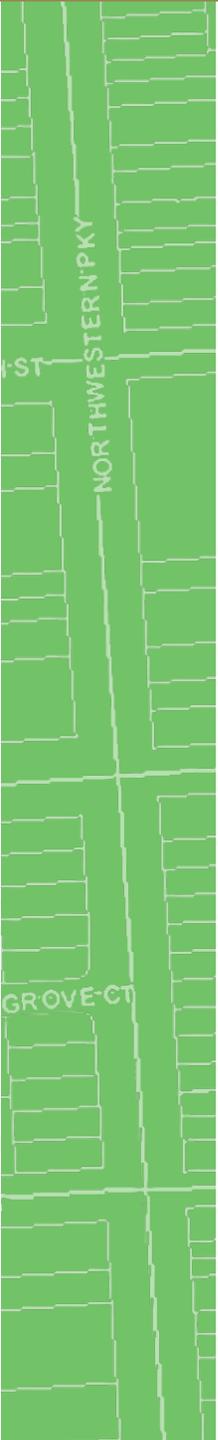
Understanding that Northwestern Parkway will remain the alternative Loop route, and understanding that the two neighborhoods have issues with how that route is currently used, two phases of recommendations are needed to determine how to accommodate vehicles, bicycles, and pedestrians along the corridor. This livability plan should be viewed as a partner document to the 2008 Olmsted Parkway Shared-Use Pathway System Master Plan that focused on four of Louisville's other Olmsted Parkways: Algonquin, Southwestern, Southern, and Eastern Parkways. Other partner documents include the Olmsted Parkways Design Standards Manual, the Louisville Loop Design Standards, the Walkability Study and the Louisville Loop Wayfinding Master Plan.

The physical recommendations in this chapter are intended to provide an overall definition of future conditions and to illustrate how pedestrian and bicycle facilities can be integrated into the historic fabric of the Parkway. These recommendations are not intended to provide the detailed design needed to implement the recommendations. Rather, they are a guide for how the Parkway can better address the needs of all users while preserving the historic design principles and addressing community concerns. In the forefront of all design considerations is the goal to improve health in both Portland and Shawnee neighborhoods. The physical design recommendations for Northwestern Parkway aim to “go beyond the pavement” to address other health or social

issues identified by the community, such as traffic calming, connections, lighting, and other issues identified in Section 2 of this plan.



Northwestern Parkway is the designated detour route for this portion of the Louisville Loop.

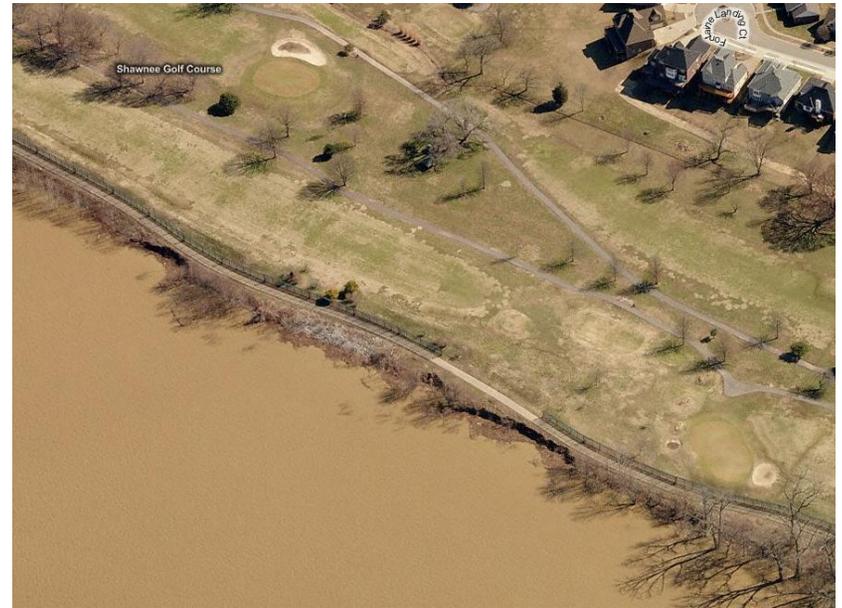


## CURRENT LOUISVILLE LOOP ROUTE:

The Riverwalk, part of the Louisville Loop, begins downtown and continues through the Portland and Shawnee neighborhoods. The portion of trail connecting the two neighborhoods is in the Ohio River floodplain. The shared-use path offers a natural experience through the forested flood-prone areas and provides access to the historic Portland Wharf site and the river. Because it is located in the floodplain, it is prone to flooding and the adverse effects that accompany high-water periods. Even after the floodwaters recede, sediment deposits often cover the trail, making it impassable. Flood debris, such as branches, often block the trail. Better maintenance is essential on this portion of the Loop. Cleaning up the trail often requires that it remain closed for a period, beyond the flooding event. These conditions warrant finding an alternative route for the Loop during times of high water and clean-up.

The floodwaters have had an even more severe impact on the trail along the Shawnee Golf Course. Several years ago, a large section of the trail was undercut by flood waters, creating an unsafe condition for users. Public Works made the decision to permanently close the section and detour the route along Northwestern Parkway and Bank Street in 2010 (see sidebar). The on-street detour accommodates bicyclists, but has limited application for pedestrians. No safe pedestrian access exists around the permanent closure.

Louisville Metro Parks is working with the U.S. Army Corps of Engineers to identify solutions for fixing the damaged portion of the trail, but because of its location, the trail will always be prone to seasonal closures. Regardless, it is essential that the Riverwalk be repaired in order to better connect people to the River and reduce bicycle traffic on Northwestern Parkway. The recommendations outlined in the following pages are intended to identify how a permanent alternative route may be developed that serves trail users until the Riverwalk is repaired and during flood events while ultimately improving these neighborhoods.



Aerial photo of the washed-out portion of the existing Riverwalk.



Trail closure of the existing Riverwalk.

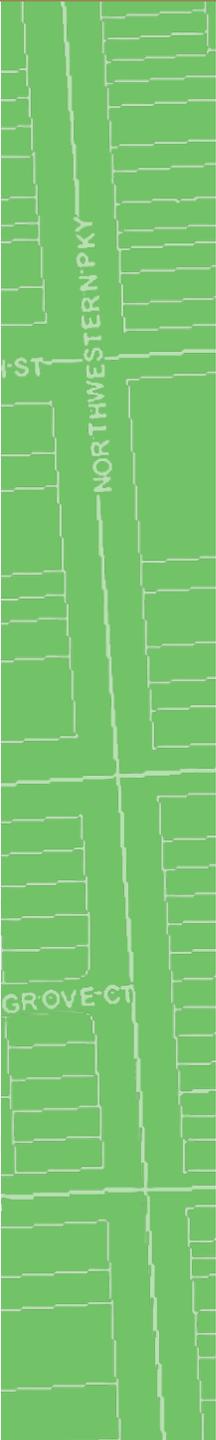


EXISTING LOUISVILLE LOOP DETOUR ROUTE

### EXISTING DETOUR FOR THE LOUISVILLE LOOP

A portion of the existing Riverwalk has been undercut during flooding along the Ohio River. As a result, a portion of the trail is closed until it can be repaired. South/West-bound trail users are notified of the closure at the entrance to Portland Wharf Park at 31st Street. Users are diverted onto Northwestern Parkway and can reconnect to the trail at Market Street. South/west-bound bicyclists use Northwestern Parkway for the entire length of the detour. North/East-bound bicyclists use Northwestern Parkway to Bank Street, and then follow Bank Street to 33rd Street and back to Northwestern. The pedestrian detour is incomplete, with only portions of the full detour connected. Sidewalks exist along portions of Northwestern from Portland Wharf Park to 39th Street, and sporadic walks south/west of 39th.





## ZONE DESCRIPTIONS:

This plan's goal for Northwestern Parkway is to incorporate safe facilities for both pedestrians and bicyclists and to consider the desire of the local neighborhoods with respect to on-street bicyclists and sidewalks or paths for pedestrians. Their preference to focus "through Loop traffic" on Northwestern Parkway rather than spread throughout the neighborhoods, provide a separate facility for the bicycles on the road, maintain current traffic direction, and to not place pedestrians in close proximity to the adjacent homes is reflected in the recommendations.

The character of Northwestern Parkway varies greatly as users move along the Parkway. Visible differences exist, from the number of travel lanes to traffic patterns to vehicle speed, and these changes in character influenced the following recommendations. The Parkway was divided into four "zones." The following describes each zone and the existing facilities for each type of user: vehicles, bicycles, and pedestrians.

## Traveling From Southwest to Northwest:

### ZONE 1 CHARACTER: Market Street to Bank Street

- **VEHICLES:** two 13-foot travel lanes (two-way traffic).
- **BICYCLES:** on-street in two directions with no separate bike lanes on the street.
- **PEDESTRIANS:** Sidewalk from the Shawnee Golf Course to Market Street on the northwest side of the Parkway that varies in width and is primarily located close to adjacent houses; 4-5 foot sidewalk on the southeast side from Duncan Street to Market Street and is located close to adjacent houses.

### ZONE 2 CHARACTER: Bank Street to 39th Street

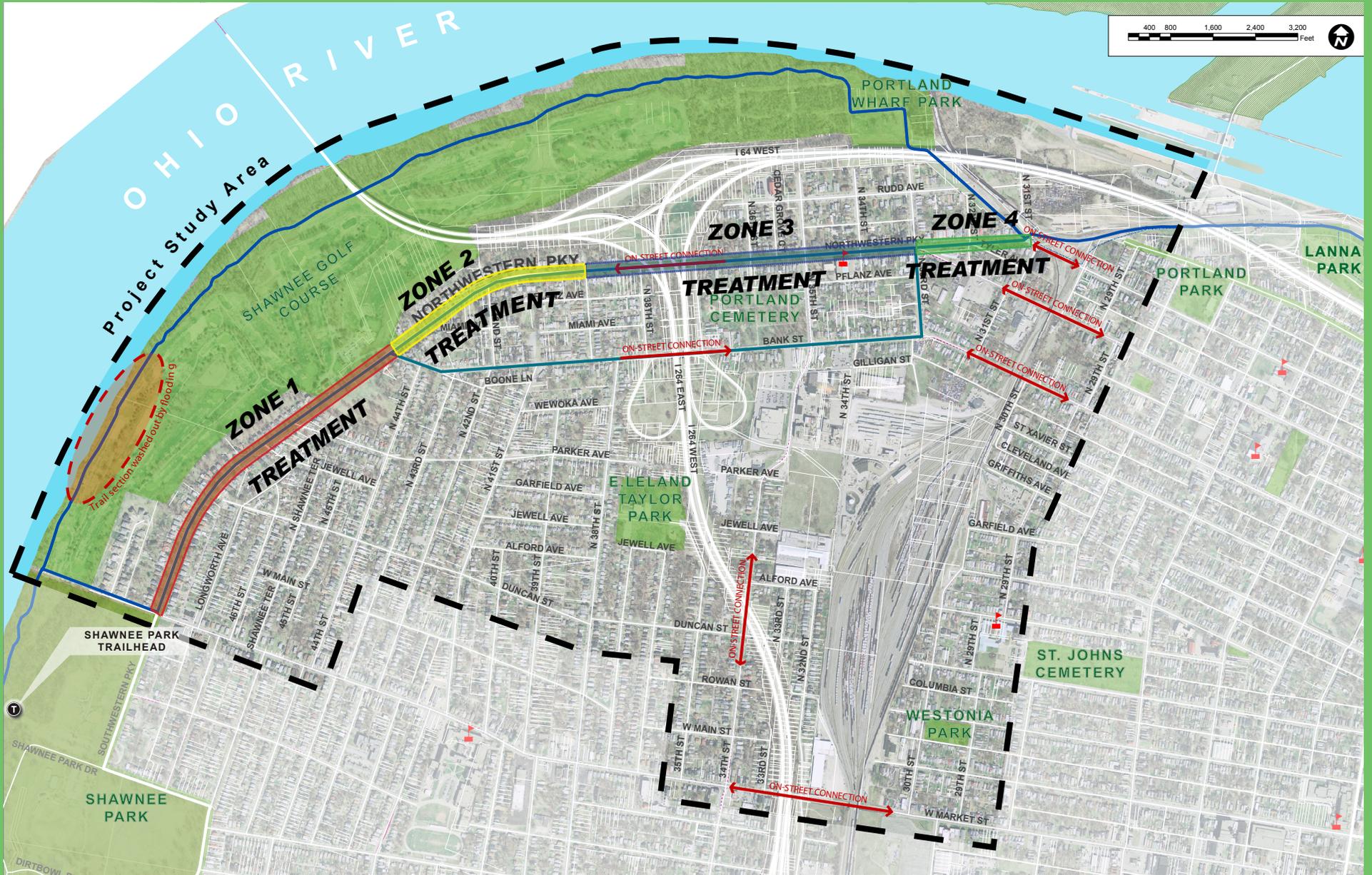
- **VEHICLES:** two 13-foot travel lanes (one-way traffic west/south-bound).
- **BICYCLES:** on-street in one-way (west/south-bound) with no separate bike lanes on the street.
- **PEDESTRIANS:** no sidewalks.

### ZONE 3 CHARACTER: 39th Street to 33rd Street

- **VEHICLES:** four 12-foot travel lanes (one-way traffic west-bound) with two 8-foot parking lanes each side of the Parkway.
- **BICYCLES:** on-street west-bound with no separate bike lanes on the street.
- **PEDESTRIANS:** two sidewalks (vary from 5-foot to 8-foot widths) on both sides of Northwestern Parkway that are located between the two rows of trees; limited pedestrian safety enhancements at intersections, other than the signalized intersection at 33rd Street.

### ZONE 4 CHARACTER: 33rd Street to 31st Street

- **VEHICLES:** two 18-foot travel lanes (two-way traffic) and two 14-foot parking lanes on each side of the Parkway.
- **BICYCLES:** on-street in two directions with no separate bike lanes on the street.
- **PEDESTRIANS:** two 5-foot sidewalks on both sides of Northwestern Parkway that are located between the two rows of trees; limited pedestrian safety enhancements at intersections.



KEY ZONES FOR TREATMENT APPLICATIONS.

## RECOMMENDATION DEFINITIONS:

The bicycle recommendations in this plan include several types of bicycle facilities, many of which have never been used in Louisville before. These facilities are intended to help alleviate some of the concerns that residents and bicyclists have expressed about the existing facilities. Many existing facilities are not designed appropriately. By introducing a “complete street” plan, one that safely accommodates all users, the plan will solve some of the congestion and on-street conflicts voiced by the community. Three of the types of facilities that are included in the recommendations for Northwestern Parkway include the following: buffered bike lane, sharrow and a cycletrack.

### WHAT IS A BUFFERED BIKE LANE?

A buffered bike lane, or enhanced bike lane, is similar to a traditional bike lane except it also includes a painted “buffer” between the travel lanes for cyclists and vehicles. By providing the buffer between the types of users, it offers a more protected and comfortable space for cyclists and places cyclists in an area that is more visible to vehicles. When used in conjunction to parallel parking, the buffer can offer cyclists protection from car doors opening.



Example of a buffered bike lane.

### WHAT IS A SHARROW?

A sharrow, or shared-lane marking, is used to remind users that the lane is to be shared by vehicles and bicycles. A sharrow is used when there is not enough room to provide bicycle lanes separate from vehicular lanes and traffic volumes are low enough to permit it. Benefits of using sharrow markings include: 1) they support the rights of bicyclists to ride in the center of lanes with on-street parallel parking in order to reduce the chance of bicyclists hitting the open door of a parked vehicle, 2) they assist bicyclists' positioning in lanes that are too narrow to travel side by side within the same traffic lane as vehicles, 3) they alert road users that bicyclists are likely to occupy areas within the travel lanes, 4) they encourage safe passing of bicyclists by motorists; and 5) they reduce the occurrence of wrong-way bicycling. (Source: Manual of Uniform Traffic Control Devices, MUTCD).



Example of a sharrow in Indianapolis, Indiana.

## WHAT IS A CYCLETRACK?

Long used in European cities, cycletracks are a relatively new application for the design of bicycle facilities in the United States. Cycletracks are on-street bicycle lanes that are moved to the sidewalk side of street parking along the curb line. Parallel parking provides separation between the vehicle and bicycle travel lanes. This provides greater safety for bicyclists and reduces the intimidation many bicyclists feel when riding next to vehicles in traditional bike lanes. Cycletracks can be one- or two-way and operate much like a separate shared-use path. The travel path in a cycletrack is marked, and additional buffer space is included to provide space for the opening of doors and exiting of people from the cars parked along the cycletrack.



Example of a cycletrack in Portland, Oregon.

## NORTHWESTERN PARKWAY BICYCLE & PEDESTRIAN RECOMMENDATIONS:

In each of the following recommendations, existing conditions are shown with typical roadway cross sections and recommendations for pedestrian and bicycles connections along Northwestern Parkway. Where appropriate, the recommendations were outlined with Phase 1 and Phase 2 recommendations. Phasing the construction allows for immediate improvements that do not require as much capital investment to be completed within the near future and major construction projects to follow as funding allows.

In addition to the recommendations presented in this plan, there is a need to identify additional ways to connect the Loop and residents of Portland and Shawnee to the Ohio River. The Active Living Northwest End Committee should explore possible routes to connect Northwestern Parkway to the river in multiple locations. Residents supported the idea to create an opening in the floodwall at 33rd Street; a study was previously completed on this.

A walking loop within the Louisville Loop should also be explored so residents of these neighborhoods can have alternatives for exercise outdoors. One option is to follow the existing Riverwalk through Portland Wharf and connect back to Northwestern Parkway along the interstate bridge right-of-way. Creating a walking loop for local residents in this area would increase use of the currently open portion of the Riverwalk and raise the importance to maintain that trail section.

Some of the proposed bicycle facility designs included in this report have not been implemented in Louisville. Although new concepts, the recommended bicycle facilities adhere to American Association of State Highway and Transportation Officials (AASHTO) standards, and striping and marking adhere to requirements of the Federal Highway Administrations Manual of Uniform Traffic Control Devices (MUTCD). In addition to the MUTCD, the route should be signed as prescribed in the Louisville Loop Wayfinding Master Plan. Because it is an Olmsted Parkway, all street lighting should adhere to the lighting guidelines established in the Olmsted Parkways Shared-Use Master Plan. Finally, all recommended pedestrian facilities shall fully comply with the American with Disabilities Act guidelines.

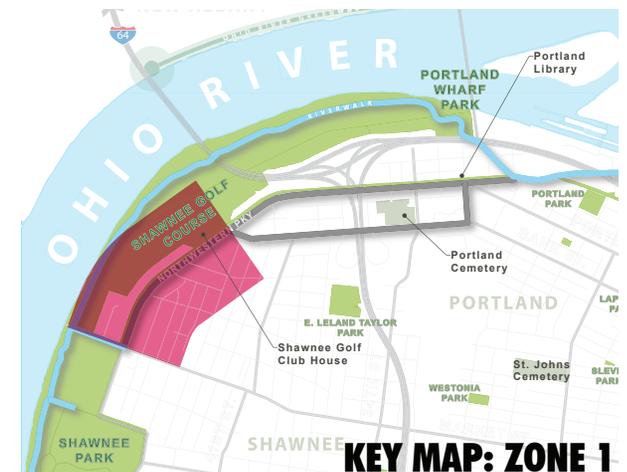
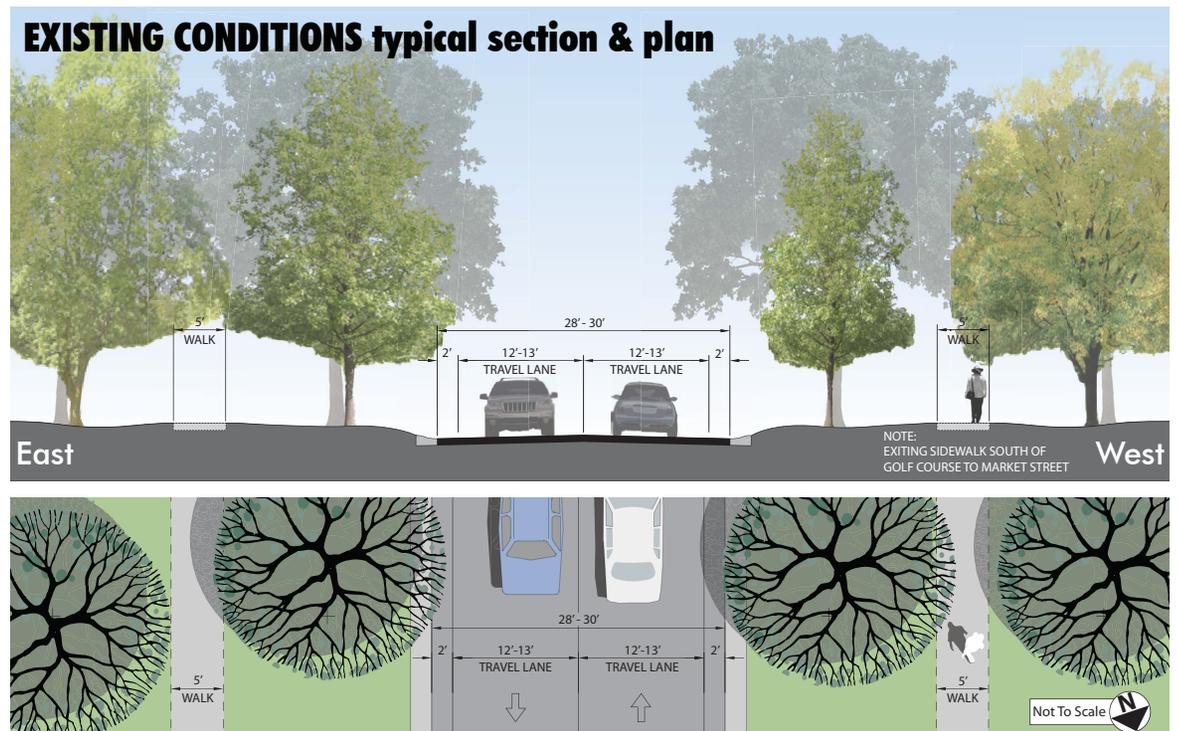
## ZONE 1 EXISTING CONDITIONS: Market Street to Bank Street

### PHYSICAL CHARACTER

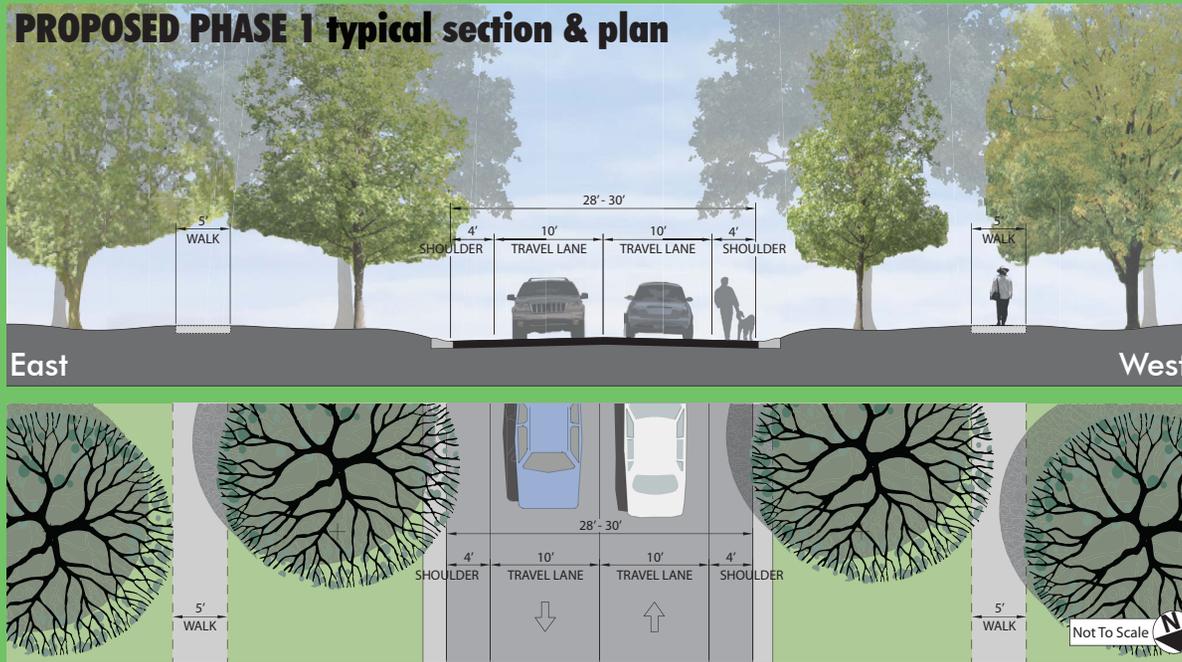
- **Land use:** single-family detached houses with parking in driveways.
- **Landscape:** double row of trees on both sides of the Parkway owned by Metro Parks (110'-130' of street and parkland) Homeowners have encroached with driveways.
- **Traffic Volumes:** traffic counts (2009) showed an Average Daily Trip (ADT) of 1,760 with an estimated 2011 count of 1,890 based on projected growth rate. That equates to an average of roughly 1.3 cars/minute.

### ROADWAY DESIGN

- **Pavement:** 30' containing two 12-foot travel lanes with 2-foot shoulders for two-way traffic with a 2-foot rolled curb and gutter from Market Street to the Shawnee Golf Course club house.
- **Bicycles:** on-street, signed bike route
- **Pedestrians:** sidewalks on both sides of the Parkway from Market Street to approximately Duncan Street located near edge of right-of-way (closer to houses); sidewalks continue on the northwest side of the Parkway from Duncan to the Shawnee Golf Course located closer to the edge of pavement than along other areas of the parkway; sidewalks also exist on the southeast side of the Parkway from Jewell Avenue to the Shawnee Golf Course and are located closer to houses; no sidewalks north of the Shawnee club house.



**PROPOSED PHASE 1 typical section & plan**



**ZONE 1 RECOMMENDATIONS**

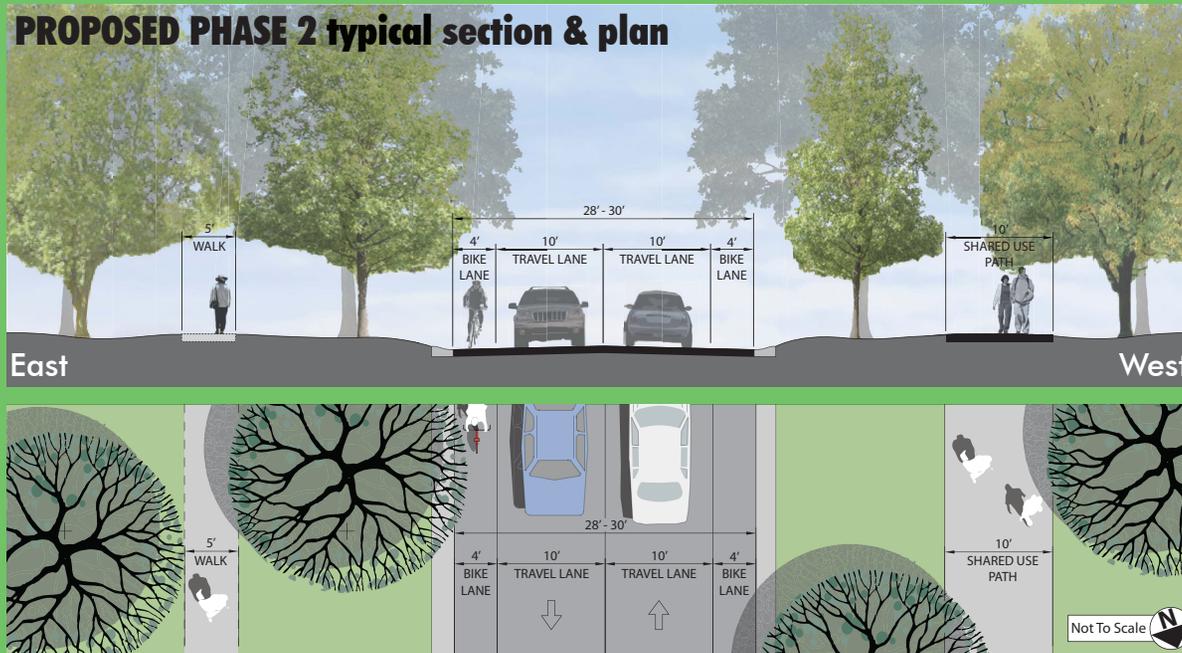
**ZONE 1 - PHASE 1**

Re-stripe the pavement with a 6" retroreflective strip to reduce travel lanes to 10-foot, creating a 4 to 5 foot paved shoulder. In the absence of sidewalks, dedicated bicycle lanes or other bike and pedestrian facilities, a paved shoulder provides an acceptable alternative for such users on roads with low ADTs like Northwestern Parkway. A flashing light at Bank Street should also be considered to alert cars that the Parkway becomes one-way at this point.

**ZONE 1 - PHASE 2**

Construct a 10-foot shared-use path on the north/west side of the Parkway (expanding the existing sidewalk where it exists) and extend existing sidewalks where gaps currently exist on the south/east side. The sidewalk location on the east side of the street may need to be adjusted where there is an existing levee.

**PROPOSED PHASE 2 typical section & plan**



**PROS**

- Narrower travel lanes will slow traffic and reduce speeding.
- Provides a paved option for pedestrians in areas where there are currently gaps in the sidewalk network.
- Provides a paved option for less experienced bicyclists who would be uncomfortable sharing the travel lane with motorized vehicles.

**CONS**

- Phase 1 has no truly "dedicated" pedestrian facility to close existing gaps in the network.
- Phase 1 still requires all cyclists to use the road or shoulder.

## ZONE 2 EXISTING CONDITIONS: Bank Street to 39th Street

### PHYSICAL CHARACTER

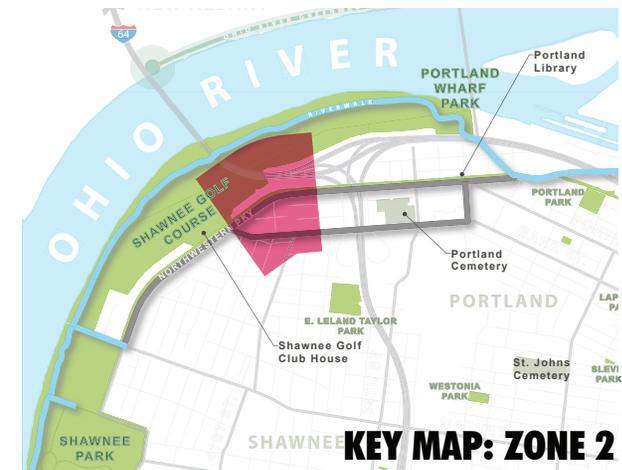
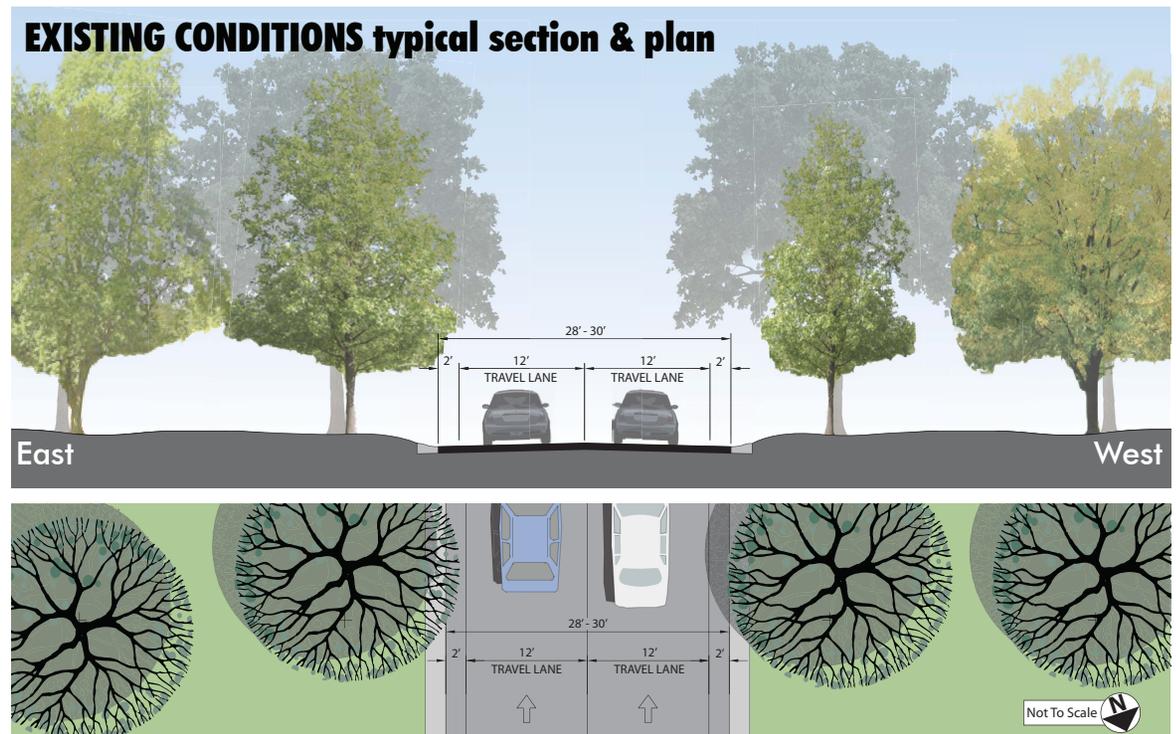
- **Land use:** single-family detached houses with parking in driveways.
- **Landscape:** double row of trees on both sides of the Parkway owned by Metro Parks (110'-130' of street and parkland) Homeowners have encroached with driveways.
- **Traffic Volumes:** traffic counts (2009) showed an Average Daily Trip (ADT) of 1,760 with an estimated 2011 count of 1,890 based on projected growth rate. That equates to an average of roughly 1.3 cars/minute.

### ROADWAY DESIGN

#### Bank Street to 39th Street:

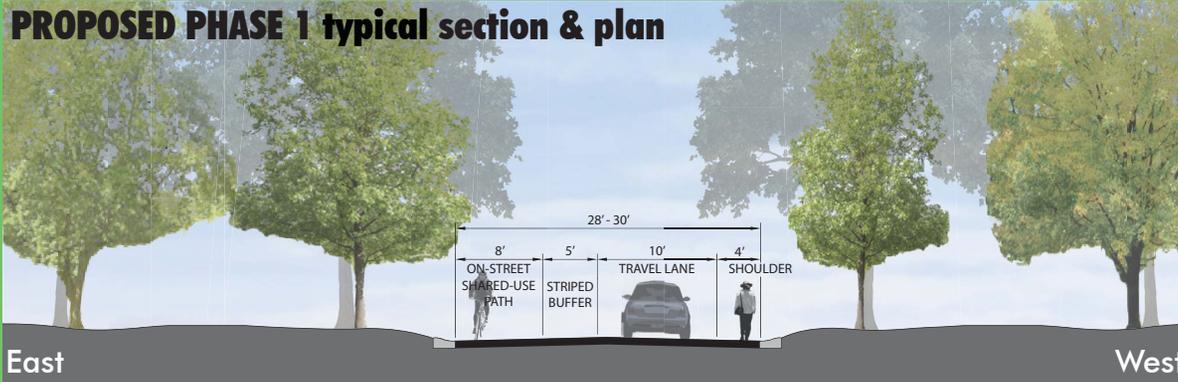
- **Pavement:** 28' containing two 12-foot travel lanes with 1-foot shoulders for one-way traffic.
- **Travel Lanes:** two 12-foot travel lanes (one-way traffic south/west-bound) from 39th Street to Bank Street.
- **Bicycles:** on-street south-bound, signed bike route.
- **Pedestrians:** no sidewalks.

### EXISTING CONDITIONS typical section & plan

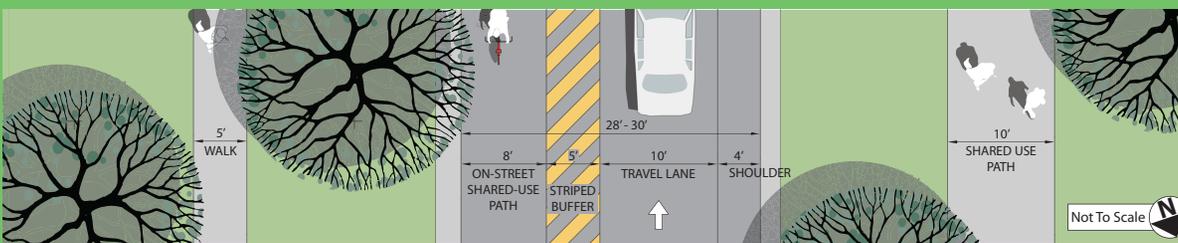
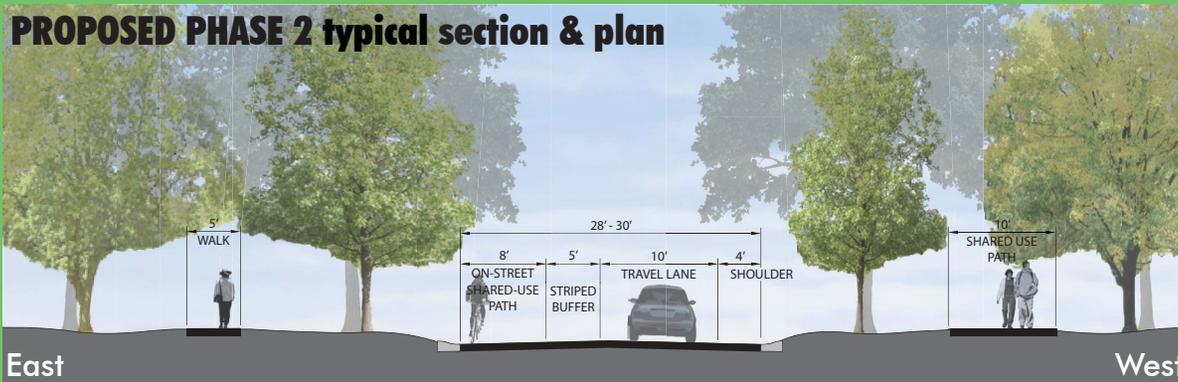


**KEY MAP: ZONE 2**

**PROPOSED PHASE 1 typical section & plan**



**PROPOSED PHASE 2 typical section & plan**



**ZONE 2 RECOMMENDATIONS**

**ZONE 2 - PHASE 1**

Re-stripe the pavement to reduce road to one 10-foot travel lane, creating a 4-foot paved shoulder on the north/west side of the Parkway and an 8-foot on-street shared-use path with a 5-foot striped buffer on the south/east side. In the absence of sidewalks, dedicated bicycle lanes or other bike and pedestrian facilities, the paved shoulder and buffered on-street shared-use path provide acceptable alternatives for such users on roads with low ADTs like Northwestern Parkway.

**ZONE 2 - PHASE 2**

Construction of a 10-foot shared-use path on the south/east side of the Parkway and a 5-foot sidewalk on the north/west side. After the sidewalks are constructed, the roadway would be only used by bicycles.

**PROS**

- Narrower travel lanes will slow traffic and reduce speeding.
- Provides a paved option for pedestrians in areas where there are currently gaps in the sidewalk network.
- Allows for two-way bicycle travel.

**CONS**

- Phase 1 has no truly “dedicated” pedestrian facility to close existing gaps in the network.
- Phase 1 still requires all cyclists to use the road or shoulder.

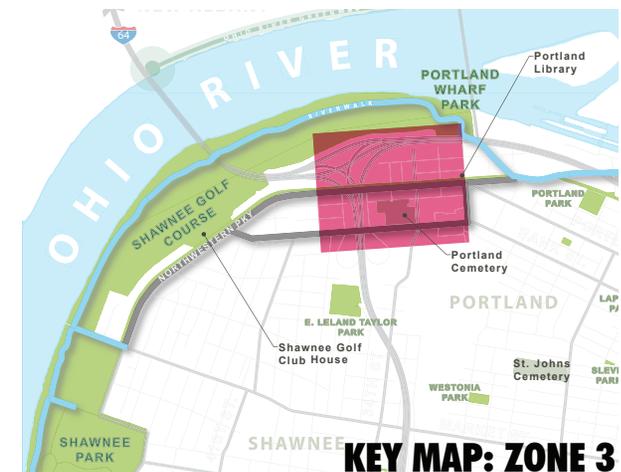
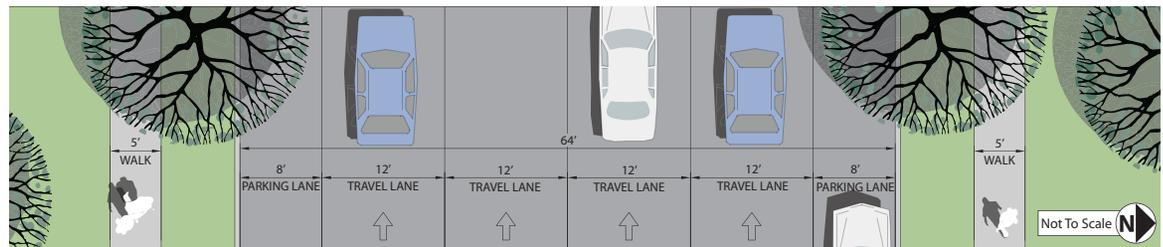
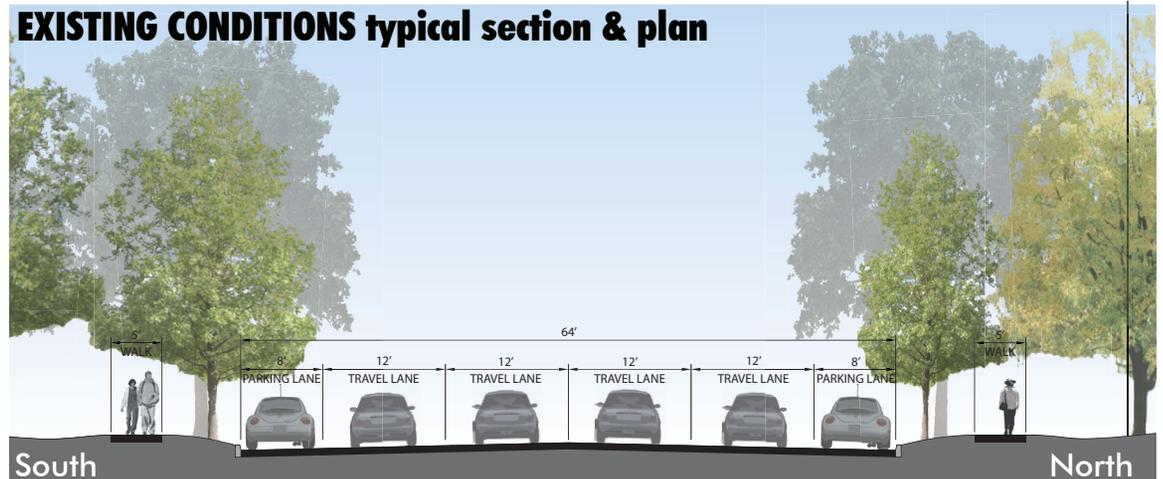
## ZONE 3 EXISTING CONDITIONS: 39th Street to 33rd Street

### PHYSICAL CHARACTER

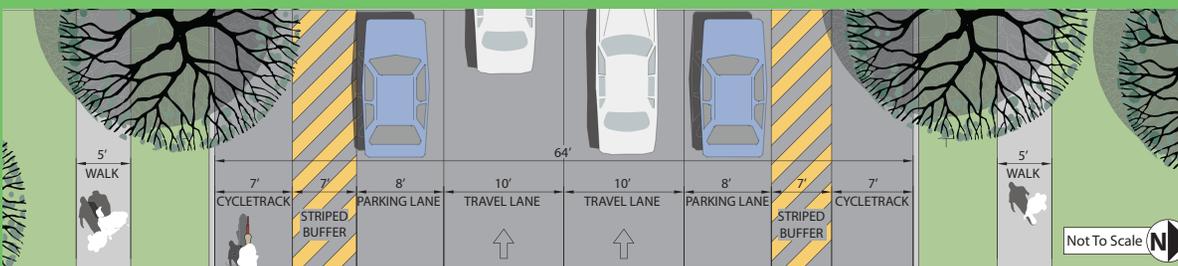
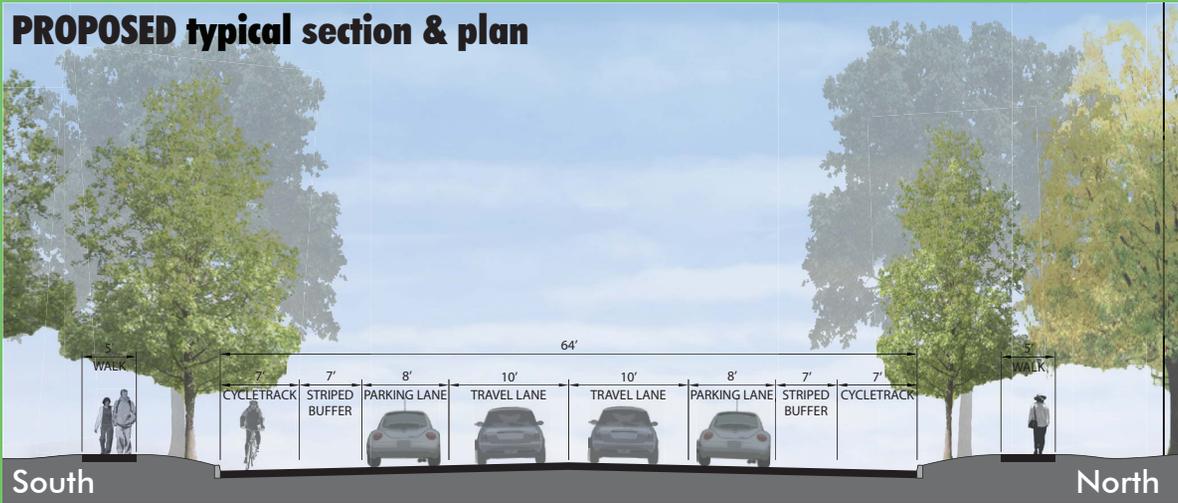
- **Land use:** mix of commercial, institutional, and residential uses between 33rd and 35th with single-family detached houses the predominant use from 35th to 39th.
- **Landscape:** single row of trees between the sidewalk and the road on both sides of the Parkway owned by Metro Parks (110'-130' of street and parkland). Homeowners have encroached with driveways.
- **General infrastructure:** periodic cobra head-style street lights with overhead electric lines predominantly on the southeast side of the Parkway from 33rd to 35th Street and 37th to 39th, and on the northwest side of the Parkway from 35th to 37th Street.
- **Traffic Volumes:** actual traffic counts (2009) showed an Average Daily Trip (ADT) of 1,760 with an estimated 2011 count of 1,890 based on projected growth rate. That equates to an average of roughly 1.3 cars/minute.

### ROADWAY DESIGN

- **Pavement:** 64' containing four 12-foot south-bound travel lanes with two 8-foot parking lanes and header curb except between 38th and 37th Streets where the pavement width is 48 feet because there are no on-street parking lanes.
- **Bicycles:** on-street, signed bike route.
- **Pedestrians:** sidewalks on both sides of the Parkway.



**PROPOSED typical section & plan**



**ZONE 3 RECOMMENDATIONS**

Reduce the number of travel lanes from 4 to 2. Restripe pavement to reduce the travel lane widths to 10 feet with two 8-foot parking lanes and two 7-foot cycletracks located adjacent to the curb. Use a 7-foot striped buffer to separate the cycletracks from the parking lanes. Increase the existing sidewalks to five feet in width.

The cross sections provided are intended to be typical of the entire zone and specific site conditions along the Parkway in each zone would need to be considered during the next steps of design development. The materials used on sidewalks and crosswalks in this zone should also reflect the historic materials characteristic of Portland.

In the planning process, some concern was raised by residents along this zone that putting parked cars next to a narrower travel lane will lead to sideswiping. Portland Elementary uses the existing parking lane in front of the school for drop-off and pick-up, and were concerned about having students cross the cycletrack. There was also concern expressed that so many different zone treatments would be confusing to drivers. One option for addressing these concerns is to extend the Zone 4 recommended treatment to Zone 3 and keep the parking lane next to the curb. A “con” in doing this is that it puts increased risk on bicycle riders.

**PROS**

- Narrowing travel lanes will slow traffic.
- Bike / pedestrian facility is separated from motor vehicles to accommodate users of all abilities.
- Separation between parked cars and cyclists protects cyclists from “dooring.”

**CONS**

- Reduces roadway capacity for motor vehicles with less pavement for cars, more for pedestrians and bicyclists.
- East-bound cyclists will ride against vehicular traffic.
- Potential need for additional controls and signage at intersections.

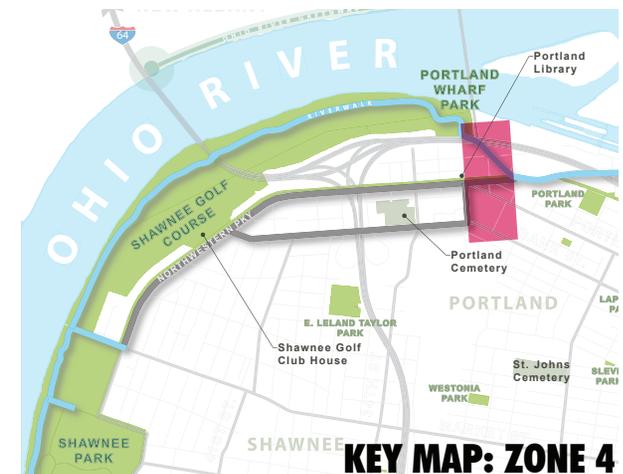
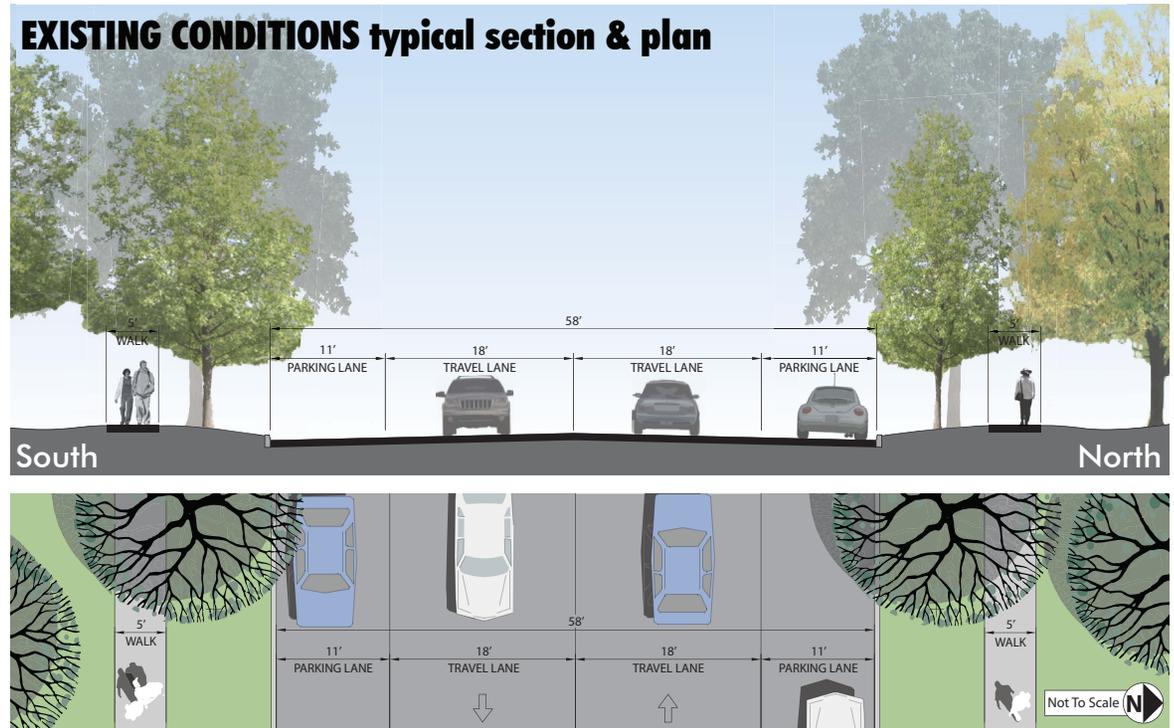
## ZONE 4 EXISTING CONDITIONS: 33rd Street to 31st Street

### PHYSICAL CHARACTER

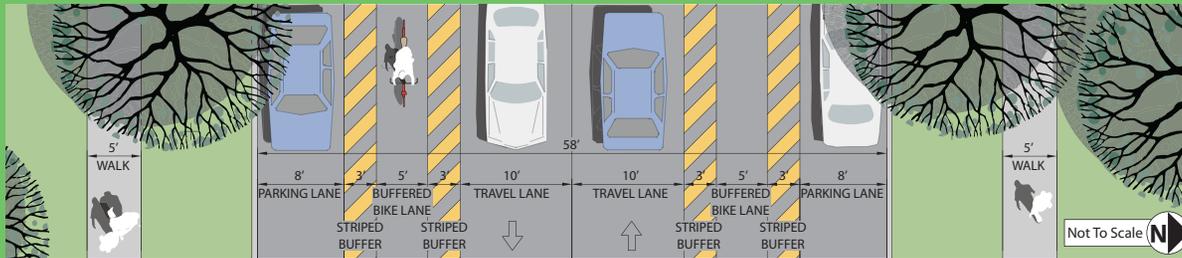
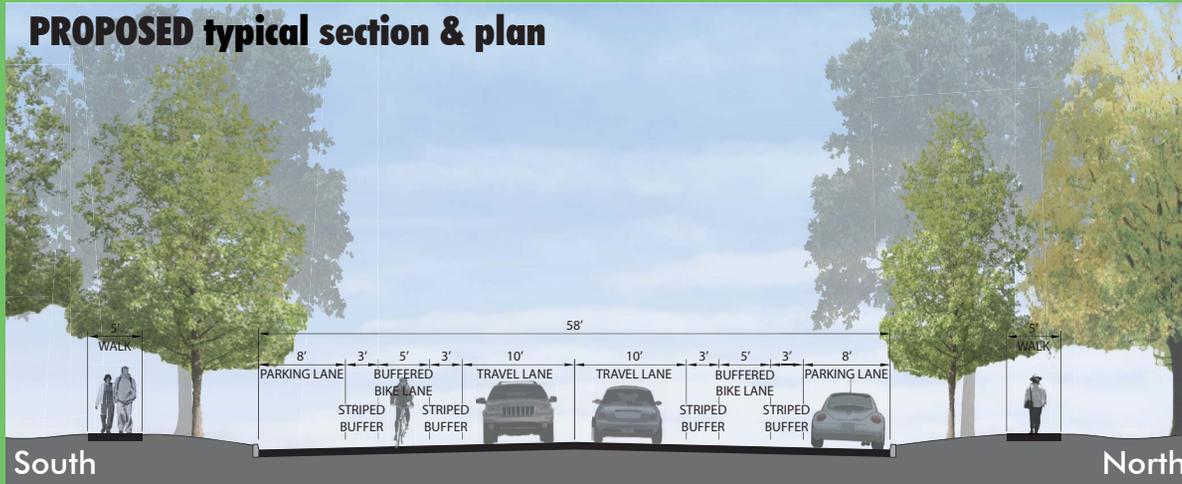
- **Land use:** mix of commercial, institutional, and residential uses.
- **Landscape:** character is not consistent; sporadic street trees; Metro Parks owns 110'-130' of street and parkland along Northwestern that includes trees; homeowners have encroached with driveways.
- **General infrastructure:** periodic cobra head-style street lights with overhead electric lines on the northwest side of the Parkway.
- **Traffic Volumes:** actual traffic counts (2009) showed an Average Daily Trip (ADT) of 1,760 with an estimated 2011 count of 1,890 based on projected growth rate. That equates to an average of roughly 1.3 cars/minute.

### ROADWAY DESIGN

- **Pavement:** 58 feet containing two travel lanes (two-way traffic) with two parking lanes of no striping to establish a single lane-width dimension.
- **Bicycles:** on-street, signed bike route
- **Pedestrians:** sidewalks of varying widths on both sides of the Parkway.



**PROPOSED typical section & plan**



**ZONE 4 RECOMMENDATIONS**

**ZONE 4**

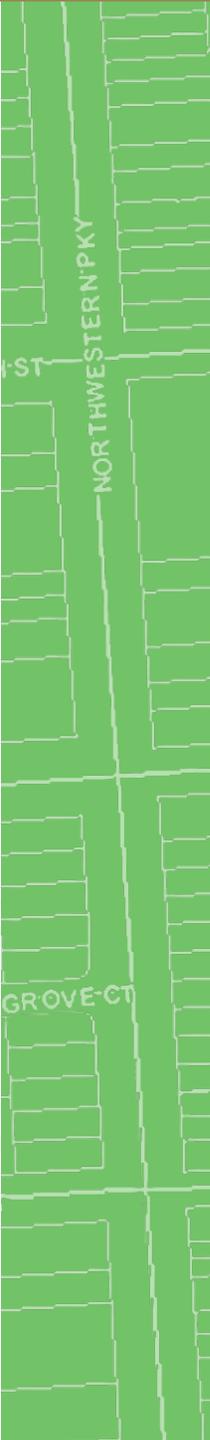
Pavement would be restriped to create two 10-foot travel lanes with a buffered bike lane and 8-foot parking lane in each direction. The buffered bike lane would consist of a 5-foot bike lane with a 3-foot striped buffer on either side to buffer the cyclists from both the moving cars and doors of parked cars.

**PROS**

- Reduces width of travel lanes which will slow traffic.
- Provides “dedicated” bike lane separated from motor vehicles with a buffer; bike lane will accommodate cyclists of all abilities.

**CONS**

- Reduces roadway capacity for motor vehicles.



## DISMISSED ALTERNATIVES:

Multiple alternatives were considered for Northwestern Parkway. The purpose of considering alternatives is to consider all possible solutions and then determine the best design solution for this zone based on best practices, local conditions, and resident preferences. The following alternatives were considered and have technical merit but are not the recommended solutions because the public was largely against converting Northwestern Parkway to two-way traffic.

### ZONE 2 DESIGN ALTERNATIVE 'A'

Convert one lane to modified cycletrack.

#### ZONE 2 - PHASE 1, Alternative 'A'

This alternative would apply only to the segment of Zone 2 between Bank Street and 39th Street. Restripe existing pavement to create a single, 11-foot wide, south/west-bound travel lane and a 10-foot modified cycletrack with a 3-foot wide striped buffer zone. The modified cycletrack provides a 3-foot separation from vehicular travel lanes (with no physical barrier) and allows two-way bike travel within the designated cycletrack. Pedestrians would still use the shoulder in this alternative.

#### ZONE 2 - PHASE 2, Alternative 'A'

Construct a shared-use path and continue sidewalks.

#### PROS

- Provides dedicated bike / pedestrian facility separate from motor vehicles.
- Alternative may be implemented with minimal short term costs as compared to construction.

#### CONS

- Reduces roadway capacity for motor vehicles.

### ZONE 2 DESIGN ALTERNATIVE 'B'

Convert Zone 2 to two-way travel.

#### ZONE 2 - PHASE 1, Alternative 'B'

This alternative would also apply to the segment of Zone 2 between Bank Street and 39th Street and would require a policy change to convert this segment from one-way to two-way travel. Restripe travel lanes to 10-foot with 4-foot paved shoulders.

#### ZONE 2 - PHASE 2, Alternative 'B'

Restore the travel lanes to 12-foot in width and add a shared-use path to the north/west side of the Parkway and sidewalks to the south/east side.

#### PROS

- Reduces confusion created by one-way / two-way switch at Bank Street.

#### CONS

- Phase 1 provides no new options for bicycle or pedestrian travel.
- 12-foot lanes will encourage faster vehicular speeds than 10-foot lanes.

### ZONE 3 DESIGN ALTERNATIVE

Convert Zone 3 to two-way traffic.

#### ZONE 3 - Alternative

This alternative would require a policy change to convert this segment from one-way to two-way travel. Improvements would be identical to the initial design recommendation except there would be one south-bound and one north-bound travel lane.

#### PROS

- In conjunction with Zone 2, this option will reduce confusion created by one-way / two-way switches at Bank Street and at Portland Avenue.
- It will "calm" traffic, reducing speeds through this area.

#### CONS

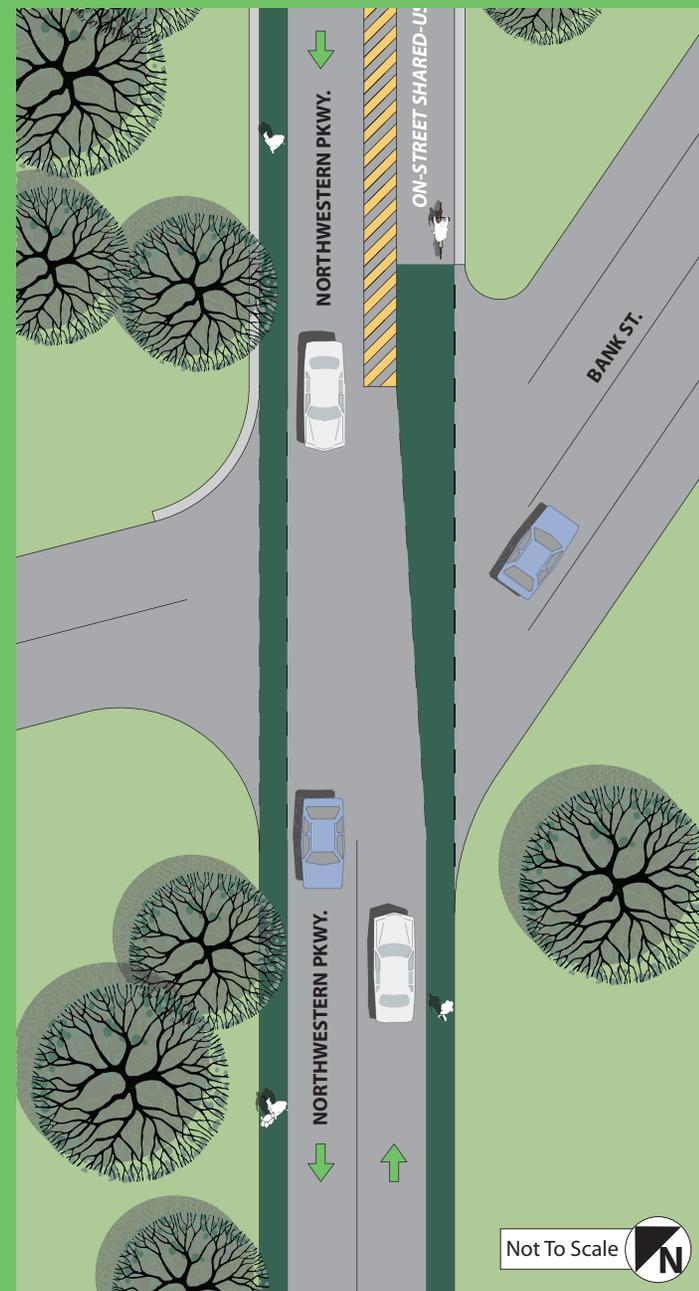
- Creates a potential for conflict between east-bound traffic on Northwestern Parkway and north-bound traffic merging from Portland Avenue.
- Creates potential for delay where left turns occur or when buses load / unload.

**TRANSITION BETWEEN ZONES:**

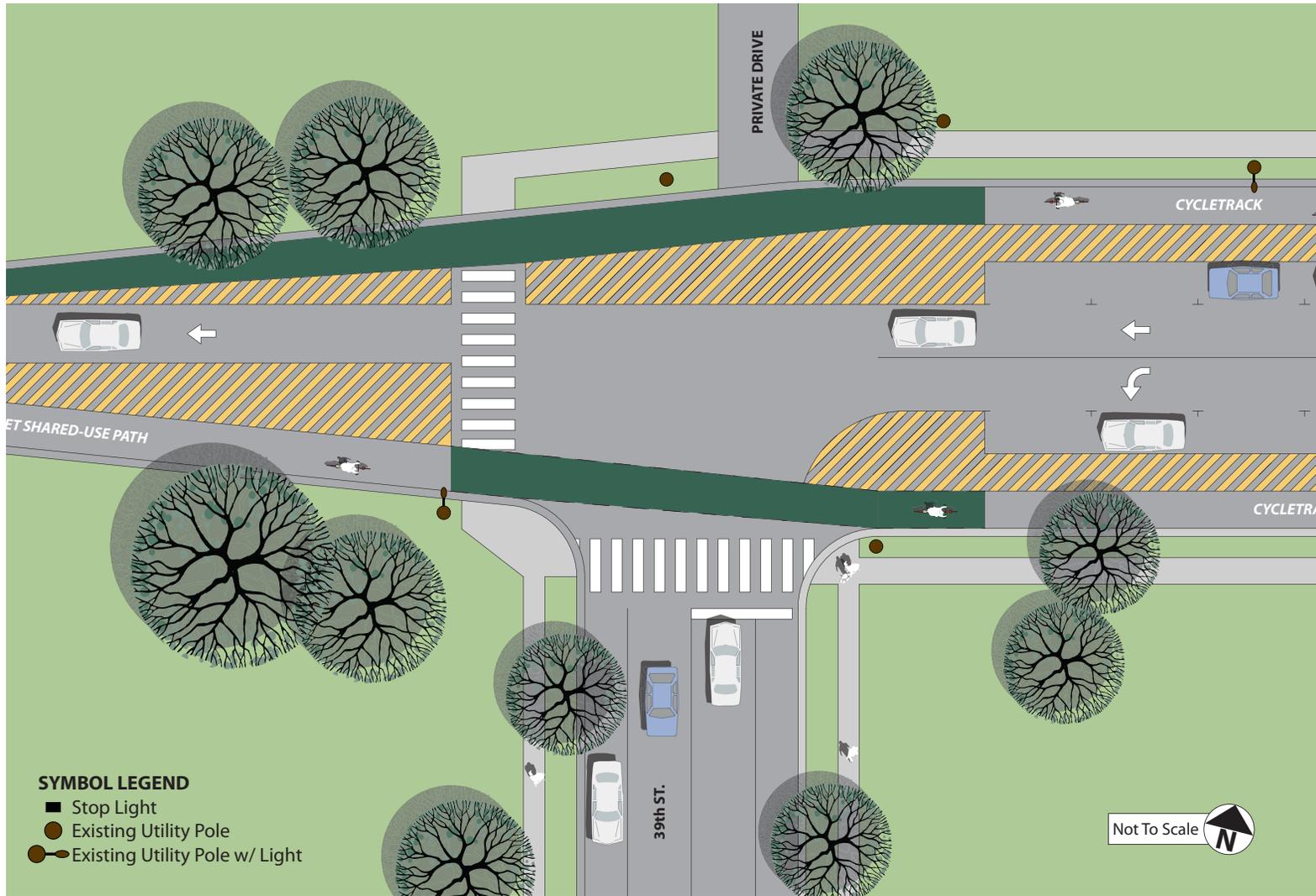
Because each zone is significantly different, and because different treatments are proposed for each zone, it is imperative that the transition areas between the zones are carefully designed. The materials, colors and treatments of each transition should be respectful of the historic context of this Parkway. There are three major transition zones:

- Bank Street Transition between Zone 1 and Zone 2-- This intersection contains critical transition elements because it is a point where Northwestern Parkway changes from one-way to two-way traffic. The proposed design recommendation for these zones allows for bicycle and pedestrian traffic to remain on Northwestern Parkway. Because of this, additional markings and control devices (such as a flashing light) will need to be included in the plan to accommodate traffic turning in front of bicyclists. MUTCD signage must be evaluated and approved for this transition.
- 39th Street Transition between Zone 2 and Zone 3-- This transition occurs where the existing four-lane cross section reduces to two-lane. In this zone, careful consideration is needed to connect the bicycle facilities identified in Zone 2 to those in Zone 3, particularly if the Zone 2 options are implemented. Signage should be evaluated and upgraded as necessary to meet MUTCD standards.
- 33rd Street Transition between Zone 3 and Zone 4-- This transition at 33rd Street illustrates how the cycletracks in Zone 3 transition to the buffered bike lanes in Zone 4. Raised curbs between the parking and cycletracks at key intersections should be considered to prevent cars from entering the cycletracks. MUTCD signage and signalization must be evaluated and improved for this transition.

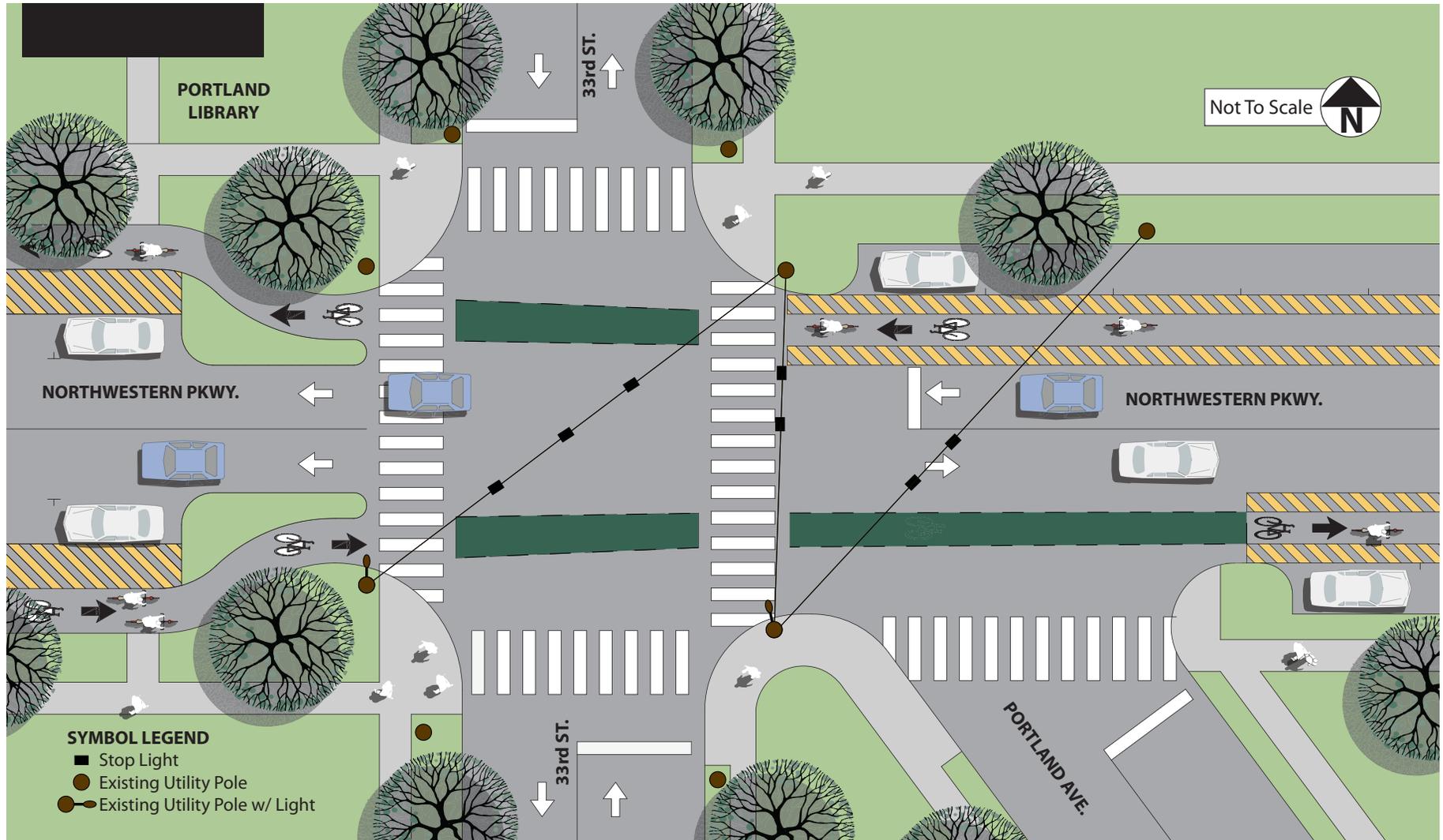
All of these transitions are illustrated in the following graphics.

**BANK STREET TRANSITION (between Zone 1 & Zone 2)**

## 39th STREET TRANSITION (between Zone 2 & Zone 3)



**33rd STREET TRANSITION (between Zone 3 & Zone 4)**



# SECTION 4



# NORTHWESTERN PARKWAY

shawnee neighborhood | portland neighborhood

## conclusion

# LIVABILITY PLAN

# 4

This Livability Plan engaged residents from both Portland and Shawnee in a discussion that reached beyond the Louisville Loop. It addresses conflicts between vehicles and bicyclists and how Northwestern Parkway could serve as the long-term flood route for the Loop. This Livability Plan was developed from issues brought forth by the community. It started with how residents wanted to make their community a more livable and healthier place. Once this was defined, the Louisville Loop was woven into solutions to address the community's broader health issues.

With the broad vision to make Portland and Shawnee more livable and healthier, recommendations from this plan touch on a wide range of issues that cannot be solved by one resident, group, organization or government department. It will require all of these parties and more to collaborate in order to make change. The responsibility for ensuring recommendations from this plan are implemented lies primarily with the Active Living Northwest End Committee recommended in the plan, in partnership with city agencies such as Metro Parks and Public Works.

The Active Living Northwest End Committee needs to be the champion for local residents to address the issues identified in Chapter 2. Without this group's leadership or the leadership of existing community and political groups, these issues may not be fully addressed. In addition, potential public and private funding sources for improvements should be explored such as the Kentucky Area Development Fund, Transportation Enhancement Grants, and the PNC Economic Development Grants.



Northwestern Parkway Advisory Committee Meeting.

## LIVABILITY PLAN SNAPSHOT:

This Livability Plan does more than just determine a long-term route for the Louisville Loop; it suggests ways that the Portland and Shawnee Neighborhoods will be more healthy and livable by incorporating community issues into solutions for the Loop. This plan should be shared with affected agencies. A summary of the Livability Plan's recommendations includes:

- Creation of a community group that can serve as the voice of this plan and advocate for change;
- A challenge to the community group to address eight major community issues that affect the health of these neighborhoods;
- Phase 1 and Phase 2 solutions to better route the Louisville Loop through Portland and Shawnee.

## PRIORITY ISSUES:



Speeding



Sidewalks & Connections



Lighting & Security



Maintenance & Services



Bicycle Facilities & Programming



Community Programming



Land Use



Historic Character

## ISSUES & RECOMMENDATIONS:

Concern	Physical/Policy Changes	Agency
<b>Issue #1: Speeding</b> 	Physical: Reduce lane widths to reduce speeding.	PW
	Physical: Implement appropriately designed bicycle lanes with reduced traffic lane widths that do not impede neighborhood circulation and function.	PW
	Physical: Provide appropriate signs to alert motorists that they are within the Loop corridor.	MP
	Physical: Break up long stretches of unimpeded traffic flow with new intersection treatments (particularly Bank Street).	PW
	Physical: Review needs for traffic signal / stop signs at Bank Street.	PW
	Physical: Work with JCPS on traffic issues around Portland Elementary.	PW/SU
	Policy: If City departments are considering changes in the traffic pattern or solutions for speeding, coordinate with local residents prior to implementing solutions to ensure changes do not negatively affect residents' traffic patterns.	PW/D5-C

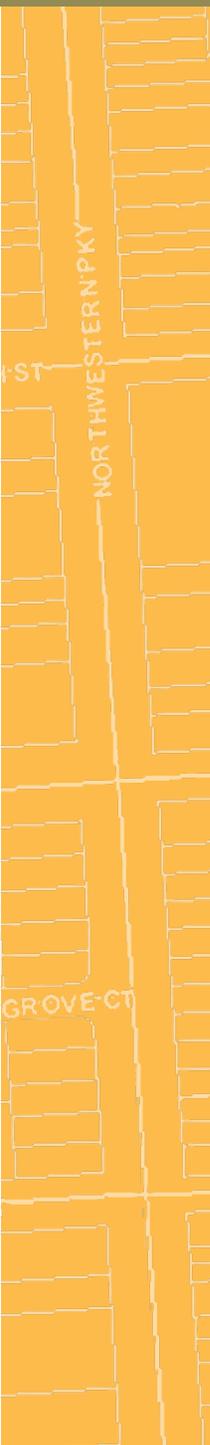
Concern	Physical/Policy Changes	Agency
<b>Issue #2: Sidewalks &amp; Connections</b> 	Physical: Build new sidewalks throughout the community as outlined in the Walkability Study and as in this plan. Sidewalk (for pedestrians) and shared-use path (for bicycle and pedestrians)treatment should adhere to the standards outlined in the Olmsted Parkways Shared-Use Master Plan.	PW
	Physical: Implement appropriately-designed bicycle lanes with reduced lane widths that do not impede neighborhood circulation and function.	PW
	Physical: Using the sidewalk inventory identified in the Walkability Study, work with the city to replace deteriorating walks or to construct new walks where none are currently present.	PW
	Physical: Use Louisville Loop wayfinding signage to identify strategic connections within the community and to identify destinations and distances outside of the community.	MP
	Physical: Work with TARC to improve the location and physical design of bus stops.	TARC, SU
	Physical: Update all crossings with pedestrian-activated signal buttons and count-down timers.	PW
	Physical: Upgrade pedestrian crossing at 34th Street/Louis Coleman Drive with a flashing caution signal to improve safety at school crossing.	PW, JCPS
	Physical: Review and upgrade crossings and curb ramps to comply with handicap accessible requirements.	PA
	Physical: Provide connections to Louisville Loop and historic Portland Wharf Park.	MP
	Policy: Adopt a policy that prioritizes sidewalk improvements for neighborhoods or areas that have completed a neighborhood plan or walkability study.	PW

Concern	Physical/Policy Changes	Agency
<b>Issue #3: Lighting &amp; Security</b> 	Physical: Identify areas within each neighborhood that lack public street lights and work with LG&E to install new street lights and replace existing street lights that are not functioning.	ALC
	Physical: Work with local police precinct to identify threatening areas within the neighborhoods and increase presence and enforcement.	ALC
	Physical: Continue to identify absentee owners of abandoned properties and work with the city to enforce current housing standards.	ALC, C&R
	Physical: Improve lighting, striping and signs at key intersections to provide safe crossings for pedestrians.	PQ
	Physical: Improve lighting, striping and signage at key intersections to provide safe crossings for pedestrians.	PQ
	Physical: Work with MSD and other regulatory agencies regarding code enforcement within the neighborhoods to provide timely upkeep of overgrown areas, such as the floodwall, or other areas that are unsafe and provide cover for crime.	ALC, C&R
	Policy: Work with existing Crime Prevention Programs regarding block-watch and “front porch” lighting programs.	JCPD

Concern	Physical/Policy Changes	Agency
<b>Issue #4: Maintenance &amp; Services</b> 	Physical: Work with U.S. Army Corps of Engineers to repair the Riverwalk behind Shawnee Golf Course.	PW, MP
	Physical: Work with City, MSD and the Department of Public Works to identify infrastructure problems (streets, walks, drainage) and budget for the repairs.	ALC
	Physical: Conduct tree inventory along existing historic parkway route and replace any diseased trees.	MP
	Policy: Work with MSD, U.S. Army Corps of Engineers, Metro Parks and other public work agencies that control land within the neighborhoods to provide timely upkeep of overgrown areas or areas that provide unsafe cover for crime.	ALC
	Policy: Work with the City to identify abandoned houses, businesses, or other structures and contact owners to alert them of violations. Work with City to enforce existing codes.	ALC, C&R
	Policy: Establish a homeowner assistance program to provide guidance and support for those residents making improvements to their houses.	HA
	Policy: Work with City to identify problems with and improvements to existing services.	ALC
	Policy: Promote annual neighborhood clean-up and beautification programs that are coordinated with Brightside, such as spring planting/litter pick up day or seasonal decoration contests.	ALC

Concern	Physical/Policy Changes	Agency
<b>Issue #5: Bicycle Facilities &amp; Programming</b> 	Physical: Upgrade bicycle facilities along Northwestern Parkway to incorporate appropriate design standards that encourage bicycle use but discourage the large-pack riding (see section 3 of this report).	PW
	Physical: Since the Parkway will continue to serve as the designated high-water detour for the Louisville Loop, improve and complete separate pedestrian facilities along the entire length of Northwestern Parkway. Construct sidewalks in sections where no sidewalks exist.	MP
	Physical: Make sure that the Loop route is well-marked so that all users of the street recognize that Northwestern Parkway is part of the overall system.	MP
	Policy: Require the city to work with neighborhoods on accessibility plans for special events.	PW
	Policy: Encourage continued education of bicycle etiquette for users along the Parkway. Conduct meetings between residents and bicycling organizations to discuss and address issues related to bicycling in the neighborhoods.	PW

Concern	Physical/Policy Changes	Agency
<b>Issue #6: Community Programming</b> 	Physical: Review facility needs in neighborhood parks based on desired programming.	MP
	Policy: Work with the city’s Economic Development Department and community officials to identify and attract community centers for children and aging adults.	ALC, EG&I
	Policy: Work with Louisville Metro Parks, Jefferson County Public School District and local civic and religious leaders to establish programming at existing facilities within the neighborhoods to increase opportunities for residents to get exercise or physical activity.	HD
	Policy: Work with existing community organizations to highlight and promote activity within the community.	SU, D5-C
	Policy: Coordinate and promote programming efforts with local neighborhood cultural institutions (Portland Museum, Portland Library).	HD, ALC, D5-C



Concern	Physical/Policy Changes	Agency
<b>Issue #7: Land Use</b> 	Physical: Promote the establishment of community gardens within both neighborhoods.	EG&I, HD
	Physical: Establish a weekly farmers market with fresh produce in the community.	EG&I, HD
	Policy: Work with the city's Economic Development Department, community organizations and community officials to attract businesses, especially food and service businesses, to the Shawnee and Portland neighborhoods.	ALC, EG&I
	Policy: Work with Louisville-area medical facilities to publicize access to local health clinic (such as Portland Health Center) for residents.	HD
	Policy: Determine if it is necessary to change zoning in priority areas to support services and related businesses.	P&DS
	Policy: Meet with Kroger and other local businesses to discuss needs and wants of local residents.	ALC

Concern	Physical/Policy Changes	Agency
<b>Issue #8: Historic Character</b> 	Physical: Ensure that all roadway improvements along Northwestern Parkway maintain the existing curb lines and that all design elements adhere to the standards of the Olmsted Parkways Master Plan.	MP
	Physical: For new pedestrian facilities, ensure appropriate design and construction as outlined in this plan.	MP, PW
	Physical: Conduct tree inventory along existing historic Parkway route and institute a tree planting program for replacement.	MP
	Policy: Encourage implementation of the Portland Wharf Park Master Plan, the Portland Wharf Park Interpretive Master Plan, the Portland Cultural Trail plan, and other plans that highlight the historic portions of the two neighborhoods.	ALC
	Policy: Review code enforcement regarding signs (advertising/business) along the Parkway in order to ensure it is in compliance with the historic district.	C&R

## NORTHWESTERN PARKWAY BICYCLE & PEDESTRIAN RECOMMENDATIONS

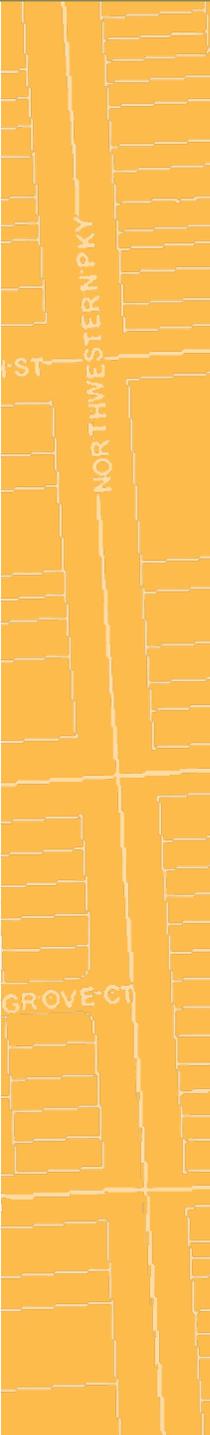
	Option	Pros	Cons
<b>ZONE 1</b>	<b>Zone 1 Design Recommendation</b>	Narrower travel lanes will slow traffic and reduce speeding.	Short-term alternative has no truly "dedicated" pedestrian facility to close existing gaps in the network.
		Provides a paved option for pedestrians in areas where there are currently gaps in the sidewalk network.	Short-term option still requires all cyclists to use the road or shoulder.
		Provides a paved option for less experienced bicyclists who would be uncomfortable sharing the travel lane with motorized vehicles.	
<b>ZONE 2</b>	<b>Zone 2 Design Recommendation</b>	Narrower travel lanes will slow traffic and reduce speeding.	Short-term alternative has no truly "dedicated" pedestrian facility to close existing gaps in the network.
		Provides a paved option for pedestrians in areas where there are currently gaps in the sidewalk network.	Short-term option still requires all cyclists to use the road or shoulder.
		Provides a paved option for less experienced bicyclists who would be uncomfortable sharing the travel lane with motorized vehicles.	
<b>ZONE 3</b>	<b>Zone 3 Design Recommendation</b>	Narrowing travel lanes will slow traffic.	Reduces roadway capacity for motor vehicles with less pavement for cars, more for pedestrians and bicyclists.
		Bike / pedestrian facility is separated from motor vehicles to accommodate users of all abilities.	East-bound cyclists will ride against vehicular traffic.
		Separation between parked cars and cyclists protects cyclists from "dooring."	Potential need for additional controls and signage at intersections.
<b>ZONE 4</b>	<b>Zone 4 Design Recommendation</b>	Reduces travel lanes which will slow traffic.	Reduces roadway capacity for motor vehicles.
		Provides "dedicated" bike lane separated from motor vehicles with a buffer; bike lane will accommodate cyclists of all abilities.	

**MEETING SUMMARY - ADVISORY COMMITTEE & PUBLIC MEETING 10/15/11:****PARTICIPANTS:**

- Northwestern Parkway Advisory Committee (see sign in sheet)
- General public (see sign in sheet)
- Metro Parks – Lisa Hite, Carolyn Cromer, John Swintosky, Milana Boz
- HNTB – Dan Syrus, Cory Daly
- Taylor, Siefker, Williams Design Group (TSWDG) – Ron Taylor, Scott Siefker, Amy Williams
- Gresham, Smith – Jon Henney, Chris Gary

**DISCUSSION:**

1. Carolyn Cromer of Metro Parks welcomed meeting participants and led introductions.
2. Carolyn explained that the project was being funded by a grant from the Center for Disease Control (CDC) in an effort to address obesity and diabetes issues in the targeted area by composing a plan for system changes to encourage healthy choices – i.e., walking, biking, more accessible fresh foods.
3. The focus of the Advisory Committee is to give input on recommended changes to present at the public meeting that afternoon.
4. Ron Taylor then presented the meeting agenda which would include break-out sessions to discuss specific topics and issues within the project area. He stated that spokespeople from the Advisory Committee would help present the committee’s decisions at the public meeting. Input from the public meeting would also be incorporated into the plan.
5. In the project overview Ron reviewed the strategies and initiatives for the Louisville Loop and three objectives for the NW Parkway plan:
  - Creating a more healthy and livable community
  - Creating a better community through “complete streets”
  - Connecting with the Louisville Loop
6. Jon Henney made note of the project’s geographic boundaries and stated that NW Parkway is one of only four completed Olmsted parkways in the country, making it a “treasure.” Metro Louisville did a study to address maintaining the historic character of the Loop while incorporating modern changes such as automobile traffic.
7. Jon spoke about the Parkway’s character changing from east (broader) to west (narrower), and that the committee’s discussion should include the best places to connect to the Loop.
8. An advisory committee member questioned the CDC’s involvement in local health issues since the Healthy Hometown initiative is already in place. Carolyn explained that the CDC grant is completely separate from the Mayor’s program.
9. Another advisory committee member asked why improvements should be made to the River Walk when it is in an area that floods regularly. Jon replied that the community has always expressed an interest in finding ways to connect to the river and take advantage of its recreational and scenic opportunities.
10. A question was raised regarding who chose the location of the Yum Center and Carolyn replied that Metro Parks had nothing to do with it.
11. Several participants were concerned about bike lanes blocking residential traffic, and wanted to know who was involved in the original planning and design of the lanes. Ron Taylor replied that none of the consultants present were part of that process but that the meeting was to address issues such as that.
12. Another participant asked what age bracket was studied for the obesity and diabetes statistics, and noted that Portland has predominately older residents who aren’t as interested in making healthy lifestyle changes.
13. A point was made that there are no stores within walking distance in the NW Pkwy neighborhood so it’s pointless to improve sidewalks for that purpose.

- 
14. A participant made the point that most of the bicyclists using the trails don't live in the NW Pkwy neighborhood.
  15. "We don't want bike trails, we want sidewalks. People here are too old to ride bikes."
  16. Ron Taylor called the meeting back to order after an animated discussion between several participants regarding the use of bicycles in the neighborhood. He announced that the agenda for the rest of the meeting would be amended so that all the participants would have a chance to individually state their questions and concerns while he acted as the moderator.
  17. Amy Williams and Scott Siefker recorded comments on large display tablets as each participant spoke (see attached).
  18. While the Committee broke for lunch, the consultant team reviewed the comments received. Issues were summarized into the following eight broad categories and reviewed with the group.
    - Sidewalks / connections
    - Lighting
    - Traffic calming (reduce speeding)
    - Median
    - Programming (youth, senior citizens, cultural center, community center)
    - Maintenance issues: enforcement / level of services
    - Bike: facilities / programming (special events, route coordination)
    - Land use: access to fresh produce, groceries / community gardens / youth recreation - open space areas / health care facilities
  19. Carolyn Cromer, at the request of the committee, summarized the grant funding for the project and how the money could be used.
    - CDC Grant for Jefferson County: \$7.9 million
    - Projects in grant for Portland and Shawnee: ~\$500,000
    - Funding for this plan: \$60,000This grant may pay for:
    - Policy changes
    - Signs
    - Safety improvements, including lighting
    - StripingCarolyn encouraged participants to "dream beyond the grant" in considering the needs of the neighborhood.
  20. Ron Taylor then explained that the Advisory Committee would briefly break into 3 groups for two tasks. The first task would be to identify on maps of the study area, locations where there were positive or negative things happening that should be continued or stopped using green and red dots respectively. The second task was to prioritize the eight general issues by placing 3 yellow dots next to the issue/issues most important to each committee member. Results of each exercise are attached.
  21. The Advisory Committee regrouped and a representative of each breakout group summarized the findings of the exercise.

22. Carolyn Cromer wrapped up the Advisory Committee meeting by thanking the attendees and reviewing the anticipated next steps of the process. Carolyn first reminded the committee of the public meeting that would take place shortly following the Advisory Committee meeting and encouraged committee members to stay and help present the findings of the Advisory Committee to the public. She then explained that Metro Parks staff and the consultant team would meet on Tuesday, October 18th to review the work of the Advisory Committee and begin to craft recommendations for the final plan. The consultant team would then prepare a draft plan for Metro Parks who would present it to the Advisory Committee and the public at large for review and comment.
23. Carolyn Cromer then closed the meeting.

#### DISCUSSION: PUBLIC MEETING

1. Carolyn Cromer of Metro Parks welcomed meeting participants and led introductions. She then explained that the Advisory Committee had met previously and that their findings would be presented during the public meeting.
2. Ron Taylor then presented the meeting agenda as well as the purpose of the study. He then summarized the health issues of the area and the goal to encourage healthier choices.
3. Jon Henney presented the project's geographic boundaries and briefly reviewed the historic context of NW Parkway. He then discussed the issues raised by the Advisory Committee and presented the eight general issues identified by that group.
4. Representatives from the Advisory Committee then presented the findings from their map exercise, which led to a open discussion with meeting participants. Comments from this discussion were recorded by Amy Williams and Scott Siefker.
5. Scott Siefker then led attendees through the mapping and issue ranking exercises that the Advisory Committee completed (see attached).
6. Jon Henney reviewed the rank order of issues as determined by both the Advisory Committee and attendees of the public meeting, noting the similarities between the two groups. Sidewalks/connections, lighting/safety, and traffic calming (reducing speed) emerged as the consensus priority issues.
7. Carolyn Cromer wrapped up the public meeting by thanking the attendees and reviewing the anticipated next steps of the process.

## MEETING SUMMARY - ADVISORY COMMITTEE MEETING 1/5/12:

### PARTICIPANTS:

- Northwestern Parkway Advisory Committee (see sign in sheet)
- Metro Parks – Lisa Hite, Carolyn Cromer
- HNTB – Mohammad Nouri
- Gresham Smith – Jon Henney
- Taylor, Siefker, Williams Design Group (TSWDG) – Ron Taylor, Scott Siefker, Amy Williams

### DISCUSSION:

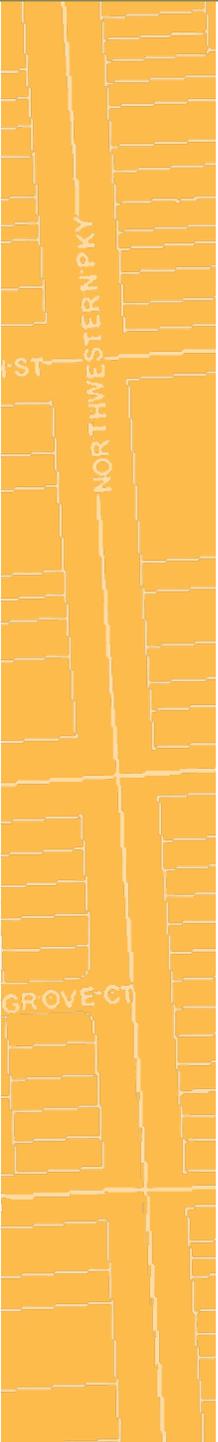
1. Carolyn Cromer of Metro Parks welcomed meeting participants and led introductions.
2. The focus of the Advisory Committee is to give input on the draft report and recommendations.
3. Ron Taylor then presented the meeting agenda which focused on discussing highlights of the report document. Comments from Advisory Committee members included:
  - Incorporate Portland Now lighting issues into safety issue section.
  - We need a LG&E contact for street lights.
  - Look at “Weed/seed” directory for potential partners or other organizations.
  - Work with Active Living Committee.
  - Issue #5- send out current policy; add to recommendation to enforce existing policy.
  - Suggestion for Issue #5: post name, date, and time on barricades that go up before bike/pedestrian events to help inform people in the neighborhood.
  - On Zone 2, consider removing one of the cycletracks and have three lanes for car travel.
  - The big picture- we are all cut off from the greatest asset, i.e. the river and the greenspace along the edge. How do we get across the Parkway, the floodwall, etc. to enjoy the river?
  - Add to safety concerns in report: sidewalks under railroad viaduct are not maintained. It forces pedestrians and wheelchair users into the street. Why not turn side lanes into shared-use paths?
  - Suggestion from Public Works (Dirk) on Zone 1, Alternative A: Reconfigure roadway to the following: (from East to West) 5-foot pedestrian shoulder, 5-foot bike lane, 3-foot buffer, 10-foot travel lane, and 5-foot bike lane. Also, do not make cycletracks larger than 7 feet with 3-foot buffers because cars will use them if larger.
4. Carolyn Cromer wrapped up the Advisory Committee meeting by thanking the attendees and reviewing the anticipated next steps of the process.
5. Carolyn Cromer then closed the meeting.

**MEETING SUMMARY - ADVISORY COMMITTEE MEETING 1/30/12:****PARTICIPANTS:**

- Northwestern Parkway Advisory Committee (see sign in sheet)
- Metro Parks – Lisa Hite, Carolyn Cromer, John Swintosky
- Taylor, Siefker, Williams Design Group (TSWDG) – Amy Williams

**DISCUSSION:**

1. New Loop signs do not help the people in the neighborhoods get to the parks. Everyone locally knows where the parks are. (Sylvia Wright)
2. The Loop signs are not attractive on the landscape, esp. the cluster at Market and Southwestern Parkway. (Sylvia Wright)
3. What about rerouting the Riverwalk behind Shawnee Golf Course up to the edge of the golf course, below the tees but out of the eroded area? (Mark White)
4. The anti-obesity money would have been better spent fixing up the erosion. (Faye Owens)
5. We need to follow up with writing more grants and address issues (Dre Dawson)
6. Change the name of the committee to the Active Living Northwest End Committee. (Cm. Hamilton)
7. Make sure the plan contains strong language suggesting that the committee look for future funding.
8. Another suggestion for Zone 1 is to combine the two 4' shoulders into one 8' shoulder. This will also minimize the narrowing effect of the rolled curbs. (David Morse)
9. Why go for the short-term recommendations? Go for long-term recommendation on Zone 1. (Nathalie Andrews and others)
10. Split up Zone 1 at Bank Street. Zone 1 is quite different south and north of Bank Street. (Cm. Hamilton)
11. Make sure pedestrians are mentioned as prominently in the plan as bicycles. (several people)
12. Remove the parking lane at NW Parkway and 34th St. so that west-bound cars can use that lane to turn left. Parking lane is not needed there. No one parks in that block.
13. The plan needs to find more ways to connect with the river, to help people access the river. Find a way to get across the golf course from Northwestern Parkway. (Dre Dawson and Nathalie Andrews)
14. Pg. 45, put landmark labels on the drawing, i.e. library, Portland Elem., so that people know where they are. (Cm. Hamilton)
15. Plan is off-putting and graphically difficult to read.
16. Plan needs to show graphics to support the community's comments. The visual attention in the plan is weighed too heavily towards bicycles.
17. The connection is not made well enough between the need to improve infrastructure so people can make healthier choices and the plan. (Cm. Hamilton)



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# TECHNICAL APPENDIX:

## CONTENTS OF CD-ROM

### 1. Meeting Summaries (including exercises):

- Advisory Committee Meeting: 10/15/11
- Public Meeting: 10/15/11
- Design Team Meeting: 10/18/11
- Public Works/KYTC Meeting: 11/27/11
- Advisory Committee Meeting : 1/30/12
- Advisory Committee Meeting: 1/5/12
- Public Meeting: 2/28/12

### 2. Meeting Presentations

- Advisory Committee Meeting: 10/15/11
- Public Meeting: 10/15/11

### 3. Reference Documents & Plans

- Portland Walkability Study
- Shawnee Walkability Study
- Portland Elementary Schoolyard Project

NORTHWESTERN PARKWAY LIVABILITY PLAN