



Louisville LOOP

Northeast Trail
Public Forum #2: April 9, 2008

HNTB

alta
PLANNING + DESIGN

MEETING AGENDA

AGENDA

- **Welcome & Introductions**
 - Mary Lou Northern- Louisville Metro
 - Ron Taylor- HNTB
- **Context of the NE Loop**
 - Challenges of this section
- **The Framework...Building the System**
 - Public Input
 - Design Principles
 - Design Vernacular
 - Concept
 - Preliminary Route, Alternatives & Connections
- **Next Steps**
- **Community Workshop Breakout Sessions**

Context of the NE Trail...

Input & Existing Conditions

CONTEXT OF THE LOOP

CONTEXT



Northeast Trail: Experience the Trail and You'll Experience the City

CHALLENGES OF THE NORTHEAST TRAIL



- Lack of a “defined corridor” or “route.”
- “Route” traverses different land uses and densities, with accompanying infrastructure not designed for pedestrians and bicycles.
- Crosses Interstates, railroads and other major infrastructure corridors.

BUT CHALLENGES BRING OPPORTUNITIES

CONTEXT



Columbus People Trail at
Interstate 65, Columbus, Indiana



Portland, Oregon



Opportunity for destination-based
route system

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EXISTING CONDITIONS

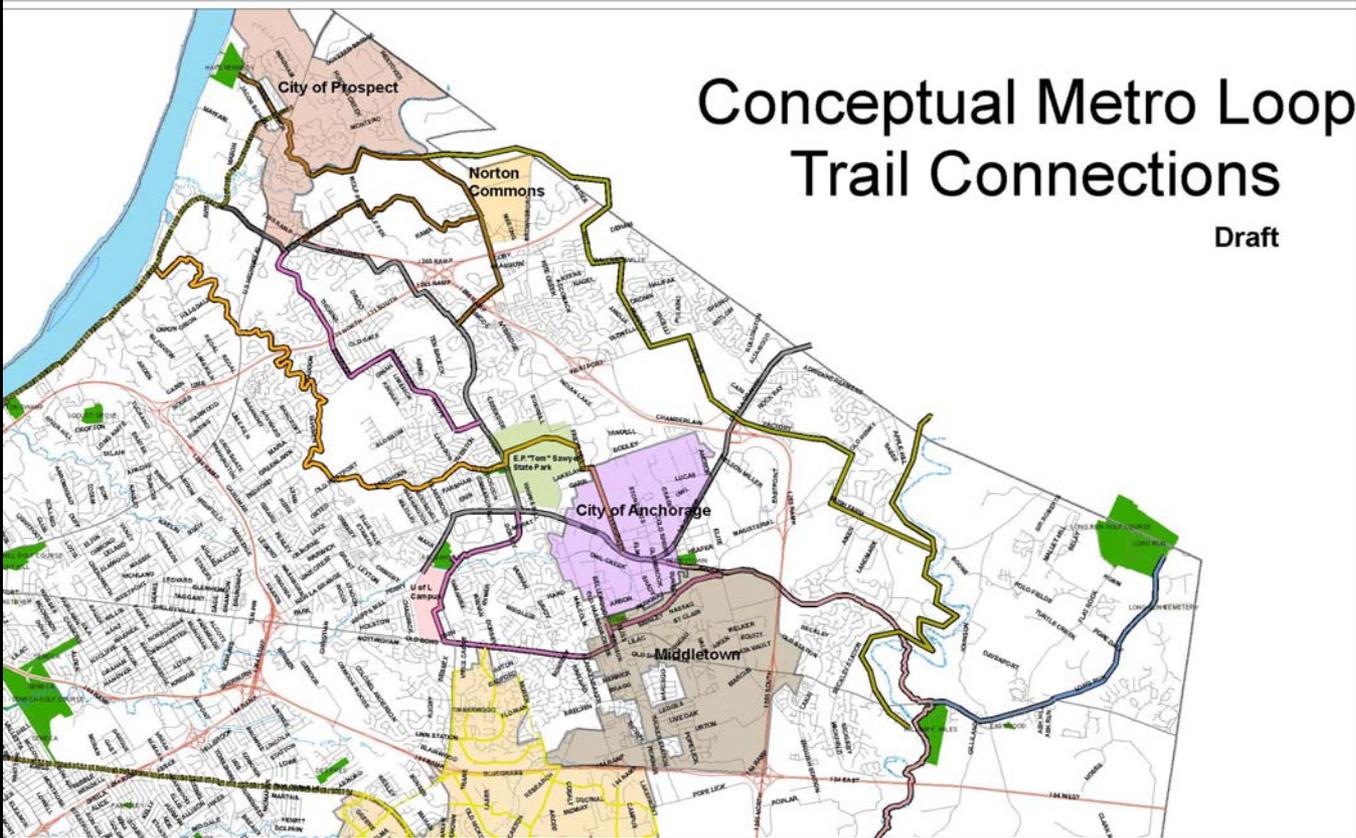


CONTEXT

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EVALUATED CORRIDORS



This was the starting point.

CONTEXT
CONCEPT

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FIRST PUBLIC INPUT MEETING

INPUT SUMMARY



December 19, 2007
EP Tom Sawyer State Park

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WHAT WE HEARD...Public Input Meeting



Participants were asked...

- Frequency and types of use
- Current projects in their region
- Destinations
- Trip generators
- Types of facilities desired
- Critical design issues

WHAT WE HEARD...Public Input Meeting



OUTCOMES:

- Leisure recreation was the most desired use for the system
- Attendees indicated they would use the trail 1-3 times per week
- Off-road facilities or combined off-road and on-street facilities are most desirable.
- Integration of natural resources important where feasible

TOP DESIGN ISSUES:

- Community Connections
- Safety and Security

INPUT SUMMARY

WHAT WE HEARD...Public Input Meeting



SOME OTHER ISSUES:

- Lack of a "defined corridor" or "route"
- Safety is critical in this area
- Connections to neighborhoods are important
- On-street connections are viable if done correctly and maintained--bike lanes should have connections and not be intermittent
- Northeast trail should connect to mountain bike facilities

The Framework:

Building the System

PROJECT GOAL

Connect the 100-mile Louisville Loop trail through the northeast portion of the City.



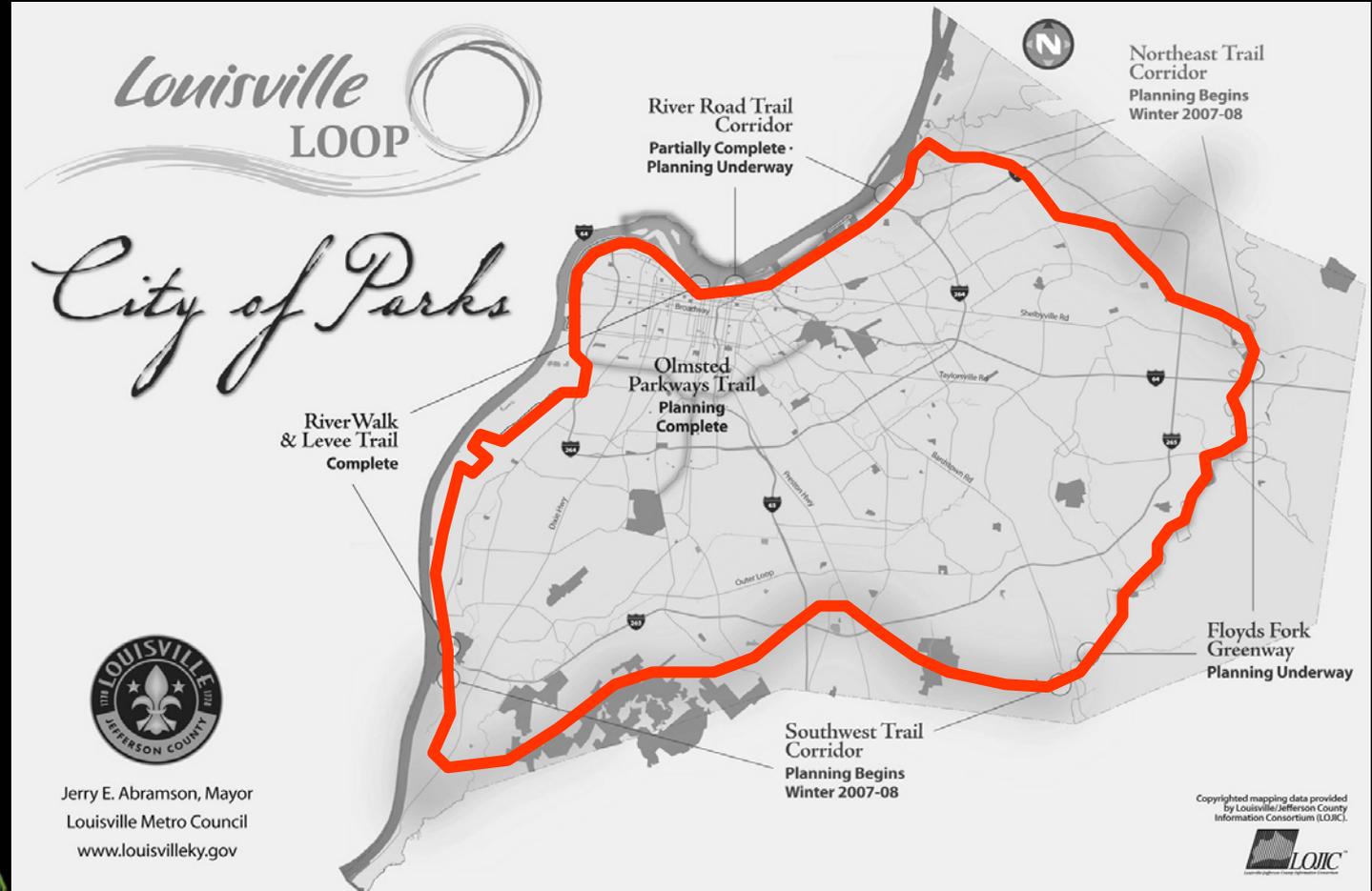
Jerry E. Abramson, Mayor
Louisville Metro Council
www.louisvilleky.gov

Copyrighted mapping data provided by Louisville/Jefferson County Information Consortium (LJOIC).



DESIGN PRINCIPLES

Value statements to achieve the overall project goal...



DESIGN PRINCIPLES

1. Provide viable, user-friendly connections that encourage bicycle and pedestrian use of the overall Louisville Loop system.



DESIGN PRINCIPLES

1. Provide viable, user-friendly connections that encourage bicycle and pedestrian use of the overall Louisville Loop system.
 - Continuous, recognizable, route
 - connections to neighborhoods, communities, and towns
 - connections to community destinations (such as shopping, restaurants, parks, and other community facilities)
 - Connections to public transportation.

DESIGN PRINCIPLES

2. Ensure that the Northeast Trail provides for safe, effective multi-modal circulation within the larger transportation and land-use context.



DESIGN PRINCIPLES

2. Ensure that the Northeast Trail provides for safe, effective multi-modal circulation within the larger transportation and land-use context.
 - Integrate into the overall transportation and recreation systems
 - Accommodate all levels of bicycle users.
 - Provide connections transit.
 - Reinforcing Louisville's *Complete Streets* policies.

DESIGN PRINCIPLES

- 3. Provide regional connections to the Northeast Trail



DESIGN PRINCIPLES

3. Provide regional connections to the Northeast Trail

- Connect to Oldham County Greenway system.
- Connect to Indiana via new Ohio River Bridge.
- Promote inclusion into other statewide trail efforts.

DESIGN PRINCIPLES

- Utilize the trail to create and enhance cultural resources within the northeast portion of Jefferson County.



DESIGN PRINCIPLES

4. Utilize the trail to create and enhance cultural resources within the northeast portion of Jefferson County.

- Connections to historic and cultural sites.
- Connections to regional retail and entertainment centers.
- Provide opportunities for public art
- Identify other cultural opportunities

DESIGN PRINCIPLES

5. Utilize the trail to improve the overall health of the community.



DESIGN PRINCIPLES

5. Utilize the trail to improve the overall health of the community.

- **HEALTH:** Promotes recreational and exercise use
- **SAFETY:** Provide safe routes to school
- **COMMUNITY:** Link neighborhoods and community facilities.
- **ECONOMIC:** Provide connections to retail and community services.
- **ENVIRONMENTAL:** Provide viable connections to non-motorized transit.

BUILDING THE SYSTEM...

Design Vocabulary



CORRIDOR- Route through which the trail will pass.

- Could include street corridors, natural corridors, railroad corridors or other general locations.
- Exact alignment not yet determined
- Determination of how we connect through the northeast portion of the County



ALIGNMENT- exact position of the trail within the corridor

OUR FOCUS THIS EVENING IS ON THE CORRIDOR

BUILDING THE SYSTEM...

Design Vocabulary



- ALTERNATIVE ROUTE- secondary corridors through which the trail might pass if constraints limit the use of preliminary routes.
 - These alternatives may become the primary route if conditions warrant

BUILDING THE SYSTEM...

Design Vocabulary



- CONNECTIONS- physical linkages that provide pedestrian and bicycle connections to the route.
 - Sidewalks
 - Multi-use Trails
 - Urban Trails
 - On-street Facilities
- ON-STREET FACILITIES- bicycle facilities located on street infrastructure.
 - Bike lanes

BUILDING THE SYSTEM...

Design Vocabulary



- TRAILHEADS- Major access sites to main trail route. Would include parking, signage and other pedestrian features.



- ART NODE- Opportunities for inclusion of public art along the route.



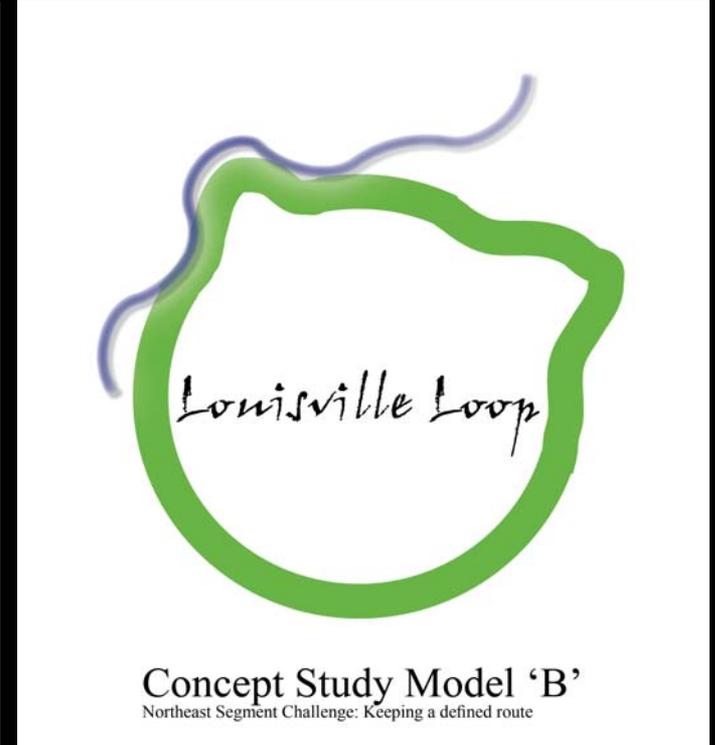


The Concept
Northeast Loop Trail Project Overview

CONCEPT

CONCEPTS

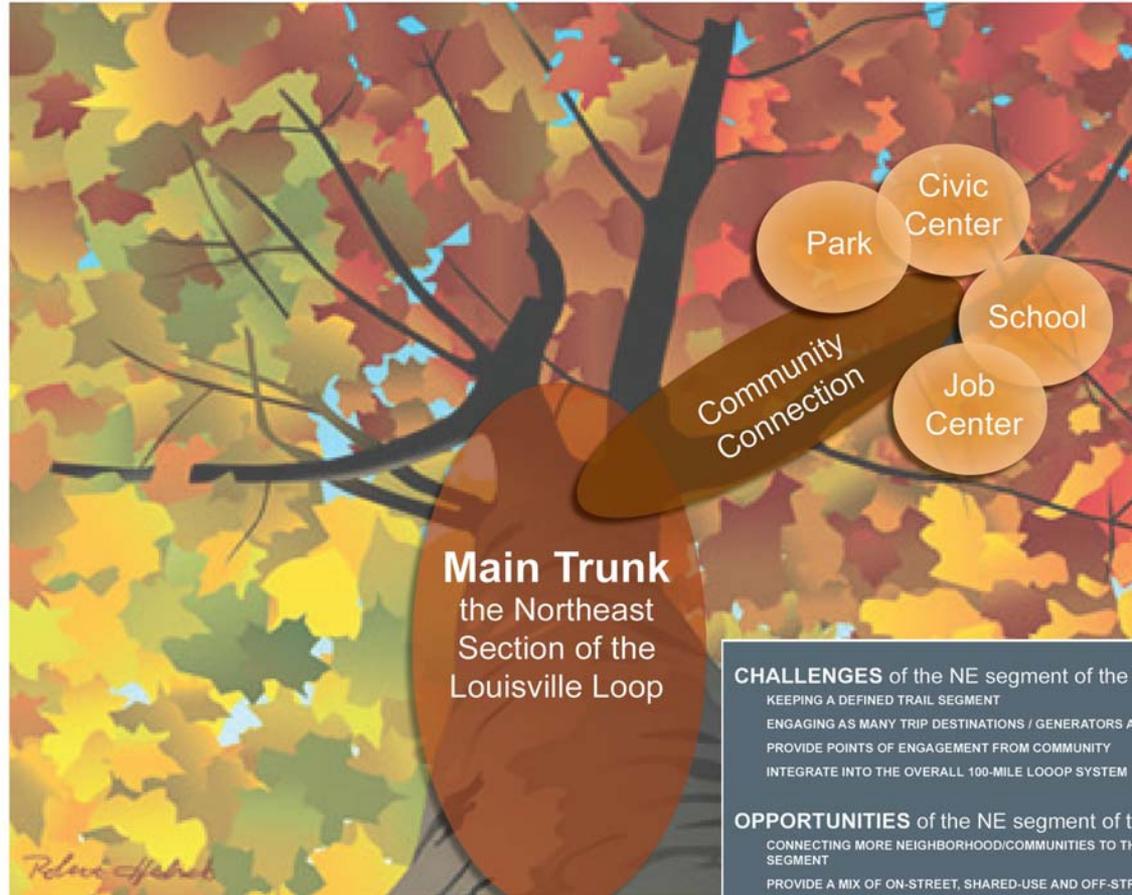
Two concepts by which we can complete the loop and maximize community connections...



METAPHOR

CONCEPTS

Create a "main line" with "branch" connections.



Concept Metaphor

The tree trunk and branches

CHALLENGES of the NE segment of the Louisville Loop:

- KEEPING A DEFINED TRAIL SEGMENT
- ENGAGING AS MANY TRIP DESTINATIONS / GENERATORS AS POSSIBLE
- PROVIDE POINTS OF ENGAGEMENT FROM COMMUNITY
- INTEGRATE INTO THE OVERALL 100-MILE LOOP SYSTEM

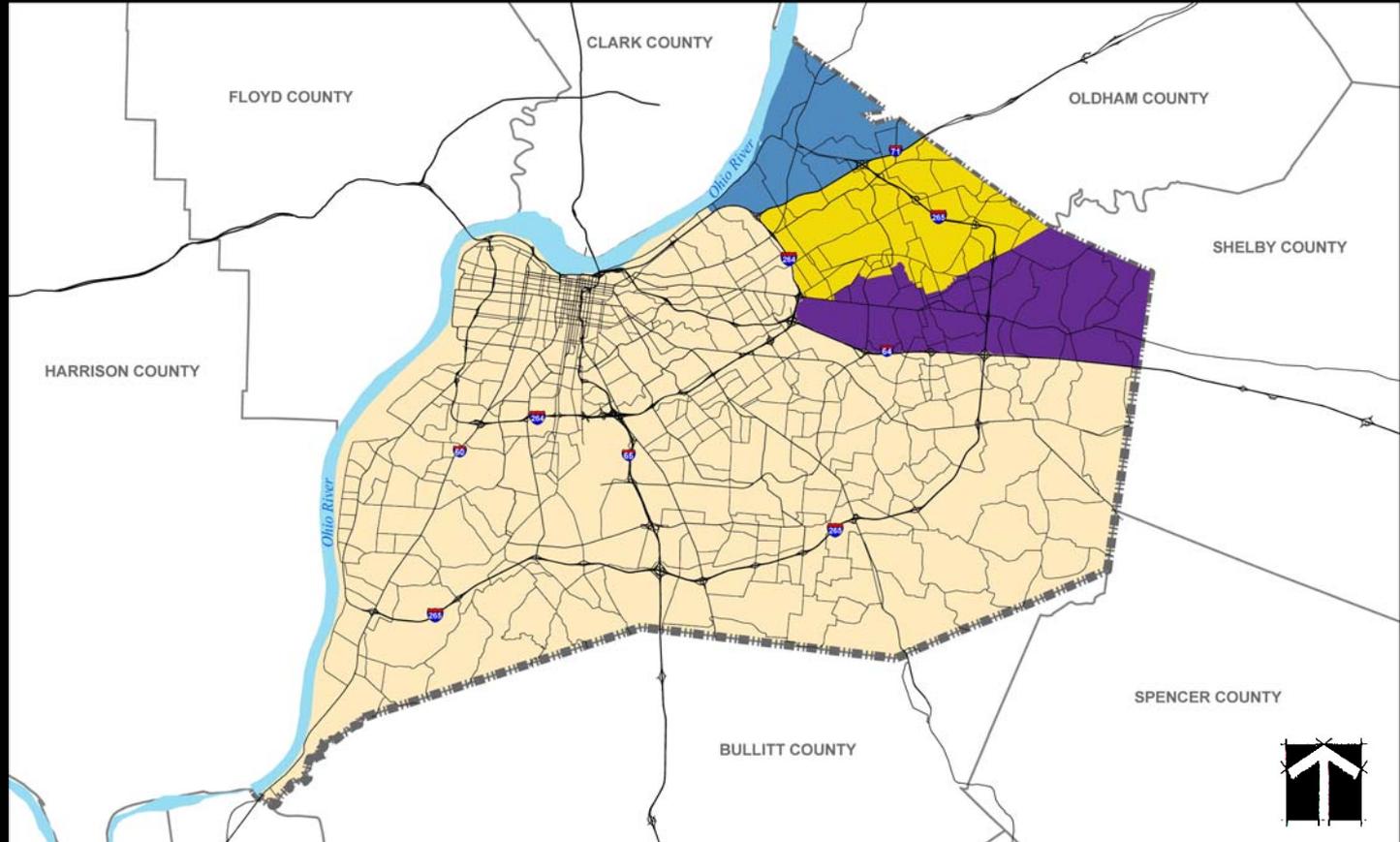
OPPORTUNITIES of the NE segment of the Louisville Loop:

- CONNECTING MORE NEIGHBORHOOD/COMMUNITIES TO THE "LOOP" THAN ANY OTHER SEGMENT
- PROVIDE A MIX OF ON-STREET, SHARED-USE AND OFF-STREET DESIGNS
- CREATE A CENTRAL "BRANCH" FROM WHICH COMMUNITY CONNECTIONS CAN BE MADE. THESE CONNECTIONS WOULD LINK TO COMMUNITY FACILITIES, CIVIC SPACES AND REGIONAL TRAIL PROGRAMS
- THE "TRUNK AND BRANCH" CONCEPT CLEARLY FOCUSES IMPLEMENTATION ENERGY, YET STILL ENGAGES LOCAL NEIGHBORHOOD/COMMUNITY INITIATIVES

The Application...

Overall Plan for the NE Loop Segment

A Closer Look: NE Trail Corridor



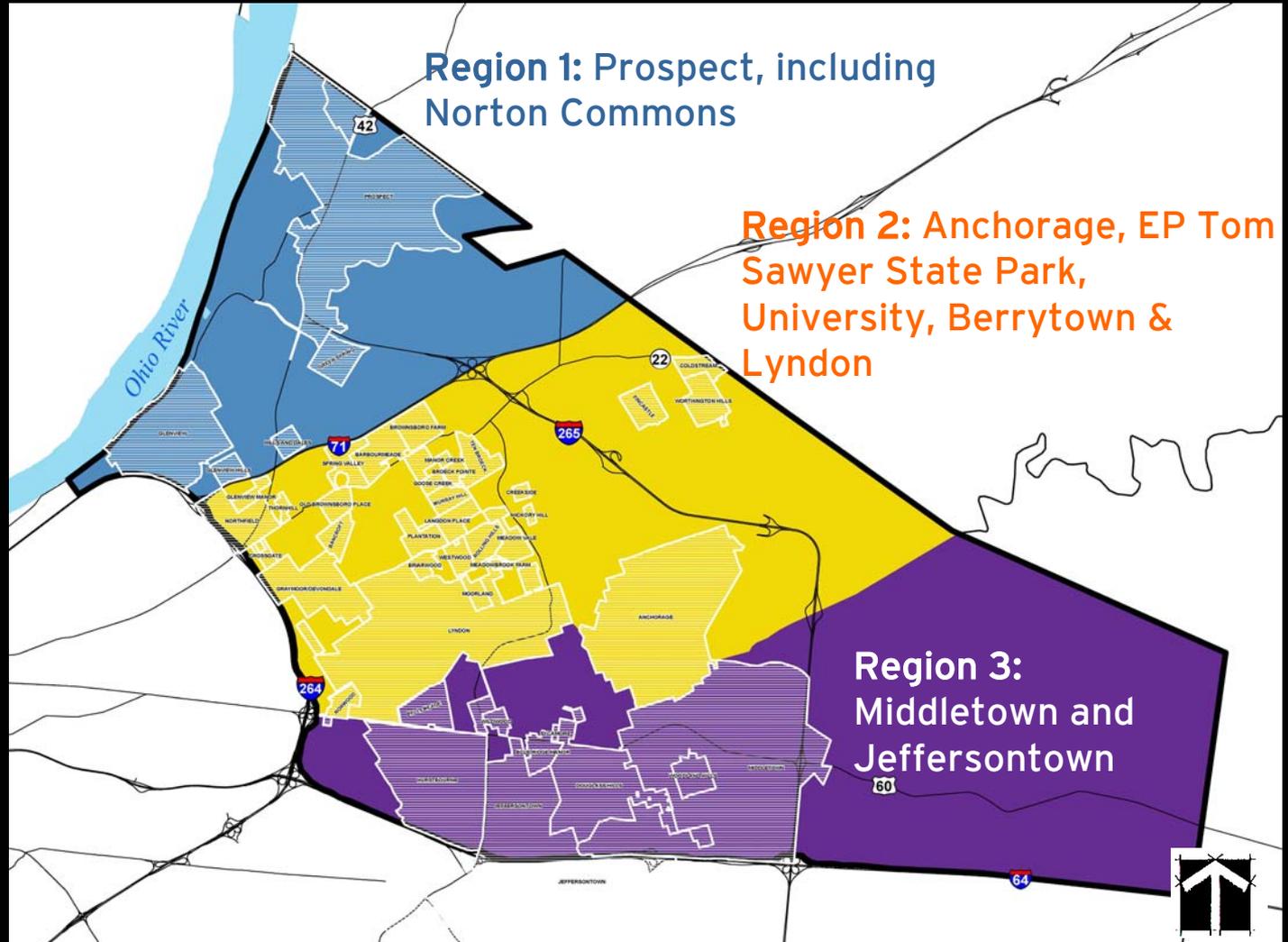
The Application

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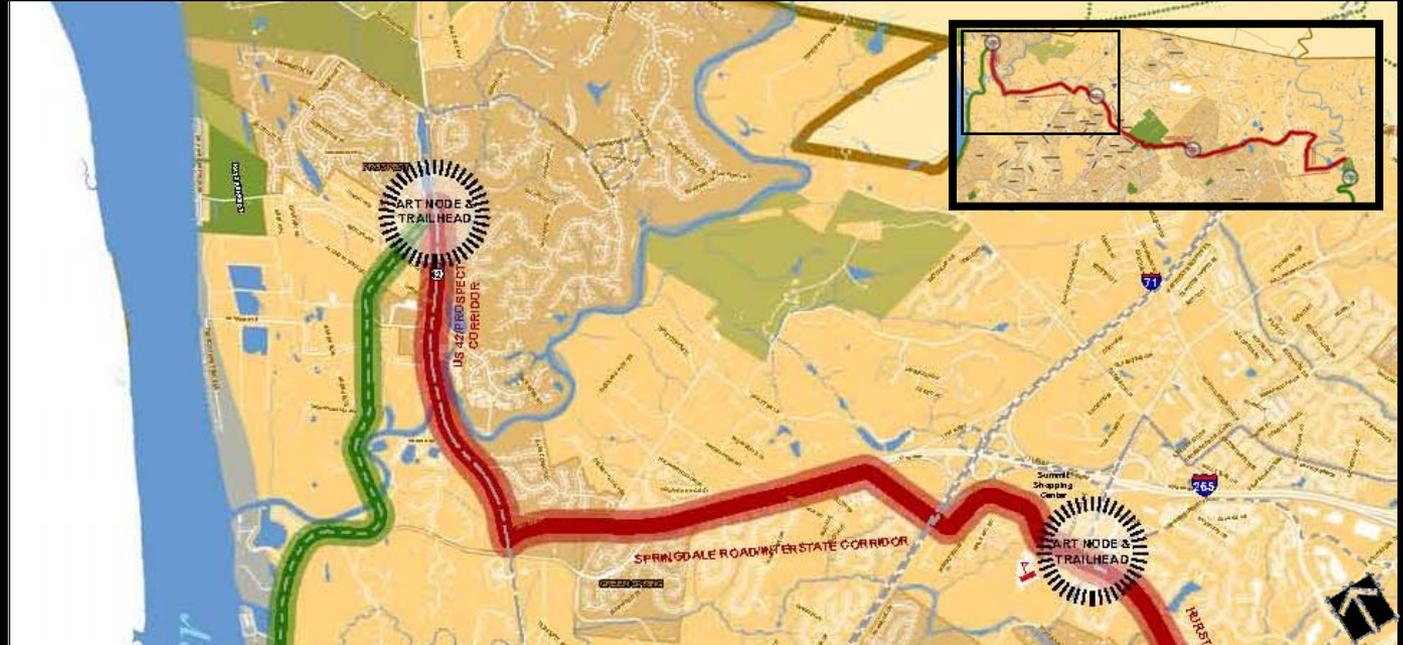
Northeast Trail: Experience the Trail and You'll Experience the City

A Closer Look: NE Trail Regions

The Application



Region 1 - Location



- Begins in Prospect- Connection to the River Road loop segment
- Follows US 42 south to future I-265 corridor
- Follows I-265 to Springdale Road

Region 1 - Prototypical Application

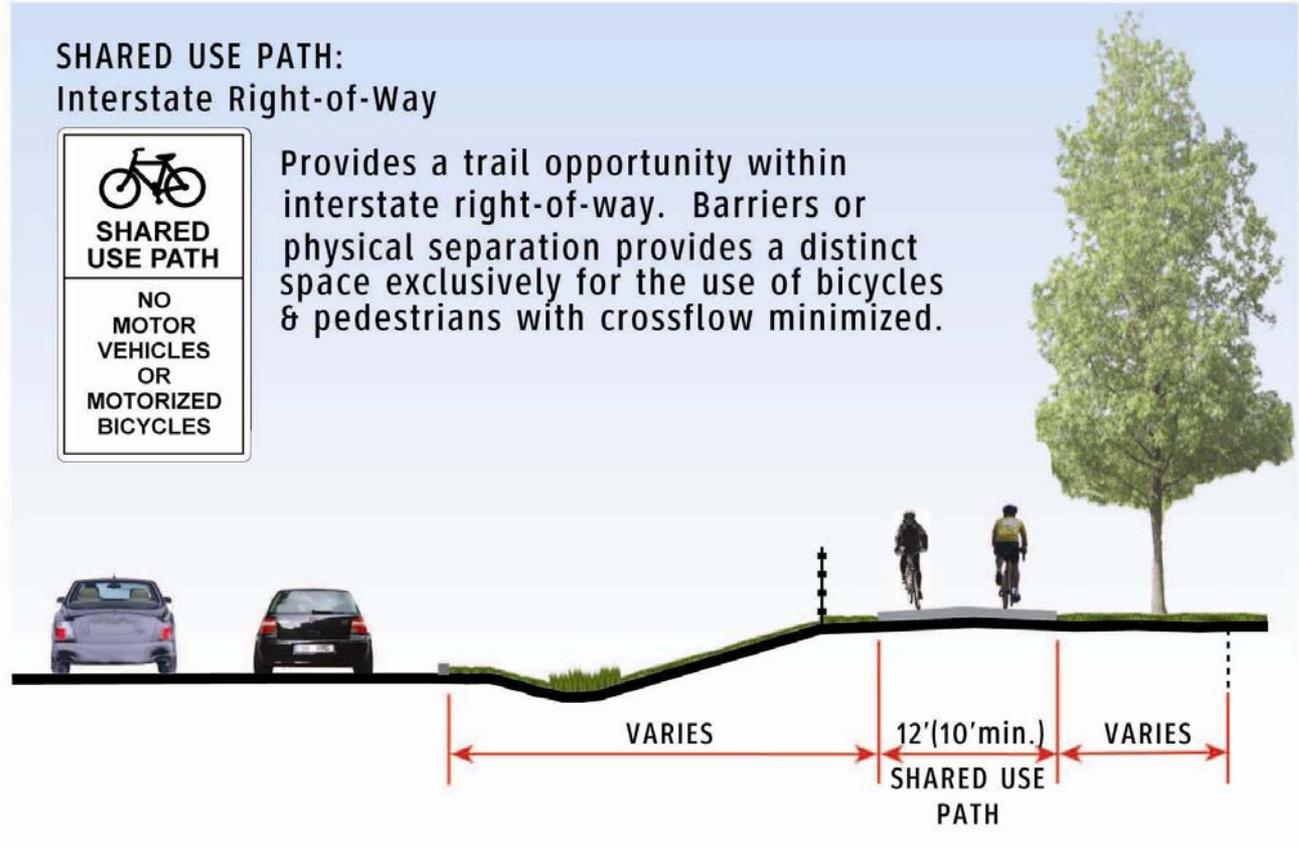


Prospect and the US 42 existing corridor.



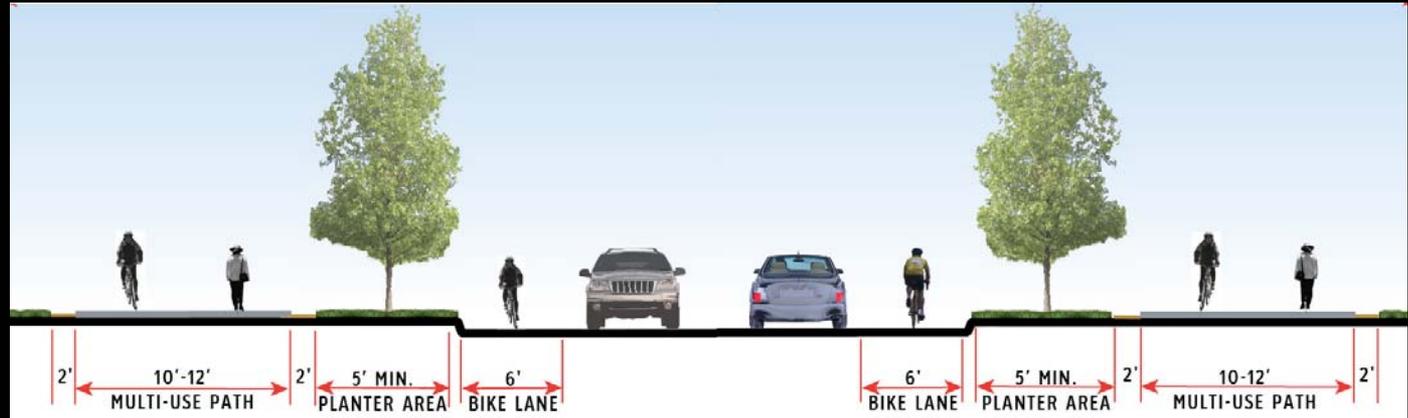
Potential application of trail(s) and bike lanes along existing streets.

Region 1 - Prototypical Application



Potential application of trail along proposed interstate right-of-way.

Region 1 - Prototypical Application



Potential application of trail and bike lanes along Springdale Road.



Springdale Road and future interstate corridor.

Region 1 - Prototypical Application



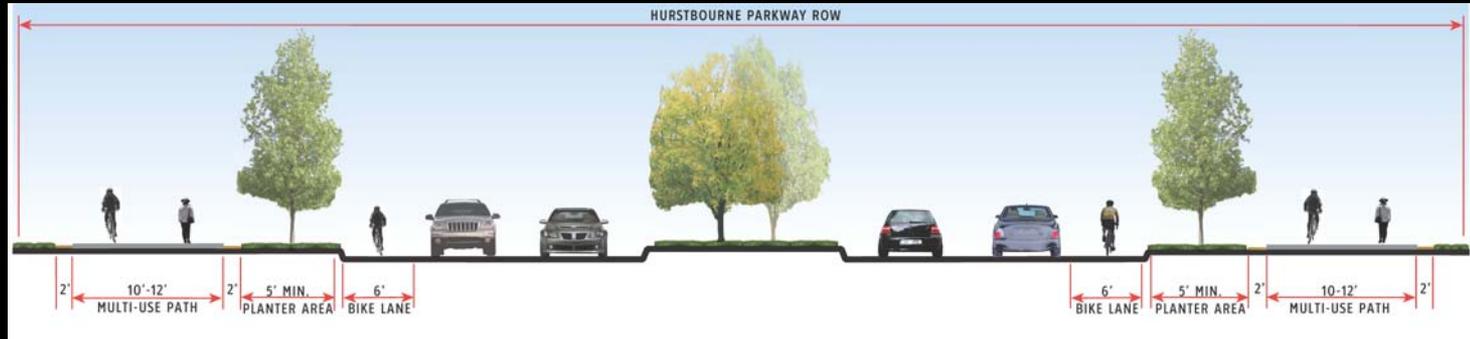
Springdale Road and future interstate corridor.

Region 2- Location



- Follow Springdale Road to Hurstbourne Parkway
- Parallels Hurstbourne Parkway to EP Tom Sawyer State Park
- Runs through State Park to Lakeland Drive
- Connect to Anchorage, potentially using the Witherspoon Trail (under construction)

Region 2- Prototypical Application



Potential application of trail and bike lanes along Hurstbourne Parkway.



Existing right-of-way corridor along Hurstbourne Parkway.

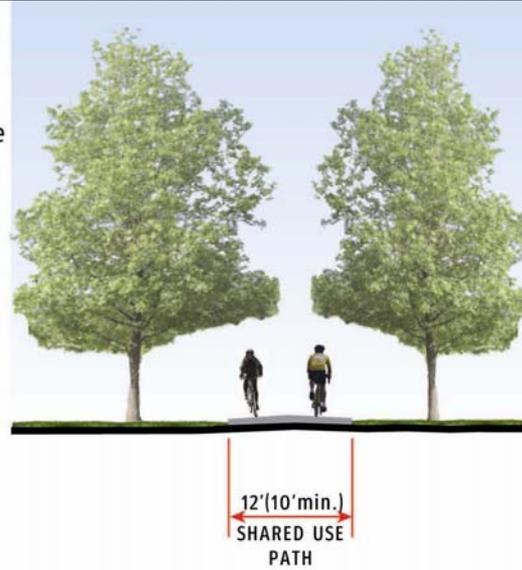
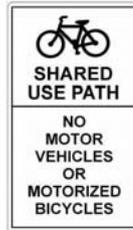
Region 2- Prototypical Application



Precedent image for incorporation of a shared-use trail within a street right-of-way.

Region 2- Prototypical Application

Shared Use Path:
Separate Right-of-Way
Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow minimized.



Potential application of trail in areas not adjacent to streets.



Witherspoon Trail
(under construction)



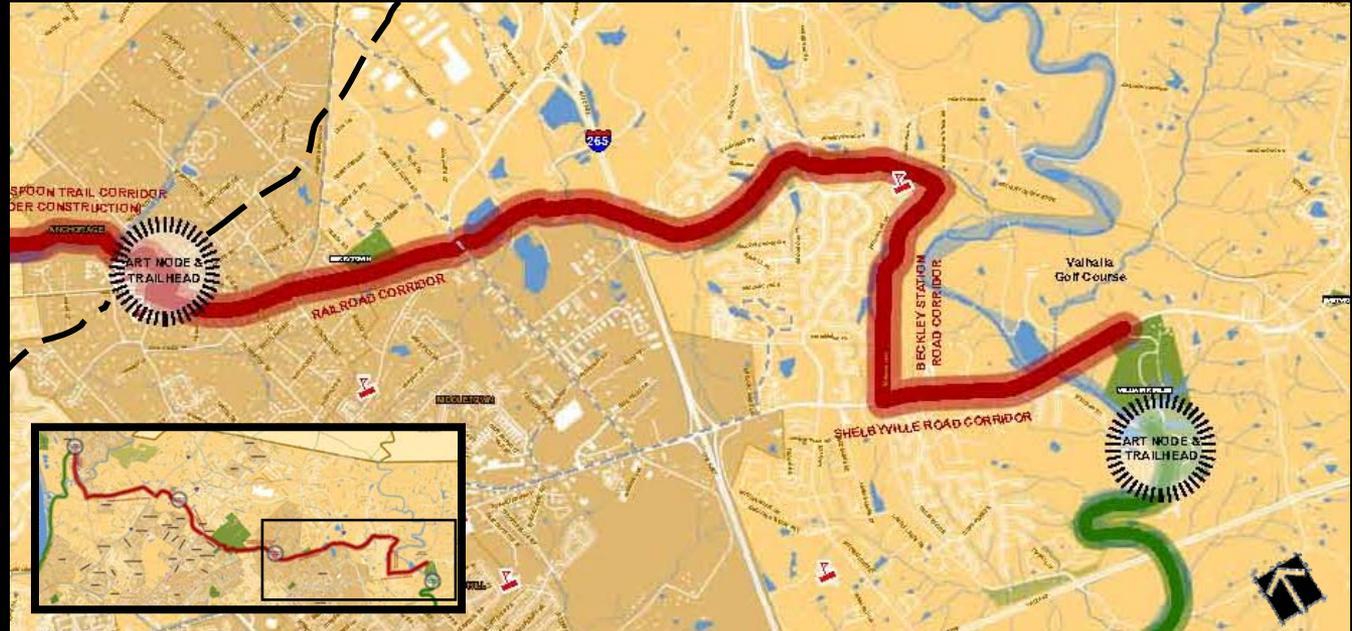
EP Tom Sawyer State Park

Region 2- Prototypical Application



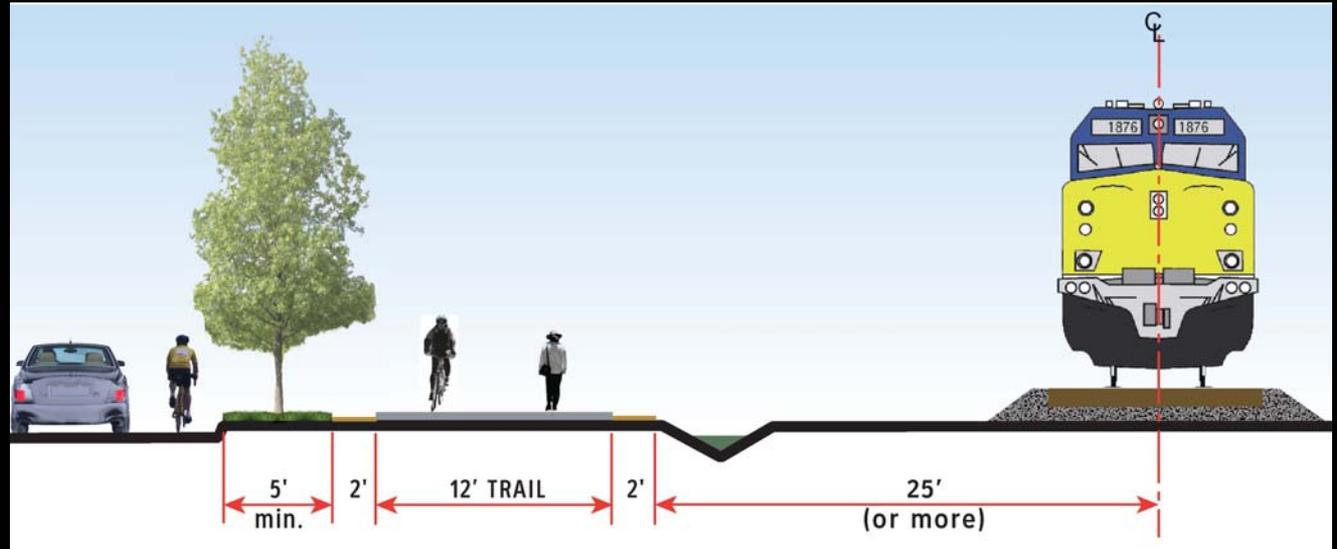
Precedent image for shared-use trails with separated rights-of-way.

Region 3 - Location



- Crosses CSX rail line at Anchorage and follows rail line east through Anchorage to Lake Forest
- Follows Beckley Station Road to Shelbyville Road
- Follows Shelbyville Road to Miles Park

Region 3 - Prototypical Application

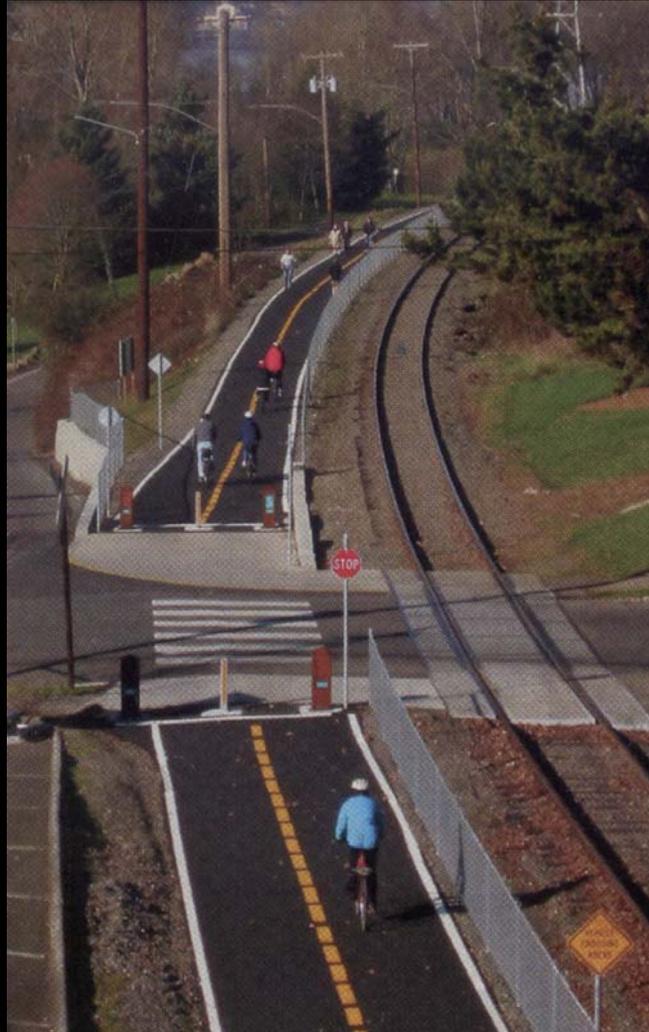


Potential application of trail in areas adjacent to rail lines.



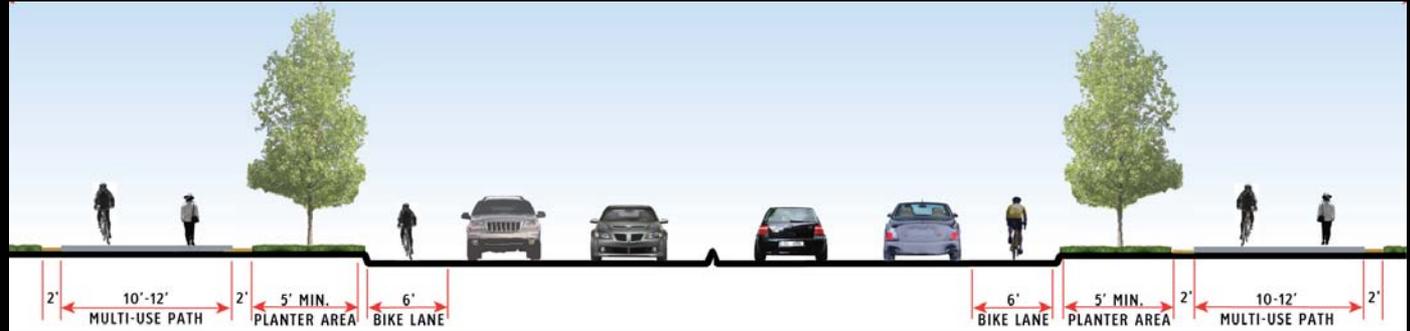
Existing rail line corridor in Anchorage and near the quarry.

Region 3 - Prototypical Application



Precedent photos for trail incorporation adjacent to rail lines.

Region 3 - Prototypical Application

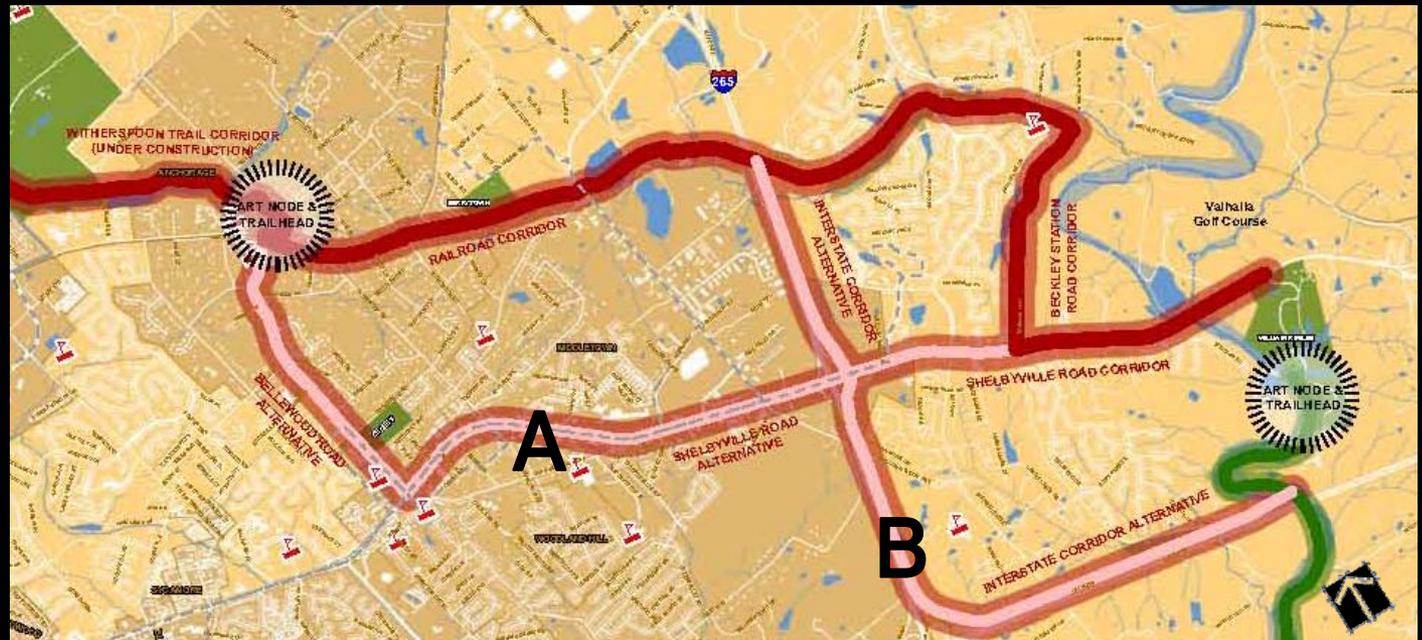


Potential application of trail and bike lanes along Shelbyville Road



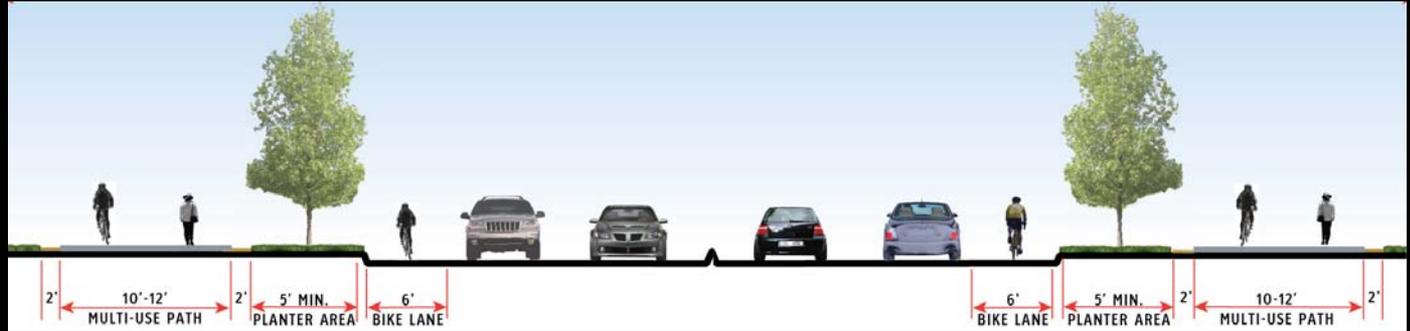
Existing Shelbyville Road corridor between Middletown and Miles Park.

ALTERNATIVE ROUTE...

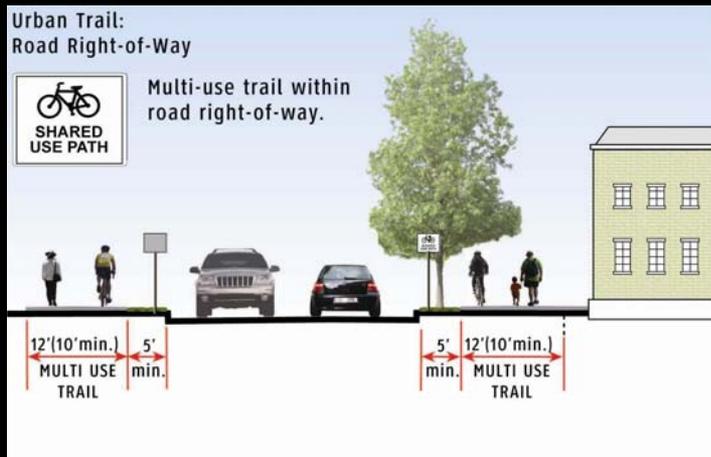


- **ALTERNATIVE A:** Bypasses CSX corridor, running south from Anchorage along Bellewood to Shelbyville Road, then east to Miles Park
- **ALTERNATIVE B:** Uses CSX line to get under interstate, then follows I-265 and I-64 corridors to Miles Park.

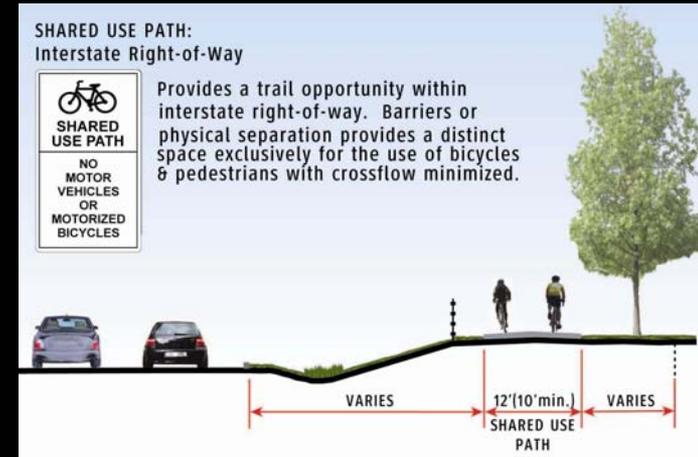
Alternative Routes - Prototypical Application



Potential application of trail and bike lanes along Shelbyville Road



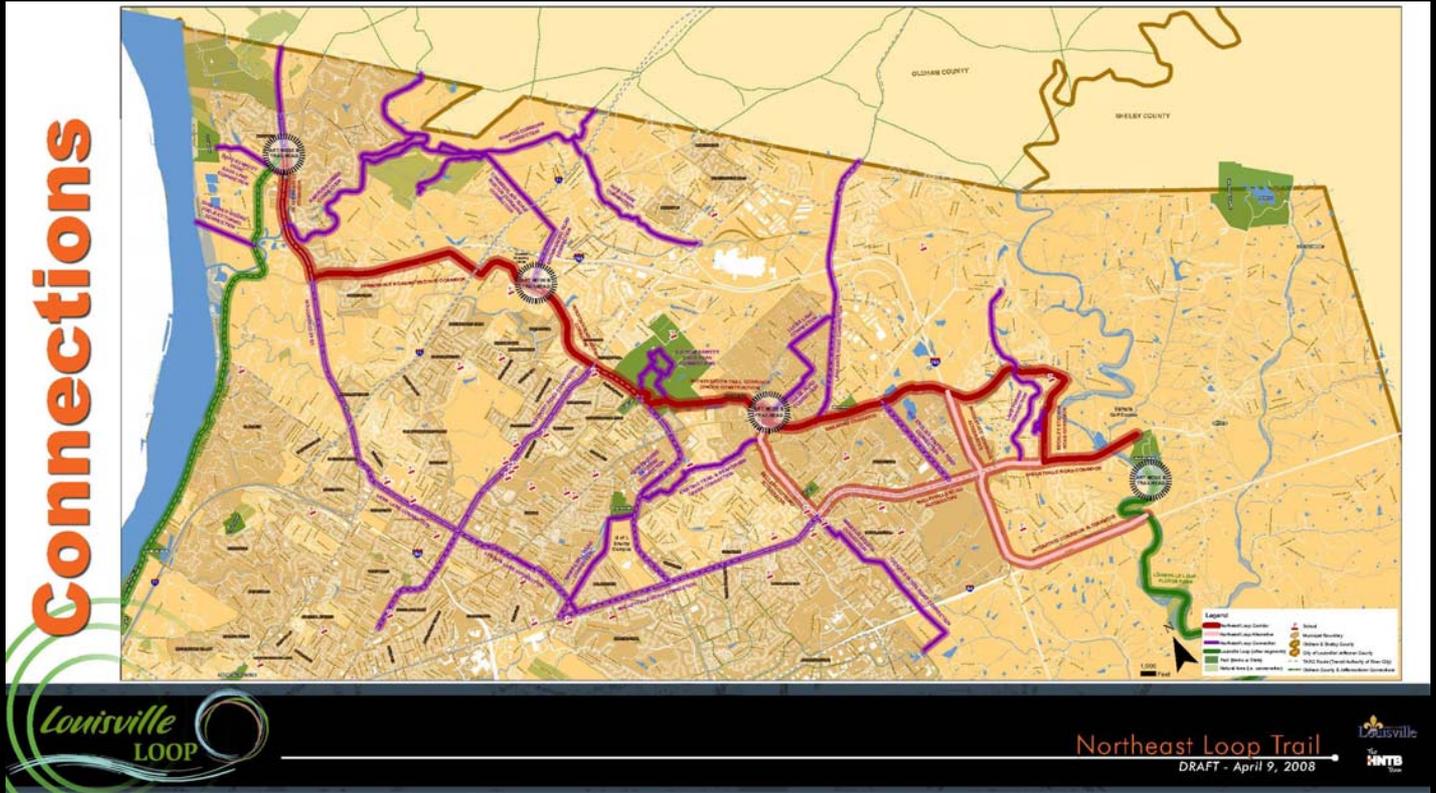
Urban Trail application along Bellewood



Multi-use trail application along interstate rights-of-way

COMMUNITY CONNECTIONS

The Application



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COMMUNITY CONNECTIONS

CONNECTIONS INCLUDE:

- Sidewalk connections
- On-street bicycle lane and bike route connections
- Off-street multi-use trail connections
- Off-street hiking/nature trail connections



COMMUNITY CONNECTIONS

- Hays Kennedy/Bass Lane Shared-use connection
- US 42 (south to Louisville, north to Oldham Co.)
- Herr Lane connection
- Lyndon Lane connection
- Brownsboro Road connection
- Chamberlain Road connection to Norton Commons
- Hite Creek connection
- Hurstbourne Parkway, south of State Park
- Whipps Mill Road connection
- Beargrass Creek Nature Trail connection
- Osage Road/Lucas Lane Connection east of Anchorage
- LaGrange Road connection
- Madison Avenue/Tucker Station Road connection
- Lake Forrest connection
- Harrods Creek connection

The Application

OVERALL SYSTEM
WHAT DOES THIS MEAN?

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PRELIMINARY ROUTE CORRIDOR Quick Facts

- **LENGTH:** 15 miles
- **Engages 11 communities:**
(Anchorage, Creekside, Green Spring, Hickory Hill, Louisville, Lyndon, Meadow Vale, Middletown, Prospect, Rolling Hills, Ten Broeck)
- **5 schools within 1/4 mile.**
- **935 acres of park and natural areas within 1/4 mile**
- **Access to 1 State Park**
- **Access to 3 Metro Parks**
- **Access to 6 TARC routes**
- **Shares 2.5 miles of TARC routes**

ALTERNATIVE ROUTE CORRIDOR

The Application



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ALTERNATIVE ROUTE CORRIDOR Quick Facts

- LENGTH: 17 miles
- Engages 11 communities:
(Anchorage, Creekside, Green Spring, Hickory Hill, Louisville, Lyndon, Meadow Vale, Middletown, Prospect, Rolling Hills, Ten Broeck)
- 7 schools within 1/4 mile.
- 960 acres of park and natural areas within 1/4 mile
- Access to 1 State Park
- Access to 3 Metro Parks
- Access to 8 TARC routes
- Shares 6 miles of TARC routes

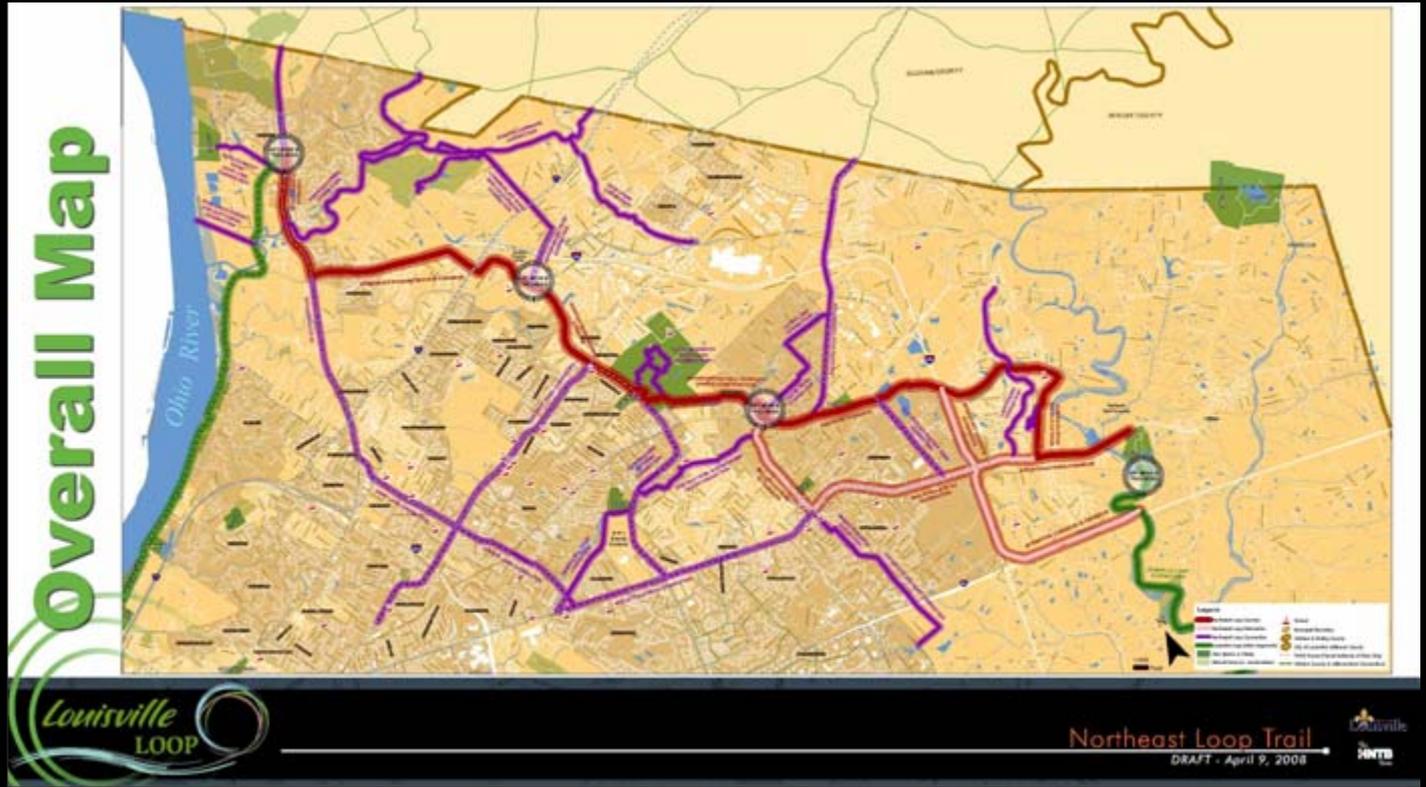
CONNECTIONS

Quick Facts

- **LENGTH: 51 miles**
- **Engages 32 communities:**
(Anchorage, Bellmeade, Blue Ridge Manor, Briarwood, Creekside, Crossgate, Douglass Hills, Fincastle, Glenview Manor, Graymoor/Devondale, Green Spring, Hickory Hill, Hills and Dales, Hurstbourne, Jeffersontown, Langdon Place, Louisville, Lyndon, Meadow Vale, Middletown, Northfield, Plantation, Prospect, Richlawn, Rolling Hills, St. Matthews, Sycamore, Thornhill, Ten Broeck, Westwood, Wildwood, Windy Hills, Woodland Hills, Woodlawn Park)
- **23 schools within 1/4 mile.**
- **1,440 acres of park and natural areas within 1/4 mile**
- **Access to 1 State Park**
- **Access to 5 Metro Parks**
- **Access to 11 TARC routes**
- **Shares 18 miles of TARC routes**

The Application

OVERALL SYSTEM



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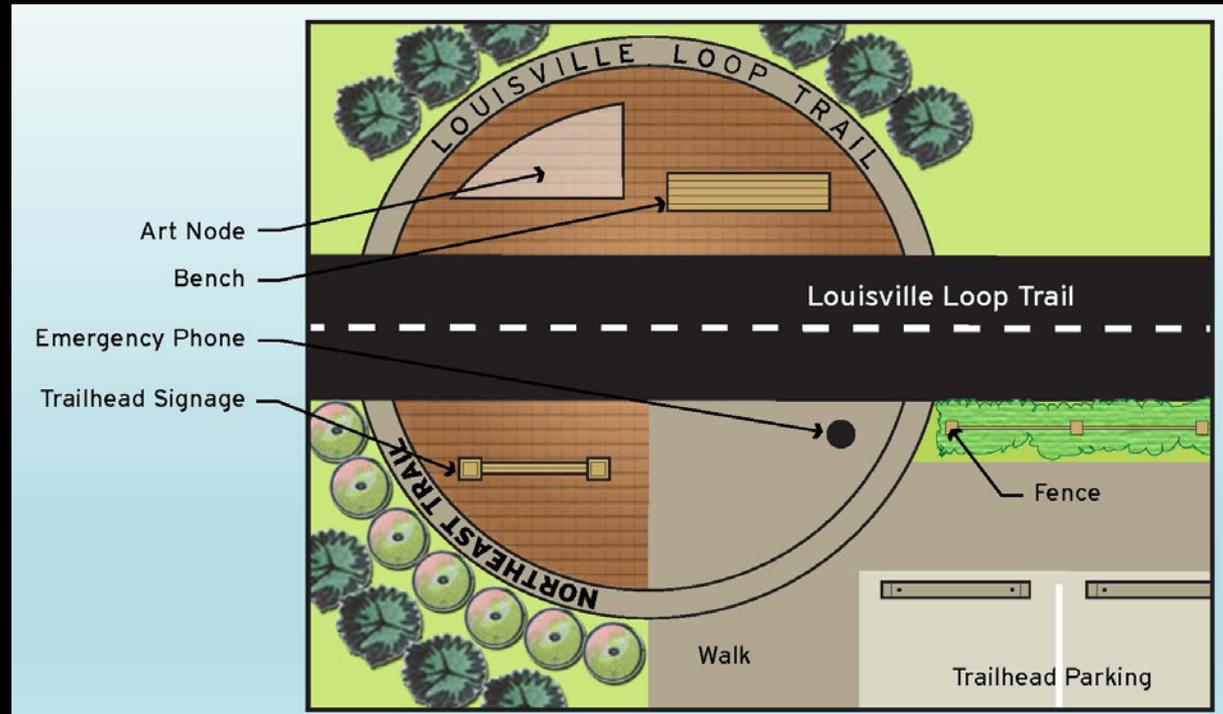
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OVERALL SYSTEM Quick Facts

- **LENGTH: 83 miles**
- **Engages 33 communities:**
(Anchorage, Bellmeade, Blue Ridge Manor, Briarwood, Creekside, Crossgate, Douglas Hills, Fincastle, Glenview Manor, Graymoor/Devondale, Green Spring, Hickory Hills, Hills and Dales, Hurstbourne, Jeffersonstown, Langdon Place, Louisville, Lyndon, Meadow Vale, Middletown, Northfield, Plantation, Prospect, Rolling Hills, St. Matthews, Sycamore, Thornhill, Ten Brook, Westwood, Wildwood, Woodland Hills)
- **25 schools within 1/4 mile.**
- **1,900 acres of park and natural areas within 1/4 mile**
- **Access to 1 State Park**
- **Access to 6 Metro Parks**
- **Access to 11 TARC routes**
- **Shares 23 miles of TARC routes**

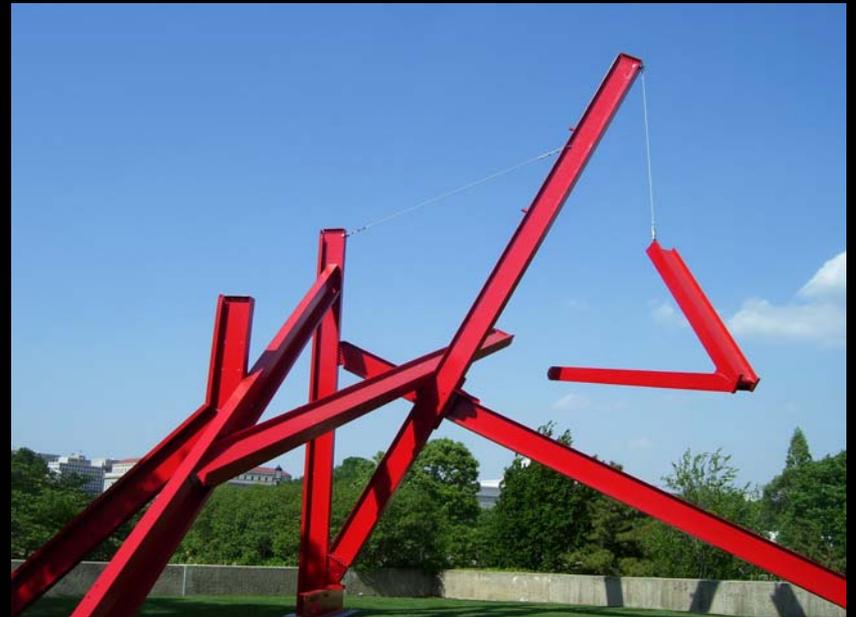
TRAILHEADS & ART NODES

- Placed identified as major entries or destination connections along the main trail route
- Designated as potential trailheads
- Designated as places for the incorporation of public art.



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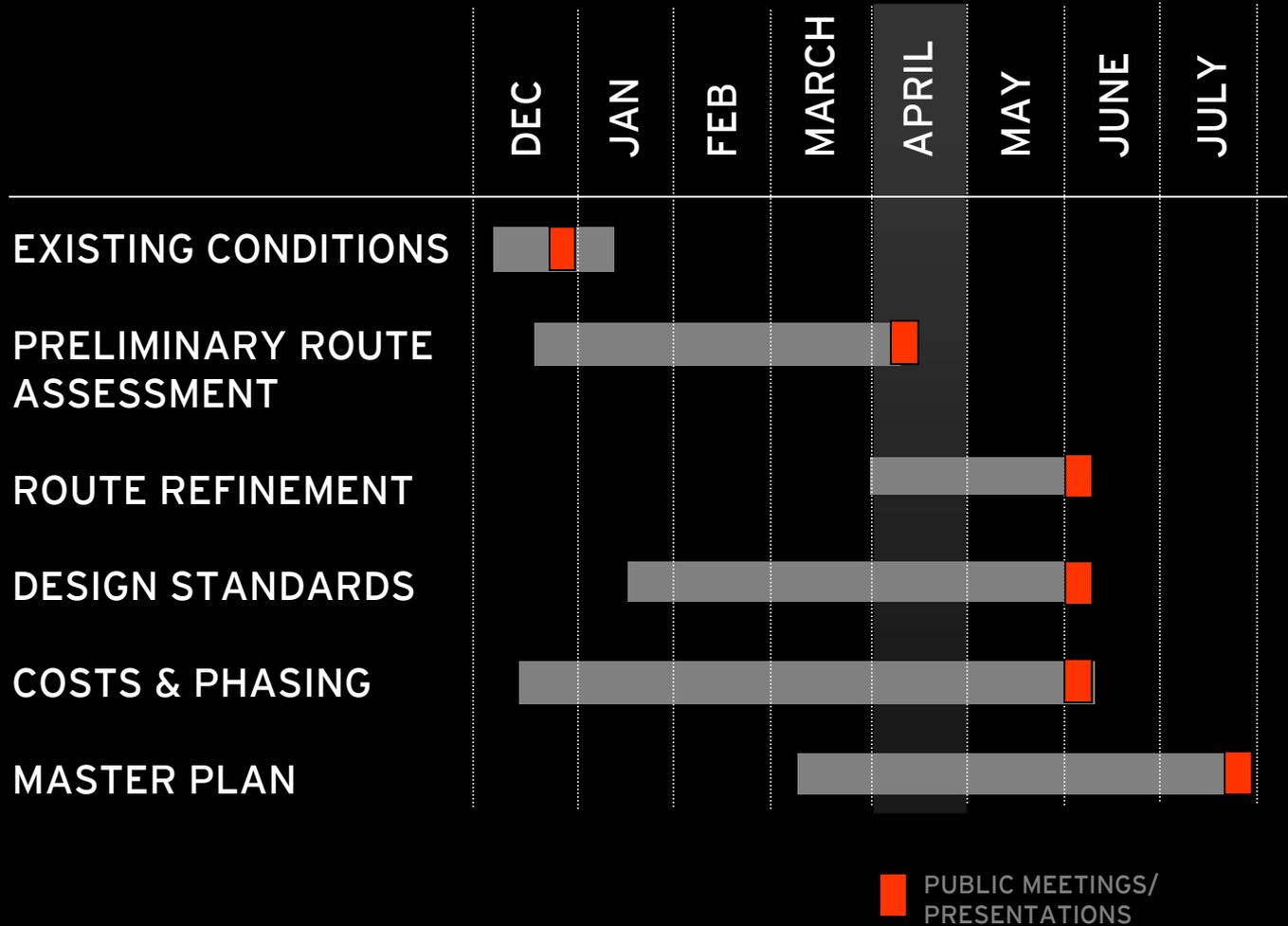


Next Steps...

Where do we go from here?

PROJECT SCHEDULE

Preliminary Schedule



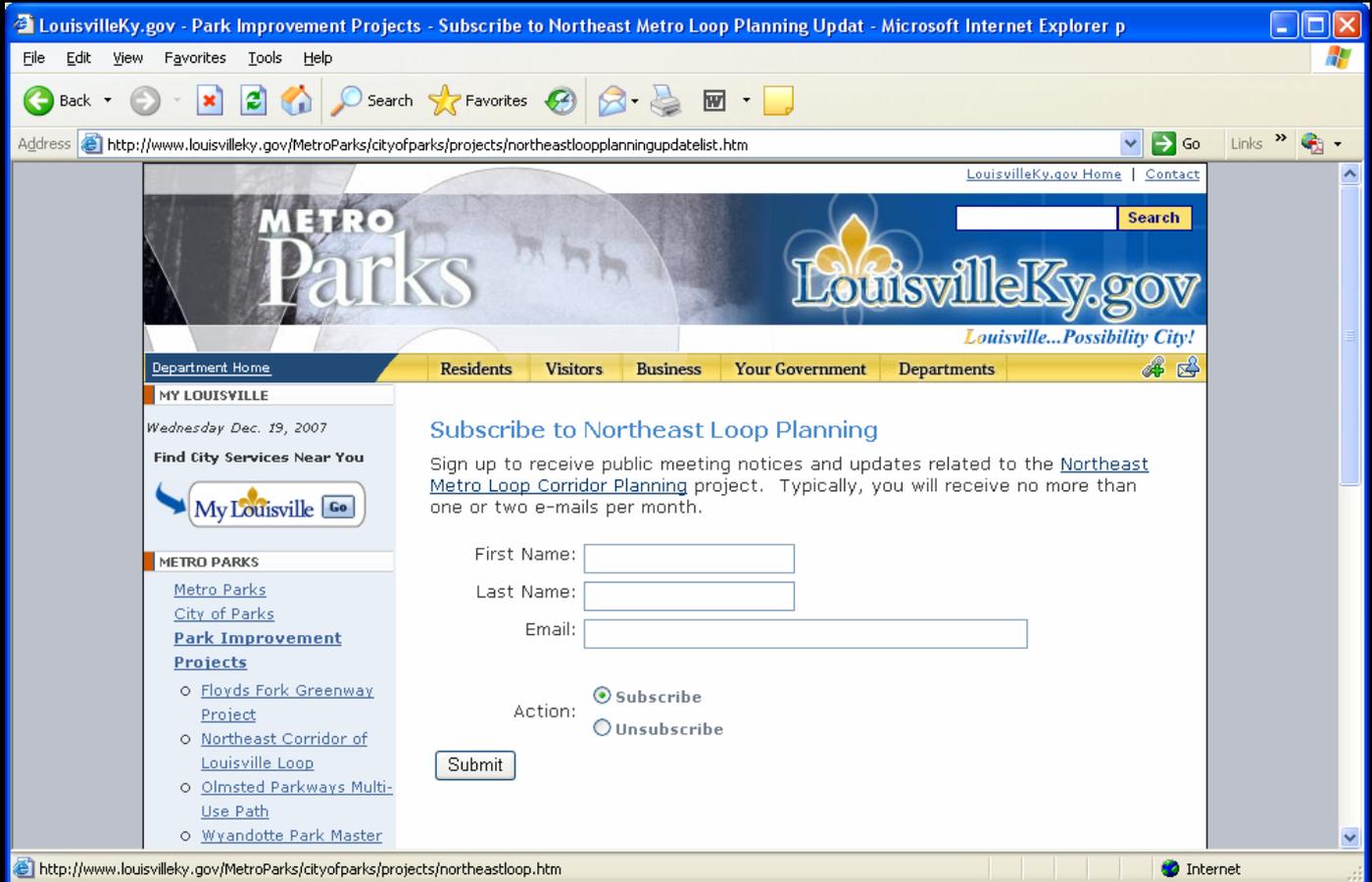
NEXT STEPS

Next Steps...

- Refine and finalize the route to reflect input received this evening.
- Prepare preliminary design standards for the entire Louisville Loop
- Identify costs and implementation strategies
- Conduct final public forum this summer

KEEP INFORMED ON PROJECT PROGRESS:

<http://www.louisvilleky.gov/MetroParks>



Breakout Sessions...

Citizen participation



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Northeast Loop Trail
Public Forum #2: April 9, 2008

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